

On Shed

21ST ANNIVERSARY

Issue 48

Summer 2002



The Magazine of The 8E Railway Association



THE 8E RAILWAY ASSOCIATION

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Cover Photo:

Stanier 8F 2-8-0 No.48292 at Acton Grange Junction, Warrington
in April 1961 [D. M. Frost]

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EDITORIAL

Welcome to the 48th *On Shed* magazine. This is the first since our change of name to the 8E Railway Association. It's not Christmas so why a magazine at this time of year? The reason is that this year is the twenty-first anniversary of the foundation of the society.

The Committee invites you to celebrate this in a number of ways and this magazine spends a little time looking back, a little time looking at ourselves now and, most of all tries to inform and amuse you.

I am particularly pleased to tell you that I have received plenty of contributions for the magazine. So much so that some material has had to be spiked for a future issue. You will see that Fred Norrey has penned an excellent article on his army service and we have several other 'first time' contributors. It is sad to note that

political affairs in the Middle East are no more settled now than when Fred disembarked in Alexandria.

I have tried to introduce some items about the people who currently make 8E tick; I make no excuse for encouraging members to get to know more about each other.

The visits and outdoor events which many of us enjoy are not reported this time, but with the summer ahead of us, why not send your pictures and stories to me ready for the next issue. We might manage one in time for Christmas.

Enjoy the summer, enjoy our 21st.

Very Best Wishes

Chris

Chris Simon, Hon. Editor

The Magazine of The 8E Railway Association

CHAIRMAN'S COMMENTS

Colin Worrall looks back

Ten years ago I wrote about the closure of the Middlewich Branch and the West Cheshire - Mouldsworth Branch; railways in decline. Thankfully, the Middlewich line never closed, there's talk of a station there and services to Manchester Airport. Sadly the West Cheshire has been lifted, though it remains in Railtrack's empire. Privatisation happened as we all feared, but with promises of modern fast trains, better services, refurbished stations. Freight services have won a lot of traffic from the road hauliers but judging from the motorway chaos we still have a long way to go.

Passenger services have improved despite the wrong snow, leaves on the line, lack of drivers, cancellations galore, a spate of crashes resulting in tragic loss of lives. The public ask 'is our railway safe... why are there so many Train Operating Companies (TOCs)... are fares a rip-off?' Privatisation came and many experienced railway workers were discarded. How sad, how short-sighted. Now, rail newspapers are full of advertisements, companies are crying out for experienced staff. Wages for drivers have spiralled and rightly so, remembering the responsibility for carrying large numbers of people safely to their destinations. But what about guards? They feel that their parity with drivers has been eroded and as a result we have strikes and overtime bans. Maybe we should have a debate one night with drivers, guards and operators, so that we can hear from the horses mouth, so to speak.

Despite all this the railway has a great future - I believe the TOCs should be fewer, politicians need to get the act together (Mr Byers please note) and most of all the media need to support the railways and not to continually harangue them. There are lots of positive things happening to report - and it will take time.

On the domestic front The 8E Railway Association has gone from strength to strength: Excellent speakers and slide-, ciné-, video-shows. Thanks largely to Bill Foster for his hard work over the last three years. Bill has indicated that he wants to step down next year but I'm hoping that with some help and persuasion (arm up back!) he will carry on. Otherwise, a very difficult act to follow! Alan Ashurst has organised visits to a brewery, a station buffet, tours of Birmingham, Manchester, Warrington, another brewery, back to the buffet, to Grimsby and to Llangollen! He also manages to arrange meetings at Warrington and to provide newsletters every month for the membership, as well as attending model railway exhibitions and giving talks to other groups. He is definitely not retiring yet. Well done Alan. (And don't forget Doreen, who puts up with Alan and his 8E commitments and makes tea at the Warrington meetings.) What more can I say other than thank you on behalf of the group for your sterling work.

Your committee continues to work hard for the Association; committee meetings are well attended and continue to be lively and interesting. The membership has grown, our financial position remains healthy and the members have been very supportive and generous. All this makes the 8E a well known and well respected group, always at the forefront of railway preservation, historical and topical.

21 years is a long time for a small group like ours - long may it prosper.

Yours sincerely,

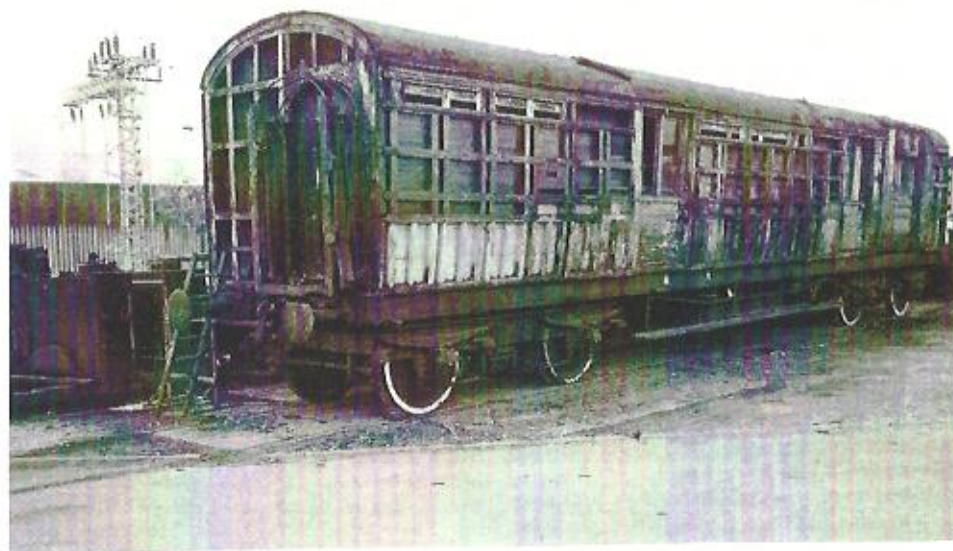
Colin

ROBERT PROJECT NEWS

Progress continues at Crewe. The bunker fabricated by a contractor is being delivered shortly. All the foot framing and cab floor have been put in place and welded to the chassis. Painting of the foot framing has been completed. The cab front is installed, along with the hand brake, steps and sand boxes. A recent development has seen Robert's frames and chassis lifted onto stands to allow axle boxes to be refurbished and fitted. The cab roof has been cleaned and painted. To accommodate restoration work on a 1909 LNWR Travelling Post Office vehicle which is being carried out as a subcontract by Colin Worrall for Pete

Waterman's L&NWR Co., Robert's boiler has been moved further along the outside of the exhibition hall, still handy for services. Members continue to support the monthly lottery really well, giving the Robert fund a small but regular income. If anyone wishes to help at Crewe, we meet alternate Saturdays, at around half past nine. Everybody is welcome, ring Tom or me (numbers inside the front cover) to check when we will be going. The regular working party of T. Walton, S. Worrall, C. Worrall (and recently C. Simon and Paul Gettings) is still keen. Well done lads - we'll get there

Colin



The day job! An early stage in the restoration of the 1909 TPO by Colin Worrall at the Crewe Heritage Centre

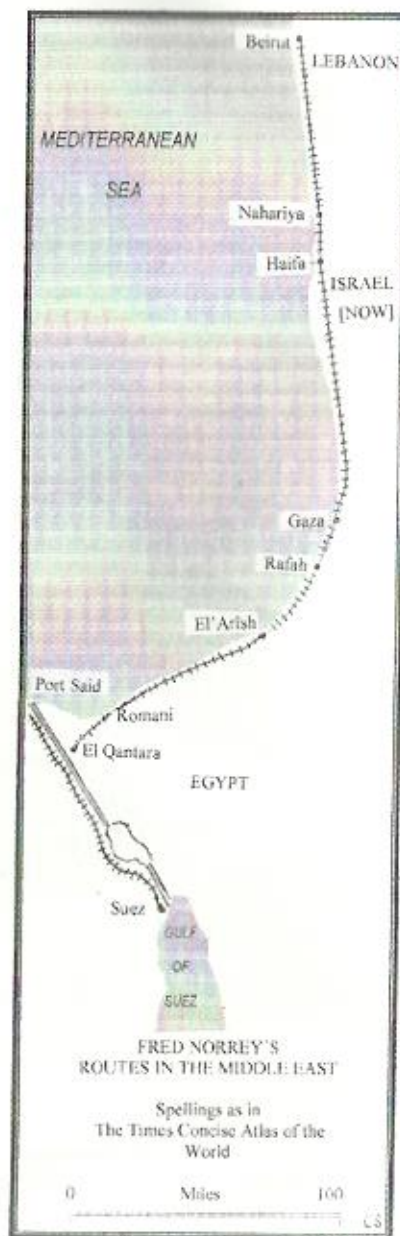
[Photo: C. Worrall]

MIDDLE EASTERN STORY FRED NORREY RECOUNTS HIS ADVENTURES

Like most of my mates, I left school at 14. I joined Dad, Uncle and Brother on the railway at Northwich Shed CLC, not 8E then. Locos. were LMS & LNER. My friend Les followed in his dad's footsteps and worked alongside. In 1945, aged 16½ I joined the Army and travelled by train to Glasgow to join the King's Own Scottish Borderers at Maryhill Barracks. Training over, Hitler dead, we shipped out later in the year to an unknown destination, rumoured to be the Far East. We disembarked at Alexandria in January 1946, our task to help the Egyptian Police to keep order. Students made Saturday nights there a riot, stoning offices belonging to KLM and American Airlines. Then the Jews in Palestine started shooting English, Arab and other groups who happened to be there. The *Ergunsvy Leume* or the Jewish Arm, the *Hagana* and the Stern Gang all joined in. The latter robbing everyone, just in it for the loot!

The Palestine Railway and the Palestine Police were two of the groups attacked most and the British Army was there to keep law and order, and not to take sides. Like Northern Ireland with sunshine! The railwaymen had had enough and just walked off and that's how I came to join the railway again, only this time there was no choice! Middle East Landforce HQ ordered that any troops with railway experience were to join the 193 Railway Squadron Royal Engineers at Nahariya on the Palestine-Lebanon border about 25 miles from Haifa. The camp loco. was almost on the beach with orange groves, sunshine and sea... and there I met up again with my friend Les.

We were down on the shed in quick time to meet Staff Sgt. Eglington, Eggo to his friends, and were taken out by him to learn firing with oil and to get used to hot footplates! Soon we were firing trains down to Haifa Docks and return. When we had passed the firing tests we went out as far as Nahariya - Haifa and then,



FRED NORREY RECOUNTS HIS ADVENTURES [CONTINUED]

day of days, Haifa to Beirut through the tunnels built by Royal Indian Engineers which went up through the mountains which separated Palestine and Lebanon. A train came each day from Lebanon to our sidings at Nahariya. The engine had no cab, Stephenson's valve gear mounted outside the frame, circa 1890 and the driver looked as old as his loco. We new boys settled in as the British forces began to leave Palestine and the job of running military goods trains fell to us. On the run Haifa - Gaza - Rafah - El Arish - Romani - El Qantara East (on the banks of the Suez Canal) there was a pontoon railway bridge to take the Egyptian State Railway across the canal. It was hit by a tanker going through the canal and just left pushed to the side.

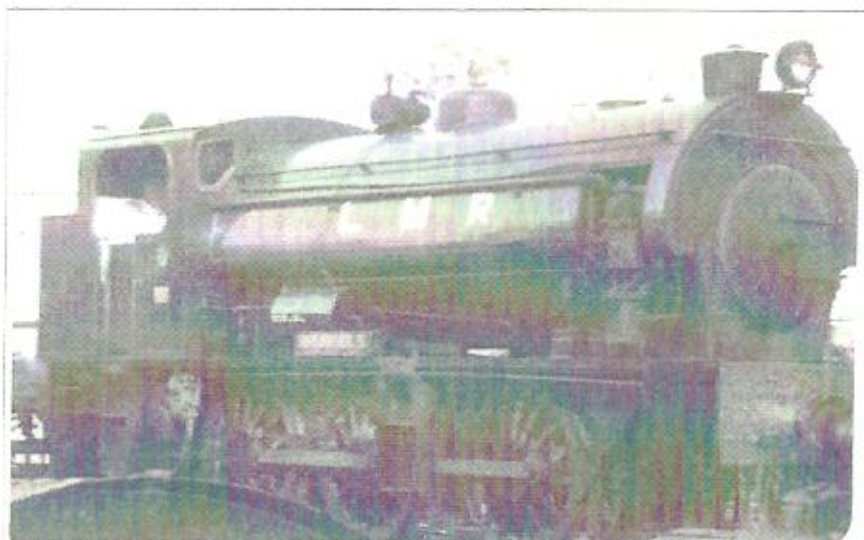
On these trips we came under more attacks by terrorists who had the idea that military trains carried guns and ammunition, so we had to protect ourselves. The engine was armed with one sten gun, the van next to the engine was lined with sandbags and manned by men of the Royal Artillery with bren guns and rifles - defence gone mad! When we left Haifa with a train we had no signals or tokens, we just went. None of the signal boxes to Gaza were manned but we managed. After Gaza the line was taken working across what is now the Gaza strip but then was just desert. My friend Les had his engine blown up and lost the soles off both of his boots; he was limping around saying his feet hurt! On one occasion my train was stopped and each of two vans uncoupled. All we could do was to look on. There was only furniture on board. The raiders came under attack from the Armoured Brigade and left; we were told to couple up and carry on.

All good things come to an end and we moved to Haifa Docks to load stone on to ships. Then we shipped out to Egypt and the 10th Railway Squadron, Royal Engineers. Before we left we did our best to leave the loco's NOT in working order.

Adabia is a small Arab village on the Gulf of Arabia, six miles from Suez. It was the base of the 10th Railway Squadron, which had a long history of serving the 8th Army via a railway from Suez to Port Said, Cairo, Alexandria and Tobruk, for the war in the desert. As the Middle East Land Forces strength was concentrated in the Canal Zone, 10th Railway was cut down. We moved from Suez to the Army Medical Stores near to our sheds in Adabia. In reality this was a tented camp with a workshop and sidings.

We had 8F's and we had held on to three Baldwin BoBo diesels built by Whitcombs in the USA in 1942; these had been sent as 'flat packs' to the 12th Railway Workshops RE to be put together (the rest went back to the USA). One of our 8F's, WD307, is now on the Severn Valley Railway as no. 48773; this was the only loco. I know to have been derailed by a camel. It was shipped home when the army left Egypt in the 1950's, after I left for home myself.

In 1946, King Farouk had the idea of levying a charge on ships using the canal of ££1 per passenger, in addition to the dues paid for the canal passage. As many thousands of troops were travelling home to Australia, New Zealand, Africa and India while other forces were returning from the Far East, in ships carrying 2,000 or more, this was going to be quite costly. So MELF HQ came up with the idea of 10th Railway Squadron running passenger trains from Suez to Port Said and return, to avoid the payment. We had to learn the road and answer questions set by the Traffic Inspector of Egyptian State Railways, but as he was an ex-LMS man from Blackpool, there were few problems with the language. We moved on to main line running with our 8F and a mixture of one or two locos. from ESR. We were understaffed and had to use local firemen. Mine was no trouble, having



Another LMR, another Austerity: In the dark blue livery (with red lining) of the Longmoor Military Railway, 0-6-0ST *Brussels* sprouts a number of pieces of unusual equipment, including a Westinghouse brake pump. [Fred Norrey collection]

done the job for eight years. The rolling stock was heavy-duty, built in Birmingham by Metro-Cammell. On Egyptian Railways at this time, with a ticket you rode inside; if you were happy on the roof, steps, buffers - you rode free! Some even slid into 5'x2' battery boxes under the floor. These could prove lethal, and while police removed bodies others waited to get in. Suez to Port Said was 95kms, and we ran along the canal some of the time. The line divided at Zig-a-zag; left for Cairo and Alexandria, right for Port Said.

My time in the Middle East ended and we made our way back to Port Said by 3 ton truck. Back in England I was posted to Marchwood (see panel) where soldiers were trained to work a dock system. We had a small loco., a shed foreman, three drivers and firemen. Our job was to move all kinds of loads from the docks; wagons with stone, WARFLATS with tanks and

other armoured vehicles. We learned how to work luffing cranes and ships' own lifting gear, to work to a manifest; with tugs to move the ship, turn it around and bring it back to the dockside. Two squads would work in tandem, one loading, one unloading in turn. The task was to know how to run, maintain and repair a dock - or how to destroy it!

The cargoes we handled were old scrap vehicles, but loading and unloading was the real thing. An old Churchill tank is just as heavy as a new one.

If you are docks squadron you are expected to know all the aspects of the work, no matter what your own job may be. There was even a 100 foot diving tank from the days when divers wore metal helmets, airlines and lead boots.

Happy days, long gone, and a great twelve years service for two lads who joined up to get away from the railway.

From the 8E Archives

From 8-E Newsletter

No. 6

June 1982

Steamport, Southport

After a recent visit to this steam centre, some information was gained from members of the Steamport group on duty at the time.

Apart from the industrial locos, of which about half are steamable at present, only one 'main line' engine is currently steamable, ex-L.M.S. 'Jinty' 0-6-0T No. 7298, which has just received a repaint and looks very smart. Extensive and costly work is required on 'Black Five' 44806, but this will be tackled as soon as funds permit. Of the six ex-Barry locos, G.W.R. Prairie Tank 5193 is coming along fairly well and may be ready for a steam test in about 12 months. Standard 2-6-0 76079 will shortly have a change of ownership, which hopefully will lead to a commencement of work on this machine. Other locos may come here from Barry in due course. The shed also houses B.R./Sulzer class 24 no. 24081, which is in use once a month and a two-car Liverpool-Southport E.M.U. on loan from the National Collection.

Membership here is only 400, so this makes our membership, now around 100, look exceptionally good in comparison, in view of the youth of our group compared with Steamport's. Their major problem, similar to us, is a shortage of working members, and only two people were available to man the entire site during the visit in question (in Easter Week). Finally we have been asked to stress that Steamport has no official contact with the gentleman who is attempting to build a replica 'Patriot' 4-6-0. His scheme is viewed with some scepticism, especially as this is not his first 'grandiose' idea.



IN A LATER EXISTENCE, ex LMS Class 5MT 44806 emerges from Green Lane Bridge at Llangollen on 29th May, 1999 [Ted Smith]

RAMBLINGS ON A SMALL SCALE

David Hawkes reminisces about modelling on the move

Since I cannot add anything relevant to the 8E story (so far) I started to think of other railway related anniversaries.

Fifty years ago - 1952 to the numerically challenged - we moved to Plymouth, which is where my interest in railways blossomed. It had started, a year or so earlier, with my first train set. It was Hornby Dublo, of course, since there was no alternative in those days, and it was purchased in a large department store in Baghdad! The reasons for this need not detain us, but may explain a reasonable grasp of geography. The choice was limited to No. 7 - Sir Nigel Gresley, in LNER blue - and 6231 - Duchess of Atholl, in LMS maroon. To a boy of six, with no particular allegiance, the choice had to be the latter (sorry Len!) for the simple reason that you could see into the coaches through the windows, whereas the windows on the teak coaches were painted.

After a short time in a house near North Road station (we are still in Plymouth for those of you who have lost the plot) we moved to one overlooking the Southern main line to Friary station, almost midway between Friary and Laira sheds. This view also included the branches to Plymstock and Cattewater and the Lea Moor tramway. It was impossible not to develop a fascination for railways in this kind of environment, with a natural leaning towards the Southern and Western. So what did we buy on the modelling front? An N2 0-6-2T and a BR Standard 4 2-6-4T, neither of which could be found within 200 miles of home! However, Hornby then produced a Castle to expand their appeal. A proper engine at last, dare I say?

The next milestone was 1962 - forty years ago. After three years in the Shetlands (not a lot of railways there) we had moved to Hurlford. I suspect only

Graham (Sanderson) would know that it is just south of Kilmarnock, on the Ayrshire coal field. It had quite a large shed (67B). Our house was again within sight of the mainline, this time from Glasgow St. Enoch to Dumfries and Carlisle. It was also an opportunity to see a different range of pacifics - Princess Coronation and A1, A2 and A3 amongst lesser mortals. Britannias appeared too, though Plymouth Laira had been allocated some of these, briefly.

By this time my father had effectively rebuilt 6231 and some of the other locos with scale wheels, compensated chassis and hand milled motion, reminiscent of the quality to be found in today's commercial products, and converted them from 3-rail to 2-rail. I have always found 3-rail to be much more reliable electrically than 2-rail. Perhaps there is an analogy between third rail and overhead current collection on the full size railway?! Unfortunately, after my father's death most of the models passed out of the family. I did, however, acquire some Graham Farish 00 gauge locos and stock which I did not realise existed.

It is only recently that I have returned to modelling and the wheel has turned full circle, so to speak, with the purchase of a Castle and a Battle of Britain. It is interesting to note that a number of current models represent locomotives as they are now rather than as we remember them.

'Nostalgia ain't what it used to be!'

DAVID GETS BROWNIE POINTS for these two shots of Hurlford shed, on the opposite page, depicting BR 4 No. 76021 and ex-LMS 46451, with a Crab 2-6-0 and a Black Five part hidden. The shed architecture is clear.

[D. B. Hawkes collection]

REVIEWS

BY ALAN ASHURST

Stanier Mogul Fund - 1968 The Mighty Mogul

Thanks to George Jones (Wrexham Railway Society) we have to hand a review copy of this recently released book. The history of the loco (and the class in general) from early days on the LMS through to the BR era is related by the authors Richard Greaves and Jim Norman through a series of excellent photographs with extended captions, a format which suits the tale well. Passing on to Barry Scrapyard after withdrawal from Springs Branch (8F) shed at Wigan, the only one of this type to go to the Woodham's Yard in South Wales was eventually to attract attention from the preservation movement. The protracted story of purchase, movement to the Severn Valley and eventual restoration to main line running status occupies the second half of this volume. The book provides an entertaining read regarding both the general workaday lives of this small class and as a microcosm of the trials and tribulations of a steam loco preservation society through from the early 1970's to the present date and can be recommended to all without reservation.

Published by the Stanier Mogul Fund at £11.95 ; ISBN - 0-9541508-0-5

Note: We may investigate the possibility of obtaining a few copies for sale to members if sufficient interest exists - please let me know if you think you might like a copy.

The Foxfield Railway - Foster Video Productions

The latest offering from our own Bill Foster is a sturdy appraisal of the current state of play at this notable centre for the preservation of industrial railway locomotives near to Blythe Bridge in Staffordshire. Covering two or three visits made by Bill and various friends in the last few years, we get to see some splendid action along the fearsome Dilhorne Bank as the little locos work hard in their new role of moving tourists and enthusiasts rather than goods and mineral traffic. There is an informative commentary from Bill to describe both what we see on screen and to relate the history of the site itself and some of the many locos which are preserved there, whilst at the same time portraying the enjoyable time to be had when undertaking a visit (note the bar car features prominently with Dave Healey and Jon Penn enjoying the proceedings therein!). As might be expected this video is of course not made to "PSOV" standards, but nevertheless provides the viewer with a most entertaining hour of steam action and interesting commentary for the marvellous price of just £6! What is more, every copy sold will produce a £1 donation to our very own piece of industrial railway restoration through the 8E "Robert Fund". Please see Bill at any meeting if you would like a copy and support this noble effort from one of your fellow 8E members.



From the 8E Archives

From 8-E Newsletter

No. 6

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3515 – The story of a Coach

Coach number 3515, belonging to the then newly-formed LMS, first saw the light of day at Wolverton in 1924. She was built as a 57ft. 'Corridor composite' vehicle...201 vehicles were built...3515 is the only remaining vehicle.

Not very much is known of 3515's history, except that during WWII she was converted into an ambulance coach. When her role in this guise was over, instead of being withdrawn (as were many of the others) she was further converted, this time into a breakdown coach. It was in this form that she finally found herself forming part of the Northwich Breakdown Train (by then renumbered DM359470), until it was decided that such a train was no longer necessary.

...after much deliberation the Association's members agreed that they would like to have the coach as their operations base at Northwich Shed ...and 3515 immediately began to show her worth, acting as café, sales office, rest room, store room, information centre and bank vault during the [1982 Open] day.

After this initial success, 3515 returned to her usual haunt at the end of No. 1 road of Northwich Shed and soon found employment as a mess-room and dormitory vehicle during the time steam engines were visiting the depot.

At the present time restoration work has begun to return the coach to her original LMS condition (externally at least) ...so here's looking forward...to seeing "thirty-five fifteen" back in glistening maroon and gold.

[A Breakdown Gang has to be fed: This copy letter to the Winnington, Northwich & District Co-op. is in the archives. Who got the divi?]

Please supply to the Account of A. K. Stagg, Shedmaster, at the above address, the following –

- 1½ lbs. 99 Tea.
- 8 lbs. Sugar.
- 4 tins Scotch Broth Soup.
- 4 tins Meat Soup.
- 4 Packets Cream Crackers.
- 4 Packets large Water Biscuits.
- 3 tins Cap Corned Beef.
- 3 tins Pork Luncheon Meat.
- Two ½ lb. Packets Danish Butter.

The Account, as previously, to be rendered in duplicate with order please.

These goods will be called for later this morning.

** If no tins of Meat Soup increase order for Scotch Broth to 8 tins

A BRIDGE TOO FAR!

25058 NEARLY DEMOLISHES A QUIZ QUESTION



Research on a notorious picture question for the recent 8E Quiz Night brought this image of a 'day we'd rather forget' to light.

The date is the early 'eighties, the location is Stoke-on-Trent, the loco. is 25058 and it happened after the arrival of a sand train from Oakmoor. I have to admit that I believed the incident in the quiz photo. to be the this event (having no information about the Stoke incident except dim memories of newspaper pictures at the time). With the quiz date fast approaching and the material all copied, I had the good fortune to meet Allan Oddie, the former BR Area Manager at Stoke, who kindly provided me with some pictures.

Spotting my mistake, it seemed I had to hastily re-copy all the paperwork. Then I happened to take a sneak preview of the

prize winners' books. And in there was the picture of the two errant diesels at the event which was illustrated in the quiz. The caption was a little vague, I'd done enough guesswork, hence North London as the answer! (Sorry, Colin).

Well there you have some of my Confessions of a Quizmaster (the abridged version, by the way).

CS

NORTHWICH IN THE 1960's

David Frost of the Great Western Society, a regular visitor to our joint 8E / GWS meetings at Warrington, has recently furnished us with details of two trips made to Northwich shed during the closing years of steam activity in mid - Cheshire. Although now resident in Littleborough, at this time David's home in the South Manchester suburbs made access to the Northwich area quite easy. The first report dates from 24th January 1965 when a total of 18 engines were observed 'on shed'. This period reflects the complete change from former GC types which a couple of years earlier would still have been represented on the Northwich allocation list but which by now had all been withdrawn or moved away to other depots. As a result there is a heavy LMS influence with Stanier 8F's dominating as might be expected, although a couple of BR Standard types also feature.

Northwich based locos seen on this date were:-

Stanier 4MT 2-6-4T :	42610
Stanier 8F 2-8-0 :	48017, 48118, 48135, 48155, 48605, 48615, 48631, 48639, 48764
BR Standard 3MT 2-6-0 :	77011, 77014

Locos from other depots were :-

Ivatt 2MT 2-6-0 :	46515 - 6E Oswestry*
Stanier 8F 2-8-0 :	48334 - 16A Toton 48683 - 8A Edge Hill
WD 8F 2-8-0 :	90112 - 56A Wakefield 90207 - 9G Gorton

BR Standard 9F 2-10-0 :	92057 - 6C Croes Newydd
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*Loco possibly recently transferred to Northwich from Cambrian lines?

A further 8F, 48716, was also observed on a passing freight on the main line.

The second of David's visits reflects the position almost a year later on 16th January 1966. The complement of locomotives is fairly similar to the first trip, again emphasising the strong influence of the Stanier 8F design but with more standard engines on hand this time, when a total of 16 locos were observed.

Northwich based locos seen on this date were:-

Ivatt 2MT 2-6-0 :	46487
Stanier 8F 2-8-0 :	48155, 48354, 48398, 48615, 48631, 48735
BR Standard 3MT 2-6-0 :	77011, 77014* * loco in store

Locos from other depots were :-

Stanier Black Five 4-6-0 :	45050 - 5D Stoke
Stanier 8F 2-8-0 :	48334 - 16A Toton 48683 - 8A Edge Hill
BR Standard 9F 2-10-0 :	92058 - 8B Dallam 92088 - 6C Croes Newydd 92117 - 8C Speke Junction 92159 - 6C Croes Newydd 92163 - 6C Croes Newydd

Another sign of changing times was the observation of BR / Sulzer Type 2 D5276 in charge of ICI Hoppers on the main line. Five locos were present on both dates: can you spot them? Our thanks are due to David for this interesting historical detail. Have any 8E members any similar records they might like to share?

Alan Ashurst

MEET SOME MEMBERS EVERYDAY STORIES OF 8E FOLK.....

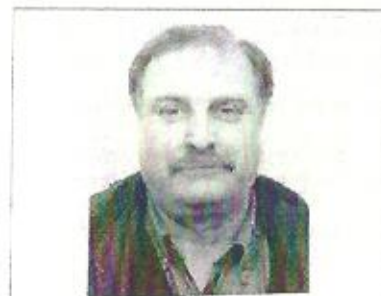
It's not quite HELLO! magazine or Cheshire Life- but a few members were prepared to put themselves in the spotlight for On Shed.

First let's meet regular attendee **NIGEL WILKINSON** who turned 50 on New Year's Eve. He said he first became interested in railways in the summer of 1963. He was eleven then, and lived in Weaverham, half a mile from the West Coast Main Line. After that, with his friends, he became a regular shed-basher.



Nigel's outside interests are not confined to the railway scene. As you might guess, he is a keen sportsman. He plays snooker for Owley Wood Club, in Weaverham (he won the Clare Cup in 1975). He played cricket for many years. In one match in July 1978, the season when Weaverham won the championship, he took all ten wickets in an innings, a record which still stands today. Nigel said his main interest is steam, though he is a lover of all aspects of railways. He ended by saying that he looks forward to many more magical presentations from 8E "and its very hard-working committee".

STEVE BLAKEMORE (below) was 'born and bred' in Stoke-on-Trent. And so, he says it was a fair bet that he would end up working in the pottery industry. This modestly describes 32 years service at Wedgwood. He remembers steam in the 'sixties; four junior school trips by train from Bucknall (on the Stoke - Leek line) and the trains on the North Wales coast when he went on holiday



to Prestatyn. He also recollects the Shelton Steelworks system with its many road crossings.

Steve re-discovered main line steam in 1983 and travelled on as many trips as family and finances permitted. When steam came back to the Heritage Centre at Crewe he joined 8E there and often attended the meetings at the Crewe Arms. He passed the SLOA support crew exam. in 1990 and then worked 13 trips with 10 different engines on the North Wales Coast Express (Prestatyn again!), assisting with coaling and watering duties. When the 'main line circus' moved on from Crewe and 8E meetings there finished, Steve kept up his interest by travelling from Stoke to Barnton and occasionally Warrington. When 8E supported a visit to the Midland Railway Trust for Lizzie's last steaming before the overhaul started in 1993, Steve got hooked and has worked on restoration of 6201 ever since. So when the big red 'un is back on the main line where she belongs, says Steve, "please come and say hello to Colin Worrall and me!"

BOB MEREDITH (no photo) remembers a training course in 1981, years after the finale of steam. During the morning coffee break, a chance remark by a fellow delegate that he had recently been cleaning a Stanier Black Five (5305), currently stabled in Northwich shed, rekindled his interest in steam. It quickly led him to join the 8E Association. For a time Bob served as fixtures officer, and following a group working weekend at Camforth, he joined Steamtown to continue there as a volunteer for many years.

This eventually gave him the opportunity to work on main line locomotives and coaching stock, and later he was privileged to join the support crew of the late Paddy Smith and his engine 5407, until its transfer to the East Lancashire Railway. Recently he has taken up support crew duties once again, and has been assisting with the National Railway Museum's current flagship 60800 Green Arrow on some of its main line tours.

Certainly (says Bob) joining the 8E can seriously change your life!

6201 PRINCESS ELIZABETH COLIN TELLS US OF HIS 'OTHER' HOBBY

By the time this magazine goes to press, Lizzie will be back on the main line, after nine years hard slog. It started at the Midland Railway Centre in February 1994. Two years later the chassis went to Tyseley and the boiler to Ian Riley's workshop at Bury. In May 2000 the chassis moved to Crewe, appearing briefly at Crewe Works Open Day. Two days later the chassis went on to Bury for assembly. After many trials and tribulations a fire was lit in her belly (see picture on back cover), albeit for a static steam test. Note the crude firehole door and the Engineer, Roy Kerry, on his mobile phone.

As I write this report, cladding and the ashpan have been fitted and the boiler lifted into the frames. All being well, Lizzie was to have a test run to Crewe and back to Bury on 11th April.

Roy Kerry and I joined the Society after 6201 stayed overnight at Northwich. Little did we think how much we would be involved now. I am sure Roy would agree that we would not like to tackle it now. Steve Blakemore is also part of the regular team of eight, yes only 8 of us. And guess who is painting 6201. The rest of the team includes Clive Mojonier (Chairman), Tony Harries (Secretary), Simon Redford, G Sharrock and R Raynor.

The three 8E members (Roy, Steve and me) are indebted to The 8E Railway Association; without it we would never have been involved with 6201. I am very grateful and I can't wait to go main line!

Colin

A Letter to the Editor

As we approach a significant anniversary for the 8E, I feel it is appropriate to express thanks to those who have served as committee members over the years. You will know the individuals who have contributed so much to this association, their combined efforts are for all of us to admire, and enabled us to reach our 21st anniversary in such a strong position.

They have contributed endless hours of time, effort and commitment, in making the 8E Railway Association a very highly respected organisation within the railway movement.

Over the years our achievements and activities have been so many. The excellent monthly meetings (with high quality speakers, materials and subject matter) fixtures, members notes, magazine, publicity, sales, enrolment and membership, financial control, tours, and visits.

Other activities include assisting with open days, the servicing of main line locomotives, and currently the Robert project.

The association has also enabled members to further their own interests in railways, leading to them to join other groups, heritage railways or locomotive societies

Raise your glasses, fellow members, in a toast to the committee! Thanks for all the hard work, which is very much appreciated, and continued success to the 8E Railway Association for the next 21 years!

RM

From the 8E Archives

From The 8E Magazine

No. 34

June 1992

THE SANDBACH LINE

The news that the line between Northwich and Sandbach is likely to close in May will sadden all 8E members. Latterly a freight only line, except for passenger trains diverted from the West Coast Main Line or the Manchester to Crewe line, up to thirty years ago it could boast a regular passenger service of its own. A two-coach auto (or motor) train nicknamed "The Dodger", invariably powered by 41229 Ivatt Class 2 2-6-2T, ran between Crewe and Northwich. The engine led, chimney-first, from Crewe and the train called at Sandbach where a token was collected. At Northwich no running-round was needed as the train was propelled on its return with the driver seated in the coach cab. The only intermediate station was Middlewich.

* * *

The line's closure to passenger traffic in 1960 coincided with electrification of the Crewe - Manchester route. During the re-construction of London road (now Piccadilly) Station many trains were diverted to alternate termini. Those services from the south which were diverted to central made their way via the Sandbach - Northwich line and thence through Altrincham.

Such a service once took me to town for a concert behind a rebuilt Royal Scot. It is salutary to remember that the same series of concerts now take place in the former Central Station (now called G-Mex, of course). This particular magic may suggest that hope of a revival of passenger services in some form should not be dismissed out of hand!

ICI LOCOS ANOTHER LOOK INTO TOM WALTON'S ALBUM



TWO VIEWS OF 'BRUNEL': This 0-4-0ST engine seems to have been delivered after the list in the last "On Shed" was compiled in 1956. Clearly an Andrew Barclay machine it is vacuum brake fitted, no doubt for working the hopper trains

UNCLE DENIS'S HOMEWORK

Chris Simon looks at some 1920's technical work...

Crewe Technical College's red-brick buildings which date from 1897 are derelict and crumbling. Long superseded by the high-rise place in Dane Bank Avenue, they are for disposal with "outline planning permission for conversion to 24 flats". Much of the technical knowledge earned by students, during long evening sessions after a day of practical work in the nearby works, is similarly dated and unwanted.

The history of technical education in Crewe dates back to the opening of the works in 1843 when a newsroom and library was opened by the Grand Junction Railway. In 1845 under the Chairmanship of Trevithick, the Crewe Mechanics Institute was formed. This

became a fertile ground for the training and education of engineers and only grudgingly was control passed from the Institute to the local authority in 1912.

I took a look at exercise books belonging to my uncle Denis Simon recently and selected the problem set out below to give a flavour of the work done at the Tech. (I still have a few souvenirs as *Life's Laundry* has not reached our place!)

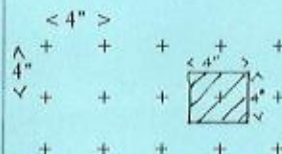
Denis moved to the electrical side in his career and when he died in 1964 was actively involved in training works shopmen in the installation and repair of electric traction equipment.

Was his homework correct?

Mechanics Homework

October 22nd. 1921

The steam pressure in a locomotive boiler is 180 lbs per square inch. The round copper stays in the firebox are pitched at 4" intervals, both horizontally and vertically. If the safe stress in the stay material is 1.5 tons per square inch, what diameter of stay is required?



Area shaded = 16 sq."
16 sq." to each stay

Boiler pressure is 180lbs. per sq."

$$\text{therefore } 180 \times 16 \text{ is pressure for each stay to hold} \\ = 2880 \text{ lbs or } \frac{2880}{2240} = 1.286 \text{ tons}$$

1.5 tons stress to 1 sq." copper

$$\text{therefore } 1.286 \text{ tons requires } \frac{1.5}{1.286} = 1.166 \text{ square inches}$$

It requires a stay equal in cross section to 1.166 square inches

$$\pi r^2 = 1.166 \text{ sq."} \quad 3.1416r^2 = 1.166$$

$$\text{therefore diameter} = \sqrt{\frac{3.1416}{1.166}} = 1.28 \text{ inches}$$



ALMOST THE END OF THE SAGA: The boiler of 6201 *Princess Elizabeth*, more affectionately known to one & all as *Lizzie*, gets a static steam test at the Bury works of Ian Riley. See Colin Worrall's article on Page 14.
[Colin Worrall]



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