

LOCAL TRAIN OF THE MILITARY CAMP RAILWAY, CATTERICK.

Locomotives on the Military Camp Railway, Catterick.

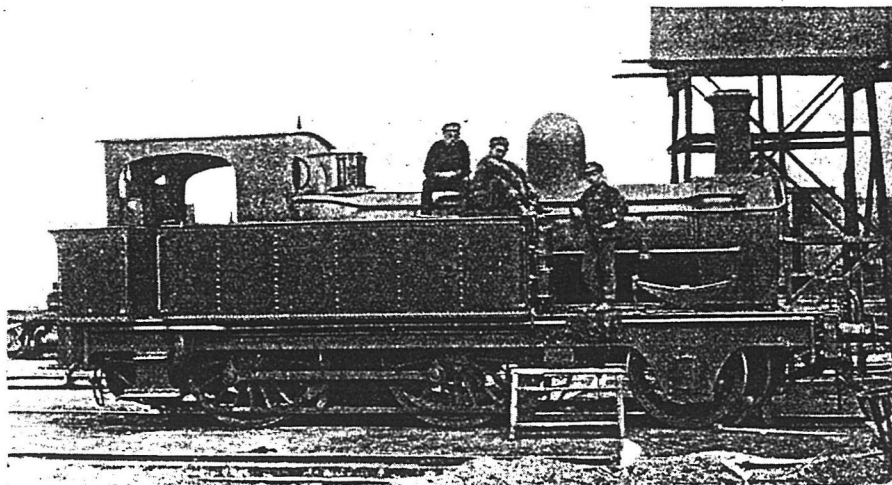
SOON after the outbreak of the Great War, huge training camps for the troops were established in many parts of the country. The two largest in the Northern Command were those of Catterick and Ripon, in the North Riding of Yorkshire. The camp at Catterick alone covered an area of about 25 square miles. As many as 45,000 men were there at one time; 10,000 passed through in the course of a single day, and about 750,000 were dealt with in each year of the war. The troop traffic to and from the camp was therefore exceptionally heavy, while the goods traffic, having regard to the magnitude of the supplies which had to be provided for so large a military population, was also on a very far-reaching scale.

A standard gauge camp railway about $4\frac{1}{2}$ miles in length was constructed from a wooden platform at the Catterick Bridge Station, of the North Eastern Railway on the branch from Eryholme Junction to Richmond. This line crosses the River Swale soon after leaving the junction with the N.E.R., by a bridge of about 90 ft. span, and takes a south-westerly course for about $2\frac{1}{4}$ miles, where the running sheds are located. A passenger station was provided approximately a mile further on, and the line is then carried on for about another mile to a terminus $4\frac{1}{2}$ miles from the junction. A passenger train service

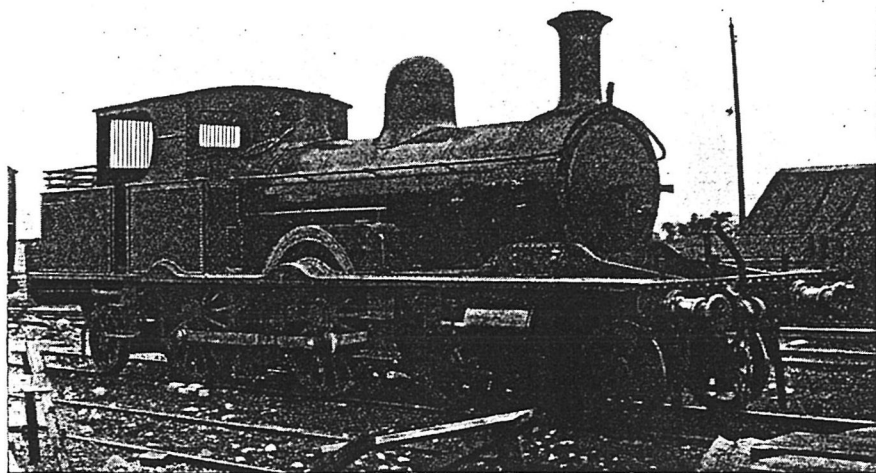
was run between the N.E.R. station at Catterick Bridge and the Camp station, a train of three ex-North London Ry. coaches being provided, as shown in one of our illustrations.

Whilst in 1913 the N.E. Ry. staff handled at Catterick Bridge about 6,720 tons or 1,100 wagons, the yearly average during the war period rose to 160,000 tons or 25,000 wagons. For the last year or two of this period, a special goods train conveying 60 to 70 wagon loads of supplies for the camp, was run every day. In addition to the camp proper, an aerodrome was built near Catterick village, and in connection with it, the North Eastern dealt with about 350 aeroplanes, and some 3,000 tons of goods traffic annually.

To work the camp railway, the War Office acquired a variety of locomotives, some of which we are able to illustrate. For working troop trains fitted with the air brake a 2-4-0 side tank engine, No. 94 W.D., was usually employed. This was formerly No. 5 of the Stratford and Midland Junction Railway, built by Beyer, Peacock & Co. in 1885 (their No. 2466) and had 5 ft. 6 in. dia.



2-4-0 SIDE TANK LOCO. No. 94 WAR DEPT., M.C. RAILWAY, CATTERICK. FORMERLY No. 5, S.M.J. RAILWAY



4-4-2 TANK LOCOMOTIVE, FORMERLY No. 0424, L & S.W. RY. AT CATTERICK CAMP.

coupled wheels, and inside cylinders 17 in. dia. by 24 in. stroke. These were purchased by the East & West Junction Railway to work the passenger service between Broom Junction and Blisworth after that line had partially closed for twelve months.

The local train of the Military Camp Rly. was fitted with the vacuum brake and often hauled by a ten-wheeled tank engine purchased in July, 1916, from the London & South Western Railway, their number 0424. This was built by Beyer, Peacock & Co. (No. 2176 of 1882), and was one of Mr. W. Adams' standard suburban tanks with 5 ft. 4 in. coupled wheels and outside cylinders 17½ in. diameter by 24 in. stroke; it was at Longmoor Camp for some time. Before going to Catterick this engine had been overhauled by the N.E.R. and painted orange and one of their standard safety valve covers fitted as shown in our illustration. It does not appear to have been numbered in the War Dept. list, except that the "O" was painted out.

Another veteran in the service was a six-coupled outside framed saddle tank, No. 102 W.D., off the Rhymney Rly. This engine had 4 ft. 7 in. dia. wheels and 16 in. x 24 in. cylinders. It was one of three of the older type saddle tanks sold by the Rhymney Rly. to the War Office—024 in Dec. 1915, 026 and 028 in August 1916. All of these were built by Sharp, Stewart & Co. in 1872.

Several engines were supplied by the firm of John F. Wake, Ltd., late of Darlington, and now of Port Clar-

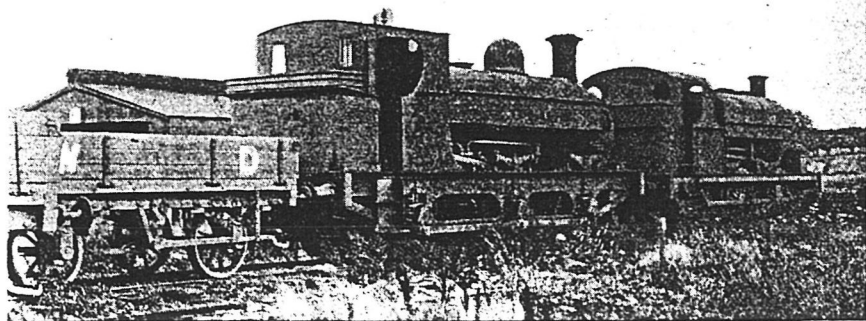
ence. Amongst them were the six-coupled side tank engine, No. 86 W.D., illustrated. This was built by the Hunslet Engine Co. for a South Yorkshire colliery. It had 3 ft. 3 in. dia. wheels and cylinders 14 in. dia. by 20 in. stroke.

A six-coupled saddle tank, No. 104 W.D., also shown, was one of the 1350 to 1369 series of the N.E.R., built by R. & W. Hawthorn, Leslie & Co. (makers' Nos. 1657-1676) in 1875-6, three of which were sold out of the service to Messrs. Wake. The particular engine illustrated is said to be No. 1361. It has 4 ft. wheels and cylinders 15 in. by 22 in.

The side tank engine illustrated is also a former North Eastern shunter, and was, we understand, No. 968, one of the two disposed of to the Darlington firm, and this worked for a long time as No. 103 W.D. on the Military Camp Railway.

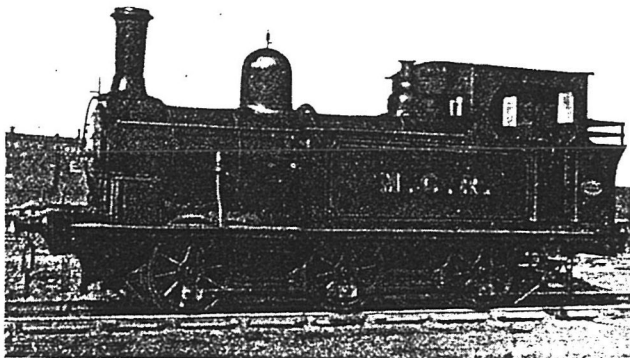
Originally this engine was N.E.R. No. 973 and one of twenty (962-981) built by Robert Stephenson & Co. (makers' Nos. 2231-2250) in 1875, as saddle tanks, with 4 ft. wheels and cylinders 14¾ in. by 22 in. It was put into the duplicate list as No. 1799 in 1889. Rebuilt at Darlington as a side tank in 1893 and restored to the capital list as No. 968.

At the close of hostilities, although it was decided by the military authorities that the camp was to be a permanent training centre, most of the rolling stock was scrapped or sold by auction. We have heard that No. 968 N.E.R. is now working at Milford Haven Docks, and No. 1361 is at a colliery in the Barnsley district. The Camp Railway was taken over by the London & North Eastern Railway on September 30, 1923, and traffic

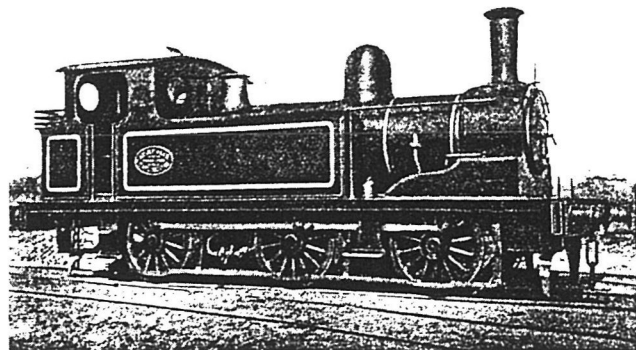


0-6-0 SADDLE TANK LOCOS. Nos. 102 W.D. ex RHYMNEY RY. AND 104 W.D. EX N.E. RY. AT CATTERICK CAMP.

Photos. by the Loco. Pub. Co., Ltd.



0-6-0 SIDE TANK LOCO. No. 86 W.D., MILITARY CAMP RY.,
CATTERICK, BY THE HUNSLET ENGINE CO.



0-6-0 SIDE TANK LOCO. No. 103 W.D., MILITARY CAMP RY.,
CATTERICK, FORMERLY No. 968, N.E.R.

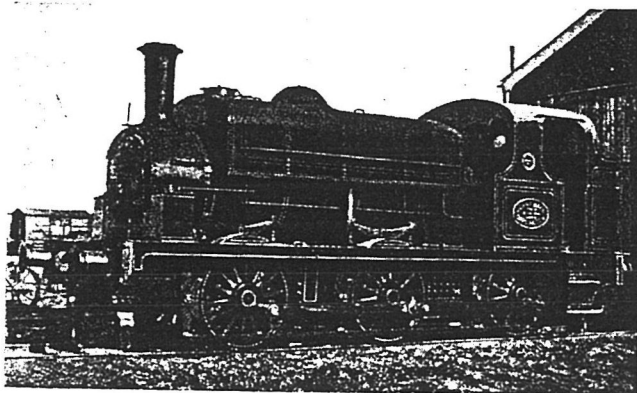
in the training season has since been operated as part of that system.

We also illustrate one of Manning, Wardle & Co.'s standard four-wheel saddle tank engines, "No. 2, R.A.F." This has outside cylinders of either 9 in. or 10 in. diameter. It was supplied by Messrs. Wake to the Royal Air Force, but so far, we have been unable to trace the aerodrome at which it worked.

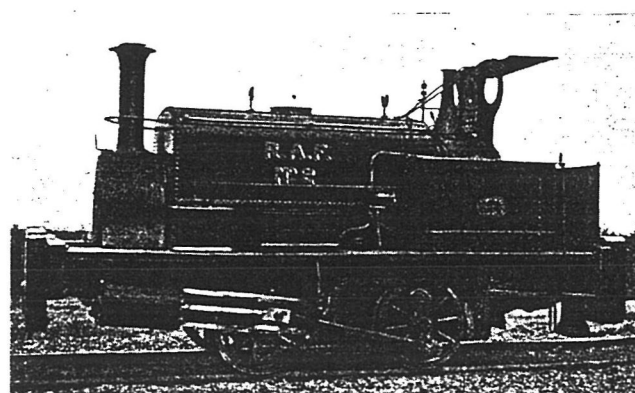
GREAT WESTERN RAILWAY.—The first two of the new Castle class engines are now in service. These are Nos. 5023 *Brecon Castle* and 5025 *Chirk Castle*. New 0-6-0 goods tank engines are Nos. 8700 and 8795-8. Engines withdrawn recently are 0-4-2 tanks Nos. 542, 829 and 833, 2-4-0 tanks Nos. 967, 975, 983 and 986, 0-6-0 tanks Nos. 639, 642, 1396, 1399, and 1535; 2-6-2 tank Nos. 3919, 0-6-0 tender engine No. 1094, and 4-4-0 tender engines Nos. 3328 and 3343, *Camelot*.

RUSSIAN RAILWAYS.—A Diesel-electric "streamlined" train of four coaches, capable of carrying 185 passengers at over 100 miles an hour, is to be introduced on the Leningrad-Moscow line this year. By equipping the train with special wheels and springs, M. Poluyan, the inventor, hopes to increase this speed by more than 50 per cent. The special wheels would, however, necessitate reconstruction of points and crossings.

Messrs. Cravens Ltd. are building for the Russian Government what is believed to be the world's largest railway wagon. Its load capacity is 200 tons. It will be of the well type and 100 ft. in length, supported at each end on two 6-wheel bogies.



0-6-0 SADDLE TANK LOCO. No. 104 W.D., MILITARY CAMP RY.,
CATTERICK, FORMERLY No. 1361, N.E.R.



0-4-0 SADDLE TANK LOCO. BY MANNING, WARDLE & CO.,
ROYAL AIR FORCE No. 2.

Partial Re-numbering of Locomotives, L.M. & S. Ry.

A COMPREHENSIVE scheme of locomotive re-numbering has been adopted on the L.M. & S.R. and is now being brought into operation. When completed all standard engines will have numbers below 10000 and, when the older types are scrapped, all five figure numbers will automatically disappear.

To reduce to a minimum the amount of re-numbering necessary, the new scheme is arranged so that well-known types, such as *The Princess Royal*, the Royal Scots and the Midland Compounds will not have their numbers changed.

The numbering will be carried out in three stages, as under:—

FIRST STAGE.—193 engines are to be re-numbered immediately.

1. 2-4-0 ex L.N.W.R. "Precedent" class.
No. 5001 to be re-numbered 25001.
2. 4-6-0 3-cyl. 5X class (The Baby Scots).
The forty-two engines of this class to be re-numbered as follows:—

Old Number	New Number	Old Number	New Number	Old Number	New Number
5971	5500	5983	5514	5996	5528
5902	5501	5992	5515	5926	5529
5959	5502	5982	5516	6022	5530
5985	5503	5952	5517	6027	5531
5987	5504	6006	5518	6011	5532
5949	5505	6008	5519	5905	5533
5974	5506	5954	5520	5935	5534
5936	5507	5933	5521	5997	5535
6010	5508	5973	5522	6018	5536
6005	5509	6026	5523	6015	5537
6012	5510	5907	5524	6000	5538
5942	5511	5916	5525	5925	5539
5966	5512	5963	5526	5901	5540
5958	5513	5944	5527	5903	5541

- 4-6-0 ex L.N.W.R. "Experiment" and "Prince of Wales" classes.
Existing engines numbered between 5500-5552 and 5600-5664 to be re-numbered by adding 20000 to their present number.
- 2-4-0 ex M.R.
The eight survivors numbered between 1 and 90 to have 20000 added to their present number, thus, No. 2 will become 20002.
- 2-6-2 standard passenger tanks.
The seventy engines of this class, now Nos. 15500-15569 have already been re-numbered 1-70, whilst twenty more of this class now under construction will be allotted Nos. 71-90.

SECOND STAGE.—Engines of standard types are to be re-numbered as they pass through the shops.

When any engine in the following nine groups is re-numbered, should there be another engine bearing its new number under the old classification, the latter will immediately be re-numbered also.

- 0-4-0 Dock engines.
Nos. 1540-1544 to become 7000-7004.
- Diesel shunters.
Nos. 7400-7408 to become 7050-7058.
- 0-6-0 Dock engines.
Nos. 11270-11279 to be re-numbered 7100-7109.
- 0-6-0 Tanks.
Nos. 1900-1959 to become 7200-7259.
Nos. 7100-7156 to become 7260-7316.
Nos. 16400-16764 to become 7317-7681.
- 2-6-0 mixed traffic engines.
Nos. 13000-13284 to be re-numbered 2700-2984.
- 0-6-0 ex M.R. Nos. 2700-2984.
Existing engines to have 20000 added to their present numbers.
- Former L.N.W. and N.L.R. tanks.
Surviving engines numbered between 7200-7399 and 7423-7681 to have 20000 added to their present numbers.
- 4-6-0 ex L.N.W.R. "Experiment" and "Prince of Wales" classes.

Engines not included in the First Stage of the programme mentioned above to have 20000 added to their present numbers.

9. 2-4-0 ex M.R.

Surviving engines numbered between 91 and 279 to have 20000 added to their numbers.

THIRD STAGE.

The remaining non-standard engines numbered below 10000 will have 20000 added to their numbers only when they are required by engines of standard type.

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From the above, it will be seen that under the new scheme the standard type locomotives are allocated numbers as follows:—

Number	Class	Class
1-399	2-6-2 tanks	Class 3
400-799	4-4-0 simple	„ 2
900-1199	4-4-0 compound	„ 4
1200-1999	0-6-0 (proposed)	„ 2
2000-2499	2-6-4 tanks (2 cylinder)	„ 4
2500-2699	2-6-4 tanks (3 cylinder)	„ 4
2700-3834	2-6-0	„ 4
3835-4899	0-6-0	„ 4
4900-4999	0-6-6-0 Garratts	
5000-5499	4-6-0 mixed traffic	„ 5*
5500-6099	4-6-0 Baby Scots	„ 5X
6100-6199	4-6-0 Royal Scots	„ 6
6200-6299	4-6-2 Princess Royals	„ 7
6400-6999	0-4-4 and 0-6-2 tanks	„ 2
7000-7049	0-4-0 dock tanks	
7050-7099	Diesel shunters	
7100-7199	0-6-0 dock tanks	
7200-7999	0-6-0 tanks	„ 3
8000-8699	2-8-0	
9500-9799	0-8-0	„ 7

* The new 4-6-0 mixed traffic engines will be classified 5 for both passenger and goods and will carry two separate indications, namely, 5 P and 5 F.

The Sentinel locos. are Nos. 7160-4 and 7190-1 and presumably these will be re-numbered in due course.

REPAIRING THE BRANSTY TUNNEL, WHITEHAVEN.—To connect the termini of the Whitehaven Junction Railway and the Whitehaven and Furness Junction Railway at the town of Whitehaven, a single line tunnel, 1,320 yards in length, crossing the town, was built 80 years ago. It is between Corkickle and Bransty stations on the L.M.S.R. coast line from Barrow in Furness to Carlisle. After an interval of 80 years since the tunnel was built the lining of red sandstone and brick has perished owing to the action of weather and engine fumes, and it is now being repaired in sections of 8 feet at a time, each section taking three weeks to complete. Owing to railway traffic, work can only be carried on between the hours of midnight and 4.30 a.m. and the repairs which started in 1932 will not be completed until 1936. Two squads of miners are engaged in the work. The first removes the crown of the tunnel arch, and this is followed by another squad which strips the tunnel lining from the crown to the foundations. A gang of bricklayers follows the miners, relining with bricks the portions removed by the latter, and about 20 men are engaged on the work.