

Journal of the Institution of Locomotive Engineers 1965

Quite a revealing piece from the summer of 1965 that just gives a hint of how bad railway nationalisation would eventually be for our locomotive manufacturers and what jolly japes were to be had by members of the 'institution'.

Transcribed from original article supplied Simon Llewellyn

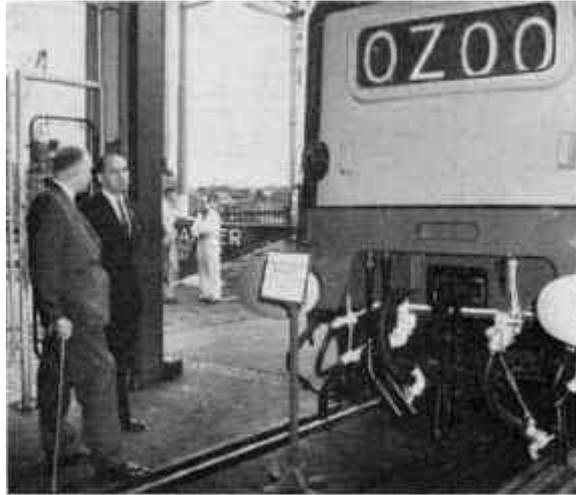
Summer Meeting in Chester

*with technical visits to Newton-le-Willows, Manchester, Prescott, Liverpool and Llandudno Junction
9th - 13th May 1965*

The summer meeting of the institution was held in North-West England and N. Wales from 9th to 13th May 1965 and was attended by 158 members and ladies.

The Queen Hotel, Chester, was selected as the headquarters for the five days meeting and a most interesting and instructive programme was arranged.

The summer meeting opened on Monday, 10th May with a visit to the Vulcan Works of The English Electric Company, Newton-le-Willows, where the members were the guests of the President, Mr Gerald Collingwood, T.D., Director of The English Electric Co. (Traction) Ltd. and General Manager of the Vulcan Works, for a tour of the works and luncheon in the canteen. In the afternoon the members visited the Trafford Park Works of A.E.I. Ltd, the ladies being entertained by Unilever Merseyside Ltd, Bebington and shown over the Stork Margarine Works of Van den Berghs and Jurgens Ltd, given luncheon at the Bridge Inn, Port Sunlight and this was followed in the afternoon by a tour of Port Sunlight Village and a visit to the Lady Lever Art Gallery. On Tuesday 11th May the members and ladies were the guests of British Insulated Callender's Cables Limited, Prescot, the members visiting the Prescot Works of the Company in the morning while the ladies were taken on a tour of Delamere Forest and a visit to Speke Hall, near Liverpool. The members and ladies were entertained to luncheon by the Company at the Blundellsands Hotel, near Liverpool. In the afternoon the Cunard Steamship Company entertained the members and ladies on board the Company's 22000 ton liner 'Carinthia' at the Huskisson Dock, Liverpool.



(above) M.A. Crane (Vice-President, Chairman of the Visits Committee) discussing the English Electric C. 2700h.p. diesel electric prototype locomotive DP2 with M.Bacon (Hon. Secretary, Manchester Centre) at the Vulcan Works of The English Electric Co. Ltd., Newton-le-Willows.

The members and were shown over the engine room. Members and ladies were entertained to tea on the ship. In the evening the members and ladies were the guests of Associated Electrical Industries Ltd jointly with the English Electric Co. Ltd. at a Reception and Dinner and Dance held at the Talbot Room, Chester. On Wednesday 12th May the members and ladies were entertained by A.E.I. Hotpoint Ltd., Llandudno Junction, in the morning by a coach tour of the Great Orme, in perfect weather conditions, followed by luncheon in Llandudno and a tour of the Company's Works at Llandudno Junction in the afternoon.

The summer meeting dinner was held at the Adelphi Hotel Liverpool, on Wednesday evening, 12th May. Mr. G. Collingwood, President, who presided, expressed on behalf of those present their thanks to the Institutions hosts who had entertained the members and ladies so hospitably during the summer meeting.

The Summer Meeting in Chester

Essay contributed by G. S. Connell (Graduate)

Author awarded the Presidents Prize

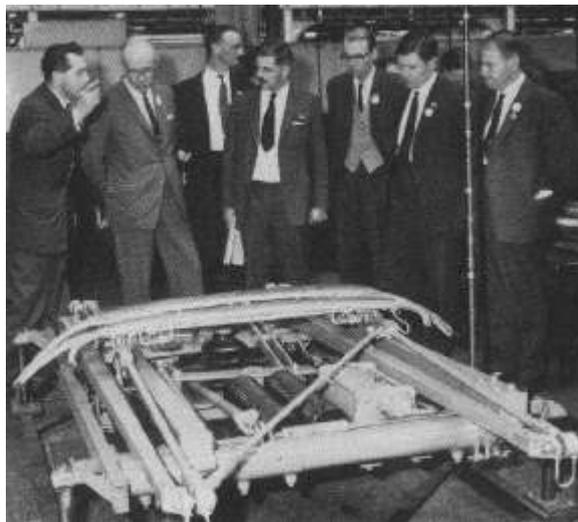
Chester was chosen as a centre for the Institution of Locomotive Engineers Summer Meeting. This, I feel, was an excellent choice not only for its geographical location in relation to the planned visits, but because of its historical background is one that stimulates the imagination in as much that this city of Roman origins where the city walls are still standing is having to keep pace with life in this year of grace.

This perhaps is similar to the situation that the railway industry finds itself today, i.e. the railway industry was traditionally one of Britain's major exporters to the world. In later years, however, for many reasons beyond the control of British manufacturers, much trade has been lost to foreign competition, many of whom benefit from support in the form of credit facilities or aid from governments. In the face of such competition it is therefore essential that British industry

in general and the railway section in particular, should be able to present to the world a product that is second to none in quality at a competitive price. This summer meeting was therefore an opportunity to study at first hand how well some of the leading manufacturers were tackling the present-day conditions. As I am employed in a nationalised industry I can only view industry (sic) on institutional or similar visits, hence my conclusions may be somewhat limited. The thought uppermost in my mind when visiting factories in recent months has been --- How well is British industry equipped to produce the finished product with the quality, quantity and at the right price to hold its own in this highly competitive world? At the end of this Summer Meeting I would venture to give my opinion on the state of British industry in as far as I have seen it, but first it would only be right to try and describe something of what I saw. I should say at the very beginning that to describe in detail the entire visit would require a whole book rather than an essay.



Members inspecting Locomotives under construction at the Vulcan Works of the English Electric Co. Ltd., Newton-le-Willows.



A group of members inspecting a crossed-arm pantograph, one of a batch supplied for British Railways 25kV a.c. locomotives, during the visit to AEI Ltd., Trafford Park, Manchester.

The meeting programme commenced on Monday 10th May with a visit to Vulcan Works of The English Electric Co. Ltd., traveling by train from Chester to Vulcan Halt. Members caused a minor sensation at Chester station when they produced tickets to Vulcan Halt. Several local

officials, including the station master, were called to examine what must have been a 'collectors item'.

On arrival at the Vulcan works the members were welcomed in the very pleasant staff canteen, with coffee, at the same time guides for the tour of the works were introduced to the individual parties.

These parties were then conducted around the workshops to see the production of the following items:-

- i) B.R. Type '3' 1750 hp diesel electric locomotive of English Electric design.
- ii) B.R. A.L.6 3300 hp 25 kV electric locomotive of British Railways design.
- iii) B.R. Type '1' 1000 hp diesel electric locomotive of English Electric design.
- iv) B.R. S.R. Electro-diesel of British Railways design.
- v) Main line electric locomotives for the Polish State Railways.
- vi) Industrial locomotives of 0-4-0 wheel arrangement and 0-6-0 arrangement with Dorman diesel engines of 283 hp and 380 hp, and some mining locomotives.
- vii) In addition to the locomotives, work was being done on steam generators of Clayton Manufacturing Co., USA designs, also Spencer-Hopwood boilers.
- viii) Some diesel engines of English Electric design 'RK' and 'V' type were being manufactured.
- ix) Locomotive DP2, and English Electric Co. 2700 hp diesel electric prototype locomotive was made available for inspection by members.

In the short the length of time that was at our disposal, just over two hours, I think that we had a very full and informative tour of Vulcan Works. It is difficult to single out any particular item of interest but I think the opportunity to examine the Polish locomotives and DP2 was of great value as I was not familiar with them.

A further point of interest was the introduction of a cast steel bogie frame to the BR Type '3' locomotive. It will be interesting to see how it performs in comparison with the fabricated bogie frame of the original design.

The overall impression gained during the visit was that many of the latest techniques for welding and machining of components were employed. The quality of workmanship looked very good and production methods seemed to be very efficient. All the finished products appeared to be of good design and quality of finish that is required of them to attract the would-be buyer. After an excellent lunch at the staff canteen of Vulcan Works the members moved on to the Trafford Park Works of Associated Electrical Industries Ltd.