

FORWARD



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GREAT CENTRAL RAILWAY SOCIETY

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***Forward* is the journal of the Great Central Railway Society
and is published quarterly in March, June, September and December.**

**The Society, founded in 1974, is open to all who are interested in any aspect of
the Great Central Railway, its predecessors, successors and joint lines. For
membership details contact the Membership Secretary or visit the website.**

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Any views or opinions expressed in *Forward* are those of the individual contributors and not necessarily those of the Editor or Committee Members of the Great Central Railway Society. Contributions for the March 2015 issue (no. 183) must reach the Editor by 1st February 2015.

Front cover caption

BR class A3 4-6-2 no.60059 *Tracery* with 'The Master Cutler' just east of Rickmansworth station on its journey from Sheffield Victoria to Marylebone. The date will be not long before the service was denamed in 1958. The up service in the morning ran via the Met&GC Joint but the down service in the evening ran via the GW&GC Joint. No.60059 was one of the A3s shedded at Leicester (GC).

photo: L. V. Reason © M&GN Circle



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No. 182 ~ December 2014

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Editorial

Remembrance ceremonies have taken place every year at the GCR war memorial in Sheffield since it was reinstated outside the Sheffield Victoria Hotel on Armistice Day in 2003. These have been arranged by Ken Grainger with the full support of Hermann Beck, the owner of the Sheffield Victoria Hotel. This year's event was a simple but poignant occasion held under clear blue skies. As you may be aware, there is an omission on the memorial - Thomas Norman Jackson VC. Steps to add his name are in hand. A nice touch was the presence at the ceremony of Mike Jackson, the great, great nephew of Thomas Jackson. A report and photos can be found on page 36.

At the last AGM of the Society at Loughborough it was agreed by those present that the AGM should again be at Loughborough in 2015. The venue is ideal for our purposes and centrally located in the country with access by rail. This decision however, requires that we change our constitution to allow successive AGMs to be held at the same location. Hence the need for an Extraordinary General Meeting to be held before the next AGM. Hopefully the dmu charter will operate this year!

The archivist, Geoff Burton, and helpers have spent a week at Immingham Museum engaged in scanning archive material. This digitisation is the way forward to making archive items more readily accessible to members. See Geoff's comments on page 3. It was while this working party was in progress that I received an e-newsletter from the N&WHS (of which I am a member) announcing that they have digitised 1,000 items from their archive. We still have a long way to go!

GCRS member Andrew Simpkins has suggested that no.506 *Butler-Henderson*, currently residing at Barrow Hill Engine Shed, should be a candidate for restoration to running order in time for its centenary in Dec. 2019. With the release of 'Director' models by Bachmann, there should be renewed interest in the locomotive. Perhaps there is a case for the NRM having a look at this. It certainly won't be as expensive as restoring *Flying Scotsman*.



The Bachmann model of 506 'Butler-Henderson'.

As a speaker I get to visit many railway society meetings. I wish to thank the organisers of such events, not just the GCRS groups but of all railway societies. Their work is never really appreciated but they help to keep our hobby (an interest in railways) alive. If there is a group that meets near where you live, please support them. Attendance does not require membership.

Bob Gellatly

The Archive - an update

I am pleased to tell members that following a week's work at Immingham Museum, there are (or will shortly be) some improvements for members relating to the archive.

Firstly, Gordon Luck has agreed to open the archive to members on a Wednesday afternoon when the museum is open, provided he is contacted in advance. (See GCRS website for details.) Secondly, several members have taken away a box of archive records to scan the pages and add to our e-archive. Other members wishing to volunteer for this service, please email the archivist. Thirdly, there will be some open items on the GCRS website as a tempter for new members to join. Fourthly, there will be some password protected pages on the website containing archive material. It is likely the first items will be photographs and wagon drawings.

Members should note that if they intend to visit the archive in the next five months, that it is likely that several items will be missing as they have been taken away to be scanned. Members are also encouraged to take a digital camera with them to record items they wish to study.

Any member wanting a specific wagon drawing should contact the archivist who may now be able to supply a digital file.

Many of the photographs available to the GCRS are copyright free only to the GCRS and members, please do not forward these photographs to non-members.

Please keep an eye on the GCRS website for updates, and I will be pleased to receive feedback on the above.

Geoff Burton, Archivist

Extraordinary General Meeting 2015

In accordance with Section 7(d) of the Society constitution, notice is hereby given that an Extraordinary General Meeting of the Society will be held on **Saturday 16th May 2015 at Lovatt House, Loughborough** starting at **10.45am**.

This is to discuss a proposed change to the constitution amending Section 7(b) of the constitution:

b) The AGM shall be held at a suitable location which shall be chosen at the previous AGM which will enable the maximum number of members of the Society to attend. It will not be held in the same area of the country in consecutive years.

to

b) The AGM shall be held at a suitable location selected on a show of hands at the previous AGM which will enable the maximum number of members of the Society to attend.

Annual General Meeting 2015

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 16th May 2015 at Lovatt House, Loughborough**, 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 3rd April 2015.

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 24th April 2015.

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

Some more photos by William Bradshaw



above: GCR class 11B 4-4-0 no.1030 approaching Leicester Central with the Newcastle-Cardiff service ("Port to Port") in 1912. The scissors crossing in the foreground is on the approach to the double bay platforms at the north end of the station. below: GCR class 9K 4-4-2T no.199 approaching Leicester Central with an up local. No date given.

photos: Bradshaw family collection



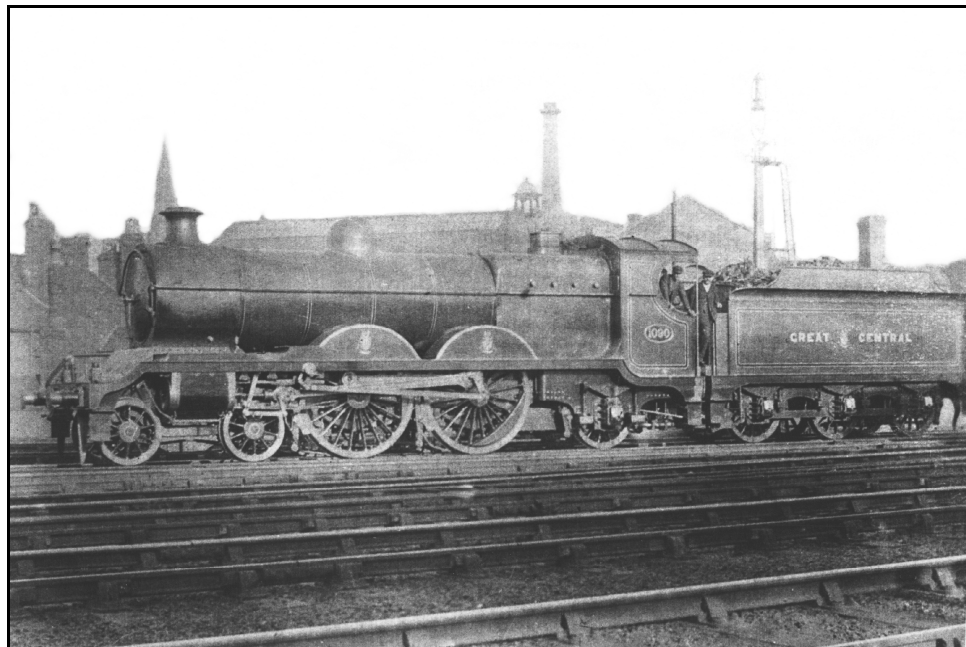
Some notes on Atlantic no.1090 by Mike Kinder

Built as an ordinary class 8B Atlantic towards the end of 1905, no.1090 was rebuilt with 3 cylinders (as class 8J) in December 1908, apparently as the result of serious damage suffered in an accident, details of which are unknown. Robinson is said to have seized the opportunity to make this experiment so that he could compare its performance with that of the four compound Atlantics. It was returned to traffic with three 16" X 26" cylinders and, as with the 8D and 8E engines, the inside cylinder drove the leading coupled axle and the outside cylinders the rear coupled axle. And, in a most unusual step for the GC, it was fitted with Walschaerts valve gear.

C.J.Allen timed no.1090 on the 4.48pm Sheffield Victoria-King's Cross, which the GC worked to Grantham, and recorded 77½ mph on the up journey and on the return noted that 'it bettered any GN record to Newark and Retford'. No.1090 received superheating in March 1914 and in September 1922 was restored to its original 2 cylinder form, no reasons given. According to Yeadon it worked from only two sheds, Neasden from new and Leicester from December 15, 1922, to withdrawal and cutting up at Gorton in November, 1939, well before any of the other Atlantics. This was following a collision with a GWR engine at Banbury.

However, David Jackson claimed that there is a record of no.1090 at Neepsend in 1913-14, which would fit in better with CJA's account and then at Gorton for many years. And David also gave a different explanation for the conversion to 3 cylinders. He reckoned that Robinson was trying to improve the balance of the simple 4-4-2s as they were certainly notorious for the effects of their hammer blow on the track and that Walschaerts valve gear was used because it was lighter than Stephenson's.

No.1090 appears here at Leicester Central. The photo is not credited but it is a classic Bradshaw shot. No date is given but it must obviously lie between 1908 and March 1914 as there is no sign of superheating. No.1090 has probably worked an express from Marylebone and is now on its way to turn on the station turntable prior to its return working. The photo is © Kidderminster Railway Museum and used with their permission.



A letter to Ray Webster from William Bradshaw submitted by Mike Kinder

It seems that this was in response to a request for more information about the loco drivers and trains that featured in a collection of William Bradshaw's photos that Ray Webster had received.

282 Glenfield Road,
Lester
9 Feb 1950

Dear Mr Webster,

I must get an answer off to your letter and please forgive me if these notes seem scrappy.

First, two drivers' names. 104 *Queen Mary* had Dale for the driver and the sister engine 110 had Slater. These engines were stationed at Woodford Halse (Woodford and Hinton). These were two very nice fellows and seemed steadier than many.

The superheated 361 while in grey colour was manned by Johnson of Gorton. For how long he had this engine I cannot say. There was another Johnson stationed at Neasden and I logged a run by him on 436 on July 8/11. And I find two runs with 437, first with a Driver Skinner and later with a Driver Orton. How two men had the same engine I cannot say. These were Neasden men.

Regarding the Grimsby boat train, I do not know what the outward train was but there was a boat train that Sidney named as the "Grimsby Boat". It arrived at Lester about 3.20pm and was usually made up of 5 coaches and some boxes. The number of these latter varied. What happened to it on its journey I cannot say. I cannot say what engine drew the train but think it was an Atlantic. I believe there was in those small envelopes a snap of this boat train at the platform. Who manned 1102 I do not know but a Driver Elsom had 1100. There are some negatives of this engine also. This driver had a tragic end. While breaking coal about half way to Aylesbury he was struck by a bridge and was instantly killed. Another "gentleman" of the road.

In a book I have found entries of postcards sent to the *GCR Journal*, the *Railway Magazine* and *Railway and Travel Monthly*. To the *GCR Journal* :1100 with the "boat train" at Abbey Lane July 15/11 and 1086 with "Notts Special" Oct 7/11. Dates sent to magazines, not photographed. To *Railway Travel and Monthly* : 364 on 12.30 Manchester up and 265 on Bournemouth down arr. Lester 4.35pm on July 15/11.

The Royal Train passing Abbey Lane (a P.C. negative) was hauled by 429. I am afraid that is all I can supply for the moment. I have been trying to think back but am not able to say more. Should I come across more details I will send them on.

264 and 1086 were sent to *GCR Journal* May 22/12. 361 with 2.35 ex Lester, 260 with 3.15 London Lester (Slip) on July 12/12. 260 driver T. Ogden Gorton. Now I think this is the end. Trusting this finds you all well as this leaves us.

With kindest regards to all from

W. Bradshaw

Some additional notes were added in Ray Webster's own handwriting

<u>Loco</u>	<u>Driver</u>	<u>Shed</u>
Atlantic 258	Davis	Gorton
260	Ogden	Gorton
364	Bell	Gorton
360	Chapman	Gorton
1086(?)	Clarke	Neasden
4-4-0 11B 1035	Brown	Annesley

1030
4-6-0 1100

4-4-2T 28/29
Directors 432/6/9
Rebuild 4-4-0 104

Dale

Annesley
Neasden. Driver killed by striking head on
bridge.
Annesley
Neasden
Woodford. Only driver to remain at work
during strike action.

In 1913 the 7.40am ex Manchester loco worked through to London.

The 3.40pm ex Man Central arr 6.29pm and loco went fwd to London on 6.40pm slow
arr London 10.10.

The 2.55pm ex York-Southampton through train was a thro' loco working to Banbury.
This train avoided Sheffield by the Darnall curve. Woodford rebuild 104 or Atlantic 361.

'Director' 432 when going to Neasden new ran hot 3 times.

Wanderings around the Internet with Bob Gellatly

"Railways Archive" at www.railwaysarchive.co.uk

This site is what it says - a railway archive. Here you can find a wide range of documents related to the development of railways in the UK. There are Acts of Parliament, accident reports, publicity material, financial & economic reports, strategy documents, technical documents and white papers.

Perhaps the most useful section is 'accident reports'. You can bring up accident reports and any other relevant documents by searching the database. There are 8,917 accidents in the database. Nevertheless I couldn't find anything on the Dunford Bridge accident described in *Forward 180* (p46) which confirms the conclusion that for some reason this accident wasn't well documented.

A link is provided to "RAIL MAP online" (see below) to show the location of any accident. When you consider that this website is the creation of a single individual with an interest in railways, it makes it all the more remarkable. A great resource for like-minded people.

"RAIL MAP online" at www.railmaponline.com

This is an ambitious project to map every line past and present in the UK and Ireland. Additions and corrections are continually being made as a result of input from the site's users. And as if that was not enough a start has been made on a USA rail map!

The base map is from Google and the initial view of the whole map looks like a tangled mess of bits of different coloured wool. As with Google maps you need to zoom in to your area of interest. Alternatively you can click on a station name from a list - even Anston is there and located in the correct position - or you can enter lat and long for the location you want (a bit like a satnav!).

Looking at Dinnington shows the colliery branch and the connections to the Thrybergh line. What it doesn't show is which lines have gone and which are still with us. If you double click on any section of track you will bring up an information box that lists the name of the route (an arbitrary choice by the compiler) and links to Wikipedia articles and a Google search.

No kind of railway escapes attention - narrow gauge, miniature railways, tramways, monorails - all are mapped. I located the Chesterfield Miniature Railway in Queen's Park, Chesterfield.

If you click on the map tag 'Historic' the base map switches to what looks like a Bartholomew contoured map on which railways look much more at home than on a Google map.

A totally fascinating and absorbing website, especially for a mapaholic like myself.

The Master Cutler – A brief history of the LNER's last named train by Robert Carroll

The last new train title to be introduced by the LNER prior to nationalisation was 'The Master Cutler'. This title was bestowed on an existing Sheffield Victoria-Marylebone and return working via the London Extension of the former Great Central, effective from the start of the winter 1947-8 timetable on 6 October 1947. The inaugural working behind B1 1225 was greeted on arrival at Marylebone by the LNER Chairman Sir Ronald Matthews, who had himself been Master Cutler in 1922. The engine carried a steel headboard made by Firth-Vickers Stainless Steels of Sheffield, which had been presented to the LNER by the then current Master Cutler on behalf of The Company of Cutlers in Hallamshire. B1 1223 was reported as having worked the first northbound service from Marylebone.



The stainless steel 'The Master Cutler' headboard at the NRM.

photo: Robert Carroll

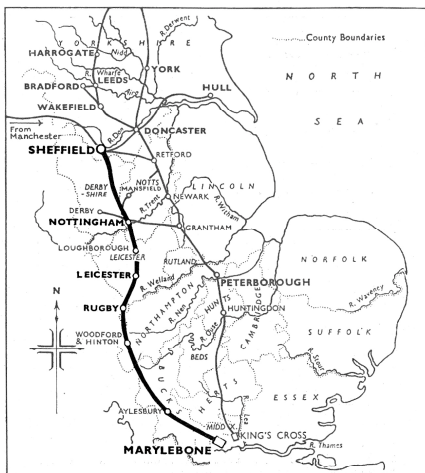
In addition to the steel headboard, an LNER-design white board with black lettering was used in the train's early days. Later, several BR standard design boards, both with and without shields representing the Company of Cutlers and City of Sheffield, were used. When the train switched to the GN line, a new steel headboard was presented to BR by the The Company of Cutlers. In 1953, the train was reported to have carried an additional headboard to mark the Queen's Coronation, although no photographic evidence has emerged to confirm this.

The train proved to be popular and the formation soon required strengthening. The Cutler was somewhat hampered by congestion on the two-track section north of Harrow-on-the-Hill, shared with London Transport Metropolitan Line trains. These frequently caused delay to the up Cutler. The down working avoided this section by running via High Wycombe, but that brought with it its own problems as the 6.10pm express from Paddington was scheduled over the Joint section from Northolt Junction to Ashendon Junction only a few minutes ahead of the Cutler and delays were commonplace.

The poor condition of significant sections of track as a result of the postwar backlog of repairs and maintenance meant that schedules were slow, and decelerations occurred soon after the train's introduction, the arrival times in London and Sheffield being pushed back 10 minutes and 9 minutes respectively by the summer of 1950. Further delays were caused by mining subsidence, which was beginning to affect badly the GC line north of Nottingham. As early as May 1950, Cecil J. Allen was writing in *Railway Magazine* to the effect that the train was losing first class passengers on account of its unpunctuality.

opposite: The 1947 LNER promotional leaflet marking the launch of The Master Cutler. The printing on the original was in light green.

THE ROUTE OF THE "MASTER CUTLER"



THE "MASTER CUTLER"

LONDON (MARYLEBONE)
RUGBY
LEICESTER NOTTINGHAM
SHEFFIELD (VICTORIA)

RESTAURANT CAR EXPRESS

INTRODUCED 6th OCTOBER 1947

THE "MASTER CUTLER" • INTRODUCED 6th OCTOBER 1947



THE name of Sheffield is synonymous with cutlery, and the history of its ancient Cutlers Company, or to use its correct designation, the Master, Wardens, Searchers, Assistants and Commonalty of the Company of Cutlers in Hallamshire in the County of York, is full of interest.

The first Parliamentary Act incorporating the Company was passed in 1624. By long-established custom, the installation of the Master Cutler is a ceremonial occasion of great dignity. The new Master takes an oath of loyalty to the Throne and of obligation to his duties, and is then inducted by his predecessor. The Wardens, Searchers and Assistants are duly sworn in, and the assembly proceeds to the Cathedral Church.

The continued excellence of Sheffield products is largely due to the long tradition of skilled workmanship so zealously guarded by the Cutlers Company. The Company has always stood for the protection and development of all that is best in the highly specialised cutlery, steel and edged tool industries. In the past it has regulated conditions of apprenticeship and employment, as well as preserving quality standards, and controlling widely different questions of trade custom. It still maintains its authority in the use and registration of Trade Marks, and the safeguarding of the name of Sheffield.

The introduction of the "Master Cutler" train by the L.N.E.R. gives expression to the close link between the railway and the city of Sheffield, and symbolises the tradition of strength and excellence upheld by the Cutlers Company.

EVERY WEEKDAY

Sheffield (Victoria)	..	..	..	dep.	7 40	a.m.
Nottingham (Victoria)	..	..	..	{ arr.	8 36	
				{ dep.	8 40	
Leicester (Central)	..	..	..	{ arr.	9 7	
				{ dep.	9 11	
Rugby (Central)	..	..	..	dep.	9 37	
LONDON (Marylebone)	..	..	..	arr.	11 15	

LONDON (Marylebone)	..	..	..	dep.	6 15	p.m.
Rugby (Central)	..	..	..	dep.	8 7	
Leicester (Central)	..	..	..	{ arr.	8 30	
				{ dep.	8 34	
Nottingham (Victoria)	..	..	..	{ arr.	9 0	
				{ dep.	9 4	
Sheffield (Victoria)	..	..	..	arr.	10 2	

RESERVATION OF SEATS

Seats may be reserved in advance at Sheffield (Victoria) and Marylebone on payment of 1s. per seat.

LONDON

RUGBY

LEICESTER

NOTTINGHAM

SHEFFIELD



above: LNER class B1 no.1105 heads the down 'Cutler' between Seer Green and Beaconsfield on 12 May 1948 with an LNER style white headboard. The stock is Gresley end-door in LNER varnished teak finish.
photo: Robert Carroll collection

below: BR class A3 4-6-2 no.60048 'Doncaster' heading the up 'Cutler' c1951. The leading carriage is a Thompson BCK, followed by two Gresley FKs then an FO and an RF/RTP dining pair. All are in BR crimson and cream livery.
photo: Robert Carroll collection



THE MASTER CUTLER
Restaurant Car Express

**SHEFFIELD, NOTTINGHAM, LEICESTER,
RUGBY, LONDON (Marylebone)**

WEEK DAYS

	a.m.	p.m.
Sheffield (Victoria) ... dep.	7 40	LONDON(Marylebone) dep. 6 15
Nottingham(Victoria) { arr. 8 36		Rugby (Central) 8 7
dep. 8 40		
Leicester (Central) { arr. 9 7		Leicester (Central) { arr. 8 30
dep. 9 11		dep. 8 34
Rugby (Central) 9 37		Nottingham(Victoria) { arr. 9 0
LONDON(Marylebone) arr. 11 15		dep. 9 4
		Sheffield (Victoria) ...arr.10 2

Passengers travelling from Sheffield (Victoria) and Marylebone by these services may reserve seats in advance on payment of a fee of 1s. 0d. per seat

THE MASTER CUTLER

Restaurant Car Express

**SHEFFIELD, NOTTINGHAM, LEICESTER,
RUGBY, LONDON (Marylebone)**

WEEK DAYS

	a.m.	p.m.
Sheffield (Victoria) ... dep	7 40	London (Marylebone) dep 6 15
Nottingham (Victoria) 8 43		Rugby (Central) 8 6
Leicester (Central) 9A18		Leicester (Central) 8 31
Rugby (Central) 9A46		Nottingham (Victoria) 9 4
London (Marylebone) ... arr 11A25		Sheffield (Victoria) 10 11
A On Saturdays July 1st to August 26th inclusive departs Leicester (Central) 9 22, Rugby (Central) 9 52 and arrives London (Marylebone) 11 35 a.m		

THE MASTER CUTLER

Restaurant Car Express

**SHEFFIELD, NOTTINGHAM, LEICESTER,
RUGBY, LONDON (Marylebone)**

WEEKDAYS

	a.m.	p.m.
Sheffield (Victoria) ... dep	7 40	London (Marylebone) dep 6 15
Nottingham (Victoria) 8 43		Rugby (Central) 8 6
Leicester (Central) 9 18		Leicester (Central) 8 31
Rugby (Central) 9 46		Nottingham (Victoria) 9 4
London (Marylebone) ... arr 11 25		Sheffield (Victoria) 10 11

Extracts from the Eastern Region timetable pages. Summer 1948 (left), Summer 1950 (upper right) and Winter 1950-51 (lower right).

The mid-1950s presented a brighter picture of train running and schedules were tightened up slightly, although pre-war GC timings between Marylebone and Sheffield were never matched. Little was done to develop GC line expresses during the 1950s and as services improved on the Midland route from Sheffield, Nottingham and Leicester to St Pancras, and on the Rugby-Euston line, first-class patronage of the Cutler declined, although some custom was retained because despite being slower in the timetable than services on the Midland route, punctuality of the GC trains had improved, as noted by Cecil J. Allen in *Trains Illustrated* for February 1954 ('Revival on the Great Central'). However, a less positive note appeared in the March 1958 edition ('Eclipse of the Great Central'). By September 1957 the named trains on the GC London Extension were no longer afforded their own page in the Eastern Region timetable. The Master Cutler departed Sheffield Victoria at 7.50am (7.40am Saturdays) arriving at Marylebone at 11.27am (11.25am Saturdays). The return working departed Marylebone at 6.18pm (6.15pm Saturdays) arriving at Sheffield Victoria at 10.00pm.

Full takeover of the GC south of Pilsley by the London Midland Region took place early in 1958, although the main operational changes did not come into effect until the beginning of the winter 1958-9 timetable. The final run of the named The Master Cutler on the London Extension took place on Saturday 13 September 1958. The service continued to run until. In a final twist, the northbound service was rerouted from 2 November 1959 to run via and call at Aylesbury, with departure time from Marylebone put back to 7.15pm. This was to be a short-lived change as all the daytime expresses to and from Marylebone were withdrawn two months later, with the final runs taking place on Saturday 2 January 1960.

Early in 1956, the railway press reported that BR was considering transferring 'The Master Cutler' title to a Sheffield-King's Cross train. On 29 April 1958, there was a further sign of things to come when test runs were carried out between King's Cross and Sheffield by English Electric (EE) Type 4 diesel D201 (later Class 40) with six Pullman cars. With effect from 15 September 1958, 'The Master Cutler' title was transferred to a new Pullman car service between Sheffield Victoria and King's Cross via Retford, travelling over former GC lines between Retford and Sheffield. Unusually for a Pullman service at the time, the stock made two round trips per day, beginning in Sheffield,

although only the up morning and down evening trains were given 'The Master Cutler' title. This service made its final run on 4 October 1968, having moved from Sheffield Victoria to Sheffield Midland from 4 October 1965 following the opening of the Nunnery curve.

After withdrawal of the Pullman service, it fell to the Midland route to provide the premier business service between Sheffield and London and 'The Master Cutler' title moved to its third route between the two cities. The GC involvement in the story ended there but the train title itself still lives on today in the 2014 timetable.

Motive power

1947-58

Much has been written elsewhere about the engines that hauled 'The Master Cutler' on the London Extension and about their performance, so only a brief summary is provided here. Normal practice on the London Extension in BR days was for the expresses to change engines in both directions at Leicester Central.

The regular motive power for the train in its early days was Thompson's B1 4-6-0s. As patronage of the train grew, the formation was extended from 10 carriages to 11 or 12, which taxed B1s to their limit or beyond. The down train was reported as having been double-headed from Marylebone by a pair of B1s on 29 October 1948 when the formation was strengthened to 14 carriages to handle additional traffic in connection with the London Motor Show.

Early in 1949, A3 Pacifics were transferred to the GC section and took over regular working of the Cutler and other expresses. Unfortunately, most of these Pacifics were in poor condition and many performances on the GC were lacklustre, at least initially. A3s that worked the Cutler included 60048 *Doncaster*, 60049 *Galtee More*, 60050 *Persimmon*, 60051 *Blink Bonny*, 60052 *Prince Palatine*, 60054 *Prince of Wales*, 60059 *Tracery*, 60063 *Isinglass*, 60102 *Sir Frederick Banbury*, 60104 *Solario*, 60107 *Royal Lancer* and 60108 *Gay Crusader*. 60103 *Flying Scotsman* also had a spell on the GC section but there is no evidence that it worked the Cutler (it was said to have been in poor mechanical condition whilst on the GC).

A notable substitution due to engine failure was L1 2-6-4 tank 67785, which worked the Cutler between Marylebone and Woodford Halse on 13 November 1950. B1s continued to make appearances on the train and V2s were also recorded as early as 1949.

Following the departure of the A3s from the GC in 1957, V2s provided the regular motive power for the train until its withdrawal. As the London Extension's fortunes declined and train lengths were reduced, the Cutler came back within the capabilities of B1s and the Black 5s and the BR Standard 5MT 4-6-0s. A shortage of engines led to the use of BR Standard 9F 2-10-0 92164 on the Cutler between Leicester and Sheffield in mid-July 1958. The 9F is reported to have reached 86 mph between Loughborough and Nottingham. The same engine was reported on the train again on 4 August 1958. North of Leicester, the final up working of the Cutler over the London Extension on Saturday 13 September 1958 was hauled by V2 60842.

1958-68

When the King's Cross-Sheffield Pullman service was introduced, BR's intention was that the trains should always be diesel-hauled. Initially, the new English Electric (EE) Type 4s (later Class 40) were used. Later, Brush Type 2 (Class 30, then Class 31 after being re-engined) appeared, as did EE Type 3s (later Class 37). Steam came to the rescue on numerous occasions in the early years, loco types appearing including B1s and the Pacific classes (including A4 60029 *Woodcock* on 28 October 1958). The service seems to have been a favourite one on which to try out various locomotives. The early 1960s prototypes D0260 *Lion*, D0280 *Falcon* and DP2 worked the trains. In the mid-1960s, the regular motive power was Brush Type 4s (later Class 47) including members of the small batch fitted experimentally with Sulzer V-type engines (briefly Class 48).

Train formations and coaching stock

Summary of BR carriage codes

The BR telegraphic codes are used in the formation notes for consistency. Relevant codes are:

BG	Brake van gangwayed	PFK	Pullman first with kitchen
BTK/BSK	Brake third/second corridor	PFP	Pullman first parlour
BCK	Brake composite corridor	PSB	Pullman second brake parlour
TK/SK	Third/second corridor	PSK	Pullman second with kitchen
TO/SO	Third/second open	PSP	Pullman second parlour
TTO/TSO	Tourist third/second open (originally signifying bucket seats but later simply 2+2 seating)	RCO	Restaurant composite open
CK	Composite corridor	RF	Restaurant first with kitchen
FK	First corridor	RFO	First open (loose chairs) restaurant
FO	First open	RKB	Kitchen buffet
		RTP/RSP	Pantry third/second
		RU	Restaurant unclassified with kitchen

Third class became second class from 3 June 1956. Hence TK became SK etc from then onwards.

Formations: London Extension

The formation of The Master Cutler from the north end, as set out in the the LNER Western Division Carriage Workings effective 6 October 1947, was:

Vehicles in order from Engine	From	To	Seats		Weight Tons	Loading of Vans Traffic for	Next Working
			F	T			
		9					
6.15 p.m. MARYLEBONE TO SHEFFIELD (V.I.C.) (THE MASTER CUTLER)							
Seat reservations applicable on this train							
BTKLV(4)	Marylebone	Sheffield (10.2 p.m.)	—	24	33	Accompanied luggage for Sheffield only	} 7.40 a.m. Sheffield to Marylebone (12 C.W.)
TKLV(7)	"	"	—	42	33		
TKLV(7)	"	"	—	42	33		
TKLV(7)	"	"	—	42	33		
TOV	"	"	—	48	33		
RF	"	"	78	—	43		
FOV	"	"	42	—	33		
FKLV(6)	"	"	36	—	33		
FKLV(6)	"	"	36	—	33		
BCKLV(2-3)	"	"	12	18	33	Accompanied luggage for Rugby, Leicester and Not- tingham only	
No. of vehicles 10	Leaving	Marylebone	126	168	340		

During the train's time on the London Extension, the formation expanded and then contracted as loadings increased then fell away. The accompanying table compiled from available ER Western Division carriage working books illustrates the changes in the booked formation but what actually happened did not always coincide with what was booked. On summer Saturdays and around Bank Holidays, the formation would be strengthened if necessary and relief services would also be run.

<p>26 September 1949 ‡BTK(4) ‡TK(7)(SO) ‡TK(7) ‡TK(7) ‡TK(7) CK(3-4) RK(A) RTP(39) FO(42)(B) ‡FK(6) ‡FK(6)(SX) ‡BCK(2-3) (A) = 'Tavern Car' type; (B) = 24 seats for service of meals. Liveried train - coaches painted crimson lake and cream.</p>	<p>5 June 1950 ‡BTK(4) ‡TK(7)(MSO) ‡TK(7) ‡TK(7) ‡TK(7) ‡CK(3-4) RTP(39) RF(18) FO(42)(B) ‡FK(6) ‡FK(6)(SX) ‡BCK(2-3) (B) = 24 seats for service of meals. Liveried train - coaches painted crimson lake and cream.</p>	<p>18 June 1951 ◊BTK(4) ‡TK(7)(MSO) ‡TK(7) ‡TK(7) ‡TK(7) ◊CK(3-3) RTP(39) RF(18) FO(42)(B) ‡FK(6) ‡FK(6)(SX) ‡BCK(2-3) (B) = 24 seats for service of meals.</p>
<p>30 June 1952 *BTK(4) TK(8)(SO) TK(8)(MSO) *TK(8) *TK(8) *TK(8) *TK(8) RTP(39) RF(18) *RFO(42)(B)(SX) *FK(7) ‡BCK(2-3) (B) = 12 seats for service of meals.</p>	<p>21 September 1953 *BTK(4) *TK(8) *TK(8) *TK(8) RTP(39) RF(18) *RFO(42)(B) (SX) *CK(4-3) ‡BCK(2-3) (B) = 12 seats for service of meals.</p>	<p>14 June 1954 *BTK(4) TK(8)(SO) TTO(64) *TK(8) *TK(8) *TK(8) RTP(39) RF(18) FO(42)(B)(SX) *CK(4-3) ‡BCK(2-3) (B) = 12 seats for service of meals.</p>
<p>20 September 1954 *BTK(4) *TK(8) *TK(8) *TK(8) RTP(39) RF(18) *FO(42)(B)(SX) *CK(4-3) ‡BCK(2-3) (B) = 18 seats for service of meals.</p>	<p>19 September 1955 *BTK(4) *TTO(64) *TK(8) *TK(8) RTP(39)(C) RU(18) FO(42)(A)(SO) Twin-FO(22(b)-22(b))(SX) ◊BCK(2-3) (A) = 18 seats for service of meals; (B) = meals served at all seats; (C) = 21 seats allocated for meals.</p>	<p>11 June 1956 *BSK(4) SK(8)(SO) SK(8)(SO) *TSO(64) *SK(8) *SK(8) RSP(39)(C) RU(18) FO(42)(A)(SO) Twin-FO(22(B)-22(B))(SX) *BCK(2-3) (A) = 18 seats for service of meals; (B) = meals served at all seats; (C) = 21 seats allocated for meals.</p>
<p>Carriage formations 1949-56. All listings are for the northbound train on departure from Marylebone. Codes: (4) etc is no. of compartments, (3-3) is no. of 1st and 3rd (2nd from 1956) compartments, (64) is no. of seats in open carriages, (48) is no. of fluid seats in open dining not counted in train seating total, ‡ is end door (Gresley) stock, ◊ is transverse corridor (Thompson) stock (not for open carriages), * is BR Mark I. SO = Saturdays only; SX = Saturdays excepted; MSO = Mondays and Saturdays only.</p>		

As shown by the carriage workings for October 1947, the train began with 126 first class seats, excluding fluid dining seats. A CK was added to the formation in 1948 and by 1950 24 seats in the FO were treated as fluid dining, giving 120 reservable first class seats on the Monday to Friday train. By 1956, this had fallen by almost half to 56, illustrating how the lucrative first-class traffic had declined, and this on a train service very much aimed at the business passenger. Third class accommodation reached 234 on Tuesdays to Fridays in the early 1950s (and 330 on summer Saturdays). This had fallen back only marginally to 220 for the Monday to Friday train and 316 for the summer Saturday service in 1956.

The stock used on the Cutler changed over time. The train began with a set of the later Gresley end-door stock, although a post-war ('Thompson') BCK appeared in the train in 1949. When BR adopted its first standard carriage livery of crimson lake with cream upper panels, the Cutler was one of the trains selected to showcase the new livery for the summer 1949 timetable. By mid-June, the whole set used on the train was in the new colours and was once more a wholly Gresley formation. The livery style applied initially carried the crimson up to just below the windows. However, as Thompson stock had deeper windows, the divide between the two colours was lowered to match that on Thompson stock, leaving a cream band beneath the windows on Gresley stock.

Uniformity was maintained only briefly because from 20 June 1949 the Gresley RTP/RF catering pair were removed and replaced by one of the new Bulleid 'Tavern Car' pairs, the Tavern Car itself being S7894 *At the sign of The Dolphin*. These sets comprised a Tavern Car (RKB) - essentially a kitchen car with a bar/buffet area intended to resemble an English pub - and a restaurant composite open (RCO). The RCO was poorly designed with only toplights for windows making it impossible to see out whilst seated. The first-class section had pairs of seats with tables facing the aisle whereas third class had cramped transverse loose seating. The RCOs rapidly proved to be a mistake. Patronage fell away and there were vociferous complaints to the Railway Executive and the press by many regulars on the Cutler, in particular first class passengers, some of whom refused to use their section of the restaurant and invaded the third class section instead. There were also reports of some regular passengers deserting the train altogether. The new cars were even debated in Parliament, where future Prime Minister James Callaghan defended the Railway Executive and the cars. A rapid climb down followed, with the RCO being removed from the Cutler and replaced by a Gresley pantry third (still in varnished teak finish) from 26 August 1949. First-class diners were served in the FO, which meant that their meals had to be carried through the RTP. This was not to last as *The Dolphin* was replaced by a Gresley RF from 28 November 1949.

By mid-1949, if not earlier, one FK was being omitted from the formation on Saturdays and an additional third included. The 1950 carriage workings show the additional third was also included on Mondays, making a 12-carriage train on that day. Photographic evidence shows no obvious consistency in practice regarding this strengthener, with Gresley open and corridor thirds appearing as well as Thompson thirds. Gresley stock soon began to be displaced from the regular set, with the BTK, CK and BCK becoming Thompson carriages by 1951. A Thompson FK appeared in the set too.

The carriage workings continued to list a Gresley end-door BCK until 1955, even though there is no evidence of such a carriage having been used after about 1950 - early to mid-1950s images show either a Thompson or a Gresley side-door BCK. A major change came in 1952 with the replacement of most of the set by new BR Standard (Mark I) carriages, the composite and second FK also disappearing from the formation around this time. As no Mark I BCKs were built until 1954, this carriage remained a Thompson design. The merits of replacing the Gresley FO with a Mark I RFO (reported as E10) must have been dubious as the Mark I design had loose chairs designed for meal service not prolonged occupation, even though 36 of its seats were reservable first class rather than fluid dining.

The remaining FK was replaced by a Mark I CK in 1953, with E15132 being reported in August of that year, further reducing first-class accommodation, but what remained was improved by the replacement of the RFO by a Thompson FO. In 1955, this gave way in the Monday to Friday train to an ex-Coronation Twin-FO, in which meals were served at all seats. The RF was downgraded to unclassified dining and part of the accommodation in the RTP became normal seating rather than fluid dining. An open third also replaced a TK around this time. The Thompson BCK had been replaced by a Mark I BCK by mid-1956. One undated image, apparently of the Saturday train, shows a Mark I Diagram 72 FO, which had a door directly into the middle seating bay.

No carriage workings have come to light covering the final two years of the train's operation on the London Extension. However, the many published photos indicate that formation changes were relatively minor. A Gresley RF remained in the train and a Thompson pantry second appears in one image, rather than the more typical Gresley version. The Twin-FO was repainted maroon or was substituted for another, as mid-1958 photos show a maroon twin (E1713/4E) whereas those from 1957 show the twin in crimson and cream. An early 1958 shot of the train on Wednesday 26 February 1958 shows a Thompson FO in the set instead, so the twin might have been in works at the time. There are unconfirmed reports that the Twin-FO had its luxurious individual armchair seating replaced by more conventional 2+1 seating to increase capacity, but the carriage workings at least as far as summer 1956 do not support this as they show 22 seats per vehicle, which is consistent with the original layout, less two seats per carriage where extra doors were added following the 1951 Huntington fire.

Maroon livery began to replace crimson and cream on the ER from the autumn of 1956 but so far no image of a full maroon set on the Cutler has come to light. At least the BCK in the set on the final day was still in crimson and cream.



EE Type 4 diesel no.D206 (40006) arriving at King's Cross with the all-Pullman 'Cutler' from Sheffield Victoria via Retford. With an official photographer in attendance this could well be the inaugural service on 15 Sept.1958. when the loco was only two months old. photo: British Railways

Pullman formations

The second generation Master Cutler was formed initially of six Pullman cars, although photographs show the formation strengthened to seven or eight in the late 1950s. The initial formation was Car No 70, Car No 303, *Rosamund*, *Sappho*, *Plato* and Car No 68. The accompanying table, compiled from available ER carriage working books, illustrates the changes in the booked formation. The summer 1959 GN carriage workings listed four kitchen cars in the formation, which had been reduced to three by 1961. The Cutler was the first service to receive the new 1960 Metro-Cammell Pullman Cars but as no new brakes were built, several older brake parlour cars were retained and others created by rebuilding other cars.

The first normal service day for the new cars was 28 September 1960, when the formation was: Car No 70, *Eagle*, *Falcon*, *Amber*, Car No 332 and Car No 68. Kitchen second 332 suffered damage and had to return to Metro-Cammell for repairs. Mark I brake vehicles appeared occasionally in substitution for a Pullman brake, with an additional parlour or kitchen second being included to maintain Pullman seating capacity. After the introduction of the 1960 cars, several older cars were retained as spares and also appeared in the set.

The formation changed in 1965 when one of the brakes was replaced by a parlour second and all of the old brake vehicles were withdrawn shortly thereafter, a kitchen second and Mark 1 BG being used instead. Four kitchens may seem excessive for a six-car train but far more kitchens than parlours were built and one of the kitchens is noted as not being used in the 1968 carriage workings. As built, the 1960 first-class cars had traditional Pullman 1+1 seating in armchairs. From 1967, they were refurbished with 2+1 fixed seating similar to that in the 1966 Mark II Pullman Cars built for services out of Euston, at the same time gaining the new corporate Pullman colours of rail grey with a rail blue band around the windows. The second class cars were not refurbished and continued to run in Pullman umber and cream until the Cutler's withdrawal from the King's Cross-Sheffield route in October 1968. With that change, the Master Cutler title disappeared from former GC lines.

Carriage workings 1959-68 as below:

15 June 1959 7.20pm from King's Cross PSB PSK PFK PFK PFK PSB	11 September 1961 and 9 September 1963 7.20pm from King's Cross PSB PSK(n) PFP PFK(n) PFK(s) PSB	15 June 1964 and 7 September 1964 19:20 from King's Cross PSB PSK(n) PFP PFK(n) PFK(s) PSB
14 June 1965 and 6 September 1965 19:10 from King's Cross PSP PSK(n) PFP PFK(n) PFK(s) PSB	18 April 1966 6 March 1967 18:15 from King's Cross 19:20 from King's Cross PSP PSK(n) PFP PFK(n) PFK(s) PSK(n) BG	6 May 1968 19:20 from King's Cross PSP PSK(s) PFP PFK(n)(a) PFK(n) PSK(s) BG
All workings are listed for the northbound 'Master Cutler Pullman' on departure from King's Cross. (n) = kitchen north end; (s) = kitchen south end; (a) = kitchen unused		



above: All eyes are on the approaching EE Type 4 with the up 'Cutler' passing through Worksop station with the Sheffield to King's Cross service.

photo: Richard Allsopp



D0280 Falcon with the up 'Cutler' at Hadley Wood on the GN line. The set included the older Brake Parlour Cars as these were not replaced in the 1960s.

photo: Andrew Harvey-Adams collection

Acknowledgements and sources

This article was first published in the *LNER Society Journal* and grateful thanks are expressed to the LNER Society (<http://lnersociety.org.uk>) for permission to reproduce it in *Forward*.

The author is grateful to John Marsh of Shipley Model Railway Society for his assistance. Carriage working books in the author's collection and those held by the LNER Society or in private collections.

Railway Observer (RCTS)
Railway Magazine

Trains Illustrated magazine
Backtrack magazine (Jan-Feb 1993)

Trains to the Lincolnshire seaside

Up until the 1960s hundreds of excursion trains would head for the Lincolnshire resorts of Mablethorpe & Sutton-on-Sea, Skegness and Cleethorpes every Summer weekend, full of day trippers looking forward to a day out by the sea.

Now the Lincolnshire Wolds Railway Society has published a series of three books telling the story of how the coming of the railway changed these towns from remote small fishing communities into some the nation's favourite holiday destinations.

Following the Beeching Report, Mablethorpe and Sutton-on-Sea were deleted off the railway map altogether in 1970. The Skegness and Cleethorpes routes are still with us but the stream of Summer weekend trip-trains ceased long ago and the train services today are a shadow of what they used to be.

Written by Grimsby railway author Alf Ludlam, the 'Trains to the Lincolnshire Seaside' series serves as a reminder of what has been lost in a county which was once covered by a network of rural lines. Each book has 48 black and white pages plus a 4-page colour section, and is priced £6.95, plus £1.50 for postage and packing. All the proceeds go to the LWRS, which is the fundraising arm of the Lincolnshire Wolds Railway.

They are available by mail order on the LWRS website (www.lwrs.uk) or by contacting Phil Eldridge at LWRS Sales, 3 Jacklin Crescent, Mablethorpe LN12 1JH, or by phone: 01507 473209, or by e-mail: philipeldridge@tiscali.co.uk.

Volume 1: 'Trains to the Lincolnshire Seaside - Mablethorpe & Sutton-on-Sea'
ISBN: 978 0 9926762

Volume 2: 'Trains to the Lincolnshire Seaside - Skegness'
ISBN: 978 0 9926762 3 0

Volume 3: 'Trains to the Lincolnshire Seaside - Cleethorpes'
ISBN: 978 0 9926762 4 7

Philip Eldridge

(Ed. - See the book covers on p21.)



Class B1 4-6-0 No 61316, carrying a 41A Sheffield Darnall shedplate on its smokebox door, leaves Cleethorpes with a returning excursion train in the late 1950s.

photo: LWRS

Modellers' corner by Tony West

Whilst browsing amongst the traders' sites on the Gauge O Guild website (www.gauge0guild.com), I came across something which surprised me; a beautifully cast, two part brass GC screw reverser on a site dedicated to North British Railway items (62C Models)! Upon enquiry it turns out that this originates from the late George Dawson's range of kits and the patterns ended up with the present owner by pure chance amongst a load of NBR patterns. Compared to the castings included with the David Andrews and Gladiator GC kits, this is a great improvement and is heartily recommended.

Some of you will be aware that Ace Products have produced a kit for the class J10 in 7mm, although it does appear to be a work in progress as various issues are bought to light and attended to. Something that may be of interest from Ace Products is that for the first time castings now exist for the MS&L tender axleboxes and springs for the 4,000 gallon tender. The main visual difference seems to be in the gussets on the hornguides; the 4,000 gallon type had three and the 3,080 gallon type had two. The spring castings should also prove useful for Robinson tenders with the earlier type spring mounts.

The name J.S.Beeson will no doubt be familiar to a good few readers. Recently a photo of one of Mr Beeson's creations appeared on the GOG website (*see photo on opposite page*) and so enquiries were made! Although it's just a humble N5 it's nice to see one of the legendary builder's interpretation of one of these unsung heroes. I am assured that the livery on the model is original despite the fact that the Robinson features would have been replaced well before BR days. The number is also wrong, belonging to an 1893-built loco, which had the earlier flared rear to the coal bunker.

contact details

62C Models, Dunfermline, Fife.

e-mail: petermullen@btinternet.com

tel. 07850 686704 (6pm -9pm only)

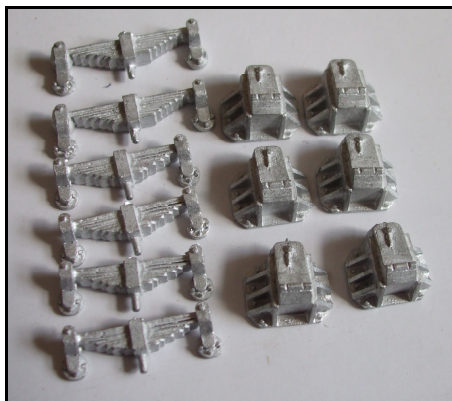
website: www.62cmodels.com

Ace Products: W. Ascough, 7 Ringley Park Road, Reigate RH2 7BJ.

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website: www.a4ace.supanet.com

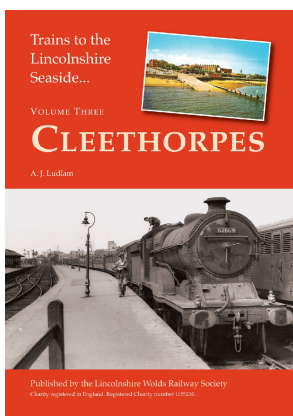
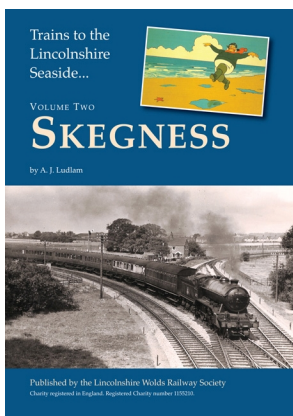
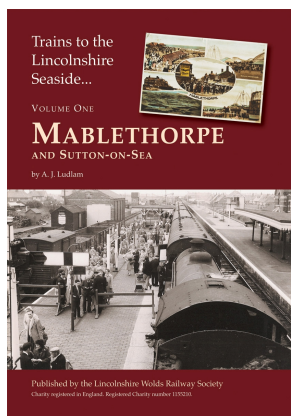


left: GC brass screw reverser from 62C Models

right: MS&L tender axleboxes and springs from Ace Products.



above: A 7mm scale model of BR class N5 0-6-2T no.69254 by J.S. Beeson.



above: The 'Trains to the Lincolnshire Seaside' series by A.J.Ludlam.



above: A pair of class 114 'Derby Lightweight' dmu stand at New Holland Pier station with a service for Cleethorpes on 13th August 1973. The funnel of the Humber ferry can be seen on the right.
photo: Allan Sibley



A GCR Ambulance Train. A GCR Class 11E 4-4-0 hurries an ambulance train through Gerrards Cross on the GW&GC Joint line during the Great War carrying wounded soldiers from the Western Front to hospitals in the north of England. According to Dow, the GC converted 18 of its vestibuled bogie carriages into two ambulance trains of 9 carriages each. They were fitted with dual brakes to allow movement around the country. Each train was equipped with a pharmacy, treatment room, linen rooms, an office and accommodation (day and night) for medical staff. The artist has only shown 5 carriages as the picture was based on a photograph of a Marylebone-Manchester express by H.Gordon Tidey.

Taken from a postcard published by The Locomotive Publishing Co.

Some recent items from Great Central Railwayana Auctions

Auctions will take place at Stoneleigh Park on 7 Feb. and 6th June and also at Bloxham on 21 Feb. 2015. See www.gcrauctions.com for further details.

		
<p>A GCR pocket watch by A.G. Burrell of Sheffield. The back of the outer case is engraved GCR 1649. The maker's name on the face. Sold for £600.</p>	<p>A GCR signal post finial, overall 32 1/4" high. Sold for £250.</p>	<p>A MS&LR brass shunter's bell with clockwork mechanism and operating lever, stamped MSLR. Sold for £150.</p>
		
<p>A nameplate, EARL KITCHENER OF KHARTOUM, from GCR Class 1A (LNER B8) 4-6-0 no.5279. Built at Gorton in Dec. 1914 and named after the Secretary of State for War. It was renumbered 1358 in 1946 and withdrawn in 1948. Sold for £12,000. *</p>		
		
<p>A MS&LR cast iron bridge weight notice. Sold for £340.</p>	<p>A South Yorkshire Joint Line cast iron 'Beware of Trains' notice. Sold for £80.</p>	

* Another Class 1A nameplate, EARL ROBERTS OF KANDAHAR, sold for £22,500 in July 2012. (See *Forward 173*.)

Model railway exhibition diary

Some events that may interest our readers

Fri 16th - Sun 18th Jan: London Model Engineering Exhibition at Alexandra Palace N22 7AY. <http://www.londonmodelengineering.co.uk>

Sat 21st Feb: Risborough & District MRC at the Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. www.rdmrc.org.uk

Sun 22nd Feb: Ilkestone (Woodside) MRC at Trowell parish Hall, Stapleford Road, Trowell, Nottinghamshire NG9 3QA. www.ilkestonewoodsidemrc.com

Sat 28th Feb & Sun 1st March: Lincoln & District MRC at the Lincoln Showground, Lincoln LN2 2NA. <http://ladmrc.wix.com/ladmrc>

Sat 7th & Sun 8th March: Mansfield St Peter's MRG at St Peter's Church centre, Church Side, Mansfield NG18 1AP. www.mansfieldmodelrailway.co.uk

The Gainsborough Model Railway, at Florence Terrace, Gainsborough DN21 1BE, is open to the public (1.30pm-6.00pm) on Sun 7th Dec, Sat 27th and Sun 28th Dec.

Visit www.gainsboroughmodelrailway.co.uk for more information.



The Editor will be at the Lincoln Showground on 28th Feb/1st March. If you are local please drop in and have a chat!



Appearing at the Lincoln & District MRC show will be the resident 00 layout 'Lincoln Central'. The period modelled is late steam/early diesel.

photo:www.modelraillive.co.uk

Some GCR Goods workings in 1907

by Brian Wainwright

I was recently lucky enough to purchase on ebay a GCR notice from November 1907 entitled: *Special Traffic Arrangements and Engineering Works in the Manchester Area.*

There are several interesting sections in this little booklet, including definite proof that Hyde Road station was used for Belle Vue excursion traffic – something which has been questioned. However, perhaps the most interesting section of all relates to goods trains and their classification. To the best of my knowledge very little of this data has survived for the GCR, and certainly almost nothing has been published. It's perhaps inevitable that part of one page in this section has been cut out, but a fair bit of information remains.

The passages in italics are direct quotes from the original document.

I found this instruction intriguing:

SPECIAL INSTRUCTIONS

No Special with coal empties or unimportant goods trains must be run from Ardwick, Ashburys, Guide Bridge, Dewsnap and Godley to Woodhead or Dunford from 3.00 p.m. to 2.00 a.m. except on Saturdays, and any booked coal train that cannot leave Ardwick, Ashburys, Guide Bridge, Dewsnap and Godley before 4.30 p.m. must be put back until 2.00 a.m., except the following:-

3.30 p.m. Coal Empties Stalybridge to Warsop Junction

1.55 p.m. Goods, Brunswick to Barnsley Junction

1.55 p.m. Coal Empties, Widnes to Wath New Yard

1.40 p.m. Through Coal, Dewsnap to Wath New Yard

2.40 p.m. Through Coal, Dewsnap to Wath New Yard

The practice of working Specials of Coal Empties from Ardwick, Ashburys, Guide Bridge, Dewsnap and Godley to Woodford and Dunford Sidings must be discontinued.

When it is found necessary to order Specials to clear Coal Empties, such trains must be made up with wagons to destination. Ardwick, Ashburys, Guide Bridge, Dewsnap and Godley to wire Dunford in all cases when Specials of Coal Empties are run.

Special trains may be run from Ardwick, Ashburys, Guide Bridge, Dewsnap and Godley to Dunford Sidings with surplus goods traffic and foreign empties between the hours of 2.0 a.m. and 3.0 p.m.

The description of the 1.40 and 2.40 trains ex Dewsnap suggests, somewhat to my surprise, that Lancashire coal was worked to Yorkshire. Apart from this, one wonders what was special about these particular trains. Overall, the instruction seems intended to reduce congestion over Woodhead, but presumably it would make the night and morning sessions very busy. The requirement to work coal empty specials to destination suggests that the empties would need to be sent over in block trains for particular collieries or groups of collieries. This would certainly add to the shunting requirements on the Manchester side of the hill.

There are several cases of retimed goods trains. I shall mention a few that have classification details as they are perhaps the most interesting.

6.17 p.m. Coal Empties, Dewsnap to Warsop Junction, due to arrive at Warsop Junction at 12.55 a.m. after pauses at Godley and Dunford.

Classification: *To clear from Dewsnap and Godley all wagons for the Derbyshire Line Collieries and from Dunford Sidings all wagons for the Derbyshire Line Collieries except Bolsover.*

6.55 p.m. Class "A" Goods, Manchester to Grimsby (via Lincoln), due to arrive Lincoln at 11.25 p.m. with pauses at Ardwick, Woodhead and Bridgehouses.

Classification: Conveys from Manchester, Ardwick and Sheffield, all traffic for G.E. Line and from Ardwick cattle traffic for Sheffield and beyond. Brake van to work between Manchester and Whitemoor. Load 35 wagons and brake. Second paragraph of classification to apply.

This is particularly interesting as it implies that either a GC brake worked to Whitemoor (GE) or that a GE brake worked to Manchester. What happened to the train after Lincoln is not made clear but presumably it acquired another brake van there in order to go on to Grimsby.

8.00 p.m. Class "A" Goods, Ardwick to Grimsby. This paused at Godley, Dunford and Bridgehouses before reaching Waleswood Junction at 11.15 p.m. Times beyond there not given.

Classification: The engines to work the 7.45 p.m. and 8.00 pm Ardwick to Grimsby trains to run from Gorton Shed to Ardwick No.1 coupled. The engine for the 8.00 p.m. ex Ardwick to bank the 7.45 p.m. from Ardwick No.1 Yard, and then go to Ardwick No.2 to work the 8.00 p.m. Ardwick to Grimsby. This will leave the Pilot to place wagons in position immediately after the departure of the 7.45 p.m. ex Ardwick.

Clears from Ardwick, Godley and Dunford Sidings, traffic for G.E. Line left after the departure of the 6.55 p.m. ex Manchester. Waits at Dunford Sidings for the 4.42 p.m. ex Husskinson and the 5.48 p.m. ex Brunswick. Conveys from Dunford Sidings cattle traffic for stations Sheffield to Doncaster and East thereof. Stops at Hadfield to attach traffic ex Glossop for Bishopsgate, Marylebone, and South of Woodford.

The 4.42 p.m. ex Husskinson was a class "A" goods to Stairfoot.

The 9.25 p.m. 'Special Express Fruit' from London to Manchester was cancelled, but its engine still had work to do:

Engine to return to Gorton coupled to the 10.0 p.m. Down Mail. When an Emigrant Special is run from London to Liverpool, this engine must be utilized to work it. Whenever it is necessary for the Down Mail to be duplicated from Sheffield to Manchester, owing to heavy fish traffic, the engine must be taken off the Mail at Sheffield, and work duplicate from Sheffield. Fruit Traffic and Haywood's special traffic to be conveyed by the Mail.

What happened when there was both an Emigrants Special and a Sheffield-Manchester duplicate is not explained. And who was Haywood, and what was his traffic?

The 9.30 p.m. Class "A" Goods, Ardwick to Hull was cut back to Stairfoot, with this Classification:

Clears from Ardwick and Ashburys all traffic for South of Annesley, Mansfield, Lincoln, and beyond, and traffic for West Riding Line, Summer Lane, and Barnsley, making up to full load with other traffic for East of Dunford. Will call at Godley, if necessary, to make up load. Connects at Ashburys with the 8.35 p.m. ex Philips Park, and at Dunford with the 11.0 p.m. Ardwick to Hull. Ardwick to wire Dunford when the train is conveying traffic for South of Annesley. Clears from Dunford Sidings traffic for Stairfoot and Hull and Barnsley line.

Welcome to the following new members

Mr A.G.Noble, Kendal, Cumbria
Mr D.R.Broad, Dartford, Kent
Mr G.Kitchener, Wickford, Essex
Dr I.Clark, Pontefract, W.Yorkshire

Mr M.Shipman, Bingham, Notts
Mr N.Sleath, Chilwell, Notts
Mr A.Webster, Sutton-on-Sea, Lincs.
Mr L.J.E.Royds, Warrington, Cheshire

Loose coupled

The bridge at Nether Langwith (according to Chris Booth) on the Beighton Branch of the LD&ECR is to be reinstated as part of a Derbyshire County Council scheme to make the route into a footpath/cycleway (the modern term is a 'multi-user way'). The route will be from the site of Langwith Junction, on the northern outskirts of Shirebrook, to Poulter Country Park, which is adjacent to the Whaley Thorns railway station on the Robin Hood Line. The distance is just under 2km.

When, in 1967, the Beighton branch was closed as a through route, a connection was put in at Nether Langwith between the remaining southern stub of the Beighton Branch and the Midland line. This section closed in 1974 when a new chord between the LD&EC and the Midland at Shirebrook was opened. It is this part of the Beighton Branch that is now being restored as a multi-user way.

The only section of the Beighton Branch still to have rails today is the run-round siding at the northern end where it joins 'The Old Road' at Beighton Jn. A party of GCRS members visited this line in July and found it to be no longer in use. Trains now run on to Barrow Hill Sidings on 'The Old Road' to run round.



The Beighton Branch bridge on the A632 at Nether Langwith.

photo: Chris Booth

This Corgi model was recently purchased from a trader at a show by Robert Barker. It is a GW&GC Joint Rly Scammell mechanical horse in the "Trackside" 4mm series. It is in LNER blue with 'G.W. & G.C. Jt Rly' lettering. This limited edition was released in 2008 so may now be hard to find.



The consultancy firm XEIID, who have been engaged to examine the Grand Union Canal bridge at Loughborough, have announced that they have sponsored the work done. Two engineers spent two days examining the structure. This is another welcome step towards joining the two Great Central Railway heritage lines. The 'Bridge the Gap' appeal has now raised £650,000 which will go towards the £1m required to build the bridge across the Midland Main Line, work on which is expected to start early next year. The total cost of the reunification scheme is expected to be £6½ million.



Consulting engineers examine the canal bridge at Loughborough that will be brought back into use when the two GC heritage lines are connected.
photos: Graham Wignall and Tom Ingall

A statue of Sir Nigel Gresley is to be erected at King's Cross station by the Gresley Society Trust. The bronze statue, which will be 6ft 7in tall, is to be sculpted by Hazel Reeves. It will be situated in the western concourse. A plaque on the adjacent wall will explain briefly about Sir Nigel. It will also carry a QR code, so that those with smartphones may get into immediate touch with the website to learn about Sir Nigel and his work.

It is intended that the statue will be unveiled on Tuesday 5th April 2016, the 75th anniversary of Sir Nigel's death. The cost of £95,000 is to be raised by public subscription. Donations can be made at the society's website: www.gresley.org.

right: How the statue will look when in place. A nice touch is the Mallard duck by his feet. I hope it will be securely fixed in place to stop it flying off.

St Pancras has its John Betjeman statue and King's Cross will get its Nigel Gresley statue, so what statute should be at Marylebone?



On Great Central lines today by Kim Collinson

During the afternoon of Tuesday 23rd September a group of Greenpeace protestors campaigning about climate change put a large model of a Polar Bear on the Cottam branch at Westbrecks Lane near South Leverton in front of a coal working from Immingham worked by 66030. They then proceeded to unload some of the coal into bags on the line side. While this was going on the driver locked himself in the cab. The police attended and waited for the protestors to climb down off the wagons before making several arrests. The Cottam branch remained closed for the rest of the day while the spilled coal was cleared from the track, and all coal workings to both Cottam and West Burton power stations were suspended until the following morning in case of further acts of sabotage.



During August there have been no less than five test trains and a visit by the Network Rail saloon over the Penistone branch. On Wednesday 6th, 31233 with two vehicles passed at 00:23 en route from Chesterfield to Longsight and the same loco returned again on the 8th at 23:54 from York to Derby. On Sunday 10th the class 150 track recorder unit 99500/01 was seen working from Neville Hill to Brightside and return, then on the 13th 47790 passed through Penistone at 14:18 with the saloon coach *Caroline* from York to Derby, and finally on the 21st the class 150 track recording unit appeared again at 12:53 heading back to Derby.

Saturday 6th September saw a fascinating railtour from Crewe worked by three class 20 locomotives 20308/09/12 which worked over various sections of the GC, leaving Sheffield at 08:30 and running via Woodburn, Retford, Brigg, Cleethorpes, the Immingham Light Railway, Barton, Scunthorpe, Thorpe Marsh (the first passenger train via Haywood Jn over the ECML to the L&Y), then Huddersfield, Penistone and Barnsley.

Not only have class 20 locomotives visited the Barton branch this summer, but on the 19th August a test train from Derby arrived at 16:12 worked by class 37 no.97301 which departed at 16:24 to Doncaster.

Thirty three years after the closure of the Woodhead route one can still see railway vehicles at Dunford Bridge with two of the narrow gauge tunnel maintenance locos and four wagons stabled in the open just outside the old steam tunnel entrance. How much longer they will remain on site I do not know as there is now no use for them anymore. The viaduct which carried the GC main line from Weekday Cross to the bridge over Nottingham Midland has been completely demolished leaving an expanse of land to the east for redevelopment.

Friday 3rd October saw a fascinating convoy when no less than five class 20s, 20304/05/08/09/12 passed through Guide Bridge during the afternoon en route from Crewe to York for the annual RHTT duties this Autumn.

On the 27th September the first electric loco to be seen at Guide Bridge for some time and certainly this year was 86610 which was part of a convoy of locos hauled by 66415, which also included 66551 and 70015, on a working from Crewe to Leeds Midland Road Depot, passing through Guide Bridge mid morning. 86610 was going for tyre turning.

Sunday 2nd November saw a charter special, formed by unit 155341, run from Barnsley to Carlisle over the Penistone branch, departing at 08:45 and returning at 19:48.

If you have any news of current activity on ex-GC lines please let me know - Kim Collinson, 18 Close Hill Lane, Newsome, Huddersfield, West Yorkshire HD4 6LE or by e-mail : kim.collinson@btinternet.com.

Arrivals on the bookshelf

"Ferries Across the Humber" by Kirk Martin

Published by Pen & Sword Transport (www.pen-and-sword.co.uk), 2014 at £25.

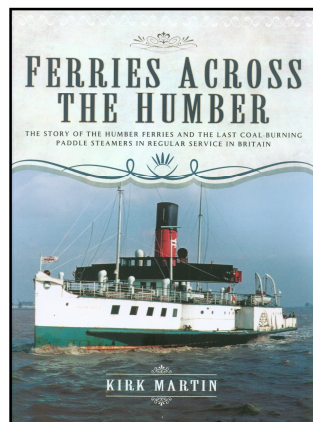
ISBN 978 1 78383 102 9. Hardback 166 pages.

The writer of this book, Kirk Martin, had a similar introduction to the world of the Humber ferries as Martyn Ashworth, the author of the article 'Life below decks' that appeared in *Forward 180*. Both were students at Hull and spent summer vacations working on the ferries.

The earlier history of the ferries across the Humber is described but the greater part of the book is about the three *Castles*. As well as technical information we are also introduced to those who worked the ferries along with their photos and their own stories. This makes for a very human account.

The final chapters describe the building of the Humber bridge and the fate of the *Castles*. The book is well illustrated with both black-and-white and colour photos, many from the writer's own camera. What they lack in quality is compensated for by the subject matter.

Bob Gellatly



"The Railways of Great Britain: A Historical Atlas - 3rd Edition" by Colonel Michael H. Cobb

Self published 2015

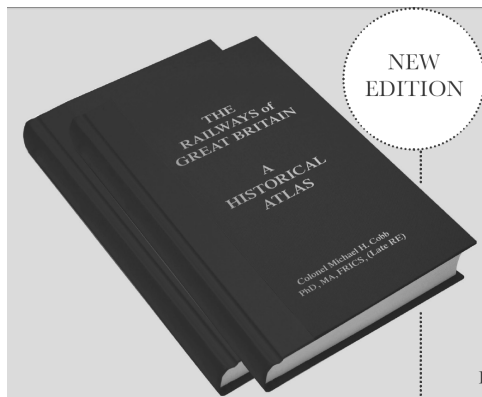
ISBN 978 1 78383 102 9. Hardback 166 pages.

Michael Cobb worked as a cartographer, initially in the British Army and latterly with the Ordnance Survey. For anyone who has never seen this book it is best described as the ultimate railway enthusiasts companion - no other railway atlas has ever come close and it has been out of print for several years now. The map is unique in that it is laid over a faintly printed O.S. 1 inch to the mile map and shows all stations, junctions, tunnels, water troughs, along with the railway companies and opening and closing dates. Vol.1 covered England and Wales, and Vol.2 covered Northern England and Scotland.

The project was started in 1978 but was not published until 2003. The two volumes came together in a sturdy cover and the first print run was only 3,000 copies which sold out very quickly as did a 2nd edition with corrections. The books were sold through Ian Allan for £125.

Michael Cobb died in 2010 at the age of 93 and his son is now publishing a 3rd edition. The new edition will have stronger binding and will be in the new colour of maroon. Again there will only be a small print run and enquiries from prospective purchasers should be made by e-mail to atlassales@bradfieldproperties.co.uk.

Chris Jones



"The St. Helens and Wigan Junction Railway" by Dennis Sweeney

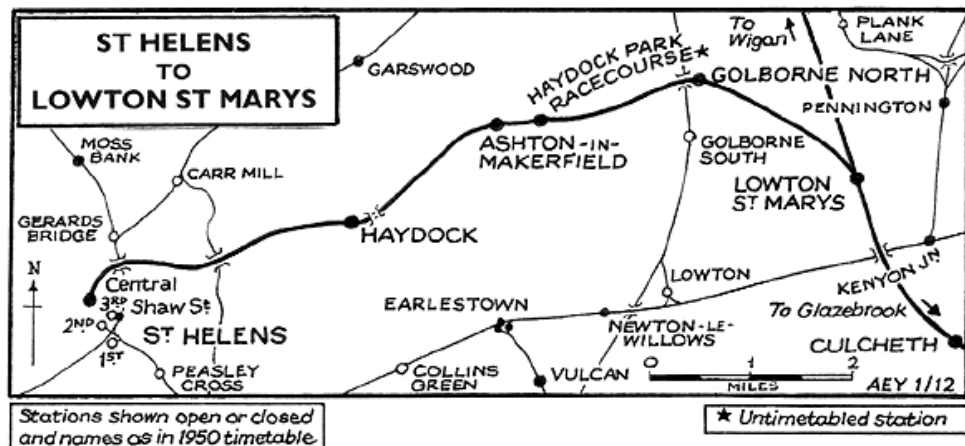
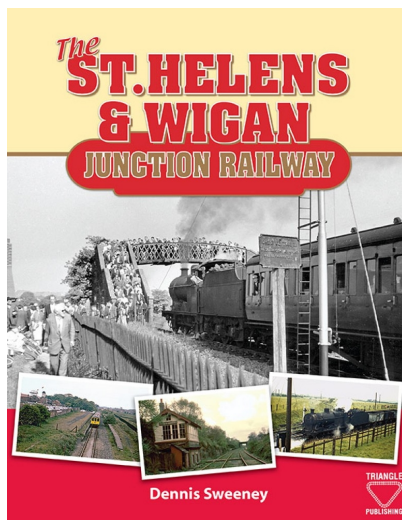
Triangle Publishing (www.trianglepublishing.co.uk), 2014, at £24.

ISBN 978 0 9550030 6 6. Hardback, 120 pp with over 140 illustrations including maps, timetables etc.

As is usual with Triangle Publishing, this is not a cheap book, but the quality of production is excellent, the printers being the well-known Amadeus Press of Cleckheaton. I am much more interested in the obscure backwaters of the GCR than the more obvious locations, and the St. Helen's branch in particular has fascinated me since I knew it, as a rather mysterious goods line, in my childhood. Until now very little has been published about it and so I bought this book as soon as I heard of its existence.

The book describes the origins of the railway, which started as an independent line backed by the MS&LR, and then the branch itself, working from St Helen's to Lowton St.Mary's with information about all the stations and the various collieries and other industries that were served. The branch, at least in its later years, had gradients as steep as 1 in 10, albeit only for 100 yards either side of a bridge. Was this planned, or was it the result of colliery subsidence? Sadly we are not told, indeed the remarkable fact is hidden away in an extract from another publication on page 116.

There are many photographs, some familiar, but very few from the GCR era. This is perhaps not surprising, given that the early, wealthy enthusiasts with their cumbersome equipment were not really drawn to such locations. However, it appears that the local postcard producers rarely obliged either. Some stations fare better than others – St. Helens and Lowton St.Mary's have the best coverage, although I was delighted to see several shots of Golbourne, having previously only known of two fairly indifferent illustrations. From a locomotive point of view, perhaps the most remarkable is a photo of a J69 hauling a goods train in LNER days, something of a surprise to me.



Map from www.disused-stations.org.uk

Anyone who wants to model a J10 in BR condition will find some good inspiration here, and for diesel fans there are a number of shots on the stump of the line that survived into the 21st Century, including one of a derailed class 60. A photo of Haydock Park on page 69, stated to be from the Edwardian period, is, I suspect, from LNER days, as the distant signal arms appear to be yellow, a practice not generally adapted until the late 1920s. However this is one of very few quibbles, and the stock shown is certainly ancient enough to fit the earlier period.

Also of great interest is a selection of timetables printed at the rear, including working ones from 1899 and 1914. The latter includes a daily coal train from Ashton-in-Makerfield to St.Helens and back which was worked by a Haydock Colliery engine and crew. (Who provided the brake van is not recorded.)

A very welcome book about a little-known section of the GCR. Anyone who wants to know more about the company's lines to the west of Manchester will want to add this to their library.

Brian Wainwright.

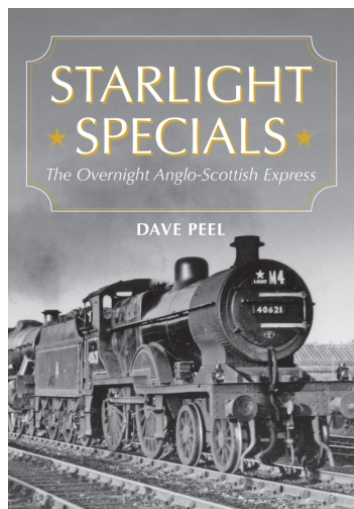
"Starlight Specials" by Dave Peel

Amberley Publishing (www.amberleybooks.com), 2014, at £12.99.

ISBN 978 1 4456 4142 3. Softback, 128pp with 40 photos.

In the 1950s and 1960s these cheap return excursion trains ran overnight between London and both Glasgow and Edinburgh, departing on Friday evenings and then returning on Saturday evenings a week or a fortnight later. The main purpose of these nocturnal trains was to compete with the Anglo-Scottish services being offered by the private coach companies in the 1950s and 1960s. Not only were they successful in doing this, they also generated long-distance and profitable traffic for British Railways.

Dave Peel looks at this lesser-known aspect of Britain's railway history, a popular service that spanned ten years of service at the twilight of steam. He examines their rise and their fall, their successes and failures.

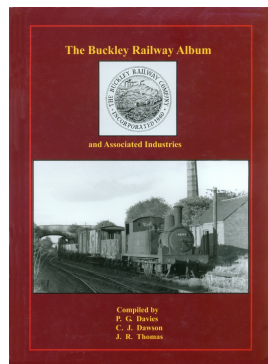


Publisher's information

As announced in the last issue of *Forward*, The Buckley Society has gone ahead with a reprint of **"The Buckley Railway Album and Associated Industries" by P.G.Davies, C.J.Dawson & J.R.Thomas.**

This is partly due to the review in *Forward* 176 which created a renewed interest in the book. The cover price of the reprint, which is softback, is £9.95, the same as the original hardback.

Copies can be ordered by sending a cheque made out to 'The Buckley Society' to Paul Davies, 2 Orchard Lea, Mold Road, Ewloe Green, Deeside, Flintshire CH5 3 GU. Please add postage as follows: UK £3, Europe £8.20 and world £13.80.



Gresley Pacifics on the Great Central from *Locospotters' Annual 1962*

For a decade after the old Great Central Railway was absorbed into the LNER in 1923, its new owners continued to rely for express passenger haulage on the handsome 'Director' 4-4-0s, Atlantics, 'Lord Faringdon' and 'Sir Sam Fay' 4-6-0s Robinson had designed for the GCR. But in the mid-1930s the Gresley 'Sandringham' 4-6-0s of Class B17 made their debut on the Marylebone-Sheffield-Manchester main line, and in 1936 the LNER began to turn out specially for GC main line service a new series of these engines, with larger tenders of higher water capacity than the first batch had needed for their short-distance journeys on the Great Eastern lines.

These were the 'Footballs', all named after clubs of the Football League in LNER territory (and recently, like the earlier 'Sandringhams', made extinct by Eastern Region scrapping). At the time of the 'Footballs' introduction on the GC main line the railways were making strenuous efforts to regain traffic lost to the roads; and on the GC main line their endeavours were meeting with considerable success, for express train formations were increasing to 10 coaches or more. Some locospotters of the time probably wondered why the LNER did not favour their route with its biggest passenger types.

True, at bank holidays and other peak traffic periods, when the LNER made considerable use of the GC line to relieve the East Coast route by running cheap fare specials between Marylebone and the North-East via Sheffield and York, much as British Railways do today with their 'Starlight Specials', an occasional Gresley Pacific or V2 2-6-2 would appear at Neasden depot. The trouble was that the GC line then had no turntable in the London area capable of taking one of Gresley's large passenger engines. These holiday visitors had to make a tedious and inconvenient circuit of the Wembley Stadium loop to turn themselves. At last, however, the LNER installed at Marylebone a turntable long enough for Pacifics and V2 2-6-2s, and at the end of 1938, *Tracery* became the first 4-6-2 to take up regular duty on GC expresses. By the summer of 1939 it had been joined at Gorton shed, Manchester, by *Solario* and *Hermit* and the trio shared a diagram covering the 2.20pm Manchester-Marylebone, the very fast 2.32am Marylebone-Leicester newspaper train, a breakfast time express back from Leicester to London and then the 3.20pm Marylebone-Manchester to regain home. Gorton shed was also operating four V2 2-6-2s at this time.

The V2s stayed on the GC section during the war, but the Gresley Pacifics were soon drafted back to their original home on the East Coast route. So far as I know, the only Gresley Pacific to see anything like continuous service on the GC line during the war was a most unexpected visitor - the streamlined A4, then No. 4488 and now No. 60009, *Union of South Africa*. Although she was in 1941, as now, a Scottish-based engine, throughout February of that year she was engaged in the Manchester-Sheffield-Nottingham district, principally on express passenger duty. Never before or since has an A4 operated so consistently from a GC line depot, although from time to time the streamliners have made excursions into GC territory, notably to Marylebone for official inspection, or to Sheffield, arriving at the city's Victoria station from the Retford direction or at its Midland station on expresses from the North-East to Birmingham and Bristol, which they have handed over there to LM motive power.

The last A4 expedition on the GC main line that I can recall occurred on May 12th 1956, when the magazine *Trains Illustrated* organized its 'Pennine Pullman' excursion on a round tour from Marylebone to Manchester, then via the ex-L&Y main line through Todmorden to Horbury and back on to the GC main line at Sheffield via Barnsley and Mexborough; from Sheffield Victoria the special regained London via Retford and the GN main line to Kings Cross. From Marylebone to Manchester the Pullman was hauled by A4 No. 60014 *Silver Link*, which, with a train of almost 400 tons in tow, equalled some of the best pre-war performances on this route between Leicester and Nottingham.

It was not until February 1949 that the A3s returned to the GC main line, this time for allocation to Neasden and Leicester depots, as by now the Manchester-Sheffield electrification was complete and there was no steam working beyond Sheffield *. Unfortunately, the post-war representatives of the class on the GC route rarely did justice to their designer. Human nature being what it is, few depots on the Eastern Region surrendered their best-kept engines when they were required to make over one or more of their Pacifics to the GC line; thus the 4-6-2s were not in good condition even when they began their GC service. To make things worse, the GC line depots were short of staff, and maintenance of the Gresley Pacifics after their arrival was sadly neglected. Then, at the beginning of 1958 the London Midland Region took over control of GC line operation, and as a result the Pacifics were gradually cleared from this route back to the Eastern Region. With the discontinuance of express services between Marylebone and Sheffield it is unlikely that GC line locospotters will ever see them again, at least south of Sheffield.

* *Editor's note: Full electric working between Manchester and Sheffield commenced on 14th June 1954.*



On 12th May 1956, A4 Pacific no.60014 'Silver Link' stands at Marylebone with the "Pennine Pullman" rail tour organised by Ian Allan Publishing. No.60014 took the train as far as Sheffield Victoria where Co-Co electric E27002 took over. On the return journey no.60014 took over from 'Directors' 62662 and 62664 at Rotherwood and brought the train back to King's Cross via Retford. photo: B. Coles

Please help support the **Great Central Railway** by visiting the Emporium at Loughborough station. There is always a good stock of secondhand books, magazines, CDs and DVDs. The Emporium is run by volunteers so every penny raised goes towards the railway. Donations of items for sale will also be gratefully received. So please pop in, see what we have to offer and enjoy a chat with our volunteers the next time you visit Loughborough.



photo: Dennis Wilcock

Act of Remembrance at Sheffield

by David Grainger

Sunday November 9th 2014 dawned still, bright and sunny with a distinct autumnal chill. A group of between 25 and 30 people gathered at 'The Royal Victoria Holiday Inn' for the observation of the two minute's silence at 11.00 am followed by the laying of wreaths and the planting of crosses at the GC War Memorial. The ceremony, which took place outside the main entrance to the hotel, was arranged and conducted by Ken Grainger.

Many familiar faces were boosted by the attendance of at least one young couple who were guests at the hotel and also a debut attendance by Mike Jackson, the great, great nephew of Norman Jackson VC of Mexborough. The first two wreaths were laid simultaneously by Mike Hartley, chairman of the GCRS, and Herman Beck, co-owner of the hotel, together with his young son, Kieron.

Each year a small number of individuals named on the memorial have been 'brought back to life' by Ken with a brief summary of their railway and military service. With this being the centenary year of the start of the war, Ken focused on the men who died in the first year of the war. With the earliest casualties in the land forces (of both armies) falling mainly on the regulars and, therefore, not greatly affecting the GC, Ken concentrated on a number of naval reservists who were recalled from the railway who perished very early in the conflict.

Possibly it was due to the still, chill air or maybe echoes from the new buildings which continue to appear in the vicinity but the traffic sounds from Derek Dooley Way were rather more noticeable this year.

Armistice Day at Marylebone

These notes are written two days before the event to meet the editor's copy deadline. We do not know what form the ceremony will take since the replica memorials will not be ready in time, but Ken, myself and our wives, will travel to Marylebone Station for the occasion. The four of us are committed to returning there in April next year for the dedication of the memorials which are being produced at the joint expense of Chiltern Railways and The Railway Heritage Trust. The GCRS contribution has been solely on a consultancy basis (in the form of Ken) with no cost involvement.



This unusual view is from the ramp that led up from the station forecourt to platform 1. Ken, who is stood in front of the war memorial on the right, is addressing the gathered crowd with a few words before the two minute silence.

photo: David Grainger



Wreaths were laid by Mike Hartley for the GCRS and Hermann Beck for the Royal Victoria Hotel. Other wreaths and poppy crosses were brought by relatives of the fallen and individual members of the GCRS. photo: Bob Gellatly



A display of photos was set up in the entrance foyer of the Royal Victoria Hotel. Mike Jackson is stood alongside a photo of his great, great uncle, Thomas Jackson VC. More information about Thomas Jackson can be found in Ken Grainger's article that appeared in Forward 171. photo: Bob Gellatly

'Zeebrugge' on mystery railtours

The two photos below show BR class D11 4-4-0 no.62666 *Zeebrugge* on railtour duty.

In the upper photo it is the pilot engine to classmate no.62667 *Somme*. The train is stood at Basingstoke on the L&SWR main line - is it a SPAD? The wording on the elaborate headboard is indecipherable - could it be one of Alan Pegler's 'Northern Rubber' specials? Information on the identity and date would be welcomed.

The train in the lower picture is carrying the headboard 'Northern Rubber Special' and according to the Six Bells Junction website it is on a trip from Retford to Windsor & Eton and return. The date is given as 6 June 1953 but with a question mark. There appears to be a GW tank loco on the right but the siding on which it is stood has been severed. Any ideas on location? Can the date be confirmed?

Both photos are in the GCRS collection but without any acknowledgement to the photographers.



The Readers' forum

from Dave Arnold, Yardley, Birmingham

Forward 180 p50: 'A bit more on the Derbyshire Lines' by J.Richard Morton.

This photo is from my collection. It shows Grassmoor Sidings and Bond's Main signal box on the Chesterfield Loop line in what I would think would be the 1950s. The signals are still GC. The Bond's Main Colliery sidings on the right have been lifted. The alignment of the Midland branch from Grassmoor Jn and the Hassocky Lane bridge are visible just to the left of the signal box. I think the photo nicely complements the one featured by Richard Morton.



*A view of Grassmoor Sidings and Bond's Main signal box looking northwest towards Chesterfield.
photo: Harry Townley/Industrial Railway Society collection*

from Bryan Longbone, Scunthorpe

Forward 181 front cover photo caption.

The "strange building " behind ROD 1683 is the open hearth steel melting shop of Armstrong Whitworth. Each furnace and gas producer had its own chimney, hence the number of stacks. The concern went belly-up after the boom-and-bust following WW1 and was part of the one-time heavy industrial scene of east Manchester.

from Keith Parkin, Sheffield

Forward 181 p42-43: C14 67448 at Cudworth.

Mr Wrottesley suggests that C14 no.67448 was a 'long standing resident' at Barnsley. However, the usual 'authorities' on locomotive allocations all agree, though of course they might just be copying each other, that the C14s were only transferred to Barnsley in mid 1957. They also agree that 67448 was allocated to Gorton in 1955, and would be, therefore, extremely unlikely to be on any working in Yorkshire. If the date of the photo is correct, it begs the question as to why it is in Cudworth. Another mystery to add to Gerry Firth's original query.

References: *RCTS locos of the LNER part 7* p38

Yeadon's register of LNER volume 33 p81

Longworth BR steam locomotive complete allocation history p325

Ian Allan locoshed books 1955 p78 and 1957 p77

from Dave Bell, North Anston, Sheffield

Forward 181 p41: Greenland tragedy.

With regard to the letter from Robert Barker, the Greenland Arm was a short branch of the Sheffield Canal built to serve the Tinsley Park and High Hazels collieries of the Duke of Norfolk. These collieries had wagonways to connect to the Greenland Arm. The Sheffield & Tinsley Canal was opened on February 22nd 1819 and connected the city centre with the River Don Navigation at Tinsley. The Greenland Arm left the canal in a southerly direction just to the south of what would later be the site of Broughton Lane station and ran parallel to Greenland Road.

The Sheffield Canal Company was acquired by the Sheffield & Lincolnshire Junction Railway in 1846 which was itself absorbed by the Sheffield, Manchester and Lincolnshire Railway on July 22nd 1848. In 1849 the canal, along with several others in South Yorkshire, was transferred to the River Don (sic) Navigation which in turn was acquired by the South Yorkshire, Doncaster & Goole Railway becoming the grandly named South Yorkshire Railway & River Don Navigation Company.

The SYR constructed its line from Tinsley to Woodburn junction on the MS&L just to the east of Sheffield Victoria, more or less parallel to the Sheffield & Tinsley Canal. The SYR was in turn absorbed by the MS&L in 1864 just before completion of this line and so the MS&L once again became owners of the Sheffield & Tinsley Canal.

It must be assumed that the Greenland Arm was disused by 1888 when the tragedy mentioned by Robert Barker occurred hence its use as a leisure facility by the said Mr Walker, the MS&L thereby generating an income from a redundant asset.

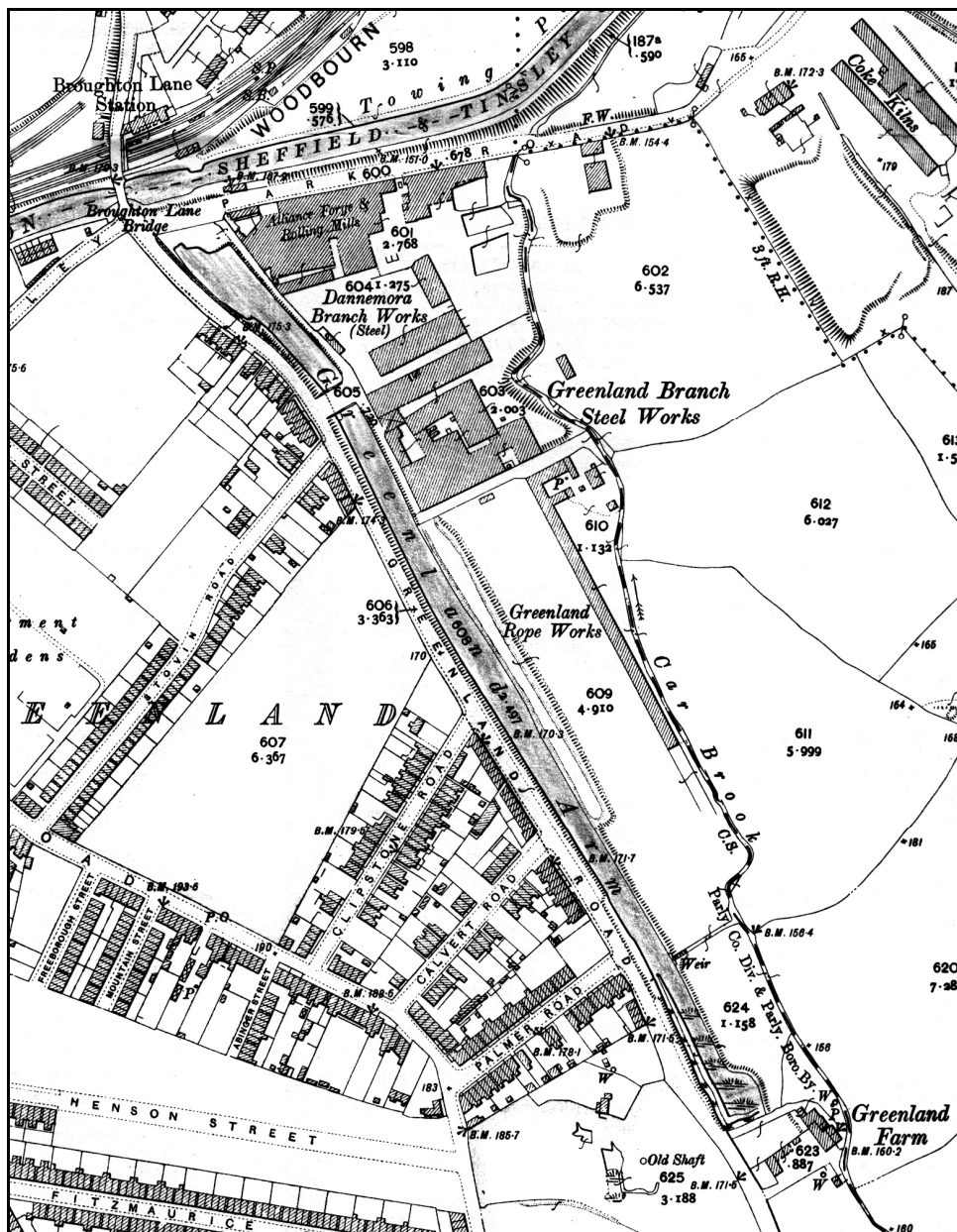
In 1889 the canal interests were once again acquired by the Sheffield Canal company which in 1895 amalgamated with the River Don Navigation to become the Sheffield and South Yorkshire Navigation. The Sheffield & Tinsley Canal still exists today as part of the South Yorkshire Canal but all traces of the Greenland Arm have long since been obliterated by the widening of Greenland Road and industrial development.

An article on the South Yorkshire Canal by Roger Milnes appeared in *Forward 28*.

Editor's note: Roger Milnes' article can be found at www.gcrsociety/articles.html



Looking north along Greenland Road today. The right hand carriageway follows the route of the Greenland Arm. This view is from near the former junction with Palmer Road (see map) which is now a cul-de-sac behind the trees on the left.
photo: Google Earth



The Greenland Arm of the Sheffield & Tinsley Canal as shown on the 1903 OS map of the Greenland area of Sheffield, now regarded as part of Darnall. The branch is already severed from the main canal. It extended from the main canal at a point opposite to the adjacent Broughton Lane station to Greenland Farm in open countryside. The water in the branch came from the Car Brook which flowed alongside. Above the feeder inlet the branch is shown to be stagnant. The Car Brook also formed the boundary between Sheffield on the left and Rotherham on the right. Today there is no trace of the Greenland Arm or the Car Brook. Even the boundary has gone - it is now further east at Tinsley. A well known member of the GCRS lives on nearby Clipstone Road.

from Allan Sibley, March, Cambridgeshire

Forward 181 p14: 'Life below decks' by Martyn Ashworth.

I was particularly interested in the article by Martyn Ashworth because in the 1960s and 70s I was a member of the Paddle Steamer Preservation Society and took part in several trips on the Humber Ferries.

I think you have an error in the caption to the photo of Martyn on page 16: the beard and hairstyle are definitely 1970s, certainly not "c.1995".

I take slight issue with the writer of the caption (*that was me - Ed.*) to the colour photo in the centre spread, lamenting the demise of *Lincoln Castle*. It can fairly be said that every ship in the world is 'unique' but in the context of the Humber ferries *Lincoln Castle* was the last built of three similar ships, of which both the others survive. *Wingfield Castle* is preserved at Hartlepool and is on the Register of Historic Ships so it is not surprising that *Lincoln Castle* was not on the Register. Also the story of her demise is somewhat more complex than can be given in a photo caption. The third ship was *Tattershall Castle*, now on the Thames at Westminster as an extensively refitted and now very exclusive and expensive floating pub/restaurant/nightclub.

Martyn referred to "one memorable Sunday" when *Lincoln Castle* travelled up river to Keadby Staithe on the River Trent. The actual date was 3rd August 1975 which was extremely hot and sunny. I 'followed' the ship by car and took 8mm cine film and 35mm slides, including the passage between Read's Island and the Lincolnshire shore at Ferriby Sluice, on the Trent at Burton upon Stather, and at the limit of navigation at Keadby.

The turning of the ship took a long time to execute in the narrow channel. If I remember correctly the paddle wheels on these ships could not operate independently so *Lincoln Castle* could not turn using just one wheel as some other paddlers could. It was a case of many 'ahead-then-astern' manoeuvres with the rudder hard-a-starboard when going ahead, plus a "swing on the anchor" at the end.



The PS 'Lincoln Castle' turning in the River Trent at Keadby on 3rd August 1975. This was as far as the 'Lincoln Castle' was able to navigate on the Trent.
photo: Allan Sibley

From the Midland Railway Society Journal

See p42 of *Forward 181* and Keith Parkin's letter on p39 of this issue.

Roger Brettle is able to supply an extensive answer to Gerry Firth's puzzlement as to why ex-GCR 4-4-2T No.67448 should have been on this service, the Barnsley 'Pusha', on Wednesday, 9th November 1955. Roger's letter follows.

"I arrived at Cudworth on the up Devonian one mid-morning in September 1957 to catch the connection to Barnsley. It consisted of a two coach train headed by an ex-Great Central 4-4-2T No. 67434 which had arrived at platform 4 and then been backed into platform 3 for the return trip. The train then set off for Barnsley (Court House) station. After unloading their passengers, the carriages were then stabled near Barnsley goods yard box and the locomotive ran forward to Court House Junction. From there the locomotive reversed to reach its ex-LNER home shed at Barnsley alongside the single platform of Barnsley (Exchange) station.

I was told that Barnsley shed men only worked the Barnsley (Court House) - Cudworth shuttle service with their ex-LNER locomotives in the early morning period, after which LMS 2-6-2T engines and crews from Royston shed took over.

When the service started in 1870 it was worked by 0-6-0 goods engines from the nearest MR shed which was then at Normanton. Later, for many years well into LMS days, it was worked by Johnson 0-4-4T engines. After the LMS opened the new shed at Royston, between Cudworth and Normanton on the old North Midland main line, the shuttle was worked by locomotives based there, finally by BR 2-6-2T locomotives.

Barnsley shed also used the ex-GCR 4-4-2T engines on the passenger service from Barnsley (Court House) to Penistone. The Cudworth-Barnsley service closed on 9th June 1958 and the railway geography around Barnsley and Cudworth has changed dramatically since 1960."

More thoughts from David Wrottesley

Barnsley was a classic example of a very complicated area, which did not fall easily into the new "Regions" after nationalisation in 1948. It was not until 1957, that the ER finally resolved ex LMSR matters with the NER. I think that the ex MR/LMSR carriage stock for this branch service was always stabled overnight at Barnsley Court House. It was still stabled there after it became a push-pull working, and was worked in conjunction with the ex MR/LMSR Barnsley Court House - Sheffield Midland service via Elsecar and Hoyland.

It would seem that from a date possibly in the 1930s up to the 1950s, the first service on the branch was from Barnsley Courthouse to Cudworth and not the reverse. The LNER agreeing with the LMSR that these first services in the morning should be worked by an LNER engine and men from Barnsley Exchange shed (ex GCR/LNER). This instead of an ex MR/LMSR engine and men from Royston (originally Normanton). This before Royston engine men took over for the rest of the day from Courthouse, having run light engine from Royston.

I find this interesting as it raises questions about not just engine workings but also LNER Barnsley Exchange drivers having permanent route knowledge of the LMSR Cudworth area. In my view it is possible that in addition to Cudworth they might have also worked permanently over the MR/LMSR route with C14 engines to Sheffield Midland. This after withdrawal of the ex GCR/LNER local service Barnsley Court House to Sheffield Victoria via Chapeltown Central route in 1953 and prior to this, the ex GCR/LNER local service Barnsley Court House to Leeds Central in the 1930s. It had joined the "Barnsley Coal Railway " from Stairfoot and then ran via Staincross to Nostell North Junction and the ex GCR & GNR Joint to Wakefield Westgate. The date the LNER or even the GCR started to work this early morning service from Courthouse rather than the MR/LMSR is the next question.

I believe the two companies, possibly even before the grouping in 1923, agreed this action to prevent uneconomical early morning MR/LMSR light engine working to Court House. It was a continuation of the often confusing and complicated "Joint Line" type "Working Together" agreements for shared working on such routes.

Another example was the Sheffield Midland -Mansfield Midland service via the Sheffield District Railway, Spink Hill and Langwith Junction (Shirebrook North). This was when the MR and LD&EC originally agreed that, until 1907, it would be MR train crew with LD&EC carriage stock, and then after 1907 LD&EC train crew and MR carriages. I believe it then went back to something like the original arrangement in 1923 when the LMSR and LNER continued some form of similar arrangement until withdrawal of local services in 1939

Paths that cross - an update

by David Grainger

In the last issue of *Forward* (p19) I wrote of the dinner held on the train on the Great Central Railway at Loughborough at the beginning of June to mark the 90th birthday of our president, Richard Hardy, and my chance meeting with an ex colleague of his towards the end of the same month while 'volunteering' on Peak Rail.

Richard had taken my name and address details in order that he could write a letter of thanks for a birthday gift June and I had given him. Receipt of that letter gave me his address and, only a week or so before the September issue was published, I wrote to forewarn him of the article.

Very shortly afterwards I received a further letter from Richard, asking if I had the contact details of the lady concerned, which, unfortunately, I had not.

Knowing the coach company with which she had been travelling - their office is only ¾ mile from my home, I phoned to see if they could help. I was fully aware that, because of the data protection act, they could not divulge her address but their customer services department confirmed that, from my description of her journey, they had her details on screen and, if I cared to send my letter to them, they would forward it to her.

This was done, giving her Richard's address and telling her of the article in the shortly to be issued magazine. She was also told that, unless she wished to receive a copy of the magazine, she was to feel under no obligation to make contact with me.

She has made contact, asking for a copy of the magazine and telling me that, although she hadn't at that time written to Richard, she would be doing so shortly.

A nice touch at the end of her note was the observation that our chance encounter had illustrated the continuing fact of the railways being 'one big family'.

Rear cover caption

GCR class 13 4-2-2 no.967 stands in Gorton yard in photographic grey for its official portrait. The class 13 was a Pollitt design intended for work on the London Extension which opened in 1899. When Harry Pollitt resigned in 1900, his successor John G. Robinson cut the order for the yet to be built locomotives from ten to six. Robinson was also able to implement his own modifications during the building of the last four members of the class. These were the first to carry Robinson's cabside numberplate (initially this was rectangular), the Pollitt locos having painted numerals.

No.967 was the first to appear in January 1900 and was built to Pollitt's unaltered design. The striking appearance of the class was due to the very large single driver of 7ft 9in. This design was the swansong for the single drivers - the lightweight trains that they were designed for were already disappearing with longer and heavier trains taking their place. It was no surprise when the class was taken off the London Extension in 1904 and transferred to duties on the CLC. They barely made it to the Grouping with four of the class being used as stationary boilers when withdrawn.

No.967 was withdrawn in May 1924 and used as a stationary boiler at Gorton. The last of the class survived until August 1927. A sad demise for a class which was really a mistake on Pollitt's part and should never have been built.

photo: NRM

