

# ON SHED

## The Journal of the 8D Association

Volume 5 Number 2 – June 2015



### Runcorn station in the 1970s

In the BR corporate blue era class 86 locomotive number 86 015 is seen departing from Runcorn station on a London Euston to Liverpool Lime Street service. The driver in his mid-1960s design cap is looking back towards the station . **Photo by Roy Gough**

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## Volume 5 Number 2

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### Editor

The 8D Association continues to achieve the aims for which it was set up. Our aims were to record and promote the rich history of our local railways. Currently there is a display at Widnes Library that has been put together by Richard Mercer which shows a selection of photographs of the local rail scene from the 1970s and 1980s. If you have not seen it yet do pay a visit to Widnes Library. Through our journal we continue to make a permanent historical record through the articles and news items. The sad loss of two former railwaymen (see *Society News*) and 8D members who have had articles published in the journal has emphasised to me the importance of what we do and long may it continue.



Our association is also about enjoyment. The enjoyment that is had from mixing with likeminded individuals who share an interest in railway history. The walks and talks programme has been very well attended and the discussions that tend to take place during or after events are always fascinating. I learn something new every time.

**Paul Wright**

*Left – Farnworth & Bold station looking south in February 1966 during a visit by the LCGB Push Pull Farewell rail tour. Photo by Gordon Howarth*

### Sad loss of two former signalmen 8D Association members



***A smiling Brian Tighe at Cressington Junction signal box in 1977. Brian was a relief signalman at this time and he did many shifts at this former CLC type CL1a box which had opened on 1 March 1891 replacing an earlier structure that had opened with the junction on 5 March 1873. The box closed on 4 September 1977. Photo by Dave Hughes***

Shortly after I had penned the March edition of *On Shed* I became aware that 8D Association member and former BR signalman Brian Tighe had become ill and had been admitted to Whiston hospital. Sadly Brian died on 18 March 2015. Brian had featured in an article in the December edition of *On Shed* and many members attended his funeral at Widnes Cemetery on Tuesday 31 March 2015. Brian will be sadly missed. He had a fantastic memory for detail and I was able to extract from him much about the history of the local lines that he worked on. That information will prove very useful as it can be used in future articles and features. In that way Brian's memory will live on.

Another former signalman and 8D Member Phil Williams has also recently died. The idea to form a local railway history group was Phil's and he was one of the original founder members of the 8D Association holding the position of secretary in the early years. Phil worked in many of the local signal boxes of the area including Farnworth & Bold and West Cheshire Junction. Phil contributed an article to the December 2013 *On Shed* about West Cheshire Junction. Phil finished his railway career at

Hunts Cross signal box. It is a sad irony that both Phil and Brian Tighe knew each other and it was through Phil that I originally got to know Brian. Phil's funeral will take place at Widnes Crematorium on 2 June 2015 at 9.30.

### **New Members**

At the 8D Association membership is currently 65. A number of members choose not to renew their memberships. If anyone has any information as to why that might be it would be helpful for the committee to know. Obviously we would prefer to keep all of our members. Welcome to our latest member **Michael Delamar** from Liverpool.

### **News Round Up - by Chris Hollins**

#### **Grand National Specials**

On Saturday 11 April 2015 the Belmond Orient Express Pullman train ran from London Victoria to Runcorn carrying race goers to the Grand National at Aintree. The train was top and tailed by DB Schenker class 67 locomotives numbers 67 005 *Queen's Messenger* and 67 026 *Diamond Jubilee*. After depositing its passengers at Runcorn the train ran to Ditton Yard for reversal before proceeding back to Crewe as empty stock for cleaning and servicing. In the evening the empty stock ran from Crewe to Liverpool Lime Street from where it returned the race goers back to London Victoria.



To cater for the large numbers travelling on the same day East Midlands Trains replaced the usual class 158 DMU's on two Nottingham/Norwich and Liverpool services with a Meridian class 222 DMU. Meridian sets normally operate on the London St Pancras International and Sheffield route. Meridian set number 222 006 '*The Carbon Cutter*', was used providing a bit of luxury on the route including an operating buffet car.

***Left – On 11 April 2015 the 1T62 East Midlands Trains service from Nottingham to Liverpool Lime Street is seen on the former CLC main line at Halewood. Photo by Doug Birmingham***

## **Steam Special Cancelled**

Due to the ongoing difficulties with West Coast Railways, sadly the scheduled steam special through Runcorn on 25 April 2015 involving Castle Class 5043 Earl of Mount Edgcombe has been cancelled. It appears that it was also out of gauge and there were pathing issues with the train. The Jolly Fisherman charter train from Preston to Skegness, which was due to run on the same day and which was scheduled to call at Runcorn was also cancelled. West Coast Railways were the scheduled traction provider for the services but they had been suspended by Network Rail from operating any train due to an incident involving one of their charters at Wootton Bassett.

## **Manchester Airport**

Further to the news report in the March *On Shed* Network Rail have advised Arriva Trains Wales that the planned extension of the hourly North Wales service to Manchester Airport from the May timetable change will not now go ahead. Apparently the awarding of the paths was only going to be for two years after which they would have been terminated in favour of giving the paths to a new Bradford Interchange to Manchester Airport service via the Calder Valley. That service will commence once the Ordsall link is built enabling the service to run directly from Manchester Victoria to Oxford Road, Piccadilly and on to the Airport. Needless to say Arriva Trains Wales although accepting the decision were none too pleased with it. They had planned a big publicity launch to advertise the extension of the service.

## **Electric Passenger Services over the L&M**



On 5 March 2015 electric passenger services started to run over the entire length of the historic Liverpool & Manchester railway. The first services ran between Liverpool Lime Street and Manchester Airport and were operated by class 319 EMUs that are based at Allerton.

*Left – On 3 May 2015 the diverted Virgin Trains 1F13*

**13.06 London Euston to Liverpool Lime Street Pendolino service is seen passing through Lee Green station. Photo by Robert Callaghan**

During the weekend of 2/3 May 2015 London Euston and Liverpool Lime Street services were diverted to run over the Liverpool & Manchester line due to



engineering works on the route through Runcorn. The Pendolino operated service was able to run over the line under its own power for the first time because of the electrification scheme. It is likely that there will be more diversions of this type over the line now that it is electrified.



***Looking west along the down platform at St Helens Junction station on 3 May 2015. Passing through the station is a Virgin Pendolino on the diverted 1A36 12.43 service from Liverpool Lime Street to London Euston. Photo by Jamie Callaghan***

### **Vegetation clearance at Widnes South station**



During late March and early April 2015 contractors working for Network Rail cleared all of the vegetation at Widnes South which has exposed many of the former stations features for the first time in decades. Widnes South was opened by the LNWR as simply Widnes on 1 March 1870. The station was renamed as Widnes South by British Railways on 5 January 1959 and it was closed to passengers by them on 10 September 1962.

***The up side of Widnes South station seen on 22 April 2015. Photo by P Wright***

## My Memories of Liverpool Exchange station – Paul Wright



***A Glasgow Central service is seen at Liverpool Exchange in 1967. At the head of the train is 4-6-0 5MT locomotive (Black 5) number 44717. Photo by Bevan Price***

Liverpool Exchange had originally opened as Tithebarn Street station on 13 May 1850. It was substantially rebuilt between 1884 and 1888 and it was just as busy as Liverpool's surviving terminus station at Lime Street. The station had even had electric services from as early as 22 March 1904. Exchange was badly damaged during the Second World War and it even lost part of its train-shed roof. By the 1960s Exchange was in decline although it could boast the last scheduled steam hauled passenger services in July 1968.

It was around 1968/69 that I first became acquainted with Liverpool Exchange station when I was four or five. I can actually remember travelling from the station to visit an aunt who lived near to Orrell Park station on the Ormskirk line. Accompanied by my Mother and my Great Auntie Charlotte we travelled on electric trains of the London Midland & Scottish Railway (LMS) that dated back to 1940. They were of great fascination to me as they were not what I was used to. One thing that does stick in my mind from that time was how the train would lurch and rock as it left Exchange. I would be standing up looking out of the window and my young legs had to struggle to keep me upright. My Aunt moved away from Orrell Park in 1971 and my trips from Exchange ended for a few years.

I was born to a Liverpool family but my parents had moved to Widnes in 1965. Every other Saturday though during the football season we would go to my maternal grandparents house which was in the shadow of Everton's football ground. The

purpose of our visits was so that my father could go to see Liverpool Football club play their home games which were held at Anfield a short distance across Stanley Park. Football held no interest for me but railways certainly did. I was hooked on them from as early as I can remember. Not just the trains but the stations, the infrastructure anything about them really.



***Left – A busy scene at Liverpool Exchange in 1976.***

By 1976 I was old enough to wander and wander I did. The nearest open passenger station to my grandparents' house was Kirkdale. Kirkdale was on the electrified line that ran between Liverpool Exchange and Ormskirk. So I would go down to Kirkdale and buy a return ticket to Liverpool Exchange which I recall was 0.08p. Liverpool Exchange was certainly a shadow of its former self by 1976 but I loved it. Only four platforms of the original ten

were still in use. Much of the glazing from the roof was missing and on Saturday afternoons it was relatively quiet. The train services at that time consisted of a twenty minute interval service to both Southport and Ormskirk and an hourly service to Bolton.

The Bolton service was operated by diesel multiple unit trains and the Ormskirk and Southport service by the 1940 electric multiple units that I was already acquainted with. I would use both types on my journeys to and from Kirkdale. The diesels afforded an excellent view out of the front window as the partition between the driver and the passengers was glass. I loved looking at the view out of the front of those trains. The approach lines into Exchange were elevated and ran through a very industrial part of the city that included the large Tate & Lyle sugar works. There was also an excellent view into the cavernous Waterloo Goods Station the line of which passed under the Exchange line. It was closed by 1976 but other than its rails being missing it was largely intact. That was on the west side of the line and on the east side was the Waterloo tunnel portal. The Waterloo tunnel had carried the Waterloo branch up to Edge Hill. I was always looking out for these landmarks whenever I travelled into or out of Liverpool Exchange.

I would spend hours at the station watching the trains travelling in or out. On a few occasions drivers would invite me into the cabs of the LMS electrics. That was an experience I would never forget. I would also wander around the station looking at all



of its features. The station frontage had been a hotel but it was black with smoke stains and empty in 1976. As you passed through the entrance from Tithebarn Street you walked through the taxi rank area. You continued through that and up some steps into the station concourse. There were the usual station facilities there including ticket offices and a book stall. Half of the station had been given over to



***The buffer stops at Liverpool Exchange seen on 3 January 1976. This was a typical scene from that era when there were only four platforms in use. Three ex-LMS class 502 EMUs and a British Railways class 108 DMU are seen in the view. The nearest EMU is on a Southport service. To the right its sister is standing on the middle road awaiting a peak hour turn. The DMU would have been working a Bolton service and the EMU furthest from the camera a service to Ormskirk. Photo by Stephen Burdett***

being a car park and a small section was a worksite for the construction of the Merseyrail link line. Hoardings separated that work site from the platform and I would try to peer through to see if I could observe the works that were well under way on the construction of Liverpool Moorfields the station that would replace Exchange. I can't remember being able to see very much though.

There was always a diesel shunting locomotive based at Exchange in the period that I visited from 1976 until closure. I never saw it move and I still wonder why it was there.

My love of Exchange was not shared by my friends nor by my younger brother Colin. My friends and I collected locomotive numbers and you could see much more of a variety of locomotives and train types at Liverpool Lime Street. When I went on spotting trips with friends I always had difficulty persuading them to go to Exchange.

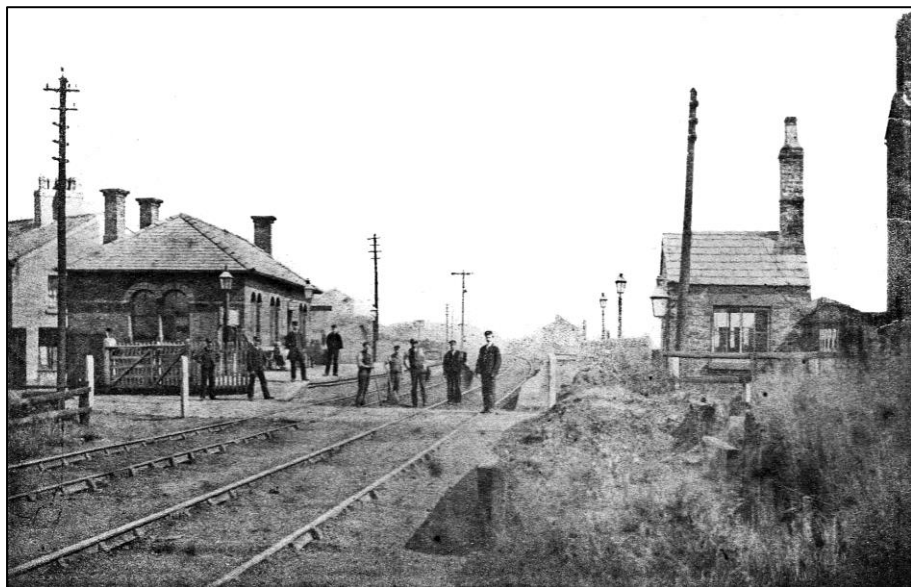
We sometimes purchased Merseyrover tickets. They were a ticket that lasted all weekend and allowed unlimited travel on the regional network. When we had Merseyrovers I could persuade my friends to pass through Exchange but sadly not to linger. My brother Colin though was a captive audience. He would be with me on those trips to my Grandparents. He was four years younger than me and my mother would sometimes insist that I take him with me on my little jaunts. Oh how he hated Liverpool Exchange in 1976 and 1977. He couldn't see why I was so fascinated by it. His memories are of a cold and dismal place although he has admitted recently that he would like to return there in a time machine.

I travelled through Exchange and wandered around it until it closed on 30 April 1977. On the last day no trains actually ran and buses were put on instead. The last train departed on Friday 29 April 1977. Tickets though were sold in the station booking office on the Saturday and Sunday. I went into the station on the Saturday and I visited it after it had closed. I was sad to see Exchange go but it was replaced by the Merseyrail link line that is now a bedrock of the thriving Merseyrail system. Thankfully the station frontage was also saved and used as an office frontage. **Paul Wright**



*On a Friday in the summer of 1976 a DMU failed at Liverpool Exchange. The next day a Class 40 locomotive was summoned to remove the DMU to Allerton depot in the south of the city. In this view looking north the DMU is seen being towed away along the 1886 Liverpool Exchange approach lines. The likely route taken to Allerton would have been via Kirkby, Wigan Wallgate, St Helens Shaw Street, Sutton Oak Junction, Widnes No. 1, Widnes West Deviation Junction, Ditton Junction, Speke Junction and Allerton station. Photo by Tony Graham*

## Appleton station

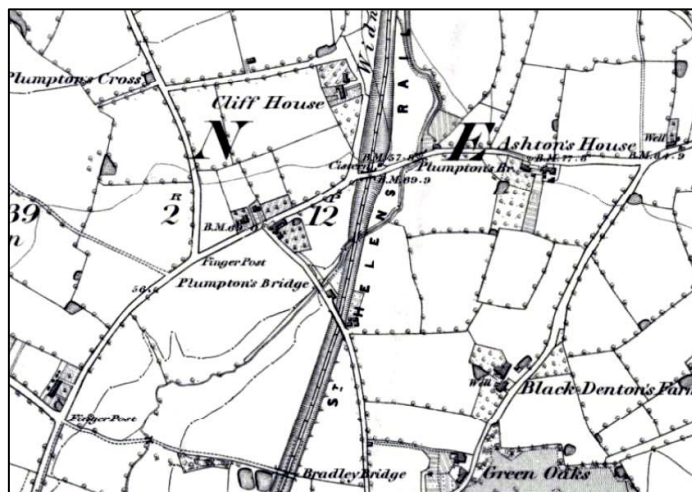


*An amazing view of Appleton station seen looking north in the early-1880s. This was in the period before the Halton View Bridge was built. Linking Saddler Street and Page Lane there was a level crossing which can be seen in the photo. Photo from the Ian Deakin collection*

The recent submission of an early-1880s photograph of Appleton station led me to do a bit of further research into its early years. The photograph shows the station before the Halton View Bridge had been built and it is the first view I have ever seen without the bridge. I have known for a long time that there had been a level crossing at the south end of the station and I had assumed that it was the only crossing point of the line at this point.

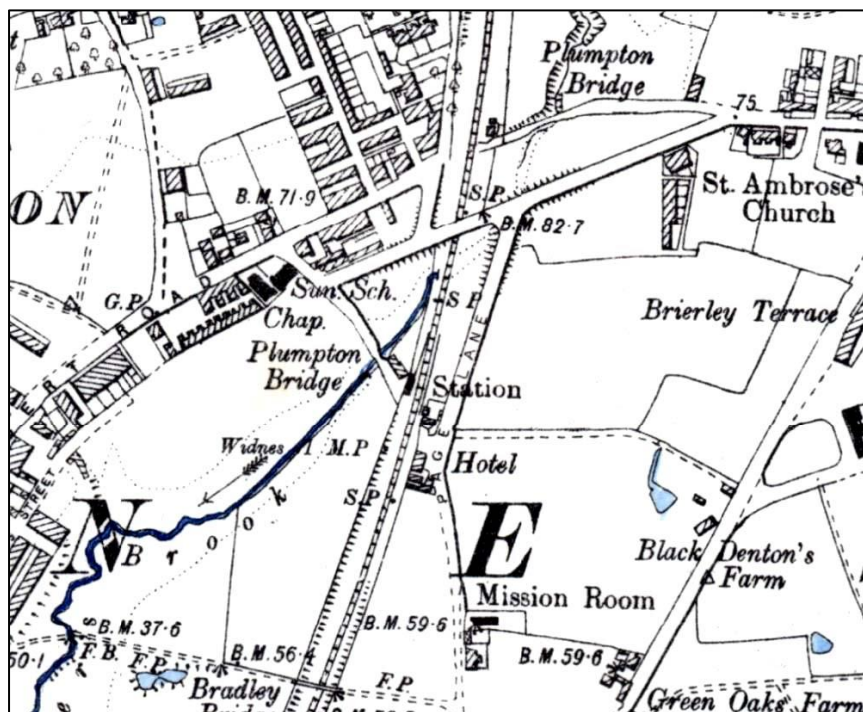
I have also long believed that the bottom of the inclined plane would have been somewhere close to Appleton station and that there would have been a level crossing when it was in operation. It was a big surprise therefore when I obtained a six-inch scale map from 1847 and discovered that there had been a bridge over the line at the south of Appleton station (which was not opened until 1852) at the south-east end of Saddler Street and one to the north but at a point that was slightly further north than the later Halton View Bridge. Why then would the railway company replace the bridge with a level crossing which is far more disruptive to operations?

The answer can only be in the works that eased the inclined plane that were completed in 1850 along with double tracking of the entire route. In making an easier gradient the engineers would have had to substantially alter the course of the railway and the bridges were probably not on the new alignment. Therefore the solution was to replace the bridges with crossings. **Paul Wright**



The site of Appleton station shown on a six-inch scale map from 1847. The two bridges that carried local roads over the railway can clearly be seen. There is no sign of Appleton station as it was not yet built. Bowers Brook is shown passing under the line and it seems to have been

bridged by two Plumpton's bridges. The line also appears to be in a cutting at this location at this time. At the top of the map the start of the word Widnes can be seen alongside the railway. In full it reads Widnes Inclined Plane.



Appleton station shown on a six-inch scale map from 1888. By this date Halton View Bridge had been built and it can be seen to the north of the station. The two Plumpton's bridges give a good mark to compare with the 1847 map above. The earlier bridges have gone.





***The Cheshire Lines Centenarian rail tour is seen heading east along the former Midland Railway Langton Dock branch towards Fazakerley North Junction on 22 May 1965. The line was never used by any scheduled passenger service being built purely for goods trains. At Fazakerley North Junction the train reversed and ran along the CLC North Liverpool Extension Line to Aintree Central. Photo by Ted Baxendale***

The Cheshire Lines Committee (CLC) was formed 150 years ago when the *Cheshire Lines Transfer Act* was passed on 5 July 1865. The act brought a number of small railway companies together under the ownership of the Great Northern Railway and the Manchester Sheffield & Lincolnshire Railway with the Midland Railway joining as a third partner on 18 July 1866.

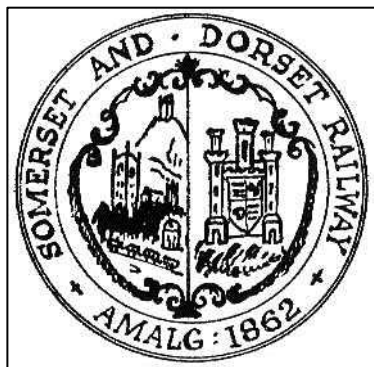
To mark the centenary of the CLC the RCTS ran a rail tour, the Cheshire Lines Centenarian, on 22 May 1965. Running as 1T65 the train consisted of a mixture of 5 ex-LMS and 2 BR corridor coaches. It departed from Manchester Central at 13.10 hauled by Stanier Black 5 locomotive number 44735 which took the train to Brunswick Goods via the Warrington Central avoiding line and Widnes North. This was possibly the last ever steam hauled passenger train to run into the original terminus. From here where the train reversed, it was hauled by Stanier 2-6-4T number 42587 and visited Huskisson, Langton Dock and Aintree Central before the tank engine returned the train via Halewood East Junction and Widnes to Warrington Central. From there it proceeded to Dam Lane Junction and traversed the Wigan Central line as far as Lowton St Mary's. The return to Manchester Oxford Road was via Glazebrook East Junction, Trafford Park, Chorlton Junction, Hyde Junction, Gorton and Manchester Piccadilly, a 122 mile trip that took 6 hours to complete.

**Chris Hollins**



## **Vulcan Versus the Somerset & Dorset Railway – By Tony Foster**

Imagine the situation you and your fellow Board members are running a railway company which is almost bankrupt, you have no cash resources, and yet you desperately need more locomotive power to meet ever increasing market demands. What do you do? Those in the 'wishful thinking' camp or those who believe in the 'loco fairy' might agree with the Directors of the S&DR Board who chose the gung-ho approach - order and be damned. Thus began an acrimonious 6-year battle involving the Vulcan Foundry Co Ltd and the Somerset & Dorset Railway. In fact, it took a war to resolve the matter.



By way of background, the Somerset & Dorset Railway was the result of an 1862 amalgamation of the Somerset Central Railway and the Dorset Central Railway. Struggling financially from the outset, its Board included men of good intent but with unrealistic ambitions for the new company - ambitions that, with the benefit of hindsight, could never have been achieved.

Charles Tayleur & Company was founded in Newton-le-Willows in 1830 as a general engineering works. However, it is clear that the firm became involved with the manufacture of locomotives very shortly thereafter. In 1832 Robert Stephenson, son of George Stephenson, entered briefly into partnership with Charles Tayleur, and in 1833 the first 2 locomotives built at Newton - 'Tayleur' and 'Stephenson' - were delivered to a Mr Hargreaves of Bolton. However, due largely to the dissatisfaction of the partners of Robert Stephenson & Company, the Tayleur – Stephenson partnership lasted only for a short time.

It was in 1847 that the firm changed its name from Charles Tayleur and Company to the Vulcan Foundry Company. In 1864 it became a private limited company, by which time more than 500 steam locomotives had already been built at the Newton works.

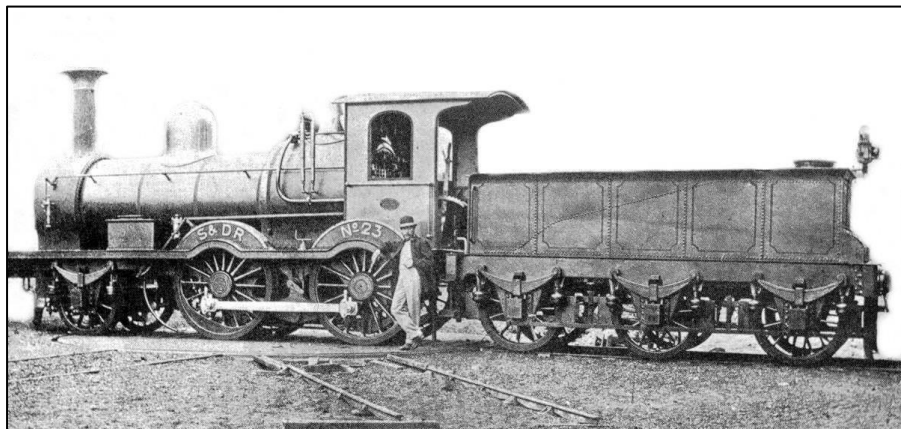
The official list of locomotives built at the works since 1833 shows that engines of all sizes and variety of gauges were built for the home market and overseas. In addition to recording the Foundry Number, the list also shows the number(s) and / or name(s) allocated to the locomotive(s) by the purchasing company. The reader of that list could be forgiven for thinking that a simple error in recording accounted for the apparent discrepancy shown at Foundry Nos. 562 – 567 (a total of 6), where the purchasing company's Locomotive Nos. are shown only as '15' and '16'. The customer in this case was the Somerset and Dorset Railway - arguably one of the least creditworthy clients encountered by the Newton company in its entire history!

The sorry saga begins with a 2-line entry in the Minutes of a meeting of the Directors of the Vulcan Foundry Co. Ltd held at No.28 Pall Mall, London, on 16th June 1865, where it is recorded that -

*"Mr W F Gooch reported that orders had been received for 6 passenger engines for the Somerset and Dorset Railway".*

In the normal course of events, the routine placing of such an order would attract a single entry in the Company's Minute Book. However, the Somerset & Dorset Railway (later to become the Somerset & Dorset Joint Railway) request turned out to be far from ordinary, and in fact became the subject of frequent entries in the Vulcan Foundry Company Limited Minute Book over a period of 6 years.

Given that the poor financial state of the Somerset & Dorset Railway was well known, it is perhaps surprising that the Vulcan Board were as enthusiastic as they appear to have been in making a start on constructing the 6 locomotives.



**One of the six 2-4-0 engines built for the Somerset & Dorset Railway in 1866. No 23 was one of 4 that remained undelivered, standing for almost 5 years in the yard at the Newton works.**

In his book 'The Somerset and Dorset Railway', Robin Atthill writes - *"By 1866 the financial affairs of the Somerset & Dorset had reached a dreadful state"*. In a bid to cope with loss of traffic because of shortage of locomotives, Atthill records that various orders were placed for additional locomotives during the period 1862 – 1865. He continues *"..... though it is clear that the company was in no position to accept delivery of all the engines ordered"*.

Shown as having a delivery date of 1866, it is known that 2 of the locomotives (presumably Nos.15 and 16) were about to be delivered to S&DR when a letter was received from the customer seeking a 'variation of terms' under which the Vulcan Foundry was building their engines. The response, as shown in the Vulcan Board meeting Minute for 27<sup>th</sup> June 1866 was brief and unequivocal -

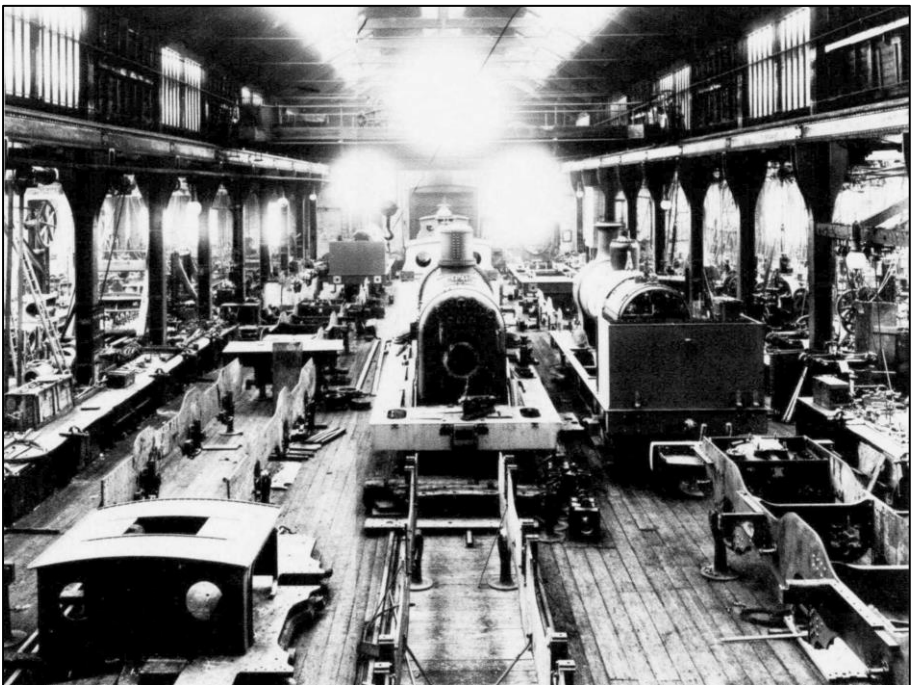
*"(The Board) concluded that the subject could not be entertained"*.

Alarm bells were sounding at Newton! Within weeks, a further letter was received from Mr Read (S&DR Secretary) explaining that -

*"It was quite impossible for the Directors at this time to pay cash for the 2 engines completed for delivery".*

In fact, the 2 engines had already been sent to Highbridge and were awaiting formal delivery to the S&DR by John Tunstall, the Vulcan Foundry agent in Somerset. Alerted to the possible difficulties over payment, the Vulcan Board ordered that ownership plates ('Vulcan Foundry Co. Ltd.') were to be affixed to those locomotives without delay, and Mr Tunstall was instructed to postpone delivery pending further instructions.

Such was the financial plight of the S&DR that in August of that year (1866) the Court of Chancery took control of the situation and the Company was placed in Receivership. The Vulcan Foundry Board now found itself dealing with a different 'customer' (the Receiver) in very different circumstances. Over a period of weeks at the end of 1866, complex financial contracts involving all 6 engines were drafted and redrafted, until eventually an arrangement was agreed whereby the S&DR were allowed to use the 2 engines previously referred to. In addition, the other 4 engines forming part of the original order were now to be sold by Vulcan Foundry. However, until they could be sold, S&DR would be liable for interest at 10% per annum on the original contract price of £2,900 per engine.



***A 1930's photograph of the erecting shop at the Vulcan Foundry.***

By any business standards, what then follows is quite remarkable. Between 1866 and 1871, the 4 completed engines forming part of the original order stood motionless at the rear of the Vulcan Foundry. Apparently, selling 'bespoke' engines is not easy. In addition, despite several Court Orders, agreements with the S&DR

proved particularly unsuccessful. Interest payments were late, or not paid at all. By February of 1870, the balance of the debt owed to Vulcan Foundry by the S&DR was £17,216-12s-6d. In a Vulcan Foundry Board Minute dated 14<sup>th</sup> September 1870, it was recorded that -

*"Previous to the outbreak of war, terms had been arranged for the sale of the (S&DR) engines, but negotiations could not be renewed in this direction until the war should cease".* The war referred to was the Franco-Prussian War (1870-1871).

By December of 1870, the tempers of Vulcan Board members were further raised as a result of S&DR's continued failure to make interest payments as agreed. The Vulcan Board Minute for 16<sup>th</sup> December 1870 reads as follows -

*"Mr Smith explained that after consultation with Sir Daniel Gooch, it had been determined to take Counsel's opinion ..... After full consideration of same, it was resolved that Mr Smith be empowered immediately to take such steps as may be necessary to seize the 2 engines now working ..... etc."* Quite how you 'seize' an engine isn't revealed within the Minutes.



***The sad end of the famous Vulcan works. Taken in 2004, the photograph records the laying waste of the once great company. Today, there is little to indicate to the casual visitor that Wargrave Road once boasted a huge industry of national and international importance. Those familiar with the history of the company will know, of course, of the significance of Vulcan Village, which remains intact. Photo by Tony Foster***

At the Board meeting in February of 1871, Mr Smith confirmed that the 2 engines had been seized. He also reported that an offer had been made on behalf of the Prussian Government for the 4 engines that formed part of the original S&DR order.

The Manager further reported that a contract for the same Government was pending for 6 additional engines of the same type and at the same price (£2,500 per engine). The terms of payment to be at the rate of 90% upon the Bill of Lading (via Liverpool Docks) and the remaining 10% when the locos were assembled and in steam in Bremen. Needless to say, the Directors immediately approved the negotiations and gave authority to complete same.

A final entry was recorded in the Minutes of 3<sup>rd</sup> March 1871, and the 6-year saga was over!

*"The Solicitor reported the settlement of the Somerset & Dorset Railway account upon the most satisfactory terms".*

Although taken out of Receivership in 1870, the S&D soldiered on with its finances still in a precarious state until 1875, when it relapsed gratefully into a lease agreement offered by the Midland Railway and the LSWR companies. The Somerset & Dorset Joint Railway was born.

As if to demonstrate that there is no place for grudges in industry, and that '*business is business*' the Vulcan Foundry went on to supply a further 26 locomotives to the new company (S&DJR) between 1875 and 1890. Ironically, it was one of the Vulcan engines that was derailed at Burnham on Easter Monday 1914. Fortunately, there were no serious injuries and the accompanying photograph shows that the day-trippers aboard the special were at least rewarded with a photo opportunity.

Sadly, just as there is now little or no trace of the once famous S&D (known affectionately as the 'Slow and Dirty') line, there is no longer a Vulcan Works.



**A derailment at Burnham on Sea on Easter Monday in 1914 saw the Vulcan built locomotive high and dry, providing a marvellous photo opportunity for some enterprising photographer. It seems likely that the passengers - all in their Bank Holiday best clothes - were encouraged to help with the composition of the picture ! What price health and safety.**



## British Transport Pensioners Federation Trips

The British Transport Pensioners Federation have a branch in Warrington and amongst other things they run coach trips to various places of interest. 8D members are welcome to book onto any of the trips that are listed below. If you are interested please telephone Roy Dixon on 01925 638299.

Wednesday 17<sup>th</sup> June 2015 – **Blackpool for the National Pensioners Convention**

Wednesday 15<sup>th</sup> July 2015 – **Cheltenham for the Gloucester & Warwickshire Railway**

Wednesday 12<sup>th</sup> August 2015 – **York**

Wednesday 9<sup>th</sup> September 2015 – **Whitby for the North Yorkshire Moors Railway**

Wednesday 7<sup>th</sup> October 2015 – **Southport**

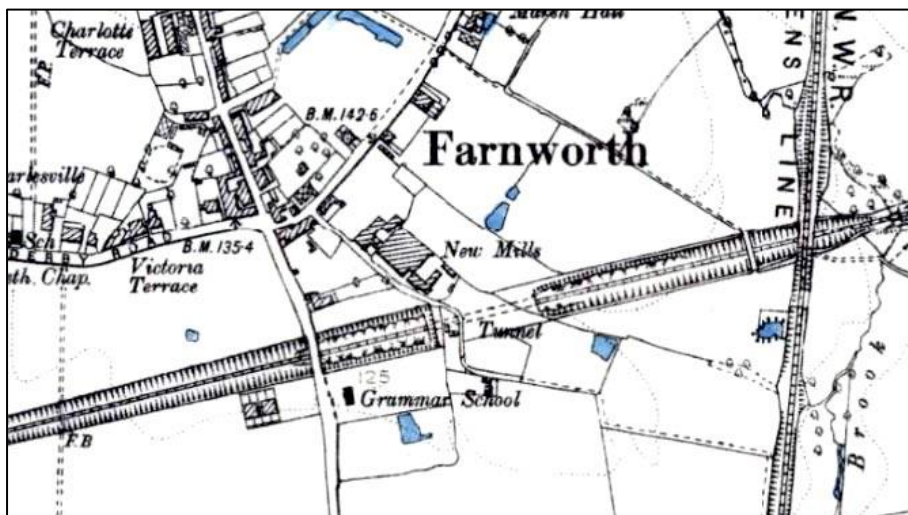
Wednesday 25<sup>th</sup> November – **Christmas Lunch**



*The high level bridge at Latchford seen in 1954. Crossing the bridge on a mixed freight is Austerity locomotive number 90649. Photo by John Kirwood*

## The Three Railway Tunnels of Widnes

Widnes is not generally thought of as a location that had a rich heritage of railway tunnels but it had three. The first tunnel to be built within the boundary of the town was the Farnworth tunnel on the CLC main line. The tunnel was located to the east of Peel House Lane and opened with the line in August 1873. The tunnel at Farnworth was opened out into a cutting in the 1920s.



*The CLC tunnel at Farnworth shown on a 1888 six-inch scale map.*

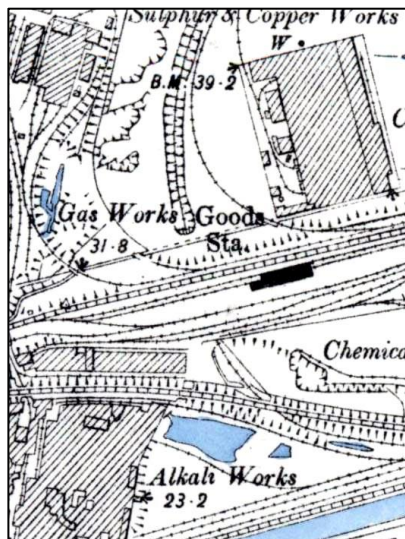
The Great Central & Midland Joint line had two tunnels associated with it. The first was the Liverpool Road tunnel which carried the line under the crossroads at Chestnut Lodge. It opened with the line in 1879 and closed in December 1964. It was filled in by the council in 1975.



*Left – The north portal of the Liverpool Road tunnel seen from an up (Warrington direction) train in 1964.*

The second tunnel on the joint line was at Tanhouse Lane Goods Yard. It carried the LNWR Cornubia Works branch

under the joint line yard. The LNWR branch pre-dated the joint and so had to be accommodated when it was built. Interestingly the Cornubia Works was also served by the joint company when their line opened. The tunnel had gone out of use by the late 1940s and had been filled in by the end of the 1960s. **Paul Wright**



*Above – Looking south towards the north portal of the Liverpool Road tunnel in August 1975 when it was being filled in by the Council. The course of the railway at this location was converted into a linear park. Photo from the Halton Borough Council Collection*

*Left – The Cornubia works branch line tunnel which carried the LNWR line under the yard of the Great Central & Midland Joint Railway shown on a six-inch scale map that was published in 1895. The tunnel only became necessary because of the joint line and had to be funded by the joint partners because the LNWR branch was already present when the joint line was first promoted.*





*Looking north towards Runcorn station in 1959. Ex-LMS 4-6-0 5MT (Black 5) locomotive is seen on a Liverpool Lime Street to Birmingham New Street service. Photo by Roy Gough*



*A view looking north from the north end of the up platform at Runcorn station in the 1970s. A class 47 locomotive is seen on a southbound passenger service. Photo by Roy Gough*

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## Events Programme

**13.00 - Sunday 7 June 2015 – Visit to the Warrington & District Model Engineering Society** – An opportunity to see scale model real steam locomotives in action on a purpose built track in Daresbury. **Meet by Ring a Bells pub on the old Chester Road in Daresbury village.**

**10.30 - Saturday 13 June 2015 – Visit to the Wapping Tunnel** – As guests of the Friends of Williamsons Tunnels we are able to go into the world's oldest main line railway tunnel. The tunnel was part of the Liverpool & Manchester Railway and was completed in 1829. Some places are still left if you are interested contact Paul Wright on 0151 630 5132. **Meet at Kings Dock Street Liverpool.**

**10.00 - Saturday 4 July 2015 – Visit to the sites of Great Howard Street and Waterloo Goods station** – We will explore the site of the first LJR station in Liverpool which went onto to be a substantial goods facility. We will then look at the site of the rival LNWR Waterloo Goods station and the remains of the MD&HB branch to Liverpool Riverside. **Meet outside the Moorfields entrance of Moorfields station.**

**12.00 – Saturday 18 July 2015 – Rail Ale Trip to Chester** – A tour of some of Chester's finest pubs with some railway interest thrown in. These events are an excellent opportunity for members to socialise and share interests. **Meet at Chester (General) station by W H Smiths.**

**10.00 – Saturday 15 August 2015 – Trip by Vintage bus to Llangollen Railway** – Travel on a 1963 Bristol Low Decker bus that was in service with Crosville until 1982 to the Llangollen Railway at Carrog. **Pick up points to be agreed booking essential phone Paul Wright on 0151 630 5132.**



**'Where is this' competition?** (Answers to [pwright964@btinternet.com](mailto:pwright964@btinternet.com)) **Photo by Eddie Bellas.** The December competition was correctly guessed by Rod Dixon. The location was just to the south of Gerrard's Bridge, St Helens.

**NEXT JOURNAL PUBLISHED 1 September 2015**