

ON SHED

The Journal of the 8D Association

Volume 11, Number 4 : December 2021



'On Shed' : Journal of the 8D Association

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From the Editor

Another edition, another year and 'On Shed' is still running 'on time' thanks largely to those generous souls who have taken the time to put together material that they feel will be of interest to the membership at large. To those correspondents, authors and photographers, I say "Thank You - without your varied contributions there would be no journal". It would be nice to think that the general 'opening up' of meetings and activities (post pandemic) will prompt more members to put pen to paper and forward items for publication in 'On Shed'. You may be assured of a very warm welcome from the Editor (details below). In the meantime, I take this opportunity to wish you, your family and friends, health and happiness over the festive season. **Tony**



The 8D Association



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Cover Photograph : *Willesden allocated Stanier 8F 2-8-0 48665 heads a southbound freight through Warrington Bank Quay on 17 October 1953.*
From the John Kirwood Collection

From the 8D Chairman

Paul Wright

As 2021 draws to a close, it's worth bearing in mind that the 8D Association has now been going for a decade. Whilst that in itself is a fantastic achievement, it is the fact that we have come through the Covid-19 pandemic and we are still going strong. In fact, we have more members now than we did when the pandemic started. For a group that is very much focused on face to face meetings, it's amazing that we have done so well and most heartening to me personally.

In my opinion there are two vital things that have kept us going through the very difficult period that we faced - the *'On Shed'* journal and the Website. I am pleased that my opinion is shared, as demonstrated at the first face to face committee meeting, held in September, when a vote of thanks was proposed and agreed for Tony Foster and for Doug Birmingham. Tony kept us supplied with journals and Doug kept the website going.

We have recently held our first two post Covid-19 events. Both were outdoor walks, and both were well received by members. There are write-ups on the events within the journal, but I would like to express how good it felt to be with members, out and about, looking at railway history once again. I really had missed our gatherings.

As members will see from the events page (back cover), we are holding our AGM on 22 January 2022, and that will be a further opportunity for us to come together. There will also be illustrated talks in February and March - details of which are also given on the events page.

So it just remains for me to wish you all a very Merry Christmas and a Happy New Year.

Paul Wright

8D Annual General Meeting : 22 January 2022

The 8D Association AGM will take place at 10:00 on Saturday 22 January 2022 at the DCBL Stadium, Widnes (Widnes Rugby Ground). The event will follow the usual format with the official business taking place first followed by a 'Railway Quiz' and then a buffet lunch.

The committee will be proposing to the membership that the period between the January 2020 and the 2022 AGMs will be treated as if it has been 1 year, instead of 2. If agreed the current Chair will be eligible to stand for one more year in office. All members of the present committee intend to stand for their current positions

as seen below. However if anybody wants to stand for any of the positions, please make your intention known to the Association's Secretary (Doug Birmingham) in writing by 18 January 2022.

Chair – Paul Wright
Secretary – Doug Birmingham
Treasurer – Lee Woods
Minute Secretary – John Wilson
Journal Editor – Tony Foster
Committee Member – Chris Hollins
Committee Member – Les Fifoot
Committee Member – Roy Dixon
Committee Member – Neil Wilson
Committee Member – *Vacancy*

News Round Up

Chris Hollins

Given that 'On Shed' is published quarterly, many of the items referred to in this 'News Round Up' can only be of historical interest. Nevertheless, every effort has been made to record also those changes, developments and items of interest that have occurred within the 8D area since the date that the last publication was prepared for the printer.

Chris Hollins

Railtours

On Thursday 16 September, A1 Pacific 60163 Tornado hauled the 'Jorvik Express' from Liverpool Lime Street to York. The train was routed via Newton-le-Willows, Manchester Victoria, Guide Bridge, New Mills Central and the Hope Valley line to Sheffield. Unusually from there, the train ran via Mexborough, Doncaster and the East Coast main line to York rather than the normal 'steam route' through Pontefract Baghill. The return working was via Castleford, Mirfield, Hebden Bridge and the Calder Valley route to Manchester Victoria, and then Newton-le-Willows to Liverpool Lime Street.

The coaching stock for the train was provided by the Scottish Railway Preservation Society based on the Bo'ness and Kinneil Railway. This worked down to Liverpool late Wednesday evening as the 23.35 Bo'ness to Liverpool Lime Street, hauled by DB Cargo 'Green' Class 66 - 66004. This loco is one of two in the class that use recycled vegetable oil in place of diesel fuel.

On Sunday 3 October, the Branch Line Society, ran its 'Wirral Squirrel' railtour from Crewe to Bidston and return. Running as 1Z42, the 09.45 Crewe to Bidston and 1Z43 as the 14.15 return from Bidston, the train was due to feature 2 Class 40's top and tailing the train. Unfortunately, D345 (40145) was unavailable and replaced by Locomotive Services owned Class 47 47853 running in its former guise of 47614.

The 8 coach train visited Liverpool Lime Street and called at Runcorn to pick up 2 passengers from London, before proceeding to Rock Ferry via Helsby and Hooton. Upon departing Rock Ferry, the train proceeded back through Hooton to Chester and then onto Wrexham Croes Newydd before a return trip to Bidston via Shotton. The return back to Crewe from Wrexham was via Chester, Warrington Bank Quay, Earlestown, Liverpool Lime Street and Runcorn.



Above : On the Runcorn-Widnes Railway Bridge Viaduct, preserved Class 40 Diesel D213 'Andania' brings up the rear of 1Z43 the 14.15 (Bidston to Crewe) Branch Line Society 'Wirral Squirrel' Railtour return working on Sunday 3 October.

Unfortunately several advertised lines of the itinerary were not traversed, namely the Chester North to South Junctions of the triangle, Winwick Junction to Bamfurlong Junction and the chord to Ince Moss Junction, the Bootle Branch from Olive Mount Junction and the Merseyrail line from Bootle Junction to Hall Road Siding.



Above : Looking absolutely magnificent, Class 40 D213 glides into Bidston station as part of the Branch Line Society's 'Wirral Squirrel' railtour on 3 October 2021.
Photograph by : Paul Wright

..... and from 'On Shed' 10 years ago

Taken from a glass plate negative, this superb image shows English Electric Type 4 locomotive D278 (later Class 40) and an assortment of directors, managers and foreign visitors at the Vulcan Foundry, Newton-le-Willows, c.1960.



Photograph : Tony Foster Collection

Former Stations of Birkenhead

An 8D Guided Walk Led by Paul Wright

Report and Photographs by Neil Wilson

Thirteen members of the 8D Association, together with friends, met at Hamilton Square station on 23rd October for the Association's second outdoor meeting of 2021. The purpose of the walk was to explore the sites of the former passenger stations and one goods station in Birkenhead.

Woodside Station

The first port of call was just a very short walk to the site of the Birkenhead Joint Railway (GW/LNW) Woodside station. This opened in 1878 and became the final passenger station to remain open in Birkenhead with closure taking place in 1967. Woodside had five platforms and arrival into the station was via a tunnel from Birkenhead Town.

The tunnel mouth and platform area was first viewed from Church Street overbridge and from here the group moved down to the site of the station itself where the remains of the north facing wall were also observed. The station site has now been largely redeveloped.



Above : Church Street overbridge, viewed from the platform area at Woodside Station.

Below : Monks Ferry Branch. The surviving bridge parapet on Church Street.



Above : The tunnel portal into Birkenhead Woodside Station viewed from Church Street bridge.

Monks Ferry

Following another short walk the group arrived at the site of Birkenhead's second station at Monks Ferry. This opened in 1844 and closed to passengers in 1878 with the opening of the nearby and much larger Woodside Station.

Monks Ferry was accessed via an adjacent tunnel to the Woodside tunnel, from the Green Lane Junction direction (bypassing Birkenhead Town), and then a cutting, before passing under Church Street.

Continued over

The site of the station here has also been redeveloped. The only evidence of the railway was the west side bridge parapet on Church Street and the boundary wall that runs along the north side of the cutting. Monks Ferry remained in use as a goods depot and coaling facility for river tugs until 1961.

Grange Lane

The next site visited was that of Birkenhead's first station at Grange Lane. This station was short lived, opening in 1840 and closed with the opening of the line through to Monks Ferry in 1844. Quite remarkably, the frontage of the station building survives and has once again been made visible with the recent removal of advertising hoardings that have hidden it away for many years ! A customary group photo was taken in front of the remains of the station building.



Above : *The recently revealed station building frontage at Birkenhead Grange Lane.*

Birkenhead Town

Adjacent to Grange Lane is the site of the last of Birkenhead's stations to open, Birkenhead Town. This station opened in 1889.

Very little could be seen here as the whole area is now overgrown and inaccessible. Sadly, it was not possible to view the tunnel portals leading down to Woodside and Monks Ferry. However, brickwork of the station building is still visible. Birkenhead Town closed to passengers in 1945 and to



Above : *The GW/LNW overbridge crossing Waterloo Place, Birkenhead Town Station is to the left.*

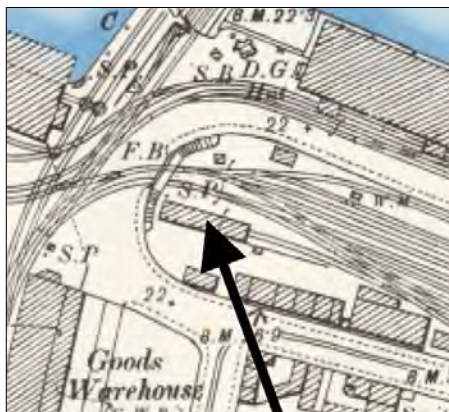
goods in 1961. This area is proposed for re-development.

Shore Road Goods Station

Our final visit of the day was to the magnificent CLC goods station at Shore Road. This is the sole remaining goods station in the Birkenhead Dock area. The building is now used for other purposes.

Shore Road was served by a short branch from Brook Street Junction and Canning Road North Junction, both off the LNW Birkenhead Dock Railway.

Shore Road opened in 1888 and it also had its own single road engine shed. The shed and the goods station closed in 1961.



Above : *Location of the single road CLC loco shed that served Shore Road goods station.*

Continued over

Following the visit to Shore Road goods station, another short walk ensued which returned the group to Hamilton Square station where the tour concluded

..... and finally

Between locations on the walk, the Birkenhead Dock Railway was also observed from

Conway Street and Argyle Street overbridges.

Full historical details of the passenger stations and the one remaining goods station in Birkenhead can be found on the excellent Disused Stations website.

Neil Wilson

A Photo Editor's Dream Come True !



This fantastic photograph of the *'Flying Scotsman'* and a galloping horse seen together recently in Widnes was sent in by the member who took the shot and felt that it merited inclusion in *'On Shed'*. To say that I was thrilled to receive the image - *'Iron Horse Meets Black Stallion'* - would be a gross understatement !

Just look at it ! The power, the speed, the muscle ! The photographer has captured that beautiful moment where locomotive and animal seem to be in perfect harmony. At full gallop, the stallion appears to be enjoying the moment when it outpaces the world's most famous steam engine. Your Editor has taken rail photographs for some 60 years, including many of the *'Flying Scotsman'* and even the occasional horse, but never got close to taking such an exciting image as that sent in by the member.

But wait ! The side of the locomotive appears to be slightly torn !

(Damn ! Turns out it was a roadside poster for Lloyds Bank)

Ah well

'Wirral Railway' Guided Tour

Chris Hollins

The lifting of Covid restrictions meant that, on Saturday 18 September, the Association was able to hold its first outdoor event since October 2019.

Birkenhead Park

It was exactly two years since the event was originally proposed and was then cancelled on the day. Nine members arrived at Birkenhead Park, with Chairman Paul Wright leading the tour. It started with a talk about the building of the line from Birkenhead Park, where it made an end-on connection with the Mersey Railway Company line from Liverpool Central.

Birkenhead Dock

We then boarded the first train, 2W21 09.16 New Brighton to New Brighton circular ser-

vice worked by 507.002. Alighting at Birkenhead North, the group walked to the site of the first Birkenhead Station at Birkenhead Dock located on the west side of Wallasey Bridge Road. En route, we passed the Stadler depot at Birkenhead North which had two Vivirail Class 230 former London Underground D stock trains stabled outside.

Paul then explained about the Hoylake Railway building the station which opened on 2 July 1866, and which later became what was probably the world's first rail / tram interchange when a tramway was constructed from the station to Birkenhead Woodside.

The station closed to passengers on 2 January 1888, when the Wirral Railway Company opened its new line from Birkenhead Park to Wallasey. A new Birkenhead Dock station



Above : 8D members seen at West Kirby station as part of their guided tour of Wirral Railway.

Photograph by : Dale Davies

opened on this line was renamed Birkenhead North in 1926. The original Dock station remained open for freight for another 50 years, closing in 1938.

Bidston

After returning to Birkenhead North Station, we boarded 507.018 on 2W25 09.56 West Kirby to West Kirby circular service for the short journey to Bidston where we looked at the present day layout and facilities, comparing them with a large photograph in the station waiting room of how they looked in the late 1960's.

West Kirkby

507.020 forming 2W27 the 10.16 West Kirby circular service took the group from Bidston to the end of the line, where the station at West Kirby was examined from all sides.

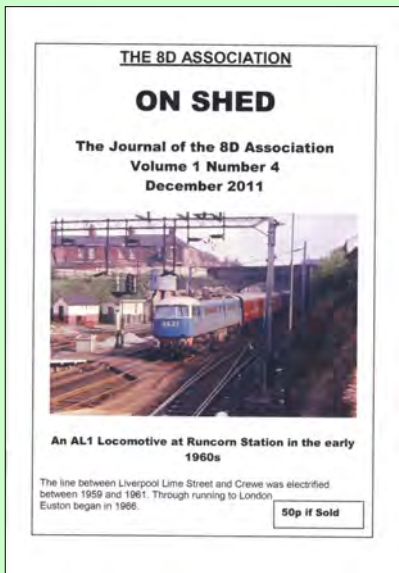
After a recent refurbishment, the station looked resplendent.

Return to New Brighton

Our return to New Brighton, was on board 507.032, forming 2W37 - the 11.56 West Kirby circular, changing at Birkenhead North onto 507.025 forming 2N34 - the 11.33 New Brighton circular service. New Brighton Station (also recently refurbished) was also inspected. The tour ended here with members having gleaned new information about the Wirral Railway. Several members then made their way to the 'Bow Legged Beagle' micro pub in New Brighton for refreshments.

Many thanks to Neil Wilson for logging the various unit numbers that we travelled on during the day, and of course to Paul Wright for leading the tour.

10 Years of the 8D Association and 'On Shed'



The December 2011 edition of 'On Shed' (Volume 1, No.4) had contents as follows :-

- An 8D Man Returns to the Footplate
- Rail Ale Tour
- Ethelfleda Bridge
- Rail tour to visit Ditton and Warrington line
- Widnes West Deviation 1968
- Widnes South Station
- Where is it ? (Competition)
- Events

Amongst the forthcoming 'Events' was a talk on 'Signalboxes' by member Richard Mercer, and 'A Morning of Recollections'.

At left : Front cover of the December 2011 edition of 'On Shed'

Demise of the CLC around Liverpool : (Part 5)

Phil Graham MBE

(All photographs by Phil Graham)



Hunts Cross Station : June 1976

Hunts Cross Station

May 1874 – Hunts Cross Station opened to passengers.

15 Apr 1972 – platforms 3 and 4, latterly only used by the Gateacre line services, were closed.

Early 1983 – the third rail was energised at 750v dc from Garston Station to Hunts Cross Station, bay platform 3 and also to platform 2 (the Up Main platform) , through the connection from the “Up and Down” Electric line at the west end of the station.

16 May 1983 – the fifteen minute interval passenger service between Garston and Southport was extended to run to and from Hunts Cross Station into the reopened platform 3 at Hunts Cross Station.

Hunts Cross East Junction Signalbox

Apr 1874 – a 30 lever signalbox, initially Known as Hunts Cross Station Signalbox was opened here.

1 Dec 1879 – the location became a junction with the opening of the line through Gateacre to Southport and the branch from Fazakerley, through Walton-on-the-Hill to Huskisson Dock. The signalbox was then renamed Hunts Cross East Junction Signalbox.

14 May 1967 – Halewood West sidings ground frame was taken out of use and all connections worked therefrom were taken out of use, pending removal and all associated signals and Stop boards were taken away.

27 Oct 1968 - the Up and Down Goods lines between Hunts Cross East and Halewood East were taken out of use. The connections in the (Gateacre) Branch lines to and from the Goods lines were secured out of use, pending removal of the Goods lines. The Up Slow line to Up Goods line Section signal was taken away.

13 Jul 1969 – the Up Slow line Home and Up Fast line Home 1 signals were taken away. The Up Slow line to Down Branch line Section



Hunts Cross Station – Sunday 15 June 1976 as a Class 115 DMU calls at the Down Main platform. The line in the background passing through the abandoned Gateacre platform is the “Up and Down” Goods line to Huskisson Yard on which traffic had ceased to pass two days earlier.

signal was taken away.

The Up Slow line Home 2 signal and the Up Fast Home 2 signal were renamed as the Up Slow line Home signal and the Up Fast line Home signal respectively.

The Up Slow line Distant signal was now 1,033 yards from the Up Slow Home and the Up Fast line Distant signal was now 1,103 yards from the Up Fast Home.



The site of Hunts Cross East Junction in 1971. With the CLC in ‘terminal decline’ a Class 115 DMU is seen on a Liverpool Lime Street to Manchester Piccadilly working.

15 Feb 1970 – Hunts Cross East Junction box was abolished and all connections worked therefrom were secured out of use, pending removal.

The Up Slow line from Hunts Cross West was renamed the Down Branch line, and the Down Slow line was renamed the Up Branch line.

The down and Up Fast lines were renamed the Down and Up Main lines.

All signals worked from Hunts Cross East were taken away except :-

- the Up colour light Outer and Inner Distant signals which continued to function as the Home and Section signals (respectively) for Hunts Cross West.
- the Down Outer Distant signal which now continued to function as the Down Main Distant signal for Hunts Cross West.

The abolition of Hunts Cross East Signalbox did cause the 17.15 and 18.00 services, which terminated at Hunts Cross to need to run forward to cross over at Halewood East, Gateacre, or, on occasions Hough Green, in order to return ECS to Liverpool Central and Allerton TMD respectively.

Similarly the ECS to form the 08.00 SX and 08.50 SX, which started at Hunts Cross had to run from Allerton TMD to either Gateacre or Halewood East / Hough Green to cross over. Details of these ECS movements were never to shown in the WTT (apart from the 08.00 ex Hunts Cross, which was eventually shown to run ECS via Gateacre), and it was left to the staff to determine what was to happen on any day – Halewood East was the norm, but staffing difficulties often saw it switched out and therefore unavailable. It also made the proposed truncation of most of the Gateacre services at Hunts Cross impossible (see item under Liverpool Central).

Halewood North Junction Signalbox

1 Dec 1879 – a 19 lever frame signalbox opened at Halewood North.

4 Jun 1897 – following the opening of the new chord line to Halewood, the signalbox was replaced by the second and final Halewood North Junction Signalbox, which had a 40 lever frame.

14 May 1967 – the Up and Down Goods lines and Down sidings between Halewood North Junction and Halewood East Junction were taken out of use, pending removal.

The points of the connections between the Up and Down Goods lines and the Up and

Down Liverpool lines were secured for through movements along the Liverpool lines. The signals on the Down Goods lines and Down sidings were taken away. The Up Main line to Up Goods line Home signal was taken away.

The trailing connection from the Down Main line to the Down sidings was taken away along with the associated dwarf signals.

27 Oct 1968 – The Up and Down Main lines between Halewood North Junction and Halewood East Junction were taken out of use. Halewood North Junction box was abolished, all points were secured out of use, pending removal and all signals were taken away. The direction of the line from Hunts Cross East Junction to Gateacre became Down.

Gateacre

1 Dec 1879 – the passenger station and a signalbox were opened.

Mar 1882 – Gateacre Station opened to goods traffic.

6 Nov 1914 – the second and final Gateacre Signalbox opened. This had a 20 lever frame.

4 Dec 1965 – Gateacre Station was closed to goods traffic.

1 May 1966 – Gateacre Ground Frame was removed and the trailing connection in the



The site of Halewood North Junction in 1971

Up Main line was secured out of use, pending removal.

18 Jan 1970 – the Up Main line was severed, and a buffer stop with a white light was provided, 35 yards on the Huskisson side of the box, and the line was removed to the trailing crossover to the Down Main line, 80 yards on the Hunts Cross East side of the box. The points in the Up Main line end of the trailing crossover to the Down Main line were secured for movements from the Down Main line.

The Down Main line was slued to connect with the “Up and Down” Goods line by points, 290 yards on the Huskisson side of the box.

The portion of the former Up Main line between these points and the new buffer stop was renamed “*the siding*”.



Gateacre Signalbox in 1970

The portion of the former Down Main line from the trailing points of the connection to the Up Main line, opposite the box, through the Down platform, to the connection with the “Up and Down” Goods line was renamed the “Up and Down” Main line. The Down Main Home signal was repositioned 168 yds from the box. The Down Main Distant signal was now 1,262 yards from the Home signal and was fixed at Caution.

A new straight post “Up and Down” Goods line Home 1 signal, 20 feet ARL, was provided 300 yards from the box.

A dwarf shunting signal (disc), reading from the “Up and Down” Goods line to the siding was provided at the foot of this signal. The Up Main line Distant signal was fixed at Caution and renamed the “Up and Down” Goods Distant signal (824 yards from the new Home 1 signal).

A new straight post “Up and Down” Main to Up Main Home 2 signal (12 feet ARL) was provided 70 yards on the Huskisson side of the box, to enable passenger trains to start back from this platform with a running signal. The Up Main Section signal was repositioned 250 yards on the Hunts Cross East side of the box.

The Down Main line between Gateacre and Knotty Ash & Stanley was taken out of use and the Up Main line was renamed the “Up and Down” Goods line.

The One Train Working Regulations (OTW S) then applied throughout from Gateacre to Huskisson.

The train staff, coloured red (sic), fitted with a chain and keys to release the hand points at Knotty Ash, was kept in Gateacre box when not in use.

Early 1970s – theft was rife, and it proved impracticable to maintain the copper telegraph wires

or the lamps in the signals. So for its last couple of years, Gateacre Signalbox was without block or telephone communication and trains were worked on the Time Interval system, and the Signalman had to resort to his parafin hand-lamp when it went dark.

15 Apr 1972 - the passenger service was withdrawn after the arrival of 2F98 18.20 Liverpool Central to Gateacre (MBS 51417 and



Target 21 on the single line with the train staff in the cab, departs Gateacre on its second trip of the day to Huskisson in 1970.

DTCL 56xxx) and its departure of the ECS 5F85 18+50 Gateacre to Allerton TMD. (Unofficially this train conveyed passengers back to Hunts Cross, as most of them had travelled just to be on the last train). The station was then closed to passengers.

8 Sep 1973 – Gateacre Signalbox was officially abolished and all signals were taken away. The portion of the line through the former Up platform, latterly known as the siding, was taken out of use and the points from the “Up and Down” Goods line were secured for through movements to the former Down Branch line.

The Down Branch line from Hunts Cross West was now in use as a single line. That single line extended to Huskisson Goods Yard and was initially worked by Pilotman throughout. (A fire in Gateacre box – believed to have been the result of an arson attack, in April or May 1973 had necessitated this method of working from that time).

28 Apr 1974 - the One Train Working Regulations (OTW – S) were introduced from Hunts Cross west to Huskisson Goods and Pilotworking was withdrawn.

16 Jun 1975 – all rail traffic through Gateacre ceased as Huskisson Goods Yard closed in the face of the threat of an ASLE&F strike. The strike did go ahead and the traffic never returned to rail.

By **Feb 1979** - the rails were lifted from Huskisson to Hunts Cross.

1 Dec 1879
Childwall – Childwall Station opened to passengers and a signalbox

was opened.

Mar 1882 – Childwall Station opened to goods traffic.



Gateacre Signalbox awaits its fate – May 1973.

30 Dec 1930 – Childwall Station closed to passengers.

6 Aug 1943 – Childwall Station closed to goods traffic.

1944 – 1948 – Childwall Signalbox abolished.



Above : Gateacre Station in 1970. **Below** : Gateacre Station in 1973.



Knotty Ash and Stanley **1 Dec 1879** – Knotty Ash Station opened to passengers and the first Knotty Ash Signalbox opened.

Mar 1882 – Knotty Ash Station opened to goods traffic.

25 Feb 1923 – the second and final Knotty Ash Signalbox was commissioned. It had a 28 lever frame.

5 Nov 1960 – Knotty Ash Station closed to

passengers.

30 Nov 1969 – Fazakerley West Junction Signalbox was taken out of use and the former Down Main line between Knotty Ash and Fazakerley West became the “Up and Down” Goods line between Knotty Ash and Huskisson Goods worked in accordance with the One Train Working (OTW S) Regulations. The former Up Main line was taken out of use.

The Up Main Home and Down Main Section

signals were taken away.

The former Up Main Distant signal became the Up direction "Up and Down" Goods line Distant signal.

The two armed shunting signal which had read from the Down Main line to the siding and to the Up Main line was retained and applied to Up trains from Huskisson on the single line.

The trailing points in the Up Main line of the crossover between the Down and Up Main lines was secured towards the former Down line – now the "Up and Down" Goods line.

18 Jan 1970 - Knotty Ash Signalbox was abolished and all signals were taken away. OTW S was extended to Gateacre over the former Up line and the former Down line to Gateacre was taken out of use.

The connections between the "Up and Down" Goods line and the Up sidings became hand-worked and were padlocked for movements over the single line and were released by keys attached to the train staff. All other remaining points were hand-worked.

21 Oct 1972 – the connections from the "Up and Down" Goods line to the sidings were taken out of use, pending removal.

Knotty Ash and Stanley

1 Dec 1879 – Knotty Ash Station opened to passengers and the first Knotty Ash Signalbox opened.

Mar 1882 – Knotty Ash Station opened to goods traffic.

25 Feb 1923 – the second and final Knotty Ash Signalbox was commissioned. It had a 28 lever frame.

5 Nov 1960 – Knotty Ash Station closed to passengers.

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The Up Main Home and Down Main Section signals were taken away.

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The two armed shunting signal which had read from the Down Main line to the siding and to the Up Main line was retained and applied to Up trains from Huskisson on the single line.

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21 Oct 1972 – the connections from the "Up and Down" Goods line to the sidings were taken out of use, pending removal.

West Derby

1 Dec 1879 – West Derby Station opened to passengers and the first West Derby Signalbox opened. It had an 11 lever frame.

Mar 1882 – West Derby Station opened to goods traffic.

22 Oct 1905 – the second and final West Derby Signalbox opened. It had a 16 lever frame.

5 Nov 1960 – West Derby Station closed to passengers.

1 Jun 1964 – West Derby Station closed to goods traffic.

8 Nov 1964 - West Derby Signalbox was abolished.

Clubmoor

Between 21 Mar 1907 and 6 Jul 1954 – there was a ground level signalbox here which was only open to break the section on Aintree Race Days

14 Apr 1927 – Clubmoor Station opened to passengers.

5 Nov 1960 – Clubmoor Station closed to passengers.

Fazakerley South Junction Signalbox

1 Dec 1879 – the first Fazakerley South Junction Signalbox was opened.

By 1906 – the second and final Fazakerley South Junction Signalbox was open. It had a 28 lever frame.

12 May 1968 – the connections to No. 1 and No. 2 Up Loop lines and the Down Goods line were secured out of use, pending removal and the associated signalling was taken away (South Junction to West Junction). The Up and Down Branch lines between Fazakerley West Junction and Fazakerley North Junction were taken out of use. The facing connection from No. 1 Up Loop line to the Up Branch line and the points connecting No. 2 Up Loop line with No. 1 Up Loop line, situated on the West Junction side of the box were secured out of use, pending removal. The associated signals in the Loop lines were taken away.

The facing connection from the Down Main

line to the Down Goods line, situated on the North Junction side of the box was secured out of use, pending removal.

The Down Main line to Down Goods line Home signal and the top arm of the two miniature-armed signal, situated outside the Up Main line at the junction points from the Up Branch line, and reading set-back Up Main line to No. 2 Up loop line was taken away. The facing connection from the Down Branch line to the Down Arrival line, situated on the West Junction side of the box was secured out of use, pending removal, and the associated signal arm, bracketed out to the left of the Down Branch Section signal was taken away.

22 Sep 1968 – The Up and Down lines between Fazakerley South Junction, Fazakerley North Junction and Southport Junction were taken out of use.

Fazakerley South Junction Signalbox was abolished.

All signal arms were removed and the junction points were secured for the Fazakerley West Junction direction.

The Up and Down Main lines and the Up and Down Goods lines between Fazakerley North Junction and Langton Dock Goods Yard were taken out of use.

Fazakerley North Junction Signalbox

13 Jul 1880 – the first Fazakerley North Junction Signalbox was opened. It had a 27 lever frame.

Nov 1889 – the second and final, 40 lever frame, Fazakerley North Junction Signalbox replaced the first.

9 May 1966 – the Linacre Gas Works Branch was taken out of use and the points were secured for the Tar Works. Linacre Gas Works Ground Frame was taken out of use.

7 Jul 1968 – the two doll equal sided bracket signal carrying the Down Main Home signal

was replaced by a straight post (18 feet ARL) with a dwarf shunting signal at the foot reading from the Down Main to the Down Dock line.

22 Sep 1968 – the Up and Down lines between Fazakerley South Junction, Fazakerley North Junction, and Southport Junction, together with the Up and Down Goods lines between Fazakerley North Junction and Langton Dock Goods Yard, were taken out of use. Fazakerley North Junction Signalbox was abolished and all signal arms were removed. The end of this line was brought forward by the fact that Fazakerley North Junction Signalbox was burnt down on 22 September 1968. No traffic used the chord after that date.

Warbreck Station

1 Aug 1929 – Warbreck station opened to passengers

5 Nov 1960 – Warbreck Station closed to passengers.

Aintree Central

13 Jul 1880 – Aintree Central Station opened to passengers and the first signalbox was commissioned.

1 Sep 1884 – Aintree Central opened to goods traffic.

5 Nov 1884 – the second Aintree Station (Central) Signalbox was commissioned.

Tues 9 Feb 1932 – the third and final Aintree Station (Central) Signalbox was opened.

5 Nov 1960 – Aintree Central closed to passengers (except for Grand National Race Specials)

30 Mar 1963 – Aintree Central Station was used by race passengers for the last time.

7 Dec 1964 – Aintree Central closed to goods traffic.

26 Mar 1966 – Aintree Central Station was

used to stable the coaching stock off race specials for the last time.

(by) Sep 1967 – Aintree Central Signalbox was abolished.

Southport Junction Signalbox

1884 or 1888 – the 31 lever frame Southport Junction Signalbox was commissioned.

22 Sep 1968 – the Up and Down Main lines from Fazakerley were severed and stop blocks were provided 590 yards on the Fazakerley side of the box. The Up Section and Down Home signals were fixed at Danger.

24 Jan 1971 – Southport Junction Signalbox was abolished.

Fazakerley West Junction Signalbox

1 Dec 1879 – the first Fazakerley West Junction Signal box opened.

29 Mar 1914 – the second and final Fazakerley West Junction Signalbox opened to replace the first. It had a 60 lever frame.

26 Jun 1966 – the Up Goods line was taken out of use and the Down Goods line became the “Up and Down” Goods line, and was worked in accordance with the No Signalman Electric Token Block Regulations (NST ETB) between Fazakerley West Junction Signalbox and the Yard Inspector’s Office at Huskisson Goods Yard.

The Down Main Section signal was taken away.

The 3 arm dwarf shunting signal situated outside of the outgoing engine line, reading from the Down Main line to the Up Main and Up Branch, to the Down Branch and to sidings 1 to 5 was taken away.

The dwarf shunting signal at the points in the Up Main line of the trailing connection to the Up siding, reading to the Up siding was taken away.

The Up Main line Distant and Home signals

were taken away.

A new Up Home 1 signal (12 feet ARL) was provided outside the "Up and Down" Goods line, 840 yards from the box. A new Up Distant signal (12 feet ARL) was provided situated outside the "Up and Down" Goods line, 1,631 yards from the box and 791 yards from the Up Home 1 signal. A new right hand half bracket Up Home 2 signal (20 feet ARL) outside the "Up and Down" Goods line was provided 186 yards from the box, with a 2 arm dwarf shunting signal at the foot reading: top arm - to the Down Branch line, bottom arm - to sidings 1 to 5.

12 May 1968 - the Up and Down Branch lines to Fazakerley North Junction were taken out of use.

Nos. 1 and 2 Up loop lines, the Down arrival line and the Down Goods line from Fazakerley South Junction were taken out of use. The following connections were secured out of use, pending removal :-

- the facing connection from the Up Main line to the Up Loop line,
- the facing connection from the Up Loop line to the Up group shunting road,
- the facing connection from the Up group shunting road to the Up group reception road,
- the trailing connection in the Down Main line from the Down Branch line,
- the trailing connection from the Down Branch line to the lay-bye siding,
- the trailing connection from the Down Branch line to the Down group shunting road and the Down Departure line.

All associated signals in the sidings were taken away, together with the following sig-

nals:

- the Up Main line Home 3 signal, the Up Main line to Up group reception line Home 3 signal,
- the Up Main line to Up group shunting road Home 3 signal,
- the Up Main line to Up Loop line Home 3 signal,
- the Up Main line to Up Branch line Home 3 signal,
- the Down Branch line Home Signal,
- the Down Branch line Distant signal,
- the Down Branch to lay-bye sidings signal,
- the Down Branch line to Down group shunting road signal,
- the Up Branch line Section signal.

A stop block, situated in the Up Branch line, 168 yards from the facing points in the Up Main line, forming a shunting neck, was provided.

Down sidings Nos. 1 to 5 were taken out of use, pending removal, from the points of the connection with the Arrival line. The slip to the Down sidings from the connection between the "Down and Up" Goods line and the Arrival line was secured out of use, pending removal.

The outgoing engine line, situated on the Huskisson side of the box, was taken away to the points in the Arrival line on the connection from the "Up and Down Goods line, and will also form a trap.

The associated signals in the outgoing engine line and the Down sidings were taken away. A stop block, situated in the Arrival line, 130 yards from the box, will be provided, and the portion of this line from the stop block to the "Up and Down" Goods line was renamed "the siding".

A dwarf shunting signal, situated outside the siding line at the points on the connection to the "Up and Down" Goods line and reading from the siding to the "Up and Down" Goods line, was provided.

30 Nov 1969 – Fazakerley West Junction Signalbox was abolished, all signals worked therefrom were removed. The structure had in fact burnt down on 22 November 1969. The No Signalman Electric Token system which had applied from Fazakerley West over the single line to Huskisson Goods was withdrawn. The Absolute Block Regulations which had applied over the Up and Down Main lines to and from Knotty Ash were withdrawn and the Up Main line was taken out of use. The former Down main line became the "Up and Down" Goods line and was worked in accordance with the One Train Working Regulations (OTW S) from Knotty Ash to Huskisson Goods.

The connections in the "Up and Down" Goods line were secured out of use, pending removal.

Walton-on-the-Hill

1 Dec 1879 – Walton-on-the-Hill station opened to passengers and to goods a few months later.

The 16 lever frame signalbox also opened on 1st December 1879.

1915 – Walton-on-the-Hill station closed to passengers as a wartime economy measure.

Tue 1 Jan 1918 – the Walton-on-the-Hill closure to passengers was made permanent.

Tue 4 Jul 1933 – Walton-on-the-Hill Signalbox was abolished and its functions were taken over by Fazakerley West Junction Signalbox. A connection was made near the engine shed between the former Down loop (from then on the Engine Departure Road) and the Pit Road. A similar connection was made at the

east end of the former loop.

Engines leaving the shed now proceeded along the Departure Road to the existing disc signal, which, when cleared, allowed engines to proceed to the Down Sidings at Fazakerley West Junction, and then to the Down Main as required.

Engines arriving at Fazakerley West Junction for the shed, passed to the Down Sidings and then to the shed via the Pit Road. The signal which had previously been used from the Down Sidings to what had been the loop, controlled these movements.

Walton Station Down Home and Section Signals became Fazakerley West Junction Starting and Section signals. Diamond signs were fitted to these two signals.

Fazakerley West Junction Up Distant Signal was moved 510 yards to the west and was only lowered for trains proceeding in the Liverpool direction.

The remainder of the points which had been worked from Walton box were taken away.

15 Dec 1963 – Walton-on-the-Hill engine shed closed as a motive power depot.

9 Sep 1968 – Walton-on-the-Hill station closed to goods traffic.

WANTED

..... your stories, recollections, items of interest to fellow members.

The Editor of 'On Shed' would be pleased to hear from members who have a tale to tell, or a rail photograph to share.

Please contact the Editor (Tony Foster) at tony.r.foster@btinternet.com

AL6 / Class 86 25Kv A/c Electric Locomotives (Part 3)

Dennis Flood

This final article deals with various significant push button controls and indications within the driving cab and situated on the Class 86 locomotive driving desk and Automatic Power Control Cut-off (APC) and the operation of the Rheostatic Brake.

PANTOGRAPH CONTROLS

Pan Up / Reset button

This button is only operative with the power controller closed and the master switch at either `Forward` or `Reverse`.

When this button is pressed it will raise the pantograph if sufficient air pressure is available and the main circuit breaker will then `set`. It is also used if a `loss of power` occurs on the locomotive during normal running or power cannot be regained after the locomotive has passed through a Neutral Section. The raising and lowering of the locomotive pantograph is controlled by an electro-pneumatic valve which has two operating coils. These coils are energised by pressing the appropriate pantograph push button at the driving position in either cab.

The `Up` operating coil is energised and air flows to the pantograph operating cylinder to raise it when the `Pan Up` button is pressed and, likewise, when the `Pan Down` button is pressed the `Down` operating coil is energised which then cuts off the air supply and vents the pantograph operating cylinder to atmosphere, causing the pantograph to lower.

The `Pan Up` button `resets` various overload relays in the event of a loss of traction power on the locomotive.

This driving desk control button is, as can be appreciated, a very significant one in the operation of the locomotive.

Pan Down button.

This button will operate in all positions of the master switch. When this button is pressed it will `trip` the main circuit breaker and the pantograph will then lower due to the operation of the `Down` operating coil cutting off the air supply to the pantograph operating cylinder and venting the air to atmosphere.

Train Heat `ON` button

Providing the Line Indicator Light is illuminated and the Electric Train Supply (ETS) jumper cables are correctly coupled between the locomotive and the train an 800-1000 volt A/c supply to the train is established and the ETS indicator light `H` remains illuminated on the driving desk when this button is pressed and then released.

A train heat interlock wire is provided and it can be seen `wrapped` around the ETS jumper cable (a bit like a snake) and this can be seen on conventional rolling stock to this day. This train heat interlock wire must be `continuous` from one end of the train to the other for an ETS supply to be established from the locomotive or traction unit.

Train Heat `OFF` button

The ETS supply is switched off and this button will operate in all positions of the master switch.

Anti-Slip Control

When this button is pressed it will initiate a

partial bogie brake application of approximately 5psi on the locomotive. This was used when starting away during conditions of poor rail head adhesion and causes the brake blocks to `rub` the wheels to reduce the possibility of wheel slip on the locomotive bogie driving wheels.

The button needed to be kept pressed to ensure that this small brake application occurs. The small brake application would be released once the button was released.

The use of the anti-slip button was only permitted for lower speeds such as when starting away from rest and `wheel slip` occurred due to poor rail head conditions.

The AL6/Class 86 locomotives were fitted with equipment which detected and then automatically corrected `wheel slip`. This was done by measuring the current taken by a pair of traction motors during running and if `wheel slip` was detected by the increase in voltage of the traction motor on the wheel set which is `slipping` then a small anti-slip brake application was applied to the affected wheelset.

The Tapchanger would then be automatically `Run-down` whenever the traction motor current differed by about 200 amps each between them on either wheel sets of the affected bogie. This would occur irrespective of the position of the power controller.

Once the current value between the traction motors is equalised then the anti-slip brake application is released and Tapchanger control is returned to the power controller and the driver can start to `Notch-up` gradually once more.

The use of the anti-slip control *manually* `overrides` the automatic `Run-down` of the locomotive Tapchanger and a driver needed to exercise care in using it.

Notch Indicator

The driving cab desk notch indicator is calibrated to register the position of the Tapchanger and the instrument scale is calibrated as a percentage of the Tapchanger notch position as it rises and falls depending on the position of the power controller.

100 per cent `taps` corresponds to notch 38 on the Tapchanger.

Ammeters

There are four ammeters in total with two each within the driving cabs and they are displayed prominently on the driving desk. They are dual indicating ammeters and one registers the current in No.1 and No.2 traction motors and the other registers the current in No.3 and No.4 traction motors.

Each of these instruments is calibrated into three specific zones. These are the **Green Zone**, the **Amber Zone** and the **Red Zone**.

When the locomotive is accelerating away rapidly from rest, the current taken will be high because of necessity.

Notches can continue to be taken whilst the ammeter needles remain in the Amber Zone. The needles may momentarily peak into the `Red` and then fall back into the `Amber`. However, should the needles tend to stay in the Red Zone then the driver must `Notch down` the power controller until the ammeter needles return to the Amber Zone.

During steady running at high speed the ammeter needles will normally be in the Green Zone.

All four needles on the two ammeters should normally rise and fall simultaneously which indicates that all four traction motor currents are almost equal with each other at any given moment.

Should a pair of wheels `slip` due to rail head conditions, the current in the traction motor rotating at the relatively higher speed will rise.

An indication of `wheel slip` will become apparent by the fluctuation of the appropriate ammeter needle on the driving desk due to the traction motor driving the affected axle, with the pair of wheels that are slipping, becoming `out of step` with the other ammeter needles.

Speedometer

One speedometer is provided in each driving cab and is the most important gauge on the driving desk. Each of these instruments is connected to a tacho-generator which is coupled to the end of an axle.

Whilst this is not a completely definitive list of what is within the driving cab of a Class 86 locomotive it covers the most significant parts which are there. The likes of windscreen washers and the horn control valve are self-explanatory as are the cab heaters and foot-warmers.

Automatic Power Control APC)

In order to avoid severe arching on the pantograph head of the locomotive when passing through a Neutral Section, electrical power equipment on the locomotive must be `shut-off` in good time before the pantograph passes from the `live` overhead contact wire to the `dead` section of the Neutral Section and this important action is carried out automatically.

The locomotive is fitted with an APC Receiver situated behind No. 2 bogie *externally* at the No.1 end of the locomotive and when it passes over track inductors (powerful magnets placed on the outside of the running rail just before and after the Neutral Section) and these track inductors, as they are called, open (`trip`) and close (`set`) the main circuit breaker before and after the Neutral Section

to cut-off power and then restore it automatically.

The principle of this track inductor operation can be related to when we played with magnets at school and used them to `push` away and then `pull` them back together again. The way in which the North and South poles of the magnets caused this to happen I remember to this day how it worked – *opposite poles attract*. The North Pole of one magnet will attract the South Pole of another. If a North and South pole of magnets are put together, they will `attract` each other and two North Poles will `repel` each other. The APC track inductors work on that principle.

As the locomotive enters the Neutral Section, the North Pole of the locomotive APC receiver is attracted to the South Pole of the track inductors and as it passes directly above and between either of them this operates a switch on the locomotive to open (trip) the main circuit breaker, power is cut off, and the white `line light` driving desk indicator (`L`) is extinguished.

Likewise, as the locomotive then reaches the second pair of track inductors, having passed through the Neutral Section, the opposite of this action occurs. *Like poles repel*.

These second pair of track inductors have the North Pole facing upwards and `repel` the North Pole of the locomotive APC receiver as it passes directly above and between them thereby causing a switch on the locomotive to close (`set`) which then causes the main circuit breaker to close and restore power to the locomotive as it continues into the following section of energised overhead contact wire. The white `line light` driving desk indicator (`L`) becomes illuminated.

The APC locomotive receiver and lineside track inductors use a simple switching arrangement by using the application of basic physics to action it !

The track inductors are positioned approximately 100 feet in advance of the Neutral Section on *approach* to it and the second set of track inductors are positioned approximately 40 feet *beyond* the Neutral Section.

When Class 86 locomotives were in use working Freightliner Intermodal trains they were capable of being coupled in `multiple` by the use of control jumper cables between them. This arrangement allowed both locomotives to be operated together with through control by one driver. They were also capable of being coupled in multiple to a Class 90 locomotive, when required.

If an AL6/Class 86 locomotive was coupled in `multiple` to a Class 90 locomotive – allowing through control by one driver – then the combination must be driven as if they were two Class 86 locomotives when approaching a Neutral Section because of the function and operation of the Tapchanger on the Class 86 locomotive.

If the Class 90 locomotive was leading a combination such as this it was always sensible (and wise) to close the power controller of the Class 90 when approaching a Neutral Section because it could be easy to forget the presence of the Class 86 behind and damage can be caused to it if this was not carried out or forgotten by the driver.

A Class 90 locomotive is fitted with Thyristors, which are rapid action switches, and does not have a Tapchanger fitted to it like a Class 86 locomotive and can be driven through a Neutral Section with the power controller still open.

The experience which was gained with unique Class 87 locomotive No. 87101 `Stephenson` was invaluable to the use of Thyristors for power control on the Class 90 locomotive fleet.

Traction power is still cut-off by the APC inductors in the manner which I have explained

earlier within this article and no damage will occur when power is restored automatically to the Class 90 locomotive if the power controller is left open.

This is fine with a single Class 90 locomotive or two of them being coupled in `multiple` but is not too difficult to appreciate what would happen with a Class 86 at the rear of a Class 90 locomotive and running in `multiple`.

To avoid this scenario then shutting off power when approaching a Neutral Section with a Class 90 locomotive in the same manner as a Class 86 locomotive was the most sensible and practical action.

When I was the functional manager of drivers at Freightliner Intermodal at Crewe, I required this technique to be applied by all drivers driving a single Class 90 locomotive, two Class 90 locomotives coupled in `multiple` or with a Class 86 coupled in `multiple` with a Class 90 locomotive and being at the rear of a Class 90 locomotive.

It was a sensible approach to avoid any problems arising of potential forgetfulness by a driver.

Rheostatic Braking

AL5/AL6 - Class 85/86 locomotives and Class 87 locomotives were fitted with a Rheostatic Braking capability in which the four traction motors on each locomotive were able to be connected electrically to effectively become generators and driven by the road wheels of each wheelset on a bogie.

With the traction motor armatures rotating and the traction motors fields energised – *or excitation as it was known* – a specific voltage is then generated and this current then transferred to braking resistors.

In doing so, this action placed a load on the traction motor armature which produced a braking effect on the locomotive and by using the Tapchanger to automatically vary the

strength of this field excitation the braking effect can be varied as well.

The rheostatic brake operation of the locomotive is then matched to the automatic air brake application required by the position of the drivers automatic brake handle.

This action was controlled by what is known as a *Restricted Application Control Valve* (RACV) or *Blending Valve*, as it was commonly known.

I have a *Restricted Application Control Valve* (RACV) from a long scrapped Class 50 locomotive at home – I took it apart and I was able to fully understand how it worked. Much better than a drawing !

It is a truly wonderful piece of high quality electro-pneumatic and precision mechanical engineering which the manufacturer – the Westinghouse Brake & Signal Company of Chippenham – were justifiably famous around the world for.

English Electric Type 4/Class 50 locomotives were originally fitted with rheostatic braking which was similar in operation to AL6/Class 86 locomotives.

Each type of locomotive was fitted with same Westinghouse Brake & Signal Company brake equipment.

The operation of the rheostatic brake was *failsafe* in that should it fail to operate whilst the driver was braking his train the normal air brake application by the drivers automatic air brake valve is established automatically.

The initiation of rheostatic braking on locomotives fitted with this facility is done by the operation of electrical contacts within the drivers automatic brake valve via a micro-switch. Once the rheostatic brake application causes the train speed to fall, the traction motors are then generating less current to the brake resistors and when the speed of

the train falls below about 20 mph normal automatic braking takes over under the full control of the driver.

This was indicated by movement of the brake cylinder gauge needles on the driving cab desk.

Final withdrawal of the AL6 / Class 86 locomotives by Freightliner

It must be said that it is the end of an era with the withdrawal of the final number of Class 86 locomotives in service by Freightliner Intermodal.

They will be missed on a railway which is rapidly becoming *much of a muchness* .

Fortunately, we shall still be able to see those few which have been preserved continuing to run on Britain's railway network for the foreseeable future.

They have been magnificent locomotives and I count myself very fortunate to have been involved with them during my railway career. Having two Class 86 locomotives working in multiple and with both of them working well together, utilising first class engineering of the 1960s and *they were both talking to each other properly* as we used to say, was *Living the Dream*, to quote several of my drivers when I was working at Freightliner Intermodal in Crewe.

I would not argue with that at all. I have had the good fortune to have done just that myself.

I have *Lived the Dream* !

They were second to none – what wonderful machines they were !

Editor's Note : Many thanks Dennis for this fascinating 3-part series of articles about the 25Kv system and, in particular, your favoured Class 86 locomotive.

The 'Lion' that roared at Rainhill

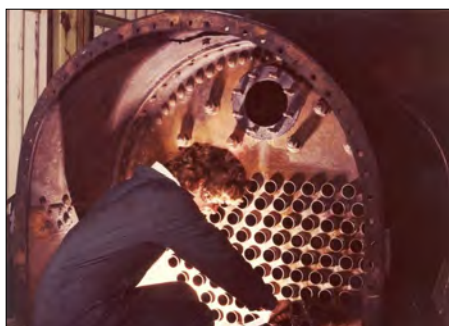
From his book 'Wirral Railway Reflections' : Chris Magner

Editor's note : Covering the period c1965 - 1995, this A4 - 120 page book is a treasure trove of historical facts relating to 'all things rail' that occurred in the Merseyside and north Cheshire area. From the Wirral Railway Circle's 'Birkenhead Ducker' rail tour on 15th July 1969, to BR's 'Class 502 Farewell' rail tour on 4th October 1980, and literally hundreds of other notes, the book contains a wealth of information - in short a fascinating archive. Unfortunately, the book is currently out of print, although there is a possibility that, given sufficient interest, the author would be prepared to arrange a low volume print run. In those circumstances, the cost would be £15 including p&p. In the first instance, please direct any enquiries to me at - tony.r.foster@btinternet.com

'The Titfield Thunderbolt'

Former L&MR locomotive 'Lion' is a remarkable survivor best known for its role in the film 'The Titfield Thunderbolt'. Built in July 1838 by Messrs Todd, Kitson and Laird of Leeds, it was saved from being scrapped in 1928 by members of the Liverpool Engineering Society who formed the Old Locomotive Committee to fight for its restoration from being a pumping engine with the Mersey Docks and Harbour Board when it was going to be replaced by an electric pump.

Initially, 'Lion' had come to the notice of members of the Liverpool Engineering Society in 1923, and at one time was in danger of being scrapped. Fortunately, with the forthcoming centenary celebrations of the L&MR, thanks to members of the Old Locomotive Committee, the LMSR restored it to working condition in Crewe Works. One must remember 'locomotive preservation' was not as well thought of in those days. Thanks in the main to Adrian Jarvis who was keeper of Social and Industrial History for Merseyside County Museum in charge of Liverpool Museum's transport collection, the Liverpool and Manchester Railway locomotive 'Lion' was taken on 4th April 1979 to the Vulcan Works of Ruston Diesels Ltd at Newton le Willows who offered to restore her to working order again, very



Above : Apprentices at Vulcan (Ruston Diesels) get to grips with 'Lion'. The 1838 locomotive was restored to full working order at the Newton le Willows works in preparation for its appearance at the Rainhill 150 celebrations.

Photographs : Tony Foster Collection

generously at their own expense in order to put it into steam for the 1980 150th Anniversary celebrations (locomotive building had

been going on at this site for 150 years).

Adrian Jarvis acknowledged the magnificent contribution made by Ruston Diesels Ltd and in particular Dr Tom Bradshaw, Ray Williamson, Len Morris and their staff. Len Morris, a diesel research engineer, was Project Manager. He was a 'steam enthusiast' with a nickname of '*Lenny the Lion*'. The boiler was to be re-tubed, new firebox stays to be fitted, provide a new regulator casting, and for a crack in the left hand driving wheel rim to be repaired. In order to work passenger trains, a continuous automatic braking system was fitted. An air brake system believed to have come from a lorry was fitted to the tender with air brake tanks slung underneath. Other modifications included the fitting of a new pressure gauge, a new gauge glass, cosmetic tri-cocks and safety chains between locomotive and tender. A new 'Old Locomotive Committee' was formed to care for '*Lion*' and in future re-creations of the 'Old Time Train' from the 1930 celebrations at Waver-tree Playground.

Making the '*Lion*' roar again !

On 13th December, a warming fire was lit in '*Lion*'s firebox and on the following day steam was gradually raised over a period of five hours until a pressure of 40 psi was reached and at 11.30am in front of television cameras the throttle was opened and for the first time in nineteen years '*Lion*' ran in steam in the presence of many admirers and television crews. It was planned that '*Lion*' being the oldest locomotive would lead the cavalcade at Rainhill next May. It must have been a wonderful occasion for all those at Ruston Diesels Ltd of Newton le Willows who worked on the locomotive to see it move again.

Some of the apprentices involved who worked on '*Lion*' were Gerry Moylan, Philip Franklin, Elgan Jones and Anne Innes. Ray Williamson said, "The restoration programme provided many young people with the opportunity of studying what the engineers of yes-

terday were able to achieve with the limited materials and facilities then available. Quality and workmanship went hand in hand and all concerned are honoured to have been given the task of renovating this fine piece of British locomotive engineering."

'*Lion*' roars back to life

In January 1980, '*Lion*' passed her steam and motion tests required by British Rail and it received a new coat of paint and varnish. On 21st February '*Lion*' was steamed again and presented to Merseyside County Museum by Ruston Diesel MD, Mr John D Sword. Sir Kenneth Thompson, Chairman of Merseyside County Council expressed his gratitude for work done. Cllr John Last, Chairman Arts and Culture Committee Merseyside County Council said "Acknowledging the magnificent contribution by the Ruston Diesels Company and in particular to Dr Tom Bradshaw, Mr Ray Williamson, Mr Len Morris and all the staff who carried out the restoration work". Nearly a thousand people turned up at the Vulcan Works to see '*Lion*' in steam which was filmed by BBC '*North West Tonight*'. Tony Quirke (*Mr Rainhill*) was on the footplate for one of the test runs. A group photograph was taken of over forty people who worked on the restoration.

Test Run from Wigan to Southport

LMR locomotive '*Lion*' came by road to Wigan and made a test run from Wigan Prescott St CM & EE Depot to Southport on Monday 24th March in preparation for the 50 celebrations. A water stop was made at Burscough Bridge sidings. Arrival in Southport was nearly 10 minutes early. Driver was Albert Ramsdale. Amongst BR staff on the footplate at times were Tony Quirke (*Mr Rainhill*) and Inspector Eric White, a former Mersey Railway man who used to drive the steam 'Mersey Ballast' locomotives stabled by Birkenhead Central station. These were LNER 0-6-0 tank locomotives - either J67s or J72s based at Bidston MPD. Eric White was the



Above : 'Lion' at Burscough Bridge on her steam trials between Southport and Wigan. **Below :** Those involved with the restoration at Ruston Diesels included apprentices and supervisors - here seen with 'Lion' on completion of the task. **Photographs :** Tony Foster Collection



Liverpool Divisional Traction Inspector. 'Jinty' No.47298 and industrial tank locomotive 'Waleswood' were in steam to welcome 'Lion'. Outside his railway career, Driver Albert Ramsdale from Springs Branch MPD, was a member of the 'Magic Circle' and used to give shows in senior citizens' homes.

Steamport rides

On Sunday 4th May 1980, former Liverpool and Manchester locomotive 'Lion' hauling

replica L&MR coaches gave rides on the running line at Steamport Transport Museum. Adrian Jarvis and Derek Foster were on hand to help with footplate rides for some of the lucky passengers.

On 12th May, 'Lion' hauling two replica wooden bodied L&MR rolling stock packed with engineering staff and other railwaymen travelled from Southport to Burscough Bridge to test braking systems. Ray Hulock from the

LLPG commented, "I hitched a lift and in the Third Class carriage were three former Steamport Directors - Ken Chynoweth, Derek Foster and Chris Forrest. On the footplate was Adrian Jarvis and Locomotive Inspector Eric White accompanied by the BR crew. 'Lion' really got into her stride on the way back to Southport reaching 34 mph as we were catching up with the all-stations Wigan to Southport DMU which was running one section ahead of us". This was one of the last times on BR, a steam train was formed of wooden bodied stock. Luckily, for those crammed in the 'open' coach, it did not rain !

West Coast Main Line

On Sunday May 18th 1980, 'Lion' with its 2 replica L&MR coaches proudly steamed down the West Coast Main Line en route from Southport to the NCB Bold colliery / power station stabling point. Running 20 minutes behind 'Jinty' No.7298, 'Lion' made an amaz-

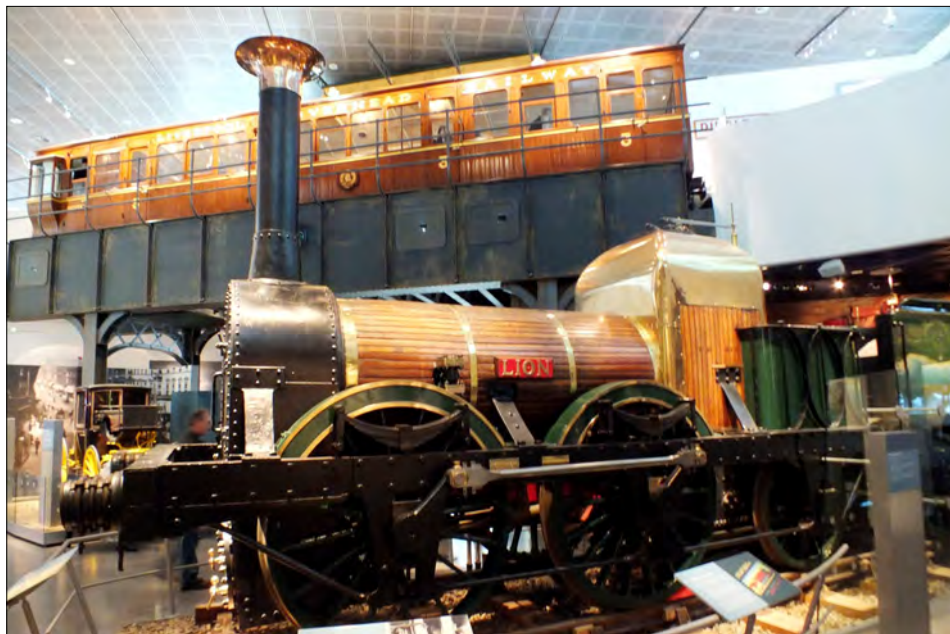
ing sight steaming under the wires on the WCML. Luckily the weather was fine, as some personnel had to travel in the former L&MR replica open coach.

Opening Ceremony 24th May 1980

For the delayed Saturday opening ceremony, it was well past 1.30pm, 'Lion' took 'Rocket's' place at the head of the cavalcade. Driven by Albert Ramsdale and fired by Tony Taylor (BR footplate men) and it made a memorable spectacle worthy of the occasion. Albert thought the condition of Lion was a tribute to its builders of 1838.

NEXT EDITION

From detailed notes in Chris Magner's book 'Wirral Railway Reflections', read about Norman Tunna GC.



Above : 'Lion' is now a static exhibit at the Museum of Liverpool.

Photo : Tony Foster

Member's Photographs

Images from the collection of Brian Roberts



Above : A train loaded with Yorkshire coal snakes its way into the Fiddlers Ferry complex behind Class 47, No.47189. Date unknown. **Below :** Class 47, No.47351 shunts empty 'Merry-go-round' hoppers in the Fiddlers Ferry Power Station sidings. Date unknown.

Photographs : Brian Roberts



The Annual General Meeting of the 8D Association
will be held at
10.00am on Saturday 22nd January 2022
at the
DCBL Stadium (Widnes Rugby Ground)
Lowerhouse Lane, Widnes

19.00 : Thursday 3rd February 2022

**The Great Central / Midland Railway Joint - Widnes
Branch Railway : 1875 - 1965**

An illustrated talk by Paul Wright, looking at the history of the Great Central / Midland Railway Joint – Widnes Branch Railway (now often described as the Widnes Loop).

DCBL Stadium (Widnes Rugby Ground), Lowerhouse Lane, Widnes

19.00 : Thursday 10th March 2022

Widnes Railways in the 1970s

An illustrated talk by Paul Wright looking at the railways of Widnes in what is now considered to be their decline years. However, looking back from the 21st century there was still much to be seen in that decade.

DCBL Stadium (Widnes Rugby Ground), Lowerhouse Lane, Widnes

***'On Shed'* - still running roughly on time !**

The next edition of your journal is due on 1st March
Expected 1st March !