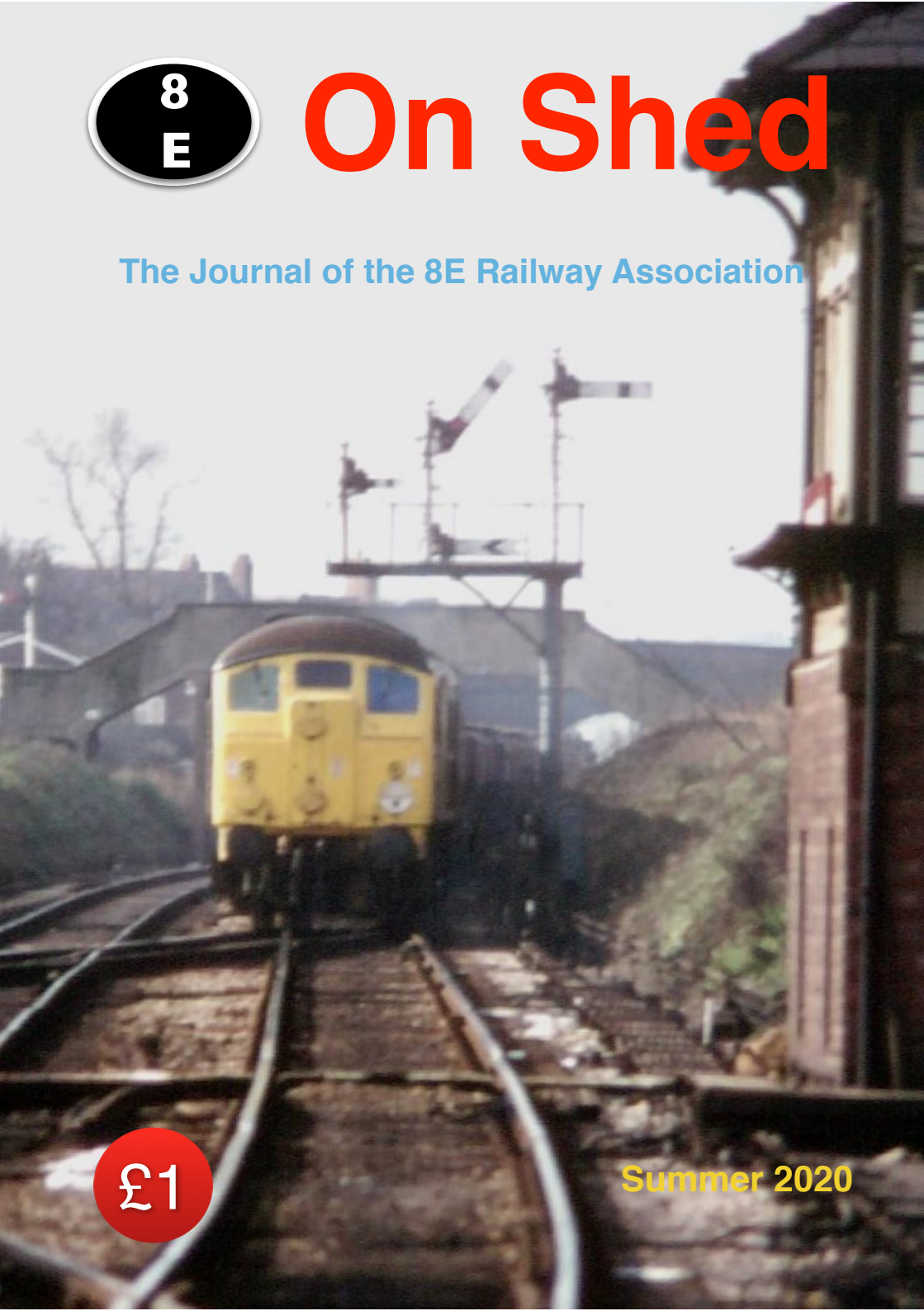




On Shed

The Journal of the 8E Railway Association



£1

Summer 2020

Welcome

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

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[Front Cover: Here we see an unidentified Class 24 locomotive with a trip freight taking the back road at Sandbach Junction on the approach to Northwich Station in the early 1970s. (Photo: Garry Brookes)

This page: Class 47 47371 and a DMU on shed at Northwich on a summer evening in 1983. (Photo: Mark Roughsedge)

From the Editor. Mike Lenz

Welcome to the summer 'Lockdown' issue of 'On Shed'! What a year this is proving to be. We managed our March meeting and then that was it. All our fixtures up to the summer were cancelled and we have all had to find ways to occupy ourselves at home. For me it has proved an opportunity to enjoy bank holidays at home for the first time since 2006, as I am normally at the Heritage Centre in Crewe at least one day every weekend once our season starts in April. At the present time the Centre remains closed and is unlikely to reopen before 2021. I am only at Crewe one day a week, working from home on my other days. At least the garden now looks well and I have even managed some railway modelling when the weather confines me indoors.

Hopefully all our members and supporters are keeping well in these difficult times but we were saddened to hear of the death of our Vice Chairman Wayne Jones earlier this year, although it was not totally unexpected due to Wayne's failing health.

I trust you will find interest in the articles and images in this latest issue. Our Facebook page continues to attract new members and some have posted excellent photos of scenes in and around Northwich, some of which appear in this issue and hopefully more in future copies of the journal.

I must make an apology for an error in the answer of the previous issues "Photo Puzzle". The answer should have been Birkenhead Woodside not Riverside.

Contributions to the next issue are always welcome and should reach the editor by December 21st at the latest.

Chairman's Report. Mike Lenz

As a result of the Covid-19 pandemic and the resultant government lockdown at the end of March our fixtures season came to an early end. At the present time your committee has been in contact through emails and has taken the decision to postpone the start of the next season until our AGM meeting in January 2021, which will be followed by the usual slide presentation. Normally the membership renewals would be going out next month (August) however your committee has taken the decision that in light of the loss of six of our monthly meetings plus our summer outdoor fixtures we will extend the current membership year through until August 2021. At the present time our funds remain bouyant and we are not incurring any major expenditure.

Plans for our 40th Anniversary celebrations in 2021 are currently on hold but hopefully by year end we will have more to report.

We were saddened to learn of the passing of our Vice Chairman Wayne Jones earlier in the Spring and so we are now seeking nominations to fill this vital role within the committee. If you are interested then please contact either myself or the secretary for more details.

I hope that by the end of this year things will be back to something approaching normality and I hope you are all keeping well and still enjoying things railway despite the lockdown.

Membership Report. Brian Burgess

As has been mentioned by our Chairman, membership renewals will be deferred for another year until August 2021. The following being the breakdown of numbers;

Life/Honorary Life Members: 21. Full members: 37.

Northwich shed memories.



Here we see Class 40 40036 and Class 08 08870 on shed at Northwich in the early 1980s. Note the former Breakdown Riding Coach on road one behind the class 40. (Photos: Garry Brookes)

Fixtures Programme 2020-2021. Jon Penn

Tuesday 12th January - AGM followed by film/slide presentation.

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.

At the present time due to the uncertainties of the Covid19 virus situation, it has not been possible to make definite bookings for speakers for 2021.

Your committee is reviewing the situation on a month by month basis and any changes will appear on both our website and Facebook pages. Hopefully by the time of the next issue of 'On Shed' (Publishing date: January 2021) we should have a finalised program in place.

In the mean time please do take care.

Photo Puzzle.



Can you identify the location in this photograph taken during one of our past 8E Days Out. Answer on page 14. (Photo: Mike Lenz)

Signalling Controls. Dennis Flood

The history of railway signalling is a fascinating subject and over a period of more than 175 years it has been radically transformed from a man walking in front of a train with a red flag to an industry which now embraces digital technology with the use of visual display screens (VDU) and automatic route setting (ARS).

However the purpose of this article is to look at how some railway incidents and scenarios that were unique to specific locations brought about signalling and interlocking controls locally and in some cases nationally. An explanation is provided as to why a specific signalling control was introduced.

1.LIME STREET CONTROLS.

This signalling control checked track circuits either being occupied or clear and that there is sufficient room in a platform which is partially occupied to accommodate a second train. To do this track circuits of a known length were provided within the platform line and in the rear of the previous signal to achieve this arrangement. This arrangement was brought in as a result of an incident on 31 July 1924 when the 2.40pm service from London Euston to Liverpool Lime Street collided with a `light engine` that was standing half way down the platform. The train driver would not have been aware of it at all. The signalman was not aware of the presence of the `light engine`. The recommendation from this incident was the provision of track circuits which could be used to `measure` the length of trains. This signalling control was still in use until the closure of Lime Street signal box in July 2018.

Interior of Liverpool Lime Street signal box. (Photo: Courtesy of the Liverpool Echo)



2. CATERHAM CONTROLS.

This required a trailing crossover at a terminal station to lie in the `normal` position towards the departing line in order that a runaway train or vehicle from the station would be directed onto a line in its direction of travel. This arrangement came about as a result of an incident which occurred on 26 June 1945 when the 9.34am electric train from Caterham to London Charing Cross departed against a signal at danger and collided head-on with the incoming 8.55am electric train from London Bridge to Caterham which resulted in the deaths of both motormen.

3. BROWNES LOCK.

This is a lock that ensures that a spring catch point is closed before a signal in the rear of the catch point can be cleared to a signal in advance of that catch point if that signal is at danger. This arrangement is only provided where the distance between the catch point and the signal in advance of the catch points is less than the longest train which could be stopped at that signal. The Brownes Lock ensures that there is no risk at all of a derailment for a train standing over these catch points. The signal in advance will require the catch points to be `normal` before it is allowed to be cleared. This control was not normally installed `new` but tended to be retrospectively fitted when it was deemed to be an operational requirement.

4. COLWICH CONTROLS.

This arrangement prevents the display of flashing yellow junction indications unless the signal immediately beyond the junction signal is clear or ready to be cleared, in other words the route has been `set` beforehand by the controlling signaller. This is in case a driver fails to recognise that the junction signal is maintained at yellow and does not clear to a less restrictive aspect other than that which is displayed. This arrangement was introduced as a result of a collision at Colwich in Staffordshire on 19 September 1986 when the driver of the 1700 London Euston to Manchester Piccadilly service mistakenly interpreted the flashing yellow junction signalling sequence leading up to signal CH28 as meaning that the route was set for his train throughout the entire complex at Colwich Junction. It was not and he passed the next signal CH23 at danger. The result was a major collision with the 1720 Liverpool Lime Street to London Euston service which was running under clear signals at the time on the up fast line at Colwich. The driver of the Liverpool to London express was tragically killed and 75 passengers were injured.

5. FOXHALL CONTROLS.

This arrangement applies providing a position light type junction indicator for the single route from a signal where that single route applies through a set of facing points for the diverging route and a line exists on the route straight ahead for which there is no legitimate signalled route, or it is of lower significance to the `main` route. The provision of a junction indicator avoids the possibility of a driver believing they are heading `straight on`. This signalling control was introduced as a result of an incident at on 27 September 1967 when a diesel hydraulic `Warship` class locomotive number D853 `Thruster` overturned whilst travelling at 75mph at Foxhall Junction in Didcot when passing over a 25mph Temporary Speed Restriction. This Temporary Speed Restriction would have been referred to as a PWS – a Permanent Way Slack which it was called in those days. The locomotive was working the 0945 from London Paddington to Weston-Super-Mare service at the time of the incident. The driver misinterpreted the green aspect displayed at Signal R180 (which was also preceded by green signals given to the driver) as applying to the straight ahead route for his train when in fact it applied to the diverging route. Signal R180 was not fitted with a junction indicator due to only having one main aspect route which was that being applicable to the diverging route. The clearance of a position light signal on Signal R180 only applied to the straight ahead route. It is not difficult to understand how a driver could

make such an error under that particular signalling arrangement. One passenger was sadly killed and 23 were injured.

6. HIGHLAND LOOP CONTROLS.

This arrangement applied to the illuminating of signal indications in loops only when a route is set towards them or a train is approaching the signal. This signalling arrangement was in widespread use on the Scottish Region of British Railways.

7. HUDDERSFIELD CONTROLS.

This arrangement prevents a train from being signalled permissively into an occupied platform (more than one train on the same line at the same time) when the platform starting signal has been cleared beforehand for another service ahead to depart. Furthermore this arrangement will prevent the platform starting signal being cleared if another train is signalled under permissive working behind one which is already standing in the platform ahead. This is to prevent a driver entering an occupied platform under permissive working arrangements and mistakenly 'reading through' to the platform starting signal and reducing the potential for a collision with a train ahead. Ironically this arrangement is not named after a particular incident at Huddersfield but because Huddersfield was the first location to be fitted with such an arrangement after re-signalling took place there in 1958. Implementation of this arrangement became widespread on British Railways following an incident at Stafford on 4 August 1990 when at 0030 the 2336 Stoke-on-Trent to Birmingham Soho empty coaching stock train (ECS) entered the platform with a position light signal having been cleared for the driver. A driver must be prepared to stop short of any obstruction on the line ahead towards the next stop signal under these circumstances. The driver of the 2218 Manchester Piccadilly to Penzance service had a green signal ahead to depart from the platform. The Birmingham train subsequently collided with the rear of the Penzance train ahead in the platform. The driver of the Birmingham train was tragically killed and thirty six passengers were injured on the Penzance train.

8. LEATHERHEAD CONTROLS.

This is an electrical equivalent to Sykes locking which enforces that a train must have passed a signal before the signal in the rear can be cleared again and applied both to signals at the same signal box and through the block section. Leatherhead Controls were not named after an incident but Leatherhead was the first location that this signalling control arrangement was used.

9. MOORGATE CONTROLS.

This control arrangement ensures the progressive lowering of trip cock activation arms at pre-set intervals to ensure a train is slowing as it moves towards buffer stops. A trip cock is a device that will vent brake pipe pressure from a train automatically and apply the brake immediately. This control arrangement was introduced on London Underground following an incident on 28 February 1975 when a Northern City Line train failed to stop at Moorgate and crashed into the end wall of the tunnel. Forty three passengers were tragically killed.

10. MORPETH BOARDS.

These were introduced as a result of high speed derailment at a Permanent Speed Restriction at Morpeth in 1967. This arrangement provided for the fitting of Advanced Warning Boards (AWB) and Automatic Warning System (AWS) magnets (to give an audible warning within the driving cab to a driver) in connection with Permanent Speed Restriction (PSR) boards located where there is a significant reduction in line speed.

11. MORETON-ON –LUGG CONTROLS.

This arrangement retrospectively fitted approach locking controls to level crossing barriers following the replacement of the protecting signal without the passage of a train. This has been necessary where the control is lacking following `like for like` replacement of manual level crossing gates (which had inbuilt `natural` approach locking because of their manual nature) with lifting barriers which do not. This control arrangement is also known as `Barrier Raise Inhibit Control`. The control when replacing crossing gates with lifting barriers at a level crossing with mechanically worked signals was difficult for the railway industry to fit and was required at these locations often without the use of track circuits. This control arrangement was introduced following a serious incident at Moreton-on-Lugg in Herefordshire on 16 January 2010 which would have been prevented if approach locking had been fitted between the signals and the level crossing controls.



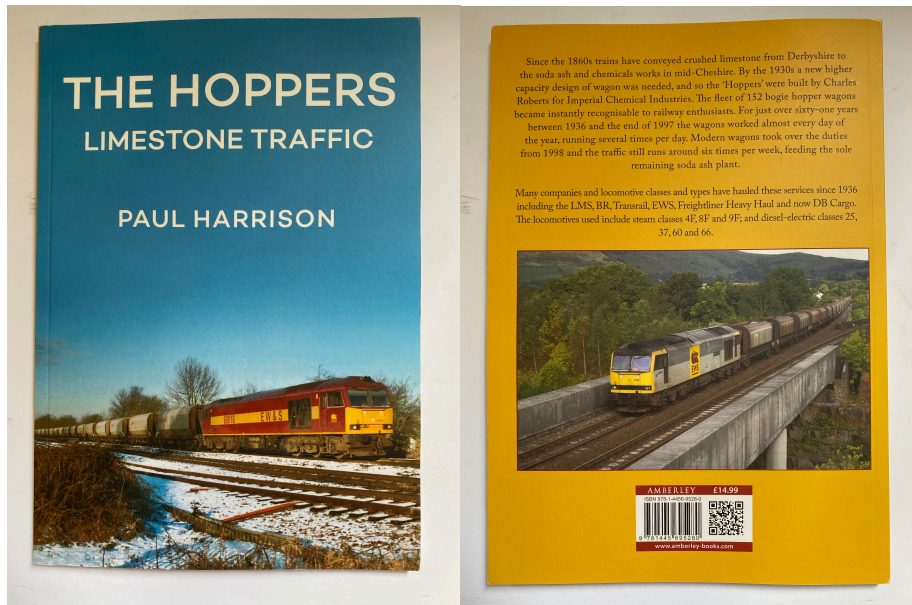
Moreton on Lugg signal box. (Photo: Courtesy of mapio.net)

12. WELWYN CONTROLS.

This signalling control prevents the sending of a second `Line Clear` on an absolute block instrument until the berth track circuit of the home signal at the signal box concerned has become occupied and `clear` after the first `Line Clear` OR a mechanical release `winder` has been operated on the block shelf. This avoids the possibility of a signalman giving a `Line Clear` in the belief that a train has left the section when it has not and thus giving a SECOND `Line Clear` in error. The operation of the mechanical release `winder` also carries out a very important human function for the signalman. It gives him time to think carefully about why he is actually having the need to carry out this action as it is not a normal occurrence within the signal box such as regular use of the block instruments and block bells for example. It is a simple reminder to think `WHY AM I DOING THIS?` as the actual consequences of his action afterwards could be quite catastrophic. This signalling control arrangement was introduced following a serious collision on 17 June 1935. The signalman at Welwyn Garden City erroneously gave the `Train out of Section` bell signal for the 10.53pm Kings Cross to Newcastle service to Hatfield No.3 signal box (in the rear)

when it had not actually arrived. He then accepted the 10.58pm Kings Cross to Leeds service. The signalman at Hatfield No.3 signal box actually rang his counterpart at Welwyn Garden City signal box to enquire about the suspiciously short time that 10.53pm Kings Cross to Newcastle train had spent in the section between Hatfield and Welwyn. The signalman at Welwyn Garden City was quite adamant that the 10.53pm Kings Cross to Newcastle train had gone forward beyond his signal box. It had not. A serious collision between two trains was now inevitable. As a result of the lack of locking preventing the block being cleared before a train arrives and the inattention of the signalman at Welwyn garden City the 10.58pm Kings Cross to Leeds train collided violently with the rear of the 10.53pm Kings Cross to Newcastle train. Thirteen people lost their lives and 29 were injured. The term 'Welwyn Control' became universally known within the railway industry as a result of this serious collision.

Book Review. Michael Lenz



Just published by Amberley Books is this title by author Paul Harrison. The book has an excellent selection of black and white and colour images together with an introduction giving the history of these trains which will be familiar to many of our members. Photo quality is excellent and this is an ideal companion for the previous book on this subject, 'The Illustrated History of the I.C.I. Hopper Wagon' by the same author which is now out of print. The new title is priced at £14.99.

Gorstage Sidings - Then and Now.



The I.C.I. shunter is seen here in the company of an unidentified Class 40 plus a selection of I.C.I. tanks and a loaded rake of the well known I.C.I. hoppers in the 1970s. (Photo: Gary Brookes)



The same view in January 2019. (Photo: Phil Clarke)

Edge Hill MPD - Star Turns. Dennis Flood

These four named express trains which ran in both directions between Liverpool Lime Street and London Euston will be forever associated with Edge Hill Motive Power Depot.

They are `THE MERSEYSIDE EXPRESS, THE RED ROSE, THE MANXMAN and THE SHAMROCK`.

In the late 1970s I was waiting for a train from West Allerton Station to Edge Hill Station when I noticed something I had never before seen on the embankment of the up fast line at West Allerton Station. It was a concrete star and contained within it was a piece of rectangular metal with a painted star displayed in the middle of it. I went to have a look at it instead of catching the train to Edge Hill and what I found was quite remarkable. On all four edges of the rectangular metal within the concrete star were the names THE RED ROSE at the top THE MANXMAN to the left THE SHAMROCK to the right and at the bottom THE MERSEYSIDE EXPRESS. The top right of the painted star contained the word `STAR` and the bottom left the word `TURNS`. What a discovery! This was clearly to commemorate the `Star Turns` Liverpool to London expresses at Edge Hill Motive Power Depot.



Many years of vegetation had been cleared recently at that time and there was this remarkable sign exposed for all to see. It had been covered in foliage for very many years and I had no idea it was there until I saw it for the first time on that day. I subsequently spoke to a number of Edge Hill drivers about it and they could not recollect it at all which made the presence of it at West Allerton Station even more remarkable.

The origins of the sign are not clear to me but I think it may have been put there in 1951 to commemorate the Festival of Britain Exhibition – before West Allerton Station was rebuilt. Upon re-building it did achieve fame on its own as Hornby-Dublo used it as the model for their `modern` station! Until I am hopefully proved wrong I think the photograph which I took of this sign is the only one currently in existence and it is for this reason that it must be shared with 8E Association members. If any 8E Association member can throw any further light on this matter I would be most grateful. It is now worth looking at how these four `Star Turns` at Edge Hill Motive Power Depot received their names.

THE RED ROSE was named on the occasion of the Festival of Britain so my thoughts may have some relevance. The appearance of this sign was as dramatic to me as was the disappearance of it. In the early 1980s the sign disappeared and I have no idea where it went or who took it and where it is now. At the time the railman who worked in the booking office at West Allerton Station was a former Brunswick fireman (I have forgotten his name now) and he had no idea who removed it or where it went. A mystery indeed!

As I have previously stated the name came about as a result of the occasion of the Festival of Britain in 1951. It was the Lancashire equivalent of the Yorkshire WHITE ROSE express which ran to and from Leeds to London Kings Cross. The Red Rose was a premier train and was equipped with standard stock throughout. It formed the 12.5pm from Euston to Lime Street and the 5.25pm back to Euston. However following a timetable change in late 1951 The Red Rose was re-timed to depart from London Euston at 12.30pm and was made non-stop from Euston to Lime Street in three and three quarter hours. I can think of several Edge Hill drivers who would not have hung around when working the down Red Rose in those timings with a `Duchess` or a `Lizzie`!

THE SHAMROCK.

The Shamrock was introduced in 1954 and it originally departed London Euston at 4.30pm but was then altered to depart from Euston at 4.55pm and the Rugby and Crewe stops were removed making it a non-stop service to Lime Street in 3 hours and 27 minutes. This was remarkable timing since 12 years later in 1966 with a 3300hp A/c electric locomotive hauling lightweight rolling stock it was only 47 minutes faster between Euston and Lime Street at 2 Hours and 40 minutes! The return service of The Shamrock to London Euston from Lime Street was an 8.10am departure (with a stop only at Bletchley) and with a booked arrival of 11.45am at Euston.

THE MANXMAN.

The Manxman introduced in 1949 was timed as the 10.40am departure from London Euston to Lime Street and it carried the name The Manxman during the summer months because it connected with the Isle of Man boat departures from the Liverpool Landing Stage at the Pier Head. Through coaches were attached to The Manxman for Southport – these coaches (usually two) were detached at Edge Hill on the down fast line and then shunted into the Southport Bay at Edge Hill Station prior to departure. An oddity with The Manxman was that it also conveyed through coaches for Swansea Victoria. These coaches were attached at the very rear next to the Southport coaches and were detached at Stafford and then worked to Shrewsbury via Wellington were they then made the long journey via the Central Wales Line to Swansea Victoria. Arrival at Swansea Victoria was 6.35pm. I can just imagine the Euston station announcer announcing The Manxman departure `for Liverpool Swansea and Southport`! The Manxman only called at Stafford and Crewe and was due into Lime Street at 2.18pm. The `up` Manxman was booked to depart from Lime Street at 2.10pm with stops at Mossley Hill and Crewe (I suspect the fireman was not too impressed with the stop at Mossley Hill). The Manxman then made a fast run between Crewe and Euston in 152 minutes for the 156 miles between the two locations. The arrival time at Euston was 5.30pm. The Manxman was a summer only service as a named train.

THE MERSEYSIDE EXPRESS.

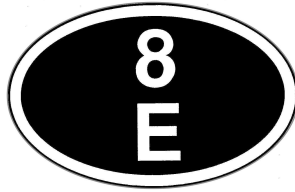
The Merseyside Express had its origins in the days of the London and North Western Railway. It originally ran as a train for both Liverpool and Fleetwood. This combined train left Euston at 5.30pm. In 1905 it became a separate Liverpool train and was retimed to depart from Euston at 5.55pm and running non-stop from Euston to Edge Hill. The Edge Hill stop was eventually removed in favour of Mossley Hill which was a much more convenient alighting point for residents of South Liverpool. The name `London-Merseyside` express was given to this train in 1927 and in 1928 it became known simply as THE MERSEYSIDE EXPRESS. In 1932 it was retimed to depart from London Euston at 6.05pm. It was timed to run the 189.7 miles to Mossley Hill in 200 minutes at an average speed of 56.9mph. These timings continued until the outbreak of the Second World War. It called at Edge Hill to detach coaches for Southport as The Manxman was to do some

years later when that named train was introduced on the Liverpool to London Route. After detaching the Southport coaches it was booked to arrive at Lime Street at 10.30pm. The Southport coaches then travelled over the Bootle Branch to Bootle Junction where they then travelled over the dc electric lines to Southport. From Lime Street the `up` Merseyside Express departed at 10.00am for many years and was due at Euston at 1.30pm. It was retimed to depart Lime Street at 10.10am and make the journey to London Euston in 3 hours and 30 minutes. Interestingly the Southport coaches for Euston left Southport Chapel Street Station at 8.50am and ran directly to Lime Street and were attached by the station pilot to the front of The Merseyside Express there. This saved an Edge Hill stop and called only at Mossley Hill. A few of the Edge Hill drivers told me when working The Merseyside Express in the 1950s they were always booked over the `up` fast line between Crewe and Stafford and they would overtake The Pines Express from Manchester to Bournemouth running on the `up` slow line. The scene was always set for a race between Whitmore and Stafford – always won by the Top Link Edge Hill men of course! A `Jubilee` was no match for a speeding `Duchess` or a `Lizzie` even with a trailing load of 15 coaches – the honour of the Shed was at always at stake! The names of these famous express trains ceased to exist in 1966 when through electrification services between Lime Street and London Euston commenced along with intensive use of rolling stock.



BR(M) 4-6-2 Pacific number 46204 'Princess Louise' on 'The Merseyside Express'.
(Photo: Courtesy of Vintage and Restored Trains - [WordPress.com](http://www.vintageandrestoredtrains.com))

PHOTO PUZZLE: Class 185 DMU 185150 seen arriving at Stockport station in August 2009. (Photo: Mike Lenz)



The 8E Railway Association

Founded 1981

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Mike Lenz
Roger Morris

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: LMS Black Five number 5305 on shed at Northwich prior to working a Trans Pennine Pullman rail tour from Northwich in the early 1980s. (Photo: Mark Roughsedge)]

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