

FORWARD 170



Front cover caption

LNER class B3 4-6-0 no.6167 at Wood Green on the GN main line hauling the down Leeds Pullman in the early evening. After the Grouping in 1923, this and other Pullman services became the preserve of the 'Faringdons' with all six members of the class transferred to King's Cross or Copley Hill. No. 6167 was a King's Cross (Top Shed) engine. Although more powerful than the displaced Ivatt Atlantics they were not as free steaming and their performance was patchy. They were sent back to the GC section in 1927. No.6167 had carried the name *Lloyd George* until August 1923 when it was denamed at the order of Sir Frederick Banbury for political reasons. Date of photo unknown.

photo: unknown



The Journal of the Great Central Railway Society

No. 170 ~ December 2011

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Editorial by Bob Gellatly

In my previous editorial I was pleased to announce that George Hinchliffe had accepted the invitation to be a Vice President of the Great Central Railway Society. Sadly that issue would be the only one to list George in that capacity. His sudden death on 20th September came as a shock. Despite being aged 89 he was still active in many areas. A friend and a fellow member of the Gainsborough Model Railway Society, Chris Wragg, has written a beautiful appreciation of George's life. This is on page 5.

The Autumn meeting at Penistone on Sat.22nd October was a great success – excellent venue, excellent speakers, excellent weather and an excellent attendance. David Grainger (yes – David, not Ken!) has written a report on p18.

Sadly, GBRf was unable to provide the remembrance locomotive 66715 *Valour* for the Marylebone event on Friday 11th November. However, with the support of Chiltern Railways, the act of remembrance was still carried out. The remembrance event at the GCR war memorial at Sheffield took place on Sunday 13th November with the usual hospitality of the Sheffield Victoria Hotel, courtesy of Hermann Beck. Public awareness of the significance of Remembrance seems to be increasing, along with better care for memorials – but sadly too late for some of them.

The venue for the society's AGM in 2012 has been confirmed as Retford. We shall be meeting in the Bassetlaw (North Notts) Railway Society club rooms on platform 1 of Retford station on Saturday 19th May. You can't have a better rail-connected venue than that!

Thank you to all those who contribute to *Forward*. I hope you will understand that not all material submitted will necessarily appear in the next issue, such is the wealth of contributions now received. It would be good to be able include more pages in *Forward* as required but as our present mailing weighs 98g, any increase would raise the postage from 36p to 92p.

Welcome to the following new members

Mr P. Feakin, East Finchley, London N2
Mr J. A. Barker & Ms A. Barker,
Brighouse, West Yorkshire
Mr J. P. Clements, Rathkenny, Co.
Meath, Ireland

Mr C. D. Wragg, Northampton
Mr R. A. Wilson, Nottingham
Mr J. Rissbrook, Milton Keynes
Mr G. Evison, Annan, Dumfriesshire
Mr R. E. Cryer, Loughborough

Annual General Meeting 2012

In accordance with Section 7(a) of the Society constitution, notice is hereby given that the Annual General Meeting of the Society will be held on **Saturday 19th May 2012 at the Bassetlaw (North Notts) Railway Society Club Rooms, Retford Railway Station, Station Road, Retford, Nottinghamshire DN22 7DE**. Starting at 11.00 am.

Under Section 9 of the constitution, proposals for changes to the constitution, properly signed by the proposer and seconder, should be sent to the secretary to reach him no later than Saturday 7th April 2012.

Under Section 5(c) nominations for the committee, signed by the proposer and seconder and made with the agreement of the nominee, should be sent to the secretary to reach him no later than 27th April 2012.

Proposers and seconders must be paid up members of the Society.

Only proposals made in accordance with the constitution will be accepted for the Annual General Meeting.

Brian Slater, Secretary

Remembrance Events - Nov. 2011

Report and photos by David Grainger



At Maryebone station on Friday 11th Nov.

From left to right: John Rissbrook (Chiltern Railways Duty Operations Manager and now an honorary member of the GCRS), Ken Grainger (GCRS committee), Leslie Cooper (Royal British Legion), Revd Liam Johnston (The Railway Mission), Sergeant David J. Bilton (Chelsea Pensioner), Warrant Officer John Short (Chelsea Pensioner) and Steven Riley-Elliott (was RAF, now connected with the Metropolitan Police and a freelance bugler). Missing from the photograph are the representative of the Transport Police and the children from King Edward's Roman Catholic Primary School who, once again, gave us hope for the future - a very mixed ethnic group whose behaviour and interest was excellent. They kept the two Chelsea Pensioners (and Ken Grainger) in quite lengthy conversation after the wreath laying. One of the class, a girl named Holly, was selected, by John Rissbrook to lay one of the wreaths.

The Great Western Roll of Honour which, with the non availability of GbRF locomotive 66715 *Valour*, became the focus for the ceremony. This had been brought in from its usual home at High Wycombe.

At the GCR War memorial, Sheffield on Sunday 13th Nov.

About thirty members of the society and friends attended the brief ceremony at the GCR war memorial at Sheffield in dismal weather. Ken Grainger gave a short address. Howard Turner laid a wreath for the Society followed by others, including a representative of the hotel.

It was good to find that the cigarette machine in the hotel has been removed from below the *Valour* nameplate and painting.



George Hinchcliffe (1922 - 2011)

An appreciation by Chris Wragg

It is with much sadness that I report the sudden death of George Hinchcliffe, a Vice-President of the Society, who passed away on Tuesday, 20th September 2011 at the age of 89, after a long life when railways and the Great Central Railway in particular had never been far from his heart. George Durant Hinchcliffe was born in February 1922 in Gainsborough, Lincolnshire. At the end of his short street was the Great Central Railway, soon to be absorbed into the LNER, and it was from this close association that George's love of railways and steam grew. The first words he could read were *Earl Beatty* from the nameplate of the loco which passed the end of the street around 2pm each day, hauling three coaches and up to 20 fish vans. Later, when he started school, he had a fierce disagreement with a teacher who insisted that Earl Beatty was a famous Admiral. His tales of how he conscripted his fellow pupils to run a make-believe railway service in the neighbouring streets, and the problems involved in managing 5-year old female staff who would burst into tears when things went wrong, are hilarious. However, it is perhaps better not to relate how he was inspired by a lesson on Drake at Cadiz to sail a paper fire-ship through the girls' toilets.

When George left school in 1936 he achieved his ambition to work with steam by becoming an apprentice at Marshall's of Gainsborough, world famous for traction engines, stationary engines and boilers. During this period he cultivated the friendships of the crews of the Gainsborough shunting crews (a Pom-Pom at Central and a 4-wheel Sentinel at Lea Road) and spent many happy Saturday mornings on shunting duties.

In 1941 George joined the Royal Navy, mainly it seems because it was the only service where he could work with steam. After training he was assigned to *HMS Lulworth*, a turbo-electric drive, ex-USA coastguard cutter, engaged on convoy duty in the North Atlantic and the West Coast of Africa. On the day George was 21, the Navy lowered the age limit for Engine Room Artificer (3rd class), which carried the rank of Chief Petty Officer, from 23 to 21. He went ashore that day in Londonderry, sat the examination, passed and became on that day the youngest CPO in the Navy. After one more convoy run, he joined *HMS Fancy*, a minesweeper.

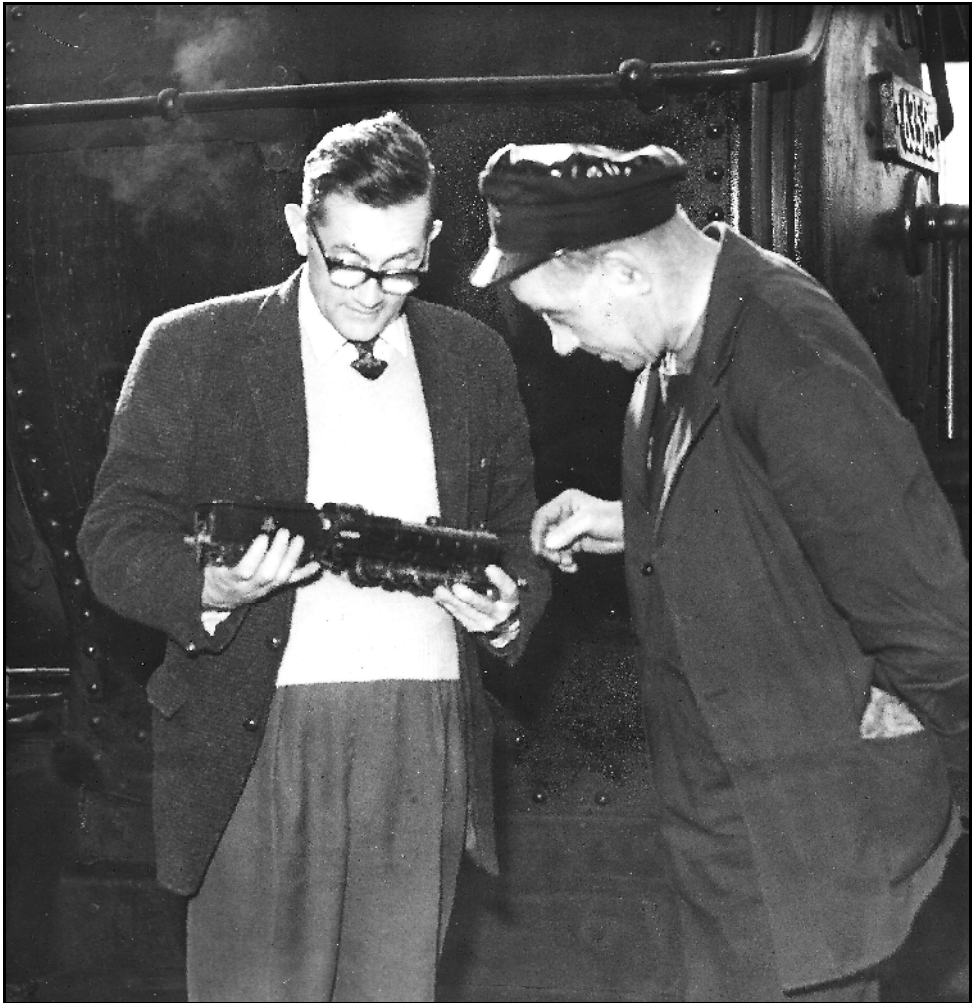
From his later tales, however, the chief advantage of George's Naval service seems to have been the opportunity it gave him to ride on engines. He had learnt enough about handling an engine to be able to pass himself off as a Retford fireman on active service, confident that few crews would even know where Retford was. In this guise, as his service took him around the United Kingdom, he fired engines of all the Big Four companies, and also of the Northern Counties Committee. For a time, while minesweeping off Grimsby, he was able to take all-night leave in Gainsborough; working his passage on the 6.40pm Cleethorpes to Gainsborough and returning on the 4.23am mail train. These journeys in particular gave him the opportunity to fire a range of Robinson engines, including *Directors* and the big 4-6-0s. His last Naval posting was on *HMS Tyrian* in the Far East, where to his great surprise he encountered Robinson 2-8-0s working in Suez, Australia and Hong Kong.

George had married Frances in 1943 and by the end of the war had a daughter, Diane, later to be followed by another daughter, Jill, and a son, Richard. Although he returned to Marshall's for a time, he soon decided on a change of career: teacher training at Warrington meant firing D9s and D10s on the Cheshire Lines. He eventually secured a position at Sturton-by-Stow school, between Gainsborough and Lincoln, rapidly rising to become Deputy Head.

In 1946 George was one of the founders of the Gainsborough Model Railway Society, becoming Secretary and general driving-force. George had built his first engine while still in the Navy, and as his scratchbuilt engines replaced ready to run tinplate engines, the Society sought to increase its standards, making the switch to 2-rail in the early fifties. In 1956 George was one of the founder members of the Gauge 0 Guild, becoming

its first Trade Liaison Officer. In 1952 the GMRS was asked to build a layout to appear at an exhibition in Retford to commemorate the centenary of the Great Northern 'Towns Line', which was later shown at Kings Cross.

The Retford exhibition led to George's introduction to Alan Pegler, yet to save the Festiniog, and the following year George was in charge of bookings for the famous *Plant Centenarian*, hauled by the two preserved GN Atlantics. This experience led to the GMRS organising its own railtours. Those involving Great Central engines George himself has described in the last issue of *Forward*. Other notable trips in the early days included taking both *Mallard* and the A1 *W P Allen* to Blackpool and the first trip by the preserved Midland Compound. George also found opportunities for footplate experience, perhaps the most notable being the opportunity to drive *Wild Swan* down Stoke bank under the watchful eye of Bill Hoole. He also played his part in persuading John Scholes that a Robinson O4 should be preserved as part of the British Transport Commission's Collection of Historical Relics.



George proudly displays his model of O4 2-8-0 no.63585 to the driver of the same, probably on the occasion of the "O4 Farewell Special" in 1963.
photo: Gainsborough MRS

When Alan Pegler saved *Flying Scotsman* in 1963, George and other members of the GMRS, under the guise of Flying Scotsman Enterprises, took responsibility for marketing and bookings and providing coal and water facilities on most of the tours which 4472 undertook in the 1960s. In 1969 George left teaching to become Operations Manager and later General Manager on *Flying Scotsman's* ill-fated tour of Canada and the United States. While Alan was the show-man, excellently filling the role of eccentric train-loving millionaire, George was responsible for the more practical side of things, not only ensuring the A3 was operable and would be coaled and watered, but also that visitors could pass efficiently through the exhibition train. Perhaps one of the most remarkable features of the trip was the last-ditch effort to get 4472 from Toronto over the Rockies to San Francisco in 1971. By now, with money so tight, only a skeleton crew could be afforded, and George had to take his turn on the regulator during the journey. Some of the people George met on the American trip remained friends for the rest of his life.

When the finances failed, George returned to England. Initially he made his living model-making, but was then asked to establish a school for expelled Ugandan Asians at RAF Hemswell. However, at the beginning of 1973, Bill McAlpine asked George to go back to the United States, where he was able to negotiate a deal with *Flying Scotsman's* creditors. Bill agreed to rescue the engine, providing George would run it for them, and the engine came home via the Panama Canal. That the engine was able to run from Liverpool to Derby under her own steam was in no small part thanks to the Divisional Manager, Liverpool, none other than Richard Hardy. After overhaul at Derby works, and a summer on the Torbay Steam Railway, the engine was based at Market Overton.

However, Market Overton was doomed. Seeking a more suitable base, Bill McAlpine went into partnership with Joe Greenwood and Peter Beet at Steamtown, Carnforth, and George was appointed Managing Director. He and Frances moved home to Lancashire early in 1976. George's years at Steamtown were probably the heyday of the depot as an active steam centre. It played a major role in many of the main-line steam tours of the late 1970s and early 1980s and George served as Chairman of the Steam Locomotive Operators Association.

George played a major role in the organisation of the 150th anniversary cavalcade at Shildon in 1975. During a dinner in Manchester to celebrate the 150th anniversary of the Liverpool & Manchester Railway, George found himself in the gents with Sir Peter Parker (then Chairman of BR), William Whitelaw (then Home Secretary) and the Duke of Wellington, and had to comment that he had never peed in such distinguished company! Other highlights of his period at Steamtown were the restoration of the initial Pullman cars for the Venice-Simplon Orient Express, construction of the replica of the Dean Single *The Queen* for the Madame Tussaud's Royalty and Railways Exhibition at Windsor, and building the 15" gauge carriages for the Liverpool International Garden Festival. Although there were no opportunities to run real GC engines, Steamtown did acquire a tank engine painted in GC livery to work the Crag Bank shuttle.

After suffering a heart attack, George retired in 1984, but he was to be devastated when Frances died only six months later. Although he returned to Steamtown for a time, was active for some years with the Railway Heritage Trust, and also helped organise *Flying Scotsman's* visit to Australia, model railways now helped to fill the void in his life. He built a large O gauge layout, Fort Fay to Invercliffe, in the garden of his bungalow at Hest Bank. The loco stud was rapidly expanded to feature an example of every one of the Robinson classes for the Great Central, as well as many of his other personal favourites. For a period he served as Chairman of the GMRS, despite now residing 130 miles away.

After some years as a widower, George married Janet in 1997, and they moved to a bungalow in the village of Galgate, to the south of Lancaster. As at Hest Bank, the West Coast Main Line was at the bottom of the garden. The two terminal stations from the garden layout were transplanted to the loft and as the railway was smaller it had the

advantage of less maintenance and all-year operation. George was able to operate the railway on his own when required, but enjoyed the visits of friends, and particularly in later years having his grandsons Callum and Sandy as signalmen.

George's railway interests also brought him several excursions into the world of film and television. The first came in the late 1960s when the GMRS supplied a model railway for the film "Only when I larf" starring Richard Attenborough and Terence Alexander. While at Steamtown he helped to stage railway scenes for several films at York including "Agatha" with Dustin Hoffman and Vanessa Redgrave, when *Flying Scotsman* was disguised as *Enterprise* and *Victor Wild*. He also helped with the production of a number of TV series including the original "Great Railway Journeys" with Michael Palin. However, his own brief moment on the big screen came in the film "The Dresser" when he was cast as the driver of *Duchess of Hamilton* and got to utter the immortal words "Sod off" to Tom Courtenay! Given that his cultural passions were Beethoven, Gilbert & Sullivan and Laurel & Hardy, he was very proud that as a result of some of his TV work, a picture of him with some Laurel & Hardy look-a-likes was displayed in the Laurel & Hardy museum at Ulverston.

Earlier this year, George felt very honoured to be invited to be a Vice-President of the Great Central Railway Society. Severe arthritis made modelling increasingly difficult, and what he had said (too accurately as it turned out) was going to be his last loco, appropriately a GCR compound Atlantic, was completed just before his death. The end, when it came, was mercifully quick. Having been out on his bike only the previous week, he started to feel ill over the weekend and died of an abdominal aneurism in the ambulance taking him to the Royal Lancaster Infirmary. After a private family funeral, his life was celebrated at a memorial service at St John's Church, Ellel on 30th September, where his family was joined by many friends from the world of railways and model railways. Simultaneously, his former pupils held a memorial service on the playing field of Sturton school.

I am sure all those in the Society who knew him will join in extending their sympathy to his wife Janet, his children Diane, Jill and Richard and their families.



George Hinchcliffe (centre) with Andrew Scott (left), Sir William McAlpine (right) and Alan Pegler in 2005.

photo: Tony Rundstrom

Signalling within the Woodhead Tunnels: Notes and Queries

by George Huxley

The Woodhead tunnels rise eastwards from Woodhead to Dunford Bridge on a gradient of 1 in 201. The original two bores were three miles and 416 yards long. Vision, especially in the eastbound direction, was severely limited due to smoke even though there were ventilating shafts, twenty six altogether. Traffic was congested in both directions, the problems being most acute eastwards up the gradient.

In 1909 the Great Central installed automatic signals in the tunnels and track circuits throughout. The circuits, owing to wetness, were each restricted to 440 yards in length. The intermediate signals were applied only to goods trains. For passenger trains the bores had to be clear throughout.

Were the intermediate signals and circuits installed for both directions? And, as one would expect, were there both distant and stop signals? According to A.A. Maclean (*A Pictorial Guide to LNER Constituent Signalling*, pp30 and 34) the signals were electro-pneumatic and they had spectacle plates and no arms. It is not clear (to me, at least) from his account how many signals there were, but he states that an audible guide was given to drivers near the intermediate signals some two hundred yards "on the approach side of each".

At the Woodhead end of the eastbound tunnel there was an up stop signal (a starter) to which a subsidiary warning arm was bracketed. When "off", the main signal indicated line clear to Dunford Bridge. If the subsidiary arm was "off", the line was clear as far as a position 531 yards in advance of the automatic signal in the tunnel, according to Maclean.

Does a photograph exist of the subsidiary arm in place? This would have been in place at the time represented by the beautiful F. Moore picture of expresses passing at Woodhead but the lower part of the starting signal is obscured by the smokebox of no.264 (see *Forward* 169 p26). Maclean states that both the starting and the subsidiary signals at the Woodhead end of the tunnel were slotted by an O'Donnell rotary slot. Does a photograph of the arrangement exist?

The automatic stop home signal within the eastbound tunnel could be controlled from Dunford Bridge. Track circuit indicators in Woodhead East box and in Dunford Bridge box showed whether or not there was a train on the up line between Woodhead Station and the point 531 yards beyond the stop signal in the eastbound tunnel.

In a ventilating shaft between Woodhead and Dunford Bridge there was a signal box for about a decade before the automatics were installed in 1909. In his fine book Maclean (p30) remarks that the box "could hardly be described as the most enticing of places to work". How long, one may ask, were signalmen expected to work there daily without suffocation or permanent bronchitis? How were signals illuminated so as to be seen in the murk? Were there arrangements for switching out? Did signalmen sign on after walking in smoke from Dunford Bridge or from Woodhead? Such questions remind us that life for signalmen, as well as footplatemen, on the steam railway could be both harsh and dangerous.

The F. Moore picture shows, from the rear, a home signal with a distant below. Westbound drivers of down trains would have needed an indication of the position of the home before they emerged from the bore well beyond the braking distance on the falling gradient. What kind of a distant was provided so as to be visible within the tunnel?

Lastly, there were colour-light signals in the new Woodhead electrified bores. They would have been semi-automatics. How many were there, and from what box or boxes were they controlled?

Working for Sir Sam : A family history project?

by Bill Taylor

If your great grandfather was employed by the Great Central Railway in the Edwardian era then you could say that he worked for Sam Fay (later Sir Sam Fay) the General manager and highest paid officer of the company. But do you know where he was stationed and what job he did or if he was promoted or transferred to a different location? These and other details can be found in the staff records of the company held by the National Archives at Kew. However it is a bit like trying to find a needle in a haystack even if you know your ancestor's full name and are able to visit Kew.

The Society regularly receives enquiries from people researching family history and invariably little or no information can be provided, so they are referred to the National Archives. Members may be aware that the authorities at Kew have combined with the proprietors of Ancestry.co.uk to make some railway staff records available to the general public including some from the Great Central as well as the MS&LR, but the quantity is very small and in effect it is only "the tip of the iceberg".

The accompanying illustration shows a sample page from just one of the staff registers maintained by the GCR, each book running to over 200 pages. As can be seen a lot of detail is given which from the aspect of family history is very useful and includes the date of birth, date of joining, location and manner of leaving. Using a digital camera (which is permitted at Kew) it would probably take about two hours to photograph the pages in one register, not too onerous a task. Obviously having obtained the data in that way, to catalogue the same would be a much larger and more demanding task, but I suggest not impossible.

I just wonder if there may be enough members to do the easy bit with a camera? That would entail photographing the pages of thirteen registers. Each register has a separate index which may or may not need to be copied. Once the registers are copied the data is captured and can be saved which is the easy bit; the harder bit I accept would require some serious consideration to be undertaken.

However, were the task to be carried out, employees of the GCR could be listed alphabetically, or by location, or by date of joining, and provide a most valuable tool to those building up their family tree. By this means other details could be filtered out such as to show all stationmasters joining from the LDEC in 1907 as set out below:-

Name	Station	Date of birth	Date joined
J.Timson	Skellingthorpe	6.5.1868	15.11.1896
J.H.Bedford	Doddington & Harby	15.10.1867	15.11.1906 (<i>d3.8.24</i>)
A.A.Perry	Clifton on Trent	19.7.1868	16.11.1896
J.G.Cross	Fledborough	29.10.1876	4.4.1898
H.Young	Dukeries Junction	16.11.1867	16.11.1896 (<i>res.27.1.12</i>)
J.C.Munson	Tuxford	1.12.1860	9.4.1897
J.W.Schofield	Edwinstowe	14.10.1873	15.2.1897
R.J.Norden	Warsop	2.1.1866	16.11.1896 (<i>dismissed for</i>
<i>irregular conduct 3.8.07, having been cautioned 12.7.07</i>)			
A.Wright	Warsop	30.3.1874	16.11.1896
T.Hannay	Bolsover	18.11.1869	13.8.1902
G.A.Thompson	Arkwright Town	25.3.1874	26.2.1897
C.Wade	Clowne	13.1.1863	27.9.1897 (<i>d6.8.25</i>)
W.Caunt	Upperthorpe & Killamarsh	26.8.1865	15.11.1896 (<i>res. 1914</i>)
Thomas Clarke	Catcliffe	7.10.1862	25.5.1900
Hugh Williams	Tinsley Road	13.3.1872?	3.6.1897
E.G.Ire	Boughton	13.2.1869	15.11.1896
Francis G.Kemp	Ollerton	18.12.1858	? (<i>res. 19.6.09</i>)
F.W.Snow	Scarcliffe	7.10.1864	16.11.1896
C.E.Peachey	Chesterfield	16.1.1869	?
E.Russon	Creswell & Welbeck	1.9.1866	12.4.1897
Henry Colville	Spinkhill	22.3.1858	1.12.1902 (<i>ret. 1922</i>)

Modellers' Corner

by Tony West

Given the current economic situation it is nice to report that a number of new GCR goodies are promised. **Quainton Road Models**, a name familiar to many, are currently working on a series of six wheel passenger stock vehicles. The first is to be a 29ft PBV, which will hopefully be followed shortly by the ubiquitous all third. These will be initially available in 7mm scale only and will be to the same high specification as the six wheeled fish van released last year. The PBV may, just may, be ready in time for the Reading 0 Gauge trade show at the beginning of December. I will endeavour to keep you all informed via the internet forum on Yahoo.

Right then, the 4mm fraternity are also looking to be favoured. **John Fozard North Eastern Design** has on his website announced that he will be producing the GCR 60ft non-corridor 3rd (GCR diagram 3B5) and the GCR 60ft brake third (GCR diagram D3A7) in 4mm scale. The last time any of these were available was via Dan Pinnock's laminated plasticard offerings in the late 1970s.

There are now two kits in 4mm available via **52F Models** for the 9N tank (A5/1) and the later LNE built A5/2. These promise to be a vast improvement on the old Craftsman and Nucleo offerings. If you visit the website (*see below*) you will find a lot of information and very detailed photos of the development behind these kits. In fact some of the shots of the cab interior would be useful to those building the Meteor Models version in 7mm scale, which is sadly lacking in this department.....so how about a review from someone who has built one?

The current **Model Railway Journal** (no.210) has a certain bias, thanks to its guest editor, Roy Jackson...but no complaints from this reader! There are articles on 2mm scale ex GC locos, 4mm scale A5 tanks (the 52F Models product) and a 7mm scale layout set in LNE days but featuring several ex GC classes.....highly recommended.

contact details

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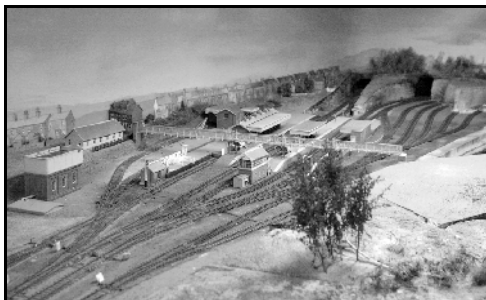
tel. 01670 362451

e-mail: pt.stanger@tiscali.co.uk

website:

<http://52fmodels.web.officelive.com>

A Mrs Allenby has contacted me as she is trying to sort out her late father's estate. In an out building of his Nottinghamshire farmhouse is his work of a lifetime ... a 4mm scale (00 gauge) model of Langwith Junction (see photo above). Mrs Allenby is anxious that this should not be destroyed and that maybe an individual or group would be keen to take it on. Any interested parties please contact me, Tony West - details inside the front cover.



Views of the 4mm layout "Dukeries Junction" which is looking for a new home



The prototype model in 4mm of a class A5/2 4-6-2T by 52F Models.

photo: Peter Stanger

Model railway exhibition diary

Some events that may interest our readers

Sat 14th & Sun 15th Jan: Chiltern Model Railway Association exhibition at The Alban Arena, Civic Centre, St Albans AL1 3LD. www.cmra.org.uk

Sat 21st & Sun 22nd Jan: Pennine MRS exhibition at St Philip's Community centre, Briarlyn Road, Birchencliffe, Huddersfield HD3 3NL. www.freewebs.com/pmrs

Sat 21st & Sun 22nd Jan: Leamington & Warwick MRS exhibition at Stoneleigh Park Exhibition & Conference Centre, nr Coventry CV8 2LZ. www.lwmrs.co.uk

Sat 28th & Sun 29th Jan: Normanton & Pontefract MRS show at New College, Park Lane, Pontefract WF8 4QR. www.nprms.org

Sat 18th Feb: Risborough & District MRC exhibition at the Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. www.rdmrc.nildram.co.uk

Sat 10th March: International Model Railway Group show at Malcolm Arnold, Trinity Ave, Northampton NN2 6JW. www.northamptonmodelrailwayshow.co.uk

Sat 10th & Sun 11th March: Macclesfield Model Railway Group exhibition at Tytherington High School, Manchester Road, Macclesfield SK10 2EE. <http://macclesfieldmrg.org.uk>

Sat 17th March: Chesham MRC at Elgiva Theatre, St Marys Way, Chesham HP5 1HR.

The Gainsborough Model Railway (at Florence Terrace, Gainsborough) is open to the public (1.30pm-6.00pm) on Sunday 11th December and Tuesday 27th December. More information at www.gainsboroughmodelrailway.co.uk.



For more comprehensive coverage of model railway events visit www.ukmodelshops.co.uk

Building a Robinson 'Fish Engine' 4-6-0 in P4 – Part 2

by John Bateson

Based on an article first published in 'Scalefour News'

In the first part, I gave a general description of what was beginning to turn into a major project, how I had begun and a general run through on where I thought I was going to end up. As events turned out this was to become even more interesting so, in this second part, I will begin to outline some more of the design and construction issues, and proposed solutions. I hope these solutions will prove to be viable in the longer term. This article deals mainly with the locomotive.

Springing

Continuous Spring Beams (CSBs) are a proposed solution to the perennial issue of whether or not to spring P4 models. Many models are successful without this, for example by purchasing parts such as the Scalefour Society springing units or the Alan Gibson horn blocks. Both I have used successfully in the past.

The achievements of those who use the so-called 'drop-in' wheel sets to convert modern, high quality, models for use in P4 are beginning to be widely acknowledged. This bodes well for future releases from such as Bachmann and Hornby since the built-in springing seems sufficient for good running. For EM modellers of course, springing is most often not an issue where the use of a greater flange depth on the wheels seems to resolve the problems.

A number of modellers will attest that CSBs give excellent results but I have always been a little nervous about the calculations. The learned discussion on the S4 Web Forum last February will enlighten some and frighten others. I am definitely in the second category. My reservations about CSBs are twofold. Firstly, the calculations are done in an 'abstruse' way (although the excellent downloadable spreadsheet from the CLAG site gives a way of trying things out for different spacing and wheel loads). Secondly, the calculations immediately fall down if the wheel loading is not consistent or the wheel loading is split over additional axles such as bogie and pony trucks.

A Coalition Solution

Not very subtle and a bit of an avoidance policy, but the solution came at about 3 o'clock one morning. Since the positions of the traditional handrails used to support the steel spring could be half-etched on the rear of the frames, why not provide these, both for CSB spacing and for individually set springs. There are now two sets of half-etched holes of slightly different sizes plus a drawing to identify them.

The other half of this issue was resolved using Brassmaster's axle boxes without their springs (or the cut-outs in the frames), by setting the opening in the frames to provide a good fit, but one which would allow vertical movement with a little oil. A brass overlay on the axle box with an offset tab to match the handrails knobs completed this solution.

Wheels

The original wheels of the prototype were 6' 0", 18 spoke, with a 13" throw. These were later increased to 6' 1" to allow additional wear to take place between replacement. There are two suppliers who provide an approximate solution; Alan Gibson's G4872L which is 6' 0", and Exactoscale's 4DW P27 which is really a Class V2 wheel, nominally 6' 2" but supplied as slightly worn at 6' 1". As seems to be usual with many GC/LNER locomotives, the back of the wheels is very close to the outside of the frames. Therefore the back section (about 0.25mm) of wheels from Alan Gibson must be removed. This is easily done, as shown in the photo below. The centre axle also has the Stephenson's Valve Gear. If this is to be fitted, then a specially machined centre axle is needed.



The modified Alan Gibson wheel – fix some masking tape around the spokes area and use a graver or very sharp knife to gently remove the surplus. Use very fine wet and dry to finish, brush clean, and then fit the crank pins and wheels as usual.

Furniture

Furniture is the word I use to cover all the bits and pieces that cannot be constructed from flat sheet. These include:

- Chimneys
- Domes
- Safety Valves
- Smokebox Door
- Cylinder Caps
- Reversing Screw
- Vacuum Cylinders
- Backhead

The first two were extremely difficult to sort out. Originally fitted with a GCR style chimney, most of the Robinson 4-6-0s had a plethora of chimneys and domes fitted over their life spans, often seeming to make little sense. The main reason for this was the Grouping in 1923 when the LNER took over the Great Central. The GCR had been built to a slightly more generous loading gauge, but the LNER had much tighter restrictions, in a few cases necessitating a reduction in chimney height of 6". This was on top of the fact that there was really no such thing as a standard GCR chimney, which, given the support from Robinson for standardisation was a bit of a surprise. Chimney and dome heights between locomotives varied enormously before and after Grouping. When new designs were needed, they varied even more

Getting to grips with this was like trying to mould hot porridge! But in one case I was able to establish that the RCTS Part 6 was incorrect in one measurement because it would have put the chimney height outside even the GCR loading gauge. An easy solution to these problems would be to use the castings available commercially and hope nobody noticed the errors. After all, we are talking about potential errors of only 2mm, and some very nice castings can be obtained. This was not something of which I would normally approve, since I do like to get as many things correct as feasible. Some of the other castings were not available and would have to be made, one way or the other, so I bit the bullet, raided the cash box, got permission from the lady downstairs, and put a real crimp in both my business plan and my time scale. I bought a lathe.

The New Addition

I had always wanted, but not necessarily needed, a lathe. They have been around for over 3,000 years and seemed to be capable of solving so many problems in miniature engineering that it has been remiss of me never to have done just that in the 40 or so years in which I have played with building small things. Not that I have ever been trained on one, I readily admit, my apprenticeship was more attuned to electronics and aircraft



rather than oily, greasy machines. A lathe was on the 'must-have' list for the distant future. In the 1970s, I did use one for turning underneath-bits on some carriages I was making but that was really a long time ago.

Advice was sought, and freely offered, especially on the S4 forum. Really, though, I should have remembered the good advice about it not being the initial cost of the lathe, rather it was the cost of the additional tools that would stretch the budget. Further assistance was at hand since a very kind gentleman from Leighton Buzzard gave me a quick training course on the things I needed to be able to do. At the end of the day, waiting on Milton Keynes station, having missed a connection by two minutes in mid-December with no heating and an outside temperature of -10°C, wasn't a lot of fun though.

I didn't go for the cheapest or the smallest. The range available was large, although several on offer seemed to be the same machine with different badges and paintwork sourced from China. The one I bought has a taper cutting facility which is perhaps not calibrated as I would like, but it does work. It also has a quick change tool post but I soon realised that a 4-way tool post would be beneficial. I will add that to my to-do list for the warmer weather – should have been milled and drilled in the garden shed by the time this is in print.

The cost of metals surprised me, mainly those with some copper in them, but I picked up a couple of offers. A few small tools to start with, as advised, added to the start-up cost and these included a backplate, various gauges, a set of taps and dies in metric and BA, and some quality drills.

As I began work it quickly became apparent that my tool grinding skills were delinquent so, as an experiment, I purchased a Glanze parting-off tool, and a shaping tool from Chronos. These were amazing, like a hot knife cutting through butter when used on brass. When funds permit, I will buy a full set. With these tools there is a common replacement cutting tip for all the eight tools in the set which can be easily rotated to access a new cutting edge. This can represent quite a saving for the amateur and may remove the need for expert grinding skills altogether except for very rare occasions. In the meantime I must get back to the grindstone and make some better cutting and facing tools.

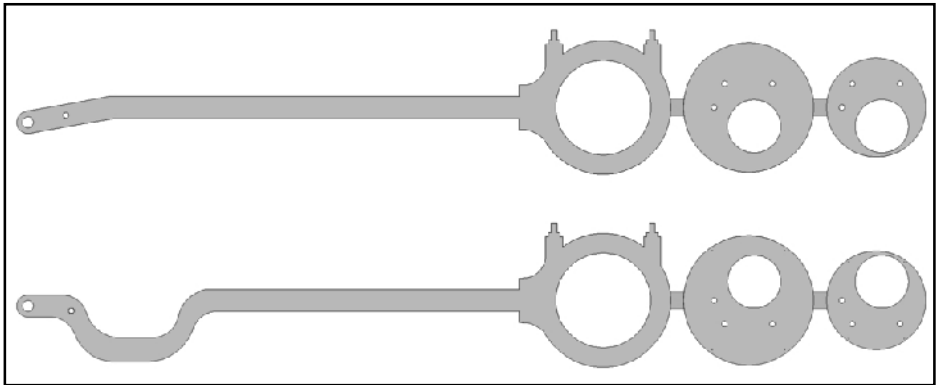
Valve Gear

The problem with valve gear, of any sort, is that I find it difficult to get the thing working without making a mess of it, or losing the smallest bits in the carpet. This part of locomotive construction has always caused problems for me, especially when I think of other ways to put it all together. One of the nice things about inside valve gear is that in many cases it is hardly visible and can be left out. If we insist that it is visible, it can usually be assembled in static form, where it can quietly gleam in the darkness under the boiler without affecting or impeding the motor and drive. There are very few models on the circuit with working inside valve gear except for such as those on Adavoyle.

This was one of the most complicated parts of the design and caused a few re-workings until I hit a sort of resolution. This was where the purchase of the lathe came into its own. The initial plan was to do all of this in 0.35mm nickel silver etched parts and, on the face of it, it should have worked.

The two parts on the right-hand side (*see diagram*) were to be soldered together using the 0.3mm locating holes to form a bearing. The pairs were then to be fixed back to back with the valve rods between them. No change was to be made to the 1/8" axle, and fixing was to be by Loctite or a pin through the axle soldered to the outside of the bearings. The trouble was that it was a real nuisance to solder up and was quite tight in use.

The eccentric end of the valve rods needed some more work though. There are some



very small parts used in making up the eccentric and they always get lost. Although there is a locating hole through which some 0.3mm wire could be threaded to join all the parts in the correct alignment - it was fiddly beyond words. This is what I hate about valve gear assembly.

The solution came early one morning again (I do love these early morning flashes of inspiration) – simply to make the eccentric with a 'tail' and then file to the shape required. This way there was plenty of metal to get hold of while soldering and a higher melting point solder could be used. When finally assembled this also means that the eccentric can be lifted over its full travel but I suspect I will fix this in forward gear to avoid problems, that is, if I can work out from the GA which is forward.

This was where my new toy came into its own. While the valve rods were kept almost as first designed (although at one stage I did wonder if they would be a little stronger if they were etched in stainless steel), the brass equivalent of the etched bearings were made. They are 1mm wide, of which half acts as the bearing within the valve rod, with the rest of it just acting as a retaining plate. The retaining plate could of course be turned much thinner. The bearing width is 0.5mm, which is very slightly wider than the etch, so there is space for oil and a little slack to ease movement. Not strictly to scale but the prototypes I made could rotate freely.

The second part of the problem was the axle diameter because at the normal 1/8" it was almost too large for the brass parts. Some axles were modified by splitting in half and turning down over a section to 2.4mm. A brass tube over the top, a couple of air holes, and a plug of Araldite allowed fixing so that the valve gear could be set at the correct distance apart, and wheels could be added later as for a normal axle. This is very similar to the 'split-axle' offering for those who prefer to have electrical isolation on their locomotive bodies. I was very tempted to put a couple of grub screws on the brass tube so that adjustments could be made later but decided this was a step too far.

Cosmetic Removable Springs

I like to be able to remove the wheels on my locomotives. This is not always easy since parts such as the brakes can get in the way. The brakes must also be made removable. I think this says quite a bit about the deficiency in my skills since I should be able to set the wheels correctly in the first place. The usual fix to allow the wheels to drop out is to put a keeper plate in place using small bolts through the spacers, although wire springs through the top of the axles will hold the wheels in place until removed. These keeper plates, although dressed up to look like a set of springs are only one layer deep, and to a close observer this is too obvious. I prefer my spring hangers and the associated leaves to look as though they are the full depth, in the case of the Robinson locomotives this is nearly 2mm. The leaves on the springs can be etched to represent the actual number of leaves and this looks quite nice as well.

Rivets

While not a pedantic rivet counter, where the information is good I prefer to include the correct number and these should be the correct size. Getting these to work through the etching process, while in theory calculable, is really a trial and error process, especially when using different materials of different thickness. Some of the kits I have built have half-etched circles in the rear of a part, and the rivets are created by pushing through with a sharp implement. This can solve the old problem of how to represent three layers on a single part without the additional cost of double etching.

I have never been able to do this consistently so have added a partial solution to the kit. There is a test area on the etch where modellers can practice to find an acceptable weight for their chosen sharp implement. This should be achievable after 80+ test holes. It's then on to the firebox and upper frames for the real thing!

And while I am writing about what I like to think of as useful ideas, I decided to add additional parts on the etch to act as replacements for all those that disappear into the carpet. These are identified on the etch with a '+' sign after the part number, ie "27 - 42+2 Spring Layer", means that for parts 27 to 42 there are two spares on the etch fret.

First and Second Build

The first chassis is completed as far as I wish to take it, and is being kept simply as part of the history and a proof of concept. It looks all right to me and could easily be completed to make a working model, but the areas I have changed for the second test etch are obvious. Now that this second etch, at the date of writing (Feb 2011), has arrived it will get built fairly quickly since I have a crucial advantage in knowing where all the parts fit, which somebody coming to any kit the first time will not have. I have a couple of kits from a well respected designer where I have spent more time reading the instruction notes than soldering.

On starting this second test build, feeling quite pleased with myself at how it all looked, I came upon parts 14 and 15, or rather I didn't come upon them because they were missing from the etch (expletive deleted!). I know how it happened and why, because I had moved these parts on the master to create space for the addition of a template to drill the brass parts of the Stephenson's valve gear. While it took only 30 minutes using some spare metal, a file and a pin chuck, to say I was annoyed would be an understatement. This is a good case of Murphy's Law rising from the ashes. This was clearly a documentation failure and something I try very hard to avoid.

A more serious omission was the tags holding the bogie frame to the etch. Fortunately the etchers spotted this and added them for me, again this was a documentation failure. What this means is that during this second build I have to be more rigorous than ever. While such errors as this stage of development are unlikely to end up with a customer, they add to the development costs, sometimes considerably.

And Finally for this Part...

I have discovered over the past few months that many more members of the Scalefour Society than I had suspected, are producing drawings and having etches done by various companies. Some of these are fairly small, others seem to be major projects, and two I know of have been produced in the hundreds. In the Crewe Area Group, which I joined about a year ago, there are, I believe, now five people who have followed this path.

Next Time

In the next part I shall start to talk about the upper bodywork and the difficulties encountered along with the solutions.

On Great Central lines today

by Kim Collinson

Another of the people with connections to the Woodhead line has passed away this year. Eric Penning was the last station master at Penistone who, after his retirement, was a great help and advisor to the Penistone Rail Users Group in helping to promote the line and make it the success it has become today.

It is good to report that an increase in steel traffic to and from Stocksbridge works has resulted in traffic now operating over the Deepcar branch seven days a week from the end of August. Also DBS has secured a new contract for steel traffic from the Tinsley Shepcote Lane works of the Stainless Plate and Coil Expansion Plant (SPACE) which has not seen any rail traffic for 4 years and requires some track and signalling work before new traffic begins.

On the 12th July 56311, one of the few class 56 locos with a main line certificate, worked a train of scrap from Grimsby to Cardiff. This was followed on the 21st July by 66130 working a trainload of imported coal from Immingham to the Tunstead cement works at Peak Forest. Hopefully this is also the start of a new freight flow.

The Summer steam specials from Crewe to Scarborough and return via Guide Bridge finished on the 9th Sept and the locos employed were 34067 *Tangmere*, 70013 *Oliver Cromwell* and 46201 *Princess Elizabeth*.

On 24th August there was widespread disruption to TransPennine services due to a drivers' dispute.

During August major track renewals and line speed improvements took place along the GC/GW joint line at Neasden and Northolt Jncts and also at High Wycombe and Princes Risborough in preparation for the introduction of enhanced Chiltern Line services from September. This has also resulted in the introduction of five weekday locomotive hauled services between Marylebone and Banbury, Birmingham and Kidderminster and return, worked by DBS class 67 locomotives and stock from the defunct W&S Railways. Marylebone now sees the most locomotive hauled services it has had since the 1960s.

Network Rail has announced that, subject to Government funding approval, it plans to close all the present signal boxes and control all of the rail network from around 8 large signalling centres. If this proposal comes to fruition it will see all of the remaining signal boxes on the GC and its joint lines closing between 2014 and 2024 with the remaining signal boxes in the Sheffield area closing first and the last ones being in the Worksop area.

The annual Railhead Treatment Trains began operation commencing Monday 10th October with class 20 locomotives being provided from H. Needle & Co at Barrow Hill to work services in Yorkshire and Lincolnshire. 20142 and 20189 worked over the Penistone line on the 10th passing Silkstone at 04:20 returning at 05:46. The same locos worked to Deepcar on the 11th passing Neepsend at 14:20. The trains also operate to Worksop and Scunthorpe. All the RTT services in the Manchester area are operated by Multi Purpose Track Machines based at Wigan.

On Thursday 20th October an engineering train conveying rails from Doncaster passed through Silkstone at 23:50 worked by 66742, owned by GBRf and still painted in Colas Rail livery - the first time that one of GBRf's locos has worked over this route. Another first sighting at Penistone was on Friday 21st October when unit 150114 worked several of the branch services being newly transferred from London Midland duties in the Birmingham area and still carrying its LM livery.

Saturday 15th October saw a railtour from the Bristol area to Goole traverse the SYJnt via Maltby worked by 66024 and on its return it worked over the GC from Aldwarke to Nunnery via Woodburn Jcnt top and tailed by 66024 and 60065.

The Autumn railhead treatment trains began operating over the Chiltern Lines at the beginning of October with 66001 and 66017 the regular engines in use as well as the former class 117 DMU 960301.

Redundant Metropolitan Line tube stock is being loaded onto road vehicles by means of a ramp on the site of Northwood Met and GC goods yard.

On Saturday 29th October preserved no.5043 *Earl of Mount Edgcumbe*, with class 47 no.47773 at the rear, passed through Sudbury Hill around 11:45 en route towards Marylebone returning again at 16:30. This was a surprise private charter from Birmingham Moor Street to mark Adrian Shooter's pending retirement as MD of Chiltern Railways at the end of the year. (*We wish him well in his retirement – Ed.*)

*If you have any news of current activity on ex-GC lines please let me know -
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or by e-mail : kim.collinson@btinternet.com.*

The GCRS Autumn Meeting – "The Woodhead Special"

by David Grainger

Unusually I was travelling alone to the society's Autumn meeting because my brother, Ken, was away on a long arranged weekend break with Carol to celebrate her birthday and my wife, June, had a hairdressing appointment.

A great deal of interest had been aroused in the station at Sheffield by the presence of a pair of class 20s topping and tailing a rail head treatment train, one in corporate blue and one in green, complete with the Eastfield West Highland Terrier cast logo. The 10:36 Huddersfield train pulled out of Sheffield station some 14 or 15 minutes late. There were one or two familiar faces among the other passengers, and several more which would become familiar during the course of the day as fellow members of the ranks in Penistone. Because of our late departure, I was afforded a piece of "new" line – we were looped at Brightside to run behind the wall at the rear of the down platform and the very much overgrown embankment beyond. The wall looked extremely close and the foliage was pushed aside by our passage. We were held at signals just north of Brightside station for two more important trains to be allowed past us on the main. Meadowhall saw the boarding of several more individuals who I not only recognised but could put names to and we continued our journey.

In stark contrast to the weather for the 2010 Autumn meeting in Stalybridge when it rained all day without pause, the conditions today were excellent – cloudless sunny skies and a better than acceptable temperature to make for a very pleasant short walk from the station to the St John's Community Centre in the centre of Penistone. We occupied one of the two large rooms in the centre, the other being used for an antiques fair. Our room had a smaller side room which housed the sales stand and an exhibition of materials from the archives. A small kitchen area was being manned by your editor capably serving teas and coffees – I did not see who had the task of collecting in and washing the crockery.

From the activity immediately before the start – our chairman, Mike Hartley, was very busy finding and installing additional seating – I got the impression that the attendance had come as a bit of a surprise. I did not do a head count (*51 in the morning and 63 in the afternoon – Ed.*), but an audience of around 50 (with possibly a few more in the afternoon) were waiting for the first of the day's two presentations. Though I am not familiar with all the members, comment was passed by a far longer standing member than myself regarding the number of faces not known to him – possibly we had attracted a good number of local residents.

The morning show "The Woodhead Line", given by John Quick, covered the origins and the building of the line and traversed the route from West to East. John included slides of his models of the early "Sharpies" locos in his show and I must say that the standard of modelling and finishing appeared first rate. The original civil engineer, Charles Vignoles, did not remain for very long and was replaced by the better known Joseph

Locke. I was surprised to learn that he was from Attercliffe. There is no reason for surprise – he had to hail from somewhere – but it did come as a surprise nonetheless. (*Attercliffe of the past is not the same as today! – Ed.*) This brought to mind a story from my father who was the youngest of a family of five and the only boy. The family were residents of Fitzmaurice Road in Darnall – the road still exists with its terraced housing today. The boundary between Darnall and Attercliffe ran down the middle of the road and, although they lived on the Darnall side, his sisters saw Attercliffe as being a better district and always claimed to live there.

Having said earlier that my sister-in-law, Carol, was away for the weekend, John made sure that she did at least put in an appearance in one of his slides. On being asked to confirm the identification, I had to admit defeat – I was too far back in the hall, that corner of the photograph was quite dark and I am, currently, waiting for a cataract operation.

After the lunch break, when most attendees were able to enjoy the delights of Penistone's many and varied eateries, the afternoon was given over to Stephen Gay's "Woodhead – The Lost Railway". This record of his walking trips along the route, again from West to East, with his German Shepherd, Thunder, was not confined to the immediate route but also took in a wider view. One slide shown was of a retired Crowden signalman, John Davies. Immediately the slide was projected, and before Stephen had introduced us to him, a long departed man named Herbert Ashton came to mind which led to something of a coincidence. Here was another man of very slight build but with an obvious presence that defies explanation and accompanied by a small but perceptible impish smile. Stephen told us that he was originally from the North East but had held several posts on the railway before ending up at Crowden. One of his posts had been as Station Master at Chesterfield Central – Herbert Ashton had been the very last Station Master there. As with the morning show this was a highly entertaining presentation given by a man with a genuine love and knowledge of his subject.

Stephen had been told that the rail head treatment train was due to be employed on the Deepcar branch in the not too distant future and was hopeful of getting some photographs. A photograph taken less than a week later on October 27th of such a service passing through Oughtibridge en route for Deepcar appears on page 19 of issue 289 of the weekly on-line magazine *Railway Herald* - www.rharchive.info/issue289.pdf. It is not the same pair of locomotives as appeared in Sheffield – the rear one is in large logo grey livery.

While appreciating that the society is not down on its uppers, I felt that an opportunity was missed to expand the coffers – or at least minimise their depletion. I do not know what expenses were involved in this meeting and I, for one, would have no objections to putting my hand in my pocket to make a donation towards the costs. I believe that enabling voluntary donations while still not charging an admission fee would have been welcomed by most individuals attending.

A thoroughly good day came to an altogether too early a finish – although at the advertised time – and, after some additional chat and leave taking, the members of the party who arrived together by train set off back to the station for the return journey. I had suspected, having looked at the satellite image on Google, that there was access from the trackbed of the Woodhead route – now the Trans Pennine Trail – which runs immediately to the rear of the Community Centre into the Community Centre car park and this proved to be the case. So several of us opted to walk this level, surfaced path back to the station. The number of people we met on this really quite short section came as a surprise to me. There were cyclists (without bells of course), dog walkers of various ages (both the dogs and the walkers) and others who simply appeared to be out for a stroll.

Oh, and when I arrived home – I failed to notice the change to my wife's hair.

Dinting loco shed faces an uncertain future

by Paul White

In April 1990 Dinting Railway Centre (DRC) closed following the escalation of an ongoing row between the then owner of the site, who was also a founder-member of the Centre, and the rest of the Centre management over continual rent rises. Within weeks what had been a thriving preservation centre, an important enthusiast and tourist destination, responsible for preparing 5690 *Leander*, 5596 *Bahamas* and 46115 *Scots Guardsman* for main line work, had been stripped of its rails and rail connection with the Glossop branch. Its stock, fittings and locos and other assets were transferred to the Keighley and Worth Valley Railway. The cafe building, only recently built was demolished, while the main shed/workshop, donated by the RAF in the '70s, was dismantled with the steel framework apparently still stored out of use at the ELR site in Bury. Soon all that remained standing at the site were the "down" side Dinting Station Glossop branch buildings, long out of use and unrestored by the DRC, and the MS&L single-road loco shed.

The shed has had a chequered career as a sub-shed of Gorton, having opened in 1894, closed in 1935, re-opened in 1942, closed again in 1954 and then sold with the site to the DRC in 1968. In view of the perceived danger to the survival of the remaining buildings, in May 1990 I attempted to get these buildings listed. This process was reported twenty years ago in *Forward 84* (Nov.1991). Society member Richard Morton supplied much helpful information on the shed's design and history, and suggested I write to the Engine Shed Society for more information. I did, but I still haven't heard back!



The Dinting Loco Shed in its present condition.

photo: Paul White

Obtaining a decision on listing involved writing to English Heritage and the then DoE, with copies of the correspondence to High Peak Borough Council, together with clear original photos of all accessible sides of the buildings and an OS map extract showing the exact location. On receipt of all the relevant information the DoE and English Heritage would

inspect and consult and eventually decide. I had a discouraging response from both High Peak Borough Council and Derbyshire County Council, who both considered the buildings to have "insufficient merit" for listing. However, as the statutory list of listed buildings was to be reviewed, High Peak Borough Council had re-submitted the buildings to English Heritage for inspection and possible listing.

A final decision took over a year to arrive. On 4th September 1991, I received a reply from the DoE stating that after "careful consideration" by English Heritage the buildings

were judged to be of "insufficient architectural or historic interest to qualify for inclusion on the statutory list". The letter went on to state that "extremely rigorous selection procedures are enforced for post 1880 structures. Locomotive sheds are considered in a national context, and the single line MS&L shed was considered too altered and not of sufficient rarity as a type to warrant listing". "Not of sufficient rarity"? - I don't know of another like it!

Twenty years on and the loco shed still stands, but the setting has changed considerably, having reverted to scrubby willow and birch woodland. On 20th September 2010 the 9-acre DRC site was auctioned by Bagshaws of Bakewell. It well exceeded the guide price of £25,000, eventually going for £150,000. The identity of the buyer, who reportedly bought the site as "an investment" is unknown, being represented at the auction by a Manchester solicitor. This event prompted me to visit the site again.

The single-line engine shed remains in remarkably good condition, and the roof which was replaced by DRC with corrugated metal sheeting remains watertight. The end doors have disappeared. The "down" side station buildings on the Glossop branch at Dinting station are in a woeful condition, with most of the roof stripped of slates, although the walls are still sound. I decided to try again to get at least the loco shed listed.



The rear of the station buildings on the disused Glossop-Manchester platform in their present condition.
photo: Paul White

Times change and technology moves on, and the application had to be made "on-line". The DoE has become DEFRA (Department for the Environment, Food and Rural Affairs). The application was taken up by English Heritage Protection Territory Team East, based in Cambridge. In support of the application I once again submitted a portion of the OS map covering the site. Under the heading "Architectural Interest" and in support of the photographs I sent, I described the loco shed as being "fairly plain but in a pleasing style and a good example of a Victorian industrial building." Under the heading "Historical Interest" I noted that as far as I was aware it was the only surviving example of a single-road loco shed built by the Manchester, Sheffield and Lincolnshire Railway and was a remarkable survivor, having been built in the late 19th Century and having survived two periods of disuse, in the 1960s and subsequently from the closure of DRC in 1990 until the present day. Under the heading "Background" I noted that because of its robust construction and the fact it had been re-roofed while in DRC ownership the building was still basically sound. In my view it was probably unique and its survival illustrated the region's rich rail transport background, much of the infrastructure of which had been lost. Should the site be redeveloped for housing or light industry, because of its position it could form the central focus of such a development, and of course listing would help to protect it. I was asked to describe what I considered to be

the "Threat" to the building, and I outlined how over the past 20 years that the site had been out of use there had been a number of threats to its integrity. Due to neglect and vandalism it may already be the case that the former station accommodation was beyond repair. Earlier planning applications to develop the site for (a) the extraction of hardcore and (b) housing development had been turned down by the local council. The recent sale to an unknown buyer for £155,000 would suggest that further development applications were imminent.

The application was acknowledged by yet another government agency, the DCMS (Department for Culture, Media and Sport!) on 17th December 2010 with an assurance that they would be advised by English Heritage on the building's suitability for listing. At least this time around I was spared the twelve-month wait I experienced with the 1990 submission. On 14th February this year (2011) I received a reply from English Heritage. The letter stated that following an assessment of the building, the Minister for Tourism and Heritage, John Penrose had decided not to list the building, on the following grounds:

"The building is not indicated on the 1887 OS map, but features on the OS map of 1898 marked as "Engine House" and therefore was constructed in the late 1880s or during the 1890s. It is built of red brick and is single-storey, of eight bays and with stone-coped gable ends. Each bay contains a window on the north-east and south-west elevations. There is an archway beneath each gable with a track-bed in between to allow access for the railway engines. The building was re-roofed while in railway centre ownership."

The report goes on to briefly describe the remains of other associated buildings on the site and the fact that the rail connection has been removed. It goes on to state that:

"The English Heritage Selection Guide for Listing Transport Buildings (March 2007) states that rigorous selection is required for buildings built after c1860: this reflects both the quantity of what remains and the standardisation of design. As the former Dinting Locomotive Shed was not constructed until some time between 1887 and 1898, it is a late example, particularly when compared to the ten locomotive sheds that already feature on the Statutory List. These include (a) the locomotive shed approximately 30 metres to southwest of Leeming Bar Station, North Yorkshire, which dates to c1848, (b) the Regional Civil Engineers Welding School BR (LMR), Nunn Mills Road, Northampton, built in 1873, and (c) Ridge Locomotive Shed, Arne, Dorset, constructed later, in c1870-80, but which is also one of the earliest known narrow-gauge locomotive sheds. All three sheds are listed at Grade 2. The former Dinting Locomotive Shed has been subject to alterations to its roof. Its original roof-covering was replaced in the 1980s, and it would also appear, judging by the shape of the gable ends, that a clerestory has been removed, and the ridge line reduced. On the basis of the information provided, the former Dinting Locomotive Shed is not a rare or early example of a locomotive shed, has suffered some alteration, and has also lost its context with other railway buildings, diminishing its special interest. It therefore does not meet the criteria for listing in a national context."

And so the matter rests. Perhaps in a further 20 years someone will make another attempt at listing what I still consider to be a unique building, despite the minor alterations objected to by English Heritage, alterations which have probably helped to preserve the building. In any case, it is to be hoped that anyone developing the site looks upon the building as an asset rather than an obstacle and incorporates it into a useful modern role, as has been done with the goods shed at Hadfield and the beautifully restored warehouse at Brackley.

The fact of the poor road access to the site may militate against any practical development. The level crossing adjacent to the site has been abolished, and the tall MS&L crossing keeper's cottage has been demolished. For the foreseeable future, what was once a busy railway centre and an asset to Glossop's tourist attractions, will continue to be gradually taken over by nature.



An F. Moore original of GCR class 8D 4-4-2 no.258 *The Rt. Hon. Viscount Cross GCB GCSI*. See the letter from Dick Bodily on page 44.



Preserved BR class 04/1 2-8-0 no.63601 gave demonstrations on the new turntable at Quorn & Woodhouse during the GCR Gala on Friday 7th Oct. 2011. The turntable was originally from York Queen Street and latterly at the Steampoint Heritage Centre at Southport. photo: Melvyn Jackson



A line-up of "Faringdons" in 0 Gauge. *Forward 158* featured a line-up of four of George Hinchliffe's Faringdon 4-6-0s (GCR class 9P/LNER class B3) on his loft layout 'Westerly Victoria'. We now have a line-up of five – almost a complete set! From left to right: LNER 6164 *Earl Beatty*, GCR 1165 *Valour*, GCR 1167 *Lloyd George*, LNER 6168 *Lord Stuart of Wortley* and LNER 6169 *Lord Faringdon*. Lurking in the background is LNER L1 2-6-4T 5342.

photo: Chris Wragg

Some recent items from Great Central Railwayana Auctions

Forthcoming auctions at Stoneleigh Park will be on 14 Jan, 14 April, 14 July and 13 Oct.



GCR half pint silver plated tankard from the Yarborough Hotel, New Holland. Sold for **£150**.



GCR LOOK-OUT enamel armband. Sold for **£110**.



Cheshire Lines Committee 12" wall clock. Face marked "G.Eccles & Son, Liverpool, CL79". Brass plate on rim reads "BR(M) 18250". Sold for **£620**.



GCR cast iron signal finial with skeletal ball and all feet intact. Height 29½". Sold for **£85**.



34E shedplate. Neasden (1949-58) and New England (1958-68). Sold for **£200**.



GCR locomotive worksplate. Gorton 1907. From class J11 no.64432 which was cut up at Gorton in 1957. Sold for **£820**.

The GCR 567 Locomotive Project – Part 2

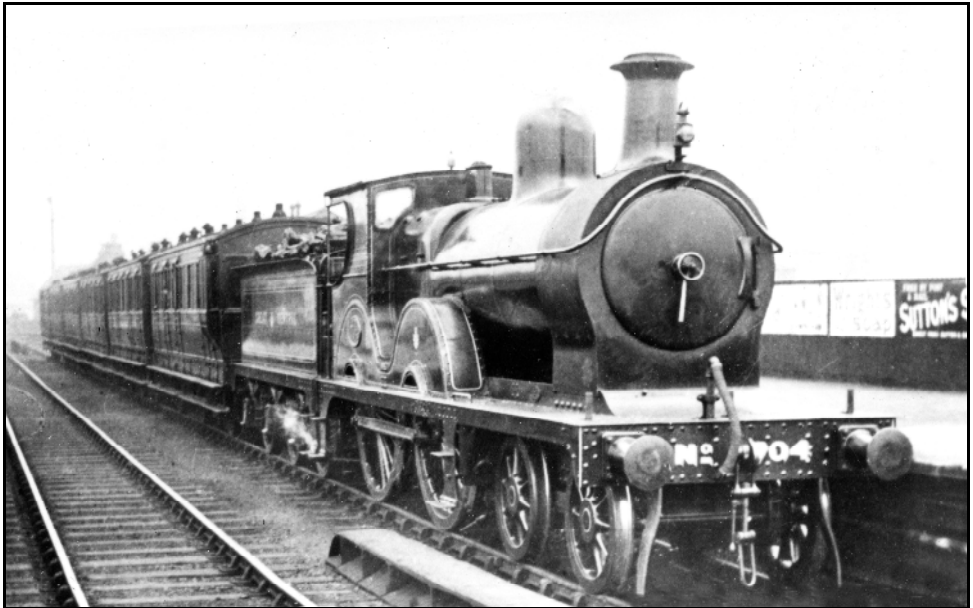
by Andrew Horrocks-Taylor

As stated in the last edition of *Forward*, Kipling's 1903 poem "*The Elephant's Child*", is an excellent way to describe how to plan a project.

*I keep six honest serving-men
(They taught me all I knew);
Their names are What and Why and When
And How and Where and Who.*

The previous article explored the "What" and the "Why" of this project to recreate an 1890's 4-4-0 locomotive to haul restored GCR Victorian and Edwardian trains on the preserved GCR mainline between Nottingham, Loughborough and Leicester.

The GCR 567 Locomotive Project has picked up a significant number of supporters since the late May launch and we now number over 80. The group has so far raised over £9,000, but more importantly is the funding commitment from our supporters of £55,000 over the next 10 years. This on its own should fund the tender restoration, locomotive frames, erection of the frames and manufacture of the 4-wheel bogie. This is truly a great start and a credit to all those who have supported the project by committing to regular donations. With more supporters we could build more of the locomotive and more quickly. So let us now skip the "When" and focus solely on the aspect of "How" we intend to design and construct this new GCR locomotive. The major project phases are laid out below:



GCR class 2 4-4-0 no.704 at Nottingham Arkwright Street c.1914.

Phase 1: GCR 567 Locomotive Feasibility Study.

Original drawings, other historical images and facts relating to the locomotive for publicity purposes have been located from a variety of sources including MOSI, the NRM and private collections. A feasibility study was conducted where outline project plans, deliverables, funding plans and resources were identified and documented in a formal Business Plan.

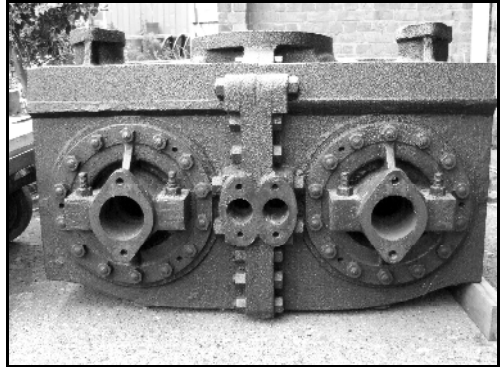
Phase 2: Secure the Main Donor Items. £8,000.

Possible donor items that can be used as part of the locomotive's construction have either been purchased or reserved.

1. An original GCR tender has been purchased just before it was cut up for scrap and has been moved to Ruddington for restoration. Thought to have been used as a boiler washout vehicle at Swindon works before ending up at Ruddington. The tank requires replacement, but the frames are in good condition.
2. An unused cylinder block, originally destined for a RSH locomotive that has the correct cylinder bore of 18" and stroke of 26", as well as a Stephenson valve chest. This has been reserved for the project and the money to purchase is now secured.



The tender after the Aug.2011 working party.



The cylinder block.

Phase 3: Design Verification.

A technical specification is being generated that details the requirements the locomotive must satisfy to ensure it would meet the applicable safety and insurance requirements for operation on preserved railways. When this work is complete a preliminary design review is planned, where the general layout of the locomotive will be verified. The adaptation of the modified cylinder block into the locomotive design is a key element. The modelling of the frames using the CATIA 3D CAD package should assist with this. Review results will be documented in the locomotive's technical file.

Phase 4: Detail Design, Fund Raising, Procurement, Manufacture of Work-Packages.

The next phases are detailed below. For each one detail drawings will need completing, design reviews held, funds raised, and procurement achieved, before manufacture and construction can be completed.

Phase 4a: Tender. 200 hours. £7,000.

Detail plate drawings for the new tender tank are first required. The existing life expired tank will then be scrapped with all recoverable fittings removed for reuse. As the tender is an historic vehicle, Lottery funding is to be explored to purchase profiled plates at an expected budget of around £5,000. The tender tank is to be fabricated using project volunteers and painted in GCR livery to act as an ornate water bowser for the GCRN until the remainder of the locomotive is completed. When nearing that point, the tender frames will be fully overhauled and the final brake gear fitted.

Phase 4b: Locomotive Frame Manufacture. 200 hours. £15,000.

Detail drawings would be generated for all the major frame components as these require rolling, cutting and bending by a specialist manufacture. The material would be constructional steel equivalent to BS 24 pt 6 G632A 1957, as this will still be superior to the early Victorian constructional steels in properties. The modelling of the frames on

CATIA should ensure a number of suppliers could be used utilising the digital profile generated. The data and drawings would be accompanied by a professional technical procurement specification in line with normal industry practice.

Phase 4c: Locomotive Frame Erection. 600 hours. £40,000.

Erection of locomotive frames will aim to adopt traditional riveted approaches. However, frame stretchers and the drag-box will be fabricated. The donor cylinder block would then be mounted into the frames, but firstly this would be narrowed by approximately 1½" from external and internal faces. The bogie would be manufactured at this point. It is believed to be similar to one recently fabricated for the Bluebell Atlantic Project with wheels that are identical in diameter and number of spokes. Pattern lease or loan is being considered.

Phase 4d: Wheel-Sets: 300 hours. £60,000.

The wheel-sets would then be manufactured and assembled. Originally the crank axles would have been forged, but today a built up crank axle is the most likely method of manufacture. In addition the driving wheels at 6' 9" are believed to be identical to those recently cast for the Patriot project. Again pattern lease or loan would be considered.

Phase 4e: Motion. 300 hours. £45,000.

Manufacture of the motion would then follow. This would originally have been forged, which is still an option, however, interestingly the Bluebell Atlantic project has water jetted forged sheet and so this more economic route will be further investigated.

Phase 4f: Erect the Chassis. 300 hours. £35,000.

The next phase would then involve the creation of a rolling chassis with all the motion and wheel sets connected and fully functional.

Phase 4g: Boiler. 300 hours. £90,000.

The procurement, manufacture and testing of the new boiler would then be progressed. This will be the most expensive element of the locomotive. Two boiler options exist:

1. New Build Boiler: The purchase, from reputable manufacturers, a new boiler to the original round top Victorian design, this would be slightly more expensive, but would last much longer with 4 plus 10 year overhauls possible. A copper firebox, as per the original design, is also being investigated to improve thermal performance and possibly fatigue resistance.
2. Existing Boiler: The purchase and overhaul of an ex M&GN boiler with a Belpaire firebox that is located at Mangapps. This is identical in length and features apart from the dome being out of position by 1½". An initially slightly cheaper option, but one that would not last quite as many overhauls and also one that may be contentious with the M&GN fraternity.

Phase 5: Locomotive Construction and Commissioning. 200 hours. £25,000.

The final phases would involve fitment of the certified boiler to the locomotive frames and the commissioning of the locomotive systems. This is equivalent to a locomotive heavy overall reassembly and no specific issues are envisaged.

Phase 6: Testing and Certification. 100 hours.

As a new locomotive, a final phase is required, one that would then require type approval by the ORR (Office of Rail Regulation). A comprehensive technical file shall be assembled through the design, manufacturing and testing process. Type approval by the HMRI will be sought through regular liaison and open invitation to the relevant inspecting officer. Trials will also be conducted, light engine and empty stock before the locomotive would be released for first public use.

The phases described above are all achievable technically; the locomotive is fortunately neither too large nor complex. The combination of major working parts equivalent to a 1950s industrial locomotive, the large wheels and good looks of a Victorian express and

the extensive use of skilled in-house volunteer labour means that a relatively low budget of 3,000 volunteer hours and £450,000 (including £50,000 contingency) is believed achievable.

If you would like to know more about the GCR 567 Locomotive project we have the following events scheduled in 2012:

28th & 29th January: GCR Winter Steam Gala: The group will again have a covered stand with displays in Quorn Yard at Quorn Station on the Great Central and will be happy to discuss any aspect of the project.

16th February: Evening presentation to the Nottingham Industrial Heritage Association: Nottingham International Centre, Mansfield Road

19th March: Evening presentation to the GCR Society - Spinkhill Branch: The Angel Hotel, College Road, Spinkhill, Sheffield S21 3YB.

Further events to be announced shortly!

With so much progress already we hope you will now join with us to recreate a classic early GCR express locomotive, one that aims, combined with the restorable carriages of the GCR Rolling Stock Trust to recreate a truly unique Victorian/Edwardian main line experience.

Supporter forms are available for download at www.gcr567loco.co.uk. With the first 200 having a free seat on the first train pulled by no. 567 and a free quarterly draw for a footplate ride there are even more reasons to support this exciting GCR project!

Contact details:

e-mail: gcr567loco@yahoo.co.uk

post: GCR 567 Locomotive Group Administration, c/o Mrs Dawn Bullock, 19 Hartridge Walk, Allesley Park, Coventry CV5 9LF.

Alternatively you can follow us via Facebook and Yahoo Groups (search for GCR 567 Loco).

MS&L carriage at the Chasewater Railway

On a recent visit to the Chasewater Railway, Frank Greaves came across MS&L no.1470, a 6-wheel composite brake built at Ashburys in 1898.

The carriage was used on the Easingwold Light Railway near York until retired in 1949, then left on a siding. The Railway Preservation Society rescued it in the 1960s and stored it for restoration. It then came to Chasewater and underwent restoration in 2010.



MS&L carriage when stored at the Easingwold Railway.

photo: R.Cromblehome

It now forms part of the vintage train when paired up with the Maryport & Carlisle 6-wheeler.

For information about the Chasewater Railway see www.chasewater railway.org.

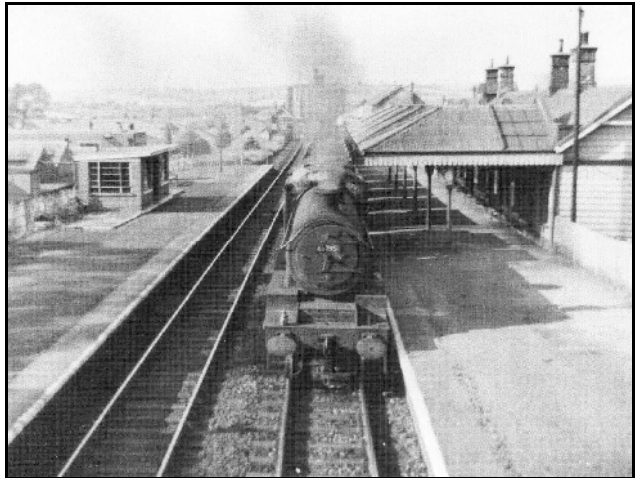
Killamarsh Heritage Society

by James Batterham, Chairman

Killamarsh Heritage Society is a fledgling historical society whose members have joined together to prevent the loss of local historical or otherwise important sites and their contents. It was the sale to a property developer of the ex-MS&LR Killamarsh Station site that brought about the formation of the society. The site offered for sale consisted of the original wooden buildings of 1892 and the adjoining up platform. Not included in the sale were the down platform and the footbridge used to carry a public right of way across the 'tracks'. The track bed itself forms part of the Trans Pennine Cycle trail. None of the goods yard's facilities survive, these being built over in the mid 80s.

Fortunately Derbyshire County Council along with the developer produced an excellent document giving full descriptive and associated drawings/photographs of what was a virtually an intact building. The station building was sold by the developer to a local farmer, who wished to reconstruct it on his land. Following the documents completion, dismantling of the station building commenced, parts suitably labelled and removed. Further good fortune occurred with suspension of the site development due to the general turn down in the building industry. The brick built infrastructures along with the cast iron canopy supporting columns still remain untouched. The dismantled station building is still in parts loaded on three trailers.

A priority for Killamarsh Heritage Society is to try to secure the site for a possible rebuild of the station. The developer's planning application and subsequent permission has now exceeded the allotted time limit so new plans will have to be submitted. Again the developer has shown his willingness for further cooperation by offering all or part of the site for sale to the society. The aim of the project is to restore the building to its original condition and use the building as a heritage centre and tea rooms although other ideas are being invited.



BR class O1 2-8-0 no. 63795 heads south through Killamarsh with mineral wagons. The photo was taken from the footbridge.

photo: Flickr/"stubaby49"

Killamarsh Station was the last such structure surviving on what was once a busy and prosperous railway network joining both local communities and industry together. It is hoped that in the fullness of time a rescue package can be put together to save and revive this important link with our industrial heritage. Another important project that could be linked with this site is the return of Westthorpe Colliery's 2-cylinder horizontal winding engine (manufactured by Robey of Lincoln), currently under store at the ex-Pleasley Colliery site, Mansfield.

The project is attracting a lot of interest and an event to publicly launch the society is planned for Tuesday 17th January at Killamarsh Leisure Centre. Howard Turner will be doing a presentation at the event. Anyone interested in being involved in the project or would like more information please contact the Secretary, Pat Bone, on 0114 2484812 or email pat@bendog2.plus.com.

Signalling on The Mansfield Railway - part 1

Kirkby South Junction to Mansfield Colliery Sidings

by Chris Booth

Linking the GCR at Kirkby South Jnt with the GCR (formerly the LD&ECR) at Clipstone Jnt, plans for the Mansfield Railway were first put to Parliament in 1910. The 11 mile long railway would be completed in three stages. Its main aim was to tap the collieries proposed for sinking in the area and give alternate outlet routes for their coal. Mansfield Colliery (Crown Farm) was destined to be the largest in the country at that time and by 1905 was already turning out huge amounts of coal through its connection via a branch to the Midland's Mansfield-Southwell line. With plans for collieries at Clipstone and Rufford going ahead, this new railway would soon be very well used.

Being a latecomer to the scene, the Mansfield Railway had to weave its way between other earlier lines for the first few miles. Railway No 1 commenced with a junction off the GCR main line at Kirkby-in-Ashfield. It then crossed the Midland's Mansfield-Pinxton line and then the GNR north to west spur to the Leen Valley Line which was long disused at the time. It then passed beneath the GNR Leen Valley line proper after 2 miles, closely followed by the MR Sutton-in-Ashfield branch line. After 3 miles it passed under the MR Nottingham-Mansfield line. At 4 miles 6 furlongs it passed under the MR Mansfield-Southwell line, and then terminated at 5 miles 1 furlong 2 chains at Mansfield. This marked the start of Railway No 2, which itself terminated at Mansfield Colliery (Crown Farm) Sidings after a distance of just 1 mile 1 furlong 2.50 chains. Railway No 3 continued to the end of the line after a further 4 miles 5 furlong 1.35 chains with a junction at Clipstone with the GCR (formerly the LD&ECR).

The first part to be constructed was from the junction at Clipstone to Crown Farm colliery. Work began in 1911 and opened for traffic on 6th June 1913 with a coal train from Crown Farm to Immingham with coal for export. Regular traffic began around ten days later. The whole line was completed and opened for freight on 4th September 1916. The line was ready for inspection on 29th December 1916 and it was proposed that passenger services would begin from 1st January 1917; however this did not occur until 2nd April 1917.

To signal the line from the main line connection at Kirkby South Junction, signal boxes were initially provided at Kirkby-in-Ashfield Central station ($\frac{3}{4}$ mile from Kirkby South Jnt), Sutton-in-Ashfield Central station (after a further 2m 1152yds), Mansfield Central station (after a further 2m 1325yds), Mansfield Colliery Sidings (after a further 2m 1248yds), Rufford Junction (after a further 1m 303yds) and Clipstone Junction (after a further 1m 1497yds).

The intention of these articles is to describe the passenger stations in brief, the signalling arrangements along the Mansfield Railway from its inception to its closure, and the operations of the colliery branches connected to the line.

Part one will cover the signalling from Kirkby South Junction to Mansfield Colliery Sidings. In further parts, the section from Mansfield Colliery Sidings to Clipstone Jnt will be covered, followed by the colliery branch lines to Clipstone and Rufford.

In the beginning.

On 12th December 1913 in a letter from the Great Central Railway's Sir Sam Fay about new lines, specifically the Mansfield Railway and a joint line with the Hull & Barnsley, it was said that "As the signalling arrangements are being processed with and contracts are in the process of being let, I shall be glad if you will inform me whether the Board of Trade will ask for either of these lines to be equipped with track circuiting. The matter is somewhat pressing, and I should be very much obliged if you could give me an early reply." Memos were also sent that said, "Adequate means should be provided where necessary for reminding the signalman of vehicles which are standing within his control."



*Kirkby-in-Ashfield Central looking north. A Colwick class K3/2 2-6-0 no.61982 stands at the up platform on 16th July 1960 with what is probably an excursion train returning from the Lincolnshire coast.
photo: H.B.Priestley/Chris Booth Collection*



*Sutton-in-Ashfield Central station looking north. The main station buildings are on the up platform and the goods shed can be seen beyond them. The signal box can be seen on the down side.
photo: Douglas Thompson/Chris Booth Collection*

By April 1914 the GCR were still insisting on the necessity for a modern and satisfactory signalling system being established before they were to commence the working of the line and a memo was being circulated, signed by Colonel J.W. Pringle of the Board of Trade, to the effect that "there is a clause in the Act authorising this new railway whereby all the works are to be to the satisfaction of the Engineer of the G.C.R. who have the right to buy the railway within a certain period. If this be so, it appears that the

G.C.R. still have the power to take action, and presumably, in case of disagreement, to have the matter settled by arbitration. I suppose that further action will depend upon whether Mr Elliott Cooper accepts the suggestion in the penultimate part of this letter."

Below that was another memo saying "The Railway was authorised by the Mansfield Railway Act 1910, but I can find no provision in it as at A above. There is a section (52) for the protection of the G.C.R. to which provides

- (1) That railways Nos 1 & 3 are to be constructed partly on Great Central property over which however the Mansfield Co are empowered to acquire an easement only.
- (2) That the works on the Great Central lands shall be constructed by the Great Central Co to the reasonable satisfaction of the Mansfield Co.
- (3) That if any signalling alterations are made necessary on the Great Central Co's lines the latter Co may carry out and recover the expense from the Mansfield Co any difference under the section to be determined by an arbitrator.

The Mansfield Co. has a Bill in the present Session of Parliament but there appears to be no further provisions in it as to A in the proceeding minute. No action appears necessary."

Next is a report of Colonel J.W. Pringle's Inspection of the Mansfield Railway made on 3rd and 4th January 1917, this being the portion of railway authorized by the Act of 1910 as amended by that of 1914.

"The part submitted (for Colonel Pringles Inspection) included Railways No 1, 2 and 3, which formed a continuous line of 11 miles 9.84 chains in length. It commenced with a junction of the G.C.R. at Kirkby South and terminated by a junction with the G.C.R. at Clipstone Junction. Double line was laid throughout. The width of the formation was reported as being 30ft and in the cuttings varied from 28 to 30ft. The steepest gradient was 1 in 100 for a length of 40 Chains, and it was reported that about 56% of the new line had gradients steeper than 1 in 150. There were two curves with a radius of 20 chains, one being at a junction and the alignment of about half the line was curved. Fencing was five creosoted larch rails the highest being 4ft 4inch.

The formation was through mainly rock or sand with heavy earthworks of the first eight miles. The longest cutting extended over two miles and was a maximum depth of 37-37ft. There were eight embankments giving a total length of about three miles, where the highest maximum height was to exceed 20ft, the highest section was 65ft.

Due to land slip in various areas in the cuttings of the first three miles, retaining, toe and face walls were constructed. It was said that the movements had been adequately dealt with, but there would be certain gradual subsidence due to coal workings.

Drainage had been no problem, but the water tabling in the cuttings required attention, particularly with clearance.

The only engineering feature was bridges, altogether being 22 under and 17 over bridges, there were numerous different spans, but none exceeded 62ft in length. With three exceptions these were of steel construction. Troughing for the spans was from 8 to 15ft and plate (in one case lattice) girders with troughing flooring for the larger spans was adopted for the under bridges, with rolled joists and jack arches for the under bridges. Three exceptions to this comprised brick arches, the largest span of which was 48ft 8inch between abutments. The steel under bridges were tested with 2-8-0 type Goods engines (GCR 8K) with 6 wheel tenders weighing 121 tons. There was very little deflection and they were reported as appearing to have ample theoretical strength. The masonry and brickwork of the abutments and arches were said to have a substantial appearance and showed no sign of weakness, apart from some minor cracking due to subsidence for coal workings in the commencement of the railway. Four of the over bridges carried lines of the Midland Railway or Great Northern Railway and of those three had steel spans which were not able to be tested.

There were no viaducts, tunnels or culverts on the railway and only one level crossing of a private road, of which it was understood, was not intended for use at the present time, requiring to be levelled over before being brought into use.

The permanent way consisted of single headed Sandberg Steel rails, with a weight of 85lb per yard in 36ft lengths. Cast iron chairs weighing 53lb supported the rails, with a bearing area of 105 sq.in. They were secured to the sleepers by two steel spikes and two oak tree nails. Steel fishplates weighing 32lb per pair were attached with four steel fish-bolts at the rail joints. Compressed oak keys secured the rails to the chairs. creosoted Baltic Fir sleepers 9ftx10inchx5inch supported the chairs being laid at fourteen to the rail length. The bottom ballast consisted of eight inch of broken stone; the top ballast consisting in the main of ash with some broken stone. A total depth of 12 inches was beneath the sleepers."

The report stated that the Permanent Way was in fair condition for slow goods traffic, but was not in order for high speed traffic. It would require attention to the top of rail, particularly in the first three miles, where the joints were loose in places and the ballast, probably due to the subsidence from coal workings, was not adequate.

Stations

There were three stations along the line as follows.

Kirkby-in-Ashfield (60 chains)

Situated 60 chains from the commencement of the line, this station consisted of two platforms, 450ft long, 3ft high and 21 ft wide. On the up platform was a Booking Office, Ladies and Workmen's waiting rooms and toilets for both sexes. The down platform contained a General and Workmen's Waiting Rooms. A footbridge connected both platforms. The inspector noted that there were no handrails on the stairs approaching the down platform from the footbridge, that the platform surfacing was incomplete, that the timbering of the barrow crossings at both ends of the platforms was required and that the slopes at the ends of the platforms required lengthening and flattening from 1 in 6 to 1 in 8.

Sutton-in-Ashfield (2 miles 48 chains)

This station consisted of platforms with the same dimensions as Kirkby-in-Ashfield and the same range of buildings. The inspector reported the same problems with the barrow crossings and platform slopes. There was no footbridge here and no luggage hoist. He said that this would require rectification before the passenger traffic attained any considerable dimensions.

Mansfield Central (5 miles 32 chains)

The down platform here was 680 yards long with a height of 3 foot and width of 15 foot. The up platform was 1010ft long. The road approach was on the up side where there was a Ladies and General Waiting Room, with toilets for both sexes. There was also a Refreshment Room (*which never opened*) The down platform had a General and Ladies Waiting Room and toilets. A subway connected the two platforms and there was an electric luggage hoist to each platform. Noted was that a ramp was required about 3ft in width at the Kirkby end of the down platform.

The inspectors report then moved on to Signalling and Connections but as I will cover each box in further detail, I will skip that section and continue with the report as thus.

The Inspector tested the interlocking in all of the new signal box frames and found them to be correct, however he noted -

1. That only a small portion of the track circuits work shown upon a diagram submitted was in working order. The necessary track circuit indicators and lever interlocking had still to be provided.
2. That the distant signals generally were placed a very long way from the signal boxes, in one instance (Mansfield Station) the up distant was 1858yards away. It was, in the

inspector's opinion, not a very reliable arrangement; and in specific cases notes that the signals should be worked electrically.

3. The work in connection with the trunking of signal rods and wires at all the block posts was incomplete.

4. At Mansfield Central Station the up siding appeared to be used as a loop for running round purposes and that some rearrangement of, or addition to the signalling appeared to be necessary, to avoid possible confusion between engines running round over this loop and those coming from the group of up sidings.

5. The clearance between the side of a carriage and standing works is insufficient at a number of points: e.g. Opposite abutments of over bridges at 4 miles 54 chains and 4 miles 75 chains; Abutment newels of the under bridges at 5 miles 49 chains and 5 miles 64 chain; girder railing of under bridge at 6 miles 69 chains and the up starting signal at Kirkby-in-Ashfield.

There were certain details of work that were required to be carried out before passenger traffic would be allowed to commence. The Mansfield Railway Company was prepared to meet those requirements. The inspector then stated that the permanent way as a whole was not at present in a suitable position for express traffic. Moreover, that the signalling and track circuit work in accordance with the plan submitted by the Mansfield Railway Company must be completed before express passenger traffic was worked. Colonel Pringle thus advised the Board of Trade, that subject to the prior completion of works referred to in the Report he had marked 'A', to authorize passenger traffic at a speed of not more than 25 miles per hour on this railway, and that this speed restriction should be maintained until (1) the signalling and track circuit work, as shown upon the Company's plans, is fully completed and until (2) in the opinion of the engineer of the Great Central Railway, the permanent way is in a fit condition for high speed traffic.

The Mansfield Railway Co completed the works and in a letter dated 15th March 1917, stated that the Great Central Company would open the line for passenger services on 2nd April 1917.

Signalling

In this part we will look the signalling of the line between Kirkby South Junction and Rufford, beginning with the words of the inspector's report, if any, and ending with the closure or major changes to the box.

Kirkby South Junction

Opened by the GCR in April 1898 along with the GCR main line to Marylebone, this is where the Mansfield Railway began. A GNR branch to Summit was the first connection to be made and the Mansfield Railway branched off just after this junction. After the Mansfield Railway line closed on 7th January 1968, the GCR main line closed north of the box on 3rd May 1968, followed by the GNR line on 27th May 1968, after which the box became redundant

Kirkby -in Ashfield

Kirkby-in-Ashfield box was a GCR box measuring 22' x 12' opening in 1916 it had closed by 1957. Here the Inspector found that "There were two main line trailing crossovers (Nos 9 & 12), and slip points (No 14) to the crossover at the Kirkby Junction end of the station provided a through crossing to the up sidings. Two additional trailing point connections on the up line (Nos 17 & 20) also provided access to these sidings. The signal box contained a 28 lever R.S.Co frame, with 22 working and 6 spare.(Nos 5, 6, 7, 22, 23 & 28)."

Sutton-in-Ashfield

The Inspector said that "Here there were three trailing crossovers (Nos 9, 16 & 22) between the main lines and two slip points (Nos 11 & 16) to provide through crossings from the down line to the up sidings. A further trailing connection on the up line (No 19) also gave access to sidings. The signal box contained a 30 lever frame with 26 working and 4 spare (Nos 6, 7, 24 & 25)."

The 30 lever frame was a Railway Signal Co. (R.S.Co.) with 5¼ inch centres and the box had a block switch to enable it to switch out of circuit. By the 1950s, No 22 crossover had gone along with its ground discs, 21 and 23, however 23 was renumbered as 21 for facing road moves into the up siding. No 29 down first home co acting signal was abolished making No 28 the home signal and No 5 up starter had also gone, making No 4 the up starter. That made it 22 working levers and 8 spare.

By 1961 the station had closed and further changes included the removal of No 2 and 3 sidings, No 2 first up home, with No 1 distant being renumbered 2. No 14 crossover and its discs Nos 13 & 15 along with No 16 slip to the up siding and its No 17 disc were also abolished. The remaining siding was in use by the Helical Bar & Engineering Co Ltd.

The box had closed by 1966, and the route south of Mansfield Colliery Sidings also closed on 7th January 1968.



Mansfield Station signal box looking south west towards Nottingham ('the Kirkby end'). The remains of the pointwork leading into the once busy goods yard on the left can be seen beyond the bridge over the thoroughfare called Littleworth. The station site is behind the photographer who is stood on tracks once leading to a bay platform and a wharf siding. photo: H.B. Priestley/Chris Booth Collection

Mansfield Station

The Inspector said, "There was an up bay platform here and sidings on both sides of the line at the Kirkby end of the station. The connections comprised a trailing crossover at each end of the platforms (No 20 at the Kirkby end), a facing connection from the down to the up bay (No 27) and a facing connection (No 29) from the bay to the sidings. A trailing connection on the up at the south (actually west) end of the station was worked from a 3 lever Ground Frame (a fourth lever later added) being bolt locked from the signal box (No 7); and the trailing crossover at the Clipstone end of the station was worked by a 2 lever GF with both levers bolt locked from the signal box (No 43)."

Mansfield Station signal box contained a 36 lever frame, with 29 working and 7 spare. There was later a third 4 lever GF, being situated at the west end of the down sidings, however this was short lived being abolished on 10/07/1920. The lever frame was later extended to 52 levers, being a R.S.Co. Tappet with 5½in centres and front catch handles. By 1924 it had spare levers 22/23/24 and 44/45/46.

There were track circuits in the station area. According to the legends written on the signal box diagram, on the down,

"TC545 from 200yds in rear of No 2 signal, to No 3 signal, when occupied held the block instrument needle to Train On Line."

"TC 544, the next along between No 3 and No 4 signals, when occupied locked No 3 signal."

"TC543 between No 4 and No 5 signals, when occupied held No 4 signal"

On the up

"TC542 from 200yds in rear of No 51 signal, to No 51 when occupied held the block instrument needle to Train On Line".

"TC541 between No 49 and No 50 signals, held No 50 at Danger when occupied"

"TC540 between No 48 and No 49 locked No 49 when occupied"

"TC539 & 538 (between No 47 and No 48) locked No 48 when occupied".

No 47 signal was an Intermediate Block (IB) Home and No46 was the IB Distant beneath No 48. It was not plated as an IBH as plates weren't around at the date of the drawing. They sometimes called these things 'accelerating distants'. Basically you could pull all signals off, including your distant signal, up to your starter with the latter at danger as it had its own distant.

By 1963 there had been some rationalisation of track work and signalling. Nos 8, 9, 14 & 16 signals protecting the exit from Group 1 up sidings were abolished, No 15 protecting the exit from Group 2 up sidings was renumbered 16. No 27 points and 26 MFB from the down main to the bay platform were removed, along with Nos 11, 25 and 39 signals that read through them. No 5 signal, the down main starter, was originally on the same post as No 51, the up main first home. No5 was later given its own post and No 51 abolished making No 50 the up home. The box closed in 1966.

Mansfield Colliery Sidings

This box was not mentioned in Major Pringle's report but it opened in 1916 and was an all timber GCR style 34'x12' with 36 levers Tappet locked (presumed to be of R.S.Co GC pattern).

On Sunday 11th March 1973 there was a major change to the area, when the box and all its associated signalling, was abolished and replaced by a 5 lever GF to be known as Mansfield Colliery Loaded GF. There was a telephone provided to contact Rufford Jnt box and Mansfield Colliery Weighbridge.

Between Mansfield Colliery Empty Sidings and Mansfield Colliery Sidings, the empty slow road was taken out of use pending later removal. The up main between the buffer stops south of the empty siding and the trailing crossover at Mansfield Colliery Sidings signal box became a single line worked in both directions and renamed "Main". The Up refuge sidings were renamed Shunt Spur and the facing points, Shunt Spur to colliery loaded sidings or to empty slow road, were secured for movements from the Shunt Spur to loaded sidings.

The facing points-"Main" single line (down direction) to Shunt Spur, became spring points normally set towards the shunt spur and were controlled by the GF. An illuminated notice board was provided 100 yards before reaching the points on the single line and was worded "SPRING POINTS-100 YARDS AHEAD". The trailing end of this connection in the shunt spur became spring points normally set for through movements along the shunt spur and were also controlled by the GF.

The points in the down main of the main to main trailing crossover were secured for movements from "Main" single line, to down main. The section of the down main south of this crossover, together with the down siding, was secured out of use and later removed. All the remaining points including the spring points were thence worked from the GF.

At Mansfield Colliery Empty Sidings the hand worked points between the empty slow road and the empty sidings was replaced by a new connection, which was facing for

down direction trains, from "Main" single line to empty sidings. This new connection, together with the new outlet trap points in the empty sidings, were then controlled by a new single lever GF, which was known as Mansfield Colliery Empty GF.

Between this GF and Rufford Junction there was an alteration to block working in that the up main between Rufford Jnt and Mansfield Colliery "Loaded" GF trailing crossover and the down main between that crossover and Rufford Jnt, together with the new "main" single line, then became the single line section worked under "ONE TRAIN WORKING" regulations with train staff, and the Absolute Block Working was discontinued. Up trains from Rufford Junction then travelled over the up main towards Mansfield Colliery Loaded GF and returned to Rufford Jnt over the down main.

The train staff was lettered "RUFFORD JUNCTION-MANSFIELD COLLIERY" and was retained in Rufford Jnt box. The two GFs were released by an Annett's Key attached to it.

Crown Farm colliery closed in March 1988 with the last cut coal rail movements being sent out on week commencing 25th April 1988, and washed coal being moved until approx early 1990. On 26th November 1989 an Institute of Mining Engineers (North Midland branch) railtour visited the branch with 20010 & 20163 hauling DMUs 51862, 59602, 59713, 53124, 51394, 59745 and 51352. The line from Rufford Junction to the Colliery was taken out of use on 18th July 1990 by clipping points at Rufford Jct.

In part two, we will look at the line from Rufford Junction to Clipstone Junction and the colliery branches.

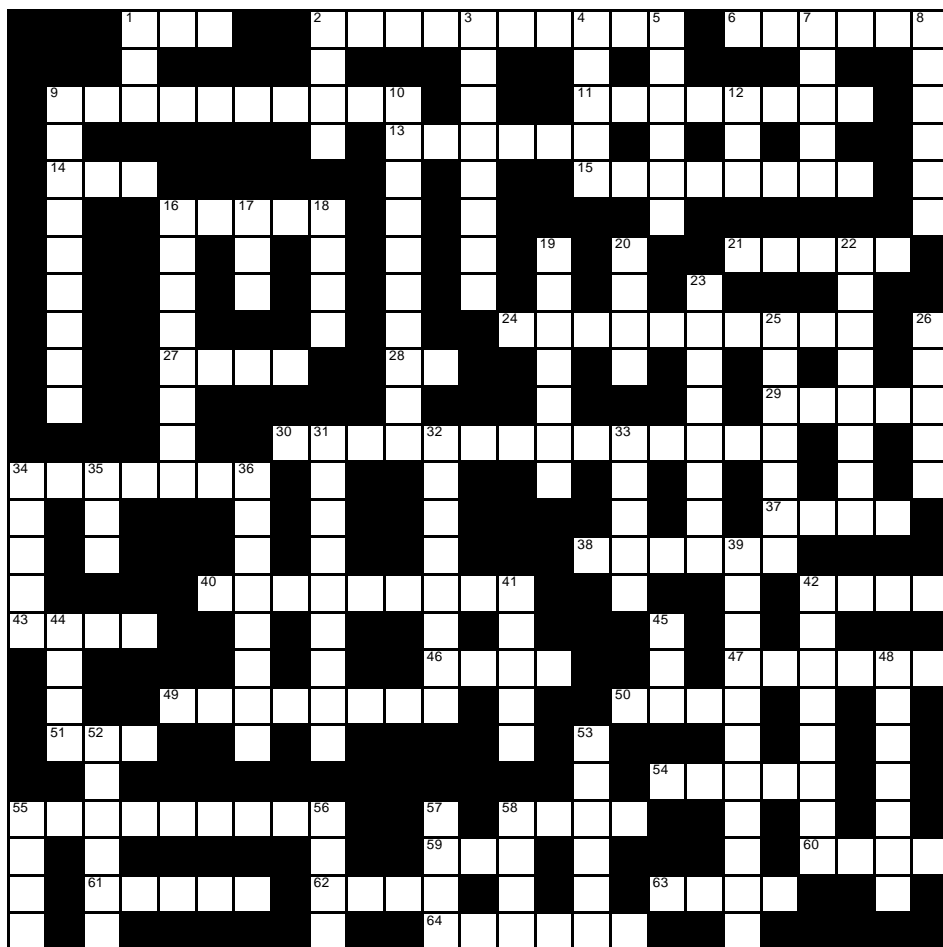


Mansfield Colliery signal box viewed looking towards Clipstone. The line to the colliery climbs up on an embankment as the colliery itself is at a higher elevation than the railway. No 34 signal is off for a train heading towards Mansfield Central.

photo: H.B.Prestley/Chris Booth Collection

The Pollard family railway history – part 13 by John Pollard has been held over to the next issue of *Forward*.

Crossword (*Forward 170*) : Answers in the back of this issue.



Across

- 1 Length of time. (3)
- 2 Health hazard for footplatemen in Woodhead tunnel. (10)
- 6 A critical assessment. (6)
- 9 Station opened in 1978 and served by Glossop/Hadfield trains. (10)
- 11 From two tracks to four tracks. (8)
- 13 and 48 Down. Retiring as MD of Chiltern Trains. (6)
- 14 George or Andrew. (3)
- 15 Junction signal. (8)
- 16 Ticket that allows freedom to travel in a particular area for a limited time. (5)
- 21 Usual frequency of local pick-up goods and trip workings. (5)
- 24 Style of leadership often encountered in the old railway companies. (10)
- 27 Without trace? (4)
- 28 Travelling towards London. (2)
- 29 Passageway between rows of seats. (5)
- 30 Film not sensitive to red light. (14)
- 34 EM2 cut up for spares. (7)

- 37** Smooth on a Mk 3 but rough on a Pacer. (4)
- 38** "Frank -----": Name applied to 56101 at Barrow Hill in September. (6)
- 40** Viaduct over the Erewash valley. (9)
- 42** Used to secure points. (4)
- 43** Between adjacent supports of a bridge or viaduct. (4)
- 46** Specific length of time eg "---- of office". (4)
- 47** Trainspotters often found this difficult when visiting engine sheds. (6)
- 49** An unofficial appellation. (8)
- 50** A component of white metal used in bearings. (4)
- 51** To thermally insulate. (3)
- 54** Sign often painted on condemned stock. (5)
- 55** and **61** Across. The purpose of the bell seen on the sides of MS&L locomotives. (9)
- 58** "---- and inches". (4)
- 59** Estimated time of arrival. (3)
- 60** and **26** Down. Station on the GW&GC once known as Beaconsfield Golf Links. (4)
- 61** see **55** Across. (5) **62** Manchester is renowned for it. (4)
- 63** 12:00hr. (4)
- 64** A few stations, usually halts, were made of this. (6)

Down

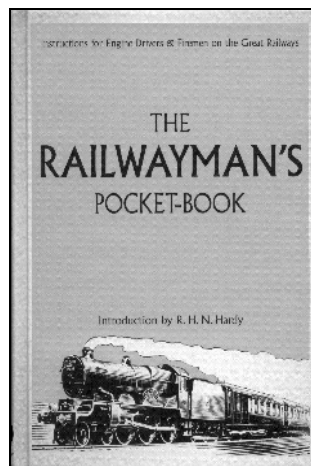
- 1** Some consider locomotive design to be a form of this. (3)
- 2** "John ----": General Manager of the Met who was a pain to the GCR. (4)
- 3** Cheshire Lines station reopened in July 2011 as a Metrolink station. (8)
- 4** "The ----- Line": The direct route from King's Cross to Doncaster. (5)
- 5** Support for a firebox. (6)
- 7** Location chosen for a meeting eg Retford for the AGM. (5)
- 8** Station on the GCR and the Brill branch. (6)
- 9** On the new line from Princes Risborough to Ashendon Junction. (9)
- 10** "The ----- Hotel", next to Grimsby station, is now a Wetherspoons. (10)
- 12** It needs a bolt. (3)
- 16** A book kept for entering records eg train movements in a signal box. (8)
- 17** Shortened form of Victoria station. (3)
- 18** Used to haul trains on the Bowes Railway (until 2008 when vandalised). (4)
- 19** A place where metal is melted and cast. (7)
- 20** see **22** Down. (4)
- 22** and **20** Down. I keep a facsimile copy of the 1952 edition on my desk. (8)
- 23** The resistant force experienced when two surfaces slide over each other. (8)
- 25** A Leicester (GC) shedded A3. (7)
- 26** see **60** Across. (5)
- 31** No longer in use. (9)
- 32** Out of date. (8)
- 33** The West Somerset Railway has three members of this class. (5)
- 34** Not Princes. (5)
- 35** Railway trade union 1913-1990. (3)
- 36** A type of structure that seen when travelling between Marple and Romiley. (8)
- 39** Original name for Mottram station. (11)
- 41** GCR no.505. (5) **42** The beneficiaries of SUSTRANS. (8)
- 44** Name for a coffin cover used to describe smoke hanging over industrial towns. (4)
- 45** Small in Scotland. (3)
- 48** see 13 Across. (7)
- 52** Name applied to Dr Richard Beeching. (6)
- 53** Essential to keep the wheels moving. (6)
- 55** It's what an editor does! (4)
- 56** Destination of the last through service to operate over the GC main line. (4)
- 57** The shape of an O4 buffer beam. (4)
- 58** "Crown ----": Location of Mansfield Colliery. (4)

Arrivals on the bookshelf

"The Railwayman's Pocket-Book" compiled by Rupert Wheeler with a forward by R.H.N.Hardy. Published by Conway, 2011. Hardback 118 pages. ISBN 9781844861354. £7.99

This is a compilation of seven pocketbook style publications for railwaymen. They are in chronological order from *The Locomotive Engineman's and Fireman's Examination Guide* of 1893 to *London & North Eastern Railway. The Locomotiveman's Pocket Book* of 1947. Hardly the sort of book to read straight through, but fine for dipping into when there are a few minutes to spare. There is a well-written introduction by Richard Hardy, without which the book would be rather lacklustre. The quality of production is not good. The only photograph included, of Richard Hardy on the footplate, is a black smudge. The paper is thin enough for diagrams on the opposite sides of the pages to be visible. A nice touch in terms of design is the reproduction of cigarette cards in colour on the end papers.

Bob Gellatly



Allan Sibley writes:

Some GCRS members may have bought the two parts of **"The Book of the Great Northern"** by Peter Coster (Irwell Press, 2011).

Peter is a well-known author and a former BR engineer, so his books are likely to be regarded as relatively reliable records in terms of historical fact.

However, I am sorry to have to say that there are a great many errors therein, as reported to me by members of the Great Northern Railway Society. I have brought them to the attention of both the author and the publisher but of course "the deed is done" and it is unlikely that a second, corrected, edition will be published. Even if it is, few who bought the first edition at a few pence under £54 for the two are likely to pay again for another version.

I have therefore compiled two sets of corrections, one for each book part. That for part one (King's Cross to Welwyn Garden City) comprises five A4 pages and for part two (Welwyn North to Doncaster) is four pages.

Please either send an e-mail request to GNRSeditor@aol.com quoting in the subject "Great Northern Corrections". I will then send the two files in PDF format as e-mail attachments. Or send a DL-size SAE together with three 2nd class (36p) stamps to cover printing costs, to: Allan Sibley, The Editor, Great Northern News, 53 High School Close, March PE15 8NX.

Two more titles have been added to the **Little Peter's Railway** series by Christopher Vine. They are "A Dark & Stormy Night" and "A Bit of Energy". These small paperbacks for younger children are priced at £2.99. See *Forward 169* p18 for publisher details.

Two interesting web links have been provided by Neil Robinson.

The GCR publication *Per Rail* of 1913 is available online at: <http://tinyurl.com/3b2z3fn>

The list of GCR items held at the Greater Manchester Record Office can be found at <http://tinyurl.com/3fj6wmu>

(The Tiny URLs are supplied by the Editor.)

Readers' forum

from Allan Sibley, March, Cambridgeshire

Forward 169 p45: letter from Carl Lardner re. photo of 27002 *Aurora*.

I am surprised that Carl Lardner should ask if there are any EM1s preserved, and that the answer was not provided in the "Editor's note". Are both of you unaware that no. 26020 has been in the National Railway Museum since circa 1975?

Forward 169: caption to front cover photo.

"The pilot engine is in grey livery. Some captions refer to this as workshop grey but would the lining have been complete if that were the case?"

Well, yes it would. May I point you in the direction of the frontispiece photograph in "Locomotives of the Great Central Railway - volume one: 1897-1914" by E M Johnson (Irwell Press 1989 ISBN1871608058). This shows 4-4-2 no.258 in what its caption refers to as "photographic or shop grey". It is complete with lining, lettering, crests, etc., and the caption explains why this was done. There is also a photograph of another 4-4-2 in fully decorated "photographic grey" on page 80 of the same book.

Most railways of the period used "shop grey" livery for photographic purposes and while few locomotives of any company thus adorned were photographed in traffic, some do exist. The reason for the use of 'works grey' schemes was that orthochromatic monochrome film emulsions were 'blind' to certain colours. The principal problem was red, which was rendered too dark, hence with some photos of NER and LNER black locos in 'normal' livery it was difficult to tell if red lining was present or not.

from Chris Booth, Worksop, Notts

Forward 169 p45: letter from Carl Lardner re. photo of 27002 *Aurora*.

In answer to Carl Lardner's question at the end of his letter about 27002 *Aurora*, there are three EM2s in preservation. 27000 *Electra* is owned by the EM2 Locomotive Society and usually kept on the Midland Railway-Butterley. 27001 *Ariadne* is preserved in the Museum of Science and Industry in Manchester in its NS guise of 1505 and 27003 *Diana* is owned by Werkgroep 1501 in Rotterdam and retained in its NS guise as 1501. As for EM1s, there is only one full locomotive preserved, this being 26020 at the NRM York. There is however a cab from 76039 in the Museum of Science and Industry in Manchester and a cabside from 76051 at Barrow Hill.

Forward 169: caption to front cover photo.

Can I suggest that the locomotive in question was wearing Photographic Grey livery? To cut a long answer short, when locomotives were built, to allow the official photographer to take a good image of them, they were painted in what was known as Photographic Grey livery, a white, grey and black paint finish which increased the contrast when a photograph was taken allowing a re-touching artist to work direct on to the negative to ensure all the details were shown. As films of the day were orthochromatic (insensitive to red light), it was difficult to get a good image which showed all the detail when a loco was in its full livery. That was probably the case with this locomotive which must have been new at the time, but not knowing the date of the photograph I cannot say for certain that this is the case.

Forward 169 p25: caption to upper photo.

The location is wrong. The loco is stood at the end of platform 4 at the east end of the station not at the end of platform 3 at the west end. The signal box is correctly identified as Sheffield Victoria No4 but would not be visible from The Wicker. That box would have been Sheffield Victoria No3 at the west end, originally a wooden type box situated on the viaduct but when the line was electrified in 1954, was replaced by a brick built flat roof box that was closer to the station and no longer visible from The Wicker. The original box can be seen in the painting by Eric Bottomley, "The Wicker Arches".

Forward 169 p17: review of "Steam around Sheffield".

I must say that I agree with the review by Richard Morton of the book "Steam around

Sheffield", having already purchased a copy. It has some good photographs in it, but some right howlers when it comes to railway routing. The maps leave a lot to be desired and as the reviewer said, have some interesting names on them. £16.99 is not a lot to pay for a book nowadays but I think anyone who parts with their money for this book will feel as robbed as I do.

from Dick Bodily, Milton Keynes

Forward 169 p26: F.Moore colour postcard

I was very interested to see the reproduction of an 'F.Moore' postcard of GCR expresses at Woodhead Tunnel. 'F.Moore' was a purely fictitious artist's name invented by the proprietors of the Locomotive Publishing Company to go on their series of commercially produced postcards and coloured photographs. Apparently the three proprietors all worked for the GER and didn't want their main employers to know about their lucrative little sideline postcard business hence the subterfuge. It is believed that the uncredited but very talented colourist artist Thomas Rudd painted the vast majority or possibly all of these pictures. His normal method was to oil paint over a photograph original mounted on card. Sometimes composite photographs were used as is clearly the case with this postcard. To find out more about 'F.Moore' pictures check out the website 'www.steamindex.com/locomag/moore.htm' which has lots of information about these pictures, Mr Rudd and the Locomotive Publishing Company.

I am fortunate to have in my possession two original 'F.Moore' signed paintings which I believe were originally commissioned for C.W.Bartholomew of Blakesley Hall and of miniature railway fame. (C.W.Bartholomew was the son of Charles Bartholomew, engineer for the South Yorkshire Railway, an important figure in the very early history of the MS&LR as well as being a major figure in the history of canal transport.) One shows a Claud Hamilton hauled GER express, but of more direct interest, the other shows GCR 'Jersey Lily' compound no.258 *The Rt. Hon. Viscount Cross GCB GCSI* hauling a GCR express at an unidentified location. I'd love to know where! I've attached a snapshot of this painting.

I was given the pictures as a small lad by Phil Kingston who my dad worked for and who wrote a booklet about C.W.Bartholomew's Blakesley Hall Miniature Railway. Phil was an interesting gentleman who ran a garage business and was also involved with a bus company and was a prominent member of the the Vintage Sports Car Club and a paddock marshall at the British F1 Grand Prix. When I was growing up I lived next door to his garage and he used to invite F1 teams to use it in the days when Silverstone had no lock-up facilities. I well remember the Connaught and Cooper-Borgward teams using it to work on their cars overnight when there were big meetings at Silverstone. He had bought these pictures as part of a job lot of F.Moores that had belonged to CWB at an auction when Blakesley Hall closed. What he was really after was a picture of the said miniature railway which is still in his son's possession and which appeared in Bob Tebb's recent book about the BHMR. The lot also included F.Moore pictures of a NBR Atlantic and a GNR Atlantic, the latter may still be in existence somewhere as it was given to another lad, but the NBR picture was nailed to the wall unframed in Phil's garage and eventually perished.

Viscount Cross is a bit special to me as I'm very much into the SMJ and it once appeared at Stratford Old Town (SMJ) on a special working from Manchester.

from Carl Lardner, Herne Bay, Kent

Forward 169 p44: letter from Dave Cousins re. boiler plate from Ashford.

The letter from Dave Cousins about my boiler plate from Ashford was very interesting and I congratulate him on digging out all that information. On six locos in 14 years! – I had never thought of boilers being changed that frequently. The down side to this information is my great disappointment that it comes not off a Robinson loco but one of Thompson's. That name is a dirty word in our house (see *Forward 156* p47) so I'm afraid the boiler plate will be off to auction *tout de suite*.

from Andrew West, Ipswich, Queensland, Australia

Forward 168 p38: article by Bill Higson 'My railway memories, starting at Hayfield'.

Not that much had changed at Hayfield even in the early 60s when I lived there. Ours was a David Brown tractor and in spite of the mechanical baler, Dad still relied on men with pitch forks to get the bales up on the trailer. The horse drawn milk cart had given way to a truck – United Dairies I think. Trips to and from school in the village (we lived at Little Hayfield) were by North Western bus – everything from ancient Bristol single deck half cabs to the latest Atlanteans on running in turns.

At the station the DMUs were supreme but the summer excursion traffic still brought in steam. Mum, Dad and I went on one of these, either to Morecombe or Southport, I cannot now recall. We changed at New Mills and I am fairly sure we travelled via Manchester Central where we also had to change on the return journey. When we arrived back at Hayfield we were standing outside the station gate when the engine, which had cut off, rammed the plank which did duty as the buffer stop on the other side of the fence. Being unexpected, this was quite a thrill at the time. I feel sure it must have been a common experience in steam days and that this is the reason why there was a wooden fence there, rather than the ubiquitous stone wall which surrounded the rest of the yard.

That brings me to my main point. The caption to the photograph on p.39 implies that what can be seen to the right of the DMU is another, disused platform. It always looked like it was and so I thought as a child. In fact, this structure is the ramp by which the Kinder Railway reached the level of Station Street. See *Reservoir Railways of Manchester and the Peak* by H.D.Bowtell (The Oakwood Press, 1977), p41; and *Scenes From the Past: 45, Manchester London Road to Hayfield* by I.R.Smith & G.K.Fox (Foxline, 2003), inside front cover and p132. That explained what to me was always a mystery – there was just no way of gaining access to this platform without crossing the tracks! The Kinder Railway ran across the village, round the cricket ground and then up to Kinder where the reservoir was being built.

Bill Higson is right about those idyllic summers. Mine (the two that I can remember) included walks out along New Mills Road, down to the level crossing and back along the mill lane or, sometimes, through the goods yard. Happy days.

from David Wrottesley, Sheffield

Forward 168 p8: article by John Pollard

I recently travelled from Nottingham Midland (ex LMSR) to Worksop (ex LNER) on the Robin Hood Line. As we passed through the Kirkby-in-Ashfield area on ex GNR lines, I recalled the complicated nature and history of the local railway geography. This was illustrated by the confrontation between John Pollard when guard at Annesley (ex GCR) and the station master at Sutton-in-Ashfield station (ex GNR) (*Forward 167* p15). This was about the shunting of a train to the Metal Box Company private siding. The response by John Hitchens (*Forward 168* p47) is very interesting. This where he says it was an ex LMSR station master that apparently gave instructions to an experienced Annesley crew about how operations should be performed at an ex GNR station. It was obvious that the station master then responsible for Sutton (GN) had not done his homework and did not know how this particular private siding should be worked. He was decidedly high handed, not only in his approach to the train crew, but also to the signalman, who had to explain to Control as to why the branch had been brought to a standstill I first joined the BR (ER) King's Cross timing office in early 1958, age 18, at the time the ER/LMR regional boundaries were being changed in the Sheffield /Nottingham /Derby /Marylebone areas. This, when the "penetrating lines" were being removed. The word Pilsley, the new LMR/ER boundary on the ex GCR main line, is still etched into my memory. I could sense the depth of feeling about this particular reorganisation. I was astounded to hear some of the remarks made by ex LNER staff about ex LMSR staff in the Nottingham area and their ability to work ex GCR/GNR lines correctly. This was particularly true as far as the Colwick area was concerned. In

addition the ex GCR/GNR lines south of Shirebrook in the Mansfield/Sutton/Kirkby area were being transferred to the LMR from the ER. Coal traffic was very important but the withdrawal of passenger services to Mansfield Central about this time, was as a direct result of some of these inter-regional differences

This inter-company/regional tension had gone on a long time, ever since railways were first built. Some BR managers after 1948 were painfully aware of these long term conflicts and tried, not always very successfully, to overcome them by appointing/ transferring some staff in the boundary areas from LM to ER and vice versa. The appointment of an ex LMSR man to an ex GNR station Sutton, where ex LNER/GCR train crew worked, plus the appointment of an ex LNER station master (from Mansfield Central) to Sutton Junction (ex LMSR) was part of this strategy.

The BRSA club at Sheffield in the 1970s was a hive of extraordinary stories about how ex LNER staff and LMSR staff of all grades had to work alongside each other in areas where they had originally competed.

from Alan Munday, Stalybridge

Forward 169 p12: caption to photo of Crowthorn Jct and Editor's note on p14.

I have noted this photograph referring to Ashton Old Road before. In my childhood it was named Manchester Road as it was from the end of Ashton Old Road in Manchester at the Manchester border at Fairfield Wells ie at Fairfield Avenue. It was so on my Alan Godfrey Maps copy of Ashton-under-Lyne 1916 (Sheet 105.06).



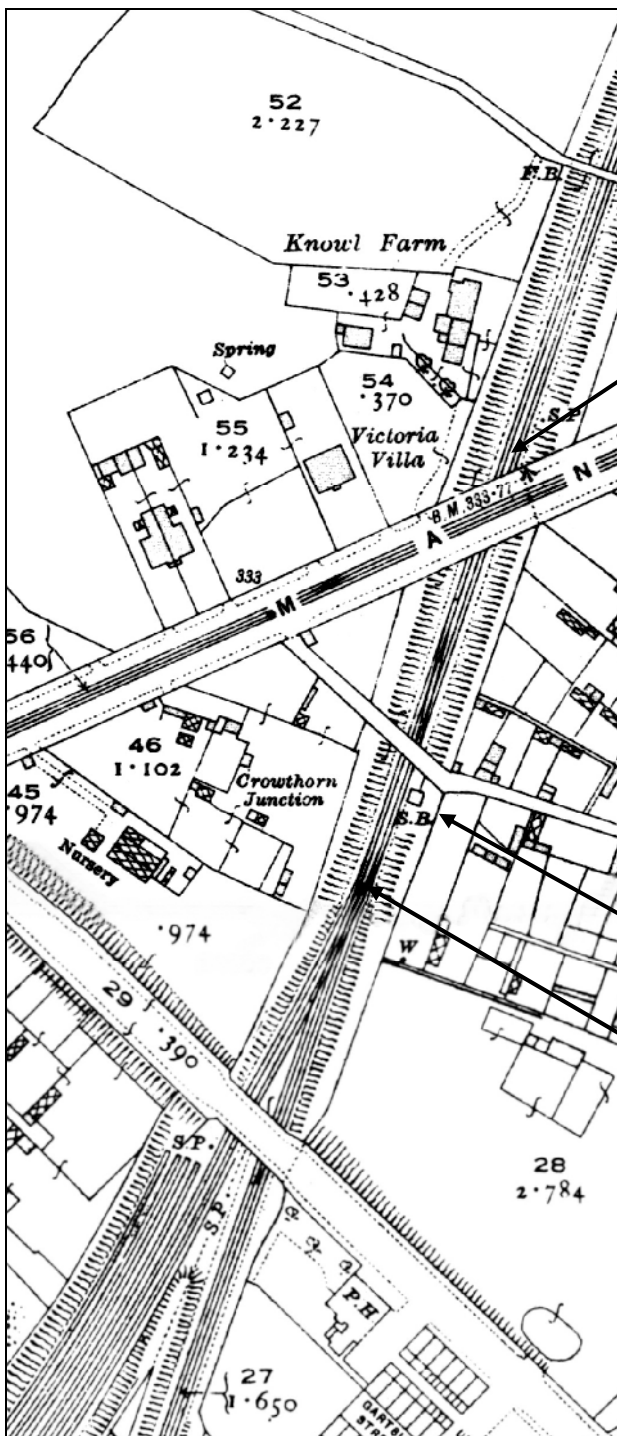
View looking south towards Crowthorn Junction.

photo: British Railways

Further, Birch Street bridge is behind the photographer and was so named again in my Godfrey maps ie Guide Bridge 1918 (Sheet 105.10). The fork of the junction is between the signal box and Birch Street bridge which has two spans, one for each route. It can be seen on the lower photograph on p54 of *Scenes from the Past:29 Woodhead Part One* by E.M.Johnson (Foxline) – see below. This photograph is looking in the other direction to the one

in *Forward* (which is also on p55 of E.M.J.) and taken from north of Manchester Road bridge. Birch Street bridge is the third bridge from the camera and both the junction and the central bridge support can be seen. Again the caption refers to Ashton Old Road when it should be Manchester Road.

Also on the 1916 map a narrow lane is shown over the railway just north of the signal box which is not named, but my contact in Tameside Historical Society confirms that this is Crowthorn Lane.



photographer's position
looking south

Manchester Road

Crowthorn Lane

Crowthorn Jct
signal box

photographer's position
looking north

Birch Street

The Crowthorn Junction area on the OS maps of 1916 & 1918.

Crossword Solution (*Forward* 170)

Across: **1** Age, **2** Bronchitis, **6** Review, **9** Hattersley, **11** Widening, **13** Adrian, **14** Dow, **15** Splitter, **16** Rover, **21** Daily, **24** Autocratic, **27** Sink, **28** Up, **29** Aisle, **30** Orthochromatic, **34** Minerva, **37** Ride, **38** Hornby, **40** Bennerley, **42** Clip, **43** Span, **46** Term, **47** Access, **49** Nickname, **50** Lead, **51** Lag, **54** Cross, **55** Emergency, **58** Feet, **59** ETA, **60** Seer, **61** Alarm, **62** Rain, **63** Noon, **64** Timber.

Down: **1** Art, **2** Bell, **3** Chorlton, **4** Towns, **5** Saddle, **7** Venue, **8** Wotton, **9** Haddenham, **10** Yarborough, **12** Nut, **16** Register, **17** Vic, **18** Rope, **19** Foundry, **20** Book, **22** Locoshed, **23** Friction, **25** Tracery, **26** Green, **31** Redundant, **32** Obsolete, **33** Manor, **34** Monks, **35** NUR, **36** Aqueduct, **39** Broadbottom, **41** Ypres, **42** Cyclists, **44** Pall, **45** Wee, **48** Shooter, **52** Axeman, **53** Grease, **55** Edit, **56** York, **57** Bent, **58** Farm.

Back numbers of *Forward* on CD

Eric Latusek can provide back numbers of *Forward* on a CD to GCRS members. If interested please contact Eric (see front cover for contact details).



Rear cover caption

Shed staff are posed in front of GCR class 6B 4-4-0 no.424 at Retford (Thrumpton) shed. This was the first 4-4-0 design to appear on the MS&L, being built at Gorton to a Sacré design in 1877. No.424 still appears to be in original condition with smokebox wingplates and cabsheet projecting forward. The double frames are hidden by the shed staff. Changes to the class were made by both Parker and Robinson including reboiling. No.424 was added to the duplicate list in 1913 as 424B and withdrawn in 1919 with only a handful of the original 27 members of the class surviving to become LNER class D12. The last was withdrawn in 1926.

Fellow class member no.434 was involved in the accident at Bullhouse near Penistone in 1884 when derailment of the train was caused by a crank axle breaking on the locomotive while working the 12.30pm express from Manchester. 24 passengers were killed.

The photo was submitted to *Forward* by Bill Taylor who adds, "James Lacey, who is 2nd from the right on the front row, married my grandfather's sister. Any further information about him or the photograph would be welcome."

photo: Dave Clarke collection

