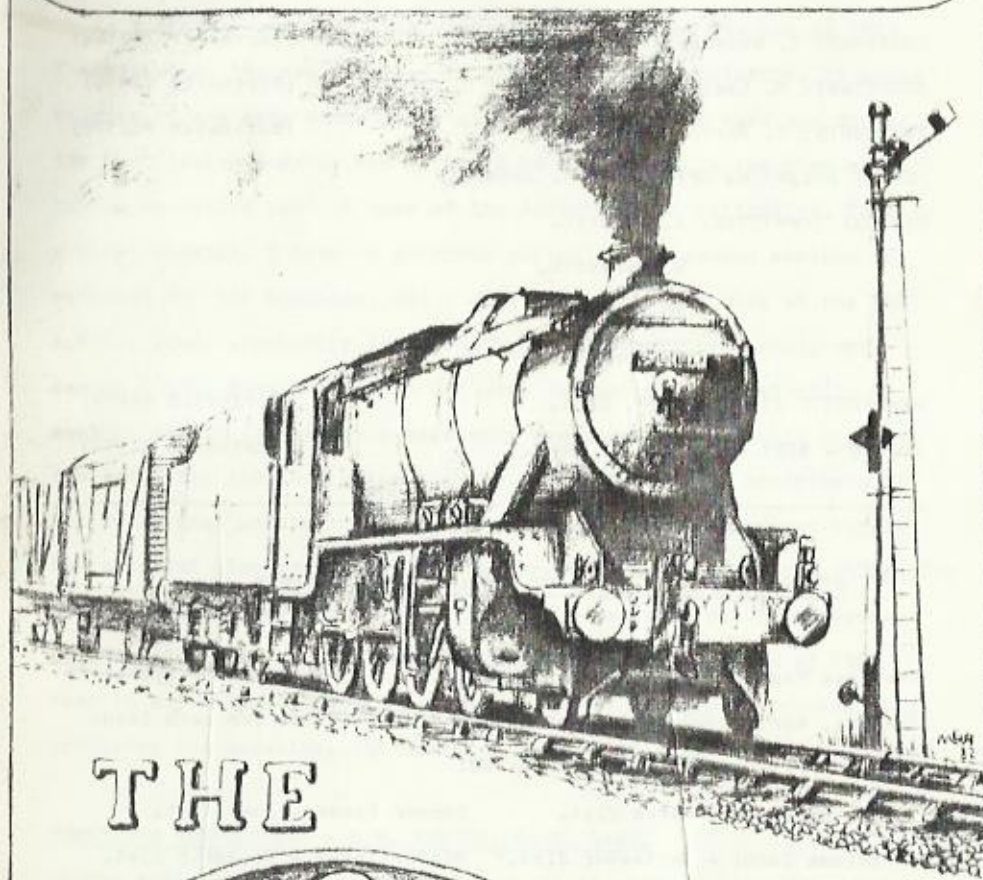
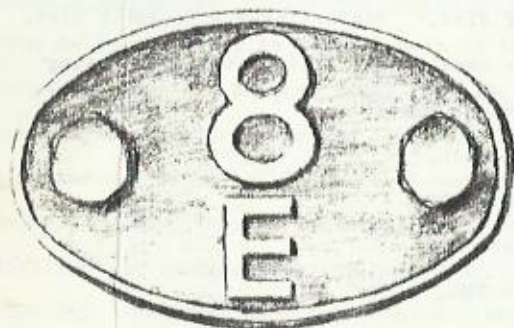


Nº 12 WINTER '84.



THE



ASSOCIATION

THE 8E ASSOCIATION.

COMMITTEE MEMBERS.

CHAIRMAN: G. Roughsedge. (Northwich 782344)  
SECRETARY: M. Lenz. (Northwich 44959)  
TREASURER: C. Barrow. (Northwich 782378)  
PUBLIC RELATIONS OFFICER: A.R. Ashurst.  
GENERAL COMMITTEE: A. Bennett.  
R. Meredith.  
P. Sheridan.  
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.

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8E ASSOCIATION NEWS.

No. 12. Winter 1983/84.

EDITORIAL.

As I sit here writing this editorial just before the end of 1983, I wonder what the new year has in store for the Association. It would be nice to see more steam locos at Northwich than we have had during the last twelve months, and it would be nice to see a few more members taking an active part in some of the Association's activities. To cite a prime example, I have in previous editorials requested members for material for the magazine, and I also made a similar plea at the 1983 A.G.M., alas, apparently to no avail, for it would seem that, once again, I will have to rely on the same few persons for material. If members expect to receive a quarterly magazine of reasonable size and content, then they are going to have to be prepared to contribute to it. It is most unfair to sit back and let the same few persons supply the material time after time, since they then feel under some obligation to contribute every time in order that the magazine can be produced. If there is no improvement in this situation by the middle of 1984 then it may be necessary to reduce the number of issues, or even stop producing the magazine, the decision rests with YOU!

COMMITTEE MATTERS AND A.G.M. REPORT. By M. Lenz.

The main subject to be covered here is the 1983 A.G.M. which was held at the Lion and Railway Hotel (not the B.R.S.A. as explained elsewhere in this issue) on the 13th of December. If you did not attend the A.G.M. you will find enclosed with this magazine your copy of the Association's Annual Report, which sets out clearly our activities and finances for the last year.

The full committee were in attendance and there was an excellent turnout from the membership, and the meeting proved to be a most lively affair. There is no point in my going into detail about the proceedings since most of the items are reviewed in the Annual



Report, however there are two items that are not covered in the report; firstly the results of the elections for the Association's Officers, which were done on an individual basis, as opposed to last years bloc vote. With three members of the committee resigning their positions during the course of the last year, and two new members being co-opted in to replace them, this meant that there were eight officers to be elected. All existing committee members were duly proposed, seconded and voted back into office for a further year, and the new line-up can be found on the inside front cover of this magazine.

The second item not covered by the Annual Report concerns the rental and use of the whole loco shed, together with the oil stores, at Northwich from BR. Because this matter has only recently come of issue it was decided to allow it to be further discussed by the committee before giving full details to the membership, and it is hoped to make some announcement at one of the monthly meetings early in the new year.

General committee meetings continue to be held monthly at the Lion and Railway and members are welcome to attend at any time, but it is advisable to check the date and time with a member of the committee, since meetings are subject to alteration.

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

Membership is now 81, with renewals continuing at about 80% as compared to 74% this time last year. So we are continuing to hold a steady size for the time being.

#### IMPORTANT NOTICE TO ALL MEMBERS.

As most of you are now aware, we are no longer holding our monthly meetings at the B.R.S.A. Club, owing to its unfortunate financial difficulties, and for the last two meetings (November & December) we have met upstairs at the Lion and Railway Hotel. Unfortunately the room at the L & R is just that little bit too small and so we have had to look for an alternative venue. We have now found an alternative

and for our January and February meetings we have booked at the Lostock Alkali Social Club, which is exactly one mile further along Manchester Road from the B.R.S.A. Club. The turning for the club is on the right side of Manchester Road when heading towards Manchester, and is marked by T.C.I. signs. Having turned right, the club is on the left just before the railway bridge, and there are adequate parking facilities.

We are awaiting developments at the B.R.S.A. before committing ourselves to further bookings at the Lostock Alkali Club, but we shall endeavour to keep members informed of all developments.

#### THE "WARCOP WANDERER" RAILTOUR. By A.R. Ashurst.

Although the Association has not been organising its own trips and tours of late, certain members, especially those resident in the Warrington area, have been nevertheless very active on the railtour front. One such trip was the "Warcop Wanderer" D.M.U. special of Saturday 23rd July when 17 members and friends made a block booking to ride from Manchester Victoria via a wide selection of local freight and passenger lines to ultimately end up at Warcop M.O.D. sidings, on the remnants of the N.E.R. Darlington-Appleby line.

Ken Wooding handled all the booking arrangements for our party and fortunately was able to secure the end section of one of the DMU cars (which alternated between front and rear owing to repeated reversals) of the six car set. This section was reserved by the organiser for our sole use which was much appreciated by our party.

Leaving Warrington by road just as daylight was breaking, we made our way to Manchester Victoria, where departure was scheduled for 07.20 hrs. Due to the content of the party it was an '8B' shed plate which was carried by the unit for our benefit on this occasion. Our route was via Stalybridge, Stockport, Skelton Junction, Lymm, Warrington Arpley (much waving and gesticulating to friends along this section), Acton Grange Junction (after running rights through the middle of Warrington Marshalling Yard), Helsby, Proddham, Runcorn, Liverpool



Lime Street, Bootle, Southport, Wigan, Farrington Junction, Blackburn, Hellifield, Carnforth (site of our 'customised' shunter 03196 in the yard of its new owner), Ulverston, Dalton Curve, Askam, Barrow (stop for re-fuelling), Ulverston, Carnforth, Hellifield, then onto the threatened Settle and Carlisle as far as Appleby, where a final complex shunting manoeuvre on rather 'suspect' trackwork brought us eventually onto the Warcop Branch, now just a five-mile long siding serving the Ministry of Defence establishment hidden away in deepest Westmorland. Time was dropped throughout the journey for various reasons too numerous to mention, but nevertheless we were allowed time to explore the remains of the ex N.E.R. Station and Yard at Warcop. Despite careful examination of the area, no trace could be found of the 'Strategic Reserve' but who knows what might lie deep underground at such an isolated place as this (well, we can dream about these things at least!).

Returning to Appleby in now fading light (2 hours late) we retraced our route to Hellifield, thence travelling via Skipton, Leeds City, Wakefield Kirkgate, Healey Mills, Hebden Bridge, Copy Pit, Blackburn, Wigan and Parkside to arrive at Manchester Victoria just prior to midnight, making a total of almost 17 hours of continuous D.M.U. travel. Perhaps many would consider the tour patrons to be "not quite a full shilling" for undertaking such a mammoth endurance test, but we all had great fun and obtained the chance to ride over a good number of rare freight and threatened passenger lines in the process.

#### LETTERS TO THE EDITOR.

May I reply to 'Big Al' Bennett's comments in your last mag.

There was a diesel loco in this country which could out perform any Duchess or Prinny. The loco was of course 'Kestrel' (no not the lager) i.e. HS 4000. This loco could put approx 3,600 H.P. at the rail compared to a Duchesses 3,250 H.P. at best or averaging around 2,800-2,950 H.P.

Even the original Deltic prototype beat Pacific timings and loadings

on the Liverpool-London trials, thus the 22 were ordered to replace 50 odd Pacifics (fickle A4's in the main).

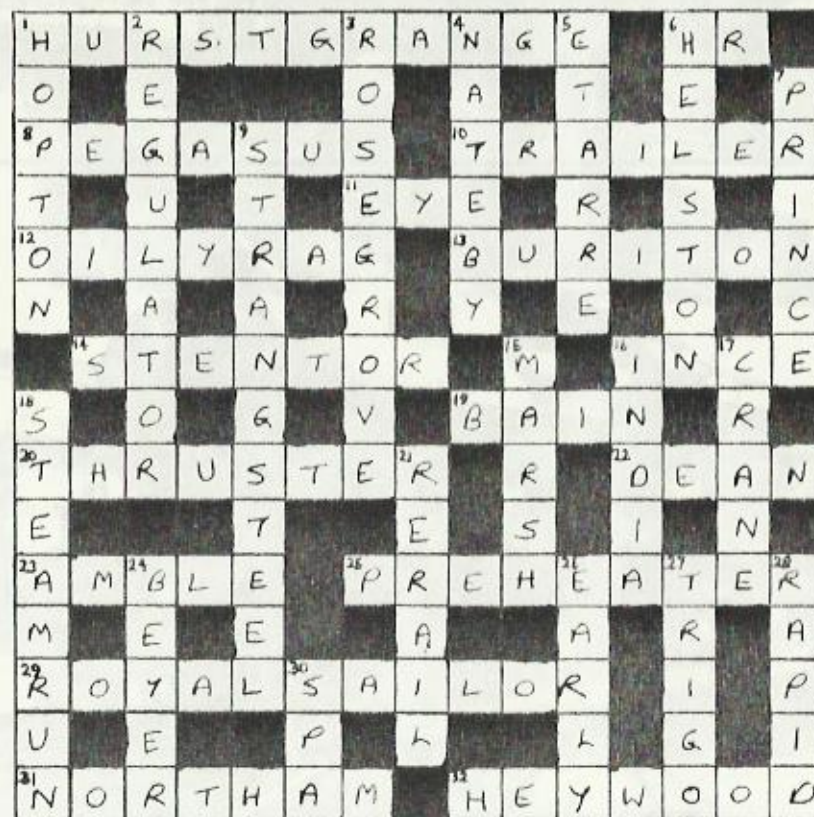
True, no diesel could match 'Big Bertha' (no pun intended Al) the Lickey Banker or a 9F for power but of course availability and the back breaking work to keep these monsters on the move would weigh the points heavily in favour of the internal combustion engine. Maybe oil firing was the answer but at what cost?

By the way Isambard Jackson Collett, your favourite G.W.R. locos the Counties were a complete failure, used on semi-fasts for most of their short lives.

'45638 Zanzibar'.

Watch this space next issue to see this uninformed degenerate wretch put in his/hers place - AL

#### SOLUTION TO RAILWAY CROSSINGS NUMBER 6.

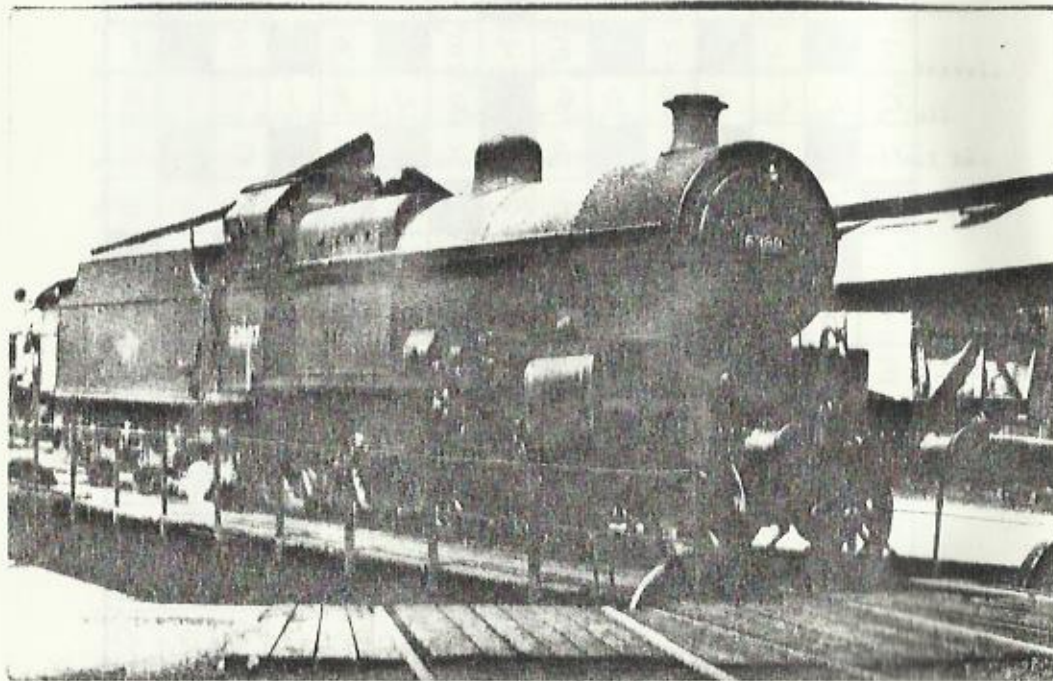




MEMORIES OF THE SOMERSET AND DORSET, By M. Lenz.

I have been accused by certain of our Warrington members of being a Great Western fan (the cheek of it!), and although I must admit to an initial flirtation with this green and copper-capped world, I can now proudly say that I have been cured of this nasty disease. The cure was brought about by a friend recommending to me a book by a gentleman named Ivo Peters, that book being 'The Somerset & Dorset. An English Cross Country Railway.' published by OPC. After reading this book I was hooked, no more Great Western for me, give me the S & D any day. And so it has come to pass that I am now a devoted admirer of a railway that is, alas, no more, and one upon which I have never had the pleasure of travelling, but I feel now that I know the line better than I do my own local one, and so I have decided that we shall have no Great Western photos in this issue, but some S & D ones instead. The photo below shows one of the S & D's best known classes of loco the 7F 2-8-0, number 53807 on the turntable at Bath Green Park shed.

(Photo - M. Lenz Collection.)



The photo below shows one of the first three B.R. Standard Class 5 4-6-0 locomotives to be allocated to the S & D, number 73050 on the down 'Pines Express' entering Cole Station.

(Photo - Real Photographs Co. Ltd.)



If any members would like more information about the Somerset and Dorset Railway, then I would recommend contacting the Somerset and Dorset Railway Trust at Washford in Somerset, where they have a small museum and where they are currently restoring 7F locomotive number 88 (B.R. number 53808) to its former glory. If anyone would like to know more about membership of the Trust then if they will contact me I can let them have the necessary information.

I hope that I have now convinced those suspect Warrington members about my being cured of Great Western leanings!



As I begin to write this article the 10.40 Carlisle-Leeds, via the immortal "Settle and Carlisle" line, is drawing away from Petteril Bridge Junction, where the London Midland Region meets the Eastern Region on the line to Newcastle upon Tyne and where the "S & C" really begins from.

The date is Wednesday 21st September 1983, and some three hours ago my own day had begun with a quick dash to Warrington Bank Quay Station to catch the 07.55 to Lancaster, after a non-too-early get-up in view of my intended journey. Mind you, having arrived back from Kent fairly late the previous night (via a very roundabout route, but that's another story!) I was not too enthusiastic about an early start today. Nevertheless I made my train (just) which sped me off to the foothills of the lake District behind 85024. Changing at Lancaster onto the 07.50/07.41 Manchester Victoria/Liverpool Lime St.-Glasgow/Edinburgh train I was soon off again, charging up Shap as if the gradient wasn't there and finally arriving at Carlisle just  $\frac{1}{2}$  of a minute late after being nine minutes down leaving Lancaster. Yes, you can't argue with the efficiency of the modern railway, even if we have lost much of the operating interest which was around 20 years ago (bankers up Shap, Water Troughs, busy loco sheds at Carnforth, Tebay, Penrith, and ex-L.M.S. stock etc.).

However, on arrival at Carlisle we have made a step back into the past, as English Electric Type 4 number 40086 (disappointingly not green liveried D200 (40122) as had been hoped) is found waiting at the head of five vintage Mark 1 compartment coaches, with steam heat leaking from various joints, preparing for departure from platform 6 with the 10.40 to Leeds. The train is already quite full as I board (after the usual photographic homage has been paid) but I manage to secure the very end compartment of the last coach for my sole use and I "settle" down (get it?) as assorted late comers run across from platform 4 where the 'Royal Scot' has just arrived. None of these folk join me, so I have

the compartment to myself (I'm not surprised with jokes like the one above! - Ed) to savour the delights of the Midland's main line through the fells of Westmoreland.

The whistle blows, the green flag is waved, and at 10.46 we are off with a jolt, curving sharply away from the West Coast main line, through Petteril Bridge Junction and onto the "S & C", with the Class 40 performing well enough even though she is throwing out some ominous looking black smoke. The train gathers speed through the rather featureless early miles passing a named 'Peak' on a similar train to ours near Lazonby. The landscape changes as the Northern Pennines begin to rise around us and I'm caught by surprise as we are passed by a northbound freight, an unexpected event as most freight traffic has been eliminated from the route now. The consist of the freight suggests its origin may have been the M.O.D. base at Warcop. We continue onwards at a moderate pace towards Appleby, where a class 25 is shunting the fairly busy looking freight yard north of the station. Arriving at 11.28, we gain about 25-30 passengers at this B.R. outpost in the hills, no one joins me, however, so I'm still free to carry on hanging out of the window without causing any inconvenience to others, as 40086 makes a rousing getaway onto the most threatened section of this particular line - and now it is time to pause for a sandwich as we head towards Ais Gill Summit, whilst reflecting on the scenery around me. To my mind the "S & C" has never rated as the scenic masterpiece which many would have us believe; O.K. so it is a pleasant and interesting journey, but it can hardly rival some of the coastal and inland routes of Wales, the West Country, Northumberland or Scotland in my opinion. Much of the landscape of the "S & C" is depressingly barren, but perhaps the atmosphere isn't helped by the air of gloom which surrounds the route in view of it's very suspect future as part of the B.R. trunk network. There must be little argument that, as a source of traffic in its own right, there can be little justification for retaining the line as a through route when other more populous areas lost their railways on



economic grounds long ago. Even if taken to be a carrier of Scotland-Midlands traffic, the line doesn't seem to have nearly as much marketing potential as that now being used via Preston, Manchester and Sheffield. Nevertheless, it is a sad commentary on our times that a railway closure of this magnitude could even be contemplated, as I'm certain much more use could be made of the line if an effort were to be made. The trifling amounts needed to safeguard the structures on the route pale into insignificance when set against the vast millions being spent by most European Railway administrations on retaining and developing their existing networks, which is regarded as a sound investment for the future when road transport becomes financially less attractive. Just look at the funds being allocated to road and motorway improving and building right here and now - the figures just don't stand any comparison. What a tragedy it would be if the sacrifices of those who died in driving this line across the fells were to have their mighty efforts and achievements belittled at the "stroke of an accountant's pen" (a very bent pen, it would seem), just like the Woodhead route in 1981.

My musings are interrupted as we plunge into the inky blackness of Blea Moor Tunnel, the darkness enfolding us like a shroud. Charging out again into the bitterly cold Autumn air (I suppose you could call it early Winter up here) we rush past a named class 47 standing with a ballast train in the loop south of the tunnel before cutting speed to the regulation 30 mph to cross Ribbleshead Viaduct, right on the stroke of midday. How much longer will 'blue and grey' be seen on top of here I wonder? The weak and watery sun of earlier in the day has disappeared altogether now behind banks of mist and low cloud, adding an extra touch of desolation to this lonely spot where Wharfedale, Ingleborough and Fennythorpe brood over the trifling efforts man has made to tame the landscape. However, civilisation soon begins to reappear as the wild moorland gives way to farms, followed by the scattered outskirts of Settle, with the rain now beginning to fall. We draw to a stop in Settle

Station at 12.15, where about 30 more persons join the train and about 20 leave, most being walkers and ramblers plus a few local residents. Obviously B.R. business is still being done both here and at Appleby, despite the efforts of those who seek to discourage it. Surprisingly I manage to keep my compartment to myself so I am still able to take in the last few miles of this solitary route in my own solitary way as we head for Settle Junction, Skipton and beyond.

The rest is something of an anti-climax as the remainder of the route is not under threat, carrying as it does the Leeds-Carnforth-Morecambe traffic as well as the "S & C" trains. However, once proud and busy Hellifield, junction for Blackburn and Preston, must be worth more than just a passing glance. The ornate Midland ironwork at this derelict and lonely station holds my attention as we run through non-stop at 12.25. We have lost more time en route, having been around 15 minutes late leaving Settle, but 14 minutes engineering allowance time is inserted in the schedule on this section and so we roll into Skipton just over a minute down on the booked time. Yet time doesn't seem to be of great importance concerning this line anyway - in fact all you can probably say (and feel) about time along here is that it is fast running out altogether. Perhaps a reprieve will yet come, either via the public or the private purse, and it is true to say that various schemes are afoot to ensure we do not lose the "S & C" completely (I personally remain fairly optimistic that something will yet be worked out). Yet whatever the outcome, the days of the "S & C" being a part of the 'Inter-City' network must now be considered to be all but finished, and perhaps we will be all the poorer for it. The happy times of the "Thames-Clyde Express" seem far away indeed as our tired, workstained and itself almost life-expired Class 40 bellows away from Skipton with it's cold and draughty rake of Mark 1's, now becoming no more than an all-stations stopper for Leeds. The rain is falling heavily now as we approach Keighley Station, where the bright and lively Worth Valley platforms contrast sharply with the clean and tidy, but very spartan,



surroundings on the B.R. side of the station. K.W.V.R. mid-week services have now finished, but nevertheless ex Polish Railways USA-TC 2-8-0 number 5820 stands in steam at platform 3, light engine. West Yorkshire industrial dereliction and "dark satanic mills" are now the order of the day along the trackside, sharpening one's focus on the way in which our society as a whole is going, never mind the "S & C".

Crossflats, Bingley and Shipley come and go and so we are now curving sharply round into Leeds City Station, ending what could well be one of my last trips over the "S & C" in a B.R. timetabled main-line train, along a line which I have perhaps never really loved, but have always deeply respected and appreciated nevertheless. My forward journey is via the 13.45 High Speed Train to King's Cross and no greater contrast from the train I have just left could you possibly find, with modern, air-conditioned, ETH-fitted, buffet-provided stock to cushion me and speed me onwards. It has taken me 2 hours 42½ minutes to cover the 112½ miles from Carlisle to Leeds: it now takes me 1 hour 14 minutes to travel the 80½ miles onwards from Leeds to Grantham, where I change for Peterborough and ultimately Cambridge. The conclusions don't need emphasising, I'm sure. Yet must our only investment be on routes that radiate from London? What a way to run (or, if you prefer, rundown) a Railway!

#### EDITOR'S NOTE.

If any members are interested in helping to save the Settle and Carlisle line then they should contact the Friends of the Settle to Carlisle Line Association, a group formed at the end of 1981 in order to campaign for the retention of the line. Any enquiries should be addressed to the Chairman of the Association:

MR. DAVID BURTON,  
16 GORDON STREET,  
COLNE,  
LANCASHIRE.

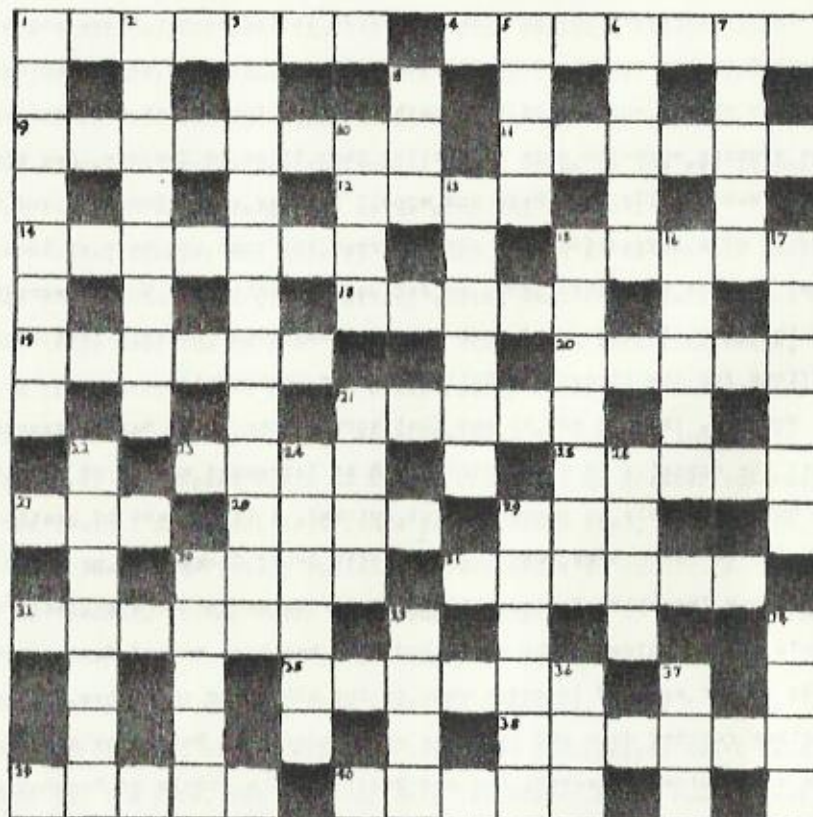
#### THE COACH - PROGRESS REPORT. By M. Lenz.

The last report on the coach appeared in the summer issue and towards the end of his report, Pete Sheridan remarked that we were also spending Tuesday nights working on the coach. Well we found that attendances at the evening work-ins were far better than those on Sundays, and since there was usually only Pete and myself showing up on Sundays, and as a result of a suggestion from our Chairman to "come and have a look at what goes on at Llangollen", we decided to finish the Sunday work-ins at the coach in favour of work-ins at Llangollen (an excellent recruiting officer for the Llangollen Railway is our Chairman!).

However, this is not to say that work on the coach has decreased, just the opposite in fact, since with an increased number of volunteers we have been able to proceed a lot quicker. A large debt of gratitude must go to Len Clarke, who together with Geoff Cooke, has provided the necessary incentive for us all to put our backs into the project. With Len's expert guidance the coach bodywork has been rubbed down, then body filler applied to cover some of the holes and scratches, before further rubbing down and painting with undercoat. Before we started on the coach sides, however, Len and Geoff spent a couple of Tuesday evenings cleaning and then painting the coach roof, a job which resulted in the coach being dragged outside the shed on each occasion, and which also gave us the opportunity to fill the water tank for the central heating and washing facilities. Work continued steadily throughout the Autumn evenings with the average attendance being around a dozen members, and by the end of November the first coat of gloss paint was being applied to the coach at the compartment end of the vehicle. However, because of the onset of damp, cold nights it was decided to postpone further work until the Spring, and the suggestion was made that we continue to meet every Tuesday evening, but in the bar of the Lion and Railway instead, an idea readily agreed upon by all present. An announcement will be made once we start up again in the Spring, and members are always welcome to come and lend a hand, or two!



# RAILWAY CROSSINGS NUMBER 2.



## ACROSS.

1. Lancashire junction, scene of famous feud. (7)
4. Banking engine? (7)
9. Locomotive works on the riverbank? (8)
11. I am sad having mislaid a 4-6-0. (6)
12. Roy gets cross and flustered looking for a class 5. (4)
14. End of the line for the L.S.W.R. (7)
15. Charles parts company from the Royal Society for the insular life. (5)
18. This shed could shortly go under. (5)
19. The M.R. gets a scoop here. (6)
20. Four-coupled has links with Derby - of a sort. (5)
21. Bank with the fastest service! (5)
23. Loco that "flew" from Horwich to York. (4)
25. Take to the floor with a G.N. "consolidation". (5)

27. "22's" sister. (3)
28. Edgeley driver made George cross. (4)
29. A container is bored in Wilts. (3)
30. Rainhill's best-known bridge is thus. (4)
31. Branching from Bourne End may need a detective. (6)
32. This engine was a winner - by George! (6)
35. Fallen arches are afoot here! (6)
38. A waterway follows what sounds like another, onto the footplate. (6)
39. A "V" is passed over somewhere. (5)
40. Could this 4-6-0 be like Sammy? (5)

## DOWN.

1. Designer of distinctive 'singles'. (8)
2. A single chap of some rank is really on his metal - on Brunel's road. (4-)
3. A check before the 'off'. (4-3-5)
5. Short judge infiltrates motor club and wrongly concludes it's a 'Jub'. (4)
6. A hundred spots could spell disaster. (5)
7. Should this 'Brit' be on T.V.? (5)
8. A work unit gets a little baffled on this line. (3)
10. Few trains go up this line! (4)
13. Branch terminus for Types on the Midland. (6)
15. Pair of tunnels on the 'Manchester Bank'. (4-3)
16. Ann does get around so - on a 4-6-0. (5)
17. A cross with a circle and more find a Pacific down in the West Country. (6)
21. A negative in the south west could be a train stopper. (4)
22. A frenzied mob loose their coal on seeing an A-3. (7)
24. Dave and Tom were stationed here! (6)
26. If this is driven it may be cranked. (4)
29. All aboard a 'Jub' - somehow. (6)
30. This pick-up sounds fishy. (5)
33. G.W.R. 4-4-0 looks like it is double-headed. (4)
34. Man with designs at Bow.
36. Although short, York's the place for it. (3)
37. A short route from Chirk. (3)

## SMALL ADS.

WANTED: The SE Association would be pleased to receive any old railway/  
model railway magazines, either individual copies or complete  
sets. Contact the Secretary on Northwich 44959 to arrange for  
their collection if required.



FAMOUS EXPRESSES: THE CHIEF, By M. Lenz.

The Atchinson, Topeka and Santa Fe, with a route mileage of more than 13,000 miles, is one of the U.S.A.'s largest railroads and over its lengthy main line from Chicago to Los Angeles (2,226 miles) ran some of the most famous trains on the North American continent, amongst them the Fast Mail and the California Limited; but the most famous of them all was the Chief. In the days preceeding, and even during, the Second World War this train was always popular with the very elite of travellers, and consequently was a very heavy train which often had to be run in two sections. In the days of steam a Hudson type 4-6-4 would handle the more level eastern section from Chicago to La Junta, Colorado, and then one of the powerful 4-8-4's of the 3765 or 3776 classes would take over for the run to Los Angeles, the normal load for the train being 14 cars comprising two mail storage vans, travelling post office, a combination baggage and dormitory lounge car, seven sleeping cars, a dining car and an observation lounge car at the rear. The journey took two days and the accomodation was upto the highest standards of any railway company around at that time. The train passed through no fewer than seven states on its journey westward starting in Illinois and proceeding through Missouri, Kansas, Colorado, New Mexico, Arizona to end in California. On the eastern section of the route with the Hudson loco there were five separate engine crews, and on the western section nine crews handled the 4-8-4's over the many mountain ranges that the line crossed. The crew changes took place at Fort Madison, Kansas City, Newton, Dodge City, La Junta, Raton, Las Vegas, Albuquerque, Gallup, Winslow, Seligman, Needles, and finally at Barstow, now the location of one of the Santa Fe's largest freight yards. For reasons of its accessibility, the fuel used throughout the journey was oil, and the locomotives were serviced twice on each trip.

From La Junta westwards the route across the mountain ranges is one of majestic and breathtaking scenery as first the Sangre de Cristo range

is tackled, and the gradient up to the Ratou Tunnel, 1 in 28, is so severe that even the 4-8-4 locomotives had to have assistance. Then came a fast downhill stretch before another hard climb from Las Vegas, New Mexico, to the crest of the Glorieta Range, before another downhill stretch into the Apache Canyon, along the old Santa Fe trail. It is hard going for the locomotive from La Junta until the summit of the Cajon Pass is reached on the early morning of the third day out from Chicago. At Albuquerque the locomotive is detached briefly and sent to the roundhouse for servicing before returning to attack the climb to the top of the Continental Divide at an altitude of 7,248 ft. The descent thence to Gallup, New Mexico, is one of the finest racing stretches of the whole route, with engines regularly covering the 133 miles in two hours. From there to Winslow, Arizona, where there is a twenty minute servicing stop and by the time the train departs it has gone dark even in the summer, as the train then continues through the night into California.

By 1939 the Chief was diesel-hauled, and it was now renamed the Super Chief, but although it was faster it never surpassed the Chief in popularity, until the great recession in American railway passenger travel began in the 1950's, when the cream of the business was taken by the airlines, although among older travellers the Chief of the Santa Fe is remembered with much affection.

Today, all passenger services fall under the banner of Amtrak, the American Passenger Corporation, and the Chief has been replaced by the Southwest Limited, which from Chicago to La Junta is hauled by two 3,000 hp diesel-electric locomotives. At La Junta a third locomotive is added to help with the heavy grade work over the western mountain ranges, and the journey from La Junta to Los Angeles is completed some five and a half hours faster than with steam, with much running at 85 to 90 mph on the level stretches. Whether diesel- or steam-hauled it is a journey that can scarcely be equalled anywhere else in the world, both



for the beauty and grandeur of its everchanging scenery, and for its interest to the railway historian.

#### BOOK NEWS.

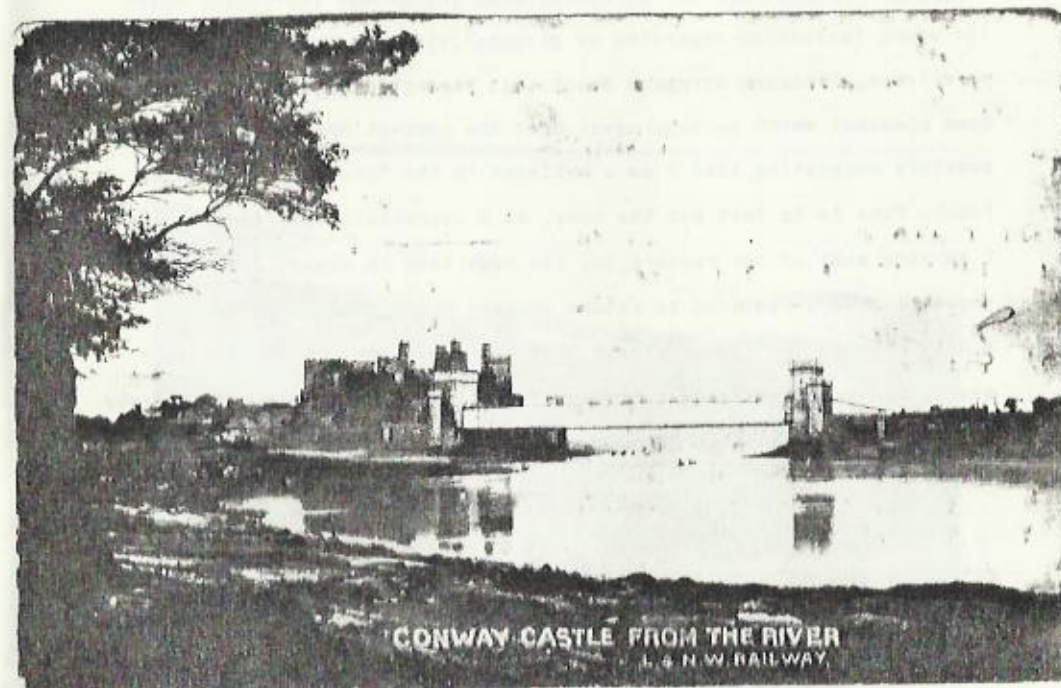
Amongst new titles recently published by the Oxford Publishing Co. are two in the Power series of books, one for modern traction fans is Power of the HSTs by J. Vaughan at £6.95, and for steam fans there is Power of the Bulleid Pacifics at £6.95. Also from OPC comes Around the Branch Lines Volume 2 by C. Gammell at £6.95, this volume covering the Great Western Branches.

Amongst new titles from Ian Allan are British Rail Fleet Survey 6: Electric Locomotives by B. Haresnape at £2.95 which follows closely in the style of earlier volumes and can be recommended. For railway modellers two new titles of interest are Model Railway Constructor Special 5. Modelling for Beginners by S.W. Stevens-Stratten at £1.95 and the latest in the Railway Liveries series; London, Midland & Scottish by B. Haresnape at £2.95. Two other titles currently out of print are due for re-issue in January and they are MRC Special 2. Scenery by C. Leigh at £2.50 and in the Railway Liveries series; Great Western Railway by B. Haresnape at £2.95. Another out of print title which is being re-issued in January, and should be of interest to members, is BR Steam Motive Power Depots: LMR by P. Bolger at £7.95.

#### RAILWAY SOUVENIRS OF THE PAST. By M. Lenz.

Railway souvenirs can come in many forms and sizes, but one in which the London and North Western Railway were quick to capitulate on, was that of picture postcards. In the early part of this century post card collecting was almost as popular as stamp collecting and the LNWR was soon to realise that a market existed for postcard sets. Most showed views of places served by the railway as the upper card opposite shows. The lower card shows how the reverse side has been overprinted with the companies own advertising, thereby preventing normal use.

(Postcards - M. Lenz Collection.)



CONWAY CASTLE FROM THE RIVER  
L. & N.W. RAILWAY.

Printed in England

LONDON AND NORTH WESTERN RAILWAY.

POST CARD

THE  
L. & N. W. R.  
SERIES OF  
PICTORIAL  
POSTCARDS

Conway Bay lies in a very sheltered position, and enjoys an atmosphere of remarkable freshness. The land behind the picture is the walls of the castle, and all round the bay the scenery is so beautiful that it is a pity to leave it during the summer months.

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THE LIFE OF THE SCRAPYARDS: SOME FURTHER THOUGHTS. By A.R. Ashurst.

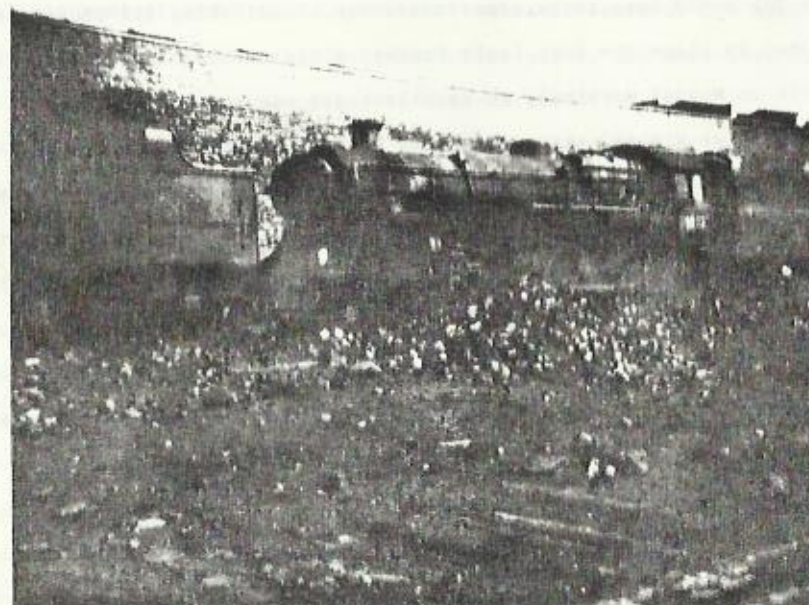
I hope that readers of this article in the Autumn issue didn't get the wrong impression regarding my personal views on restoring ex scrap-yard locos. Pressure of space meant that the article had to be cut down somewhat which perhaps meant that the context drifted a little, possibly suggesting that I am a believer in the "preserve everything" ideal. This is in fact not the case, as I appreciate only too well, as I am sure most of our readers do, the huge task in money, time and physical effort required to return another Barry Hulk or gutted ex B.R. diesel to its former glory. I nevertheless find it to be a very moving and sad experience to survey dormant ranks of locos (of whatever type) which are awaiting an unsavoury end at the hand of the cutter's torch.

My first memories of such scenes are probably common to most fellow enthusiasts; in the mid 1960's every B.R. shed always had a "scrap line" where forlorn engines, their active service finished for good, stood rusting away awaiting the call to the breakers yard. My own home shed of Warrington Dallam (8B) was no exception and early memories of redundant 4F 0-6-0's and Jubilee's (of which Dallam had a large allocation) come back to me from time to time. However, as there was still so much active steam at this time our little group of "spotters" gave only limited attention to these "scrappers" as we called them, and it was only as the full horror of the impending modern image revolution was realised that we began to accept that time was fast running out. As we began to broaden our outlook and travel to other sheds we were often faced with the prospect of more engines in store or on the scrap lines than were actually in service and so many of my only sightings of certain locos and classes were after their active life was over. In my next article I shall describe some of my visits to these depots during the dying days of steam.

The photograph on the opposite page shows the end of the line for B.R. Standard Class 4 4-6-0 number 75032, at Rose Grove Shed (Burnley)

on the 9th of April 1968. After an active life of little more than a dozen years, the loco would soon be making its last journey on B.R. metals to meet its ultimate fate.

(Photo - A.R. Ashurst.)



LORD NELSON'S RETURN TO NORTHWICH - AUTUMN 1983. By G. Roushedge.

On the evening of Saturday October 8th, Southern Railway 4-6-0 number 850 'Lord Nelson', together with its BSK support coach, returned to Northwich after an absence of two years, whilst on its way to the Bulmer Railway Centre at Hereford in order to work a couple of SLOA's 'Welsh Marches' trains.

The loco and its coach were stabled on number one road, along with our own support coach, and the fire was dug out as soon as the loco came on shed, although the emptying of the smokebox and ashpan were left until the Sunday morning.

After the first job of emptying smokebox and ashpan was completed



on the Sunday morning, the loco was dragged outside so that the water in the tender could be replenished, and as soon as this task was completed the loco was pushed back into the shed, ready for cleaning to start. Although it is far easier to clean the loco when it is outside, the persistent rain that was falling throughout the Sunday meant that the job would have to be done undercover. Considering the short time we had to clean the loco (only Sunday, since the loco was to depart early on Monday morning), an excellent job was made of the engine, although we did not have sufficient time to attend to the inside frames as we usually do, nevertheless, the external appearance was well up to our usual standard. The fire was re-lit late on Sunday evening (after the pubs had shut!) and on Monday morning she was given a final polish and sent on her way 'Northwich Clean'. The Monday was a perfect, sunny Autumn day and the loco looked magnificent as she left Northwich, crewed by Northwich men, of course, and with a small group of SE working members travelling in the support coach for the journey to Hereford. After a few hours we arrived at Shrewsbury, where the loco took on water and there was a change of loco crew before the final run down to Hereford. Altogether a most fitting end to the weekend's endeavours.

The return working for the loco was booked for Saturday November 26th, when the loco was to work the SLOA 'Welsh Marches' train from Hereford to Northwich, where a diesel would be waiting to take the train onto Crewe, where electric traction would take over for the rest of the trip back to Euston. The rain set in about half an hour before the loco was due and we were all thoroughly soaked by the time the loco arrived an hour late. Again, the engine was stabled on number one road in the shed, but this time it was accompanied, not by its usual BSK, but by the beautifully restored Great Eastern General Manager's Saloon, owned by Sir William McAlpine. As soon as the loco arrived we realised that it was not going to be a spit and polish job like its last visit, since the loco needed coal for one thing, and it also had a couple of steam leaks that needed attention. Again the fire was dug out upon arrival,

and also the tender required water immediately as it was more or less empty. The loco's late arrival came about through a combination of wet rails, wet sand, steam leaks and indifferent coal, but at 10.00 pm on Saturday night we obtained a promise for the delivery of two tons of coal (Parkside Cobbles) for 11.00 am on the Sunday morning, from local coal merchant Alan Smith and his sons (fellow SE members) and after this last bit of news we all retired to the pub to dry ourselves out externally, and lubricate ourselves internally!

At the pub Mr. Ray Towell (G.W.R.) and Mr. Alan Bennett (L.M.S.) were to be found locked in earnest discussion about the relative merits of various railway companies, although neither seemed very convinced by the others' argument and I feel that a return bout is required to produce a positive result.

The following morning we removed the washout plugs to empty the boiler, prior to fitting new lead seals on the leaking mud hole doors. The engine was then moved over to the dock at the station and coaled in about fifteen minutes, whence it then returned back to the shed. We then commenced to refill the boiler with water via the injector overflow pipe and clack valve, after which the hose was then transferred to the Great Eastern saloon in order to refill its water tanks. The fire was lit during mid-afternoon to enable the steam tightness of the boiler to be established, thereafter a very low fire was left in until a couple of hours before departure on the Monday morning. After the fire had been lit a hurried cleaning session then took place, and a worthwhile improvement was made.

The engine left for Carnforth at 09.20 hrs on the Monday morning, alas not such a pleasant day as the previous months one, with, once again, a small group of SE Association working members travelling with the train, and at Manchester Victoria a stop was made for water, whilst some of our group went onto the tender to shovel coal forward. The route back to Carnforth took us via a number of freight only lines and after a second crew change at Blackburn we headed for Hellifield and Settle



Junction where we were to take the line for Carnforth. We arrived at Carnforth mid-afternoon and just had time for a quick look round before catching our return train home. Once again, a very pleasant end to a busy weekend.

I would like to thank all members who took part in both visits (With special thanks to new member Dave Carr, who spent nearly all the Sunday of the second visit, stood out in the rain by the barrow crossing, so as to prevent the public from wandering across the running lines. - Ed) and I hope that they all enjoyed themselves as much as I did.

#### MAIN LINE STEAM IN 1984.

As a result of its sale to the Severn Valley Railway (see 'Members Briefing') ex L.M.S. 'Jubilee' 4-6-0 (4)5690 Leander will work a special from Sheffield to Hereford via the Hope Valley line, Manchester, Northwich, Chester and Shrewsbury in order to get the loco from Butterly (where it has spent the last few months at the Midland Railway Centre) to the Severn Valley. The SE Association watering crew will be in action on this day (Saturday the 28th of January) at Chester, where the loco is expected to make a short stop, and on the same date the ex G.W.R. 'King' 4-6-0 6000 King George V will work into Chester from Hereford, so there will be two locos for us to attend to.

Unfortunately this looks likely to be the only steam activity in our area during the first half of 1984: a provisional list of all steam tours upto the summer months shows no further tours booked our way, which makes the prospect of an 'Open Day' at Northwich during the Spring look impossible now. SLOA are continuing a heavy programme on the Settle and Carlisle line in the Spring, with some variety being provided via trips in Scotland and between Shrewsbury, Hereford and Newport.

#### EDITORS NOTE.

For further news about the SLOA Pullman Coaches see this issues 'Members Briefing.'

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

We may well wonder what the prophetic year of 1984 will hold in store for the railways of Britain, both private and public. Some interesting developments are under way which should keep enthusiasts interest alive and offset some less positive trends of late. The major item of news to appear in December was the announcement of regular steam-hauled services on the West Highland line next summer. In a move combining the best of public and private enterprise, three 'Black Fives' ('Hikers' to the Scots) will work their way to Fort William where they will remain based for the summer season, working trains on Tuesdays, Thursdays and Saturdays. Bill McAlpine and others of the Carnforth team have been involved with representatives from B.R. Scottish Region, the Scottish Tourist Board and the Scottish Railway Preservation Society in negotiations which have led to the adoption of this scheme. Watering, turning and other facilities will be replaced to accomodate the steam visitors in a move that will surely help to boost traffic levels on this particularly scenic, but threatened, section of the B.R. network.

Bill McAlpine has also been in the news recently due to his purchase of the SLOA Pullmans, currently out of use at Carnforth with 'Blue Asbestos' problems. The change of ownership now means that this problem can be resolved and work should start soon so that the rake of coaches can return to active service as early as possible. When back in service the stock will be used in much the same way as it was under SLOA's ownership, and no doubt its new owner will be keen to see the set back in operation so as to help recover the costs of his substantial investment. This will be most acceptable to B.R. who appear to be keen to encourage the usage of privately owned coaching stock for excursion traffic following the decline in numbers of their own stocks of Mark 1 vehicles, most of which are now being withdrawn.

Another news story involving Carnforth, as well as other groups, is



the sale of 'Jubilee' 4-f-O's (4)5690 Leander and 45699 Galatea to the Severn Valley Railway. The two 'Jubs' have been Carnforth based (but privately owned) for some years, with Leander being used extensively on main line tours (including a number of visits to Northwich) after restoration in 1972. Galatea still remains as it was when it became the 113th loco to leave Dai Woodham's yard in April 1980, and its use has been as a source of spares for Leander. Its owners had been finding the financial going to be a little too demanding of late, which has thus resulted in its sale to the S.V.R., who are looking for additional large locos to handle the increased traffic when they extend to Kidderminster (See below). As part of the deal Ivatt 2MT 46443 will be going in part-exchange for use by the owners on the Great Central Railway, Loughborough.

Returning to the S.V.R., details of its £300,000 share issue have recently been announced, and it is hoped that this will provide the required capital to finance the extension of the line from Foley Park to Kidderminster. This will give the railway large siding areas at both Foley Park and Kidderminster, B.R. having now withdrawn its freight service. Money is needed to upgrade the route for passenger use and to establish station and other facilities at Kidderminster, as there will be no direct access to the B.R. station for operational reasons. However, the new terminus is to be fairly close to the B.R. station, thereby making access to the S.V.R. much easier for rail travellers, and keeping the railway in the forefront of the preservation movement during 1984.

Looking at events on B.R., details are now emerging of the likely effects on Crewe Station when remodelling takes place in May and June 1985. For a seven week period the station will close, with services using the nearest local and main line stations, from where connecting buses will run. Winsford, Hartford, Warrington Bank Quay, Sandbach, Nantwich, Stafford and Alsager will all see extensive use in this context. The entire track layout is to be streamlined to permit faster through running

and the whole of platforms 1 and 2, with their associated bays, will be taken out of use, with all facilities being concentrated on the eastern side (current platforms 3 to 6, plus bays), where platform lengthening and redesign will take place. Completion of these works should remove a tedious bottleneck which bedevilled both the L.N.W.R. and the L.M.S. in their quest for higher speeds when competing with the East Coast companies.

Yet another positive move is the proposal to re-introduce B.R. services to Heysham Harbour Station, albeit on a limited basis, to connect with Sealink sailings to the Isle of Man, currently doing excellent business. Former years saw the Manchester-Heysham "Belfast Boat Express" the last named train to remain steam-hauled, running with 'Black Five' power almost to the end of steam in August 1968, shortly after which the Belfast sailings were withdrawn, with local services terminating at Morecambe thereafter. The port still has a modern station complex which sees the occasional use by excursion trains, and increased loadings on the boats has led to the serious consideration of regular trains to connect with these sailings, thus removing the need for transfer by bus from Lancaster. Some special arrangements need to be made before regular passenger use of this line as it is currently passed for freight only, but various avenues are under investigation to get around this problem by Summer 1984.

Now for some loco news. In one of a series of mishaps which bedevilled the West Coast Main Line just prior to Christmas, 37084 and 40091 ran out of line at Weaver Junction whilst heading south in the early morning of Wednesday 21st December, both ending up in the sand drag and ballast. The locos remained upright, causing little damage to the running lines, with traffic weaving around them via the slow lines. They were not removed until after Christmas, thus providing an interesting spectacle to passengers on main line trains. Another incident at Hemel Hempstead saw the closure of Euston Station for a spell, with main line trains



diverted to Paddington and St. Pancras. Paddington itself was still suffering from the effects of its own serious sleeping car derailment of 23rd November, which left 50041 Bulwark a virtual wreck, and platforms 8 and 9 out of use for a long period. Other B.R. locos in the news have been in the Class 40 series, with the class leader D200 (40122) expiring in explosive style whilst working a ballast train in the Ormskirk area in November. After lingering at Allerton Depot (now seeing more loco activity following closure of Edge Hill) for a while, the loco was moved to Toton where a replacement engine was fitted (understood to be from 40170), the loco then quickly returning to traffic, being observed on freight along the Arpley-Skelton Junction route. It then returned to its home depot (Carlisle) and was active on the Christmas "Santa Specials" with 'Black Five' (4)5305. Preservation is being suggested for 40145 and 40106, the latter possibly at the Great Central, Loughborough, who are also reportedly interested in the last unsold "Deltic" 55015 Tulyar, currently at Derby Research Centre for test purposes. 55016 Gordon Highlander still resides at Doncaster, but is now safe as it has been purchased for the Nene Valley Railway, where it will join 55022 (D9000) Royal Scots Grey, already operating there. Finally some loco namings, starting with the first of the Crewe-built Class 56's to be so honoured, 56124, which has been named "Blue Circle" and also carries that companies crests as well as its nameplates. Also recently at work in the north west has been electric loco 86237 "Sir Charles Halle", this being a recently applied name to this loco which was originally to bear the nameplates "Arrow" (these now being on sale at Collectors Corner at Euston!).

#### IN THE SPRING 1984 ISSUE.

In the last of the features on Famous Expresses we will look at France's pioneer electric service, the "Aquitaine", whilst in Britain we shall look at another of the many preserved steam sites (held over from this issue), plus all the usual features; Committee Matters, Railway Crossings, Members Briefing etc..

