

FORWARD 175



Front cover caption

LNER class D11 4-4-0 no. 5511 *Marne* stands on shed at Gorton with a Gresley K3 alongside. The D11/1 class were known as the 'Improved Directors'. They followed Robinson's earlier D10 class, the 'Directors' (see back cover), and were followed by the LNER-built D11/2 class known as the 'Scottish Directors' as they were allocated to Scotland. Only two director's names were carried by the D11/1s, the remainder of the 11-strong class being named after royalty and WW1 battles, resulting in a rather strange mix. No. 5511 *Marne* was the last of the class to be built in Dec. 1922 and almost the last to be withdrawn in Nov. 1960.

The original 'Directors' had cut-away cabs whereas the 'Improved Directors' had window cabs.

photo: NRM Collection



The Journal of the Great Central Railway Society

No. 175 ~ March 2013

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Editorial by Bob Gellatly

"We live in interesting times" is a frequently expressed sentiment made by those who are not quite sure whether current developments are to be welcomed or resisted. The publication of the HS2 Phase 2 proposals has set off a media frenzy with voices both welcoming and disparaging. The route is interesting from a GC perspective because a journey from London to Sheffield on HS2 will both start and finish along the same route as the GC main line. However, whereas the GC route went via Leicester, HS2 goes via Birmingham. The business community of Leicester is not happy that their city has been bypassed by HS2, but they can at least look forward to an electrified Midland Main Line. A development that is definitely to be welcomed is the conclusion to our search for a permanent home for the society's archive collection. See the item by our archivist, Geoff Burton, on the opposite page. The Immingham Museum now has a page on our website. Andrew Horrocks-Taylor has contributed another report regarding the GCR 567 Loco Project. This is progressing well and is no longer a case of 'if' but 'when'. As a GCR 567 supporter myself I am a little disappointed that the membership has not yet reached the target of 567 members paying £5.67 a month. I know that many demands are made upon our disposable income but I would urge you to consider supporting this project. The quality of the books arriving on the bookshelf for review in this issue is very high and well worth a perusal. If you would like to submit a review of a new publication then please do so. However it must be a book that has some connection to the interests of our members not just a 'railway' book. And finally, a reminder that the society AGM takes place on Sat. 18th May at Finchley. Travelling instructions can be found on the opposite page.



This is the view looking north from Tinsley station in 1947. The M1 Tinsley viaduct opened in 1968 dominating this view. Blackburn Meadows power station closed in 1980 and was demolished soon after but the cooling towers survived until 2008. Sheffield Supertram arrived in 1994 following the route of the SYR's Woodbourn Extension between Attercliffe and Meadowhall - the route to the left at the junction. The line to the right is still in use today but is part of the proposed tram-train scheme to Rotherham. And now we await HS2!

photo: Stations UK

Annual General Meeting 2013

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 18th May 2013** at the headquarters of the North London Society of Model Engineers (NLSME), Finchley, starting at 11.00am.

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 Friday 6th April 2013.

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 26th April 2013.

Proposers and seconds 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

AGM travelling instructions

by car

Find the cul-de-sac off Summers Lane, Finchley, with house numbers 110-122. This is just east of the football and rugby grounds and on the south side of Summers Lane. Go down the cul-de-sac which becomes Legion Way. Follow this narrow lane to the allotment gardens. Continue straight on to the NLSME premises and car park. The postcode N12 0QF will get you to Legion Way with satnav.

by public transport

Take the Northern Line to Finchley Central. (You can sing the New Vaudeville Band song on the journey.) Exit the station on the up side onto Chaville Way. Turn left and walk up to the main road, Ballards Lane. Cross the road and turn right. Continue until you reach a bus stop. Catch bus 382 towards Southgate (15 min service). Alight at the Sunny Way stop on Summers Lane (this is after passing the sports grounds) and retrace your steps to Legion Way on the opposite side of the road. Then as above.

The nearest station is actually West Finchley (the station after Finchley Central) from which you could walk the 1.8km (just over a mile) to the venue but you will need a map ('A to Z' or Google Maps) and good navigational skills to find your way.

The GCRS Archive

By the time you read this, the GCRS Archive should be in its new permanent home at **Immingham Museum**. The study room may take a little longer to get right but the artefacts should be securely stored and available to members by arrangement when the museum is open.

Mike Hartley, Mike Fish and John Trevitt have been responsible for negotiating the agreement to house the archives at the museum. Although the museum is in part of the Immingham Civic Centre buildings, it is run by an independent Trust.

The archive was due to move on 25th February from its previous storage location. We intend to install a computer and scanner/copier in the study room for the use of archive users, but that may be a bit into the future.

Geoff Burton, Archivist

Signalman Ray Williams - South Yorkshire Joint memories by Chris Booth

Introduction

Dinnington & Laughton station was on the South Yorkshire Joint Line which ran from Brancliffe East Jct to Kirk Sandall Jct. It was opened to goods on 2nd Oct. 1905. There was a cattle dock and a goods yard that could accommodate 68 wagons. It would not be opened for passengers until 1st Dec. 1910. It closed to passengers in April 1926. However it would reopen again on 25th July 1927 and close again on 2nd Dec. 1929. It would remain open for goods until total closure on 3rd May 1965. The signalling was controlled by Dinnington & Laughton Station signal box at the south end of the down platform. The line was double track from Brancliffe East Jct as far as Dinnington station, the remainder being single track. When the double track was extended a short distance north from Dinnington station a new box was opened at Dinnington North on 21st December 1913. It was closed on 15th Sept. 1956. To the south of Dinnington, Laughton East Jct signal box had opened on 9th Jan. 1911 but had closed by 1931.



16 year old Ray in his new Porter's uniform on his first day at work.

photos: Ray Williams collection



Elizabeth Berridge (later Williams) stood opposite the entrance to Dinnington station in 1965. The station entrance was at road level.

Memories of Dinnington

Ray Williams left school in 1962 and went to work as Lad Porter at Dinnington station. A proud Ray was photographed in his parents' back garden, wearing his Porters uniform, complete with cap. Dinnington Station at the time consisted of a corrugated iron waiting room with a wood lined interior. This was painted bottom half chocolate, then a one inch wide black stripe followed by a cream top half. (An LNER painting specification, dated 1924, mentions a thin black line separating the brown and cream on timber buildings where the bottom 4' 6" of the walls was painted brown. Internally the brown was used

up to dado level, above which stone paint or terra cotta or green distemper could be used on the walls.)

There was a toilet block with running water, which was a bonus as Dinnington Station signal box never did have running water. The Ladies Waiting room was in the back of the Station Master's Office, which when Ray began work as a Lad Porter, was occupied by Station Master Jim Kitchen. In 1965 the up side platform and track was removed. The Dinnington Station signal box's signal at the end of the up platform was then moved on to the former trackbed and the former crossover road now became the single to double line junction.

Electric Key token operation was then instituted throughout to Maltby Station Box. In 1962 the box hours at Dinnington Station were 5.30am to 9pm, being worked by Ollie Jepson and Sylvia Rodgers. Mrs Rodgers had joined the railway during the war and was one of many women signallers recruited at the time. Dinnington Station box closed on 20th May 1973.



Dinnington & Laughton station looking north with the signal box at the end of the down platform. The up platform and track have been removed. The station master's house is prominent to the right and the station building beyond on the road. There was no footbridge, the down platform being accessed directly from the road by a gravel path.
photo: John Quick collection.

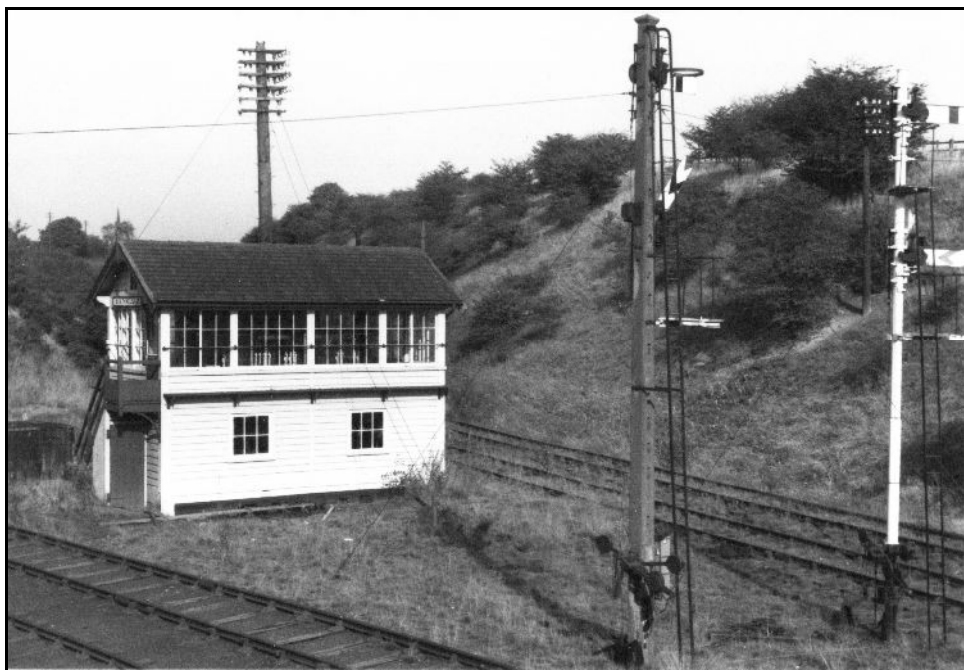
The last passenger train Ray remembers that was to make use of the remaining down platform, was a special train from Worksop to Bridlington, Filey and Scarborough head coded 1E77 and hauled by a class 37. This picked up at Shireoaks, Dinnington and Maltby, with a price of £1 return from Dinnington. Prior to the train running, Jim Kitchen the Station Master, had Ray whiten the edge of the platform. On the day of the train, the Station Master and his family went out for the day, leaving a young Ray in charge. Sam Jones the number taker at Dinnington Colliery was recruited to help with the booking office work, whilst Ray checked tickets. Seeing the train was away, Ray then had to go back for its return which was supposed to be midnight. However it was to be late, not arriving back at Dinnington until 2am!

Ray remembers taking a photo at Dinnington station of WD 2-8-0 no.90732 *Vulcan*, this being driven at the time by Danny Woodward, who due to his short stature, required an

orange box to stand on to enable him to reach the controls. The fireman was Barry Nutter, who would later tragically commit suicide by drinking battery acid, not a pleasant way to go.

Braithwell

Braithwell was not on the SYJnt but on the Mid & GC Joint line to Thrybergh (double track throughout) that connected at Laughton East Jnt just south of Dinnington station. This box, which had opened on 1st May 1916, was open for traffic between the hours of 7am and 3pm. Staff and Ticket working was in use between Thurcroft and Braithwell on the up line, the down line being in use for wagon storage. When trains of wagons were run for storage, they would run as far as Thurcroft as normally and from there the loco would run round the train and propel the wagons to Braithwell on the down line. The 1st drop of wagons would be about four engine lengths away from Braithwell box on the down line. At least seven trains of wagons could be stored on the branch with a large gap between Braithwell and Hellaby stations. Gaps would also be left about five wagon lengths either side of road underbridges.



A resplendent Braithwell Junction signal box in 1967 after closure (note the impossible aspect of the Thrybergh line signals). The overgrown H&B and GC joint to Aire Junction on the right had not seen traffic for many years but boasted a modern BR signal post. photo: H.B. Priestley

Another branch Ray remembers that stored wagons was the Gowdall branch. This stored bogie bolsters for years. One of Ray's jobs whilst at Dinnington station was to collect wagons numbers at Gowdall. Due to the length of time the wagons had been stored they were almost obscured by undergrowth, trees growing through them in places. Ray remembers that snakes would often sun themselves in the area and to avoid being bitten, Ray would walk along the tops of the bolsters to collect the numbers.

Thurcroft

Thurcroft was also on the Mid & GC Joint line to Thrybergh. This box was open between the hours of 7am and 3pm and in 1962 Charlie Marshall worked the box, taking over

from Jean Simpson, another female signaller, when she left to have a baby. Jack Sheldon was the last shunter at Thurcroft before he was relocated to Dinnington Colliery.

Firbeck

Firbeck Colliery was on a long branch off the SYJnt. This colliery closed in 1968. Ray's memories of this include Steve Caley who was the last shunter at the colliery yard. A strange type of person, Steve would often dress as a woman, hiding size 8 women's shoes behind the shunters cabin! He would also have socks pushed up his jumper to give the appearance of breasts. However, being dark haired, he always had a "Five o'clock shadow".

Dinnington Colliery

Dinnington Colliery was at the end of a short branch off the SYJnt. Ray became a signalman at Dinnington Colliery Junction in 1966, this box having opened on 2nd January 1907. Most of the SYJnt boxes had been worked by women at some time, with the exception of Dinnington Colliery Junction, which was deemed to be too heavy for women to work, in particular No.16 points at the former Laughton East Junction and its associated No.17 depression lock bar. At the former Laughton East Junction, a large 4 arm bracket signal was situated, which comprised Dinnington Colliery Down starting signal, Dinnington Station Down distant signal, Thurcroft Branch Starter and Thurcroft Calling on signal. This arrangement being due to Permissive Block working on the Down line to Thurcroft box, with Absolute Block working being utilised on the Up line from Thurcroft to Dinnington. The junction points were later motorised, becoming No 23 on the down and No12 on the up. These points were fine during wet weather, but had a tendency to fail regular during hot spells.

When the line was singled from Dinnington to Thurcroft (then at the end of the branch) and one engine in steam working commenced on 29th May 1969, the former No 5 crossover road at Dinnington Colliery Junction became the Thurcroft branch points. No 11 signal became the home signal for the singled Thurcroft branch at the former Laughton Junction. The staff for the operation of the line was kept in the box at Dinnington. This staff was triangular in shape, about 12 inches long being made of brass. On two of the three sides alloy plates were attached one of which read Thurcroft, the other Dinnington. Beneath these plates stamped into the brass, were the words 'Epping and Ongar'! Obviously it was a reused staff from this former LNER worked London area branch line. This staff was replaced in the 80s with a home made staff consisting of a 12 inch length of 1 inch copper pipe which had a bicycle handlebar grip at one end. It was made by the local S&T Technician to enable him the take the original home for his collection.

Ray remembers that at the time he worked Dinnington Colliery Junction,



Ray Williams makes an entry in the signal box register and contacts Control while on night shift at Dinnington Colliery box. photo: Bob Gellatly

Maltby Colliery was supplying Stewarts and Lloyds traffic, worked by Worksoop crews. The first pick-up train of the day was the GC pilot from Worksoop. This was followed by two Kirkby to Harworth Colliery and Firbeck Colliery trains with return block loads, then the Thurcroft, Hellaby and Maltby pilot engines. The Dinnington Shunters were upgraded in 1967, when all Midland traffic began to be tripped from the collieries to Dinnington yard for sorting. The trains were later to be collected by Kirkby men. They were extremely busy days. On one day in particular, Ray remembers that the rest day Shunter, Keith Jefferson, had been so busy from arriving at 5.15am, that when the afternoon shunter, Joe Towell, arrived for duty, the fire had not even been lit, the radio was playing to itself and, the ultimate sin, the kettle was cold.

The last steam locos to work to Dinnington were 8F 2-8-0s from Kirkby depot. On the last day, eight trains were steam hauled. After the end of steam, BR Sulzer types 2 and 4 (later classes 25 & 45) diesels would be used on Midland traffic. The type 2s could only manage 14 loaded wagons with a fitted brake head. Even double headed they were poor performers. Ray remembers one day heading home and seeing a type 2 struggling from the colliery sidings with its load, the wheels spinning and sparking like Catherine wheels. The following day, when taking duty and reading the train register book, he noticed an entry saying that the fire brigade had been called out to a locomotive on fire in the sidings. The previous day's type 2 had caught fire underneath due to the amount of sparks on the accumulated grease and oil.



A view of Dinnington Colliery signal box from the out-of-use exchange sidings. Ray Williams is holding out the token for the Maltby single line section as no. 37298 approaches with a rather empty Worksoop-Doncaster Speedlink service on 30th Oct. 1987.
photo: Bob Gellatly

The type 4s, although more powerful, were none the less accident prone. Ray remembers D66 *Lytham St. Anne's* derailing three times at Dinnington during one week. The first time was when, after arriving with a load, the shunter hooked the loco off the train and after pushing some of the wagons on to the "back road" ran round the train via the departure line. Ray then shouted to the guard "take the back road first", forgetting to tell him to hold the catch point lever over. The result, D66's front bogie came off the rails! Although Ray tried to cover up the circumstances, the Worksoop Station Master, Albert Fox, found out the true facts and advised Ray to own up, with the result that he got little more than a telling off. D66 was re-railed and sent off on its way. The following

day, D66 was to return to Dinnington, only to be derailed on No.4 road in the sidings, to be followed the following day by yet another derailment at Dinnington. It appears that D66 was not a lucky engine for Ray.

Ray moved away from the SYJnt for several years, going to Thrybergh Junction box (at the western end of the Mid & GC Jnt), where he spent some happy times. One of his memories of that box was the effluent train (to put it politely). This ran from the sewage works at Tinsley to a tip near Thrybergh, the sludge being carried in open wagons. Needless to say on warm days the train could be smelt before it was seen.



The last token exchange at Dinnington as Alan Wood, the driver of no.58031, hands over the token from Maltby to Ray Williams on 29th Nov. 1997.
photo: Chris Booth

Final duties on the SYJnt

Moving back to the SYJnt, Ray found himself back at Dinnington Colliery Junction box, where he spent several more years from the early 1980s to the box's closure. Ray's final day at Dinnington Colliery Junction box was on Sat. 29th Nov. 1997, when at 09:45 he had the distinction of being the last person to receive a key token before the signal box closed and key token working over the SYJnt ceased for good. The last key token exchange on the section between Maltby and Dinnington took place when EWS driver Alan Wood, driving 58031 on 7A15 from Harworth Colliery to Ratcliffe power station, handed the pouch containing the key token to Ray at Dinnington Colliery signal box. Once the token was placed in the Tyers electric token machine and the 'train out of section' bell signal given that was it - no more key token exchanges.

Later Ray sent the 7-5-5 (closing signal box) bell signal to Maltby Colliery box and the section of line then became the responsibility of the new box at Worksop, under the first stage of the EROS (Early Reduction Of Signalling) scheme in the Worksop area.

Continuing on to Branccliffe East junction and the end of the SYJnt, train 7A15 then became the last train to leave the branch under semaphore signalling. Sending the 'out of section' signal to Dinnington for 7A15 and then receiving the 7-5-5 from Dinnington, meant the abolition of Dinnington Colliery box. The engineers then took possession of the line to Maltby. As for Branccliffe East Junction, this box closed after the engineers took total possession of the line between Shireoaks Station and Kiveton Park boxes on the same date. After closure of Dinnington Colliery box, Ray was transferred to Kiveton Park Station box, from where he retired due to ill health.

Lutterworth Railway Society ventures forth!

by Dave Hanger

The GC between Rugby and Calvert

On Saturday 7th July, four members of Lutterworth Railway Society set out, armed with Ordnance Survey sheets and Mac Hawkins' book *The Great Central: Then & Now*, to investigate the remnants of the GC between Rugby and Calvert.

Our first stop was just north of Willoughby station where a signal post still remains (SP523683), although this was not easy to see as a result of our verdant summer. The station house at Willoughby is in use as a residence complete with a grounded body wagon body. The abutments of the bridge over the A45 are also still present.

Staverton viaduct (SP521608) continues to stand proud in the Northamptonshire countryside (see photo). A good place to observe this is Skylarks Farm Park off the A425. From here we headed towards Catesby where we located one of the air shafts of Catesby tunnel at the entrance to Highfield Farm (SP528585). Around the shaft was evidence of excavated material that had been left from construction of the tunnel far below.



Staverton viaduct viewed from the north east near the A425.

Heading towards Charwelton we followed the route of the Charwelton Ironstone Railway which ran parallel to the road from Hellidon. However little evidence of the line exists. The site of Charwelton sidings is still reasonably open and was in use by grazing cattle. At this point we decided to walk along the trackbed to the south end of Catesby tunnel. The approach was very overgrown and boggy – not recommended without wellies. Near to the tunnel I took the photo of precast concrete posts. My initial thought was signalling but looking through Hawkins book there appeared to be no evidence of signals at this point. Can anyone suggest their use? The station building is in use as a private dwelling.

Our next stop was Woodford Halse. The yard is now in use as a timber yard. The imposing bridges over the road into the village dominate the surroundings. A footpath



The south portal of Catesby tunnel.



The two mystery concrete posts.

has now been introduced from the road, up the bank on the north side and then follows the trackbed northwards although we did not follow it to its ultimate destination.

Driving towards Eydon we took in the view from bridge 498 plus that of the adjacent bridge over the link to the Stratford & Midland Junction Railway (*Railway Bylines July 2012* includes part 3 of an article on the SMJ and identifies the area around these areas as a country park). Lunch was partaken sat in the car in a very intense thunderstorm in a field entrance north of Helmdon. Once the rain stopped we drove into Helmdon with an initial stop at the LNWR station site on the Northampton & Banbury Junction line between Towcester and Cockley Brake. The goods shed is still in existence, the whole yard being used by local bus operator Jeffs Coaches. Continuing through Helmdon we observed the station house (another private dwelling) before stopping to look over bridge 518 (SP586430). Here we found the platform still in place albeit heavily overgrown away from the bridge. Looking south however the route is reasonably clear of undergrowth allowing a clear view of the next bridge down the line.



Helmdon station looking south.

Brackley station is in use as a tyre depot with the cutting to the north having been filled in. We also went to look for Brackley LNWR station but this has unfortunately disappeared under an industrial estate. However the route towards Banbury exists as a footpath. The day of our visit was warm-up day for the British Grand Prix at nearby Silverstone and we were concerned about crossing the A43. This turned out to be totally uneventful. Immediately south of the bypass, bridge 528 (SP598367) still exists. The cutting heading south has been filled in with the A422 road having been diverted, leaving the bridge and a short length of the old road in use as a cycleway. An interesting feature of the bridge parapet is the way it is constructed with alternative courses on either face showing either a header or stretcher course, the bridge being constructed of two stretchers and one header giving a total thickness of 22.5 inches (see photo).

Our next stopping point was Finmere station (SP629312). The bridge is still *in situ* as is the adjacent station house. The platform partially exists on the north side of the bridge, however access to the station yard is clearly discouraged. It was however possible to observe some rolling stock in the far corner of the yard. Can anyone enlighten me who this belongs to and its purpose? The enclosed photo, taken on the east side of the bridge is quite ironic when you consider that Sir Edward Watkin's original intention was to link the GC with a Channel tunnel, rather like HS2 will do.



The site of Finmere station. The station entrance was under the bridge between the two single track girders. Sadly the sign is true since the GCR London Extension was closed!

Our final stop was Calvert where the platform is still in existence. I was quite surprised at the size of the station yard for such a small rural location. This is also the start of the section of the GC still in use for rail services today. Only a short distance from the station can be seen the cranes for unloading the waste trains for the adjacent tip.

Immingham 100

Three weeks later on Sunday 22nd July three of the same group plus one other headed towards Immingham for the Port of Immingham Community Open Day to celebrate 100 years of operation of the docks. Our journey from Lutterworth was completed in around 2 hours enabling an arrival before 10.30am. This early arrival was very useful in that it

allowed us to be near the front of the queue for the trip around the dock on the pilot launch *PV Humber Mercury*. Later in the day the queue was quite considerable as the boat could only take 8 passengers at a time.

Next was a coach trip around those areas of the port not open for walking around. Here we learnt that today Immingham is the UK's busiest port by tonnage. The coal handling terminal holds 600,000t of coal and handles 22Mt of coal per year. This is moved by 120 trains a week. 52,000 coal trains have left the port since the opening of the coal handling facility in 2003. A further 30 trains a week move other commodities from the port. In addition the port handles 90,000 containers a year. Unfortunately all of these leave by road. Details of the existing rail system were limited as ABP leave the operation to the train operators. During the course of the coach trip I spotted Immingham West Junction signal box near to the cargo terminal. On the way out I also spotted another signal box within the coal sidings.

DB Schenker, GBRf and Freightliner Heavy Haul all contributed to the day in supplying locos 60019 *Port of Grimsby & Immingham*, 66707 *Sir Sam Fay*, 66742 *Port of Immingham Centenary 1912-2012* and 70004 *The Coal Industry Society*. In addition DBS provided a BYA steel wagon and two CGA hoppers, recently converted to carry biomass. The National Tramway Museum provided Grimsby & Immingham Electric Railway No. 14 for the event.



The line-up of heavy freight locos at Immingham Dock for the Centennial open day.

As well as the railway interest we took the opportunity to climb up to the operator's cab of one of the Gottwald dock cranes, looked round the dredger *MKD Martin* and visited the Marine Control Centre located at the dock entrance. This building had been opened a couple of years ago to replace a control room at ground level. The new centre allows excellent all round views of the docks, oil terminal and the Humber International terminal.

We finished our day with a look at the display by Immingham Museum in the Seafarers Centre. Here was a wonderful collection of artefacts relating to the history of the docks including a model railway of a typical dockside scene plus Martyn Chapman's Grimsby & Immingham OO layout 'No.5 Passing Place' on its first outing.

By now it was 4pm and time for the docks to get back to business. We were fortunate to be offered a lift back to the car park. During the course of the journey we expressed how much we had enjoyed the day. I got the impression that ABP were surprised by the level of interest shown. Let's hope it's not another 100 years before the next open day.

See 'Dates for your diary' inside the back cover for details of Lutterworth Railway Society's programme of meetings.

PENALTY FORTY SHILLING

by Allan Sibley

I refer to Ted Staunton's letter and photograph of a GCR 'trespass' sign on page 42 in *Forward 174*. Ted wrote "Interesting also about the value of money at that time: forty shillings or a month in jail!"

The sign actually says "forty shilling" which may be a genuine error by the pattern-maker or a reflection of spoken English in certain parts of the country where the local dialect uses the singular form for the plural as well. Nevertheless, it is interesting to note that it was the railway company rather than a magistrate or judge that set the jail term at one month!

The exact origin of the 'forty shillings' is lost in the mists of time but the sum seems to have been the threshold at which claims could be handled by local courts, a breakpoint set in law since the Middle Ages. Anything larger had to go to a higher court with attendant complications and expense. Similarly, the laws of trespass go back at least as far as the 13th Century although at that time the term 'trespass' covered a wide range of wrongs and not just unauthorised encroachment onto private property. The Statute of Gloucester was passed in 1278 which limited 'trespass' actions in the royal courts to property damage worth above forty shillings.

It was very early in their development that the railway companies found it necessary to enforce 'rules' upon not only their employees but their passengers, consignees and other 'members of the public'. For the public these rules, or byelaws, were normally incorporated in the Bills which when passed as Acts of Parliament permitted the construction and operation of the railways. However there was no consistency in their contents or provisions. Some railways imposed quite draconian byelaws and heavy penalties for transgressors while others had none.

The first Regulation of Railways Act (1840) brought some uniform requirements regarding railway company byelaws and subsequent Acts tidied things up in the light of experience. The best known is the 1889 Act which refers to forty shillings as follows:

Section 5 Penalty for avoiding payment of fare

(1) Every passenger by a railway shall, on request by an officer or servant of a railway company, either produce, and if so requested deliver up, a ticket showing that his fare is paid, or pay his fare from the place whence he started, or give the officer or servant his name and address and in case of default shall be liable on summary conviction to a fine not exceeding forty shillings.

and

(3) If any person—

(a) Travels or attempts to travel on a railway without having previously paid his fare, and with intent to avoid payment thereof; or

(b) Having paid his fare for a certain distance, knowingly and wilfully proceeds by train beyond that distance without previously paying the additional fare for the additional distance, and with intent to avoid payment thereof; or

(c) Having failed to pay his fare, gives in reply to a request by an officer of a railway company a false name, or address, he shall be liable on summary conviction to a fine not exceeding forty shillings, or, in the case of a second or subsequent offence, either to a fine not exceeding twenty pounds, or in the discretion of the court to imprisonment for a term not exceeding one month.

The Act appears not to refer to trespass but it seems that at some point all the railway companies adopted 'forty shillings' in one of two forms: either as a fixed penalty (as in the case of the GCR sign) or as a maximum, as in " ... not exceeding forty shillings". Inflation was obviously not a consideration when the companies produced a veritable

plethora of different cast iron signs warning of the consequence of trespass. Some even quoted the Act from which the trespass warning gained its 'legality' – eg the West Cornwall Railway signs began "By 8 Vic. Cap. 20. S. 75 any person".

The penalty was still forty shillings in the 1950s when the British Transport Commission produced the last cast iron signs and the new vitreous-enamelled metal sheet replacements. I photographed a pristine BTC dark blue enamelled sign at Boston in 1975, still warning of a fine of "not exceeding 40/-" some four years after decimalisation! It seems that in fact it was the change to decimal currency in February 1971 that ended the validity of the sum that had been fixed for a century, otherwise it might well still be with us. Today the maximum fine for trespass on Network Rail property is £1,000 which is about five times higher than it should be. Forty shillings in 1889 will be the equivalent of about £210 today.

The 'forty shillings' penalty applied not just to trespass but to many other aspects of law-breaking. This included such diverse offences as carrying more than six people on the roof of a stage-coach (Stage Coaches Act 1788), playing football on the public highway (Highways Act 1835), and having an "unmuzzled ferocious dog ... allowed to attack, worry, or put in fear any person, horse or other animal" (Metropolitan Police Act 1839).

However, it could apply the other way round too. In 1877 a Great Western Railway Bill was passed which, among other things, gave its police officers jurisdiction on and within half a mile of the railway, but also required them to produce their warrant card on demand, with a penalty of forty shillings for failure to do so.

But perhaps the most bizarre was the following poster, announcing the introduction of a new byelaw.

The Mayor, Alderman and Burgesses of the Borough of Southampton, acting by the Council, do hereby, at a meeting of the Council held on the 16th day of November, 1949, make the following byelaw in pursuance of Section 249 of the Local Government Act, 1933:-

(1) It shall be an offence to offer a contraceptive for sale by means of an automatic machine so placed that it can be used by persons who are in a street.

and

(3) Any person offending against this byelaw shall be liable on summary conviction to a fine not exceeding five pounds and in the case of a continuing offence a further fine not exceeding forty shillings for each day during which the offence continues after conviction therefor.

It is interesting to note that although the higher amount is written as five pounds, the lower is not 'two pounds' but the time-honoured 'forty shillings'!

There is even a group on Flickr dedicated to photographs of signs warning of the penalty. These can be viewed as a gallery of photos at www.flickrriver.com/groups/fortyshillings.

And finally, a little story from the days of my innocent youth. As a trainspotting schoolboy in the 1950s, well before leaving primary school, I was aware from the GER cast iron signs at my local station that 'trespass' would cost me (or more likely, my parents) forty shillings which I knew was a lot of money. I didn't really understand what 'trespass' actually was, but it was obviously something bad that only happened on railway property because I had never seen the word anywhere else. Imagine then my surprise in Religious Instruction at senior school on encountering the line "... and forgive us our trespasses, as we forgive those who trespass against us " in the Lord's Prayer! So, the Lord was obviously a railwayman who could forgive us if we trespassed on BR land if we prayed hard enough!

Modelling the proposed LNER class R2 - Part 2: Making the etchings

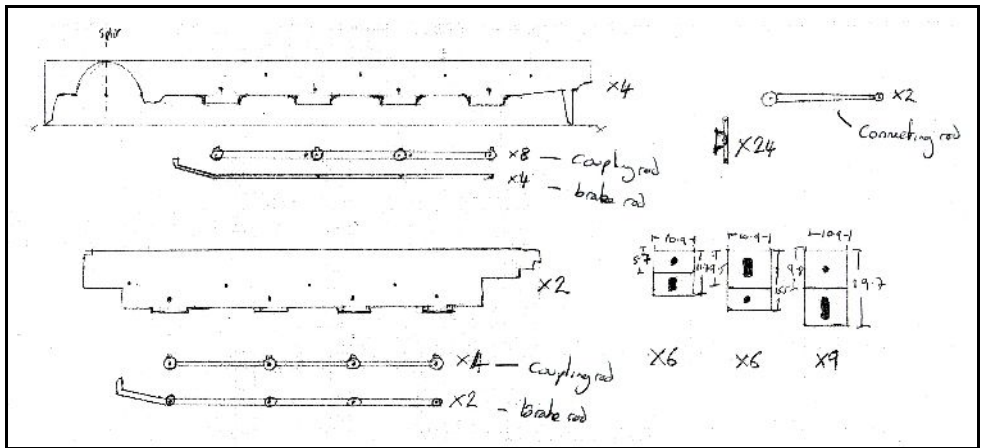
by Richard Irven

Getting your own etching made

I am sure that most would consider the idea of designing their own kit and having it etched in order to give them a model that they have always dreamed of as being beyond them. I too would probably have agreed a couple of years ago but I am here to convince everyone that it is not a dark art that can be mastered by only a few. In fact if you have built two or three loco kits you should have enough understanding of how a loco kit fits together from an etch (or a coach or wagon, if those are what you would prefer to design). I wanted to build Gresley's proposed diesel/steam compressed air locomotive which offered only two options; cut each piece out and shape it individually or to draw it up and have it etched.

Research

The first task is to research the prototype very thoroughly so that any variations are spotted and accounted for. It will also allow holes to be marked out for any handrail knobs, brake gear or the reversing lever. Do mark undersize because the etching process is not perfect and you can easily open out a hole with a broach, but reducing its size is much more problematic. If you have an accurate drawing, use a photocopier to scale it to the correct size. The maths for this is taking $100 \div$ the scale length it should be, then times by the length it is in the drawing. If you only have photos you can use the computer Photoshop tool GIMP to take the perspective out of the photo and then measurements can be taken from the resulting images.



Artwork: accuracy at this stage is vital to ensure a good fit for the model. Mark on exact dimensions, as pencil lines leave things open to slight interpretation.

Drawing it up

Once happy with the size of everything you can turn the 3D design into a 2D flat etch. In my case, as I wished to build a loco that never existed, I had to use my best judgement about the sides that were not drawn and details that were missed off like controls, grills, steps, lamp irons, etc. Use graph paper as it will guarantee that all right angles remain so and draw it all to the size that you want. Folds can be marked on so that shapes can be made up. Folds can go through on either side so draw up on the graph paper in black for lines that go all the way through and two alternate colours for either side, I picked green and red. For measurements you need to allow for the width of the brass, otherwise the sides will be too short when folded up. The curved elements like the roof can also be etched in the flat too. You need to work out the lengths of the end arcs. This too needs maths; the equation is $2r \div 360$ then times the answer by the number of

degrees in the arc, where π is approximately 3.14 and r is the radius that would make the roof arc into a circle if it continued around.

As frame spacers will need to be drawn, I decided to make several sizes so I had some flexibility in how they could be placed once the building process began, so that the loco could have a front and back screw to hold the body to the chassis. You need to remember to mark out holes in the frame spacers so that these screws can go through the spacers. For OO gauge the spacers worked well at 10.9mm wide.

Once all the shapes are drawn, photocopy the drawings several times. This will allow you to keep the originals clear to show exactly which lines are wanted and you can mark the exact lengths of each line on the photocopies removing any error that may occur in the measuring the lines. Let's face it, a pencil line width will not let you get the frame spacers accurately to 10.9mm wide but CAD will.

Getting it put into CAD

It is at this point that you can send the drawings off to an etching company who will, for a small price, put it all onto a computer file before etching it. However, I suggest contacting your local secondary school and asking the technology department to put you in touch with their best CAD student. It is a win-win situation, the school can use the project as an example of it working with the wider community which always looks good in the local press and with OFSTED when they visit

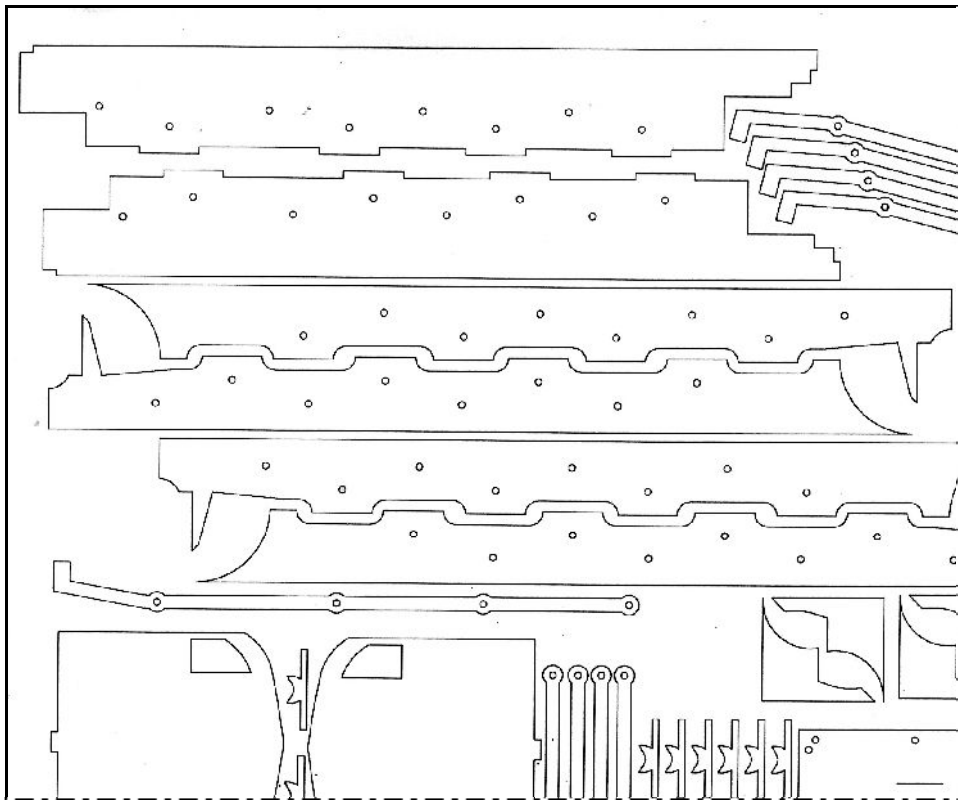


Aidan Moore with the finished model.

and the student gains valuable experience working on a real project and can use it as evidence in their CV when they go for a job or university interview.

You get a chance to look at the drawings and alter them if they are incorrect. A print out can be made of the shapes to true size and a paper mock up can be built to check the dimensions work. I had done the maths to work out the roof dimensions three times and had come up with three different answers. It was reassuring that I had picked the right one. Do take the paper mock up as far as possible as I never picked up that I had failed to draw up a pony truck for the pony wheel, whoops! I do not think that this interim stage would be possible with a commercial company doing it. As a teacher I had the inside track on this one. Working at an Engineering specialist school I was lucky to have the service of Aidan Moore. What he doesn't know about CAD packages is probably not worth knowing - the best CAD student Chelmer Valley High School has got. Fortunately for me he is keen to do as many of these jobs as can come his way.

Once you have the pieces you need, it is important to move them around so that they fit into the smallest space possible because you will pay for either an A4 or an A3 sheet. It is amazing how much you can fit into an A4 sheet with a little ingenuity. However, a note of caution, you will need to leave a space around the edge of about 10mm so that it can be clamped into the etching machine. The last jobs before sending it off to be etched are to draw on little tabs holding everything together and to find out what file type the etching firm would like it in. Mine wanted a DWG file.



Part of the A4 sheet of drawn up CAD artwork (to scale).

Getting it etched

I was recommended PPD Ltd (enquiries@ppdltd.com) for making the etches and I have to say that after hearing horror stories about how long it can take to get an etch made, I found them efficient and honest about the time scale for production based on what other jobs that they had. In the end it took about ten days, which is very reasonable in my eyes. You might ask why not just cut out pieces at home for a one off. In CAD the windows will all be the same size and all edges straight, however, the biggest advantage is that CAD allows you to have the axle holes at exactly the same spacing as the coupling rods and the brake gear and both sides will be identical to the nearest 0.1mm which is almost impossible by hand and this is vital to good running. There is one other great advantage because if you want more of the same kit you can just ask for another etch to be made and it is significantly cheaper because the set up costs do not need to be done.

What is possible from here?

This leads me on to a question. Is it possible for a website to run a register of all of these pet projects so others could benefit from them? Feedback could be posted as to ease of building to help others decide if they are up to taking them on. If all serious modellers took on one wagon, coach or loco prototype, as a hobby we could have a vast number of very specialist kits to choose from which might not be commercially viable. I for one did not design my etch for financial gain, so as long as the additional production covered the marginal cost it would work. To be honest I would be happy to see others running a kit I know I designed. Any thoughts on this?

On Great Central lines today

by Kim Collinson

This covers a six month period as the editor inadvertently omitted this item from the December issue. My apologies to Kim.

The long delayed rebuilding of Rotherham Central station has now been completed and the station was officially opened on the 5th July. The line from Tinsley Yard to Broughton Lane (the SW Spur), which has been disused for over 15 years at least, has seen the overgrown vegetation removed and I understand that the line is to be brought back into use for aggregate traffic from the Peak District to a terminal at Tinsley for road materials, although confirmation of this would be welcomed.

Normally around a maximum of 10 freight workings a day are seen on the GC line between Rotherham and Woodburn Junction so it was a real surprise on Wed 19th Sept, on a visit to Woodburn Junction, to see eight movements in less than an hour. These were as follows: 20301/02 on a route learning trip from York arrived 12:57 and should have gone to Deepcar but due to engineering work on the branch reversed and departed at 13:02 to Woodhouse; 66603 at 13:05 with Redcar to Dowlow empty limestone hoppers; 37425 hauling a Network Rail saloon from York arrived 13:10 then reversed and departed 13:10 to Worksop; 66193 with Aldwarke to Crewe empty engineers scrap wagons passed 13:20; 20301/02 passed 13:25 from Woodhouse to Sheffield and 13:45 from Sheffield to York.

The annual water cannon and jetting trains to combat the effects of the autumn leaf fall commenced in October with the first working over the Penistone Branch being on the 8th Oct when 20301/02 passed through Silkstone Common at 03:20. The first working to Deepcar was on the 23rd of the month when 20308/12 were observed passing Wadsley Bridge at 14:25. All the workings in Yorkshire, Nottinghamshire and Lincolnshire over GC routes this autumn were being worked by DRS Class 20 locomotives and crews, while in the Manchester area DBS crews were using MPV track machines.

There have been a couple of interesting freight workings through Guide Bridge this autumn as follows. On Sat 29th Sept the 14:20 Leeds to Crewe freightliner service was worked by 70017 with 66540 being hauled dead inside the train. Then on Fri 26th Oct GBRf 66735 worked a train of six MGR coal hoppers from Doncaster to Crewe in the early afternoon. GBRf does not have any regular work in the Guide Bridge area.

From Sat 27th Oct until the 4th Nov the North Trans Pennine Route was closed due to extensive modernisation work at Stalybridge which included new trackwork, higher line speeds and longer platforms. The functions of the temporarily closed signal box will be taken over by the Manchester East signalling centre at Stockport. As Stalybridge will have no rail services, replacement buses will shuttle to and from Guide Bridge which will even have three return express services on weekdays running to and from Liverpool Lime Street.

November has seen several interesting workings over GC lines in the Sheffield and Barnsley areas as follows. On the 2nd the Network Rail converted class 150 unit 950001, which now operates as a track recording unit, passed through Barnsley during the early hours en route from Derby to Huddersfield and return. This was followed on the 3rd by a railtour from St Pancras to the K&WVR worked by East Midlands HST set 43059/082.

Thursday 8th saw 60091 depart Ellenclyff sidings at Deepcar with 1,300t loaded steel at 20:15, but due to railhead conditions at the exchange sidings it did not reach Deepcar station until 22:00. The following Thursday the water cannon/jetting train to Deepcar was unusually worked by three class 20 locos 20303/5/12. This was due to 20303 being on test due to previous failures.

On the 22nd Nov a pair of class 37 locos 37610/12 worked a test train from Doncaster to Derby via Tinsley Yard and over the recently restored spur to Broughton Lane then to

Deepcar. Another unusual working, this time in the Manchester area, was on the 12th when 37518 hauled 37075 from Keighley to Ardwick depot for tyre turning.

The last week of November saw extensive flooding throughout the country and GC routes through Rotherham Central and the main line between Doncaster and Sheffield were both closed for some time on two separate occasions. Hargreaves Services, the owners of Maltby colliery, have announced the possibility of mothballing the mine due to geological problems. How this will impact on services using the South Yorkshire Joint Line we will have to wait and see. As until recently quite a lot of coal traffic was despatched from Maltby including the only coal train in England which does not go to a power station, this being the 11:06 Maltby Colliery to Tyne Dock which conveys coal slurry and was worked by 66741 on the 27th Nov.

From the 27th Oct until the 4th Nov the north Trans Pennine route through Stalybridge was closed for track, signalling and station infrastructure improvements. As a result replacement bus services ran to and from Guide Bridge for onward rail services. During this period Guide Bridge even had three daily TransPennineExpress services to and from Liverpool. The signal box at Stalybridge was then closed and its area of control transferred to the new Manchester East signalling centre at Stockport. On Saturday 1st December the closed signal box was totally destroyed by vandals who set fire to the building.

The annual leaf fall period was in operation from 8th Oct to 3rd Dec with DRS class 20s working the water cannon/jetting trains to Grimsby, Worksop, Deepcar and over the Penistone branch. The six locos used were 20301/302/303/305/308/312.

From the commencement of the winter timetable in December there has been another increase in service frequencies on trains using Marylebone, especially the loco hauled services to and from the West Midlands, with six workings each way on weekdays, four to Birmingham and two to Kidderminster. The GC/GW route out of Marylebone now has the most loco hauled passenger services over any route in the country. Further good news for Chiltern line users is the go ahead to construct a new chord at Bicester to allow services to operate from Marylebone to Oxford from 2015.

On 4th Dec a fatality involving a track worker, who was struck by the 11:16 Scunthorpe to Lincoln (via Sheffield and Worksop) near Saxilby, caused serious disruption to Sheffield- Lincoln services which had to terminate at Gainsborough with replacement bus services forward to Lincoln.

Sunday 16th Dec saw the Penistone rail partnership organisation run a private charter train from Barnsley to Manchester Victoria and return over the branch, formed by units 155342 and 153330. This was the first direct train from Penistone to Manchester since the withdrawal of the Woodhead passenger services in 1970.

Saturday 5th Jan saw a railtour from the London area, top-and-tailed by 66113 and 66154, traverse the LD&EC route continuing beyond Thoresby Colliery Jn along the now reopened section to Tuxford and the stub of the Bevercotes branch to Boughton tunnel, the route now back in use as a test track. The train then continued via the South Yorkshire Joint, Mexborough and into Tinsley yard before reversing and returning along the newly reopened spur from Shepcote Lane to Boughton Lane.

On Wed 9th Jan 66513 worked a train of colliery spoil from Maltby to Thorpe Marsh in connection with the building of the new Applehurst chord. This could well be one of the last regular trains from Maltby colliery which is due to close in March.

On Wed 23rd Jan 47500 and 47854 worked a train of ECS from Ardwick depot after tyre turning to Carnforth passing through Manchester Piccadilly. Just before 14:00 however, as the train left GC metals beyond Deansgate, 47500 caught fire and became lock buffered with the rear coach which also derailed. This resulted in major disruption to services between Deansgate and Piccadilly which continued until Friday.



On 5th January 2013, no.66154 (with no.66103 on the rear) leads the "High Marnham & Tinsley" railtour through the north Nottinghamshire countryside at Clipstone West Junction on the former LD&ECR. The train is returning from High Marnham which is at the end of the line which is operated by Network Rail as a test track. Although scheduled for 30mph running over the test track the train was restricted to 15mph as it was the first train to run over the line after the Christmas break. This put the railtour an hour behind schedule for the rest of the tour, arriving at Tinsley in the dark, much to the annoyance of lineside photographers.

photo: Chris Booth



On 10th December 2012, TransPennineExpress unit no.185135 sets off towards Manchester from the new platform 1 at Stalybridge with the 10:42 Scarborough-Liverpool service via Manchester Piccadilly.

photo: Paul White



"A Director at Chesterfield Central" by David Charlesworth

BR class D11/1 4-4-0 no.62661 Gerard Powys Dewhurst stands at Chesterfield Central with a Nottingham Victoria-Sheffield

Some recent items from Sheffield Railwayana Auctions

The next auction at Derbyshire County Cricket Club, Derby, will be on Sat. 16th March.



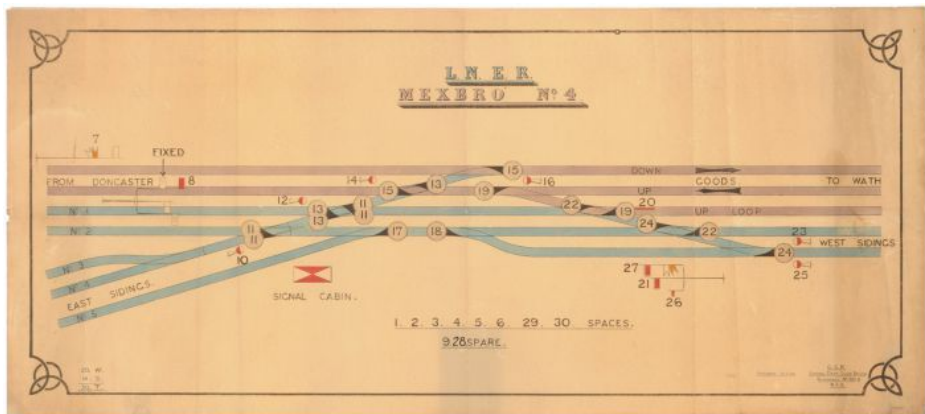
An MS&LR guard's whistle with the maker's name McPherson Brothers, Argyle Street, Glasgow, under the lip. Sold for **£300**.



Worksplate from Woodhead electric EM1 no.26012, built at Gorton in 1951. Sold for **£760**.



Smokebox shed plate for 9F Heaton Mersey. A former CLC shed. Sold for **£140**.



Signal box diagram from Mexboro' No.4. Dated 1912. Altered 1926. Sold for **£230**.



A destination finger board from Nottingham Victoria. Sold for **£500**.



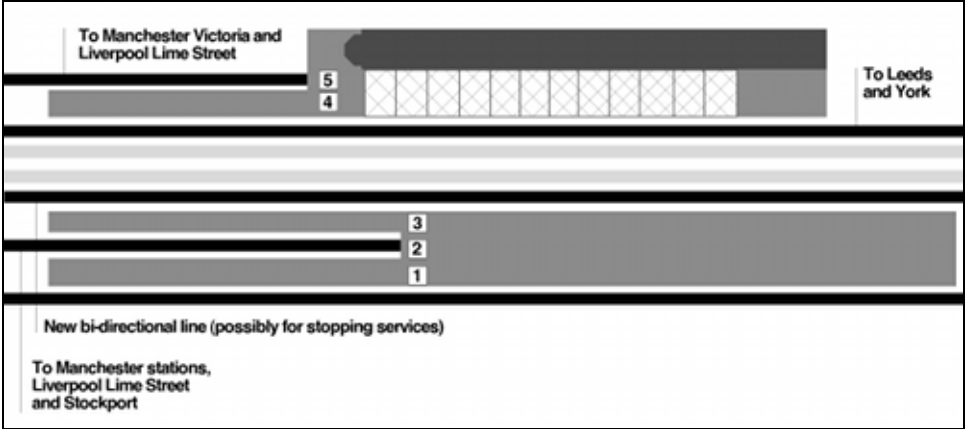
Smokebox numberplate from class O4/1 2-8-0 no.63700. Sold for **£480**.

Stalybridge station improvements
by Paul White

The latest phase of Stalybridge Station improvements, which began with track relaying early last summer, was completed towards the end of November 2012. The work involved numerous Sunday closures, suspended over the period of the Olympic Games and a nine-day total closure from Saturday October 27th to Sunday November 4th. Network Rail gave the total cost of the improvements as £20m, with total replacement of the signalling system and remodelling of the junctions which had not been substantially altered in over 90 years. Two extra platforms have been provided, one through platform (the new no.1) for east to west trains and a bay platform (the new no.5). A new hourly service has been introduced, running Mondays to Fridays between 10am and 4pm, from Stalybridge to Kirkby (that strange end-on single platform station connecting with MerseyRail)) via Manchester Victoria and Wigan Wallgate. Stalybridge Station is already used by 70,000 passengers a week, and these improvements will hopefully attract even more.



2009 Layout: Stalybridge railway station seen with its three platforms. Notice that pre-1978 track alignment and platforms are in faded grey.



2013 layout: The numbering of the platforms has been reversed. The new platforms are No.1 (through line for Manchester) and No.5 (the new bay). Platform 3 has been extended with the construction of platform 1 and the signal box removed. See the photo on page 21. (Diagrams from Stuart Vallantine.)

It is stated in Network Rail's publicity and on their website that the track layout (in the 2009 diagram) has changed little since the First World War. The 1915 track layout changed in 1978, shortly after the station lost its canopy and buildings on the Manchester platform, along with canopies west of the buffet bar which covered two bay platforms. The fast lines (in light grey) were dismantled by 1990, with one line on the Yorkshire side in use as a siding until then. The Manchester side fast line was dismantled along with lines on the bay platforms by the buffet bar in 1978.

A major casualty of the remodelling was the closure and demolition of the station's last remaining signal box, built in 1886 by the LNWR, and originally one of four. Now the only reminder of the station's traditional signalling is two massive cast iron pillars on the Huddersfield platform which formerly supported the station box which was on a bridge spanning the four main running lines. The box was visited by Stalybridge and Hyde MP Jonathan Reynolds before it was locked up for the last time, and it was demolished within a fortnight of closure. Mr Reynolds used the photo-opportunity to call once again for the re-instatement of a full Stockport-Guide Bridge-Stalybridge service, world-famous as a one-way, once a week service!. Mr Reynolds was also present at the launch of the new services to Kirkby. These improvements are part of the "Northern Hub" project that will see full electrification of the main Trans-Pennine link through Standedge Tunnel by 2016.

The alterations have resulted in vastly improved facilities and services, but it is pleasant to be able to report that the famous buffet bar continues to serve good beer and food in its unique setting, while further up the same platform is a warm and welcoming coffee shop. Unfortunately, no such facilities now exist on the Manchester-bound platforms.



The now demolished L&Y signal box at Stalybridge. Built in 1886, this was one of four signal boxes once to be found at this busy L&Y/GC joint station. The same fate has befallen the signal boxes at Ashburys and Guide Bridge with control of the signalling passing to the Manchester East Signalling Control Centre at Stockport.
photo: Paul White

Modellers' corner

by Tony West

Since the last issue of *Forward* I've been asked about sources for alternative nameplates for the Bachmann Director. From personal experience in 7mm scale I can recommend Guilplates (details below). They are very friendly, obliging and provide an excellent product.

In 7mm Ragstone Models have announced an MS&L bufferstop, I believe cast in resin. I've not seen any photos yet but as they are to attend the Kettering GOG show in March then I will follow this up.

Right then, transfers ! I believe that Chris Baston (Dragon Models) still has some left in 4mm scale for wagons and of course the old 4mm R&E transfers are available again through Quainton Road Models. But please note these are old stock not a new reprint, although I am assured that they are quite useable. Perhaps the most positive aspect is that currently there are efforts being made to get new transfers produced, for wagons initially. So far it's all very encouraging ... but not counting chickens just yet!

A while back I asked for photos of completed photos of S&T's GC wagon kits...with well over 400 sold there must be some out there. I received some nice photos from Colin Garton - thanks Colin, I knew I could rely on you. I've also included a photo of a pair of Just Like The Real Thing D12 vans in 7mm that I've been working on over Christmas. Not quite finished yet but a full review will follow.

The GCRS stand will (as always) be at the GOG show at Kettering on the first Saturday in March. Hope to see some of you there.

contact details

Guilplates, 32 Wodland Ave, Guildford, Surrey GU2 4JZ.
tel.01483 565980, e-mail: guilplat@globalnet

Qainton Road Models, Chyanbre, Polyphant, Launceston, Cornwall PL15 7PT.
tel.01566 880157, web site: www.quainton-road-models.co.uk

Dragon Models Wales, 9 Kingsley Close, Sully, Penarth CF64 5UW.
tel.02920 531246, e-mail: chrisbasten@fsmail.net,
web site: www.dragonmodelswales.co.uk



A GC cattle truck from an S&T kit in 7mm built by Colin Garton.



A pair of Just Like The Real Thing D12 vans in 7mm built by Tony West.

Model railway exhibition diary

Some events that may interest our readers

Sat 2nd & Sun 3rd March: Mansfield St Peter's MRG at St Peter's Centre, Church Side, Mansfield NG18 1AP. www.mansfieldmodelrailway.co.uk

Sat 2nd & Sun 3rd March: Meridienne Exhibitions at EventCity, Phoenix Way, Urmston M41 7TB. www.northernmodellingexhibition.co.uk

Sat 9th & Sun 10th March: Macclesfield MRG at Tytherington High School, Manchester Road, Macclesfield SK10 2EE. <http://macclesfieldmrg.org.uk/exhibition.htm>

Sat 16th March: Chesham MRC at Elgiva Theatre, St Mary's Way, Chesham HP5 1HR.

Sat 16th & Sun 17th March: Nottingham MRS at Hadden Park High School, Bilborough Park, Wigman Road, Nottingham NG8 3BB. www.nottingham-modelrailway.org.uk

Sat 23rd & Sun 24th March: Warner's Exhibitions at Alexandra Palace, London N22 7AY. www.model-railways-live.co.uk

Sat 6th & Sun 7th April: Soar Valley MRC at Martin High School, Link Road, Anstey LE7 7EB. www.svmrc.co.uk

Sat 13th April: Amersham & Chorleywood MRS at Amersham Community Centre, Chiltern Avenue, Amersham HP6 5AH.

Sat 13th & 14th April: Sheffield MRE at Birkdale School, Oakholme Road, Sheffield S10 3DH. www.sheffieldmodelrailwayenthusiasts.com

Sat 20th & Sun 21st April: Bingham MRC at Cotgrave Welfare, Woodview, Cotgrave NG12 3JP. www.bingham-model-rail.co.uk

Sat 11th & Sun 12th May: Leicester MRG at Humphrey Perkins High School, Cotes Road, Barrow upon Soar LE12 8JU.

Sat 11th & Sun 12th May: Cleethorpes MRS at The Memorial Hall, Grimsby Road, Cleethorpes DN35 8AH. www.cleethorpesmodelrailway.co.uk

Sat 25th & Sun 26th May: Risborough & District MRC at Stoke Mandeville Stadium, Aylesbury HP21 9PP. www.railex.org

The Gainsborough Model Railway, at Florence Terrace, Gainsborough DN21 1BE, is open to the public (1.30pm-6.00pm) on Sat 30th March, Sun 31st March & Mon 1st April, and Sat 15th June. Visit www.gainsboroughmodelrailway.co.uk for more information.

Welcome to the following new members

Mr M. Turner, Bournemouth

Dr G. S. Joyce, Sevenoaks

Mr P. L. Hackney, Leicester

Mr G. Nicholls, Leyton, London E10

Mr P. Godley, Peterborough

"The Cheshireman" steam railtour

The Railway Touring Company is running a steam excursion on Saturday 18th May that will be of interest to *Forward* readers as a significant proportion of the route is over GC and CLC metals: Cleethorpes-Sheffield-Altrincham-Chester-Altrincham-Doncaster. The motive power is 'Britannia' 70013 *Oliver Cromwell*.

Unfortunately this is the same day as the GCRS AGM at Finchley. Let's hope that this interesting itinerary will be repeated at a future date.



Arrivals on the bookshelf

"British Railways Past and Present No. 65: Northamptonshire Part 1 - South and West" by Will Adams

Published by Past & Present Publishing, 2012 (www.nostalgiacollection.com) at £20.
ISBN 978 1 85895 284 0. Softback 128pp. All 'present' photos in colour.

The reviewer must admit that he is not particularly partial to the Past & Present format. Being of the 'Past' age he would rather remember the original and not be traumatised by the sight of dismal remnants or the total redevelopment of an area. However, the possibility of finding some hitherto unseen 'Past' photos, especially of the GC and SA&MJ, both great favourites, soon overcame his reservations and in fact he thoroughly enjoyed his browse through this volume.

The now well established pattern of this series is continued here. The principal lines dealt with are the old GC and SA&MJ, Rugby to Roade (both main line and the Northampton loop), Northampton to Market Harborough and two or three odd bits of other lines that just squeeze inside the Northamptonshire boundary.

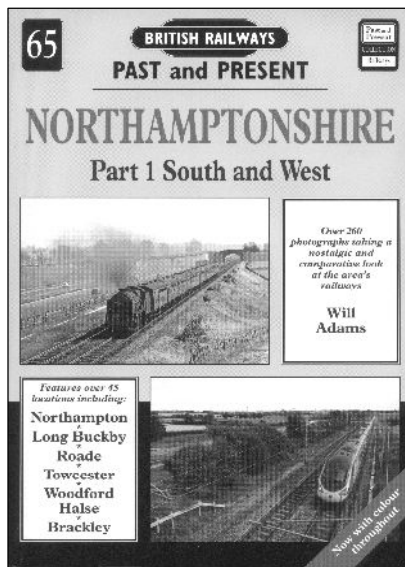
The clarity of the map delineating the railways in the area covered is to be commended. This vital feature of a book or article often requires a magnifying glass or is dark and vague and, where lines cross one another, publishers often fail to indicate which line goes over and which under or whether there is any connection between them. Tunnels are also shown. The RCH map, whose legibility is just sufficient, is an additional bonus.

The quality of reproduction of just a few of the 'Past' photos is a bit variable but generally they are of a very good standard. And the reviewer is glad to report that he had only seen two or three of them before. The 'Present' photos were of a uniformly high standard, as is only to be expected of course. Some of the 'Present' photos showing buildings at Culworth and Brackley in the GC section can be classified as second generation, as those buildings have appeared in an earlier form in Mac Hawkins' *GC Then and Now*, published in 1991.

The captions are pleasingly detailed and informative, given that the emphasis in a book of this nature falls primarily on the photographs and their message, particularly for the SA&MJ, and provide a useful outline of the background history of the lines and their infrastructure.

The occasional slip was noted in passing – for example the train on page 39 is a stopping passenger and on pages 62/3 the view is looking west (or south as some authorities seem to prefer), so the signal box is at the east (or north) end of the station.

And finally a few observations on the photos themselves. The reviewer found those belonging to the pre-war period, which appeared mainly in the GC and SA&MJ sections, to be of greatest interest, whilst equally captivating were many of those from the post-war period, such as the A3 at Charwelton, Culworth Junction signal box and lamp cabin, Holbeck's 45573 at Brackley, Lamport ironstone quarry and the Class 5 and unrebuilt Patriot at Watford Gap (a nostalgic reminder of the ease of journeys up and down the M1 in the early 1960s).



Mention must also be made of some of the 'Present' photos which revealed quite curious, unexpected and fascinating features. (After his initial doubts, the reviewer now confesses to at least a partial conversion to the 'Present' photos.) The site of Byfield station has become a cemetery, the post and brackets of Culworth Junction up distant still stand in situ (couldn't the demolition gang be bothered to tackle the concrete post or was it knocking off time and they never came back?), the footbridge over the SA&MJ at Woodford West Junction, now in the middle of nowhere, still stands amidst the shrubbery complete with smoke deflectors and apparently is newly painted (does it fulfil some purpose?), and at Brackley the station name, formed from white painted bricks, still survives in the bank next to where the station building stood.

And while we are at Brackley perhaps the reviewer may be permitted to conclude (after all, this is an issue of *Forward*) with the melancholy tale told by Colin Walker about the member of the station staff there, who, on hearing rumours of the GC's imminent demise, "asserted in terms of rare trust and genuine distress that the good Lord would never allow the station to close".

Mike Kinder

"The Peak Forest Canal and Railway: An Engineering and Business History" by Graham Boyes and Brian Lamb

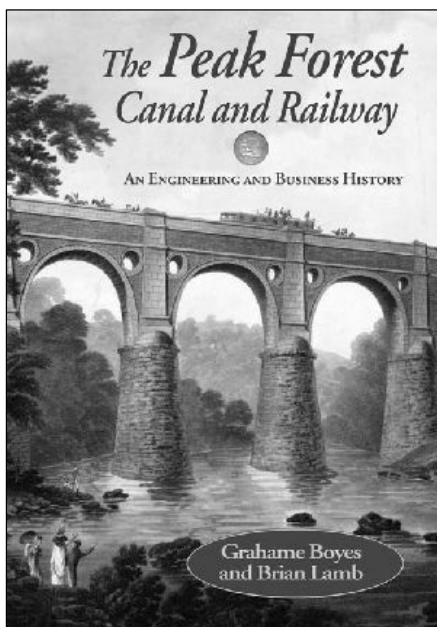
Published by The Railway & Canal Historical Society, 2012 (www.rchs.org.uk) at £30. ISBN 928 0 901461 59 9. Hardback with dust jacket, 220pp, 130 illustrations (11 in colour).

Not as often as we might like, but every now and then, a new book appears which absolutely oozes quality. *The Peak Forest Canal and Railway* is such a book.

Before you read a word, the look of the book and its weight - art paper weighs heavy - impress. And then the contents only add to that initial impression. Well illustrated, primarily in monochrome but also in colour, and with beautifully tinted maps - but most definitely not a picture-book - this is an all-too rare product of thorough and painstaking research from primary sources. That and the "engineering and business history" subtitle might suggest a dryness, but Grahame Boyes has told the story of the canal and its associated feeder railways in a series of themed chapters, made eminently readable by separating out detailed references to the end of the book. Those references plus a comprehensive bibliography can be accessed by those wanting to delve more deeply, but in truth the vast majority of readers will find all they need to know in this book, which will surely remain the definitive work on its subject. Co-authorship is acknowledged to the late Brian Lamb, for whom much of the research was a lifetime's passion. I'm sure he would have approved of the end result, not just an account of the engineering and operation of the canal and railway, though that is dealt with very thoroughly, but placing them in their social, economical and historical context.

At £30 the book is not cheap, but thank goodness the publishers weren't tempted to economise on quality. This is a superb book.

Ken Grainger



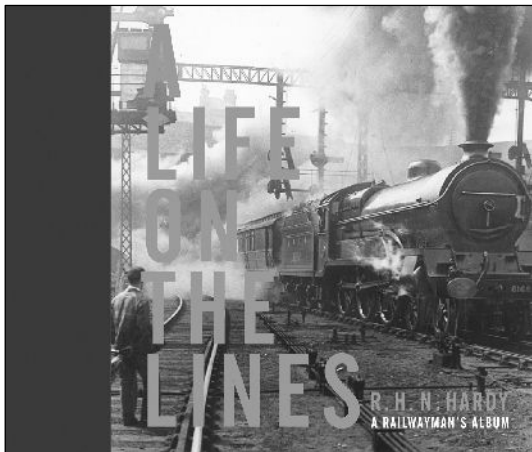
"A Life on the Lines" by R.H.N Hardy

Published by Conway Books, 2012 (www.conwaypublishing.com) at £14.99.
ISBN 978 1 8448 6173 6. Hardback with 60photos, 160pp.

When I discovered that Richard Hardy had followed up his previous autobiography *Railways in the Blood* with another book *A Life on the Lines*, I couldn't wait to read it. I was not disappointed.

Although some of the pictures have been seen before and some of the captions may seem familiar, the book is a delight, enhanced by the quality of the pictures and the use of both Railway and Government posters.

This latest of Richard's writings is a must for all his followers. This book is truly a story of 'a life on the lines' with every picture and caption telling a story. At £14.99 it really is excellent value.



Mike Hartley



The GCRS stand at the Warley Model Railway Exhibition at the NEC on 24 Nov. 2012. Steven Mills is the volunteer.
photo: Brian Slater

Additions to the Archive

The following items have been acquired for the GCRS Archive/Photographic Collection.

- Photographic prints from the Ken Nunn Collection. Purchased by the GCRS.
- Photographic prints of official GCR photos taken of locomotives at Gorton as supplied by the National Railway Museum. Donated by Derek Hogg. (*See cover photos.*)
- Colour slides showing the demolition of Nottingham Victoria and Leicester Central stations. Donated by Simon Pakes.
- Two leather bound volumes of letters received by Sir Sam Fay following the Opening of Immingham Dock and his investiture. Purchased by the GCRS. (*See the transcribed example below. We are indebted to Sir Sam for not dispatching this masterpiece of letter writing to the waste paper bin!*)

THE PARK GATE IRON & STEEL COMPANY LIMITED

Park Gate Works

Rotherham

23rd July 1912

Sir Sam Fay
Great Central Railway
Marylebone Station
London

Dear Sir,

We do not know whether you are aware that this Company did not receive an invitation for the opening of the Immingham Dock. We merely wish to call your attention to the matter, not that we are disappointed, as from reports which we hear, the arrangements were not so comfortable as they might have been.

May we congratulate you upon the honour which you have deservedly received at the hands of the King.

Yours faithfully

C.J. Stoddart

Managing Director

The Pollard family railway history - Part 16

by John E. Pollard

John continues to recount memories of his brother Les Pollard at Annesley mpd.

As a passed cleaner Les signed on with a driver Johnny Walker, not the one I fired for but an older man. They were working a Bulwell to Mottram train with a GC Tiny. They went light engine to Bulwell where they backed up on a single load. It was a good engine (to be honest I never ever got a bad GC Tiny) and they had a good run to Sheffield No.6 box where they stopped to fill the tank and wait for relief. Les shovelled some coal forward for the next fireman and when the tank was full they sat and waited. After a while a driver and guard walked up from the cabin. The driver climbed up and said, "There's no relief, I'm going to pilot you to Mottram." The train driver said, "We've seven and a half hours in." "There's still no relief," was the reply, "the powers that be have just had all the Darnall men vaccinated against the common cold and almost everyone is off work ill!"

So they set off for Mottram. Les was a bit apprehensive as he had heard so much about the climb up to Woodhead but he said later that it was no worse than Tibshelf bank and the engine was on top of the job. At Dunford Bridge they stopped for water. The shunter called out, "How many?" The pilot driver gave him a number and Les watched as the shunter started pinning wagon brakes down to assist them with the braking as they dropped down through Woodhead tunnel and on down to Mottram. They were told that they would be relieved at Mottram by Gorton men. When they arrived they were told to take a light engine back to Annesley. They climbed aboard and set off back home. Les boasted, "I didn't have any trouble up the bank and through Woodhead tunnel." I said, "You wouldn't, brother, seeing as you were light engine!"

After the derailment at Leicester when the passenger train ran into the back of the Whisky train, some Annesley men travelled out to Wood-ford to work back, as a lot of our trains had got left there. Les and his mate travelled out the afternoon of the crash and were working back still under absolute block on time interval. They were stopped at Lutterworth. Les went to the box and the signalman told him, "You are clear to Ashby but stop at the box for orders." Les went back to the engine and told his mate and they set off. Just as they were approaching Ashby's home board the signal slowly lifted and the driver pushed the brake in and let the train run right up to the starter. Les asked, "What are you playing at? You were told to stop at the box." "Well, get on the phone." said his mate. "Have you not been listening?" asked Les, "All the phones are out of order." "Well, walk back to the box then," his mate said. Les set off back walking through the snow. When he got to the box the signalman started, so Les told him to lay off, "I work the shovel not the brake." The signalman told him, "The last train passed twenty minutes ago and when you get back to the engine you can go at caution to Whetstone." So Les went back to the engine and told his mate what the signalman had said. "Right," said the driver and they set off again.

After a few minutes Les looked at his mate and then looked outside to check the speed they were going. He went over to his mate and asked, "What are you playing at?" "What's the matter?" said his mate, "Are you scared after what happened at Leicester this morning?" "Yes," said Les. "Don't be windy," said his mate and he didn't slow down. They came round the bend at Whetstone travelling fast. The distant was showing yellow and the home board was red. There was no chance of stopping. As they passed the signal it came off. They went through the station and managed to stop short of the starting signal. Les had to make another long walk back through the snow. "What are you playing at?" ranted the signalman. "Don't start," said Les, "talk to the fool on the regulator!" He was told that the last train left fifteen minutes ago and to proceed at caution. Les went back to the engine again and told his mate.

They started off again, slower this time. When they arrived at Leicester Goods South, the home board was off for the main line, but the driver stopped and told Les to go on

the phone and tell the signalman, "Inside and engine to loco." He wasn't going any further on the train. It had finally sunk in what he had been doing and he was shaking. Les told the signalman and the train went inside. They took the engine to loco and then travelled home. He told Les he had had enough of main line work and was going to ask to transfer to the Old Man's Link.

Les was firing for an old Annesley driver Tom Smith, usually known by his nickname of Tite. One of the top link jobs was to work the Whisky to Woodford, fully fitted, number one speed. They relieved the Whisky at Annesley South Junction. The engine was class A3 no.60110 *Robert The Devil*. They set off for Nottingham where they cleaned the fire and filled the tank. They found it a very heavy train that night and the driver had to thrash the engine to get the train up to fast goods speed.

At Leicester they passed the Western Mail which was in the platform and expected to be shunted at Leicester Goods but they got the right away. Tite opened her out as they had thirteen miles uphill in front of them but just as they had the train on the move they got a yellow at Aylestone intermediate autos and then a red. They stopped and Les got on the phone. The signalman said, "You have a van door open cess side." Les told his mate and he set off back along the train to have a look. He found the offending van and was surprised to find it was full of bags of cement right up to the roof. He shut the door and found it was a faulty catch to blame. As he walked back to the engine he checked the wagon labels to find they had at least twenty vans of cement for the M1 Motorway which was just being built. No wonder the train had felt heavy. He went to the phone and told the signalman about the van and then climbed back on the footplate. The signal came off and they set off again. Being on a rising gradient the loco was being worked very hard to get back up to speed and they expected to be shunted at Whetstone for the Mail, but the signals were all green. They were right away at Ashby, Lutterworth and Shawell and expected to be shunted at Rugby, but even though they must have been holding up the Western Main for some reason they got clear signals all the way to Woodford.

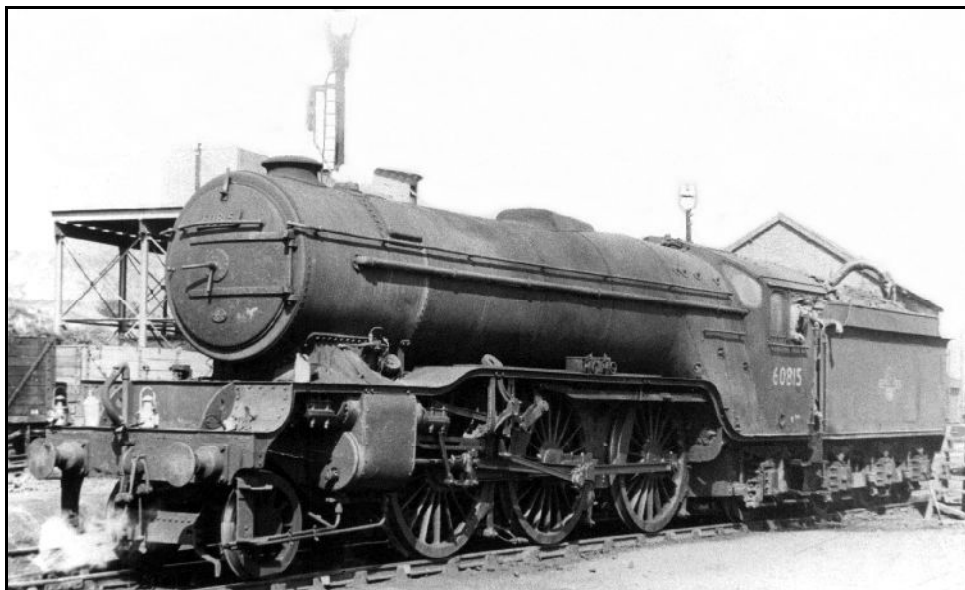
As they dropped down the sidings in Woodford New up yard, Les went in the tender. As the engine had come through from York and they had such a heavy train the coal was well back. He set about straightening the fire irons in the rack so they would not get buried when the engine went under the hopper to fill the tender. He felt someone in with him and turned round to see a policeman stood there. "What are you doing?" asked the policeman. "Use your eyes mate and you'll see," said Les. He finished racking the fire irons, turned round and got back on the foot plate where he found more police looking in the lockers. One pulled out the driver's bag and as he started to open it the driver's hand came out and got hold of the bag. "Touch my food and I'm going home and you can work my train back. Now get your hands off!" The policeman let go. It turned out that Control, knowing what the train usually carried, had given them a straight run and had the police waiting to search them in case they were stocking up on Christmas spirit from the open van. Les told the police what was in the van and asked, "How much is a bag of cement worth?"

Les and his mate Johnny Walker were on a Woodford runner. It was on a Saturday night and they had a GC Tiny. It was a good run until they got to Woodford where they stood main line waiting for room on the arrival roads as the yard was full. The train behind them was the last Annesley runner of the week. The driver was Len Gunn and they had one of Gresley's rebuilt Tinys with round topped firebox, shallow grate and pullout regulator. Len was stopped at Charwelton, the last box before Woodford, where the up loop was full with two dead trains stabled there. The signalman had decided to put Len's train across the road for the Mail to pass. Len acknowledged and drew slowly forward. The fireman first got a red from the guard then a green waved slowly from side to side. This meant come back slowly. Len had her in reverse and opened the regulator just a little as they were going onto a falling gradient. Len stood on his footrest, his back to the faceplate, his arm over the regulator, puffing on his pipe. Everything was going

smoothly except the train crew did not know that the signalman had slipped up and set the road for the short dead end road on the down side. The guard bailed out when he realised where they were going. The brake van hit the stop blocks, the wagons buffered up and the engine stopped dead. Len was thrown forward but his arm round the regulator dragged it wide open. The engine roared into the train sending the wagons up in the air and all over the main line. The Mail was stopped and so was everything else.

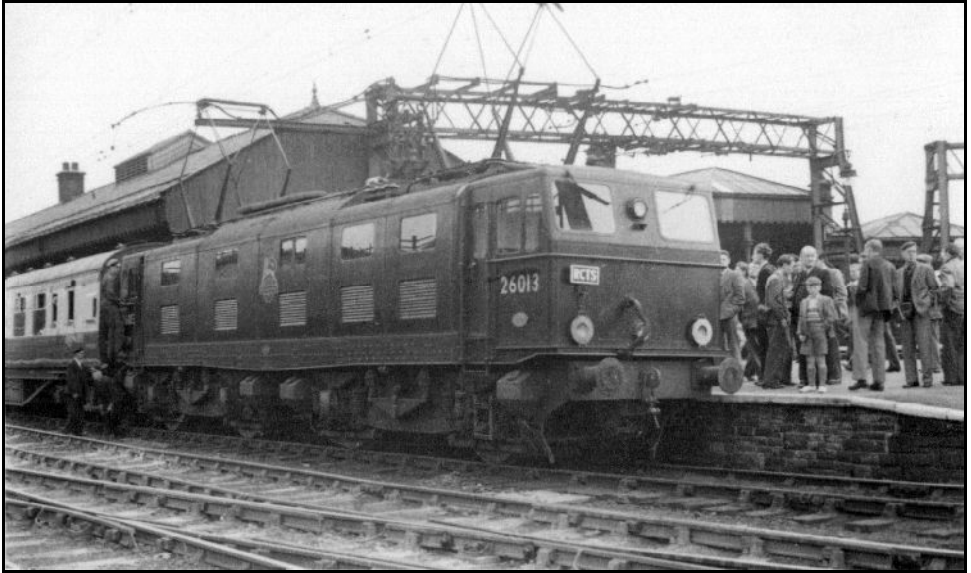
There was five Annesley crews stranded at Woodford. The Woodford gaffer somehow managed to find an old bus to take the crews to Rugby where a shuttle service was working to Leicester. Les reckoned the bus had been used as a fowl shed by a farmer. He said it was a right old rattletrap and the driver took them all round Northamptonshire to get them to Rugby. What took them twenty minutes with a freight train took over two and a half hours by a bus of ancient vintage.

In the Woodford link we had quite a number of fully fitted express goods trains which had nicknames. We had the Veggies, the Rabbits, the first and second Whisky trains, and the Beer trains. The Rabbits used to come up from Southampton loaded with rabbits and perishable goods for the markets up north. We used to relieve it at Woodford station and then it was right away Bulwell. Les was working it once. They had some corridor fitted stock next to the engine which was a Gresley class V2. Approaching Loughborough Les noticed smoke coming up at the back of the tender. They stopped near the water column on Loughborough station. Either sparks or fire bouncing off the sleepers had set fire to the vestibule of the first vehicle. Les swung the water column round and the driver turned the water on while Les sprayed the water over the end of the parcels van and put the fire out. By the time they had turned the water off, swung the column back and got back on the engine they were away only a few minutes late. They made it right time back to Bulwell. Sometime later an article appeared in the rail newspaper about a porter at Loughborough who had noticed a fire on an express goods and had put it out by using the water column. There was no mention as to how the porter had stopped the train or of any part played by the train crew! It had earned him a small reward from a grateful London Midland Region.



BR class V2 2-6-2 no.60815 stands on the ash pit at Annesley loco with driver A.Dakin and fireman Les Pollard on the footplate. The smokebox shedplate code is 2F (Woodford Halse). This had been changed from 38E in 1958.
photo: John Pollard collection

The RCTS 'South Yorkshire Railtour No.2' on 7th June 1953



BR electric class EM1 Bo+Bo no. 26013 stands at the south end of platform 1 at Penistone with the RCTS 'South Yorkshire Railtour No.2' on 7th June 1953. Having brought the train up from Elsecar Jnct, the loco has run round and is coupling on ready to retrace its route as far as Wombwell Exchange Sidings where it will hand over to no. 62667 'Somme'. The boy on the platform will now be about 66 years old but no, it's not the Editor!

photo: GCRS Collection



BR class D11/1 4-4-0 no. 62667 'Somme' has run round the train at South Kirkby East Jnct (Hemsworth East on the itinerary) on the H&B Wrangbrook Jnct - Cudworth branch and is waiting to run over the connecting spur to the West Riding & Grimsby Joint south of Hemsworth. The route then followed the Barnsley Coal Railway from Nostell to Stairfoot and then GC to Meadow Hall and then along the Midland main line to the final destination of Sheffield Midland.

photo: G.W.Sharpe

The **HS2 Phase 2 proposals** by **Bob Gellatly**

A flurry of activity was initiated by the release of the HS2 Phase 2 proposals on 28th January.

These can be found at <http://tinyurl.com/a8p7vce>.

The media, local councils, residents along the route and interest groups such as the Chesterfield Canal Trust, not to mention NIMBYs, have been busy putting forward their reservations about the plans. If Phase 1 is anything to go by, there will be plenty of objections before the finalised plans are released.

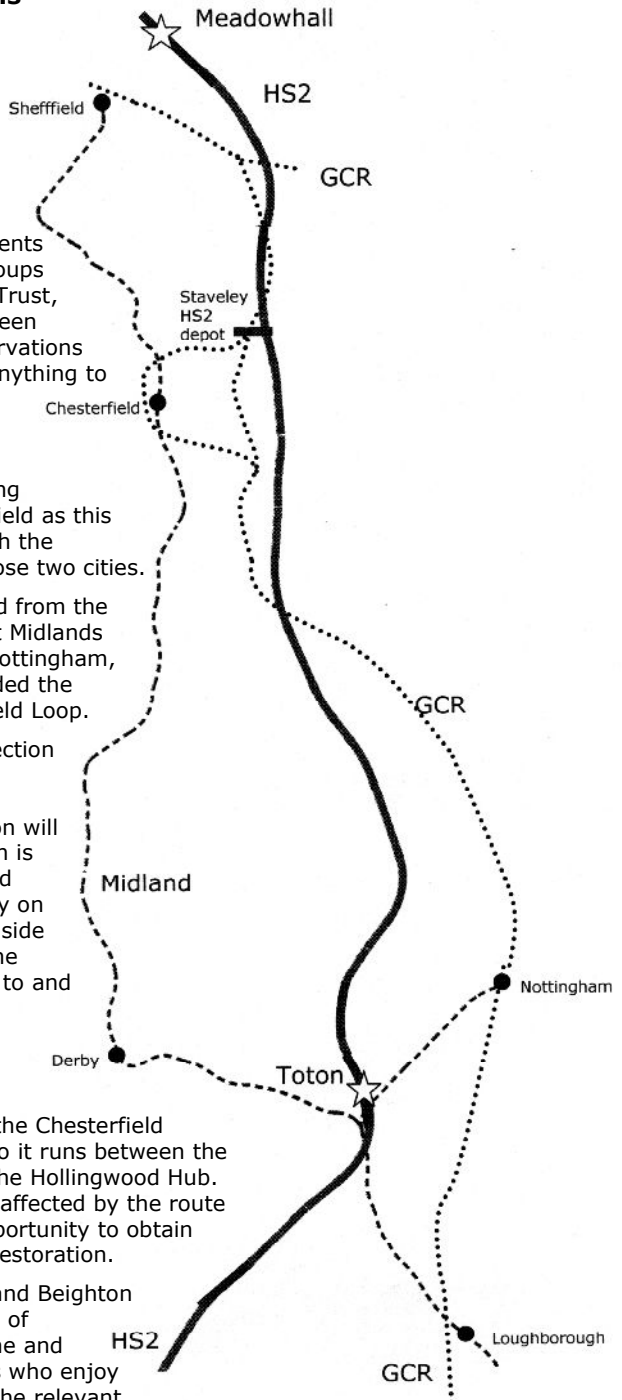
Phase 2 is particularly interesting between Nottingham and Sheffield as this is where the route interacts with the abandoned GC line between those two cities.

The map on the right is adapted from the published one showing the East Midlands Trains routes from London to Nottingham, Derby and Sheffield. I have added the GC main line and the Chesterfield Loop.

The two HS2 stations on this section will be at Toton (for Derby and Nottingham) and Meadowhall (for Sheffield). The Toton station will occupy part of Toton yard which is currently out of use. At Sheffield the line will cross the Don valley on a route running along the west side of the M1 motorway viaduct. The station will be located adjacent to and at right angles to the present Meadowhall Interchange.

There is to be an infrastructure maintenance depot located at Staveley. This is of concern to the Chesterfield Canal Trust as the access line to it runs between the new Staveley canal basin and the Hollingwood Hub. Other sections of the canal are affected by the route but hopefully this will be an opportunity to obtain funding to complete the canal restoration.

The section between Staveley and Beighton is particularly complex in terms of interaction with the GC main line and the Chesterfield Canal. Readers who enjoy studying maps are referred to the relevant maps on the website quoted above.



The GCR 567 Locomotive Project: An update

by Andrew Horrocks-Taylor

The group attended the GCR Autumn and Winter Steam Galas, utilising the group's outdoor events tent. The four days attended were successful with fifteen more supporters signed up and other donations received. Membership now stands at 117.

The steam gauge kindly donated by GCR RST volunteer Tony Keeble was also displayed. This is an unused spare from 1936 that was assigned to narrow gauge 0-4-0 Bagnall locomotive "Jubilee", its operating level of 160psi being consistent with that required for No.567. The narrow gauge "Jubilee" once operated on the Bowater's line between Sittingbourne & Kemsley. It will be good to give yet another locomotive artefact the chance of useful operation. Any other similar donations will be gratefully received.

The Keighley and Worth Valley Railway was also visited over the summer. Vintage trains were travelled on and access was gained to the Haworth shed, where L&Y 0-6-0 tender locomotive No.957, dating from the 1880s, was located. As this is a Kitson design from the same period as No.567, features such as cab layout, tender and other equipment such as steam sanders would be similar if not identical. A number of reference photographs were taken to assist in interpreting our Class 2 Kitson origin arrangement drawings. The tender locker arrangement was also of interest and pictures were forwarded to Loughborough's Chris Reed who is progressing well with the tender tank layout drawings and an end of February review is expected.

Mike Fairburn (Chief Engineer) and Alan Bullock (Design Manager) both attended the GCR Autumn Steam Gala on the Saturday and they took the opportunity to near finalise the frame design to ensure modern processes could be used to generate this key riveted assembly. The following is a little detailed, but gives an idea of the sort of adjustments required to build a Victorian locomotive in the 21st century.

Material: The frame material was not specified on the original drawing. It was decided that the material grade used was equivalent to BS B24 Grade 631 (frame plates for tender locomotives and bogies) and this is also identical to BS 4360 Grade 43A, which has been agreed with the supplier to be the material specification for the frames for our locomotive No.567.

Thickness: Frame thickness will now be 30mm. This is a change from 1.125" (28.575 mm) but it is felt that it is more important to obtain correct specification of material as the extra thickness will not affect performance. The slightly enhanced frame rigidity is not believed to be an important factor on a 4-4-0.

Changes to Horn Guides: Horn guide cut outs are to be modified to a more modern standard. The Victorian design approach may result in easy removal of horn guides, but as more modern bearing surfaces are available it is believed this more complex approach is not needed and a more standard proven later steam design can be utilised.

Manufacturing: The original method of frame cutting was by drilling and chiselling. The modern method proposed is plasma cutting generating a typical tolerance of at least 0.25 inches. There should be minimal thermal damage to the frame plates using this method and is preferable to flame cutting.

Drawing: Frame plates are to be delivered to drawing 567-1-1001. All of the above changes will be documented on the drawings that will be used to check compliance of the frames that should be cut and bent by the same supplier.

Interfaces: It was agreed that interfaces with other components will be based on the original layout drawing. Since no mounting holes are to be drilled at this stage, exact interfaces need not be defined. No changes have been made to the frames apart from the thickness and horn guides and these will not impact component interfaces.

Rear Dragbox: - Consideration was given to using the original method of manufacture, however casting was not pursued due complexity and pattern cost. A fabricated drag

box is proposed that will be manufactured with space for multiple steel plates or equivalent, to be utilised as weight to correctly balance the finished locomotive to obtain the correct axle loads. The detail of this will be decided later.

Front Dragbox: – On the original drawings the front coupling simply bolts through the buffer beam but this is not considered suitable for modern use due to the amount of tender first running required. A small dragbox to reinforce between the frame plates will be constructed, leaving the outer parts of the buffer beam unsupported to act as a potential crumple zone.

The discussion must have been interesting as far more supporters signed up after listening in at the GCR Autumn Gala on the Saturday. Over both galas it was heartening to have strong support from most who visited us in Quorn station yard. The general feeling was that the discussion had moved on to a point where it is a case of "when", rather than "if" the locomotive will be built. This was reiterated at the GCRS London branch presentation on 26th October where again the project was met with considerable enthusiasm.

The last 18 months have resulted in many of the mysteries of Victorian Express Locomotive design being re-discovered. Why not join us at one of our upcoming events where we can explain more about the project and the engineering venture that is the 'GCR 567 Locomotive Project'.

16 & 17 March 2013: East Midlands Model Railway Exhibition, Hadden Park High School, Harvey Road, Bilborough, Nottingham NG8 3GP.

4 - 6 May 2013: "Closing the Gap Gala" at GCRN, Mere Lane, Ruddington, Nottingham NG11 6JS.

23 June 2013: "GCR Vintage Train Supporters Day" at GCRN, Mere Lane, Ruddington, Nottingham NG11 6JS.

5 & 6 October 2013: GCR Autumn Gala, Quorn Station Yard, Quorn, Leicestershire.

10 December 2013: RCTS East Midlands branch, The Mechanics, 3 North Sherwood St, Nottingham NG1 4EZ.

For more details please visit our re-launched website at www.gcr567loco.co.uk. By the time this article appears, this should be fully operational and contain further details on all upcoming events.



*Photos taken in the cab of L&Y 0-6-0 no.957 in Haworth shed showing details of the tender locker and steam sander.
photos: Andrew Horrocks-Taylor*

Readers' forum

Forward 174 p44: Mystery photos of St Helens

from George Huxley, Church Enstone, Oxfordshire

In both of the photos there is point rodding at bottom left and in the lower photo there seems to be a right angle crank for rodding. It is just about possible to make out a point blade under the wheel of no.128. This would suggest that there was a run-round loop. As to the location, there is a photo of St Helens Central on page 10 of *Dow vol.3* but this is of the façade not the platform.

from Brian Wainwright, Bury, Lancashire

The location is definitely St Helens. The decoration around the platform and the type of train suggest it is the Opening Day to me. There was only a single platform at St Helens and it did have a run round loop. I think you can make out point rodding behind the engine, possibly running to a ground frame. The station also had an engine shed, a turntable and a big goods yard.

For photos of the station and of the Opening Day (probably taken by the same photographer) see the St Helens Central entry on www.disused-stations.org.uk.

Is it my imagination or does the individual on the right of the group of three gentlemen in the bottom photo look like Sir Sam Fay?

from John Bennett, Brentwood, Essex

From what can be seen in the photos and from the name on the board at the back of the platform this is almost certainly St Helens Central station, with the caveat that in the photograph on page 10 of *Great Central vol.3* the word 'Central' appears on the façade, whereas this is not evident in the platform nameboard in the photographs.

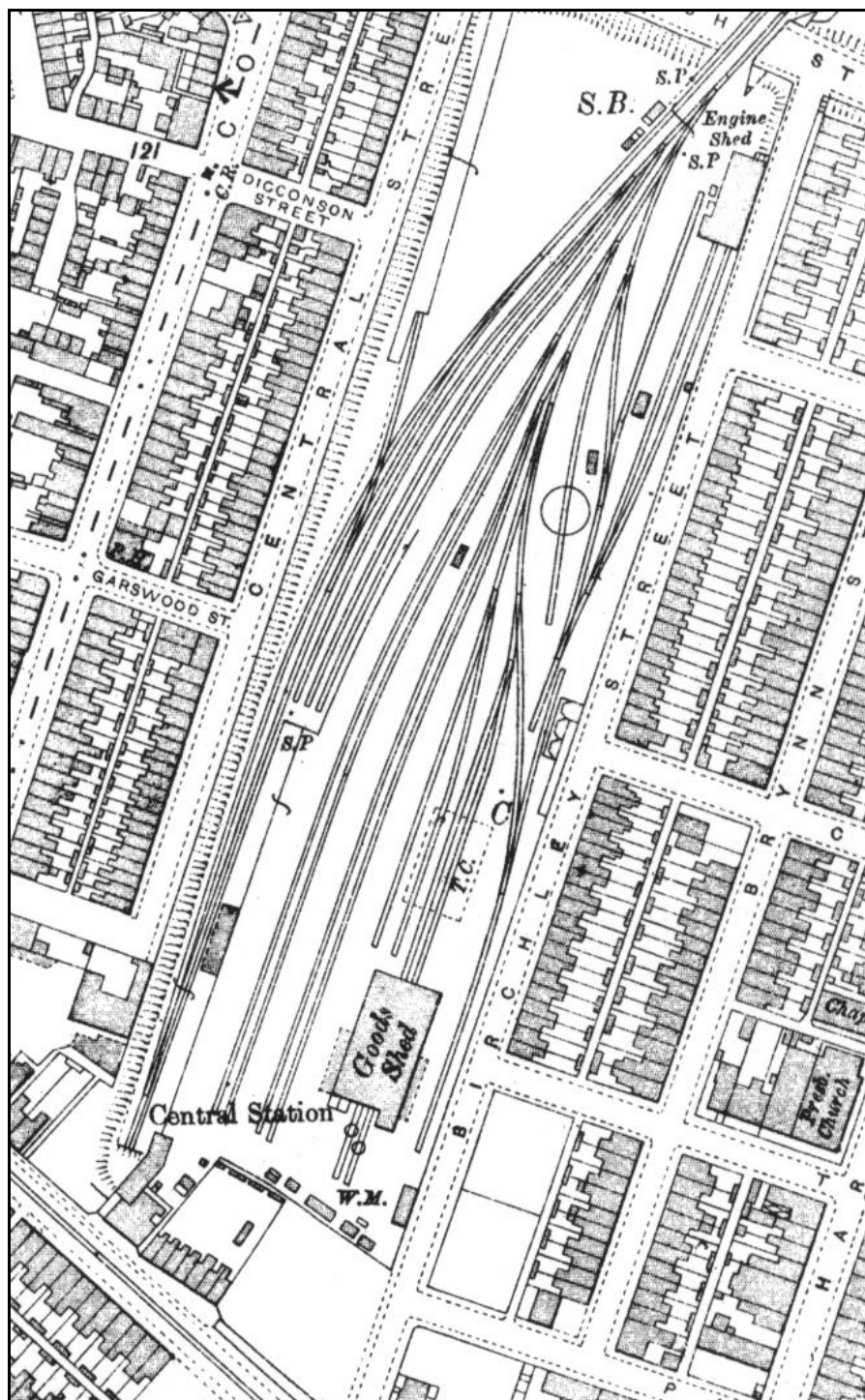
St Helens Central had a single platform with a run round loop alongside the running line. From the position of the station building it is clear that the photographs were taken from the buffer stop end of the station and therefore the train was an arrival. To the side of the locomotive in the upper photograph a rail is just visible and this would appear to be part of the run round loop. The lower photograph must have been taken a little later as the carriages have been propelled a short distance towards the buffer stops - this can be seen from their position relative to the building on the left. Also in the lower picture point rodding is visible, doubtless for working the points into the run round loop from the ground frame which existed at this end of the station. The locomotive would therefore have been able to run round the train and doubtless would have been turned on the turntable which existed next to the branch engine shed.

The event is recorded on pages 11/12 in *Dow vol.3* where the date is given as 2nd January 1900 along with a list of dignitaries. It does seem just a little curious that the train conveying such senior figures should have been entrusted to one of the Sacré 4-4-0s when the later Parker and Pollitt locos were in traffic.

from Terry Welch, St Helens, Merseyside

I can confirm that the station is the original St Helens Central Station which opened in 1900 and closed in 1952 (goods facilities in 1965). A run round facility was provided at this station - see the OS map. No.128 has passed the facilitating point and so appears to be on a single track. Furthermore, in the lower left-hand corner of the second photograph can be seen the rodding which operates the points.

St Helens Library has the original GCR commemorative "scrapbook" containing photographs taken on the day of the formal opening of the station. One of these shows the official train carrying various GCR worthies to the town. This was hauled by a flag-bedecked Parker 4-4-0 class 11 no.268. The photograph of no.128 shows the same flags and bunting on the platform as the official train photograph. Ally this with the



formal dress of the individuals in the photograph and it leads me to the conclusion that no.128 was in charge of another special train on the same day.

Dow's *Great Central Volume 3* chapter 2 contains a fuller description of the station's opening although it makes no mention as to how many special trains there were that day.

from the editor

The list of dignitaries given by Dow is: "The Mayor and Town Clerk of St Helens, Lord Newton (standing in for Lord Stanley, who had just joined the staff of Lord Roberts in South Africa), H.Seton-Karr (Chairman of the line), and Sir J.W.Maclure and Sir William Pollitt of the GCR."

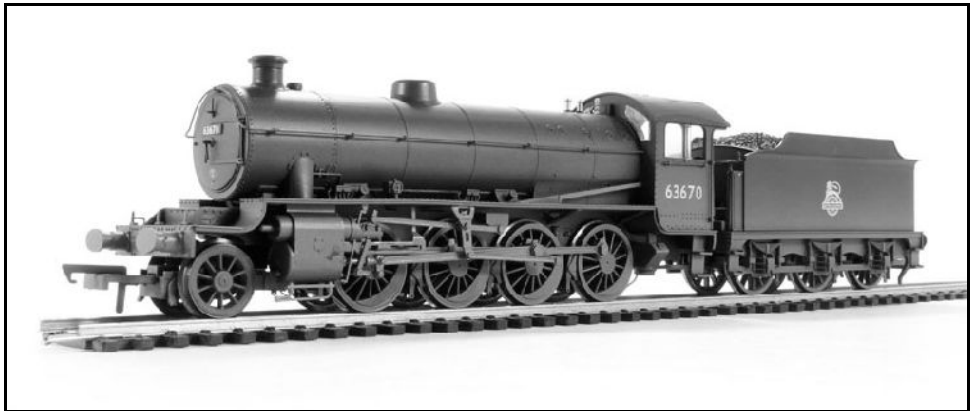
Henry Seton-Karr was a Conservative politician (and big game hunter) and was the first MP for the constituency of St Helens, a position he held from his election in 1885 to his defeat in 1906. He was chairman of the Liverpool, St Helens & South Lancashire Railway which had the financial backing of the MS&LR. This had opened to goods traffic in 1895. The ceremony of 1900 was to mark the introduction of passenger services which began on the following day. The line was taken over by the GCR in 1906.

from Dave Cousins, Swinton, Manchester

Forward 174 p2: Editorial - RTR models of GC locos.

Regarding modelling matters, since no one seems to have mentioned it, can I point out that the GWR 30xx class ROD version of the O4 by Bachmann has had changes made which make them a more accurate model compared to the LNER/BR versions. The front end between the frames has been altered and the prominent bolts on the frame tops have been included. Also the excessive length of platform widening over the cylinders has been reduced.

Hornby have the loosely GC related O1 (Thompson rebuild of the O4) now on sale, but, for some reason only known to Hornby, it appears to be under-boilered.



Hornby BR class O1 2-8-0 no.63670. Man. code R3089. There are also LNER and weathered versions.

I have aquired a Bachmann Scottish Director which will become *Roderick Dhu*, an Armstrong Whitworth product of 1924 (guess why?). I will probably get a couple more but sorry, *Davie Gellatley* doesn't have the same ring as *Laird of Balmawhapple* or *Luckie Mucklebackit*.

Editor's note:

This message from Dennis Lovett (Public Relations Manager of Bachmann Europe Plc) appeared on an internet modelling forum on 22 Nov 2011.

"We are being inundated with complaints that the GWR version of the ROD 2-8-0 released to dealers in the last week does not contain vacuum pipes. The reason for this is that the real locomotives were fitted with steam brakes only and did not have vacuum brakes. To produce the GWR version required a new boiler and running plate tooling to reflect the differences between the types as there is no vacuum ejector pipe present either."

from Geoffrey King, Colchester, Essex [geoff_king@talktalk.net]

Query re. signals at Leicester

I wonder if anyone in the GCR Society could please help me with a query. I took the attached photo, which includes the down splitting signals situated just north of the Midland Railway bridge at Leicester in May 1958. These were known locally as the "six pegs".

When were they replaced and by what? Was it by a colour light south of the Midland bridge? I have seen photos taken at the same location c.1963, by which time they had gone.

Editor's note: A nice photo from Geoff of a GWR 4-6-0 with a van train. At first I thought there were only five pegs on the signal post but closer inspection reveals six!



from Chris Booth, Worksop, Notts

Forward 174 p10: Immingham signal boxes

Immingham East Junction box was closed at 00:15 on Wednesday 21st November 2012 with a new 'modular' signal box being provided. A nine day blockade was put in place to allow the trackwork to be rationalised, though no routes are to be lost. The power frame has been retained for spares for Immingham Reception Sidings, which is now the sole remaining BPRSCo frame in operation. The semaphore signals have mostly been taken to Network Rail's Rail Innovation and Development Centre, which is situated on the former LD&ECR line between Thoresby and the site of High Marnham power station.

from Brian Holyland, Greenford, Middlesex

Forward 174 p40: Photo of 60111 *Enterprise* with the 'Starlight Special'.

The caption given to the photo on page 40 gives the impression that 60111 is approaching Wembley Central. This is not the case. Wembley Central is on the WCML and 60111 is crossing the GC bridge to the north of that station. The caption to the photo when it appeared in *Forward 141* is given below.

"Class A3 60111 'Enterprise' working the 9.40pm ex Edinburgh, due Marylebone at 6.50am, seen crossing the four tracked L.M.R. plus the D.C. and Underground lines north of Wembley Central on Sunday 3rd May 1953. The train is drifting down the 1 in 250 gradient to Blind Lane signal box ready to take the 20mph turn onto the 'slow line' as far as Neasden."

Editor's note: My apologies for the inadequate and misleading caption.

from Mike Brearley, Swinton, S.Yorkshire

Forward 172 p43: Photo of 1018 at Chaloners Whin.

You kindly published the photo which had been handed to me by Sam Woods from Darlington. In the subsequent *Forwards 173* and *174*, you published some interesting comments. Sam Woods also received a comment from Brian Stephenson.

"I am of the opinion that the photo was taken by Henry L. Salmon, who took a number of photos to the south of York around that time. He was very inclined to get telegraph poles clipping the loco smokeboxes, probably due to a sluggish shutter release, and the glass neg is the correct size. It could just be Cecil Ord as I do have a couple of just pre-Grouping images of his, but of stationery trains."

from Brian Milner, Grimsby, Lincolnshire

Forward 174 p33: The Inspector Vignoles stories

I have now read two of Stephen Done's books and I expect to read all of them in due course. They are full of GCR railway interest; much of the action centres on Leicester Central or Woodford Halse, including the MPD in the latter case. The first book concerns events taking place in 1946, the second in 1947 and so on. Well written and difficult to put down. I bought both in the book shop on Loughborough Central station. Thoroughly recommended.

from Roger Green [rn.green@btinternet.com]

Query re. Silkstone station

I am building a N Gauge layout of the station area at Silkstone Common between Penistone and Barnsley as it was circa 1900. I am having difficulty finding photographs of the rear of the station building where it backs onto the roadway and the water tower and signal box, both of which appear to be of an unusual construction. Any help with this project would be welcome.

from Michael Hayes [michaelhayes1@sky.com]

Query re. Chesterfield Central

I'm a railway modeller and have started modelling Chesterfield Central Station (OO Gauge). I have the basic layout of the station and trackwork. However, I'm having difficulty finding enough information about buildings etc. Ideally I would like drawings / plans but photographs would be useful to make scale drawings.

Are you aware if any drawings still exist for Chesterfield Central? Any assistance that you are able to offer would be greatly appreciated.

Rear cover caption

The first of Robinson's class 11E 4-4-0s, the 'Directors', no. 429 *Sir Alexander Henderson* stands at Gorton in photographic grey. Initially all the ten 'Directors' were named after directors of the Great Central Railway. However, in 1916 Sir Alexander received a peerage and became Lord Faringdon. In 1917 this name was given to class 9P 4-6-0 no. 1169, the first of the class to appear, although not the first by running number. Consequently no. 429 was renamed *Sir Douglas Haig* in 1917 but this was short lived, as this name was applied to another new class 9P no. 1166 in 1920. The name *Prince Henry* was then given to no. 429 which it carried for the rest of its life. photo: NRM

