

A WORKS VISIT TO HORWICH

Philip Pickles

took part in a special day back in 1959 - and got plenty of 'cops' into the bargain.

A railway works visit was always a special event. On arrival at the works, visiting permit in hand, a group of people would await the arrival of the official guide. The anticipation of which engines would be on the works was considerable. Perhaps some rare locomotives would be under repair. All this was complemented by the distant sight of some locomotives in the works yard.

The guide arrived and excitement grew. After examining everyone's permits, and taking payments from those without, he grouped us all together and off we went.

The date was October 18 1959 and the occasion was the first trip undertaken by the recently formed Preston Catholic College Railway Club.

So where was this magical wonderland of steam locomotives? Crewe, Doncaster, Swindon, Derby or Eastleigh, perhaps?

No, it was Horwich, on the outskirts of Bolton. Probably little known by many enthusiasts outside Lancashire, this was the workshops of the erstwhile Lancashire & Yorkshire Railway.

The tour started in the yard, where arriving and departing locomotives stood, plus some of the 'F16' class 2-4-2T works shunters. The paint shop was next to be visited where ex-works locomotives were receiving a brand new paint job and looking immaculate.

The Erecting Shop was a spectacular sight, with many different classes of locomotive completely stripped down and in various stages of repair. Also in here were Class 08 0-6-0 diesel shunters Nos. D3858-D3863 under construction, D3857 having already been seen in the paint shop.

Having completed the tour of the Erecting Shop we emerged into a yard at the South end of the building where further locomotives were found, and returned alongside the main building, where locomotives including a number of Stanier '3MT' 2-6-2Ts, formed a line.

On this small, relatively unknown Locomotive Works, there were 65 locomotives present which had definitely made a visit worthwhile.

The building that was the erecting shop still stands today and can be seen from the M61 motorway, between Junction 6 and Bolton West services, to the Eastern side of the motorway.

The Southern end of the works was close to where the Reebok Stadium now stands.

On Works that day were:

11394 (HW) 52044 (56A) 48080 (55D)
D3857 42936 (9A) 51429 (HW) 48703 (55B) ➤

Left: LYR '2F' 0-6-0ST No. 11324, one of the works shunters which were not renumbered by BR, stands outside the works in September 1951. D.T. GREENWOOD/RAIL ARCHIVE STEPHENSON



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► 43023 (2B) 52135 (WDN) 44352 (5E) 11324 (HW) 12030, 44594 (11B) 76075 (8G) 43877 (5F) 52232 (27B) 52289 (26D) 44462 (27E) 48145 (18A) 42886 (9B) 42708 (26A) 40126 (6E) 40122 (9A) 40124 (9F) 40143 (8D) 40088 (9E) 51216 (WDN) 40206 (3B) 52123 (WDN) 12061 12009 12031 51232 (27A) 43980 42734 (26B) 43024 (2B)76080 (24D) 42931 (1A) 42923 (9A) 42787 (5A) 42854 (9B) 44512 (3C) 76052 (12D) 43904 (11B) 44340 (9B) 42869 (24B) 43103 (21A) 48691 (6C) 42826 (17B) 45212 (24F) D3859-D3862 42764 (15B) 48604 (41E) 42889 (9A) 40086 (6E) 40099 (24E) 42704 (26A) 51447 (WDN) 42297 (27B) D3588

As it was so close to Bolton it was easy to include a visit to Bolton shed where there were 51 locomotives present:

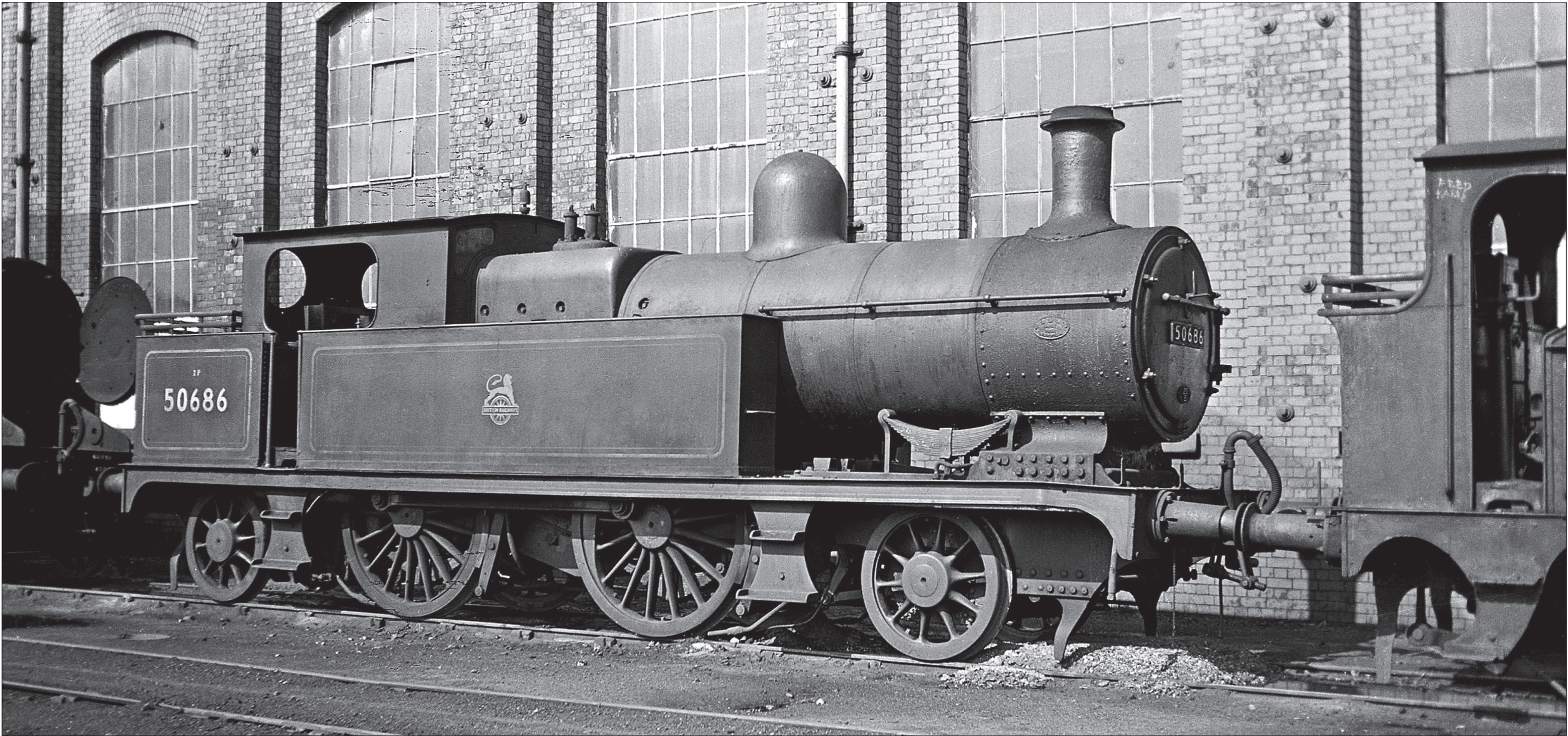
47440 49662 49592 49544 90530 42925 42652 49618 90206 42626 42633 42653 40063 42549 90142 42651 42287 40062 84014 40065 84013 42827 90641 51408 42545 90102 42642 42289 51486 42635 42565 51498 52523 90267 52345 52393 50850 84019 48494 43027 44059 42630 52415 42654 44736 90729 42655 52443 44000 90297 42941

Some locomotives were ex-Works from Horwich and plenty of Lyr locomotives were on show, plus a number of the Fowler ‘7F’ 0-6-0s.

This trip was to be repeated many times over the next four years and was never a disappointment. The erecting shop at Horwich was 1520ft (463m) in length and 118ft (36m) wide and was believed to be the largest single workshop in Great Britain.

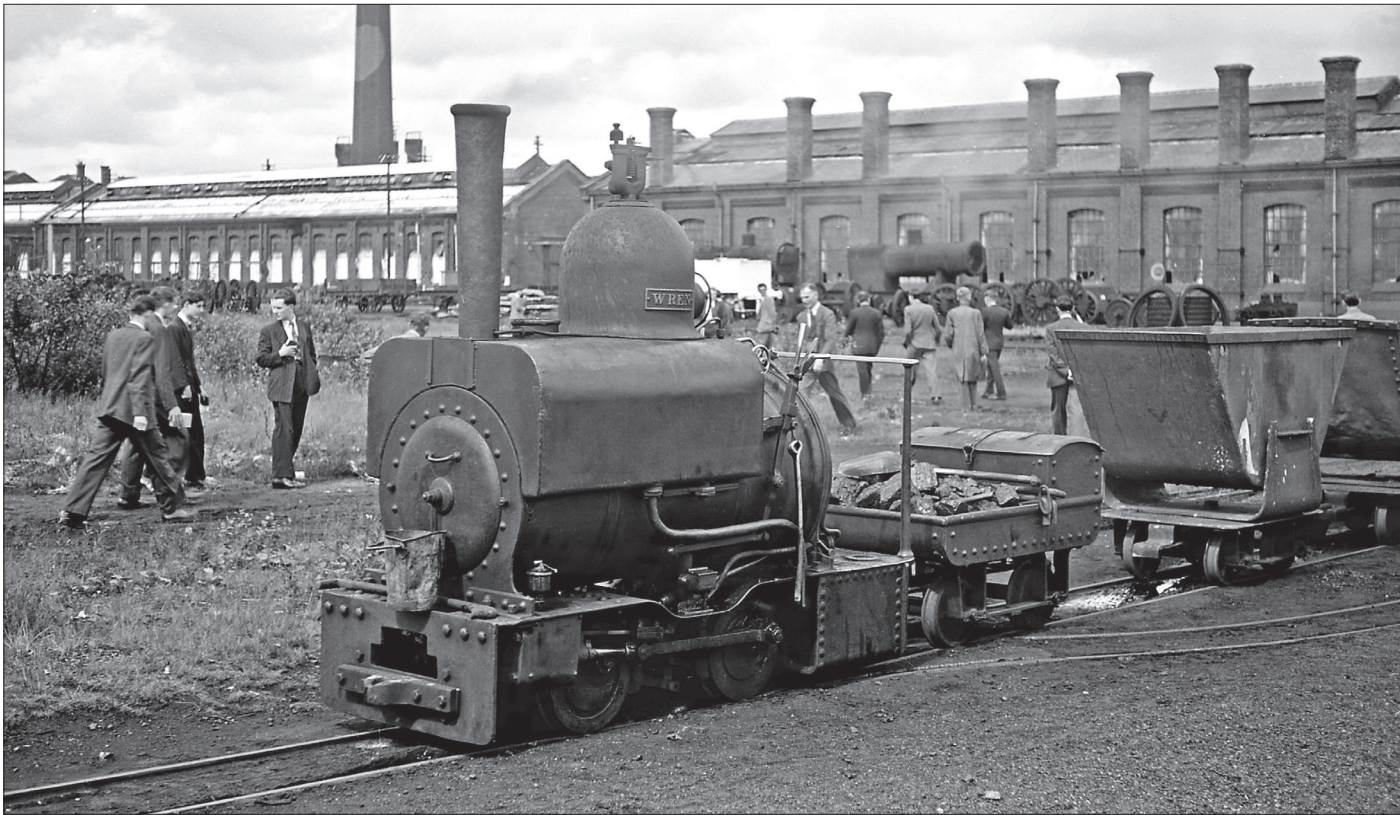
An 18in gauge railway operated within the works, over a distance of about six miles of ►

Below: Lyr narrow gauge 0-4-0ST Wren seen during a works visit to Horwich in August 1953. E.V. FRY/RAIL ARCHIVE STEPHENSON



Above: Rebuilt Lyr class 2P 2-4-2T No. 50686 outside Horwich Works on August 17 1955. CHRIS FOREST/RAIL ARCHIVE STEPHENSON

Below: The last of the Aspinall Lyr class 6F 0-8-0s stands withdrawn outside Horwich Works on October 8 1950. CHRIS FOREST/RAIL ARCHIVE STEPHENSON



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► track. There were originally eight locomotives built in 1887 but the only survivor is named *Wren*, which in turn was replaced by a small diesel No. ZM 32.

The works opened in 1887 and the first locomotive built was a 2-4-2 T No. 1008 which was completed in February 1889 and is now part of the National Railway Museum collection. Many locomotives were built at Horwich and 50,000 were repaired there, over a period of 76 years.

The last locomotive built at Horwich was 0-6-0 diesel-electric shunter No. D4157 in 1962 and locomotive work ceased in 1964 when carriage and wagon repairs were undertaken. The works closed in 1982.

Apart from the Lancashire & Yorkshire classes built here, the following locomotives were Horwich-built:

Hughes-Fowler 'Crab' 2-6-0 Nos. 42700-42729 (5/26-12/27) 42810-42849 (4/29-12/30)

Ivatt '4MT' 2-6-0 Nos. 43000-49 (12/47-11/49) 43112, 43136 (3/51-1/52)

Fowler '4F' 0-6-0 Nos. 44457-66 (3/28-7/28)

Stanier '5MT' 4-6-0 44668-44717 (12/48-12/49) 44783-99 (3/47-10/47)

44932-66 (9/45-8/46) 44982-99 (9/46-3/47)

Below: Double-chimney Stanier 'Jubilee' class 4-6-0 No. 45596 *Bahamas* at Horwich Works with its tender tank on a well wagon on October 13 1963. The preserved locomotive is soon to undergo an extensive restoration to working order.

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Kitson Dock Shunter 0-4-0ST Nos. 47005-8 (10/53-1/54)

Fowler 0-6-0T Nos. 47667 -81 (4/31-10/31)

Stanier '8F' 2-8-0 Nos. 48331-99 (9/43-6/45) 48490-5 (6/45-8/45)

BR Standard '4MT' 2-6-0 Nos. 76000-19 (12/52-7/53) 76075-99 (12/56-11/57)

The first Diesel shunter, No. D3593 was

Above: Gleaming ex-works Hughes/Fowler 'Crab' 2-6-0 No. 42820, built at Horwich in 1929, stands outside the works on September 30 1961. CHRIS FOREST/RAIL ARCHIVE STEPHENSON

built in 1958 and the last, No.D4157 in December 1962.

My final visit to Horwich works was on Sunday August 11 1963 and locomotives present were: Nos. 84026, 11305, 12073,

48163, 12074/85, 48146, 11324, 47550, 11368, 12041, 43139, 12044, 63821, 42951, 48083, 63574, 48641, 42952, 42976, D5712, ZM 32, 48182, 42580, 42389, 63737, 63742, 49449, 49428, 43143, 44946, 76040, 48107, 12021, 12043, 76044, 48379, 43055, 48728, 48337, 43027, 76020, 43084, 42955, 43063, 44398, 43148, 42977, *Wren* 50

Below: In patchwork primer, Stanier Class '3P' 2-6-2T No. 40196 awaits entry to the paint shop at Horwich October 7 1951 after a general repair on. D.T. GREENWOOD/RAIL ARCHIVE STEPHENSON

