

## TRANSFER TO CREWE 1957

I transferred to Crewe in Feb 1957 on a cold Sunday day I remembered walking out of the station front for the first time it reminded me of a wild west town the buildings were all of wood, I got a taxie to the railway hostel where I was staying for awhile on Gresty road just passed the foot ball ground the hostel was also lodgings for train men on double trip work, men from Camden, Carlisle, Polmadiect. I reported to one of the shed Forman ( there was about six men in the office, and one out side ) and booked on at 0900 and given a number 861 of which it would alter to a lower one as one progressed to driver in later years I read the late notices and shown my place in the extra link with a book driver there was about one hundred and sixty sets of men more than Workington all together, it took awhile to get round it and progressed thro it I was in it five year or so it was a good link as you covered special trains, passenger, freight, shunting, shed work that's preparing and oiling and stabling, also covered work at Crewe South, and Crewe Gresty lane(G W R) and if you were lucky a weeks work to Perth or Glasgow with the Mid Day Scot or a double trip turn in place of a fireman in the top links who had gone sick or one might swap your turn of works not every one liked the double trip.

All links above the extra link had double trip work in them number seven was the next one up .My first job at Crewe was to go with a driver with a light engine to Crewe South via Crewe Gresty lane box it was required to work a fully fitted fast freight to London Camden yard from Crewe Basford Hall siding a massive yard with about six shunt engines plus trip engines going all over the place, to the ware house act. My driver that day turns out that he had moved from Moo row when the depo had closed he was called Jack Stephenson and I had just left his old driver at Workington who had moved to Workington he was called Alf Murdock , and the engine that day was 45529 Stephenson 1B of Camden. One of my first night shunt turns was in Crewe up hill Siding near the Manchester line, it was about 2330 hrs when I had a bit of a fright,there in the moon light coming around the end of a van in the siding were two shunters and the foreman, one was called Cope I think, carrying a coffin on their shoulders, what was going on was this, a van with the coffin in (code name Vanco) was to go behind the Irish Mail to Holyhead , had got derailed so a switch of vans and label's had to be made Cope said Control will be non the wiser.

There was a few little incidents over later years, all are covered in other journals, when the railways were taken over I went with Rail Express System as the main core of work was Royal Mail letters and parcel and class 1 Express trains, our locomotives were cl 47, cl 86 and cl 90 later on we got the new 110 mph units I enjoyed my time with them, until EWS, took over and time keeping started going down hill, because they altered the diagrams one way freight, and back with a mail train, half the time you getting there late and with Rail track PW slacks it was hopeless. So I took early rtd, I would have stayed to 65 if it was still BR, any how after a few months I rejoined the railway again with Direct Rail Service, of Carlisle based at Crewe it had not long started up with only a very few drivers our traffic was transporting Nuclear flacks over the rail net work, our locomotives were, cl 20 and 37,33, later on after aprox three years with them when I retired again they had cl 47 66 and 86 it was a nice firm to work for I found them ok, and as I new the roads all over the rail net work plus the traction I was a good help to them until they got on their feet, sort a thing . I liked

staying in the four stars hotels on some of the double trips turns to Bridgewater and Berkley

I wish I could do it all again but it's not to be and I have to make do with a friends 15inch railway near Manafon, where I use to go in BR days it was nice doing 110mph to Euston and back on a electric loco in the morning, then later in the day 5 or 10 on one half of track in the after noon hope I can continue for a few more years yet.