



# On Shed

The Journal of the 8E Railway Association

Summer 2018

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# Welcome

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

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[Front Cover: The former Northwich Breakdown Riding Van which was donated to the Association by British Railways and was then used as our support vehicle when we were servicing visiting steam locomotives. Note the smoke from the chimney of the kitchen stove which unfortunately was not under the locomotive smoke vents and usually resulted in a fog at the far end of the shed where the coach was normally based! (Photo: Mark Roughsedge)

This page: An unidentified Class 40 stands on number 1 road in Northwich shed awaiting its next duty on the hoppers. (Photos: Mark Roughsedge)]

## From the Editor. Mike Lenz

Welcome to the summer issue of 'On Shed'. The magazine continues to receive many favourable comments from members and the general public alike. The Member Profile feature has been held over until the next issue due to space limitations. As always the magazine depends upon contributions from our membership so if you feel you would like to contribute to the winter journal then please let me have your article/photographs by December 21st 2018 at the latest.

## Chairman's Report. Mike Lenz

Thanks go to Wayne Jones for putting together an excellent season of fixtures which ended with a most interesting presentation in May on the railways of Cuba given by Adrian Bodlander. Jon Penn has now taken over the role of Fixtures Officer and as you will see has put together a varied program of meetings for 2018-19.

It was pleasant to see a good number of member's attend the social evening at the Greyhound Pub in Ashley in early June.

Our second summer outing was to the Liverpool area at the beginning of August and this was well attended and proved a most enjoyable day out, a report of this can be found on page X of this Journal. Many thanks to Alan Ashurst for his efforts in organising this day out.

It was nice to see a number of 8E members attend the '30 Years in Preservation - APT-P and Class 47 D1842' event at Crewe Heritage Centre at the beginning of August, especially with regard to the Class 47 D1842 with which the Association was heavily involved in the initial restoration to working order and repainting into original livery back in 1988/89. Several 8E members are still active volunteers at the Heritage Centre to this day, myself included.

I will finish by saying I hope you have all had an excellent summer and now look forward to our new season of meetings.

## Membership Report. Brian Burgess

Membership renewals are once again due at the beginning of September and there is now the option to renew via the website as well as at our meetings and by post. The current status is as follows;

Honorary Life Members - 11

Life Members - 10

Full Members - 37

Total overall - 58

# Fixtures Programme 2018-19. Jon Penn

Tuesday 11th September - Mike Corbett - 'Flying Scotsman' - Steam, sweat and tears

Tuesday 9th October - Dave Jones - DJ Models -

Tuesday 13th November - John Cashen - Scotland in the 1960s

Tuesday 11th December - Ian Pilkington - Diesels in the Northern Fells

Tuesday 8th January - AGM followed by material from the Jon Penn Archive

Tuesday 12th February - John Cowlshaw - Terminal (Part 1)

Tuesday 12th March - Roger Sutcliffe - Diesel and Electric in the Blue Era

Tuesday 9th April - Paul Reynolds - Development at Corwen

Tuesday 14th May - Les Nixon - Steam in the Snow

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. Sandwiches provided free of charge.

## Photo Puzzle.

Can you identify the location of this photograph taken during the GWR150 celebrations back in 1985? Answer on page 14. (Photo: Mike Lenz)



# Travelling around the bottom left hand corner

Dave Hawkes

In the previous articles we explored the two main sheds in Plymouth - Friary and Laira - and their workings in the 1950s. How much pocket money I received then is lost in the mists of time, but I managed to scrape enough together to buy an Ian Allan ABC of Western Region Locomotives for two shillings (10p), followed by its Southern Region counterpart. Eventually I got a Locoshed book (2/6), which opened up new vistas.

The obvious targets were to the East, Newton Abbot and Exeter. I had passed through both regularly on visits to London to visit relatives. Being under 14 the first of these was accessible for 2/1½ (half-day, half fare), the 31 miles taking about an hour over the South Devon banks. Newton Abbot was an interesting place at which to watch the world go by. There was always activity in the form of pilot engines being attached or detached from Plymouth trains, expresses to Torbay and Kingswear, local trains down the branch or to Moretonhampstead, station pilots periodically bursting into action and the shed and works nearby, but usually obscured by stock.



Newton Abbot is seen here in August 1958 as a Castle Class locomotive receives assistance from Hall Class 4925 'Eynsham Hall' as it starts away for its journey over the Devon Banks to Plymouth. (Photo: Copyright Mike Morant/Cornwall Railway Society)

On my initial visits many of the locals were handled by the new BR class 3 2-6-2 tanks, of which nine were allocated to Newton Abbot. Most soon went to Wales and other parts of the Western Region, presumably in exchange for large "Prairies". Whether they had insufficient power for the work they were required to do, for example banking goods trains up Dainton, or whether they were simply not liked as being "foreign" I do not know. Newton

Abbot also provided power for the Brixham, Ashburton and Kingsbridge branches, so there were always small "Prairies" and 14xx 0-4-2 tanks around.

As at Plymouth it was possible to travel to London in either direction from Exeter, and there were two stations to visit. Since my home was much nearer to Friary station than to North Road I tended to use the Southern route and the Brighton/Portsmouth train. This was always the hardest task for a Bulleid Pacific, usually with 10 coaches and mile after mile of 1 in 75 to Okehampton, after which there was a fairly easy run down to Exeter, a journey of 70 miles taking the better part of two hours. As always on these trips I would be well supplied with food, which included a Lyons fruit pie, a Wagon Wheel and enough sandwiches .... My mother seemed capable of feeding the nation!

The first station to be reached was of course St. Davids. Again there was always a lot of activity and the shed was clearly visible from the station. Most of the branch trains ran to the East towards Hemyock and Tiverton, using the same small tank engines as Newton Abbot. One of the most impressive, and distinctly disturbing, sights was an up through Western Region express swaying alarmingly as it passed the Exeter West Signal Box (seen at right in the photo below and now at the Crewe Heritage Centre) and thundered over the crossings at the West end of the station. These included the lines up to Central station.



Here we see West Country Class Light Pacific 34011 'Tavistock' receiving assistance as it leaves St. David's station bound up the hill for Exeter Central. (Photo: Copyright Mike Roach/Cornwall Railway Society)

At the East end of the station was a spur where the Southern banking engines awaited their next turn of duty. On my visits these were invariably E1/R 0-6-2 tanks, although the hefty Z class 0-8-0s were used later. So another stirring sight would be a West Country and a full load and two bankers on the rear attacking the climb with gusto.

Although St. Davids was busy I was always fascinated by the activities at Exeter Central. There were frequent arrivals from, and departures to, Exmouth. This was essentially a commuter service handled largely by the ten Standard Class 3 2-6-2 tanks allocated to Exmouth Junction, with a good sprinkling of their predecessors, the M7 0-4-4 tanks. These operated from the bay platforms. The two through platforms burst into life periodically, the main focus being of course the London expresses. In the down direction this would be presaged by the arrival of up to three engines (usually Light Pacifics, but often with an N class 2-6-0) from Exmouth Junction shed, which would enter the carriage sidings at the East end of the station to await the arrival of the train from London. The express would come in behind a Merchant Navy Pacific. This would be detached rapidly to trundle back to the shed and the train would be split into the required portions, probably for North Devon, North Cornwall and Plymouth, but not necessarily all of them. One of the locos waiting to take a portion forward would back on and amble down the hill to St. Davids. Then the next portion would follow. If I remember correctly the restaurant car portion was on the rear and would be collected by the station pilot. After about twenty minutes of intense activity, not forgetting the wheeltappers, that platform would be clear at last.



Here we see Light Pacifics 34106 'Lydford' and 34058 'Sir Frederick Pile' running light through Exeter Central station in July 1962. (Photo: Copyright Geoffrey Matthews/Cornwall Railway Society)

In the up direction the first indication would be the arrival of a Merchant Navy from the shed. This could all be 'fake news' but I think the restaurant car portion would have been placed already on the through platform road awaiting the train engine. The first portion

from the West would come hammering up the hill from St. Davids and stop before the scissors crossover half way down the platform. The engine would come off, as would a banker if required, the train engine and restaurant car portion would collect this portion and move forward clear of the crossover. This would be repeated until the last portion had been collected. And then the whole ensemble would leave for London. Nobody had to leave the train during these manoeuvres. Fascinating stuff! Perhaps the most impressive sight at Central would be the arrival of the afternoon stone train from Meldon Quarry. This invariably had two N class 2-6-0s on the front and two bankers on the rear. It took a lot of effort to heave 1000 tons up the 1 in 37 gradient from a standing start.

In common with most families in the 1950s we did not have a car. The railways up and down the country catered for the desire of families to go somewhere on a Sunday in summer by running excursions, thus finding a use for otherwise idle coaching stock. We took advantage of these from time to time, traversing many of the Cornish branches. I think Newquay was the only one not involving a change. It had the added advantage of passing St. Blazey shed. Padstow was accessed from Bodmin Road and Wadebridge (with its famous Beattie well tanks), with a reversal at Bodmin Town. Getting to Looe also required a reversal after the descent from Liskeard into the valley of the East Looe River. Here we see a Class 45XX 2-6-2 tank number 4585 at Looe station. Note the tin hut covering the ground frame which merited the standard cast iron "Looe Signal Box" plate (Copyright Colour Rail)



One final excursion which remains in the memory is of a Sunday in autumn when my mother and I went from Friary station to Calstock on the Callington branch. As ever this was hauled by an O2 0-4-4 tank with gated stock as seen here with 30216 entering Gunnislake. (Photo: Copyright Colour Rail).

After a pleasant afternoon down by the river we walked up to the station at dusk. The porter arrived and lit the oil lamps (or were they gas?) and stoked up the fire in the waiting room. The return train emerged from the gloom and we were on our way. Magical times!

# 8E and Social Media Mike Lenz

Over the past six months I have been revising and updating the 8E Railway Association website and I am pleased to say that this is now fully operational with an up to date fixtures list and the facility for new members to join up online, and for existing members to renew their membership through the site by means of Paypal. The site can be found at our original address of [8erailwayassociation.org.uk](http://8erailwayassociation.org.uk)



**The 8E Railway Association**

Supporting Railway Preservation since 1981



**Welcome to the 8E Railway Association**

**INTERESTED IN RAILWAYS?**

**Whatever your particular interest be it Steam, Diesel or Electric locomotives, mainline or preserved railways, or UK or overseas railways, the 8E Railway Association has it all!**

**Come to one of our monthly meetings and have a look.**

Photo above: LMS 'Black Five' 5000 on shed at Northwich in the early 1980s.

We also now have a Facebook page which is currently a public site which is moderated by Alan Ashurst and myself. Our fixtures are posted on to the Facebook page on a month by month basis and will hopefully result in a few more attendees at our meetings and hopefully some new members.

# Find us on



# Class 66s around Crewe Mike Lenz

Since their introduction by English, Welsh and Scottish Railway back in 1998, the Class 66 locomotives are now used by several of the freight TOCs and are regularly seen around Crewe. Here is a small selection of images taken over the past 10 years. (All photos: Mike Lenz)





## 8E Day Out on Merseyside Alan Ashurst

Around a dozen or so members gathered at 10am on a sunny Thursday morning, 9th August, at Chester General Station to embark upon a visit to the Merseyrail system, taking advantage of the excellent value 'Saveaway' ticket (£5.30). Initial journey was by the former GW / LNW joint line via Hooton, Rock Ferry and the Mersey Tunnels to Liverpool Central, where interchange was made for the former CLC route to Hunts Cross, seen here soon after our arrival on a Merseyrail Class 508 unit. (Photo: Mike Lenz)



A few more members joined the team there before we embarked at midday on foot for our walk along the 'Cheshire Lines Path,' being the southern end of the former Cheshire Lines Extension Railway to Southport Lord Street. Our less ambitious target this time though was the more modest four and a half mile stretch to Broad Green via Gateacre. Little of observable railway infrastructure remains on this stretch, but it is nevertheless a well surfaced, pleasant and enjoyable stroll. Arriving at Broad Green around 1400, a short refreshment break at a nearby pub was taken before we joined the next service on the former LNW Chat Moss route to the notable railway location of Earlestown and a meal / drinks at the JD Wetherspoon 'Nine Arches', a conversion from a former Methodist Chapel but now containing selected photos and memorabilia from the nearby Vulcan Foundry locomotive works.

A very sociable couple of hours was enjoyed here in most convivial company before we returned to Liverpool, but this time direct to Lime Street where we were able to view the recent (and very effective) rebuilding works there. After a few more drinks at the North Western station bar, members made their way home either as outward via the Wirral or other routes as appropriate, thus concluding a most enjoyable outing.

Our usual group photo was taken towards the end of our walk along the Cheshire Lines Extension Railway that now forms part of the Trans Pennine Trail. (Photo: Mike Lenz)



Comments on the day would suggest that this aspect of our activities, somewhat restricted of late, might well be revived on a more regular basis. There is certainly plenty of exploration to be done in our area both with active and closed railways and the availability of heavily discounted 'day rover' tickets does make this very viable from a financial perspective. I hope therefore to be able to present further ideas to the committee in due course along similar lines. Many thanks indeed to all those who made the effort to join us for the day and for the kind comments of support and thanks subsequently received.

[Editor's Note: If any member has any ideas as to where we might go on future days out then please let your committee know and we will see what we can arrange.]

# 8E RAILWAY ASSOCIATION GDPR POLICY

Brian Burgess

The General Data Protection Regulations (GDPR) came into force on 25/5/2018 and are intended to give greater protection to the individual. The emphasis is on personal information and preventing it being sold or passed on to third parties without the individual's consent. This applies to all organisations and societies, however small they may be.

The following policy will be reviewed annually at the AGM in the light of experience or changes in the law.

Key Terms;

Data Subject – Any person about whom we collect, hold, or use personal information.

Data Controller – Person who decides what data to collect and how to process it.

Data Protection Officer – The person in our Association who makes sure we comply with the Act.

Personal Data – Any information we hold about individual members.

Data Processing – From the moment someone's details are taken until the file is shredded or deleted.

Officers – Members of the 8E Committee

Duties of the Data Controller and the Data Protection Officer will be covered by the Membership Secretary, assisted where appropriate by other officers and committee members.

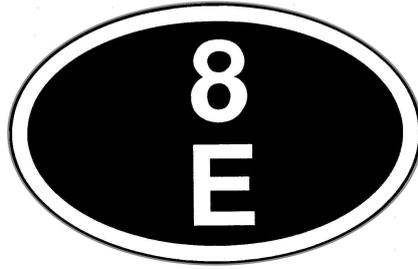
Each 8E member will supply, upon joining or when renewing membership, up-to-date details of Name, Postal Address, Telephone Number, and Email Address (if available). This information will be available to officers of the 8E committee and will be used for communicating publications, information and events to you and for emergency contact only. The information supplied by each member will be checked and added to the data register kept by the Data Controller. Out-of-date lists will be deleted or shredded.

There is a new requirement that organisations holding such information must obtain specific, written consent of each individual for this data to be used. This need for consent, however, only applies when using the personal data in a public forum or passing information to third parties.

We do need to publish a Data Handling Agreement, and this will be included on the membership renewal form.

All data will be kept in both electronic form and paper copy. The electronic version will be the master version. Copies of this may be distributed to officers as required and directed by the 8E committee. Officers and committee members holding such copies are reminded of their responsibilities under the GDPR.

PHOTO PUZZLE: Class 47 47628 'Sir Daniel Gooch' is seen here at Newton Abbot station having just brought in a GWR150 special and now awaits departure light engine for Laira Depot. (Photo: Mike Lenz)



## **The 8E Railway Association**

Founded 1981

President  
Vice President

Graham Roughsedge  
Alan Ashurst

### Committee Members

Chairman  
Vice Chairman  
Secretary  
Treasurer  
Membership  
Fixtures Officer  
Publicity/Webmaster  
Additional members

Mike Lenz  
Wayne Jones  
David Hawkes  
Paul Tench  
Brian Burgess  
Jon Penn  
Mike Lenz  
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.

Editor  
Email:

Mike Lenz  
michael.lenz8e@btinternet.com

[Rear Cover: In the year that Crewe Works celebrate its 175th Anniversary here we see BR Standard Pacific 71000 'Duke of Gloucester' undergoing work in 10 shop in the winter of 1987/88. The view is from the cab of Western Class diesel hydraulic D1041 'Western Prince' which was also in the works undergoing an overhaul and repaint. Sadly 10 shop will soon be no more as it is scheduled for demolition to be replaced by a housing estate. Photo: Mike Lenz]

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