



A 'Pug' on the prowl: Aspinal 0-4-0ST No. 51222, formerly of the Lancashire & Yorkshire Railway, busies itself on a damp morning in Goole during the 1950s. Photo: G. M. Staddon/N. E. Stead Collection.

GOOLE, GLORIOUS GOOLE

Below: A sad sight indeed as five of Aspinal's ubiquitous ex-Lancashire & Yorkshire 0-6-0s, Nos. 52252, 52319, 52244, 52154 and 52305, stand in store, awaiting scrapping, at Goole Shed on 11 February, 1960. Photo: N. E. Stead.

'Kingstonian' remembers the seldom-recorded port of Goole and the unusual collection of locomotives it boasted in steam days.

AS A TEENAGE train-spotter, I often took the train from my home in Hull to Doncaster for a day's concentrated viewing of its busy railway scene. During the journey, we'd stop briefly at Goole, a typical two-platform station serving a small town. The station itself was never a hive of activity: if I was lucky, I might see shunting in progress in the adjacent goods yard, or stop beside a Hull-bound passenger train or perhaps the infrequent push-pull service serving the line to Selby, but that was all.

Upon leaving Goole across the level crossing at the west end of the station, however, I would suddenly



Another damp day at Goole as a grubby K3 2-6-0, No. 61922, arrives with a Hull-Doncaster express. Photo: Author's collection.





Above: Once, you could buy an Airfix kit of one of these in Woolworth's for five bob! Former Lancashire & Yorkshire 'Pug' 0-4-0ST No. 51241 works Goole Yards in this photograph, taken by P. B. Booth on 21 April, 1956. There appear to be no shortages of pubs across the road should it get too hot in there.



Left: Baggy trousers were all the rage in 1956, when Selby-allocated, push-pull fitted G5 0-4-4T No. 67250, of a North Eastern Railway Wilson Worsdell design introduced in 1894, was pictured at Goole Station ready to depart with a Selby train. Photo: Author's collection.

glimpse a very different scene. Goole is a port on the River Ouse, developed as the eastern extremity of the Lancashire & Yorkshire Railway, and as the train climbed above the rows of wagons in the extensive sidings serving the docks, I'd catch sight of venerable saddle-tanks and 0-6-0 tender engines whose numbers began with a '5' instead of a '6', some still bearing the 'LMS' legend. It always seemed incongruous that, in the midst of a journey between two former LNER stations, along a totally LNER line, there should be

this tantalising glimpse of a 'foreign' company. All too soon, as the train gathered speed towards Thorne North and Doncaster, we crossed Dutch River Bridge and left the strangers behind.

Had I been tempted to spend time at Goole Station, in the hope of seeing more former LMS locos, I would have had a thin time, because apart from the infrequent stopping trains to and from Wakefield, normally handled by Ivatt 2MT 2-6-2Ts Nos 41250-54, from Wakefield Shed, the assorted L&Y types kept generally around

the dock area, with its restricted access to the public.

There was a former L&Y loco shed at Goole, but it was an hour's walk from the station, and remote from civilisation across several fields, or accessed by a path alongside the line which made the would-be visitor rather vulnerable to the attentions of the railway police.

The traffic for Goole Docks came almost entirely along the line from Wakefield via Knottingley, and the staple motive power in the 1950s were the ubiquitous, and

usually scruffy, WD 2-8-0s, several of which were allocated to Goole. For dock shunting and local freight trips, former L&Y 0-4-0STs and 0-6-0STs, and a handful of Aspinall 0-6-0s were provided.

Apart from a small group of passenger locos for the daily Wakefield-Hull passenger train, and to assist the 2-6-2Ts already mentioned, the only other locos housed at Goole in the early 1950s were some Ivatt 2MT 2-6-0s of the 46400 series. They were used to help the L&Y 0-6-0s on local freight duties and also on the Isle



A view of Goole Shed in 1955, with an interesting mixture of locomotives including (from left) an Ivatt 2MT 2-6-0, two of Aspinal's 0-6-0STs rebuilt from Barton Wright 0-6-0s, Nos. 51521 and 51323 and at least four WD 2-8-0s including No. 90609. Photo: K. Hoole/N. E. Stead Collection.

of Axholme Railway. Originally owned jointly by the L&Y and North Eastern Railway, this branched off the line from Goole to Thorne North at Marshland Junction and headed across the peat moors to Reedness Junction. Here the line split, the main section heading southwards through Crowle and Epworth to join the Doncaster-Lincoln line at Haxey Junction, and another branch heading eastwards from Reedness to the quaintly-named terminus at Fockerby. The whole railway was rural in character, and the 2MT on the daily freight could be found visiting numerous farm sidings and peat works. Closure finally came in the 1960s.

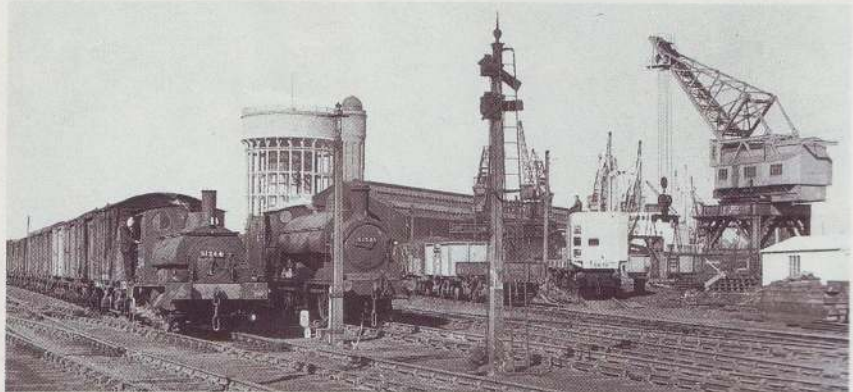
The passenger locos previously mentioned were, in August 1950, 2Ps Nos. 40586/9 and 40685, accompanied by Fowler 2-6-4T No. 42411. Later, the 4-4-0s were replaced by Stanier 2-6-4Ts Nos. 42477 and 42553, and No. 42411 was transferred away to Mirfield. At this point, it seems worth mentioning that some young spotters at Hull Paragon Station seemed oblivious to the number '4' in front of 2411 and 2477, and many ABCs at the time showed that their owners had apparently seen *Lady of Avenel* and *Glen Dochart*!

The last fling of steam passenger services in 1956/7 brought the departure of the Stanier tanks and the arrival of Fowler 2-6-4Ts Nos. 42311/24 and 42407 along with the return of No. 42411 to take over for a brief period before diesel multiple units replaced them in 1958.

Steam had some final surprises on the local freight side as well. In 1957, the Cheshire Lines around Manchester had a surplus of former MS&L J10 0-6-0s, and four of them, Nos. 65142/5/7 and 65196 enjoyed a brief spell at Goole on local duties, appearing on pick-up goods workings at Pontefract and Thorne North. At the same time, two of the massive ex-NER 4-8-0Ts, Nos. 69918/21, could be found at work on the docks, in the company of three former Midland Railway 0-6-0Ts, Nos. 41661, 41797 and 41855. All this happened because the North Eastern area boundaries were changed to include old LMS lines around Goole, Leeds and Wakefield. As a result, Goole Shed



Sometimes the former Lancashire & Yorkshire 0-6-0s got as far as Goole Station. Here, No. 52154, coupled to a venerable ex-NER brake van, enjoys a spot of shunting on 21 April, 1956. Photo: P. B. Booth.



Former Lancashire & Yorkshire saddle tanks in harness at Goole Docks on 21 April, 1956. Next to 'Pug' No. 51244 on the left is No. 51521, also seen in the shed scene above. Note the massive water tower. Photo: P. B. Booth.

came under Hull administration, and Ivatt 2-6-0s (and at least one J10) appeared at Dairycoates Shed for attention on the wheel-drops. Another aspect of these changes was the loan of Dairycoates locos to Goole, including J25s and J39s, and the sight of former L&Y 0-6-0 No. 52319 working Hull area local trips during the summer of 1959.

Time has not dealt too harshly with Goole and its railways over the past 30 years. The docks are still rail-served, although the level of traffic has come down. An odd class 31 or 37 is as much as one can expect to see when passing today. The shed has long since disappeared, and the Hull-Doncaster service is now worked

by 'Sprinters', 'Pacers', and a twice-daily HST to Kings Cross. Still, if the predicted increase in imported coal takes place, we might see class 56s or class 60s heading trains of coal to the West Yorkshire power stations at some future date, an ironic reversal of flow from the steam-hauled coal traffic to the docks of nearly 40 years ago.