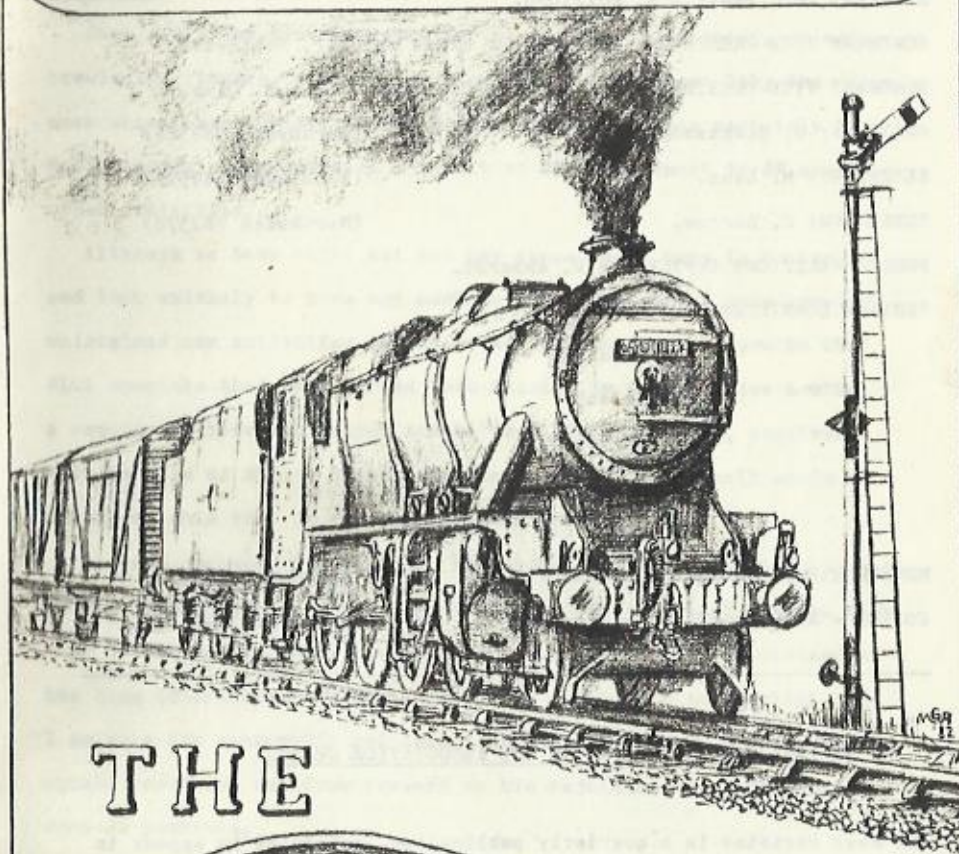
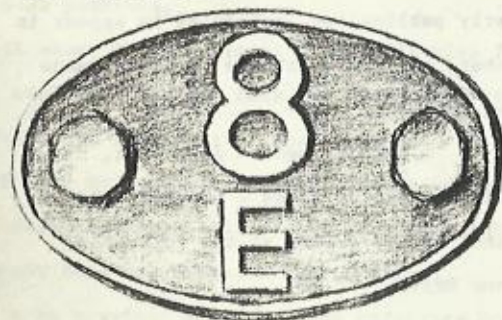


Nº 10

SUMMER '83.



THE



ASSOCIATION



THE 8E ASSOCIATION.

COMMITTEE MEMBERS.

HONORARY PRESIDENT: D.R. McIntosh.

HONORARY VICE-PRESIDENT: R. Storton. (Area Manager, Northwich.)

HONORARY VICE-PRESIDENT: J. Fisher. (Chairman, B.R.S.A. Club.)

CHAIRMAN: G. Roughsedge. (Northwich 782344)

SECRETARY: M. Lenz. (Northwich 44959)

TREASURER: C. Barrow. (Northwich 782378)

PUBLIC RELATIONS OFFICER: A.R. Ashurst.

GENERAL COMMITTEE: A. Johnson.

R. Meredith.

P. Mullee.

P. Sheridan.

J.R. Southworth.

C. Worrall.

MEMBERSHIP SECRETARY: M. Lenz. (Northwich 44959)

EDITOR - NEWS MAGAZINE: M. Lenz. (Northwich 44959)

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GENERAL INFORMATION ABOUT "8E ASSOCIATION NEWS".

The News Magazine is a quarterly publication, scheduled to appear in January, April, July and October, and contributions for each issue should arrive by the following dates:

Spring Issue - March 21st. Summer Issue - June 21st.

Autumn Issue - September 21st. Winter Issue - December 21st.

All contributions should be sent to the editor at the following address:

2 Manor Drive,  
Rudheath,  
NORTHWICH,  
Cheshire,  
CW9 7HR.

8E ASSOCIATION NEWS.

No. 10, Summer 1983.

EDITORIAL.

Once again the time has come for me to put pen to paper, or more precisely, fingers to the typewriter, as it only seems like the other week when I was working on the Spring issue. The time certainly has passed quickly, no doubt as a result of my involvement in 8E and other activities.

Although we have still not had any steam based here in Northwich, and look unlikely to have any much before November, we have however maintained our activities in the field of loco support team to the SLOA specials that have worked into Chester in the last few months. A report on these activities can be found in this issue, together with details of SLOA's Summer Programme (in which we shall again be involved, this time in mid-week for the first time.).

We have recently had quite an amount of publicity both locally and in the railway press, and thanks must go to Alan Ashurst for the work that he has put in on this front. Alan was taken ill recently and at the time of writing this editorial he is recovering in hospital and I am sure the membership and committee will join me in wishing him a speedy recovery, and look forward to his rejoining our ranks again as soon as possible.

It seems that in almost every editorial I write I have had to ask for contributions and this one is no exception, since it is grossly unfair that the magazine should have to rely on the same few people each time to submit articles, welcome though they are. So come on all you railway enthusiasts let us have some articles or photos so that I can add some new names to the articles.

In my previous editorial the reference to the proliferation of railway preservation schemes and the problems that might be caused



by them seems to have been echoed in the railway press, as the article in the May issue of 'Steam World' by ARPS General Secretary David Madden illustrates. The ARPS is now having to consider various options as to what may or may not be done in order to ensure that the railway preservation movement does not sow the seeds of its own destruction. Let us hope that it adopts a policy which will allow the movement to continue at a sensible and economic rate, to the benefit of all concerned. I would welcome any comments from members on this subject and would be pleased to publish your views in future issues of this magazine. So come on, put pen to paper and let's hear your ideas!

#### COMMITTEE MATTERS. By M. Lenz.

First of all I will start by saying that we have co-opted onto the Committee Bob Meredith, with a view to injecting some new blood into the team and hopefully some new ideas. As you may have noticed from the inside front cover of this issue, we have slightly altered the line-up by introducing a General Committee to cover all remaining group activities, with no specific duties allocated to one person. If any members have any ideas they would like to put forward then please do not hesitate to approach members of the committee with them.

Amongst the topics discussed over the last few months have been the coach restoration work (of which there has been very little of late), the possibility of obtaining the use of one of the buildings alongside the shed, and the subject of an Open Day later this year. With regard to the latter our Chairman has been in contact with David Ward, Passenger Marketing Manager for BR, in order to find out what steam activities are planned for the Autumn. The bad news is that there is no likelihood of any steam 'on shed' at Northwich much before November, and the Committee has decided that this would be far too late in the year for an Open Day. We are therefore now looking towards Spring 1984 as a possible date, but this is again dependant upon SLOA's mainline steam plans.

Negotiations are still in progress with the BR Property Board over

the use of one of the buildings at the shed, but following a meeting with local BR representatives the signs are now quite promising. Hopefully by the time the next issue goes to press we should have more definite news, with luck we may even be making use of the premises.

One final matter which I mentioned in the last magazine is that of the Association Sales Stock. Although we still have not arrived at a final decision regarding sales we have taken the opportunity to sell a quantity of our stock to the Llangollen Railway, and may yet sell further items, but we shall keep our selection of old mags which seem to sell quite well. Nevertheless it is hoped to be able to make a final decision in the near future.

#### IMAGES OF THE PAST.

Here we see a view of the approach to Manchester Central Station in the early 1920's. (Postcard - M. Lenz Collection.)



B.2262.

CENTRAL STATION, MANCHESTER.



#### PUBLICITY. By M. Lenz.

We have been most fortunate recently in that we have been featured both in the local press and in the railway press. Our activities at Chester have been featured on two occasions in the local 'Northwich World' paper and my thanks go to Anne Loader for the excellent write-ups that appeared, and for the interest she has shown in our group.

As a result of our meeting with local BR representatives we were invited to assist with a local 'Fix-it' that was being arranged for a 12 year old local girl who had never travelled by train before. Graham Roughsedge and myself went down to Northwich on the day in question to present an SE Association badge and T Shirt to the young girl, before she set off on a circular tour from Northwich to Chester, Earlestown, Liverpool, Crewe, Manchester and back to Northwich. Articles appeared in all the local papers and also the Manchester Evening News, and the Association received a mention in each.

It is thanks to 'Steam Railways' northern correspondent, and fellow SE member, Eddie Bellass for the excellent article in the July issue about our activities as a steam locomotive support crew, and the photos of our working on Black Five 5000 at the back end of last year. Once again our work has been brought to the attention of the whole preservation movement, and let us hope that our own membership benefits as a result.

We expect to find an article about our Association appearing in the Summer issue of 'Severn Valley Railway News' following a request from editor David Williams for details about our activities and our links with the Severn Valley. So all in all we are having a good year as far as publicity is concerned and hopefully by the time the next issue appears our publicity officer, Alan Ashurst, will once again be writing this feature.

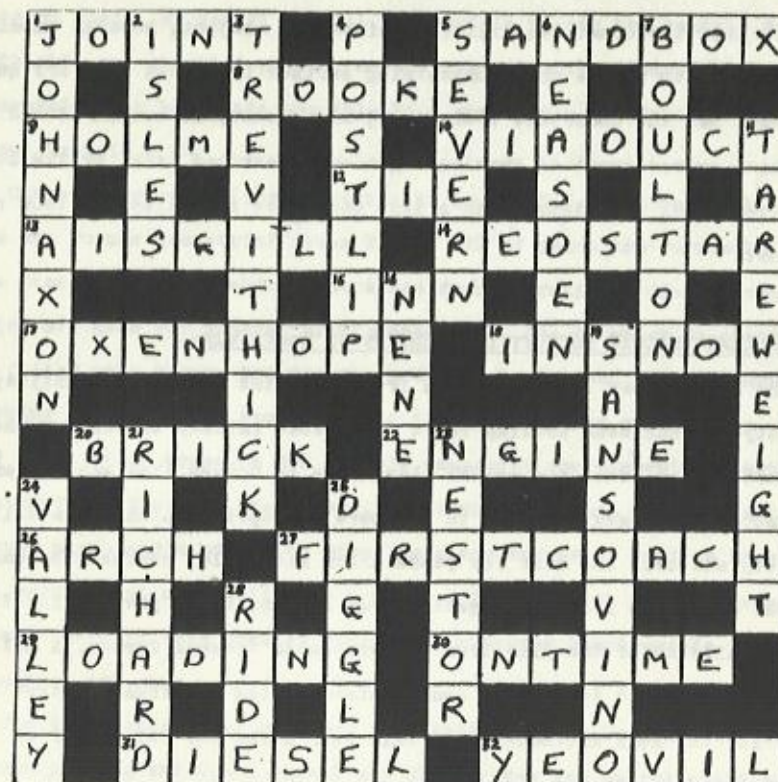
#### MODEL RAILWAY GROUP.

Unfortunately no further developments at the moment, but hopefully there should be something to report by the next issue.

#### MEMBERSHIP NEWS. By M. Lenz.

The Association has just passed its second birthday and our first years renewal results can now be assessed. Out of 100 renewals that were sent out 58 were renewed and together with new members it brought the total membership at the end of May to 80. This would appear to be the figure at which the Association seems to have stabilized, at least for the present, and is quite satisfactory. Let us hope that our third year proves to be as successful.

#### SOLUTION TO RAILWAY CROSSINGS NUMBER 4.





#### 8E ASSOCIATION TOURS. NO FUTURE? By A.R. Ashurst.

Following the item in the last magazine regarding the uncertainty of future tours run by the Association, two things have (or rather, have not) happened. Firstly, with the exception of just one person, none of the general membership have expressed any regret to the members of the committee about the discontinuation of this aspect of our groups activities. Secondly, and even more to the point, no one has come forward who is prepared to take on the duties of marketing such tours both internally within the group and to the general public.

We must, therefore, conclude that this particular sphere of our activities is of no interest to the majority of our membership, and the committee has no other alternative but to cease any further ideas in this activity. Should the attitude of the membership change in the future then the committee will reconsider the subject, however should anyone wish to have a go at organising another trip then they are quite welcome, but the committee feels that, at present, we cannot afford the financial embarrassment of running an under-subscribed trip, or the hours of effort that are wasted when a trip has to be cancelled for lack of support.

#### LLANGOLLEN RAILWAY SOCIETY LIMITED. By G. Roughsedge.

The Society was formed in 1976 from the Flint and Deeside Railway Society who had been looking for a restorable railway branch somewhere in North Wales. When the ex-GWR Llangollen to Corwen line was chosen the Society changed its name to the more appropriate Llangollen Railway Society and over the next few years track materials, coaches, wagons, diesel and steam locos were gathered at Llangollen in preparation for the rebuilding of the line from Llangollen on towards Corwen. A mile of track was laid in 1981 to enable steam hauled services to start in time for the 1981 Eisteddfod and this year marks the third year of operations.

The track is largely ex-W.D. flat-bottomed rail on concrete sleepers

and once in place should last for many years, with need for little maintenance. Even as I write the track is being extended towards the next station at Berwyn, which it is hoped to reach by Easter 1984. This will give a run of two miles through the beautiful Vale of Llangollen and, incidentally, cross the River Dee on a high masonry and steel three span bridge.

Trains are hauled by either an ex-industrial Kitson 0-6-0 saddle tank named 'Burtonwood Brewer', or ex-LMS Class 3F 0-6-0 tank 7298, recently moved from Steamport, Southport, and owned by Mr. Derek Foster. The trains are made up from two ex-BR suburban coaches, one being a guard's composite. A third coach will soon be in service, this being a conversion of an LNER 4 wheeled brake parcels van into a disabled persons coach. By design it will be possible to use the vehicle for both able and disabled people, as passenger loadings demand it, its conversion has been made possible by a grant from the Variety Club of Great Britain.

Other vehicles at Llangollen are an ex-GWR 0-6-0 pannier tank 7754, and two former industrial steam locos, all of which are currently in the process of restoration. There are four operational diesel locos which are used for general maintenance work, one of which is about to be fitted with vacuum braking to enable it to be used for passenger working in emergency. Amongst other items of rolling stock are a GWR 2 Ton steam crane, a GWR guard's composite coach requiring extensive restoration, two Toad Brake Vans, a box van, a Siphon G, a ballast hopper wagon and a number of other vans and wagons of various types. The very latest acquisition is a powered tamper which when regauged from 2' 6" will very greatly reduce the manpower requirements in the permanent way gang.

For the future plans envisage tracklaying beyond Berwyn towards Corwen passing through a tunnel and Glyndyfrdwy and Carrog stations. Incidentally, the tunnel, when in service, will be the longest one on a preserved railway anywhere in the United Kingdom. More track materials



are constantly being acquired, and it is hoped to obtain a further two coaches and a couple more locomotives, preferably steam. At present the need is for a standard gauge rail-mounted diesel crane in order to speed up track laying. The service will gradually be extended up the line as tracklaying progresses and eventually it is hoped to have two trains in operation, with appropriate passing loops and block working.

The Society has a thriving shop and cafe at Llangollen Station, plus extensive loco and carriage sheds, as well as a workshop in the goods yard alongside the stabling roads for the rolling stock. Visitors, passengers, and new members are always welcome so why not come along and get involved with a relatively young restored railway, set in superb scenery and only an hours drive from mid-Cheshire.

#### BOOK NEWS.

Amongst the new titles to appear recently is the next in the series of Ian Allan BR Fleet Survey paperbacks '4 Production Diesel-Electrics Types 1-3' priced at £2.95. This is an excellent book for the modern image enthusiast and of special interest to modellers for the excellent black and white photos of the different classes and the livery details from the early days to the present. Also just published in the same series is '5 High Speed Trains' again priced at £2.95. Another Ian Allan title which should be of interest to the modern image follower is 'BR Rolling Stock Recognition 1: Coaching Stock' priced at £3.95 and following the style of the earlier Motive Power Recognition series.

For steam fans the following titles may be of interest; 'The Gresley Influence' by G. Hughes, published by Ian Allan at £6.95, and 'Gresley Locomotive Album' by N. Pigott, published by Bradford Barton at £6.95, 'Steam Motive Power Depots' by E.S. Beavor, published by Ian Allan at £8.50, and 'Profile of the Duchesses' by D. Jenkinson, published by Oxford Publishing Co. at £6.95. The latter book should be of interest to many BE members and if of the same quality as the earlier 'Power of the Duchesses', then this is to be recommended reading.

#### SUMMER STEAM ON THE LONDON MIDLAND REGION.

For the benefit of members, below are detailed all the summer steam workings on the London Midland Region of British Rail. All these trains will be operated by S.L.O.A. this year, and fares seem to have risen substantially as a result, a factor made more obvious by the attractively priced 'Scarborough Spa Express' being operated again this year by the Eastern Region. Expected motive power is also listed below, although this will of course be subject to the availability of motive power on the day. All trains will originate from, and terminate at, London Euston this year with connections from many cities and towns as is the usual S.L.O.A. practice.

##### Cumbrian Mountain Pullman (North).

June 22nd.	'Black 5' 5407 & 4472 Flying Scotsman.
July 20th.	34092 City of Wells & 850 Lord Nelson.
August 17th.	'Black 5' 4767 & 5690 Leander.
September 7th.	'Black 5' 5407 & 850 Lord Nelson.

##### Cumbrian Mountain Pullman (South).

June 29th.	4472 Flying Scotsman & 'Black 5' 5407.
July 29th.	850 Lord Nelson & 'Black 5' 5407.
August 24th.	5690 Leander & 'Black 5' 4767.
September 14th.	850 Lord Nelson & 'Black 5' 4767.

##### Cumbrian Coast Pullman.

July 6th.	34092 City of Wells.
August 3rd.	850 Lord Nelson.
August 29th.	4472 Flying Scotsman.

##### Welsh Marches Pullman (North).

July 13th.	5051 Dryallwyn Castle.
August 10th.	6201 Princess Elizabeth.
August 31st.	6000 King George V.

All bookings are being handled by S.L.O.A. at the usual address, and enquiries should be sent to Bernard Staite and not British Rail, who seem to have little or no details of these trains at present.



Editors Note - The following article was handed to me at a general meeting earlier this year, but unfortunately the author has not signed it, and I cannot now recall from whom it came. Nevertheless I am sure members will find it makes enjoyable reading.

#### MEMORIES OF A TRAINSPOTTER.

The biggest change in my trainspotting habits was brought about by the fact that my cousin was a nurse. Strange connection one might think, but not so strange as first appears. The early part of her career took her to equally varied parts of the country, and as her addresses became slightly more interesting than Rochdale, or the East End of London, so my parents started to arrange our family holidays to suit. Farther's purchase of a Ford 8 one Cup Final day fixed a habit that was to last until his death a few years ago.

Foremost amongst those faraway places with strange sounding names was Exeter, 245 miles from home, and a long and tiring journey in the Ford. We had not even heard of motorways, oh halcyon days!

My gricing had been limited to the Warrington/Crewe area, with the very rare trip to Eastern Region metals in the Sheffield/Doncaster area, trips which I must confess did not arouse my enthusiasm towards the work of Gresley and his compatriots. I might add though, that my only tangible souvenir of those days of steam comes from the Eastern Region. On a visit to Mexborough shed I went axle over buffer in the shed yard, and muck remains to this day on my note book.

So it was that in the latter half of the 1950's, those strange locos with number plates on their cabsides instead of painted numbers, and those even stranger locos with square streamlining moved from the pages of my Ian Allan ABC's and Trains Illustrated into hard reality. That reality was in a sense like meeting people for the first time, not yet aware that they were to become dear friends. Just like people, each of them had a character, an individuality, which was their's and their's alone.

The Western Region always seemed to me to be operating in a world of its own. Its locos, from King to Pannier Tank, had an air about them which said, "as far as we are concerned we are still the Great Western Railway, with the emphasis on the Great, and that is that, thank you very much!"

The character of the Southern, equally strong, but somehow more introvert; a blend of the non-conformism of Bulleid and nineteenth century grace, epitomised for me in the superbly elegant Adams "0415" 4-4-0 tank of the L.S.W.R., a few of which were allocated to Exmouth Junction (72A) in those days. A lot of scorn has been poured on Bulleid's Pacifics, but I liked them, for they looked as impressive at the head of a rake of Southern green coaches as a King did at the head of a rake of chocolate and cream stock. That is still my view, and I am sticking to it, although I do not doubt there are many that will disagree.

The atmosphere was complemented by the voices of the engines, the Pacifics were quiet with the sound of a sand-dancer, whilst down the incline at St. Davids those extroverted GWR locos made their presence felt with sharp barks which I am sure were intended to remind people just who they were dealing with. Exeter was the crossroad where these two entities met, exchanged nods and whistles (and occasionally passengers), and then went on their way, either to London, or to Plymouth. I grew to love them both because of their difference. Who, with any soul, could turn their back on a Castle or a King at the head of the "Cornish Riviera" as it passed majestically along the sea wall at Dawlish? The same applied to those "West Countries" as they made their long way round through the rolling moorland on the edge of Dartmoor, along a route via Oakhampton to Plymouth, and one which is now sadly closed.

When, in 1959, I started work with British Railways, my "quarter-fares" and free passes were put to good use in getting me around Devon. For some unknown reason, it was not until this year that I ventured across the Tamar into Cornwall. From my privileged position of junior clerk at Bank Quay Goods, I applied for, and got, permits to visit sheds in the area.



Exmouth Junction and Exeter St. Davids (83C) were obvious targets, also on my list were Plymouth Laira (83D) and Plymouth Friary (83H), as well as Bristol Bath Road (82A), and St. Philips Marsh (82B). I also got one for Swindon, where the works was the big attraction. After some good natured inter-regional banter with the gateman/guide at the entrance to the subway, I got myself included with a party who were booked to go round. At that time in September 1960, diesel-hydraulics were quite common on the Western Region and some of the D8XX class were being built there. But what a Mecca Swindon was for steam even so. Westerns of every description, 9F's, Britannias, even 8F number 48444 which my Ian Allan shed book showed as allocated to 6E - Chester West. 176 locos I booked on the works and shed alone, including, lurking in the background near the works, the Brown-Boveri Gas Turbine loco 18000.

It was 17 years and 24 days on before I was to visit a loco works again, and that was to be Crewe. So much has come and gone in those 17 years, the Regions' individuality has been lost to the corporate image, whole types and classes have come and gone, I did not see my first "Western" diesel-hydraulic until Rainhill. My interest in railways went and then came back again; would that some of those old friends could come back again. True, many of them have been carefully and beautifully restored, and brought back to working order, but it's not the same somehow.....

#### THE COACH - PROGRESS REPORT. By P. Sheridan.

Since the last report Mike Lenz and myself have been pottering away at the back of Northwich shed putting the finishing touches to the new (well they were new in November!) bunks built by Colin (I can do anything with wood) Worrall. These have now been put to good use during the visit of Black Five 5000, when SVR Chief Mechanical Engineer Alun Rees, and several of our own members stayed overnight prior to the locos departure. In fact they were even tested by none other than 'Big Al' Bennett of 8B.

All the wiring has been sorted out by Mike who with some hindrance

from me has made it a lot easier to find any faults should they occur. (He dares to doubt my workmanship! - Ed.) Anyway we now have lights throughout the coach and it is possible to see what you have tripped over, unlike before, and with proper plugs and sockets the lights now come on 90% of the time (not counting Sunday 29th May when I pulled the wires out of the plug!). Whilst I was plugging in the lights one Sunday morning a tourist (visiting trainspotter) asked me if it was the electric train heating that I was connecting!

Well if you are still with me and haven't gone off to read another Lenz/Ashurst manuscript, then I'll tell you about my bearings, well not my bearings, the coaches actually. Over the last few weeks/months assisted by Joyce Southworth and on ONE occasion by Mika (he seems to disappear when there is hard work to be done) the bogie has been jacked up and packed whilst the bearings were removed so that they could be rubbed down, oiled and greased, and then refitted. Working on one axlebox at a time we have now completely finished one bogie, and over the coming weeks hope to do the other bogie in the same way.

So if you feel you would like a change from gardening or whatever on a Sunday then please come down and lend a hand, or both preferably. We have also started coming down to the shed on a Tuesday evening, with a view to doing a lot of work, then going for a bit of a drink afterwards. (Surely he means a bit of work, and a lot of drink! - Ed.) So if your Tuesday evenings are free we would be only too pleased to see some new faces at the coach. Maybe we will get it passed for 100 mph running yet!

#### INFORMAL MEETINGS AT NORTHWICH.

Will members please note that from July the informal meetings in the Lion and Railway Hotel at Northwich will take place on the last Thursday in every month. The next meeting is therefore on Thursday July 28th at 8.00pm. and all members are welcome to come for a natter and a drink.



Canadian Pacific Railways' 'Canadian' train is one with a high pedigree, its ancestors can be traced back to the very dawn of trans-continental travel, and that is to the inception of the Dominion itself. The bringing together of the far-flung centres of early settlement into a unified community that would soon become a great nation depended solely upon the construction of a railway line to connect the state of British Columbia with the prairies, the cities around the St. Lawrence Basin, and the maritime provinces of the east coast. The railway pioneers built the line across the colossal barriers of the Rockies and Selkirk ranges, and the last spike was driven in at Craigellachie on the 7th of November 1885, thus completing a route of 2,908 miles between Montreal and Vancouver.

In the early 1900's the crack express of the Canadian Pacific was the Imperial Limited, and this train made its stately way along this route, but it was not a particularly fast train since in the mountain passes of British Columbia, where some gradients were as steep as 1 in 25, it often needed one loco for every two coaches in the train. One four mile stretch of 1 in 22 soon became such a bottleneck that in 1909 the task was undertaken of easing the gradient by boring spiral tunnels, similar to those in Switzerland, so enabling the gradient to be eased to 1 in 45. The line, however, was still single-track and by the early 1930's the need for longer trains meant that even with more powerful locomotives it was necessary to use three locos in tandem, and the atmosphere in the cab of the third loco during passage through one of the single-track tunnels took some withstanding! By this time the train had become known as the Dominion, and by 1931 the Canadian Pacific were running another train, called the Canadian, between Montreal and Toronto (124 miles), which was the fastest train in the world at that time. The Dominion continued as the main transcontinental express until 1955, when in the flood of postwar development a second train, made up of new stainless steel stock,

was introduced, and this train was named the Canadian and thereafter supplanted the Dominion as the premier express. Both were to continue on the Montreal/Toronto to Vancouver service; but after a decline in traffic the Dominion service was withdrawn.

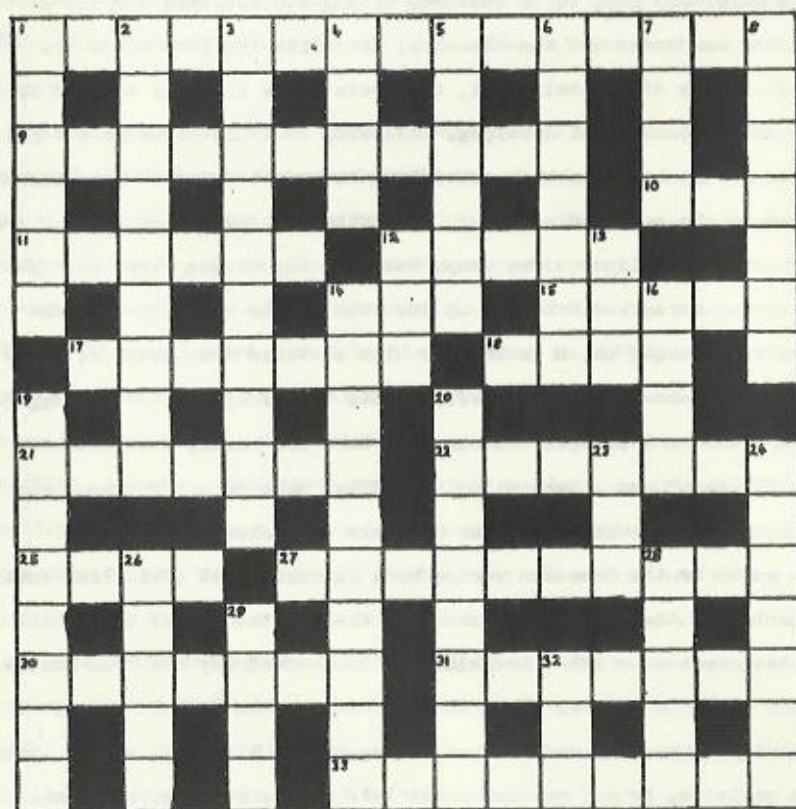
Today, the Canadian is diesel-hauled and it departs from Montreal at 11.15 hrs, whilst the Toronto section which has less distance to travel, departs at 15.30 hrs; the two sections are combined at Sudbury, Ontario, leaving there at 22.25 hrs. This is an extremely luxurious train comprising seven varieties of coaching stock. Next to the locomotive is a baggage dormitory car, which contains living accommodation for the buffet and dining car crews and the stewards; for while the loco crews are changed at each divisional point, the train crews are only changed once on the whole journey, at Winnipeg. Following on from the baggage dormitory car come the de luxe coaches, providing accommodation for 60 passengers, followed by the scenic dome coach. The latter includes a buffet and snack lounge and the skyline coffee shop. Next are the dining cars, and then the sleeping cars, and bringing up the rear of the train is the dome observation lounge, which includes a high elevated dome section, and a lower level stern-walk lounge buffet. With the exception of the baggage car and the 60-seater open saloons, all cars are named, some with the prefix "Chateau" and others with the suffix "Manor", after famous men in Canadian history, such as Chateau Montcalm and Wolfe Manor.

The route of the Canadian varies both in scenic and historical interest; but apart from the beautiful scenery in the Rockies one of the finest stretches comes soon after breakfast on the second day out from Montreal, when the train is passing along the northern shores of Lake Superior. Thunder Bay is reached around lunch time, whilst Winnipeg, on the threshold of the prairies, is not reached until late in the evening. The richest of the prairies are crossed during the night and by mid-morning the train is crossing the western prairies to arrive at Calgary by lunchtime. By now the long snow-capped range of the Rocky Mountains is in sight, and after



a stop of half an hour, the train heads off into the Rockies and a third night on the journey, arrival at Vancouver being 08.25 hrs next morning. So ends one of the most magnificent train journeys to be found anywhere in the world. Although the diesel units that haul the train no longer carry the Canadian Pacific livery, the new VIA livery is actually an amalgam of the two main railway companies, Canadian National and Canadian Pacific, the train is still called the Canadian.

# RAILWAY CROSSINGS NUMBER 5.



## ACROSS.

1. A planet falls apart following a gent from the building trade. (11-4)
9. On many trains it's now the only way to go. (6-5)
10. Do try to find Wren's sister engine - it's close at hand. (3)
- 11 & 22. A leader in design - in more ways than one! (6-7)
12. Stifle a groan at the end of a G.E. branch. (5)
14. A short line in Ireland? (3)
15. Drum up a little inspiration to find a 4-6-0. (5)
17. Lie back on the lakeside and spot a mogul. (4-3)
18. A very devious phrase hides an insular shed. (4)
21. A knight who spent his days tending to a plant? (7)
22. See 11 across.
25. A loco for lateral movement? (4)
27. Confused Roman follows one car from Swindon. (5-5)
30. A train seems lost between the rings - but there's a 'Jub' there somewhere. (7)
31. A Jubilee is able in some way to lead a new art form. (7)
33. G.W. engine sounds bad to a tar. (5-4)

## DOWN.

1. A depot to urge Caledonian citizenship? (6)
2. A short measure leads one to the centre of the works. (9)
3. Peak Rail's home in the West? (6-4)
4. The "Causey" was the first railway one. (4)
5. A line heads east a short way, but in confusion finds a class 5. (6)
6. Commandos land on diverse bays and discover a 4-6-0. (7)
7. Finding this C.M.E. could cause dire problems. (4)
8. Train stop can occasionally be terminal. (7)
12. It could be distributed from the produce of Wakefield. (3)
13. In short, Mr. Robinson's "magnum opus". (3)
14. An A-2 feels at home on the banks of the Ouse. (4-2-4)
16. This railway is dwarfed by the mainline next door. (4)
19. Grace got lost frequently trying to find a shed. (8)
20. Sailor reared in confusion, finds a mogul. (8)
23. Gainsborough's neighbour on the G.W. & G.E. Jt. (3)
24. Curse everyone at this shed? (7)
26. A shed of no more than usual dimensions - for a time at least. (5)
28. Craig Merthyr's Hunslet is normally close by. (5)
29. Mr. Drummond's follower in the S.W. (4)
32. Shunter could have made Horwich a hive of activity. (3)



#### LETTERS TO THE EDITOR.

Perhaps I can take the opportunity offered by the columns of the "Magazine" to personally thank all my many friends within the Association who have sent their best wishes for a speedy recovery, during my current spell in hospital. I am pleased to report that my condition is now much improved, but am told that I must take life somewhat easier for the foreseeable future, so I am unlikely to be taking a very active role in Association activities for a while yet. Nevertheless I will remain in as close a touch as possible, and hopefully, before long, I will be able to resume more official duties. Thanks again to you all.

Alan R. Ashurst. Publicity Officer.

#### SMALL ADS.

WANTED: The SE Association would be pleased to receive any old railway/ model railway magazines, either individual copies of complete sets. Contact the Secretary on Northwich 44959.

#### SERVICING OPERATIONS AT CHESTER, MAY 1983. By A.R. Ashurst.

As is now becoming the usual practice when steam locos visit Chester, our watering team was again called upon to provide the necessary on two successive Saturdays in May; the 14th and 21st. The routine closely followed that detailed in previous magazine articles, but at the risk of repeating ourselves brief details are given below.

The performance on May 14th with 'Black 5' 5000 and Southern 4-6-0 ??? Sir Lamiel was a virtual repeat of the operations of the 5th of March, but this time the two locos were working back to their home bases. The Black 5 arrived over half an hour early, catching not only some of the photographers, but also some of our watering team unaware. The loco was soon detached from its train and made its way to the NCL Yard, where our members soon had the tender filled, and then assisted with trimming the coal. The loco then stood for over an hour awaiting the arrival of the 4-6-0 and its "Welsh Marches Pullman" train, during which time the many

photographers present put their cameras to good use. The loco finally arrived somewhat later than scheduled, and was soon detached and making its way to the watering point. Once again there were no problems with the watering, but the same could not be said for the weather, for we had no sooner started filling the tender when a downpour started and within minutes our support team were soaked. Despite this we soon had the tender filled and the loco departed to rejoin its coaches, during which time 5000 made its departure with the returning Pullman train, to be followed soon after by the departure, from the opposite end of the station, of Sir Lamiel, making its way back to Hull.

The following Saturday a number of our regular team were unavailable, myself included, but there were still sufficient members present to see that everything went according to plan. This time there would be just one loco, Standard Class 9F 'Evening Star', which was making its way back to the National Railway Museum at York, after a lengthy stay at the Great Western Society home at Didcot. It was working the "Welsh Marches Pullman" throughout from Newport to Chester, then light engine via Northwich and Stalybridge to the Eastern Region. Reports from some of our members on the train would indicate that the loco was not performing as well as might have been expected, although most said they had enjoyed the trip, made all the more spectacular by the run-pasts that are now a feature of all SLOA specials.

Yet again our watering team were caught in a downpour at Chester (not so much a downpour, more a monsoon! - Ed.), but all the necessary work was completed to everyone's satisfaction. Unfortunately, due to a mix-up, the road tanker failed to arrive, proving the benefit of our secondary supply via the standpipe in the NCL yard, and the lengths of hose which we always take along, just in case. Once again the loco was despatched on time.

The benefit of regular operation on specific routes by steam locomotives, a factor that many enthusiasts fail to appreciate, becomes increasingly more apparent to our members each time they turn out at Chester. The

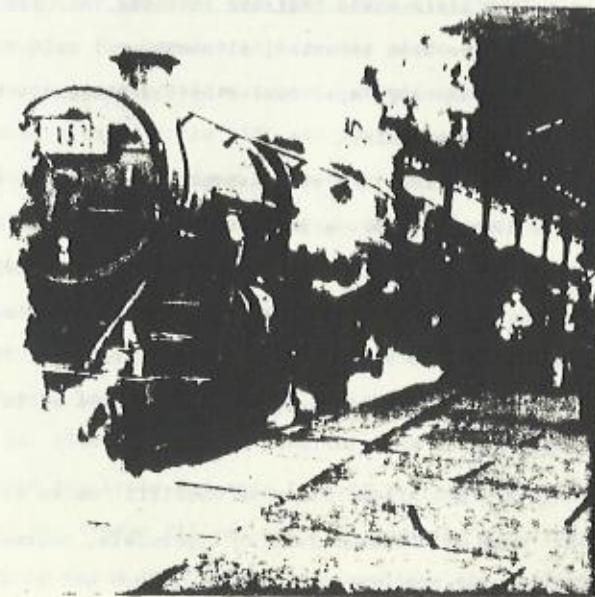


organisation becomes even easier to accomplish as SLOA, BR, and ourselves get to know each others needs and requirements, welding us all together as an even stronger team. Whilst there is a natural desire to see steam locos "off the beaten track", there is no doubt that the future success of main line steam will depend upon its concentration on a few selected routes, and we must count ourselves very lucky to be resident adjacent to one.

#### THE PROTOTYPE "WELSH MARCHES EXPRESS"?

The photograph below, taken at Chester on the 4th of March 1967, of Patricroft (9H) based BR Standard Class 5 4-6-0 number 73035, shows it about to depart with train 1X82, one of the last of the through London Paddington-Birkenhead trains. Few of us watching this "steam obituary" would have ever dreamed of seeing another steam hauled train calling at this same platform ever again, but Standard 9F 92220 'Evening Star' did just that on the 21st of May 1983.

(Photo - A.R. Ashurst.)



#### SLOA's "WELSH MARCHES PULLMAN". A DAY OUT IN STYLE. By M. Lenz.

Earlier this year I took the opportunity to travel on SLOA's "Welsh Marches Pullman" train on two separate occasions, the first on February 26th, and the second one on April 16th, following my most enjoyable trip last Christmas (See 'Santa Steam Pullman to Scarborough', in the Winter 1982/83 mag.). On both trips I was booked from Crewe, where departure was timed at 10.25 hrs. The first leg of the journey from Crewe to Shrewsbury is diesel-hauled, but on arrival at the platform there is a mass exodus of bodies towards the front of the train to see the diesel come off, and the steam loco back down onto the train. On the February 26th trip the motive power for the Shrewsbury-Hereford leg of the journey was SVR based 4930 'Hagley Hall', and on the April 16th run, the loco was Southern Railway King Arthur 4-6-0 777 'Sir Lamiel'. The run from Shrewsbury to Hereford is particularly scenic with excellent views of the Long Mynd around Church Stretton. At Craven Arms, junction for the Central Wales line, the southbound 'Welsh Marches' makes a stop at the station to allow passengers to alight in preparation for the photo run-pasts. The photographers are allowed to spread out along the western side of the line, where there is now empty waste ground, so that they can obtain a good view of the whole train as it passes. At this time in the day the sun is in a favourable position, and with an average of three run-pasts, there is ample time for everyone to get plenty of photos. Once underway again, the train continues non-stop to Hereford, where an engine change then takes place. On my first trip the motive power for the Hereford-Newport-Hereford leg was two more SVR based engines, namely Standard Class 4MT 2-6-4T 80079 and Ivatt 2-6-0 43106, both of which looked immaculate as they stood in the sunshine at Hereford. On my second trip there was only one loco, Didcot based Castle 5051 'Dryellwyn Castle', but the journey was quite spectacular, as various parts of the lineside seemed to receive glowing souvenirs from the loco, no doubt much to the annoyance of the fire service! During the return journey from Newport to Hereford, a stop is made at Abergavenny for the purpose of run-pasts,



usually three in number, but on both my journeys reduced to two for various reasons. Unfortunately the location is not ideal since one tends to be looking into the sun and consequently any photos that you may wish to take tend to show the shaded side of the loco. On arrival back at Hereford we say farewell to the steam loco as, once again, a diesel takes over for the run back to Crewe, via Shrewsbury, where the train is due at 19.00 hrs.

On both occasions I had a most enjoyable day out, the ride in the Pullman coaches being extremely comfortable, and the views through the large windows were excellent. On my second trip I had decided to try one of the lunches that can be ordered when you make your initial booking, and I can thoroughly recommend this to anyone who is considering a trip on one of SLOA's many Pullman specials. The photo-stops provide excellent opportunities to obtain pictures of not only the loco itself, but of the whole train which, once the full rake is finished in the old Pullman livery of umber and cream, will look absolutely superb. Though the cost of a trip on one of the "Welsh Marches Pullman" trains may appear to be rather expensive by comparison with other railtours, I consider that the cost is well worth it to travel in such comfort and style, and that these specials need supporting.

#### RECENT AND FORTHCOMING FIXTURES.

At our May meeting we were, once more, pleased to welcome Bob Bell from the Public Relations Office, B.R. Liverpool Division, who brought along a further selection of British Transport Films, this time with a more historic and steam-orientated content. These films were thoroughly enjoyed by all present and we look forward to further films of this nature in the future.

For our June meeting we had lined up Richard Greenwood to give us a talk and film show but, unfortunately, he was unable to attend in person, and sent two fellow Keighley and Worth Valley members, Peter Eastham and John Adams, in his place. Three films were shown and then John Adams told

us a little more about the restoration of West Country Pacific 34092 'City of Wells', after which there followed a general discussion at which our members threw various questions at him concerning the loco. All in all an excellent evening, and our thanks must go to Peter and John for taking the time to come and entertain us in such a manner.

There is to be NO JULY MEETING as we are having a summer break this year. However, visits to Warrington Power Box have been arranged in lieu of this (See next article.), and if this proves to be a success, no doubt we will adopt a similar project next summer.

For our August meeting we are planning to hold a short "Railway Quiz" between groups of members from Northwich and Warrington, followed by a general members evening, so please bring along your slides and photographs.

From September we shall resume the usual format of presenting speakers and/or film shows, and all meetings will continue to be on the second Tuesday of every month at the B.R.S.A. in Manchester Road, Northwich.

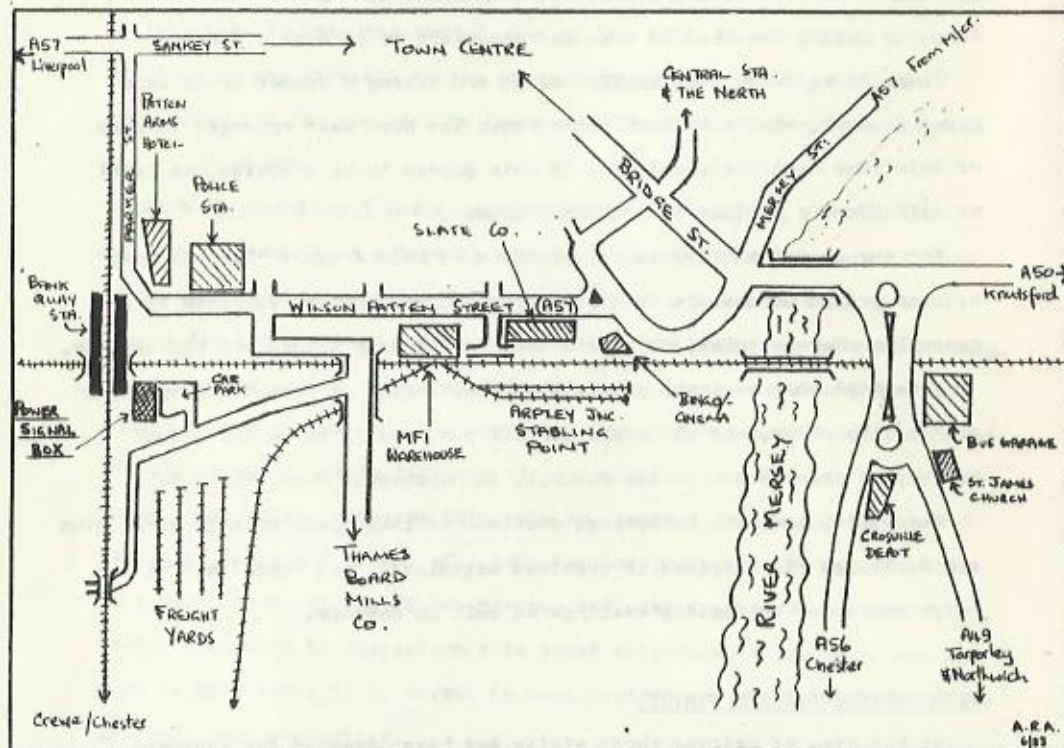
Meanwhile, informal gatherings continue to take place both in Warrington and Northwich (as outlined in previous magazines), and "work-ins" at the coach now occur on Tuesday evenings as well as Sundays.

#### WARRINGTON POWER BOX VISITS.

At the time of writing three visits had been arranged for Tuesdays the 19th and 26th of July, and the 2nd of August. Visits will commence at 7.30pm sharp so members are requested to be in the car park alongside the signal box by 7.15pm. The visit will last about one hour and a fee of £1.00 will be payable to your party leader on the night. After the visit liquid refreshment will be taken in the front bar of the nearby Patten Arms Hotel, for those so wishing. Those having booked on these visits should be aware of which night you have been allocated to, but if anyone is uncertain, please telephone G. Roughsedge (Northwich 782344) for confirmation. We are in a position to arrange further visits should there be sufficient demand, so if you have not as yet booked for one of the dates above, please contact G. Roughsedge or P. Mullee so that we can book further dates.



The map below shows the location of Warrington Power Box in relation to Bank Quay Station and the major roads into Warrington, for those who are not familiar with the town.



#### MEMBERS BRIEFING. By A.R. Ashurst.

We start the briefing with a hearty welcome to our new Area Manager at Northwich, Ray Storton, who was appointed to the post in the early spring and immediately gave us much encouragement by coming along to our May meeting at the B.R.S.A., to introduce himself. Having come to us via the Merseyrail and Southport Areas, Mr. Storton was previously based at Hereford, where he tells us he had a good working relationship with the 6000 (King George V) Loco Association, so he is obviously not unfamiliar with working alongside enthusiast groups. Committee members have met Mr. Storton on one or two occasions since his appointment and his attitude towards us seems very positive. Let us all help to repay his trust in us by

proving that we are a sensible, adult group in our attitude to work when "on shed". We hope that he finds his time spent at Northwich will prove to be both happy and enjoyable.

Now for some locomotive news; as forecast in these columns a while ago, English Electric Type 4 (Class 40) 40 122 has been officially re-instated to traffic from the 25th of April, after having been dumped at Carlisle Kingmoor Shed for around two years. The loco is to be returned to service in its original green livery bearing the lion and wheel crests and its original number of D200, the painting work being paid for by the magazine 'Rail Enthusiast'. The re-instatement comes almost 25 years to the day since the loco entered service as the first main line Type 4 diesel, beginning its illustrious career in East Anglia. The loco was towed from Carlisle via Crewe to Toton, where mechanical repairs are to be carried out, utilizing components from 40 076, ironically the loco which towed her to Toton. Sadly, the existing green liveried Class 40 40 106 was condemned on the 21st of April, and now stands in the ever lengthening scrap lines at Crewe M.P.D. Of course, D200 will now fill the gap left by 40 106 for use on railtour duties, at a time when only about 80 members of the class remain in service, and with increasing Class 20 and Class 37 activity, this figure will soon diminish.

Members will, no doubt, remember the lively little Class 03 shunter 03 196, which visited Northwich for our last Open Day in March 1982. Along with two sister locos she has been working the docks in the Wirral Area, being based at Birkenhead for the last couple of years. However the 03's never seemed to find a great deal of work, and rumour has it that 03 196 is to be sold to a private buyer. For what purpose we have not, as yet, been able to establish, but if preservation is the motive then it would seem most fitting that the loco chosen should be that upon which our members lavished so much attention, copper cap and all!



Other recent preservations of modern motive power include "Deltic" 55 022 (D9000) 'Royal Scots Grey', which is to go to the Nene Valley Railway at Peterborough; and possibly EML electric 76 031, which is currently at Cooper's Metals, Sheffield scrapyard. The Severn Valley Railway have purchased a Class 08 shunter, number 08 015, for use as Bewdley Station Pilot, and two former Hunslet Class 05 shunters have arrived at Bury Transport Museum, of late, to join a growing band of ex-BR diesels to be restored for use on the East Lancashire Railway. Hymek D7076, formerly with Derby Research Centre for many years, is also now preserved at Bury with sister hydraulic locos, D1041 'Western Prince' and "Warship" D832 'Onslaught'. The last remaining Clayton Class 17 D8568, formerly in industrial use with the Ribble Cement Company, has now gone to the North Yorkshire Moors Railway.

In contrast to these items of good news, large groups of less fortunate withdrawn locos now seem to litter the B.R. network, all major sheds and works having long rows of condemned engines on hand, scenes which are very reminiscent of the sad lines of steam locos which were awaiting the call to the scrapyards in the 1960's. Most of the Class 76 electrics have now been despatched for scrapping, mainly to Booth's at Rotherham, although at the time of writing a few remain in Ashbury's Yard. The once busy depot at Reddish is now deserted following closure in May, although it is understood the depot buildings will be retained for possible future use, having been very well fitted out with modern repair facilities in the 1960's. Of the once proud "Deltics", 55 016 and 55 004 remain at Doncaster awaiting cutting-up, the latter having donated its bogies to preserved 55 022. 55 015 'Tulyar' is also present, with a question mark hanging over its eventual fate. The last built Class 40, number 40 199 (ex D399), was cut up at Doncaster in May and many more of this class are in the process of demolition at Crewe Works, in contrast to the similarly aged Class 20's which are now receiving total refurbishment nearby, with about 35 of these locos at

present in the works for rebuilding.

Class 56 deliveries continue from Crewe Works, 56 121 being observed in traffic by mid-June, and during the same period the prototype Class 58 was also in evidence in the Crewe area. However, new builds seem to be at nowhere near the level of current withdrawals, so the inference of declining traffic must be made, although of course better utilisation of locos is also a factor to be considered. We live in changing times, of that there is no doubt.

On the private railway front, the Bluebell Railway are to be congratulated on their recent repainting of L.S.W.R. Adams Radial Tank, number 488, in its more familiar B.R. lined black livery as number 30583. The loco is due for major overhaul (including a boiler lift) towards the end of this year, so for its last few active months the Bluebell have generously undertaken this livery variation. On Saturday the 7th of May the railway held a "B.R. livery day", using only locos in B.R. paint schemes on all services. As well as 30583, USA tank 30064, Standard 4-6-0 75027 and Bulleid 'Q1' 0-6-0 33001 were all turned out for service on what was, for me, a wonderfully nostalgic day. The superb atmosphere of the Bluebell's stations at Horsted Keynes and Sheffield Park, plus the busy and full depot at the latter place, recreated the scene from 20 years ago with much authenticity, especially as other B.R. liveried engines (34059, 92240, 73082, 31178, etc.) were also on view. Although it seems a long way from our own home base in the North West, I feel sure that any members who can find the time to journey down to Sussex will discover, like myself, that their efforts have been very well repaid. Altogether, the Bluebell presents an image of well established, but quiet, efficiency, going about its business in an organised, but not overbearing, way. One can only hope that there will be a successful outcome to the Public Enquiry over the proposed Northern Extension to East Grinstead, which was due to begin on the 21st of June. If the Bluebell has any faults at all, it can



only be the short duration of the journey. However, the prospect of Bulleid Pacifics and similar large locomotives being able to show their paces over 11 miles of line instead of the current 5 miles, plus the added attraction of a re-established link with the B.R. network, must make for exciting prospects for the years to come.

The famous "Midland Compound" number 1000 will make its last main line run on B.R. tracks on the 28th of September when it will haul a private charter train from York to Manchester. The locomotives' boiler certificate expires in October and, at present, the National Railway Museum at York (where the loco is based) has no plans to maintain the engine in working order beyond that date. After this last trip the loco will return to being a static exhibit in the NRM until further notice. (It is sad to think that such a graceful loco will not be seen on the main line again for the foreseeable future. - Ed.)

(Postcard - A.R. Ashurst Collection.)



The Severn Valley Railway suffered a three week disruption to its services during May when, probably as a result of the extremely wet weather, an embankment collapse occurred near to the sight of the new Bridgnorth By-Pass Bridge. Most of the serviceable locos were trapped at the Bridgnorth end of the line, but the SVR was able to maintain a skeleton service between Bewdley and Hampton Loade using visiting S.R. 4-6-0 777 'Sir Lamiel' amongst others, and a bus service was laid on to connect with Bridgnorth. These unfortunate events occurred at a very bad time, as the special workings based around the Spring "Western Weekend", when the Class 52 diesel hydraulics should have been in use alongside visiting Class 9F 2-10-0 92220 'Evening Star', had to be severely modified. However, the track was replaced in sufficient time to allow the through B.R. excursion from Wigan, Warrington and Chester to get into Bridgnorth on Sunday 22nd of May. Many of our members were passengers on this train and they reported having a good day out, with haulage on the SVR by 7812 'Erlestoke Manor'. The excursion, however, was far from full, a factor not at all surprising as we ourselves seemed to spread more publicity material around than did B.R. themselves! Furthermore, there was no advertising of the excursion in the local press - quite a contrast to the regular, well advertised excursions run by the Manchester Division which are often fully booked.

Back on the 'Midland', it would appear that the Bedford-St. Pancras electric service is, at last, beginning to shape up for the full go-ahead in October. 'Bed Pan' electric units (as they are becoming known) are now seeing regular use for both driver training and certain booked passenger workings, although the Class 127 DMU's soldier on with the majority of suburban workings just yet. In fact a number of the DMU's have received overhauls to carry them through the summer period and a few cars have been smartened up externally also. An unconfirmed report suggests that one set has been repainted in original green livery (a rival to the



Southern Region's 4-SUB electric unit 4732?) as a farewell gesture to these units which have served the southern end of the Midland Main Line remarkably well for over 20 years. Except for three trains, all Class 1 services into and out of St. Pancras are now formed of High Speed Train sets, which no doubt improves performance levels (although a recent afternoon spent at Derby suggested just the opposite, with considerable late running in evidence) but obviously, do not have the same appeal to most enthusiasts as the "Peak" hauled trains of previous years.

Many Class 45 "Peaks" now released from duties on the Midland Main Line and Northeast-Southwest route have, as we forecast, found a new lease of life on trains to the North Wales Coast from Manchester and Scarborough. The 6/7 coach trains seem to present no great problems to these capable machines, even when fully loaded (as is often the case). Trains are now all formed of Mark 2 stock, many coaches being downgraded 1st Class vehicles, thereby improving the quality of the ride "along the coast" for travellers; of course there has been a consequent decline in Class 40 activity on these services as the "Peaks" become more established, but we seem to have made a fair exchange from both the enthusiasts, and the public's point of view.

Briefly returning to the Midland Main Line yet again, Class 86 electric loco number 86 229 'Sir John Betjeman' was due to receive its nameplates at St. Pancras (Sir John's favourite station) on the 24th of June, in a special ceremony to honour the Poet Laureate, after which the loco was to haul the SLOA Pullman set on a celebration special "under the wires" to Bedford and back. This would be the first appearance of an electric loco and coaches train on the Midland, and would seem to re-affirm some long term B.R. commitment to further electrification on the route to Sheffield.

#### STOP PRESS.

News just to hand about 'our' Class 03 shunter, 03 196, is that the

locomotive has been sold for industrial use at a warehouse complex at Carnforth.

#### CORNWALL'S SUMMER OF STEAM. By M. Lenz.

As summer is now with us once again (I think!), thoughts turn towards holidays and for any of our members who are planning to spend theirs in Cornwall, this article may be of some interest.

Although one may think that Cornwall has little to offer the railway enthusiast, other than modern image, one would be very mistaken as there is a considerable amount of live steam, alas no standard gauge, in use. A few miles from Newquay can be found the Lappa Valley Railway, which runs for some two miles along the former trackbed of the GWR Newquay-Perranporth-Chacewater branch, and which is steam operated throughout. The line runs from the small station at Benny Mill, along a river valley, to the terminus at East Wheal Rose Halt. At the latter, there are various facilities available to the public such as refreshments, boating lake, mini-golf, and numerous woodland walks, as well as the ruined engine house of East Wheal Rose lead mine, itself an impressive sight. A few miles to the west of the Lappa Valley Railway can be found the home of the Cornwall Railway Museum, again located along the trackbed of the same Newquay-Perranporth-Chacewater branch, where the intention is to relay some of the track in order to provide a fully operational standard gauge steam railway, the only one of its kind in Cornwall. At present, much work is being undertaken on the site, and there are now a few items of rolling stock already there, although there remains a great deal of work still to be done. Another narrow gauge steam operated railway can be found at the Penwith Pleasure Park at Crowlas, a few miles east of Penzance, where there is also plenty of other attractions that would be ideal for those of our members with a family.

For those members with an interest in model railways, your tastes can also be catered for; at Mevagissey there is an excellent model railway layout and combined model shop, and this is usually open every



day until 5.00 pm, and is well worth a visit. What is claimed to be the world's largest outdoor OO layout is to be found at Gwinear, just off the Camborne-Hayle road, where there are some 54 scale miles of track running through some impressive scenery, and although the layout is, by its very nature, exposed to the elements of the typically British weather, it is, nevertheless, extremely well maintained and operated and should not be missed. This railway is located within a few hundred yards of the former GWR station at Gwinear Road, which was once the junction for the Helston Branch, but now only the platforms remain to tell of the days when 45XX small prairies worked into and out of the station with the branch trains.

Lastly, and by far the best of the attractions for the steam enthusiast and the model railway enthusiast, must be the Forest Railroad Park at Dobwalls. I have already mentioned about the Park in an earlier article (See Winter 1982/83 magazine.), but there are a few points worth mentioning again. There are currently six steam locos and two diesels, although the delivery of another diesel, this time a Class E8 in Amtrak livery, is expected during the summer, and throughout the months of July and August four locos will be in operation daily. The large model railway layouts, one based on the Sherman Hill section of the Union Pacific Railroad, and the other on the Colorado Division of the Denver and Rio Grande Western Railroad, are worth seeing, although at present they are used as static exhibits but are, nevertheless, very impressive.

So as you can see Cornwall does have something to offer the steam enthusiast, and perhaps in a few years there will, once again, be Great Western engines at work in the Cornish Countryside.

#### IN THE AUTUMN 1983 ISSUE.

In the next issue we shall be taking a look at the Dart Valley and Torbay and Dartmouth railways in our feature on preservation railways. For the Famous Expresses article we shall look at the pride of the South African Railways, the 'Blue Train'. Plus there will be all the usual features such as Committee Matters, Members Briefing and Railway Crossings.

CUDDINGTON STATION c.1980.

