

# NUNEATON And STOCKINGFORD Locomotive Staff 1900-1966

*By Peter Lee*



**A semi roofless Nuneaton shed during reconstruction in the 1950's. The former L.N.W.R. Webb pattern roof was built of cast iron, steel and timber, and over the years thousands of steam engines gently simmering, smoking chimneys in close proximity to the shed roof, mixed with steam and water vapour caused the iron and steel fixings to corrode, the timber to rot, and the shed roof had to be replaced before it fell down. This was the environment that shed staff lived with every day. A typical selection of Nuneaton's allocation can be seen in this view. Half of the roof has been taken down and cleared preparatory to rebuilding. The walls were extended upwards and a much deeper roof provided.**

The impetus to produce this information came about when a good friend, an old railwayman, Ray Smith (1922-2008) died, and I realised that Ray was one of the last of a dying group of local artisans, the steam locomotive footplate men. I first met Ray some 15 years or so ago when one Tuesday night I paid my usual visit to the Bull Inn in Attleborough village for the weekly gathering of my railway buddies. Ray was sitting with Dennis Labrum and it did not take long after we were introduced to establish that Ray was, like Dennis, an old Nuneaton shed man, and a wealth of information about all matters railways. Not only this Ray's father and grandfather were old loco men, and London North Western employees at that. (I gather from railway talk that old L.N.W.R. men were known in railway vernacular as "Wessies". As opposed to "Midland Men" of the M.R. There was a degree of good humoured rivalry and banter between rival supporters of companies which had amalgamated in 1923). To me, a L.N.W.R. fan, this was a great pedigree, and in due course, Ray became a great friend.

During our many meetings and discussions Ray, Dennis and I ranged over a wide number of local railway subjects and what Ray and Dennis did not know about steam engines between them was not worth knowing. They made a good pair. Ray the engine driver and Dennis his fireman So our beery sessions ranged far and wide from Willesden to Crewe and all points in between with the different perspectives that would occur between driver and fireman. The subtle nuance (or black art) of steam engine preparation, driving, firing and all the other peculiarities of locomotive operation were discussed, re-discussed, minutely picked over and re-examined. To me, a local historian, I had no first hand experience of footplate life on a steam engine, I felt deprived to be so lacking in knowledge, but honoured to be in their company. It soon became apparent to me that life on the railway was not all it was supposed to be. Generations of small boys have aspired to this glamorous notion to be an engine driver when they grew up. The reality was very different. Steam engines were cruel masters. There was little romance in it. Your locomotive could, at every opportunity find playful and subtle ways of ruining your health, scalding, burning, ripping crushing and mangling your soft flesh, breaking and smashing bones, and making life as miserable as possible. Ray, for example, was diagnosed in later years with a condition brought on from the years of inhalation of coal dust on the footplate that infected his lungs, and made a long walk and exertion difficult. He used to arrive at the pub after he had walked around Attleborough Green from his home in Kem Street, puffing and panting and fighting for breath. As we sat him down and bought him a pint we chided him gently by saying he was like an old "Midland 4" which L.N.W. men regarded as poor engines, which often needed to stop for a "blow up", i.e. getting the boiler pressure back up after running shy of steam. It made Ray smile. He remembered!

I was also good friends with other local railwaymen as well, all great friends of Dennis. Mick Lee, a passed fireman, Ray Fox a leading fitter, and Ernie Haywood, another senior driver, who's Dad likewise had been a "Wessie".

During these conversations the names, memories, idiosyncrasies and characters of old Nuneaton railwaymen frequently came up. Names, which appear in this book.

Here are a couple of examples: We used to rib Mick about the fact that when he worked on the railway he had two pet hates "Rugby Men" and "Super D's" in that order. Dennis told me that if Mick found himself firing a Super D he would be in a foul mood all day. Mick, like a lot of local men, had a love hate relationship with these machines. Probably because they had not got an enclosed cab, just an "extended weatherboard" and the footplate conditions were primitive. Mick liked his creature comforts. Having rain lashing down over you as you fired on an open topped footplate, with water trickling down the back of your collar, made the shift seem interminable and a generally damp and miserable experience. Although not so bad on a warm summer's day except that you then had nowhere to hide from the heat of the sun. Except under what short bit of cab it had which put you dangerously close to the burning heat of the back of the firebox. Sometimes a "D" had a tarpaulin folded up at the back of the cab roof, but you could not guarantee it. Cab tarpaulins were a precious commodity and could be spirited away by unscrupulous crews for use on other engines. Rugby men were reviled because they stole all Nuneaton shed's good jobs, i.e. the ones which were money-spinners for the Nuneaton crews. Rugby was also a predominately passenger shed, and Nuneaton was a freight depot, Rugby men thought themselves "a cut above" and snobbery did not go down too well with Nuneaton men.

An old driver, described by my informants as a "miserable git", who attended work with a morbid, monosyllabic demeanour during the many years he was in charge of one of the old L.N.W.R. Webb 5'6" tanks, suddenly cheered up and became "full of the joys of spring" when they got rid of the old Webb engines and replaced them with Stanier Class 3 tanks. I will tell you why later.

In this book I have repeated a few reminiscences given to me by my friends about the old steam days, and memories of the men involved. Some of the tales are second hand. I have not given the participants names, as my informants have requested me not to. Maybe someone out there reading this might recognise the incidents, but chances are they will never be co-oberated because the men involved are now long dead, and their memories no longer linger on.

## SETTING THE SCENE

In the 19<sup>th</sup> century railways were the equivalent of the Internet today. They were the connecting arteries and veins of commercial life of the nation, moving goods and people around the country at unprecedented speed. They brought about the commercial explosion and fuelled the industrialisation, of the Victorian age.

Nuneaton is the most central town in England, and since the arrival of the railway, and later the motorway system it has benefited from its location. The railway arrived in 1847 when the Trent Valley Railway opened. The new line was designed to connect the Manchester & Birmingham Railway at Stafford and the London & Birmingham Railway at Rugby. It was one of the first diversionary routes built in England and was a means of avoiding Birmingham which had become, even by then, a bottleneck for rail traffic. When first envisaged it was promoted by a separate company the Trent Valley Railway, but during construction all lines mentioned became amalgamated as the principle parts of a much bigger business thereafter named, the London & North Western Railway. This amalgamation took place in 1846.

Nuneaton was the node point of the Trent Valley line and it was not long before new lines were built at which Nuneaton was the junction. A branch to Coventry followed the coal outcrop through Bedworth and served various industries on its way to the big city eight miles distant. This branch was opened in 1850. Then a branch was promoted by the L.N.W.R. to Hinckley, which opened in 1862. At the time of opening both the L.N.W.R. and its rival company the Midland Railway were building what came to be known as the South Leicester railway from Hinckley to Leicester, and the connection from Nuneaton to Whitacre Junction which led to Birmingham. This connectivity was a very important route because, in effect it gave the Midland Railway its direct London to Birmingham main line. The new line opened in 1864.

In 1873 the whole principle line structure was in place at Nuneaton when the "Coalfields Railway" opened, more usually known as the Ashby & Nuneaton joint line (joint being jointly operated by the Midland Railway and the L.N.W.R.). A connection was put in at the Nuneaton end at Weddington, and at the bottom of Tuttle Hill.

Between the first opening of the railway in 1847 and the completion of the last major route in 1873, growth of the town of Nuneaton was modest. The commercial benefits of the railway were slow to gather pace. I think it is fair to say that the Ashby & Nuneaton joint was the catalyst, which initiated major growth of Nuneaton as a railway centre. More extensive siding accommodation had to be provided because endless numbers of coal trains found their way south from the Leicestershire coalfield and these had to split down, be re-marshalled and sorted into their destinations in Nuneaton goods yard. This created jobs and meant a larger supply of locomotives needed to be serviced at Nuneaton.

We can trace the accelerated growth of Nuneaton as a railway centre back to the 1870's and what started as a trickle became a flood. Traffic starting and finishing its journey in the local freight yards.

In the same way Nuneaton station grew from a small wayside two-platform station into a three, then four then five-platform affair. After it was last rebuilt in 1913 it had six platform faces. Today it has seven.

In addition the Nuneaton railway management had to find engines and their crews for local passenger working, relieving longer distance express crews. It also provided men for semi-fast services and excursion traffic.

Growth of the locomotive department at Nuneaton can be gauged from the following statistics:

In 1896 there were 40 engines stationed there with 155 loco staff.

In 1904 a period of just eight years the number of engines stationed 60, an increase of 50%, with 270 employees including five office and five fitting staff.

By 1940 this had reduced to 200 employees of which 60 men were available 24 hours a day who were called upon to book on within 10 minutes of being called out.

## ENGINE CREWS

Before 1923 when the two companies amalgamated and the London Midland Scottish Railway was formed engine crews (driver and his fireman) normally were paired for a considerable length of time. Not only this they had their own engine allocated to them, which they retained in their sole charge for long periods of as well. They only swapped engines when their trusted steed was despatched to works for a major overhaul. That is why you see these old crews standing on their engines with such dignity. And the engines so lovingly looked after. They took great pride in the machinery, which had been allocated to them. Their engines were lovingly buffed up, the bright work scoured clean, the brass shone and the paintwork cleaned and in some cases rubbed over with an oily rag which gave the surface finish a high lustre.

Both the L.N.W.R. and M.R. engines were turned out in glorious liveries. On the L.N.W.R. it was said it cost more to paint the locos in the company paint shop at Crewe than it did to erect them. The engines had received so many layers of paint and varnish. Their livery was a black so dense, so lustrous; it was called "Blackberry Black". It reflected the blue sky and produced a deep blackberry reddish hue impossible to replicate today due to the banning of lead paint.

Midland engines were gorgeous. Whereas the L.N.W.R. was the plain but hardworking housewives of the locomotive world the M.R. locos were the beautiful leggy blondes. The Midland painted their locos a kind of deep maroon. It shone to perfection. In fact the Midland had in places gone further, way beyond the call of duty in preparing their locomotives. The former shed master at Leicester, promoted to shed master at Kentish Town in London, Robert Weatherburn was even allowed to apply his own personal embellishments to the standard Midland livery. You could always tell a "Weatherburn" liveried loco with its extra lining out and the cream underbelly to the boiler. This costly addition was done for two purposes: To lighten up the space between the frames by reflecting light in, but also to detect oil or grease splatter.

What we fail to recall today is that the railway engine was part of the company showcase and a marketing tool. The slightest lack of cleanliness reflected badly on the company. That is one of the reasons Robert Weatherburn applied the cream underbelly because it focused men's minds on keeping their engine spotlessly clean. The slightest spot of oil or grease on that shiny cream and you were for the high jump!

Generally though in those heady days before World War One the men employed were proud of their job. They inevitably wore a tie and polished their hobnail boots. They were not even allowed to smoke a cigarette, pipe or cigar in the station, although you could out on the line. If you were caught smoking as the engine stood in the station the company would fine you. In those days there were inspectors (known to the railwayman as "Bowler Hats") everywhere, to make sure the railway was run by the book. And it was!

The First World War was the beginning of the end for the pride that went with the job. Many railwaymen were called up. Engine cleaners were no longer readily available. They had joined the army. There was a feeling with a war on that the enginemen had better things to do than keep their locos shiny. Minds were averted elsewhere. Appearance seemed to mean little when tens of thousands of men were dying in the trenches. Engine cleaning was neglected and did not fully recover afterwards. By 1923 much of the old company responsibility had gone. The great amalgamation of 1923 did not address this fully although for a time more attention was made to the external condition of the loco. The problem was the staff were no longer available to carry out much of the routine work. Vast numbers had either been killed or been disabled fighting in the war. Another factor was that loco crews were no longer allocated their own engine. The "time and motion study" men at the L.M.S. decided it was more efficient for the men to report each morning, and be allocated their jobs each day. This meant using different locos whose numbers were chalked up on the duty board when they booked on. Cleaning then became the responsibilities of engine cleaners. These were new starters mostly young lads who did not often care as much as the older hands had, and the crews got what they were given, and had less time to tidy the engines up themselves.

## **LIFE ON THE FOOTPLATE**

The footplate of a steam loco was a very tight space. Crews were marked together for long periods of time so they had to get on. Various firemen have told me about some old drivers who were very hard to tolerate. If you had to spend 10-12 hours in their company it made life very hard indeed, especially in that small confined space of a footplate. There was nowhere to retreat to.

Not all were that bad, however. Ray Smith used to call them “gentlemen drivers”. They were amiable, kindly, diffident, and “old school”. As long as you put your back in to it. Fired properly. Kept plenty of fire in the box. Evenly distributed the coal where it should be in the grate and the engine was steaming properly, kept the footplate spick and span; the drivers were contented and were good mates to work with.

A particularly awkward engine to work on due to the narrowness of the cab was the old L.N.W.R 5’6” tank. (5’6” being the diameter of the driving wheels). The confined width of the cab was due to the side water tanks, which extended right back inside the cab. In addition there was a water-balancing pipe, which stretched across the opening onto the footplate. This prevented the crew from occupying the doorway to the cab. This was why one of the old drivers was described by Ray as a “miserable git”. He had spent many years in the dingy confines of the old 5’6” tank, cab, so when the new L.M.S type 3 passenger engine arrived and he was given one, with a big open footplate, all those years of misery dropped away, and he became friendly and cheerful for the first time in his life!

I have even heard tell of one old driver, a Midland man, who drew a chalk line down the middle of the footplate and said to his youthful fireman. “That’s your side of the cab, son and that’s mine. Stay on your side!”

A short insight into the confines of a 5’6” tank footplate came from Ray. Sometimes he was marked with a driver who Ray suffered with from time to time who had a “fat arse”. Inevitably in the confines of the narrow space of the cab they got in each other’s way, which made the driver cantankerous. It was worse when Ray was firing because withdrawing his shovel from the bunker, and moving it around to get it into position to put the coal in the firebox needed great dexterity in case it caught the driver on any part of his large anatomy. Occasionally that did happen particularly if the engine lurched over a rail joint or soft track section, and he might bump into the driver by accident. If he did the driver would lash out with his boot sending his shovel of coal scattering all over the footplate.

## **FOOD and DRINK ON THE FOOTPLATE**

Stories abound these days of happy engine crews indulging in a fry up on the footplate. Cosy scenes of bacon and egg sizzling on the shovel before being lashed between great wedges of white bread. The truth is that a fry up on the footplate was not an everyday occurrence. It did happen from time to time but was not the norm for most crews. The reason was simple – logistics. It was difficult to plan for a fry up. Bacon and eggs were awkward to carry and you needed time to prepare the feast. Time was something that was at a premium on busy jobs. If you could get locked away up the Griff or Stockingford branch, or spend time shunting local goods yards maybe. But on most longer workings there was not the luxury of preparing a meal like this. Very often you did not know which job you were allocated so bacon and eggs would linger in your snap bag untouched if the job offered did not afford much time. Better to prepare sandwiches and not have the inconvenience of messing about trying to cook. Cheese was a big favourite for sandwiches and one of my informants told me he thought one of our colleagues died through eating too much cheese. He was addicted to the stuff and rarely ate anything else. He died of a stomach complaint and we think it was brought on by the surfeit of cheese in his diet!

The other problem with a fry up was the standard of cleanliness of your shovel! Whilst it might be possible to swill it down with a slaking hose, you never were quite sure where it had been!! Some contacts told me their colleagues even used the shovel for defecation and then put the contents deposited on the shovel in the firebox! This was a big deterrent for the avid “fry up” man.

The best place for a fry up was if you were on the regular Griff or Stockingford branch link. Here you were on your own up the branch for hours at a time, so you needed to find something to do. A fry up was as good as anything. One fireman used to take a shotgun up the Stockingford branch. Rabbiting was a popular pursuit but shotguns and rabbiting were later barred as extra curricula activity after one fireman blasted his driver’s foot when the gun went off by accident. The driver involved afterwards ended up on a light job in the goods shed after that.

There was an amusing interlude one day when Dennis told me about the “Kipper incident”. One member of the crew had acquired two choice juicy kippers for their snap. Not the floppy yellow things you get in a plastic “boil in the bag” packages today, but two glorious bronzed meaty beauties the type only sold at the best fishmongers or hanging up in a smoke filled shed on the quayside at Whitby. As you can imagine both men were slaving at the thought of tasting these delicacies. They had even fashioned a toasting fork out of a piece of old signal wire. The multi stranded

strong steel stuff. They had unwound some of the strands and then re-wound several together to make a fork. When they came to prepare their meal, the driver, with gentlemanly grace said "no son, you have yours first". So the young fireman pronged the fish with his self made toasting fork and warmed it up in the firebox. Carefully withdrawing it he consumed his prize meal with great relish. Then he started to prepare his driver's fish. Same arrangement, prong it with the fork then in the firebox to heat it up. Unfortunately, this time the fish fell off and was immediately consumed by the flames. The driver was furious! He had just spent a time savouring the mouth watering smell of kipper cooking, only to find his appetite unquenched. It had a happy ending though. The hapless fireman expunged his guilt. Whilst on holiday he acquired a whole box of kippers and on his return presented them to his driver. The former cordial relations were restored after that and the incident almost forgotten.

A nice cup of tea was always very welcome on the footplate. Enginemen carried tea cans for this purpose. A supply of tea, sugar and a bottle of milk was secreted within their snap bags. A metal tea can and metal mug were the norm. Arduous bashing would have destroyed pottery. It had to be metal. Their tea-making equipment was usually white vitreous enamel with plenty of chips and dings from the clanging, and banging it received on the engine.

It was strictly against railway rules to drink alcohol whilst working on the footplate. Crews did, and sometimes to excess. I queried this with Ray and he said you soon used to burn off a drunken stupor on the footplate. Steam engines sobered you up. They were that draughty, variously cold and hot, there was nowhere to get comfortable. Some crews drank before they went on duty, whilst they were on duty, and often completed their day with a few more pints after they had booked off. "The Heart in Hand" and "Black Horse" in Wheat Street, Nuneaton were favourite watering holes of Nuneaton engine crews. Some frequented the "Railway Tavern" or the "Crown" in Bond Street, others the old "Graziers Arms" in Weddington Terrace. The Trent Valley tripper (local goods service, shunting at every yard and set of sidings up and down the Trent Valley line) provided good drinking opportunities. You might be stuck in sidings for an hour or more with little activity. So if you were at Tamworth the "Albert" was a noted railwayman's pub, or shunting the Marshall's sidings at Amington was convenient for the "Pretty Pigs".

One of my informants said he had a very nasty experience one night when was due to sign on to pick up a southbound freight at Crewe. This was in electric days, and his train had the warm and comfortable cab of an electric. He was booked on a fitted freight south to Nuneaton where he could get relief. Unfortunately to while away some time at Crewe he called in the local pub and found himself in a darts match with a group of attractive ladies. The delightful company meant that he lost track of his beer consumption then suddenly realised he had to pick his train up. When he climbed aboard the Electric, the sobering effect of an old steamer was not to be found. He was warm, snug and comfortable in the cab of a fast electric loco. He said, "How I got home that night I will never know".

Another incident occurred when Ray was firing an excursion to Blackpool from Nuneaton. I think he said he had a 'Crab' on that job. His driver was a notorious boozer. After they had reached Blackpool and backed out of the station with the stock, watered turned and coaled, then backed on to the train to go back into the station to pick up the excursionists in the evening there was several hours to kill parked in the sidings. His mate promptly climbed off the engine with instructions to his fireman, Ray, to "Look arter it" and made his way through the maze of excursion sidings into town for a "session". Sampling the beery delights of Blackpool. Hours later the driver came tottering back blind drunk. He lifted himself on to the engine with some difficulty and promptly fell asleep up a corner of the tender. Poor old Ray had to back into the station, take on his passengers, and then set out for a home firing and driving. His mate only came around at Preston so how they got away with that I would never know.

Ray told me he could only remember one Nuneaton driver getting the sack for drunkenness. One day in the late 30's when Ray was a youngster on the job there was a driver, who will remain nameless, at Nuneaton, who was a habitual drunk. We would call him an alcoholic today. For years he had abused his position as a driver. Everyone thought that he managed to avoid censure by being boozing partner of the then station-master. One day he got his comeuppance. He and his fireman were due to take over a London train in Nuneaton station. They waited at the end of the platform for the train to draw in and as he mounted the footplate to relieve the crew that had brought it in, they noticed that he stank of alcohol. One of them immediately reported him to an inspector and the recalcitrant was marched off the premises and promptly sacked.

Another of our friends liked a pint and Dennis told me of a hilarious sight he witnessed one night after knocking off work. One of our railway buddies was marked for a time with a beery old driver, and the two got on very well and went boozing together. This particular night they were in the railway club (now Attaks Billiards Hall) in Regent Street. It was the driver's wedding anniversary and whilst Mick "Got 'em in" his mate popped into town to buy some flowers. It was a miracle he remembered. Maybe he was in the "dog-house". Anyway he had returned to the club clutching these flowers and had a session with our mutual friend, his fireman. When Dennis came on the scene, outside the club he said you never witnessed anything so hilarious in your life. Both were roaring drunk. There was the fireman who had tried and failed miserably to mount the saddle of his bike to ride home. He found the act of getting on the bike similar to putting up a seaside deckchair and found himself sitting on his backside with the bike frame draped around his shoulders. Meanwhile his driver, swaying gently from side to side, stood over him giving him instructions with a bunch of wilting flowers in his hand. Apparently they were shouting lurid oaths at each other, blinding and cursing. Dennis said I wish I had a camera. I never witnessed anything so funny in years.

## LIFE AND DEATH ON THE JOB

I mentioned earlier that steam engines were cruel beasts. Footplate crews had a very dangerous job. Imagine having to climb down off the footplate into the six-foot (the gap between the tracks) and unhook, or couple up a train. There could be a train passing at speed as you did this filthy dangerous job. What happened if your mate forgot you were there and pulled forward or set back? Numerous railwaymen were crushed between the buffers. I was told how one night a train was held at the peg at Colwich and the young fireman had to get off to go to the telephone on the signal post to alert the signalmen of their presence and to find out how long they would be waiting at the "peg". The Nuneaton train was on the slow, and the telephone on the post between the slow and the main in the six foot. The fireman was just on the phone to the signal cabin to find out how long they were going to be held, and a "Duchess" on an express came through barrelling along at 80 m.p.h. with its projected moving points literally inches from the unsuspecting footplatemens head. It un-nerved him so much that next time they got into that position and was stopped at the same peg at Colwich. He said, "I'm not getting down its too bloody dangerous". From then on his driver tooted his whistle to alert the signalman as to their position. Many footplate men were killed by moving locos and trains. Even a glancing blow could cripple you for life.

But it was not only the danger to the crews that caused problems, a train for some people was a convenient method of suicide. Some of my informants have encountered this. One said he was looking out of the cab when a woman sitting on a fence jumped off straight into the path of the engine. He had hardly time to duck inside the cab when a dismembered leg flew through the air and walloped him under the eye. He was lucky he was not blinded!

Another said how he was on the train passing a suicide just after it had happened and saw bits of body lying in separate places on the track. His passengers must have seen it too.

A shed fitter told me how he was oiling an engine up one day and he noticed what looked like a bundle of rags stuffed behind a cylinder. He managed to dislodge it and found to his disgust it was a woman's head. The rags he saw was her hair matted and congealed with grease, oil and sludge. It had been there for some time. Rather than report it to the authorities in which case there would have been a lot of paperwork to fill in, he put the head straight into the engine's firebox and burnt it. Nothing more was said about the incident.

Another incident frightened the life out of one of my informants. He had a heavy freight to Wellingborough and they were preparing to approach the Midland main line there when he noticed his train instead of slowing was gathering speed. The momentum of the wagons behind were overwhelming his engine brakes. Normally in these cases the momentum of the train was arrested by the guard in his brakevan at the rear of the train. The train he had was unfitted with vacuum brakes. Instead of responding to the drivers vigorous whistling there was no response from the guard and his train was being forced forward at a faster and faster speed by the weight of the train behind him. He could not understand why the guard in the brake van at the back was not responding. It became critical as they approached the Midland main line. If the signals were not on green to let him out over the main line he had no chance of stopping the train and he could envisage the whole train being derailed at the junction. A huge mess of wagons strewn everywhere and a massive pile up if a Midland express was coming through at that precise moment.

The signals were set for him to go out main line and a big disaster averted. Needless to say the first thing he did when they stopped in a loop at Wellingborough was to walk to the back of the train to see what was up with the guard to see why he had not responded. They found him asleep. There was a very heated exchange. I don't think my informant spoke to the guard for some considerable time after that.

Another incident was during World War II the infamous night of the great blitz on Coventry in November 1940. Most of the raid was conducted against Coventry but the Luftwaffe also sought out a few targets in the Nuneaton area. They were aiming for the railway and as usual were off target and several bombs fell nearby killing a few people and damaging and demolishing houses, but a couple of bomblets fell on the north end of Nuneaton station yard. My informant, a young fireman, said that he was ensconced in the cabin at the north end platforms four and five. Trains had been stopped because of the raid on Coventry and their crews sought out a cup of tea in the cabin. All of a sudden several almighty bangs were heard nearby. My informant dashed out onto the platform to see what had happened and saw a column of smoke coming from the goods yard. In the goods loop a "Super D" 9434 was parked there, so he dashed to check whether the crew there were safe. The driver was crouched in the cab obviously shocked by the blast, and the fireman lay on the floor of the loco. At first it looked as though he was just incapacitated, but when my informant got close up he could see that his head was missing. The young fireman had been just looking out of the cab when the bomb dropped and it landed in a coal wagon nearby. It could not have been a very big bomb as it only shredded a few wagons and scattered coal in all directions. But the blast from the bomb was sufficient to decapitate the fireman and the debris did not harm the driver, but the shock did, and the sight of his poor dead mate.

Another bomb landed close by and damaged Nuneaton Nr. 3 signal box and killed an inspector inside the box. The blast had a different effect in this case. It was the shock of the blast that killed him but he did not show any sign of physical injury.

My informant who had the grisly experience of finding the body of the fireman on 9434 was just preparing to leave the scene, when the goods yard foreman came running down the track to see what was going on, and on hearing the details said to my informant, "aren't you going to find his head". My informant told him to go and find it himself. He was feeling ill and traumatised. He'd had enough for one night.

One of the most dangerous jobs was shunting. And shunters were very much at risk, but that grade of railwaymen at Nuneaton will have to wait for another book.

## **NUNEATON's LOCOMOTIVE DEPOTS**

### ***NUNEATON LOCO SHED***

The exact opening date of the locomotive facilities at Nuneaton is not known. It is usually dated to the opening of the Coventry and Nuneaton line in 1850. The first shed stood in the vee of the Trent Valley and Coventry lines at the south end of Nuneaton station. It was a single road shed. Built of wood on a low brick base. In front of the shed was a small turntable. When the Nuneaton to Hinckley branch was opened in 1862, then extended to Leicester in 1864 it is probable that the three engines allocated to the Nuneaton shed at that time (two in steam and one spare in 1855) were increased to cope with the additional traffic. By chance photos of some of these locos have survived in early photos taken at Hinckley station sometime in the 1860's.

The shed stood out of use for some time prior to 1874 when L.N.W.R. minutes indicated that a new turntable was needed. It was in bad order, was 35'0" diameter and was replaced by a new 42'0" table. By 1877 traffic at Nuneaton had increased to such an extent the L.N.W.R. drew up plans for a new shed to be built on the same site. But this was overtaken by events. In September 1878 the former single road shed was blown down in a gale and a new four road shed to hold twelve engines rapidly took its place. This was enlarged twice more. In 1888 by extending the existing roads to cover 24 engines, and doubling in size again in 1897.

In 1878 when the new shed was built it took the reference nr. 4 in the L.N.W.R. system and had sub-sheds at Charnwood Forest Junction and Overseal later to be followed by a new shed at Loughborough as well as the L.N.W.R. facilities rented from the Midland Railway at Leicester. All these came under the control of the Nuneaton shed master.

Over the years additional plant and equipment was installed. In 1933 a new coaling plant was built by Henry Lees of Motherwell which was grossly overworked in later years. It had 100 ton hopper capacity.

A Paterson water softening plant was installed in the 1930's.

A new 60'0" Mundt pattern turntable was fitted at the back of the shed yard. Built by Ransome & Rapier in 1939.

More efficient engine release from the shed yard was provided by building a new connection, round the back of the depot to the Leicester line. The new cord came into service on 7<sup>th</sup> August 1944.

There were 80 engines allocated to the shed in the 1930's, but by the middle of the war as many as 103 engines were allocated. Also in the 1940's there were 376 shed staff at Nuneaton including 111 booked engine crews and 34 special sets of men (290 men).

In the 1950's there were as many as 93 engines allocated. In 1959 Coventry shed was rebuilt and its allocation temporarily sent to Nuneaton, then in 1965 when Rugby closed, to steam its allocation was sent to Nuneaton. However, by the mid-60's the age of steam was almost over. In early 1966 only 25 engines remained, the last few being sent away immediately prior to the shed closing on 6<sup>th</sup> June 1966. The sole engine to be retained 78059 was kept at the depot for three weeks to clear up shed stores so they could be dispatched north to Crewe and this then followed to Crewe for disposal. A few enginemen were retained at Nuneaton to man the new diesels, which were then disposed of in sidings in the north end goods yard. This arrangement continued until January 1968 when the shed staff were asked to sign on at the station. This paved the way for demolition men who cleared the shed site during September-December 1968. The site has never been redeveloped and now stands a thicket of bushes and trees.

In its heyday Nuneaton enginemen handled the following traffic:

*Passenger turns to and from:*

Nottingham  
Northampton  
Coventry  
Leamington  
Weedon

Stafford

*Special workings and excursions:*

London  
Crewe  
Preston  
Blackpool  
Manchester  
Derby  
Dudley  
Birmingham

*Freight turns:*

Crewe  
Willesden  
Northampton  
Bletchley  
Stafford  
Washwood Heath  
Kings Norton  
Bordesley  
Burton Trent  
Overseal  
Leicester  
Banbury  
Stockport  
Manchester

### ***STOCKINGFORD LOCO SHED***

The Nuneaton (Midland – later Abbey Street) station – Whitacre Junction and Birmingham branch of the Midland Railway opened on 1<sup>st</sup> November 1864 for passenger traffic, and 1<sup>st</sup> December 1864 for goods. Within the parish of Nuneaton was the Midland station in what was then Barr Green in the roadway known as Navigation Street, later to be called Midland Road after the Railway Company. (After 1923 it was called, rather misleadingly – Nuneaton Abbey Street station, despite the fact that Abbey Street was upwards of a quarter of a mile away, and it still was accessed from Midland Road). In the adjacent parish of Stockingford was another station, opened with the line in 1864. This served a scattered hamlet, and a number of brickyards and coal pits on Stockingford, or more correctly Nuneaton, Common.

In the early days of the Leicester-Birmingham line, Stockingford was a small wayside station. The coal and brick trade was modest but growing. In 1873 work was started by contractors to build a new colliery branch up to the Ansley Hall Colliery. This pit was, at that time, newly sunk. The branch also connected Stockingford (Drybread) colliery to the Midland system at Stockingford. The branch was formerly opened in 1876. The contractor worked traffic over it for about twelve months prior to that bringing coal from the lower end of the branch into the sidings at Stockingford station.

Locomotives from Leicester Wigston shed worked all shunting at both Nuneaton Midland station and Stockingford. (Leicester had two sheds – Leicester, (nr. 10) passenger shed, and Wigston (nr. 11) a predominately freight shed.)

One or more of the Midland's small six coupled freight engines ran out light early each morning to take up its duties in the two shunting yards in Nuneaton. A new turntable had been built at the Nuneaton station to turn engines, in time for the opening of the Stockingford branch. It was commissioned in 1873.

Gradually the coal traffic emanating from the Stockingford branch built up. Not only this there was a modicum of brick traffic starting to build up from local brickyards at Stockingford colliery, Haunchwood Brick and Tile, and Haunchwood Nowells Colliery which also had its own short connecting branch line of the Midland line.

Positioning wagons, moving rafts of trucks between sidings, and bringing them down to Nuneaton Midland station occupied the Wigston locos for the whole day, before returning to their home shed at night. In addition locos had to be sent from Wigston to pick up full trainloads to take them to their destinations elsewhere on the system.



With the opening of the Premier Stone company on the Stockingford branch, together with Jeas brickyard in the 1890's, followed by Haunchwood (Tunnel) colliery which was sunk in 1891, Nuneaton (New) Colliery, owned by Stanley Brothers in 1900, Arley Colliery in 1902, the traffic was starting to build up to an enormous extent.

The Midland Railway felt it was time to keep locomotives out stationed regularly at Nuneaton instead of the unproductive light movements backwards and forwards each day, plus the increasing need to coal, water and service the locos during the day and night.

Estimates for a new three-road shed were obtained during 1901. At a cost of £18,000 the new shed opened in 1903. It was a sub-shed of Wigston. It is probable that it obtained all its locos from the stock at Wigston shed. The shed was built mostly of timber to save cost. It was expected at the time, if the trade continued to increase, that it might have to be replaced with a bigger building. It was about this time there was a mass influx of Wigston men into the Stockingford area, to drive the locos stationed at the brand new shed, and work in the expanded goods yard.



Stockingford loco shed during the Railwaymen's strike of 1911. The local Bobby has arrived to keep his eye on proceedings surrounded by railwaymen, and members of the First Dorset Regiment who were there to prevent damage to railway property during the strike.

In August 1911 there was a railway strike and 800 men of the First Dorset Regiment were posted to guard the railway facilities at Nuneaton and Stockingford. Trouble was expected but as far as I can tell there was very little and a number of railwaymen still worked from the local sheds during the strike. Photos of these soldiers taking up their duties at the various local facilities are well known, but it seems they had very little to do.

The First World War came and went, and the Stockingford shed continued to service its locomotives and provide motive power for the endless procession of coal and brick trains, which set out from the local goods yards. After 1923 because the Midland Railway was amalgamated with the London & North Western Railway, it was decided To amalgamate the loco facilities at Nuneaton, and Stockingford became a sub depot of Nuneaton, rather than Wigston. It joined Overseal, Charnwood Forest Junction and Loughborough Derby Road as satellite outstations of Nuneaton.





Photo: courtesy: Mrs. Celia Hornbuckle

A scene in Stockingford goods yard taken sometime between 1907 and 1913. The locomotive is unusual. Built in 1899 by the Baldwin Locomotive Works in Philadelphia USA. At the time this engine was purchased the Midland works at Derby was overstretched and could not cope with the production of the railway's requirements for new engines. Most locomotive builders in the U.K. were similarly affected, so enquiries went out to America. These engines were regarded as a stop gap measure. Nr. 2222 had a short life being scrapped in 1913. The man on the left is the shunter with his long shunter's pole, the one in the middle is the fireman, and that on the right the driver.

The great slump of 1929 followed, and the railways were badly affected by the downturn in trade. Demand for coal and bricks slowed considerably, local brickyards went on short time. Duplicate facilities on the railways were cut and men laid off. Stockingford locomotive depot fell victim to the recession and was closed down on 7<sup>th</sup> November 1932. Although locomotives were no longer based there, the shed yard was still used for servicing engines, and men continued to book on and off at the shed. Then later they booked on at the station. Most of the enginemen and fitters were sent to Nuneaton ex-L.N.W.R. shed whilst two sets of men were retained for trip working. Ten guards were also retained.

The shed building was used for a time for crippled wagon storage. This state of affairs continued through the Second World War. There was some pressure to re-open the shed for locomotive purposes during WWII because of the difficulties at Nuneaton shed in preparing locos, and their disposal, due to the high numbers of engines being serviced and coming off and on shed during the day. This was to some extent offset by connecting the old Coventry-Hinckley loop at the rear of the shed with the turntable and despatch of locos over the triangle off the Leicester line. This eased the pressure at Nuneaton and the need to re-open Stockingford was offset.



Photograph: Alan Cook collection

After it closed in 1932 Stockingford loco depot gradually fell into disrepair. The shed yard was often used for coal wagon storage, right up until the end of the goods yard use in 1967, and cripple wagons were left there prior to repair. After 1947 the coal stage was dismantled and the 55'0" turntable removed. The turntable pit was filled in. About the same time the three road shed had been reduced

to one with the outside roads removed. By the late 1950's it had suffered considerable vandalism and was in poor condition. On the left is the brick water tower, which contained a pump, that was used to supply water to the water columns in the goods yard out of the picture on the left of this photograph. On the left hand side you can see Stockingford station.

All during this period the massive water tank at the shed was kept in constant use as it pumped and supplied water to the columns in Stockingford goods yard. Nevertheless the building was becoming increasingly dilapidated. British Railways tried to let it in the 1950's and 60's but being built of timber it was becoming unsafe. It was rotting and unsuitable for re-use and only fit for demolition.

The end came when the last two collieries served by the railway at Stockingford shut down. Arley and Haunchwood closed. This meant the local goods yards and marshalling facilities were no longer needed. The water columns supplied by the large water tank became disused. The demolition contractors moved in 1n 1968.

#### A list of known locomotive dept staff: 1900-1966

<i>Name</i>	<i>Job</i>	<i>Originating Company and seniority date in Union records</i>	<i>Date of Birth</i>	<i>Other Relevant Dates / Death, Burial etc Address/ Notes on career where known.</i>
John T. Adcock	Engine Cleaner 1912	LNWR		58 Gadsby Street.
R.G.Alcock	Driver	L.M.S. 30.11.1936	1.11.1917	
R.J.Allcock	Fireman			
A.E.Alexander	Driver	L.M.S. 2.9.1935	15.6.1918	
John (Jack) Allen	Fireman Later in locomotive stores			Lister Street
Thomas Allen	Driver in 1901			b. 1850 at Bedworth 67 Lister Street
John A(l)lsop	Tuber 1901			b. 1872 Collycroft 25 Lister Street
J.R.Alsop	Driver	L.M.S. 6.9.1937	30.9.1919	
D. W. Ambrose	Fireman	B.R. (LM) 20.9.1954	25.3.1938	
Edward (Ted) Amos	Fireman 1912	LNWR		29 William Street ? born Lower Boddington b.1883
G.W.A. Amos	Seniority Date 1892 Staff Nr. 1089			
? Anders				
Harry Anderson	Fireman 1912	LNWR		3 Hinckley Road
Henry (Harry) Anderton				36 Graham Street 1921
H. Armson				
Joe. Armstrong		Ex Knott End Railway and Preston		Gassed in 1 <sup>st</sup> World War, only had one lung
Arthur Arnold	Driver 1912	?		13 High Street, Nuneaton
Harry Arnold	Driver 1912	LNWR		10 Orchard Street. Died 13.12.1933 aged 67
Joseph Arnold	Fireman 1912	LNWR		Oaston Road Died 28.6.1934 aged 82
William Arnold	Driver 1912			31 Queens Road Died 11.6.1938 aged 86 in the Cock & Bear, Queens Road
William (Bill) Ashburner	Driver	L.M.S. 6.6.1927	14.5.1909	Ex Moor Row, worked on Cleator & Workington Junction Rwy.
D. Ambrose				
W. Antill	Driver			
D.G.Ashby				
G.Ashby				

J.E.Ashby				
C. Aucott				
G. Aucott				
Joseph Aucott	Driver 1912			1 Glebe Road
L.J.Aucott				
T. Aulton	Shed office clerk			
Charles Ayre	Driver 1901		Born 1870	b. Burton on Trent
Charles Joseph. Ayre	Fitter		Born Dec. 1916	His job cost him his hearing. Son of Charles above
Michael Ayre			b/c. 1942/43	Son of Charles Joseph Ayre b. Haunchwood Road. Moved to Milton Keynes
Peter Charles Ayre	Fireman Driver until he retired		b/c.1938/39	Son of Charles Joseph Ayre
A. Baddeley				
G. Bailey				
Alfred E. Baker	Driver 1912	M.R.		183 Haunchwood Road Stockingford
Alonzo Baker	Driver 1912	M.R.		191 Church Road, Stockingford
Cyril Baker	Driver			
Derek.D.Ball	Driver	L.M.S. 1.5.1946	24.3.1930	
G. Ball	Fireman			
A.J. Ballard	Driver			
George Ballard				
Henry Ballard	Fireman	L.N.W.R.		Bur. 24.12.1904 aged 38
R.J.Ballard				
William (Bill) Ballard				
J. Banks				
C. Barker				
R. Barlow	Boiler wash-out man			
J.E.Barnes				
R. Barnes				
George Barnett	Driver			Driver until the 1950's
C. Bannister	Driver 1912	L.N.W.R.		26 Park Street, Attleborough
G.F.Bannister	Driver	L.M.S. 29.11.1937	15.7.1921	
J.W.Bannister	Driver	L.M.S. 2.12.1940	28.9.1924	
Thomas C. Bannister	Fireman 1901	L.N.W.R.		b. 1874 Sutton Cheney lived 6 Wagstaff's Yard Bond Street 1901
Charlie S. Batchelor	Driver	L.M.S. 11.3.1924	13.3.1909	Father of G.F. and J.W. Batchelor
K.J.Bateman	Seniority date 1892 Staff nr. 1023			
Michael Baxter	Driver in 1901	L.N.W.R.		b. 1861 at Attleborough 146 Gadsby Street in 1901 124 Gadsby Street buried 1.2.1923 aged 61
W.Baxter	Driver	L.M.S. 6.5.1948	3.7.1923	
B. Bayliss				
J.Bayliss	Driver	L.M.S. 6.7.1942	22.2.1927	
L. Bayliss	Tuber			
T. Beaumont				
L. Beck				
Mark.Beck	Driver	L.N.W.R		'Glenwood'

	1912			Glebe Road
Horace Beers				St. Nicholas Road
D. Belcher	Fireman			D & E.B. Belcher were brothers
E.B.Belcher	Fireman	B.R. (LM) 16.1.1961	6.1.1943	
Raymond Bell	Fitter 1901	L.N.W.R.		b. 1847 at Nuneaton 12 Albion Terrace 1901 buried 6.3.1921 aged 74
Arthur Bennett	Cleaner 1901	L.N.W.R		b. 1881 at Hinckley 27 Lister Street 1901
Frederick Bennett	Driver 1901 & 1912	L.N.W.R		b. 1872 at Hinckley 27 Lister Street, 1901 8 Oaston Road, 1912
W.G. Bennett	Driver	L.M.S. 24.2.1936	24.12.1918	
H (F?) Bentley	Driver	L.M.S. 24.2.1936	26.6.1917	
A. Berkshire				
J.Berry				
William Henry Betteridge	Driver in 1901	LNWR		b. 1873 in Sibson 27 Lister Street in 1901
Francis William Billson	Fireman in 1901 Driver 1912	LNWR		b. 1874 in Braunston 96 Gadsby Street in 1901 58 Riversley Road in 1912
T. Blackburn	Fireman	B.R. (LM) 17.9.1956	25.12.1940	
R. Blackford				
A.P.Bill				
B. Birkett				
W. Birch	Fireman			
J. Blackman				
William (Billy) Blake	Fitter 1957			Originally from St. Kitts, returned to St. Kitts.
William G. Blakeley	Driver 1912	LNWR		40 Seymour Road
John Blakesley	Driver 1912	LNWR		46 Aston Road
D. Blizzard	Fireman			Son of George Blizzard
George Blizzard	Driver	L.M.S. 2.3.1935	20.2.08	
Bernard Bloxham	Driver 1912	LNWR		7 High Street
Henry Bloxham	Driver 1912	MR		209 Plough Hill Road Galley Common
Ron. Blount				Paddiford Place
T. Bolton	Shed office clerk			
E.Bonsell				
J. Boyle				
Harold Blunt				Retired 1956/7
P.W.Blunt	Fireman	B.R. (LM) DES 9.1.1961 13.11.1961	26.12.1945	
James W. Boneham (Jim)	Driver And Foreman's Assistant			Lived in the Stone Row, 64 Gadsby Street.
Joseph Boneham	Fireman in 1901 Fireman 1912 Staff nr. 1035	LNWR 1892		b. 1874 Tachbrook, Warwickshire 110a Gadsby Street in 1901 302 Gadsby Street in 1912 1 Hall End 1930
Thomas H. Bosley	7.9.1900 Driver			
William Bosworth	Driver 1912	LNWR		297 Edward Street
Ernest Bowler	Cleaner 1901	LNWR		b. 1881 Leicester 153 Gadsby Street with George Seckington

Thomas Bray	Driver			Died 1950's
W. Briers	Fireman 1912	LNWR		107 Gadsby Street, Attleborough
George Richard Briggs	Fireman 1912	?		118 Church Street
C.Alec Bright	Driver			180 Gadsby Street
Alan Brooks	Fitters Apprentice 1957 Fitter			
E. Brookes	Steam raiser			
Frederick Brooks	Fireman 1901 Driver 1912	LNWR		b.1865 Nuneaton 4 Albion Buildings in 1901 70 Attleborough Road
George Brooks	Fitter			
Ralph Brooks	Cleaner in 1901	LNWR		b. 1879 Burton on Trent 153 Gadsby Street with George Seckington.
W. Brooks	Staff Nr. 296		1881	
J. Brown				
Michael.F.Brown	Fireman	B.R. (LM) 31.8.1953	6.7.1938	Was walking down the p.way with his driver when his driver was killed by a passing train at Rugby. Later transferred to Rugby
H. Brunt				
W. Brunt	Driver 1942			Took Jimmy Dunn, shedmaster, on footplate of 2P 4-4-0 nr. 510 on 5pm Ashby Milk.
L. Buck				
Charles (Charlie) Buckler	Driver 1940			Percy Teagles' driver on the night Percy was killed November 1940. He was also unfortunate to receive a shotgun blast to his foot on Ansley Hall Branch on 16 <sup>th</sup> January 1943. Received the whole charge of the gun from three foot. His foot had to be amputated and he was afterwards given light duties in the stores. (Charlie Buckler's fireman, with a view to killing rabbits whilst "locked away" up the branch, had taken the shot gun on the footplate.)
Albert T. Bull	Fireman 1912	M.R.		33 Cross Street, Stockingford
William George Bull	Fireman 1912	M.R.		47 Cross Street Stockingford
William E. Bunker	Driver 1912	M.R.		94 Tuttle Hill
Albert Burdett	Fireman 1912	L.N.W.R.		15 Gadsby Street (Weddington Road 1901)
George Burdett	Driver 1912	L.N.W.R.		6 King Edward Road
J. Burdett	Fireman	B.R. (LM) DES 28.12.1959	30.10.1944	
R. Burdett				
Thomas Burdett	Driver 1912	L.N.W.R.?		17 Princes St.
Walter Burgess	Driver 1912	M.R.		17 Cross Street Stockingford
Alan Burnham	Fitter's Mate 1957 Fitter			
Alfred Burnham	Driver 1912	L.N.W.R		18 Oaston Road
Reuben Burnham	Driver 1912	?		206 Arbury Road, Stockingford
Dennis Burns				
Alfred Henry Burton	Fireman 1912	L.N.W.R.		27a Seymour Road
Lewis Burton				"Oban" 1 Hinckley Road, Nuneaton.

				Born Southam died Feb. 1936
H. Butler				
Edward T. Butlin	Fireman 1912			
William Butlin	Engineman 1912	?		38 Seymour Road
William Camm				
J. Carmichael	Driver	18.9.1874 Staff nr. 23		
Walter Carpenter	Fireman 1912 Driver	L.N.W.R.		8 Seymour Road in 1912 52 William Street
B. Carris	Fitter 1912	?		48 Jodrell Street
A. Cartman				
W.R. Cartwright	Driver	L.M.S. 5.2.1940	6.8.1922	
Horace Carvell	Driver	L.M.S. 17.8.1942	20.5.28	
Ernie Charlton	Driver			Lived in Gadsby Street
Frederick (Fred) Cash	Fireman 1912			59 Princes Street. Son, same name fitters mate after the War
Frederick (Fred) Cash	Fitter's Mate after 1945			Son of the above
H. Cash				
John Cater	Cleaner			2 Bull Street buried 3.5.1941 aged 78
F. Chamberlain	Driver 1912	?		13 High Street
A. Chandler				
J.G.Chandler				
Stanley (Stan/Cracker) Chapman	Fitter 1957			
John Charles	Driver 1912	L.N.W.R.		24 Lister Street
John Childs	Driver	L.N.W.R.		24 Lister Street buried 18.6.1924 aged 61
A. Clack				
Alfred Clarke	Fireman 1912			122 Regent Street
Amos Clarke	Driver 1912	M.R.		221 Church Road, Stockingford
E. Clarke	Fireman			Higham on the Hill
George A. Clarke	Driver 1912	L.N.W.R.		30 King Edward Road
James F. Clarke	Driver in 1901 Driver 1912	?		b. 1863 Withybrook Gadsby Street in 1901 22 Arthur Street in 1912
John Tooth Clarke		L.N.W.R.		50 Lister Street Buried 8.2.1919 Aged 64
Louis (Lou) Clarke				
R. Clarke				
William (Bill) J.Clarke				
William Clayfield	Fireman 1912			Father of Walter Clayfield 72 Wheat Street, Nuneaton.
Walter Clayfield	Steam raiser			Son of William Clayfield above Wheat Street
William James Clayton	Driver 1901 Driver 1912	L.N.W.R		b. 1862 in Syston 6 Lister Street in 1901 and 1912

? Clements				
Thomas Clews	Driver 1912			343 Heath End Road
Leslie (Les) Clifford (Curly)	Driver	L.M.S.31.3.24	15.8.08	Went to Bristol to live
William Cobb	Driver 1912			193 Church Road
M. Coleman				
Jonathan Colledge	Driver in 1901			b. 1848 in Brinklow 11 Lister Street in 1901
William Collier	Fireman 1912	L.N.W.R.		60 Park Street
George (Comet) Compton				
Martin Cook	Driver			Ex-Bangor
T. Cook				
William (Bill) Cook				
Walter Edward Cooke	Driver 1912	?		60 Riversley Road
Martin Cooke				
C.J.Cooper	Passed Fireman	L.M.S. 29.9.1947	21.10.1923	
G. Cooper				
J. Cooper				
William Cooper	Driver 1912	M.R.		174 Arbury Road
J.Corbett				
T. Corbett	Driver			
John (Jack or Corkie) Cork	Tuber			
Stanley (Stan) Corney				
F. Cotterill				
Samuel Cotterill				3 Mayfield Road bur. 19.1.1941
Mark Cartwright Cowley	Driver 1912	L.N.W.R.	b. Rugby 1843	32 King Edward Road
A. Cox				
Charles Cox	Driver in 1901	L.N.W.R		b. 1856 in Bedworth Gadsby Street in 1901
Frank Cox				
Thomas (Tom) Cox	Driver 1912	?		50 Princes Street
K. Crawford				
Stephen Creek	Engineman 1912	L.N.W.R.		23 Seymour Place
Benjamin Croshaw				Father of HAV Croshaw, T.S. Croshaw, J. Croshaw Ex: Rugby, then to Colwick
George Croshaw	Driver 1912	L.N.W.R.		39 William Street
Horace Albert Victor Croshaw	5.9.1901 Staff nr. 1821	L.N.W.R.		Son of Benjamin Croshaw Retired 1940-45 (father of Alan Croshaw) brothers – Thomas Saddington and Joseph). Founding members of ASLEF. Joined railway at Colwick
S Croshaw				
Thomas Saddington (Sad) Croshaw	Top Link Driver			Lived Glebe Road Died 1978 Son of Benjamin Croshaw. Founding member of ASLEF. Joined railway at Colwick
W. Cundy	In charge of engine cleaners,			



	1950's.			
H.Currell				



**L.M.S. Class 8F 2-8-0 Nr. 48716 drawing forward from the turntable at the rear of Nuneaton shed. In the background Fielding Johnson's mill can be seen. At one time a siding led down to the mill known as the "cotton hole siding". It was used to take coal down for the steam boilers whose enormous chimney can be seen behind the engine. Its name "cotton hole" arose from the fact that Fielding Johnson's mill was built as a cotton mill; it later went over to knitting wools, and woollen goods. (M. Harrison)**

Harold Dale	Fireman 1912	L.N.W.R.		129 Gadsby Street
Robert (Bob) L. Daley	Driver Became Train Crew Inspector	L.M.S. 17.11.1936	29.12.1919	
Thomas T. Darlington	Shed Master From 2.10.1939			Took over from Jimmy Dunn. Son of a former Lord Mayor of Crewe
A.E.Davies	Steam Riser			
J.F.Davies	Driver	L.M.S. 23.1.1940	11.4.1921	
A. Davis				
Gordon Davis				Whitestone
M.J.Davis				
J. Davies				
R. E. Davis				
Thomas Davis				
J.R.Davison				
J. Dearing	Storekeeper			Lived at Hartshill Saved a woman's life after she fell in the canal.
William Dennis	Driver in 1901 Driver 1912	L.N.W.R.		b. 1872 in Moira 138 Gadsby Street in 1901 and 1912
A. C. Dewis	Driver	L.M.S. 17.8.1936	29.12.1917	
Edward Dewis	Driver 1912			72 Jodrell Street
Frank Dewes (Dewis)	Engineman 1912	?		148 Coton Road
? Dickins	Fitter 1912	?		81 Coventry Street
L. Dilkes				
S. Dilkes	Driver	M.R.		Remained at Stockingford after closure of loco shed
Thomas Downes	Driver 1912	M.R.		64 Whittleford Road
Ellis Draper	Fitter 1912	?		124 Tomkinson Road
A Dunkley				
R E Davies				
F. Dewes				
Ernest (Ernie) H.Dickens	Labourer			Recruited to the LMS in 1932 (no other footplatemens were recruited at Nuneaton until Bill Hodgson in 1935 due to the recession at that time.
Michael (Mick) Diskin				Died aged 64? Wife was a teacher
G.J. Dorrell				
Bert Douce	Driver			
George Douce				
H. Douce				
J. Downs				
Alfred (Alf) Drake				Killed getting coal down from tender of 8F over Leamington-Weedon branch. Driver was Charlie Parry who had to take Alf Drake all the way to Weedon dead in the tender.
Dai.Drake				Father of Alf Drake
F.Drake	Passed Fireman	B.R. (LM) 16.4.1951	23.10.1934	
William (Bill) Draycott	Fitter 1957			
Henry Drinkwater	Fireman 1912	M.R.		30 Church Road



**Nuneaton shed fitting staff c. 1957**

**From left to right: Charlie Woodford; Brian Southall; W. Osborne; Tommy Shears, shed master; Ernie Morris, office clerk; Bill Draycott; Harry Gunn; George Brooks; Jack Perkins, Running Shed Clerk, Billy Blake; Jack Green; Tim Healey; Ossie Wilkes, tuber; George Summers, fitter's mate; Alan (Napper) Lester, apprentice fitter; Alan Brooks, apprentice fitter; Tommy Nixon, fitters mate; Alan Burnham, apprentice fitter; Bobby Robins, boilermith; Fred Ward, Grade 3 Fitter.**

**Mrs. Hilda Hall took the shed clerk the picture.**



James M. Dunn	Shed Master Nuneaton shed 25.4.1939 – 2.9.1944			Replaced in October 1939 when he was sent to Coventry but returned to Nuneaton on 15.6.1942 Transferred to Bangor
Michael (Mick) Eales	Fireman			Kipper incident
Arthur Elliott	Fireman	M.R.		271 Church Road
James (Jim) J. Elliott	Driver	L.M.S. 4.1.1937	23.3.1918	
G. Elliott	Fireman			
B. Emmett				
Clement (Clem) Edwards				
G.Norman Eite	Driver	L.M.S. 29.2.1924	30.10.1908	
James Ellis	Driver 1912	L.N.W.R.		31 Gadsby Street
Thomas Elsworth	Fitter 1912	?		10 Pool Bank Street
James Elwell	Driver		b. 1868	53 Edward Street Buried 28.10.1937
Alban J. Emmett	Fireman 1912	L.N.W.R.		44 Lister Street
R. Evans	Driver	L.M.S. 30.11.1936	12.11.1918	
George Everitt				
D. Everitt				
J Everitt				
R B Everitt				
L.Everitt				
Maurice Everitt	Fireman			Lived at 56 Norman Ave, Nuneaton Died of Heart attack aged 39 c.1973
Thomas Everitt				
R.Ewen				
Joseph (Joe) Ewington	Driver	L.M.S. 5.7.1927	6.4.1909	



Nr. 78059 was the last steam loco to be allocated to Nuneaton shed. It is seen here at the time the shed closed on 6<sup>th</sup> June 1966. It stayed on a further three weeks to clear stores, empty the coal and ash plant, before being sent away to Crewe South shed. The shed staff are: on the ground in front of the engine – George Brookes, Edwin Holmes, Harry Gunn, Alan Burnham, (fitters)  
(Kneeling) – George Hall, fitter’s mate; Hilda Randle, office clerk, ----fireman, Ernie Morris, office clerk, Jack Green, fitter; ---- running shed foreman’s office clerk, Don Foulds, Driver; Bill Lowe, running shed foreman; On the footplate: Albert Harris, Alf Drake, drivers and Charlie Woodford, fitter. (Charlie Woodford Collection)



Members of the British Rail Nuneaton staff who were presented with long service awards at the Novotel on Saturday.

The evening was the first locally organised for long service award recipients.

The awards to traffic and loco grades were presented by Mr F. Young, Divisional Manager for Stoke-on-Trent, and the permanent way awards were presented by Mr H. Cope, Nuneaton supervisor.

Those who received awards were:

Jack Foreman (railman); Alan Lewis (loco driver); Bob Daley (supervisor); Ron Yeatman, Charlie Randle (loco drivers); George Young (signalman); Bill Thomas (loco driver); Bernard Franklin (track chargeman);

Jack Owen, Albert Martin, Albert Marston, Ernie Haywood, Clive Wilson, Ray Smith, Jack Alsop, George Bannister (loco drivers); Norman Neal (chargeman); Fred Paintin (supervisor); Alf Blanchard (time clerk); Jack Bannister, Cliff Sear (loco drivers). — ET 8200DS.

R.J. Fathers	Driver	L.M.S. 18.8.1942	2.6.1928	
D Faulkner				
George Fawkes				
Alfred Fellows	Fitter 1912	L.N.W.R.		105 Gadsby Street
W. Finch	Fitter			
? Finney				
George L. Firbank	Loco Foreman 1912	L.N.W.R.		16 Hinckley Road
Edward Fletcher	Shedman 1912	?		Shedman at Stockingford moved to Nuneaton (TV) shed in 1934. Died sometime in the 1970's in Blackpool.
J. Flowers				
George Ford				
Thomas Ford	Driver 1912	L.N.W.R.		12 Anker Street
William Ford	Driver 1912	L.N.W.R.		
J. Forman	Driver	L.M.S. 12.8.1935	31.3.1919	
Thomas (Tom) Forman				Brother George Foster was DMPS at Willesden. Father was Fred. Foster leading fitter.
Charles G. Foster	Fireman 1912	L.N.W.R.		50 William Street
Fred Foster	Fitter in 1901 and 1912	L.N.W.R.		b. 1868 at Rugby lived 29 Tennant Street in 1901 163 Attleborough Road
George Foster	Leading Fitter			
J.Foster				
Thomas Foster				
H. Fox	Driver	M.R.		Remained at Stockingford after shed closed
Ray Fox	Fitter			

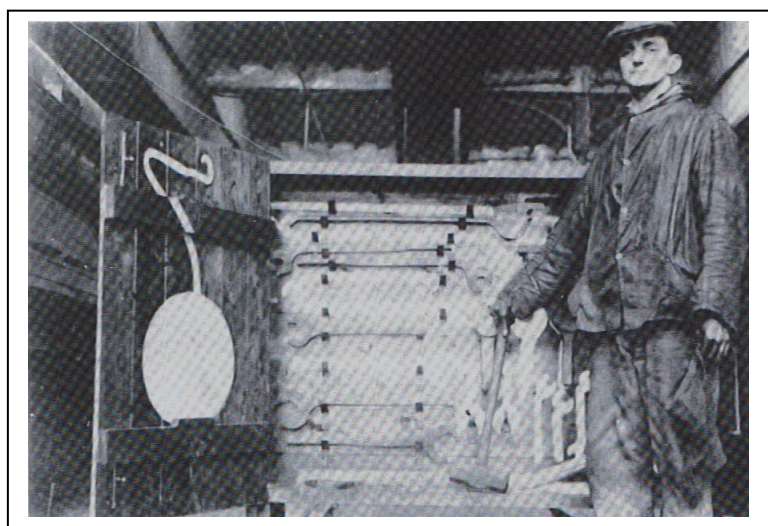
Donald Fouldes				(ballast scorcher)
R.W.Frowen				
Fred. Franklin	Driver	L.M.S. 5.4.1937	22.5.1918	Retired on diesels after 40 years service.
Fred. Franklin	Cleaner Fireman by 1957	1956	1941	Son of above. Left B.R. in 1963. Started as a cleaner on the Great Central in 1988.
William (Bill) Freeman	Driver 1912	L.N.W.R.		18 King Edward Road
T.P.R. Fry				
F.Franklin	Driver			
L. French				
J. Frost	Seniority Date 1883 Staff Nr. 346			
William Frost	Fireman 1912	L.N.W.R.		44 Graham Street
G.Garratt				
H.D. Garratt	Driver	L.M.S. 7.9.1936	3.2.1918	
D. Garnham				
? Gazey				
Joseph Gee	Fireman 1912	?		84 Bottrill Street
W.J.Gibbs	Driver	L.M.S. 4.10.1937	6.9.1921	
Ernest Gilbert	Fireman 1912	L.N.W.R.		17 Weddington Road
F. Gilbert				
Frederick (Fred) Glazier	Driver			
Keith Gilbert	Fireman			Keith and Michael Gilbert were brothers
Michael Gilbert	Fireman			
J Glazier				
George Glenn	Driver 1912	L.N.W.R.		46 Park Street
James Golby	Driver 1912	L.N.W.R.		32 Stoney Road
G.J Golderstone				
Thomas Goodman	Driver 1912	L.N.W.R.		26 Fitton Street
B. Green				
Frederick Green				
J.A.Green				
James W. Green	Driver 1912	M.R.		166 Arbury Road
Joseph Ballard Green	Driver 1912	M.R.	b. 1869	59 Webb Street buried 7.8.1937
Jack Green	Fitter			
L. Green				
S.Green	Driver 1912	L.N.W.R.		Son Jack was a loco fitter. Lived 183 Attleborough Road
Thomas (Tommy) Green	Apprentice Fitter 1957			Hollystitches Road Tuttle Hill
William Green	Driver 1912	L.N.W.R.		38 William Street 18 Waverley Avenue 1936
K.Greenway				
William Grove	Driver 1912	L.N.W.R.		79 Oaston Road
George Grubb	Driver	L.M.S. 20.11.1940 DES 20.5.1940	7.8.1923	Jack and George Grubb were brothers.
John (Jack) Grubb	Fireman			

C. Guest				
C. Gunn	Fireman			
Harry Gunn	Fitter			
Leonard (Len) Gunn	Driver			
Sidney Hale				Became a bookmaker
Stanley Hales				
George Hall	Fitter's Mate			
John (Jack).W. Hall	Driver	L.M.S. 25.2.24	8.11.07	
James Hall	Driver 1912	M.R.		23 Haunchwood Road
Ron Hall				
Hilda Hall	Shed office clerk			Died 1972
Samuel (Sammy) Halliwell	Driver	L.N.W.R.		Ex: Carlisle, had the biggest route card at Nuneaton shed
H. Hammersley	24.4.1925 Staff nr. 4598			
B. Hammond				
John (Jack) Hampton				
L. Hampton				
B. Hankinson				
William (Bill) Hanson				
Albert .A.Harris	Driver			St. Nic(h)olas Road
Frederick Alexander Harris	Fitter in 1901	L.N.W.R.		b. 1877 at Rugby 11 Gadsby Street in 1901
G. Harris				
Thomas Harris	Driver 1912	L.N.W.R		12 Cooper Street
David Harrison	Fireman 1912	L.N.W.R		41 Henry Street
John (Jack) Harrison				
T. Harrison				
T. Hartop	Fitter's Mate			
Samuel (Sam) Hatton	Fireman 1912	L.N.W.R.		104 Wheat Street Later in Time Office
Tim Healey	Fitters Mate 1957			
Joseph Heath	Driver 1901 Driver 1912	L.N.W.R.		b. 1863 at Donisthorpe 13 Lister Street 1901 and 1912
William Heathcote	Driver 1912	L.N.W.R.		b. 1860 54 Park Street 1912 2 Freer Street 1926 26 Lister Street 1931 buried 9.2.1931 aged 71
Benjamin W.(Ernie) Heywood	Driver	L.M.S. 29.11.1937	15.7.1921	When he started on the job in 1937 was in the time office.
M.J.Hemmings				
J. Hemmings				
Bert Henney	Driver	L.M.S. 30.4.1937	3.3.1919	
William (Bill) Henton	Driver			Described as a gentleman driver 1 Lister Street. Slightly stooped latterly. Wore shiny drivers hat sloped to the front of his head.
George Hextall	Driver 1912	LNWR		23a Seymour Road, Nuneaton Died 11.6.1938 aged
F. Hibbitts				
Geoffrey (Geoff) Hiatt	Driver	L.M.S. 27.4.1942	29.1.1928	Fife Street
W. Hiatt ?				
John Henry Higgs	Driver 1912	L.N.W.R		3 Oaston Road

T. Higgs	Fireman 1912	L.N.W.R.		18 Park Avenue
H. Higgins				
A.G.Hill	Passed Fireman	B.R. (LM) 21.8.1950	17.8.1935	Later fired the boilers at the Co-Op milk factory.
Roy. Hill	Driver	L.M.S. 1.8.1943 DES 28.12.1942	15.12.1928	Church Lane, Weddington
J.Hodgson				
R.T.Hodgson	Driver	L.M.S. 22.4.1924	30.8.1909	
T. Hodson				
William (Bill) F. Hodgson	Driver	L.M.S. 19.11.1934	5.9.1917	Recruited 1935. Died 11.2004 aged 87
Frank Hogg	Fitter in 1901	L.N.W.R.		b. 1883 in Scotland 24 Gadsby Street in 1901
Alan C. Holbeach	Driver	L.M.S. 3.2.1936		15.8.1917 Father was a signalman, Ashby Junction
A.W. Holbrooke	1.12.1913 Staff nr. 2641			
Charles.Holbrook	Driver 1912	L.N.W.R.		66 Regent Street
Ronald Holbrooke	Driver			Held key to Weddington entrance of station
A.E.J.Holden	Driver Staff nr. 2132		b.1906	
Alec Holden	Driver Staff nr. 2545	L.N.W.R.	b.1913	Wheat Street. Injured when engine went over his foot. On footplate last day of Loughborough Derby Road branch 1931. Had 3 sons, Leslie, Roy and Geoffrey
G.W. Holden	Driver Staff nr. 2084		b.1906	Possibly Geoff Holden, son of Alec.
J. Holden				
William (Bill) Holden				
Edwin Holmes	Fitter			
W. Holmes	Labourer			
J.Hornsby				
T. Hornsby				
J. Hough	Fireman 1953-1957			
William (Lord) Howe	Driver 1912	L.N.W.R.		Hinckley Road
Richard (Dick) Howells				
H. Hughes	Fireman			
J. Hughes				
R. Hughes				
Thomas Hughes	Driver 1912	L.N.W.R		142 Gadsby Street
R.A.Hull				
Sidney (Sid) Hutchens	Driver			
Benjamin Hutchinson	Fitter 1912	L.N.W.R.		19 Arthur Street
Geoffrey (Geoff) Hyatt				
Norman Ireson	Cleaner 1901	L.N.W.R.		b. 1880 in Wakefield 76 Lister Street in 1901
Bernard Jackman	Driver	L.M.S. 30.11.1936	26.10.1917	Came from Coalville
Edward Jackson	Driver 1912	?		5 Stanley Road
Ernest Jackson	Driver 1912	?		Earls Road
Frank Jackson	Driver	L.N.W.R.		A cockney, came from the London area, lived latterly at Stockingford.
Henry Jackson	Fireman	L.N.W.R.		37 Back Street



	1912			
N.R. Jackson				
Frank Jacques	Labourer 8.9.1913 Staff nr. 2606			
D. James				
F.J.James				
J.E. James	Passed Fireman	L.M.S. 5.11.1945	1.11.1931	
P.E.James				
W.R.James				
Bertie Jarvis	Fireman 1912	L.N.W.R.		31 Park Avenue
Percy Jeffcoate	Fireman 1912			Hill Street
Thomas Jeffcote				
William Jeffcote	Fireman 1912	L.N.W.R.		30 Oaston Road
E.W. Jephcote				
James H. Johnson	Driver 1912	M.R.		116 Church Road, Stockingford
Thomas Johnson	Fireman 1912	L.N.W.R.		56 Graham Street
William Johnson	Driver 1912	L.N.W.R.		11 Glebe Road
Charles Jones	Fireman 1912	?		73 Abbey Street
P.E. Jones				
William Jones	Driver 1912	M.R.		159 Haunchwood Road, Stockingford
H. Jowett	Driver	L.M.S. 17.4.1925	30.9.1906	Ex Wigston & Manningham (M.R.) Belonged to Jowett car family
Thomas Johnson				
W. Kemp	Staff Nr. 507	Seniority date 1887		
H. Kent	Tube cleaner 1950's			
George Kentell	On Ash Pit			



**Senior fitter, Charlie Woodford, displays his box of tools at the back of Nuneaton loco shed in the 1930's. The implements shown here were all you needed to repair engines in the days of steam and hard work. They were simple, solid machines. On the left is a former L.N.W.R. loco. Charlie said that in the 1930's several old "Experiment" locos were shedded at Nuneaton, and on withdrawal when they were replaced by more modern L.M.S. types their brass nameplates were put up for sale at 10/- per pair. Nowadays a single original nameplate off one of these locos would cost over £10,000 at auction.**

Phil Kinnear	Driver			
George Keen	Driver 1912	L.N.W.R.		10 Cooper Street
T. Kelly				
A. Kemp				
George Kentell				
William Thomas Key	Driver 1912	M.R.		147 Haunchwood Road Stockingford
B.J.Kibble	Driver	L.M.S. 8.9.1939	14.7.1921	
P. Kinnear				
John (Jack) Kightley	Driver			Worked first Class 5 nr. 5020 from Nuneaton on excursion from Nuneaton-Northampton-London Euston.
Albert King	Fitter			31 Tennant Street
David King	Driver 1912	M.R.		186 Church Road Stockingford
Elijah King	Driver 1912	M.R.		169 Haunchwood Road
G.H.King				
Joseph King	Driver 1912	M.R.		81 Haunchwood Road
S King				
Albert Kiteley	Fireman 1912	M.R.		55 Haunchwood Road
Joseph Knight	Driver 1912	L.N.W.R.		6 Arthur Street
B. Jackman				
Eric Labrum	Fitter's mate			Brother of Dennis Labrum
Dennis Labrum	Fireman			Brother of Eric Labrum
Thomas Labram	Driver 1912	L.N.W.R.		19 Vicarage Street
John (Jack) Labrum				
Kenneth G. Lane	Passed Fireman		6.7.1929	
William Lane	Driver 1912 Staff nr. 530	M.R. Seniority date: 13.8.1887	Born 1870 Swinford Leicestershire	Came to Stockingford from Wigston after shed opened. 229 Church Road, Stockingford in 1912 Died and buried 12 <sup>th</sup> July 1939
Ray Langhor	Fireman			
Matthew Lawrence	Fireman 1912	M.R.		19 Cross Street
Ronald (Ron) Lathbury	Driver	L.M.S. 5.8.1935	5.5.1918	
Arthur Lawton	Driver	L.M.S 24.1.1924	6.11.1907	
G. Leake	Passed Fireman	L.M.S. 29.4.1945	12.7.1928	
J. Ley				
R. Loughton				
D. Lovell				
F. Lowith (?)				
T. Loveitt				
John Leeson	Fireman 1901	L.N.W.R.		b. 1875 Attleborough 84 Lister Street 1901
Edward (Eddie) Leeson	Driver 24.4.1919 Staff Nr. 3534			
B. Lees				
Edward Lenton	Driver 1901 Staff Nr. 266	L.N.W.R. Seniority		b. 1863 Chilvers Coton 76 Lister Street 1901

		Date 1881		
Alan (Napper) Lester	Apprentice Fitter 1957			
A. Lewis	Driver	L.M.S. 5.8.1935	3.3.1919	
Sidney Lewis	Driver	L.M.S. 30.11.1936	4.11.1918	
Arthur Lock	Fitter 1912			51 Cheveral Street
William Lock	Driver 1912	L.N.W.R.		76 Wheat Street
George Loose	Driver 1912	L.N.W.R.		49 Fitton Street
Ernest Lovell	Fireman 1912	M.R.		96 Tomkinson Road, Stockingford
John Loveitt	Fireman 1912 Driver 1939	L.N.W.R.	b. 1881	4 Hinckley Road 1912 71 Park Avenue 1937 buried: 12.6.1939 Aged 58
James Lowe	Fireman 1912	M.R.		39 Eadie Street
William (Bill) Lowe	Running shed foreman			
J. McDowell				
Thomas Malin	Fitter 1912	?		1 Duke Street
Edgar Malin	Driver 17.10.1911 Staff nr. 2428			Transferred to Northampton M.P.D. in the 1950's but came back to Nuneaton. Had a large snuff box. Lived in Gadsby Street.
Edward Manger	Driver 1901 Driver 1912	L.N.W.R	b. 1851	Born at Brinklow 123 Gadsby Street 1901 170 Gadsby Street 1912
A. Mansfield	Driver 1912	L.N.W.R.		114 Gadsby Street
T.W.Marjoram	Fireman	B.R. (LM) 8.2.1960	28.9.1944	
George Marsh				
R. Marshall	Fireman			
William (Billy) Marsh	Coal stage operator 1950's			
Albert Marston	Driver	L.M.S. 15.11.1937	24.1.1919	Albert and Raymond Marston were brothers
Raymond (Ray). Marston	Driver	L.M.S. 25.9.1942	14.3.1926	
S. Marston				
A.E.I.Martin	Driver	L.M.S. 31.5.1937	24.1.1919	
E.A.Martin	Driver	L.M.S. 24.2.1936	26.6.1917	
E. Martin				
Stephen (Steve) Martin	Driver			Drove the shunt engine
F. Mason				
George H. Mason	Fireman 1912			25 Weddington Street
John W.(Jack) N Mason	18.12.1911 Staff nr. 2463 Outside Foreman 1940			Ernie Haywood's father in law. 133 Gadsby Street. Originated in Croft, Leics. Had property there.
? Massey				
? McBean	Boiler wash out man			
B. Mears				
William Meddows	Driver 1912	L.N.W.R.		109 Wheat Street
William Henry Meek	Driver 1912	L.N.W.R.		95 Wheat Street
? Merrick				

Albert Merry	Tube Sweeper			Died 1952
James (Jim) Merry				
Alfred Joseph Middleton	Driver	L.N.W.R.		61 William Street Buried 13.8.1925 aged 42
William (Bill) Middleton	Driver 1912 Staff Nr. 265	L.N.W.R. Entered Gp. 1.10.1898 Seniority date 1881		283 Edward Street
James Milborn	Driver 1912	L.N.W.R.		9 Glebe Road
H. Miller				
Raymond (Ray).Millerchip	Passed Fireman	L.M.S. 22.12.1947	27.7.1932	
J.Mills				
G. Millson				
A. Milne				
J. Miscock				
Ernest Mitchell	Driver	M.R.		
Robert Mitchell	Fitter			Son of Ernie Mitchell, went on to be shed master at 10 loco sheds
W. Montgomery				
William Moon	Driver 1912	?		Bracebridge Street
C. Moore				
James Moore	Driver 1901	L.N.W.R.		b. 1865 at Rugby 63 Gadsby Street  Buried 5.7.1907
J. O. Moore	Driver			Latterly on the Old Man's Link (Griff Branch)
Les. Moore				
Neville (Nev) G.Moore	Driver	L.M.S. 18.2.1924	25.3.1909	
R.E. Moore				
R.R.Moore	Fireman	L.M.S. 29.12.1952	19.12.1937	
Ernest V. Moreton	Fireman 1912	L.N.W.R.		151 Gadsby Street
George Moreton	Driver 1901 Driver 1912	L.N.W.R.		b. 1849 Foleshill 65 Lister Street 1901 and 1912
Henry Moreton	Driver 1912	L.N.W.R.		72 Bridge Street, Chilvers Coton
S. Moreton	Fireman			
Thomas Moreton	Fireman 1901 Driver 1912	L.N.W.R.		b. 1880 Nuneaton 7 Jodrell Street
John Morgan	Driver 1912	L.N.W.R.		73 Regent Street
C.H. Morris	Passed Fireman	L.M.S. 8.5.1946	1.9.1923	
Ernest (Ernie) Morris	Office Clerk			
W.G.Morris	Passed Fireman	L.M.S. 28.7.1952	11.7.1937	
H.Morrow	Fitter's mate			Son of fitter's mate J.Morrow, played in Nuneaton Boro team that beat Watford 3-0 F.A.cup 1953
J. Morrow	Fitter's mate			
J. Morse				
A.J.Moss				
Fred. Moss				
Thomas (Tom) Moss				Shawe Avenue, Weddington
William (Bill) Moss	Driver 1912	L.N.W.R.		b.1870 20 Lister Street 1912

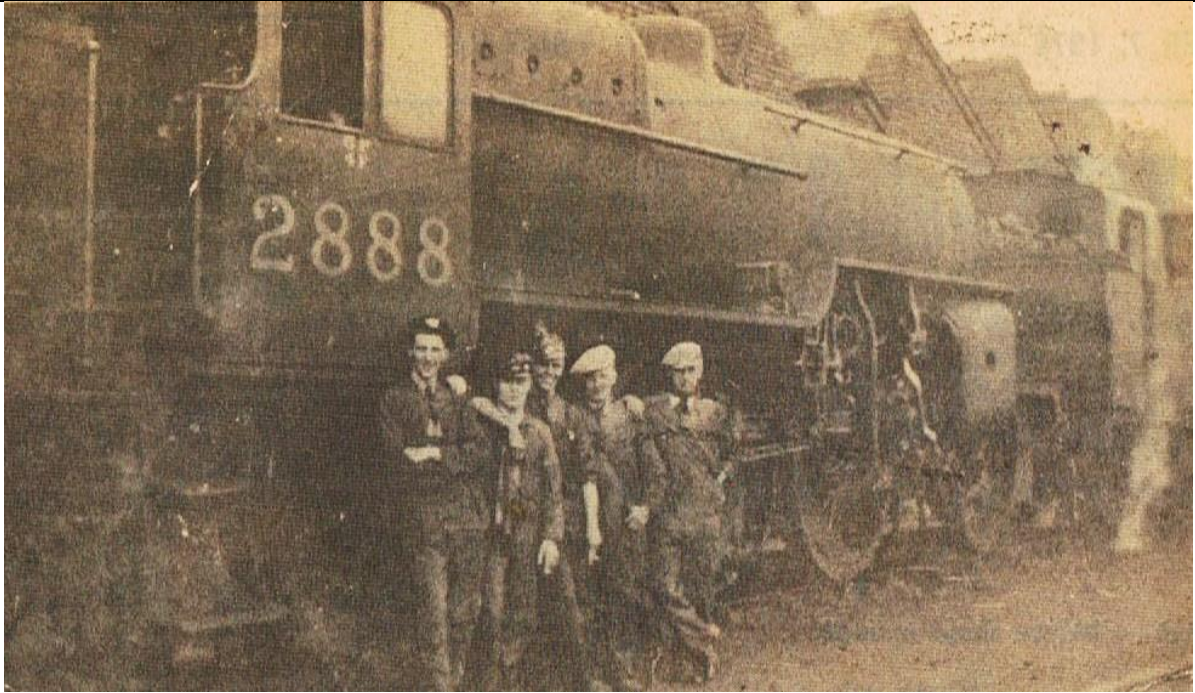
				buried 19.1.1935 aged 65
Charles (Charlie) . Moulton	Driver			Transferred to Overseal
H. Munn				
Eric W. Murray	Driver	L.M.S. 5.7.1927	6.4.1909	Ex Kendal
Fred Muskett	Carpenter			
G.Neale				
James Nevitt	Fitter 1912	L.N.W.R.		52 Stewart Street
John H. Newbold	Fireman 1912	M.R.		21 Cross Street Stockingford (was transferred to Northampton M.P.D. late 1950's – at same time as Stan Richards and Edgar Malin)
Albert Newby	Fireman 1912	M.R.		170 Haunchwood Road Stockingford
Edwin Newton	Driver 1912	M.R.		35 Cross Street Stockingford
G. Nicol				
George Nicholson	Driver	L.M.S. 30.1.1940	22.11.21	
Elijah Noble	Driver	M.R. ?		7 Ansley Road, Stockingford
William J.H. (Bill) Noble	Driver	L.M.S. 4.5.1937	3.10.1919	
Thomas (Tommy). Nixon	Fitter's Mate 1957			
John Noon	Driver 1912	L.N.W.R.		b. 1854 50 Lister Street, buried: 4.12.1918 aged 64
Charles (Charlie) V.Norman	Driver Staff nr. 2382	Seniority date:1911		
D. Norman	Driver Staff nr. 461	Seniority date: 1886		
R.W.Norman	Fireman	B.R. (LM) 25.10.1965	10.11.1942	
William Charles Norris	Fireman 1901	L.N.W.R.		b. 1876 Nuneaton 115 Gadsby Street in 1901
George Norton	Driver 1912	L.N.W.R.		14 King Edward Road
R. Norwood				
Charles B. Nunn	Fireman 1912			16 King Edward Road
Herbert C. Nunn	Driver			7 Tennant Street
George E. Osborne	Driver	L.M.S. 4.12.1935	29.7.1918	
William Osborne	Fitter 1957			
Howard Over	Fitter			
Thomas Walter (Tom) Over	Fireman 1912 Died Nov. 1939 aged 62	L.N.W.R. Employed 40 years		Son of Howard Over & Annie Pickering 17 Tennant Street
John Richard (Jack) Overton	Fireman 1912	L.N.W.R.		26 Gadsby Street
John (Jack) Owen	Driver	L.M.S. 13.2.1940	4.4.1922	
W.Owen				
Ernest Palmer	Fireman 1912	L.N.W.R.		30 Lister Street – Father of George Palmer (below)
George W.(Tory George) Palmer	Driver			41 William Street. Secretary of Attleborough Conservative Club
A. Parker				
George Parker				
John (Jack) Parker				
C.W.J. (Charlie) Parry	Fireman	B.R. (LM) 9.8.1961	22.7.1946	Ex-Abergavenny 1936 Union Rep ASLEF
G.H. Parry	Driver	L.M.S.	14.2.1908	

		24.4.1924		
Henry (Harry) Parsons				
J.H. Parsons	Driver			23 Willington Street
T. Parsons				
W.(Bill) H. Parsons	Driver			Driver in 1914/18 war, lived until he was about 90. 28 Bull Street
R.C.Patel	Fireman	B.R. 19.3.1962 DES 14.2.1962	22.7.1942	
J.C.Pattison	Driver	L.M.S. 5.10.1942 DES 15.1.1942	11.10.1926	Kingsbridge Road
Richard (Dick) Pattinson	Driver			Ex-Penrith
William (Bill) Payne	Driver			
Frederick (Fred) Payne				
L. Payne				
? Peachey				
John Pegg	Driver 1912	L.N.W.R.		35 Norman Avenue
J. Pegg	Fireman			
John (Jack) W.Perkins	Fitters Clerk 1957			91 Gadsby Street
William Perkins	Driver 1912	M.R.		41 Cross Street Stockingford
Cliff. Perry	Cleaner Fireman Driver	B.R.		Stayed on diesels until made redundant in 1969. Retired in 2007 from Wickman Wimet / Sandvik tools. Now works as a fireman on the Great Central. He fired for Fred Franklin.
R. Petty	Fitter's mate			
J.R.Phipps				
? Pickering	Steam Raiser			
T. Player				
Henry Powell	Driver 1901 Driver 1912	L.N.W.R.		b. 1863 at Rugby 7 Lister Street 1901 Riversley Road By 1917 20 Tennent Street
D.J.Power				
David Preston	Driver			Ex-Loughborough Derby Road. Came to Nuneaton on closure of A&N Jt. 1931 Died of heart attack, locker room Nuneaton shed early 1950's
Edward (Eddie) Prior				
J.Pritchard				
B. Proctor				
Albert.G. Purcell (Daz)	Driver			Regular fireman was Michael J.Lee Daz lived in Edward Street
D. Preston				
W.Preston				
H. Proctor				
B. Proctor				
Joseph Pugh	Driver 1912	L.N.W.R.		204 Gadsby Street
John (Jack). Pykett	Running shed foreman, ex-driver	L.M.S. 28.8.1924	30.5.1910	
William Henry	Driver	L.M.S.	8.6.1908	born.Sheffield

(Bill) Quarrell		3.11.1924		Ex.Wigston Regular driver with Ray Smith, Died 13.12.1995 aged 87
A. Radley				
Ebenezer Randall	Driver 1912			83 Jodrell Street, Stockingford
B. Randle				
C.W.Randle (Charlie)	Driver	L.M.S. 7.9.1936	27.8.1917	
Eric Randle (1917- 1988)	Driver			Started as a cleaner aged 17 At Nuneaton 1930's and 40's, transferred to Northampton (due to shortage of men at Northampton)
S. Randle				
Thomas Randle	Driver 1912	L.N.W.R.		84 Park Avenue
Thomas Randle	Fireman 1912	L.N.W.R.		3 Kem Street
William (Bill) Randle	Driver	L.M.S. 15.7.1935	3.9.1918	
Samuel Rathbone	Fireman 1912	L.N.W.R.		318 Gadsby Street
William Henry (Bill) Raven	Cleaner 1901 Fireman 1912 Driver			b. 1884 Nuneaton 128 Gadsby Street in 1901 131 Gadsby Street 1912
T.C.Rayson	Fireman	B.R. (LM) 9.9.1957	28.8.1942	
J.G.Read	Fireman			
O.Reardon				
W.O. Reason	Passed Fireman	B.R. (LM) 1.6.1948	22.2.1948	
Harry G. Redgrave	Driver			
Arthur Reynolds	Cleaner 1901	L.N.W.R.		b. 1882 b. Clifford 119 Gadsby Street
Herbert Reynolds	Fireman 1912	M.R.		35 Grove Road, Stockingford
J. Reynolds	Fireman			
R. Reynolds	Fireman			Son in law of Chalkie Stevens
S. Reynolds	Coal and ashplant labourer			
J. Rice	Foreman shed labourer			
Stanley (Stan) Richards	Fireman			Transferred to Northampton on promotion.
C.Richardson	Fireman			
Thomas (Tommy) Richardson				
W. Richardson	Driver	L.M.S. 24.8.1936	2.8.1918	
S. Ridgeway				
Robert (Bobby) Robins	Boilersmith			
? Robottom				
H. Rogers	Driver			
F. Rostance				
B.H.Rowley	Driver	L.M.S. 14.4.1924	15.12.1909	
George Rowley				
D.G.Rowley				
J.Rowley				
Percy Rowley				
T. Rowley	18.8.1913 Staff nr. 2598			
William (Bill) Rowley	Driver			Lister Street
B. Royal				
A.J.Russell	Fireman			
Archibald (Archie) Rutter	Driver			

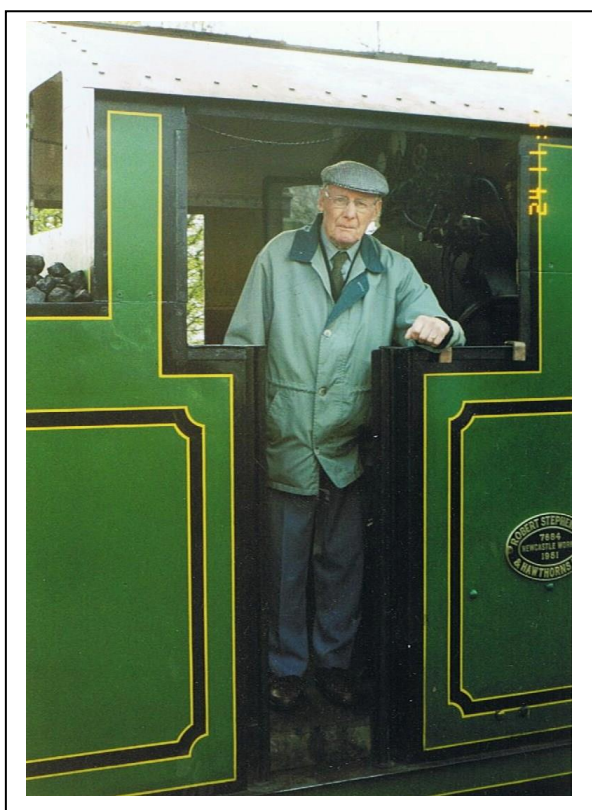
H. Rutter				
T. Sambrook				
W.J.(Jack) Sambrook	Driver	L.M.S 12.2.24	3.3.08	
William Sanders	Driver 1912	M.R.		51 Arbury Road, Stockingford
W. Sankey				
Albert John Satchel	Fireman 1912	L.N.W.R.		66 Lister Street
William (Bill) E. Satchel	Fireman 1912 Driver			157 Gadsby Street 1912 48 William Street
Bert Saunders	Driver			
? Scanlon	Fireman			
W. Scar				
George Seckington	Driver 1901 Driver 1912	L.N.W.R.		b. 1870 Willoughby 153 Gadsby Street in 1901 3 Gadsby Street in 1912 50 Lister Street 1926
E.J. Sharpe	Driver	L.M.S. 18.2.1924	1.6.1908	
Phillip Sharpe	Driver	L.M.S. 16.3.1936	1.10.1917	
Albert (Bert) Seabrook				Kept Church farm at Weddington
R. Shackleton	Driver	L.M.S. 11.11.1935	15.6.1918	
Michael Sherrod	Driver 1912			28 William Street 1912 buried: 5.7.1938 aged 71
D.J.Sear	Driver	L.M.S. 21.2.1940	29.5.1923	
Phillip (Phil) Sharpe			b. circa 1895	Formerly Stockingford shed. Finished work about 1950 one of six shed "caller ups" m. Shirley Randle, Bill Randle's daughter.
Thomas (Tommy or Dad) Shears				Shed master, formerly at London sheds during WWII. Came from Rugby. Was in charge of Rugby breakdown crane at Harrow accident. Lived in Waverley Avenue
R.A.Sheen	Fireman	B.R. (LM) 12.8.1957	17.7.1942	
Edward Sheldon	Fireman			
G.R.Shellard	Driver	L.M.S. 7.2.1927	30.11.10	
William Shepherd	Labourer			
Christopher (Chris.) D. Sear	Driver			At Nuneaton loco 47 years 20 St. Mary's Road
E. Sheldon	Fireman	B.R. (LM) 19.9.1955	1.6.1940	
W.Shepherd				
F. Sherwin	Driver	L.M.S. 16.11.1936	9.12.1918	
H. Shirley	Driver	L.M.S. 18.6.23	9.12.07	
William Sidmering	Engineman 1912			102 Regent Street
Alf. Silverwood				Married Jimmy Boneham's daughter
Ernest (Ernie) Simmonds	Driver			
A. Simpson				
J.Slack				
Frederick (Fred) Slater	Driver			Retired in the 50's
Albert Smart	Fireman 1912	L.N.W.R.		b. 1881 9 Gadsby Street buried: 20.7.1941 aged 60
Arthur Smart	Fireman 1912	M.R.		179 Haunchwood Road,





**A Fowler-Hughes "Crab" 2-6-0 Nr.2888 provides a backdrop for footplate staff:  
Albert King, Les Topp, Gordon Webb, Bob Hughes and Charlie Randle at Nuneaton shed c. 1937.  
(Nuneaton Evening Telegraph)**

John (Jack) Smart				
Ernest (Ernie) Smart				
A. Smith				
A.W.Smith				
Frank L.A. Smith				



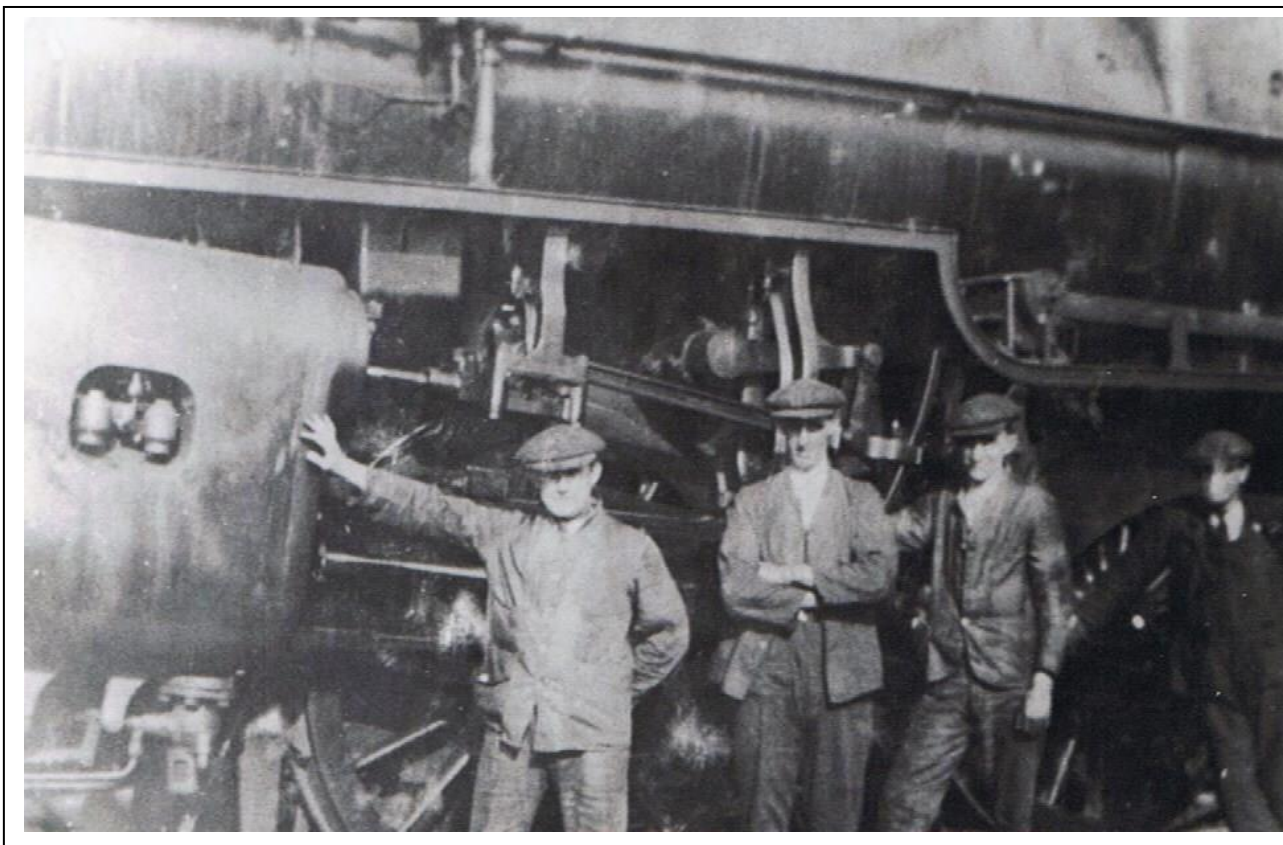
### George (Ray) Smith (1922-2008)

On a visit to the Foxfield Railway Ray Smith and the author had a trip on the footplate of Dennis Labrum's own steam loco. The condition of the loco bears testimony to Dennis's devotion to steam. The thousands of man-hours put into repairing and nurturing this fiery beast exemplify Dennis's consummate ability as a professional steam man.

Ray acquired his railway nickname "Virus" after an incident when one day he went into the Nuneaton shed crew's "bothy", or cabin, for a cup of tea, suffering from a heavy cold. The cabin was full of crews having a cuppa in the fetid atmosphere generated by the cabin's cast iron pot bellied stove, which was always red hot. It provided both warmth and heated the big cast iron kettle kept perpetually on the boil on the stove to supply water for the many cans of tea needed during the day. Dennis said Ray sneezed and put some of Nuneaton's crack engine men on the box! Henceforward he was known as "Virus" Smith. (Anecdote given to Peter Lee)

George Smith (Ray Smith's Grandfather)	Driver 1912	L.N.W.R.		Formerly Fireman at Overseal shed (a sub-shed of Nuneaton L.N.W.R.) By 1885 at Rugby 208 Gadsby Street died 1932
George Smith (Ray Smith's father)	Fireman 1912	L.N.W.R.	b. 1880	7 Gadsby Street buried: 24.5.1936 aged 56
George Raymond (Ray) Smith (Virus)	Fireman 1942 Driver	L.M.S. 29.4.1940	8.9.1922	11.2008
James (Jim) Smith				
J.Smith		B.R. (LM) 7.2.1949	7.8.1933	
John Smith	Driver 1912	L.N.W.R.		64 Riversley Road
Joseph Smith	Driver 1912	?		578 Tuttle Hill
J.H.Smith				
H.H.Smith				
Ronald.K.Smith	Driver	L.M.S. 1.9.1941	1.5.1925	45 St. Nicolas Park Drive, Nuneaton
Thomas Smith	Fireman 1912	?		58 Bermuda Road
Brian Southall	Fitter 1957			Brian and J. Southall were brothers
J. Southall	Fireman			
George William Southern	Cleaner 1901	L.N.W.R.		b. 1877 Rugby 3 Lister Street 1901
Oliver Spare	Driver 1912			144 Gadsby Street
A.J.Spencer	Driver 1912			14 The Green Attleborough
D.G.(L) Spencer				

Frank Stamp	Driver			Frank and Harold stamp were brothers
Harold.G.Stamp	Fitter			
P. D. Starkey	Driver	L.M.S. 20.4.1936	29.6.1916	
A. Stevens	Fitter's mate			
Chalkie Stevens	Driver			Ex Kirkby Stephen
N.S.Stevens	Driver	L.M.S. 22.8.1927	9.5.1909	
David Stevens (Buff)	Driver			Lived in Glebe Road
Matthew Henry Stevens	Driver		1869	50 Kingsbridge Road Bur. 28.5.1938 at Stockingford
J. Storer	Fireman	B.R. (LM) 9.1.1961	5.12.1945	
H.Sturley				
B.K. Sugden	Fireman	B.R. (LM) 27.1.1958	8.6.1940	
George Summers	Fitter's Mate 1957			
M. Summers				
M. Talbot				
Frederick (Fred) W. Tandy	Fireman 1912	L.N.W.R.		4 Seymour Road
G. Tandy	Staff Nr389	Seniority Date 1884		
D. Taylor				
E.D.Taylor				
G.Taylor				



A group of unidentified fitters standing against the elaborate valve gear of an old "Crab" on Nuneaton shed in the 30's. This gives an idea the scale and complexity of their work, as they had to dismantle and re-assemble this valve gear. It involved a lot of heavy lifting, grease and cracked knuckles. (Charlie Woodford Collection)





Possibly the same group of fitters, the same occasion, and might be the same “Crab”. We cannot tell. The “Crabs” were well liked by Nuneaton crews being strong well-built locos good for most Nuneaton jobs including heavy freight and passenger traffic. They were often pressed into service on long distance excursion trains to Blackpool and the North Wales coast in the summer.

Nr. 13113 entered traffic in 1929 and was renumbered 2813 in 1934 so this photo pre-dates that, and was withdrawn from Gorton shed in November 1963. It was stored at Horwich works before being cut up there in February 1964 (Charlie Woodford Collection).

Percy Teagles				Died in bomb blast November 1940 on LMS loco 9434 Charlie Buckler was his mate that night
Herbert Tebbett	12.12.1911 Staff Nr. 2461			
H. Tebbutt	Staff Nr. 805	Seniority Date: 1890		
Alfred Thomas	Driver 1912	L.N.W.R.		11 Cooper Street
Leo Thomas	Running Shed Foreman, ex – Driver			
W.M. Thomas	Driver	L.M.S.6.1.193 6	15.8.1917	
A. J. (Joe) Timpson	Driver			b. 1896 45 Ivanhoe Avenue bur. 14.8.1944 aged 48
Frederick (Freddie) Timpson	Carpenter			
Walter Timson				
William (Bill) Timpson	Operated coal stage			Lived in Orchard Street. Also pulled teeth, cut hair for 6d. a go and repaired bikes.
B. Thompson				
W. Tipper	Steam raiser			
K. Tolley	Passed Fireman	B.R. (LM) 20.3.1950	3.1.1935	
George Tomlinson	Fitter 1912	?		32 Church Street
Donald (Don)Tonks	Fireman			Son of George below
George Tonks	Driver	L.M.S.4.1.193 7		
John Clarke Tooty	Driver 1912	L.N.W.R.		38 Park Street
Les. Topp	Driver	L.M.S. 4.1.1937	15.5.1918	
J. Trussell	Fireman			
B. Tusker				
William Twigger	Driver 1901	L.N.W.R		b. 1854 at Bedworth

	Driver 1912			9 Tennant Street 1901 48 Attleborough Road 1912 buried: 10.6.1936 Aged 82
Elijah Twigger				
Alfred Tysoe	Driver 1912	M.R.		57 Webb Street, Stockingford
D.J. Upton	Fireman	B.R. (LM) 5.12.55	5.12.1934	
Harry Vears	Driver 1912	M.R.		129 Haunchwood Road, Stockingford
Thomas Vicars	Shed Master 1950's			Formerly military man, Came from Crewe. Later at Crewe North

John (Jack) Waddoups	Fireman 1912	L.N.W.R.		11B Fitton Street
J.Wagstaff				
N.J.Wagstaff				
Sidney (Sid) Wagstaff				
Alfred James Wale	Driver 1912	L.N.W.R.		46 Willington Street
G. Walker Jim and G. Walker were brothers.	Driver			22 Tennant Street
James L.(Jim) Walker	Driver			39 Tennant St.
John Walker	Driver 1912	L.N.W.R.		71 Gadsby Street
Thomas Walker	Fitter	L.N.W.R.		b. 1878 14 Kem Street buried 28.10.1942 aged 64
William Walker	Driver 1901	L.N.W.R.		b. 1864 Radford 49 Lister Street
George Walters	Fitter 1912	L.N.W.R.		9 Duke Street
C. Walton				
F. Walton				
Joseph Henry Walton	Fitter 1901 Fitter 1912	L.N.W.R.		b. 1871 Rugby 47 Gadsby Street 1901 45 Gadsby Street 1912
R.J.Walton				
T. Walton	Fireman			Went to work on Rhodesian railways, then returned to UK
Fred Ward	Fitter			
Frank Warr	? maybe W.F.Warr below			
J.W.Warr	Driver			8 Tennant Street
William Frank Warr	Fireman 1901 Engineman 1912 Staff Nr. 1037	L.N.W.R. Seniority date: 1892		b. 1876 Rugby 124 Gadsby Street 1901 8 Tennant Street 1912
A. Warmington				
R.T. Warmington	Fireman	B.R. (LM) 1.1.1957	24.10.1941	
John Warren	Driver 1912	L.N.W.R.		39 Back Street
Charles Waterton	Driver	L.N.W.R.		31 Alexandra Street died 1923
G. A. Webb	Driver	L.M.S. 1.6.1936	1.12.1916	
John (Jack) Webb	Driver			157 Gadsby Street
A. Wells				
Francis Wells	Driver 1912	L.N.W.R.		Oaston Road
George Wells				
H. Wells	Boiler washer out			
Richard (Dick) Wells				
G.J.West				
F.K.Whale	Passed Fireman	L.M.S 3.4.1945	1.2.1931	
J.Whale				
W. Wheatstone	Driver 1912			163 Haunchwood Road

V. Whelton	Fireman			
B. White				
Eric White	Outside Foreman			
Herbert C. White	Fireman 1912	?		35 Toler Road
Walter White				
L.White				
Henry Whitehead	Driver 1912	L.N.W.R.		17 Gadsby Street
George Whitmore	Cleaner 1901	L.N.W.R.		b. 1881 Earl Shilton 23 Tennant Street in 1901
R. Willcox	Fireman			
James H. Wildig	Driver 1912	L.N.W.R.		128 Church Street,
Joseph Wileman	Driver 1912	L.N.W.R.		15 Anker Street
R. Willett				
W.J.White				
Evan Wilkins	Driver 1912	?		8 Clifton Road
J.E.Wilkins	Driver	L.M.S. 16.11.1936	19.1.1917	
Oswald (Ossie) Wilks	Tuber 1957			
Sidney Wilks	Fireman 1912	M.R.		34 Church Road, Stockingford
John G. Williams	Driver 1912	L.N.W.R.		28 King Edward Road
Alfred W. Wilson	Driver 1901 Driver 1912	L.N.W.R.		b. 1861 Attleborough 74 Lister Street 1901 35 Hall End 1912
Arthur S. Wilson	Driver 1912	L.N.W.R.		14 Park Avenue
Charles (Charlie).R.Wilson	Driver, later running shift foreman	L.M.S 29.7.1937	2.7.1921	Brother of John Wilson Son of Joe Wilson
Hubert Wilson				
Frederick C. Wilson	Fireman 1901 Fireman 1912	L.N.W.R.		b. 1877 Polesworth 89 Gadsby Street 1901 73 Gadsby Street 1912
F.H.Wilson				
John Wilson	Fitter			153 Weddington Road (son of Joe Wilson) Served 6 year apprenticeship at Crewe
Joseph (Joe).Wilson	Driver			Died May 1958
Thomas (Tom) Wilson				
Walter Wilson	Driver	L.N.W.R.		173 Attleborough Road buried 29.6.1925 aged 65
Charles Windridge	Fireman 1912	L.N.W.R.		57 Attleborough Road
W.Wing	Water Softening Plant Attendant			109 Gadsby Street
V.Wilton				
Hardman Earle Winby	Running Shed Foreman		b. 1874	b. Cardiff, lived 84 Wheat Street. Retired 1940, died 1947 Played cricket for Chilvers Coton and Attleborough
B.Wincote				
G.Woby				
Frederick Wolfe	Fireman 1912	L.N.W.R.		27 Gadsby Street
Henry Wolfe	Fireman 1912	L.N.W.R.		101 Wheat Street
Thomas (Tommy).. Woodcock				
Charles Woodford	Fireman 1901	L.N.W.R.		b. 1874 Ansley 34 Lister Street
Charles (Charlie) Woodford	Fitter 1912	L.N.W.R.		248 Gadsby Street
Henry (Harry) M.Woodford				
W. Woods				
C. Woolridge	Steam Raiser			

John Wormleighton	Driver 1912	L.N.W.R. or M.R. ?		100 Church Street, buried 2.8.1937 at Stockingford died at Nottingham
P. Worthington				
Charles B. Wright	Driver 1912	L.N.W.R.		7 Vicarage Street
James Wright	Driver 1912	?		9 James Street
John Alfred Wright	Driver	L.N.W.R.		35 Park Street. Buried ? aged 42
Joseph Harry Wright	Driver 1912	L.N.W.R.		24 Seymour Road
Joseph H..Wright	Driver	L.M.S.15.7.19 35	10.8.1920	
B.K.Wright				
S.R. Wright	Passed Fireman	B.R. (LM) 15.8.1949	12.8.1934	Lived Bedworth Died young Photo appears in Railways around Nuneaton
William Wright	Driver 1912	M.R.		205 Church Road Stockingford
William Wrighton	Driver 1912	L.N.W.R.		216 Gadsby Street
Alginon (Algy) Wykes				
Harry Wykes				
J. Wykes	Fireman			
B. Wyleman	Fireman			
Robert Wyman	Fireman 1912	M.R.		227 Church Road, Stockingford
R. Yeatman	Driver	L.M.S. 8.9.1936	17.8.1917	Died 21.9.1988 Born in Cheveral Street
K. York				

*Sources:*

Spennels Street Directory of Nuneaton 1912/13

ASLEF Contributions Ledger November 1956

List of Nuneaton Motive Power Depot Footplate Staff to 1965 (typewritten list provided by Ernie Heywood)

British Railways Illustrated Vol. 17 Nr. 6 March 2008: Article: More on the Patriots by Ray Fox and Mike Kinder pp. 234-243

Alan Cook

Geoff Edmands

National Union of Railwaymen (Area 9) Seniority dates (1925)

*Railwaymen's recollections and sources:*

Dennis Labrum

Ray Smith

Ernie Haywood

Mick Lee

John Wilson

John Smith

Ray Fox

James Dunn

Victor Holloway (S&T department)

Alan Burnham

John Hough

*Railwaymen's relatives:*

Anne Gore (daughter of Ron Yeatman and grand-daughter of William Lane), Celia Hornbuckle, Ian Burgoyne, grandson of Hardman Earle Winby, Mr. & Mrs T. Burgoyne

*And thanks to:*

Mike Kinder, Alan Cook, Geoff Edmands, Maurice Billington, Ray Hill, Vic. Holloway, Doreen and Alan Burnham.

