

The Railway Photographs of P. W. Pilcher
By David J. Patrick
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A Postscript (compiled by Edward Talbot)

With thanks to A. C. F. Aubertin (ACFA), Gerald Broom (GB), Richard D. Foster (RFD) and Harry Jack (HJ).

Plate 13). While it is true that the last of the Baldwins was withdrawn in 1914 (the photo of No 2207 is 1907-1910) one of the other (Schenectady) Yankees lasted till August 1915. (HJ)

Page 61, plate 91: I much appreciated the inclusion of the book of photographs by P.W. Pilcher along with the *Journal*, but I'm intrigued by plate 91 on p61 this shows *Adriatic* supposedly about to be towed off to Crewe for scrapping. I wonder if engines sent there would have gone with a full load of coal on the tender? As the L&NWR always had more tender engines than tenders to go with them perhaps Crewe had further plans for this tender. (ACFA)

Page 87) Wasn't Minshull Vernon four tracks then? (GB)

In LNW Days the four tracks only went as far as Coppenhall Junction. The four tracks from Coppenhall to Winsford were an LMS scheme of the 1920's, one of a very few (only one?) on the LNW. Most were on the Midland and are all now two-track again. One cannot help thinking that if the LMS had done more of the LNW planned schemes, these would still be four track....whatever that means.

The Winsford widening is odd. It seems clearly to have been intended to go to Hartford - to this day one can see the bridges which were rebuilt ready and the land that was bought. But for some reason the work stopped when the tracks got to Winsford. I have never seen any explanation of why it was never finished, though it might have had something to do with the worsening economic climate leading up to the/because of the Wall Street Crash.

So, Minshull Vernon was two track in 1913, though it does not prove that the pictures really are there...!! (RDF)