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On Shed

The Journal of the 8E Railway Association



Winter 2019

£1

Welcome

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

In This Issue

From the Editor

Chairman's Report

Membership Report

Fixtures Programme

Photo Puzzle

Hurlford in the 1960s

Northwich in the latter days of steam (Photo feature)

Steam around Crewe (Photo feature)

Riding the Brecon Mountain Railway

Contact Information

[Front Cover: Northwich station clock seen here soon after restoration and showing the maker as Joyce's of Whitchurch. (Photo: Mike Lenz)]

This page: Lostwithiel signal box seen here in May 2006. The days of semaphore signalling in Cornwall will soon be gone forever. (Photos: Mike Lenz)]

From the Editor. Mike Lenz

Welcome to the winter issue of 'On Shed'. By the time this issue goes to press our 2018-19 seasons will be half way through and, to date, attendances at meetings are holding up well. As previously stated I would welcome contributions for this Journal from members, in the form of photographs or articles. They do not have to necessarily be about the local railway scene but can cover any railway region or theme. Contributions for the summer issue to arrive with me by June 21st.

Chairman's Report. Mike Lenz

Following the decision to move our AGM from the December meeting to January, this took place successfully at our first meeting of 2019.

We have had another successful year with an interesting selection of talks and film/slide presentations with thanks to both Wayne Jones and Jon Penn for their efforts in organising these fixtures. Our summer outing to Liverpool was very well supported by the membership and enjoyed by all those who came along. Thanks go to Alan Ashurst for his excellent planning for this trip. Meeting attendances have remained good and we now have a programme in place through to the summer with Jon already working on the 2019-20 fixtures.

Our membership shows a slight decline but our funds remain buoyant and the 'On Shed' journal has been published twice during the year and continues to receive favourable comments. Thanks go to Brian Burgess for looking after the membership records and to Paul Tench for his duties as our Treasurer.

Dave Hawkes has continued as our secretary and produces the minutes from our committee meetings as well as contributing articles for the journal.

All the current committee were prepared to serve for another year and all members present on the evening voted in favour of the committee being reelected for another term. I would like to thank my fellow committee members for all their efforts over the year and to the membership for their continued support of our activities.

Membership Report. Brian Burgess

Membership renewals have shown a slight decline this year with seven renewals still outstanding at the time of writing. The current status is as follows;

Honorary Life Members - 12

Life Members - 9

Full Members - 32

Total overall - 53

Fixtures Programme 2018-19. Jon Penn

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 of Class 59 59002 'Yeoman Enterprise' taken on one of our 8E Tours of the West Country back in the 1980s? Answer on page 14. (Photo: Mike Lenz)



Hurlford in the 1960s. Dave Hawkes

Those of you with good memories, or who have had nothing better to do with your time, may remember a contribution I made to the Summer 2002 edition of "On Shed". This related to model railways, but did mention time spent living on the edge of Hurlford. This is a relatively unknown corner of the universe, but is just south of Kilmarnock in Ayrshire (of Andrew Barclay fame, builders of locomotives and definitely not a bank!). Our house was on what used to be the A76 and afforded excellent views of the Glasgow and South Western Railway main line from Glasgow St.Enoch to Carlisle. The house is still there according to Google and retains the name "Five Trees Cottage" although it is listed, improbably, as a dairy farm! However, the view of the railway line, which runs on an embankment, looks to be obscured by trees, as is frequently the case these days.

At the time I was there (1962 - 1966) the railway was reasonably busy and double track. Historically it was the through route from London St. Pancras, via Leeds and Carlisle, to Glasgow, so most of the locomotives on view on through workings were of LMS origin, or diesels in the form of "Peaks". By this time the latter were firmly in charge of the "Thames-Clyde Express", only named train on this route. Other noteworthy observations were a daily south bound parcels frequently hauled by a Princess Coronation, perhaps to be routed over Shap, and the intermittent appearance of ex-LNER pacific classes (A1, A2 and A3), presumably using the Settle and Carlisle line. The concentration of "Britannia"s at Carlisle meant that they were also frequent visitors as seen in the two photos below showing at left, A1 Pacific 60154 'Bon Accord' southbound at Bowhouse on a local from Glasgow to Carlisle and at right BR Standard Britannia Pacific 70023 'Venus' southbound at Crossroads, about 3 miles from Hurlford. (All photos taken by the author 1964-65.)



The shed (67B for those who still remember such things) was within easy walking distance and was situated between the main line and the branch to Darvel. It seemed to me to be well-built and spacious with six roads. As with any shed the allocation reflected the work available. The three images on pages 6 and 7 were all taken at the shed.



Above left we see Jubilee Class 4-6-0 45574 'India' under repair. Why is it blocking the entry to the shed and what is the purpose of the cement mixer?

Above right we see Hughes Crab 2-6-0 42736 alongside the shed attached to what appears to be a departmental coach.



Above we see BR Standard Class 3 2-6-0 77007, Jubilee Class 4-6-0 45666 'Cornwallis' an unidentified Crab 2-6-0 and a diesel shunter alongside the shed.

The afore-mentioned branch had formed an end-on junction with the Caledonian Railway branch from Strathaven, which gave access to Hamilton, Motherwell and the Central Belt. The through route had already been severed many years earlier and the remaining section closed to passenger traffic in 1964. However, I seldom saw any activity on it.

The other cross-country route provided with power from Hurlford was the branch from Auchinleck, on the main line, east to Muirkirk. Again this joined the Caledonian Railway, which gave access to Lanark and Carstairs and the whole route was closed in 1964. Hurlford had an allocation of five BR Class 3 2-6-0s, which were used on this branch.

Other routes serviced by Hurlford were from Kilmarnock to Ayr, Irvine/Ardrossan, and Glasgow via Barrhead (the home of Irn Bru, "built from girders"!). In my time there the Glasgow trains were usually hauled by Black 5s, there being some tricky gradients. However, Hurlford had had a large contingent of 2P 4-4-0s, which could have been used on any of these lines.

Ayrshire had a lot of coal mines and both Hurlford and Ayr (67C) had substantial allocations of Hughes / Fowler "Crabs", which were ideal for this work. There was a more direct route to the south from Ayr, through Mauchline, so a proportion of mineral trains were able to avoid the Kilmarnock area. Although no BR 9Fs were allocated to Scottish sheds they seemed to turn up regularly, being from the contingent allocated to Carlisle.

At right we see Hughes Crab 2-6-0 42912 passing southbound through Kilmarnock station. The large building behind the far platform is the whisky plant (John Walker & Sons).



At left we see Royal Scot Class 4-6-0 46140 'The Kings Royal Rifle Corps' passing through Kilmarnock station southbound. This was one of the last two Royal Scots in service.

Behind the coaling stage at Hurlford was a long line of stored engines. Most of these were 0-6-0 tanks of Caledonian Railway origin. Why there were so many I have no idea since there were few yards of any size served by Hurlford and few were based there anyway. To my regret I did not think it worth looking closer since they were all clearly dead. Hindsight! There was an allocation of 350 hp shunters, three being from the initial batch introduced in 1953.

Over the years I have accumulated a few Locoshed books and thought it would be interesting to see how the allocation for 67B changed from 1952 to 1965.

Type	July 1952	December 1956	April 1960	June 1962	September 1965
LMS 3MT 2-6-2T	0	0	1	1	0
LMS 2P 4-4-0	25	20	21	1	0
LMS 6P/5F 2-6-0	5	2	3	7	3
LMS 4F 0-6-0	2	5	3	4	0
LMS 5MT 4-6-0	3	2	1	11	5
LMS 2MT 2-6-0	0	0	0	0	1
Caledonian 4-4-0	1	0	0	0	0
Caledonian 0-4-4T	1	2	0	0	0
Caledonian 0-6-0T	2	1	1	0	0
Caledonian 0-6-0	16	15	15	10	0
LNE V1 2-6-2T	0	0	0	5	0
BR 4MT 2-6-0	0	0	0	0	6
BR 3MT 2-6-0	0	5	5	5	6
BR 4MT 2-6-4T	0	0	0	0	3
BR D24xx (06)	0	0	0	0	2
BR D30xx (08)	0	3	3	3	5

Two thoughts occur to me when looking at this table. Firstly, there is a complete absence of Glasgow and South Western locomotives, but plenty of those from the Caledonian Railway, due to early politics within the LMSR. Secondly, there was a complete change in the 1960s, with the 4-4-0s and 0-6-0s soon disappearing and an influx of power from areas already "modernised," notably in the shape of the V1 tanks and the BR 4MT 2-6-0s. However, this was to be short-lived, with the closure of various lines, services and collieries, and with increasing numbers of DMUs and diesel locomotives. By 1966 the work of Hurlford shed had decreased to the point where the shed was no longer required and it closed. The site was soon cleared and replaced by a Jonnie Walker bonded warehouse/bottling plant. Progress?

Northwich in the latter days of steam.

As a result of our banner in the booking office at Northwich station I duly received an email from Bill Poole early last year with the two photos below attached. Bill grew up in the Northwich area and made occasional visits to Northwich and Crewe steam sheds. The two photos below were taken sometime between 1965 and the end of steam and both are notable because of one locomotive, namely Class 8F 2-8-0 number 48151, which survives to this day and regularly operates over the Settle & Carlisle route being based at Steamtown, Carnforth.



Steam around Crewe Mike Lenz

A selection of images of main line locomotives seen passing North Junction signal box in recent years. (All photos: Mike Lenz)





Riding the Brecon Mountain Railway. Mike Lenz

At the beginning of 2012 my girlfriend, who is an experienced horse rider, suggested the idea of a weekend in the Brecon Beacons where she had previously visited with friends. As my interest in horsepower did not include the four legged kind, I studied my rail atlas to see if there was anything of interest within a reasonable distance of our base at Tregoyd, not far from Hay on Wye.

I discovered that the Brecon Mountain Railway was approximately an hours drive from our farm house accommodation and so having dropped my girlfriend at the riding stables on the Saturday morning, I headed for the steam railway. On arrival the weather had taken a turn for the worse and it was now starting to rain. Although the railway is narrow gauge (1ft 11 3/4 inch gauge) the attraction for me was that it is operated with North America built steam locomotives and as you will see from the photographs, these are certainly not small by any standards.



At the time of my visit the railway ran from Pant station, the imposing frontage of which can be seen above, northwards to a run round loop a mile and a half beyond Pontsticill station which is alongside the Taf Fechan reservoir.

On my first visit I did. Not take many photos because of the poor weather but the following year my girlfriend and I returned for another weekend in September 2013, and I again returned to the railway on the Saturday, but this time in much better weather conditions.

Whilst awaiting my train on my first visit I had a look inside the workshop as seen at the top of page 13, where a number of items of rolling stock were stored or undergoing restoration.



On both of my visits the train services were being operated by Baldwin built 4-6-2 locomotive number 2 pulling three carriages and a caboose (brake van in UK terminology). The carriages have wooden slatted seating as can be seen in the picture at right, which after a while can prove a little bit uncomfortable, to say the least! There is also seating available in the caboose. On both my visits the train ran non stop through to the run round loop before returning as far as Pontsticill station where the train lays over for about 25 minutes and where refreshments can be taken in the facilities located there. The station is alongside the reservoir and has excellent views of the Brecon Mountains all around.

In April 2014 the railway was extended to its new terminus at Torpantau bringing the overall length of the railway to 5 miles much of the railway being on the trackbed of the former standard gauge Brecon and Merthyr Tydfil Junction Railway.



Here we see the 4-6-2 locomotive number 2 in the headshunt at Pant station whilst running round its train. The locomotive was built in 1930 by the Baldwin Locomotive Company of Eddystone, Pennsylvania, USA for the Eastern Province Cement Company in Port Elizabeth, South Africa and was acquired by the Brecon Mountain Railway around 1990 and restored to full working order in 1997.



Below we see the caboose during the layover at Pontsticill station and the view from the platform of the Taf Fechan reservoir and Brecon Beacons.



During our 2013 weekend in the Brecon Beacons I also took the opportunity on the Sunday to visit the Dean Forest Railway in Gloucestershire, which involved a two hour journey from Tregoyd and which I will feature in a future issue of 'On Shed'. Hopefully I would like to return to the Brecon Mountain to ride the full line to Torpantau but this will have to wait awhile at the present time, however I can well recommend a visit to this railway should you be in the area on holiday.

PHOTO PUZZLE: The location here is the stabling point alongside Westbury power signal box. (Photo: Mike Lenz)



The 8E Railway Association

Founded 1981

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On Shed Journal

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

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[Rear Cover: Beautifully restored Great Western Railway auto coach number 178 seen here at Parkend station on the Dean Forest Railway in September 2013.
Photo: Mike Lenz]

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