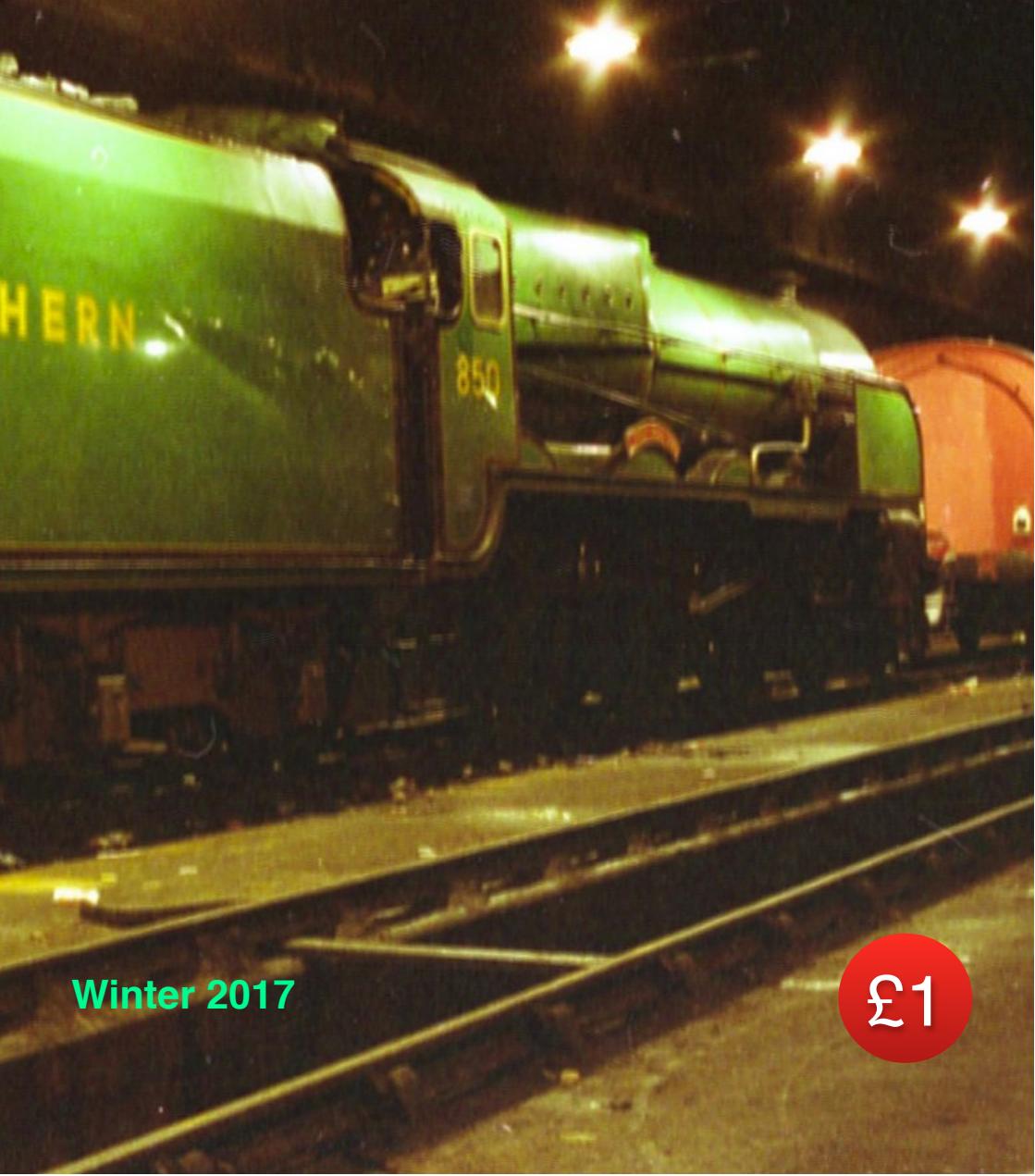


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On Shed

The Journal of the 8E Railway Association



Winter 2017

£1

Welcome

to **On Shed**, the official journal of the
8E Railway Association.

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[Front Cover: Southern Railway locomotive 850 'Lord Nelson' on shed at Northwich.

This page: Colin Worrall and Graham Roughsedge on the footplate of Southern Railway locomotive 850 'Lord Nelson' at Northwich Shed in the early 1980s. Both photos: Mike Lenz]

From the Editor.

Mike Lenz

The last time an issue of 'On Shed' was published was back in 2000 when Chris Simon was the editor. Since then the activities of the Association have been mostly limited to our regular monthly meetings and our occasional summer outings. Whilst this is not likely to change in the foreseeable future it was felt that it might be an idea to produce an annual journal at the beginning of each year with a report from the December AGM as well as articles and photographs of railway interest, both relating to 8E activities past and present and other items of interest to members.

Chairman's Report.

Mike Lenz

At the AGM in December 2016 I was pleased to report that the it had been another successful year for the Association with a good selection of presentations at the monthly meetings with thanks going to Wayne Jones for his efforts in this area.

Our finances are stronger than ever despite spending on a new projector, purchased jointly with the Crewe Heritage Centre, and already put to good use at both venues. Thanks go to Paul Tench for his role as Treasurer which he has carried out successfully alongside his duties as Publicity Officer and Webmaster. Our membership remains steady with any losses more than covered by new members joining in the past year.

David Hawkes has continued to provide an excellent service as our secretary, regularly submitting reports of our meetings to the local press and dealing with any enquiries in an efficient manner.

Due to the committee having several persons undertaking more than one role, an appeal was made for members to join the committee to help lighten the load for these individuals. I am pleased to report that we have now welcomed back Brian Burgess onto the committee to take over the membership duties from myself and also Jon Penn has joined in order to assist Paul Tench with the monthly email newsletter. All the remaining committee members were re-elected by the membership.

Paul also commented on the summer outings which he arranged and has said that he would be prepared to look at further trips for 2017, possibly in conjunction with other groups (eg. CAMRA). It does however appear that these are now not receiving as much support as they once did, but this may well be as a result of our Association's age profile so we will continue to monitor this in the coming years.

During the AOB item on the Agenda I commented on our growing finances and put forward the proposal that we ask the membership for a shortlist of possible worthy causes within the railway preservation movement where we could make an annual donation. This shortlist would then be voted on by the members and the cause receiving the highest vote would receive the donation for that particular year. This would be one way in which we fulfill our original aim of supporting the railway preservation movement, and whilst we still have several members who are active in the movement in various areas, this would be a

way to bring the Association wider attention. This proposal was accepted and voted on by the membership and will be instigated during the course of 2017.

I also proposed that after an absence of some 16 years we resurrect the 8E Magazine in the form of an Annual Journal to be published early in the New Year, whereby it would then contain a report on the previous AGM and also hopefully a list of the monthly fixtures for that year as well as looking back at some of our past activities using images from our archives. Its format would be similar to that of the Crewe Heritage Centre's 'Eagle' magazine and would be free to members and be used to help publicise the Association, both at the Heritage Centre and elsewhere and hopefully result in some new members. Members would also be welcome to contribute articles that they might think would be of interest to members. This could even become a twice yearly publication with the second issue published in late August in time for the start of the new season of meetings. This proposal was also accepted and voted on by the membership. Both these proposals would also be a way in which we could reduce our finances and at the same time would be to the benefit of the members and the railway preservation movement at large.

I would like to finish by thanking my fellow committee members for their support throughout 2016 and look forward to serving you all during 2017.

Membership Report. Brian Burgess

Currently our membership status is as follows;

Honorary Life Members - 13

Life Members - 9

Full Members - 35

Total overall - 57

Fixtures Programme 2017. Wayne Jones

Tuesday 14th February - Geoff Coward - Steam on the Ffestiniog

Tuesday 14th March - PSOV - Mainline Steam 2016

Tuesday 11th April - Peter Kirk - East and West German Steam Cine Films

Tuesday 9th May - Les Nixon - Miscellany of pre-1968 steam

All the above at the Gladstone Club, Station Road, Northwich, CW9 5RB

Commencing at 7.45pm. Admission for first-time guests is FREE, subsequent meeting entrance fee is £3.

The Lighter Side of 8E.

Echoes of ‘Butch Cassidy and the Sundance Kid’ but without the rain!; Alan Bennett at the Crewe Heritage Centre in 1989.

(Photo: Mike Lenz)



A History of the 8E Association-Part 1

Mike Lenz

The ‘Rocket 150’ celebrations back in 1980 can be said to be the seed from which the 8E Association (as it was initially named) was grown.

In the months leading up to the celebrations at Rainhill on Merseyside, various locomotive exhibits were being moved into the North West and the then area manager at Northwich, David Macintosh, offered the facilities of the former steam shed at Northwich as a base to house some of the locomotives prior to movement to Bold Colliery near St Helens, where the final cavalcade was to start from. To this end, four preserved steam locomotives arrived at Northwich and were duly stabled in the old steam shed alongside the various Class 25 and 40 diesel locomotives which then were based on the depot. The locomotives in question comprised former BR Southern Region Merchant Navy Pacific 35028 ‘Clan Line’, LMS ‘Black Five’ 5000, LNER A4 Pacific 4498 ‘Sir Nigel Gresley’ and BR Standard Class 4MT 80079. Although the depot at Northwich still had fitting staff, David Macintosh turned to a number of local rail enthusiasts and asked for their help in cleaning and servicing the locomotives during their stay. Whilst these four locomotives were at Northwich David Macintosh decided to hold an Open Day on a Sunday in May 1980 when all four locomotives were in steam and during the day pairs of locomotives with their support coaches operated shuttle rides from the former Middlewich platform up to the end of the Northwich goods yard near the ICI Lostock works and back again. During the afternoon the LMS ‘Black Five’ locomotive was even attached to the ICI Hoppers and

assisted the train up to the sidings at ICI Winnington. The weather could not have been better with bright sunshine throughout the day and many thousands of visitors to the event, myself included as can be seen from the photographs below.



Above; Clan Line and Sir Nigel Gresley on the shuttle service (Photos: Mike Lenz)
Below; LMS 'Black Five' 5000 on the hoppers (8E Archive collection)



After the Rocket 150 cavalcade weekend one locomotive returned to Northwich in order to work a number of Manchester to Liverpool excursions connected with the celebrations and the same group of enthusiasts again helped service and clean the locomotive. Following on from these activities in early 1981 David Macintosh suggested to the group of

enthusiasts that it might be a good idea to form themselves into a more formal group with its own insurance to cover their activities on the shed when steam locomotives were present. To this end the 8E Association was formally constituted in summer 1981 with memberships commencing from the July. In autumn of 1981 the BR Stanier Pacific locomotive 46229 'Duchess of Hamilton' was on its way from a spell in Crewe Works back to the National Railway Museum in York when it ran a hot box on the tender and was halted at Northwich and was put on shed to be attended to by the local fitting staff. Whilst on shed the 8E Association provided volunteers to service and clean the locomotive with the blessings of the NRM. When the locomotive was ready to depart following its repairs the NRM's representative, David Wilkinson, expressed his appreciation at the superb turnout of the locomotive by the Association's volunteers and thereafter our reputation for turning out locomotives '8E Clean' was assured.



The photo above was taken from my office at Harris Road Services Head Office at Lostock Gralam showing BR Stanier Pacific 46229 'Duchess of Hamilton' soon after leaving Northwich with a Trans Pennine Pullman train following its '8E Clean'!

My own involvement with the Association came in January 1982 when, following an article in the Northwich Guardian about the Association and its activities which invited interested enthusiast to come along to its meetings in the BRSA Club in Manchester Road, I duly turned up for the January meeting and was welcomed by Alan Ashurst upon entering the club. Having signed up as a member, at the end of the meeting there was an appeal for volunteers to assist with another Open Day which the Association was planning in conjunction with the Area Manager and his staff. I duly offered my self to assist and became a working volunteer. The Open Day had LMS Jubilee 5690 'Leander' as guest locomotive along with a selection of modern image locomotives including a Class 03

shunter from Birkenhead, a Class 24, a Class 40 and a Class 56 which arrived light engine after working a coal train to Fiddler's Ferry Power station and was in a filthy condition. The 8E volunteers set to and proceeded to clean the locomotive as best we could, even to painting the buffer beam with red paint. Soon after the locomotive returned to its depot it was named 'Kellingley Colliery' and we thought it must have been as a result of our cleaning, no doubt! The Class 03 shunter from Birkenhead also received the attention of the Association's volunteers and received white tyres on the wheels and painted names of two of our lady volunteers, Glynis and Joyce, which it subsequently carried into retirement a few years later.

Over the next couple of years there were regular steam visitors with locomotives coming to Northwich from Chester after working northbound Welsh Marches Express specials returning south a couple of weeks later, having been cleaned and serviced by our volunteers. Amongst these visitors were NRM's LMS 'Black Five' 5000 from the Severn Valley Railway, Southern Railway 4-6-0 850 'Lord Nelson' from Carnforth, and our most regular visitor LMS Jubilee 5690 'Leander'. All received our attention and left Northwich '8E Clean'.



LMS 'Black Five' 5000 receives attention at Northwich on a rather damp day prior to working a 'Welsh Marches Express' from Chester later in the day.
(Photo: Mike Lenz)



Southern Railway 4-6-0 850 'Lord Nelson' and LMS Jubilee 5690 'Leander' on shed at Northwich receiving attention from 8E volunteers. (Photos: Mike Lenz)

With the closure of Northwich shed in November 1984, this looked like being the end for our steam servicing at Northwich, but this was not to be, as we subsequently were to service two more locomotives at Northwich, LNWR Coal Tank 1054 in October 1986 and our final visitor LMS Stanier Pacific 6201 'Princess Elizabeth' in the November of that same year as seen in the photos below. (Photos: Mike Lenz)



Thereafter our activities moved to Chester General station where we continued our servicing activities by watering the various steam locomotives that worked into Chester on the various Welsh Marches Express trains. Here we were to service a number of locomotives such as BR (WR) King Class 4-6-0 6000 'King George V', and the last steam locomotive built for British Railways Standard Class 9F 92220 'Evening Star', as seen here with Alan Ashurst and myself in the cab during its water stop. (Photo: Mike Lenz)



In 1985 there was a celebration of 150 years of the formation of the Great Western Railway and as part of the GWR 150 Celebrations the 8E was asked by the Severn Valley Railway to provide support in looking after BR (WR) Hall Class locomotive 6960 'Raveningham Hall' which was to be on display in the bay platform at Chester as part of the celebrations. This also gave us the opportunity to have a sales/publicity stand on the platform alongside the locomotive to promote the Association. Bob Meredith and myself are seen on the footplate during the visit.

(Photo: Mike Lenz)

Following on from our servicing activities at Chester, we were next destined to be involved at a location with which we have had our longest connection, namely Crewe, initially in the works and then the Crewe Heritage Centre, where we are still involved to this day.

However this part of the 8E story will be saved for the next issue of this journal.



Summer Days Out with 8E. Alan Ashurst

For many years the Association held its monthly meetings on all but the two months of July and August, but early in the new millennium June was added to give a 3 month break. As a result we have usually made the Second Tuesday in June an evening outing to a suitable venue within a reasonable travel distance accessible by rail, such as the Golden Pheasant at Plumley, the Railway at Mobberley and even the Station Buffet at Stalybridge. In July and August I have arranged Saturday outings by means of a combination of rail, tram or bus to various areas within reasonable reach including around the Manchester, Liverpool, Chester and Crewe areas and even as far as Wolverhampton and Birmingham. Sometimes we have had visits to preserved railways and transport related museums such as the Museum of Science and Industry in Manchester. I have usually done a recce of the routes beforehand to enable me to prepare notes to give out to those members who come along on the day and to plan suitable stops for refreshments during the day. On some of these outings we have had quite large groups with some up to 20 plus, although this has been reduced in more recent years as the membership has shrunk. I handed over the task to Paul Tench a year or so back, although I still do the occasional outing on a more informal basis, notifying those I feel may be interested in coming along. On the next page are photos from a selection of more recent trips and in due course we will look at some of our earlier outings. In the early days of the Association our day trips and tours were in the capable hands of Alan Bennett, who organised many trips to motive power depots and

even longer weekend tours further afield. These will also be featured in future issues of the journal.

Below; In July 2013 we visited the Manchester area to travel over some of the new Metrolink network. Our group is seen here outside the Baum in Rochdale.
(Photo: Mike Lenz)



Below; Our July 2014 trip to Merseyside showing on the left, our group in front of the Cheshire Lines Goods Warehouse at Birkenhead, and on the right, the view from the Mersey ferry as we approached the pier head. (Photos: Mike Lenz)



The Great Gathering - Crewe Works 2005.

Mike Lenz

On the weekend of the 10th/11th September 2005 Crewe Works held what would be its last Open Day which was marketed as 'The Great Gathering', and which featured a host of steam and diesel locomotives, many of which were Crewe built. The 8E were invited to assist with stewarding at the event as we had done previously at the Open Day in 2000. The following is a selection of images from this event. Sadly the works is now a shadow of its former self with many buildings that were present in 2005 now long gone and most of the tracks used for the event lifted soon thereafter. (All photos: Mike Lenz)



On the left we see the magnificent line up of four Stanier Pacifics with left to right;
46233 'Duchess of Sutherland'
46229 'Duchess of Hamilton'
46203 'Princess Margaret Rose'
6201 'Princess Elizabeth'



On the right we see the Crewe Heritage Centre's Class 03 shunter D2069 which was used to position the various exhibits over the weekend.



On the left we have the Crewe built Class 8P Pacific 71000 'Duke of Gloucester' in light steam.



On the right we have the NRM's diesel hydraulic D1023 'Western Fusilier', albeit a Swindon built example not a Crewe one!

Below we see the last Crewe built Class 87 87035 'Robert Burns' inside the main erecting shop. The locomotive was presented to the Heritage Centre by Porterbrook Leasing during the course of the weekend and is now resident at the Centre where it is currently undergoing a repaint into BR Rail Blue livery in time for the Centre's 30th Anniversary weekend on the 22nd/23rd July 2017. This locomotive will be one of the two newly toolled models of the Class 87 that Hornby's design team are currently working on having visited the Heritage Centre in the spring of 2016 to measure the locomotive.



Also to be found in the erecting shop were the only surviving Metrvick Co-Bo D5705 and one of the Woodhead Class 77 electric locomotives 27000 in early BR lined black livery.



Member Profile - Mike Lenz

In this feature it is intended to introduce to the reader members of the committee and also a selection of our general membership who have played an active part in the Association's activities over the years.

However I will start this feature with our Chairman and new journal editor, Mike Lenz, who joined back in January 1982 after seeing an article in the local Northwich Guardian newspaper about the work of the Association's volunteers with steam on Northwich locomotive depot.

Born in Chester in 1954, Mike has lived in Northwich since he was 6 months old. Educated at Victoria Road Primary and then Sir John Deane's Grammar School, both in Northwich, he left school in 1972 and commenced working in the traffic office of local transport company Harris Road Services at Lostock Gralam, at that time part of the Transport Development Group of companies, where he progressed through the ranks to become Administration Manager by 1989. After taking redundancy in 1994 he was subsequently asked back to help cover staff departures in the accounts department of the new head office at Gadbrook Park in Rudheath, being taken back full time from 1996 until company mergers resulted in closure of the Head Office in late 1998 and a relocation to Heywood, where he worked for 3 months before finishing with the company. In 1980 he was offered a position with the new owners of his former companies site, road haulier Jack Richards & Son Ltd, where he became office manager until leaving in spring 2005. Since January 2007 Mike has been the part time General Manager at the Crewe Heritage Centre and has been responsible for the turn around in the Centre's fortunes over the past decade.



Mike has always had an interest in railways initially British and, since the early 1980s, also North American railroads. He has been active in the preservation movement since the 1980s and first joined the Association' committee in April 1982 after volunteering to assist at the Northwich Open Day in the March of that year. Since then he has held several roles on the committee before stepping down after almost thirty years, only to return a few years later where he is currently serving as Chairman and membership officer. He is currently a shareholder in the Bodmin & Wenford Railway and has been an active volunteer at the Llangollen Railway in the early 1980s before becoming a regular volunteer at Crewe Heritage Centre from it's opening in 1987 and where he continues to volunteer outside of his official duties as manager.

He is also an experienced railway modeller with an interest in both US, Canadian and British outline. He is an active member of the NMRA Calder Northern Group which is based in the North Junction signal box at the Crewe Heritage Centre and one of his layouts, Glenogle Locomotive Facility, is on permanent display as part of the group's North Western Mills layout. He also has a wider interest in transport generally with a keen interest in aviation in particular. He is also an experienced freelance photographer specialising in landscape and transport subjects.



The 8E Railway Association

Founded 1981

President

Graham Roughsedge

Vice President

Alan Ashurst

Committee Members

Chairman

Mike Lenz

Vice Chairman

Wayne Jones

Secretary

David Hawkes

Treasurer

Paul Tench

Membership

Brian Burgess

Fixtures Officer

Wayne Jones

Publicity/Webmaster

Paul Tench

Additional members

Roger Morris

On Shed Journal

Contributions for future issues are welcomed.
Please submit these to the editor at the monthly
meetings or by email to the address below.

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Mike Lenz

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[Rear Cover: New Metrolink tram seen at St Werburgh's Road station during the 8E summer outing in 2011. Photo: Mike Lenz]

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