

THE



Issue No. 13

Spring 1984

MAGAZINE.



30p

8E ASSOCIATION NEWS.

No. 13, Spring 1984.

EDITORIAL.

1984 has started off in a number of promising ways for the Association; firstly, we have had the visit, albeit very short, of 'Leander' to the shed, secondly we have had the first of the new tours organised by Alan Bennett, which has proved to be an outstanding success, and has completely eradicated the loss made in the Association's previous financial year, even giving us a profit with which to start the new year. On behalf of all those who travelled on the 'Doncaster Dipper' trip, myself included, I thank Alan for the excellent job he has made with this first tour. The third, and last, item worthy of mentioning is the much improved quality of our monthly meetings, and thanks must go here to Bob Meredith, who has taken on the responsibility for planning our future programme of monthly meetings, and has now more or less completed the planning for this year. Further details about all the above can be found amongst the articles in this issue, and whilst on the subject of content, it would seem that my plea for contributions is, at last, bearing fruit, since I have received a considerable amount of articles for this issue. So do please keep those contributions coming, no matter how small, and if you have any interesting black and white photographs which you think may be of interest to our members please send them in as I am hoping to be able to introduce a separate glossy centre sheet for photographs in the near future.

The one item of bad news concerns the lack of steam activity in this part of the north west, and at the time of writing we have been told that there is very little chance of any steam involvement for the Association before the late Summer/early Autumn, with just one possible exception, namely a return visit to the North of England by 'Leander', but there are no clear plans at this time. Nevertheless we keep our fingers crossed in the hope of more steam visits.

COMMITTEE MATTERS. By M. Lenz.

There has been three meetings since the last magazine went to press, and amongst the subjects discussed have been the monthly meetings, both with regard to their content and also the choice of venue. For the time being it has been decided to hold the April and May meetings at the T.C.I. Lostock Alkali Social Club, off Manchester Road, and we are in touch with the staff at the B.R.S.A. with regards to developments there.

The only other item of any significance which has been discussed is the subject of the locomotive shed at Northwich, with regards to the approach made to us by the BR Property Board. To date we have written to BR asking for time to study the feasibility of this venture, and at present the committee is still looking into the matter, before putting our views to the membership. In the end it is up to you, the members, to decide what you would like to see the committee do over this offer, and to that end we would be pleased to hear your views on the subject, so if you feel you have something to say please let your committee know.

MEMBERSHIP NEWS. By M. Lenz.

Membership remains steady at around 80 members, with renewals running at around 90%, and new members continuing to join at the rate of one or two a month.

EARLY DAYS. By J.D. Little.

I must confess that this is one of my first attempts at railway journalism, so I hope that all of you who read my story will derive some pleasure from it, so here goes...

I feel that I must count myself lucky, as a small boy, in having a father who took a mediocre interest in railways. Now, at the age of 74, he takes a fanatical interest in railways and my mother has quite a job to keep him in the house! As far back as my memory will allow, I can remember him pointing out to me the last streamlined Coronation Pacific at Liverpool Lime Street Station, and I can remember gazing up at this

rather dirty, but nevertheless, dignified steam engine.

Some of my best remembered days out were spent at Bangor in North Wales, visiting a relative, who just happened to be an engine driver. Whilst my mother and aunt talked of dogs and babies, uncle Bob would quietly suggest that Dad and I accompany him to the engine shed, to see HIS engine. Up the little flight of steps under the railway bridge and we were into the shed. If Bob's engine, an immaculate Black 5 no. 44913 was not in steam, then we would very soon find an engine that was, and the three of us would spend a pleasant hour or so driving up and down the shed yard. And I feel that it was here in this small Welsh engine shed that my interest in engines and railways really began.

We lived in Birkenhead at this time and I would spend many hours watching fussy little tank engines shunting wagons at the docks, after the big mainline engines had brought them in, and on more than one occasion I had been invited up onto the little footplate for a cab ride.

When I was fortunate enough to pass the eleven-plus, I was sent to the school called the Birkenhead Institute - reputedly for the 'Son's of Gentle Folk'. Why they had to send me there, I really don't know!

On my first day at this new school, I asked the boy sitting next to me, "What does your old man do then?" "He's an engine driver," came the reply. "Where???" "At Mollington Street, Birkenhead of course!" "Where's that, how do you get there, can you take me this afternoon after we get out of here???" A thousand questions all at once. As luck would have it, Mollington Street was only a short distance from school and 'Woody' agreed to take me just for a few minutes. I can remember the two of us walking into the shed as if it were yesterday. But this was no Bangor, this shed was huge and it was full of engines of all shapes and sizes, and there were men everywhere. It was a continual hustle and bustle as drivers, fireman, cleaners and fitters came and went - there seemed to be men all over the place. You see, we had always been to Bangor on a Sunday when it was very quiet, but now here I was in an engine shed on a Monday afternoon. What a difference, and I just fell in love with the

place and started to visit it every afternoon! The minute the school bell went, I was gone - straight to Mollington Street, but I had a hard job persuading my mother to let me go, and only promises to do my homework straight after tea, stopped me from being force marched home from school everyday.

As the days wore on, I visited the shed as usual and got to know all the different engines and at the same time someone introduced me to the Ian Allan ABC's, and once I had a book with all the numbers in it, the next thing was I was writing down all the numbers I could see and I still don't know to this day how I managed to get away with wandering around the shed every night, busy as it was, but I did. I even made friends with drivers and fitters alike and learned all the intricacies of the steam locomotive.

I remember on one occasion, I was walking down one of the roads, when a gentleman in a long coat approached me and shouted "Oi, where do you think you are going?" whereupon a friendly fitter emerged from under an engine and replied "It's O.K., he comes here every night..." I continued my visit unhindered. The men at Birkenhead were a wonderful bunch, I could virtually walk round the shed unhindered seeing all the engines and getting all the numbers and I would even visit the shed in the winter when it was dark, and the engines were bathed in the eerie glow of the shed's smoke enshrouded lights. On another occasion I was looking up at 2008, the last of the $\frac{1}{2}$ cab pannier tanks, when a voice from the footplate shouted, "Do you want to buy it lad?" Thunderstruck - it was the shed foreman... "Don't have any money Sir." was my reply. "Well you had better climb up here with me and have a ride." As the small engine began to move the foreman explained to me, "This is the last time this engine will ever be in steam, and we are going to ride up and down till she uses up all her steam." And as the little pannier tank shuffled up and down the shed yard, it was explained to me that she was finished and was due to go for scrap. Why on earth should anyone want to scrap one of our engines? The foreman went on to tell me how old the

engine was, and that it was worn out, and the $\frac{1}{2}$ cab gave very little protection for the crew in bad weather. The last few pounds of steam brought 2008 to the line by the side of the shed and she was inded finished. "Here lad, make yourself useful and tie this label onto the handrail." I looked down at the brown tie-on label thrust into my hand, 'From the Shedmaster, Birkenhead Mollington Street to Swindon Works, Western Region' it read, I can remember it as if it were yesterday; here I was, helping to send one of the engines that I loved to its death. A sad night as I recall, and I spent a long while in bed that night wondering what would happen to 2008. The next day she was gone - towed away for ever. On happier occasions, I joined the crew of 7714 to shunt coal wagons in the adjacent coal yard, and also to line up wagons of loco coal ready for the huge coaling tower at the top of the shed yard. On this engine I was taught to fire and drive a shunting engine, and returned home filthy dirty and with aching muscles!

Another time, during the summer months, I became friendly with the crew of 9651 which, at this time, was the Woodside Station Pilot. After school, on the appointed days, I would forsake my usual shed visit, and instead, go straight to Woodside Station and anxiously wait at the end of the platform for the engine to appear. Once safely installed on the footplate I would be treated to hours of fascinating entertainment as we made trip after trip from the station to the carriage sidings at Green Lane. We had chocolate and cream carriages from the Western Region, but most fascinating of all, we had the green Southern carriages, with their side boards proclaiming names such as 'Dover, Deal, Folkestone, Hastings' and the like.

TO BE CONTINUED.

FUTURE MEETINGS.

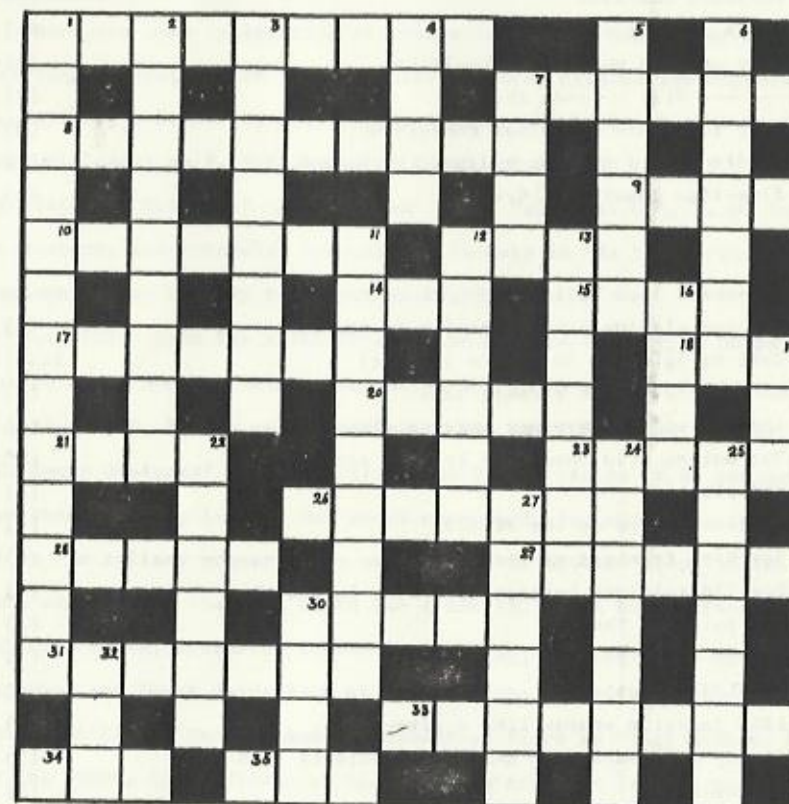
Tuesday 10th April. Brian Dobbs. "Steam in Britain & South Africa."

Tuesday 8th May. Mike Worrard. "Steam around Chester." (Cine film of 1960's

Steam both WR and LMR.)

Both the above at the Lostock Alkali Social Club at 8.00pm.

RAILWAY CROSSINGS NUMBER 8.



ACROSS.

1. Maritime pennants flying on the Pacific. (4-5)
7. Scene of Lancashire crash. (6)
8. LNER to save an insular tank - in a way. (10)
9. GWR station on the way to a Legacy? (4)
10. Old Midland man. (7)
12. MR's initial Thameside acquisition. (4)
14. Cambs. sub-shed. (3)
15. Compound character ? (4)
17. A type 4's not in the motor club. (7)
18. An eccentric perhaps, from Gorton. (3)
20. A place to not reverse, maybe ? (5)
21. Broad gauge survivor. (4)
23. Inferno man's engine ? (5)
26. Successor to 'IO' (7)

28. Heavenly Jubilee. (5)
29. Rough ride on a 'Jub' ? (6)
30. This shed is not as it should be. (5)
31. ----- Hill - Leeds shed. (7)
33. Stop for Crewe + Chester commuters. (8)
34. Saddle tank a bit punch-drunk, perhaps ? (3)
35. Slim-line shunter at Crewe. (3)

DOWN.

- I. Gateshead loco builders. (5-8)
2. Furness station causes revolts in the U.N. (9)
3. Call up Interpol to find a pacific! (4-4)
4. Loco could have a strange tone. (4)
5. And in Latin a rare mix makes a class five. (6)
6. The mob go wild when this loco is about. (7)
7. S&C station. (4)
11. Half-way house on the WC&EJR (9)
12. Northern terminus of the L&PR (6)
13. Now I'd got lost between the poles in a works. (7)
16. Mid point of the PTR (4)
19. Bridge which fell in 1847. (3)
22. GWR/ISWR junction. (6)
24. ISWR junction sounds like a give-away. (7)
25. It may once have been A-I, but should it be K-9 ? (7)
27. Uncoupled. (6)
30. ECML junction for Easingwold. (4)
32. Short train - with feathers ? (3)

FUTURE TOURS.

Saturday 12th May. Block booking on the LCGB 'Centurion' railtour. Picking up at Earlestown, out via WCML - return via ECML and Hope Valley. 2 x Class 40 throughout.

Sunday 13th May. Tour by preserved bus to MPD's and stabling points at Bescot, Saltley, Coalville, Toton and then a visit to Midland Railway Centre at Butterley.

Saturday/Sunday 23rd/24th June. (Provisional Dates) Coach tour to MPD's and stabling points in North East England also visit to North Yorkshire Moors Rly.

Further details of the above tours from A.E. Bennett.

BOOK NEWS.

There are some interesting offerings in the new Blandford/OPC 1984 catalogue starting with 'Power of the Arthurs, Nelsons and Schools' by J. Whiteley & G. Morrison at £9.95. Another new title is 'LMS in the West Midlands' by P. Whitehouse at £9.95 and due for release in May is 'A Pictorial Record of LNWR Engines' by E. Talbot at £19.95. Of interest to members, and scheduled for release in July is 'An Illustrated Introduction to the LMS' by W. Hudson at £9.95.

New titles from Ian Allan include the last in the series on BR Steam Motive Power Depots, this one covering the North Eastern Region, again compiled by P. Bolger and priced at £7.95. The 1984/85 edition of 'Railways Restored' is now available at £3.25, and is to be recommended for those wishing to find out about what there is, and where to find it in the railway preservation scene. For the spotter there is the new 1984 editions of the well known Ian Allan ABC's; BR Locomotives, BR Multiple Units, Preserved Locomotives all at 65p each, plus the BR Locomotive and Depot Guide Book at 85p, and the BR Motive Power Combined Volume at £2.25. For the modern enthusiast there is 'West Midland Rails in the 1980's' by J. Glover at £6.95. Of interest to railway modellers is 'MRC Planbook: 2 BR Main Line Diesels' by R.S. Carter at £5.95 and to be published in April is the next in the series on railway liveries, this time covering the LNER.

LETTERS TO THE EDITOR.

It seems my article in the magazine, two issues ago, did nothing to bridge the gap between the steam and modern image enthusiasts. The reply that was printed in the last edition just about summed up the small minded attitude of our more extreme friends. There was no criticism given, or intended, to either side, and the whole point of the article was to show the good and bad points on both sides of the argument. It is very sad that these diehards jump down the throat of anybody who attempts to find any sort of common ground between the two. Perhaps the only time the two

sides will come together is when there is no railway system left at all - it doesn't say much for us rail enthusiasts, does it?

To put the record straight and reply to the incontinent, bigoted, degenerate who seems to be the type who opens his mouth before his brain is engaged, 'Kestrel', although putting out 4000HP at the engine, only managed around 2800HP at the rail, even after various bogie/traction motor modifications. If this locomotive had been all that it was cracked up to be, it would undoubtedly have been the prototype of a very large class. As it was, it's existence in this country was very short and it's usefulness to it's present Russian owners is next to nothing.

Secondly the prototype 'Deltic' did, indeed, better pacific timings - but with lighter loadings, and when analysis of results with heavier loadings had been done, it was found that there was no improvements on tests done with pacifics on the same run with even heavier loadings in LMS days.

Thirdly, any diesel locomotive from Class 45 upwards could better the Lickey Banker or your precious 9F's as they (the diesels) have a far greater rail HP and tractive effort than either of the steam classes mentioned.

Lastly those fine Great Western Counties were indeed used on semi-fast trains, never being designed for express service, and one can hardly say that was criteria for being labelled a 'failure'.

So '45638 ZANZIBAR' - no wonder you were scrapped, or are you in a strategic reserve perhaps?

Al Bennett.

P.S. Who is this Tsambard Jackson Collett?

LEANDER AT NORTHWICH. By G. Roughsedge.

On Friday the 27th of January we received our first steam visitor of 1984, our old friend 'Leander'. She arrived light engine on her way from the Midland Railway Centre at Butterley to her new owners, the Severn Valley Railway.

She arrived some 35 minutes late, at 12.25pm, on a cool clear day and although she had a plentiful supply of coal in the tender, she only had 1000 of her original 4500 gallons of water left. As usual, she was stabled on number one road and the crew immediately set to and de-clinkered the fire and emptied the ashpans, aided by 8E members (during this process Richard Bass' shoes caught fire, but I think this was due more to the effects of the hot ashes, than the speed at which he was working). We put the hose in the tender and with the ten or so members that were present, proceeded to clean both locomotive and tender. By 5.00pm the light had almost gone, but the engine looked superb, well upto our usual 8E standard. The motion had been cleaned and oiled before leaving Butterley so this meant that we could concentrate on the boiler, cab and tender. After tidying up, the engine was run into the shed and we all repaired to the Lion and Railway to wash away the coal dust. (I arrived just in time to go to the pub, not bad eh! - Ed.)

What a gathering there was in the pub, for we had representatives from the Severn Valley Railway, Midland Railway Centre, Leander Locomotive Limited, Princess Elizabeth Locomotive Society (No prizes for guessing who! - Ed.), Llangollen Railway, Steamtown Carnforth, Plym Valley Railway, Dart Valley Railways, Somerset and Dorset Railway Trust, and dare I say it, the 6000 Locomotive Limited (I wonder who that could be! - Ed.), as well as numerous 8E members. The evening was a great success and the visiting crew were both entertained and, themselves, entertaining. Big Al spent much of the time explaining, in his usual quiet, shy manner, about how the LMS were the only people who knew anything about railway engines, but I don't think all our visitors were completely convinced.

About half a dozen people were accommodated in our coach overnight, including the visiting crew. The following morning the fire was built up and the engine was prepared for the road, and she departed from Northwich at 9.00am on the first leg of her journey to Hereford. A number of our members drove to Chester with the hoses, so as to be ready to top up the tender when she arrived, in order that there would be a full tank of water

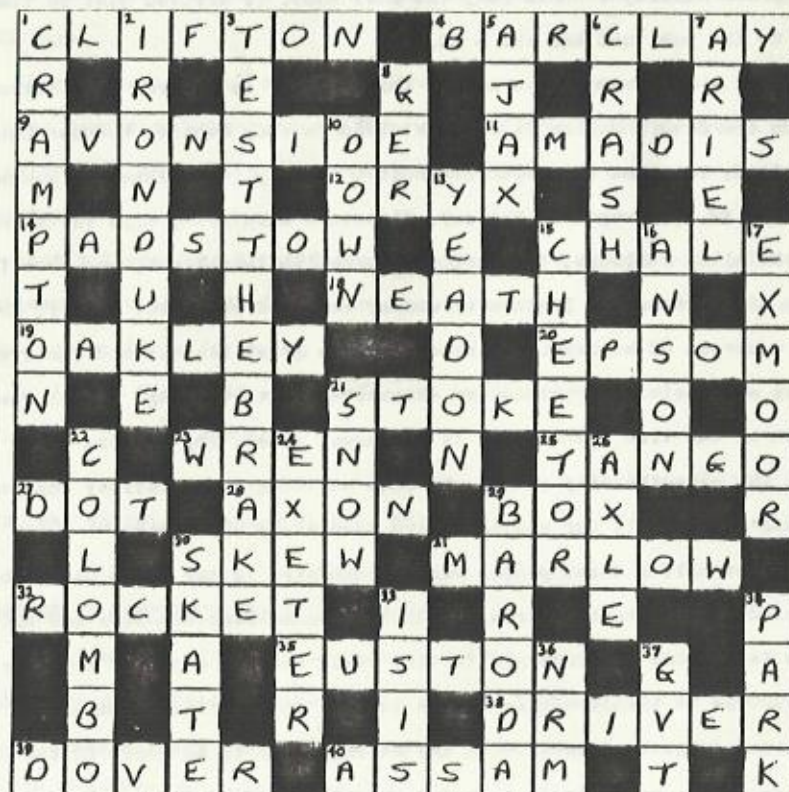
when the locomotive left with its train, as its next scheduled water stop after leaving Chester was to be Derrington, just to the south of Shrewsbury.

A very pleasant 24 hours was had by those who took part, and let me take this opportunity to thank all those who turned up at Northwich and at Chester, and helped send 'Leander' on her way 'Northwich Clean'.

SMALL ADS.

WANTED: The 8E 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.

SOLUTION TO RAILWAY CROSSINGS NUMBER 7.



THE DONCASTER DIPPER, By P. Sheridan.

What am I doing this for? That was the question I asked myself as I was driving down the road to Warrington at 6.15am on Sunday 14th of February, I must be mad to be out at this time on a Sunday when most sensible folk were still tucked up in bed, fast asleep. (Who said this man was sensible? - Ed) On the back seat of my car lay a headboard with the reason for my early rising proclaimed upon it, 'THE DONCASTER DIPPER' was proudly displayed in the style of the old steam loco headboards, but this time the headboard would spend most of the day in the front window of a coach.

As I rounded the corner into the street where a certain fellow 8E member resides I saw this figure standing in the middle of the road waving his arms about, 'what an idiot' I thought, and I was right for it was none other than the Warrington Clown Prince, Geoff Tucker (who was suffering from withdrawal symptoms from not having any ale the night before so as to be up early!). After commenting to each other that we must be mad for getting up at such an unearthly hour, we set off for Warrington, and Big Al's house, where we were to be picked up by the coach. After placing the headboard in the front window of the coach we set off for the first official pick-up point at Northwich Station, where all the sane members of the party (with the exception of the editor) got on. By then it was 7.15am and we then headed back to Warrington to pick up all the usual crowd of suspects, plus one or two sane strangers from out of town.

From Warrington we made for the M56 and on to Stockport, passing the old Tiviot Dale line which has not seen a train since the collapse of a tunnel was brought about by motorway contractors making a cutting, and which, by that time, was a freight only line. We then followed yet another closed line, namely the Woodhead route across the Pennines, which still has one track left in situ, and looks like becoming yet another motorway. Then it was around the outskirts of Sheffield to Tinsley MPD where we found some 54 locos on shed which, although not a shed full, was still a good turnout.

From Tinsley we went down the M.1. to Westhouses, stopping off en route at the services for a P.N.B. (or Physical Needs Break to the uninitiated). After a slow drive down a long, narrow curved road we came to the old shed, which was full to the brim with all of one Ford Escort! The shed being now a signing on point only. It was just after leaving Westhouses that an amusing incident occurred when we found the narrow street blocked by a parked car on one side and a builders lorry on the other. The driver of the lorry, who had been unloading some scaffolding, stood and scratched his head and then decided to go and wake up the owner of the car rather than move his lorry. When he received no reply, after further scratchings of his head he decided to move his lorry, obviously much to his annoyance, and as we drove past him further along the street, he gave vent to his feelings by blowing his horn, which sounded like that of a Class 40, than of a lorry, and received a cheer from all the occupants of the coach in reply!

It was onto Shirebrook next where we went round the stabling point in two parties, and where we found the place full of Class 56's, plus a pair of Class 20's by the old station buildings, and a pair of Class 37's in the shed, giving a total of 20 locos stabled there. From there we went to Worksop yard where several Class 56's and Class 20's were found.

It was then onto the main business of the day, the tour round the works at Doncaster, but not before we had fitted in a quick visit to the plant pub where most of the Warrington members found time for a pint, or two! Once in the works the first port of call was the paint shop, where a slightly bent 50 041, of Paddington derailment fame, was found (they'll need plenty of body filler there to put that right!). Outside again, we found a newly converted Class 31/4 (31 434) and two new Class 58's (012 and 013), and some time was spent photographing these carrying the 'Doncaster Dipper' headboard, (With a slight modification to the spelling of Dipper that I better not mention! - Ed). Onwards through the main workshops where various classes were to be found under repair including 08s, 31s, 37s, 50s and 56s. Round the back of the workshops we found the

scrap lines where an ex-03 shunter cab was in use as a rest lobby, complete with coke stove! We then passed the sad lines of Class 40's awaiting cutting up and eventually came upon another workhorse which had, so far, managed to escape the cutter's torch, namely Deltic 55 016 Gordon Highlander, which now stood alone after departure of classmates 55 015 and 022 for preservation, and let us hope that she will not be too far behind them, although from a realist point of view I would say she has run her last. We moved on past the Test House where 58 014 was inside, alas not visible from outside, although some members claimed they could see it (I thought only Superman could see through walls!). Next came the erecting shop where we found only the frames for 58 015 and 016 being layed, and so onto the DMU Shop, where they are coming to the end of a much needed refurbishment operation for these 20-odd year old units, and from which BR have certainly had their monies worth. This completed our tour of the works and we all drifted back to the coach for the return trip, but the day was not yet over for we still had a couple more places to call at.

The first place we stopped at was Knottingley where we found an old friend from the 1982 Northwich Open Day, namely 56 074 (now named Kellingley Colliery), and seeing this loco brought to mind the red paint mark at the back of Northwich Shed where someone (no names given, but I know him well) spilt almost a tinful whilst attempting to paint the locos buffers. However, I am wandering off the subject, back at Knottingley we found the shed full of Class 56's, four Class 08's and one Class 47. It was then on to our last port of call, Healey Mills Yard, where we were not allowed round (as expected, since the depot is in the centre of a large freight yard), but we were able to get most of the numbers of the locos that were present, including several departmental ones, from the nearby embankment.

We then headed for home and on the way back a raffle was held on the coach with three books as prizes (two of which were kindly donated by the editor of this magazine), and this helped raise £20 for the funds of

the Association. I would like to take this opportunity, on behalf of all on the trip, to thank our driver Dave (a fellow spotter) of Millman's Coaches and, of course, Big Al Bennett for organising such an excellent day out, and for taking a lot of stick from various sources! And for those who did not come along this time then take your brain cells out (for those unlike myself, who does not possess any!) and come and join us on our next venture.

P.S. I would like to thank the ed for deciphering seven pages of misspelt drivel into a readable article, which goes to prove anyone can write. So if you have some spare time, pick up a pen and tell us what you have been up to. (Mi pleshur Pete, no truble at all. - Ed)

JUST FOR THE CRACK. By O.V. School-Bully.

Having read the Autumn magazine, with its editorial regarding controversy and entertainment, followed by 'Swindon Blues' by Mr. Collett, I can no longer restrain my feelings in defence of products from works 'south of Watford'.

I spent many happy hours on the west end of platform 5 at Reading General watching 'copper-capped kettles', and as many hours watching Southern steam at Basingstoke, Guildford etc. But the big days out were to the termini and depots around London, to see Coronations, A4s etc. etc. Other good trips were to depots in the Midlands - never went north of Wolverhampton 'til I was 18! Maybe my friends and I weren't typical of Mr. Collett's view of GWR supporters because, as much as we enjoyed our home-grown products, we always looked forward to a rare cop from the north, and to our expeditions northwards.

My point is that each region, and member of the Big Four, had some excellent locos (and some poor ones), all to be appreciated on their own merits. It's a mistake to become too narrow-minded and too critical of things outside one's own interests. All that having been said, it's typical of these bleedin' northerners to be parochial, introverted, incestuous and xenophobic, in short, not wired up right! They forget that until Wiltshire-bred Stanier came north, the LMS had very little

motive power capable of being much more than stationary boilers to restaurant cars. They were in such a pickle, and desperate for a few Pacifics, that all Stanier had time to do was knock out a restyled King (Pause for a sharp intake of breath all round).

Seriously though, the IMS through Stanier, acquired a strong, reliable, well-balanced fleet of locos, including the finest Pacifics in the country (Mr. Collett please note conciliatory gesture!) - pity another dozen or so weren't built along the lines of the final two. It's interesting to speculate on how steam would have developed if modernisation mania had not occurred as it did in the late 50's.

Imagine this set of circumstances existing in 1948:

- (i) the extent of the coming decline in rail traffic had already been forecast.
- (ii) a route-rationalisation study à la Beeching had been undertaken and due to be implemented in the early 50's.
- (iii) a modernisation plan had been outlined, whose goal was widespread electrification, the remainder to be dieselised, by the early 70's, with no interim diesel stop-gap phase.
- (iv) a cash shortage precluding further building of steam other than the completion of Big Four designs upto 1950/51.

What would have happened to the very varied steam loco fleet of 1948?

Probably many of the older pre-grouping designs would have disappeared; the largest, more modern passenger and freight locos would have acquired mechanical stokers to improve sustained power output; many types would have had improved lubrication, bearings, draughting and means of ash disposal, maybe oil-burning would have caught on more. The LMSR was generally well endowed, but short in numbers of large passenger locos. Assuming no more Coronations would have been authorised, what about transferring some Merchant Navies from the Southern to Camden. Allowing another pause for incredulous gasp, at least they would have been handy for Nine Elms or Eastleigh when the valve gear repairs became too hard! Although their steaming was excellent, their propensity to slipping

would probably have restricted them to the Liverpool and Manchester expresses.

The Southern had such a surfeit of Pacifics that a dozen or so West Countries, with their light axle loadings, could have gone to the Great Eastern lines to provide a long overdue boost there. Many Southern semi-fast (and locals) had the luxury of Pacific haulage - transfers providing more cost-effective usage would have created a need in the south for modern locos of classes 4 and 5. As the Southern's engines in that range were getting on in years, some Ivatt 4s or Black 5s would have been a useful swap. (Pause for cheers at receiving a complement, followed by gasps of amazement at the thought of Black 5s on mere locals and semi-fast!) Some modern LMS Class 4 and Class 2 tanks would have been useful in replacing the ancient ex-SECR and LBSCR types in Kent and Sussex on lines not Beeching-ed or electrified.

The Eastern Region and Western Region both had well-balanced fleets which would not have benefitted greatly from swapping. The later A1s with roller bearings were a fine example for the future; the A4s were very good (sorry Zanzibar!); throughout the power range, Gresley, Peppercorn and, to a lesser extent Thompson, each left a valuable contribution.

The Western Region's 'Kettles' were generally competent, particularly the Kings, later Castles and other Collett classes after redraughting. (That was a laid-back way of stating total disagreement with the other Mr. Collett!)

On heavy freight the LMSR and ER were best off. The other regions would have welcomed some Riddles' 9Fs. In their absence, an extended build of Riddles' Austerity 8Fs or Ivatt-ised Stanier 8Fs may have materialised - what about the appearance of the latter - a stretched Flying Pig? Suggestions for nicknames on postcards only!

Obviously, many other factors would have come into play in the development of this scenario, but the principal of the foregoing has been to guess how things might have developed for the steam loco in Britain from 1948 had it been allowed to develop its full potential in the light of

the technology of the period. At the same time a lot of money would have been saved by not building the BR standard fleet, which was never allowed to approach life-expiration, and by not building all those diesel prototypes (minimum 5 of each, buy 9 and get one free!!).

To be perfectly honest, though, it's all been a bit of a wind-up and a selling job for the GTR, Bulleid Pacifics and A4s and any other ethnic minorities (e.g. those that may not be a full shilling) that seem to have been taking a slagging lately!

SOCIAL MEETINGS.

These continue to be held regularly in the Warrington area as follows;

Wednesdays: Feather's Hotel, Bridge Street, Warrington.

Fridays: Patten Arms Hotel, Parker Street, Warrington.

Saturdays: Feather's Hotel, Bridge Street, Warrington.

Sundays: Railway Hotel, Knutsford Road, Latchford.

All meetings at the above are from around 9.00pm onwards.

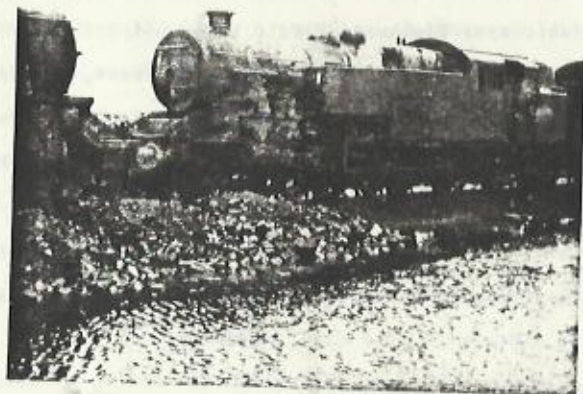
Resumption of evening work on the coach will see gatherings at the 'Lion & Railway Hotel', Northwich, in the near future, at a date to be advised.

TALKS TO OTHER GROUPS.

We are now actively pursuing the idea of giving illustrated talks to other groups in the railway preservation movement, and our first venture in this field took place on the 6th of February when Alan Ashurst and Michael Lenz presented an illustrated talk to the R.C.T.S. Merseyside Branch at their meeting in Chester. The subject covered is the History of the C.L.C. leading onto the formation and work undertaken by the BR Association in connection with mainline preserved steam. If any members belong to other Societies/Groups, and feel they might like to hear the talk, then please contact either Alan or Michael for details. We are also doing similar work in local schools too. However, to make this a greater success, more illustrative material is urgently required. Offers of

duplicate slides, prints etc. of steam at Northwich, both past and present, would be most welcome. Please see what you can do to help in this valuable work.

THE LURE OF THE SCRAPYARDS, PART 3, By A.R. Ashurst.



(Photo - A.R. Ashurst.)

The above scene is very typical of the sights which usually greeted me and my small group of friends during our visits to the dying strongholds of steam in the north during the mid 1960's. For here we see Stanier 2-6-4T number 42546, one of the last ex-LMS tank locos to remain active west of the Pennines, on the scrap line at Lostock Hall shed (10D) on Saturday 30th of September 1967. The loco was keeping company with a large collection of redundant Stanier 8F's and Black Fives, plus a couple of Standard Class 2MT 2-6-0 (78xxx) locos which, until recently, had been used for local trip freight and Preston Station Pilot duties. Lostock Hall still had nearly a full year of steam activity to go, but many other

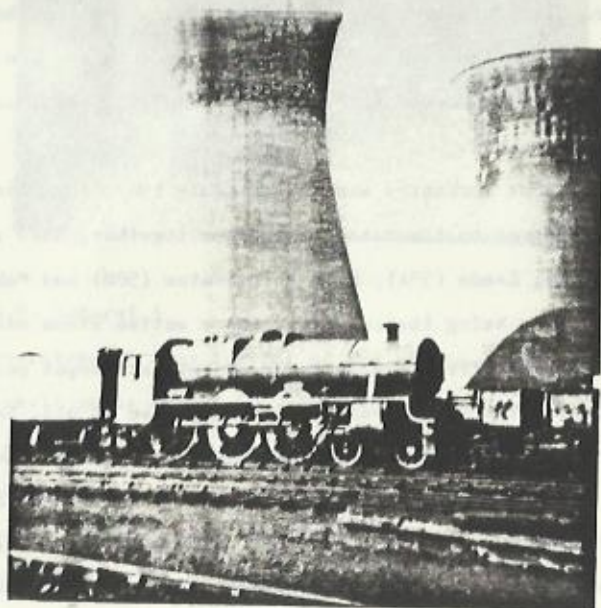
sheds which I and my friends visited at this time were more or less on their last legs, so far as steam was concerned.

Vivid memories remain of a visit to Croes Newydd, Wrexham (6C) during June 1966, at which time the depot was just about the last to retain an allocation of ex-GWR locos, including the last two Collett 0-6-2 tank locos, numbers 5605 and 6697, plus a handful of Pannier Tanks. The shed was a typical Great Western roundhouse, most unfamiliar to us who had been brought up knowing only the LMS straight shed type of building. On entry we found the sad sight of many engines in store/awaiting scrapping, silently grouped around the turntable in the hazy, smoke-filled atmosphere so typical of these places. As well as the two locos already mentioned, two of the last three Hawksworth Panniers, numbers 1638 and 1660, were present (the other, 1628, had been seen active at Chester earlier in the day) plus 57xx Class Panniers 9669 and 3709. A number of Stanier 8F's and Standard Class 4's were also present, indicating the changing pattern of influence since the shed had been transferred to the London Midland Region a couple of years earlier. Another Pannier, 9610, was working in the goods yard nearby.

A visit to West Yorkshire was made in July 1967, just ten weeks before steam was abandoned on the Eastern Region altogether. Shed visits were made to Holbeck, Leeds (55A), Hull Dairycoates (50B) and Wakefield (56A) sheds, the former being the only shed where active steam was seen. Both Dairycoates and Wakefield had just closed but each depot provided contrasting scenes. The Hull shed contained no steam at all, but was absolutely full of BR Swindon Class 14 diesel-hydraulic type 1's, only built some 3 to 4 years earlier, but already declared surplus to requirements. Whilst it was steam which we were after, it still seemed sad to me to view ranks of redundant diesels, which appeared to have no future, other than at the hands of a scrap merchant. (As it happened, many were later sold for industrial use.) Wakefield was full to bursting point with steam locos in store or ready for scrap, including many Stanier and Fairburn tanks, 8F's, Black Fives, W.D. 2-8-0's and two 'Jubilee's',

45647 Sturdee and 45675 Hardy. The shed was cold and silent, with no activity by either man or machine, virtually all staff already having moved on elsewhere. Rather strangely, a number of the W.D. 2-8-0's appeared to be in excellent, almost ex-works, external condition, and we wondered then whether some future use would be found for them as they looked far too good for scrap. This memory often comes back to me when the "strategic reserve" rumour rises again, as it often does.

Unfortunately I never did visit any railway workshops at this time, where scrapping was actually taking place, however, we were aware of a small scrapyards at Wigan (Central Wagon Co.) en route to which we observed engines being towed through Warrington Bank Quay from time to time. I did actually make one visit here but was rewarded with the sight of just one Stanier 8F tender, plus piles of unidentified rusting metal!



The above picture shows ex-MS 'Jubilee' 4-6-0 number 45675 Hardy, awaiting its fate on the scrap lines at Wakefield Shed (56A), on the 8th July 1967. (Photo - A.R. Ashurst.)

Railway interest waned somewhat after August 1968, but a desire to make a last few steam 'cops' led to a visit to Mr. Woodham's collection at Barry in 1971. By this time the preservation bandwagon was beginning to roll, with a number of engines already having been purchased from the Barry graveyard. However we confidently expected that Dai would start attacking his remaining locos in earnest before long, and so the pilgrimage was made. This visit will form the basis of the next article in this series.

FAMOUS EXPRESSES: THE AQUITAINE. By M. Lenz.

The line from Paris to Bordeaux has been one of the more enterprising express routes in France. The Basque coast was a favoured holiday region and the route formed an important part of the international line from Paris to Madrid and Lisbon, despite the break of rail gauge at the Spanish frontier. In the early days the line from Paris to Bordeaux was owned by the Paris-Orléans Company, and south of Bordeaux by the Midi Railway. Although today the line is all electric traction, the name "Aquitaine" being only recently bestowed upon one of the fastest trains on the line, it was formerly worked by one of the greatest steam locos to be found in the world.

We must first go back a hundred years to when the Orléans company had a deluxe train between Paris and Bordeaux that was the fastest long-distance express on the continent at that time. On this section of the route the trains were hauled by 2-4-2 locomotives designed by M. Forguesot, but early in the twentieth century the company purchased some very fine compound Atlantic engines designed by Alfred de Glehn, and these provided the necessary power to accelerate the service with heavier trains. In 1907 the company became the first in Europe to introduce locomotives of the Pacific type, and with their trains of long wheelbase, four wheeled coaches they managed speeds upto 70mph between stops, the maximum permitted speed throughout the whole of France at that time being only 74.5mph (120 km/h). The Orléans Railway was less affected than other French railways

during the First World War and in the mid-1920's the company embarked upon a programme of electrification intended to include the entire lengths of its two main lines to Bordeaux, and using the standard French system of 1500 volts direct current from an overhead line, the first section from Paris to Vierzon coming into operation in December 1926. This latter station was at the beginning of the hilly section of the Toulouse line, which diverged from the Bordeaux line at the junction of Les Aubrais (Orléans) and it was here that the traction changed from electric to steam locomotives. Because of the acceleration of services made possible by the powerful electric locos, the operators of the steam locomotive workings began to realise that unfavourable comparisons could well be made between the standards of running north and south of Les Aubrais. At that time the very latest of steam locos in service were almost 20 years old and, furthermore, the large Pacific engines had not come upto expectations, and were little better than the smaller Atlantics. So a thorough research programme was entrusted to a young engineer named André Chapelon to try and pinpoint their deficiencies, and by 1929 one of the old Pacifics had been extensively rebuilt, to his recommendations, at the Tours works of the company. On test on the main line it was found that the capacity of the engine had been increased by no less than 50 per cent, and so more engines were soon rebuilt in the same way, with the result that there was little, if any, difference to be discerned in the quality of train running north and south of Les Aubrais. Nevertheless, steam was fighting a rearguard action on the Orléans because of the policy of the company to extend electrification southwards, and when amalgamation with the Midi Railway took place in 1934, steam traction was caught in a "pincer movement", since the main line of the Midi south of Bordeaux was also electrified, but the work done by the men of the Orléans company at their Tours works echoed around the railway movement, and was the pattern for many improvements in steam locomotive design in other countries besides France.

After the Second World War the remaining main lines of the Orléans

were electrified, by this time under national ownership, and a determined effort made towards the attainment of higher speeds. New electric locos were introduced and high speed trials were conducted south of Bordeaux and on two successive trips the record maximum speed of 206mph was attained, and with the experience of these runs, and use of the same types of locos in general service on other routes in France, the present 8000hp electric locomotives were produced, which in turn led to the very fast schedule worked by the Aquitaine, and other expresses on the Paris-Bordeaux route. On a considerable proportion of the line the permitted maximum was 125mph, giving a Paris to Bordeaux time of exactly four hours, but in September 1976 some further accelerations were made.

Although there are numerous fast trains on this route the two most outstanding ones are the Étenard and the Aquitaine. The former takes 4hr 5min for the run, with three intermediate stops, the latter takes 3hr 50min and goes down non-stop at an average speed of 94.3mph. In the opposite direction the Aquitaine reaches Paris in 3hr 59min with two intermediate stops, whilst the Étenard comes up non-stop in 3hr 50min. These trains are no lightweights either, since French railways have always specialised in the haulage of gargantuan loads, and the Aquitaine and Étenard are actually limited to a maximum of ten huge "Grand Comfort" cars, which when loaded weigh about 550 tonnes, not because the CC6500 class locos cannot take any more, but because of the fact that they would take too much current out of the overhead system. In this respect the line is paying the penalty for being a pioneer in electric traction, since when the line was electrified in the mid-1920's, the demand for such power was not thought of, and the spacing of sub-stations was thought to be adequate for the heaviest of demands foreseen at that time, so the fact that they are able to meet today's demands are a tribute to their planners: but there is a limit.

Of course these developments have now resulted in today's Train à Grand Vitesse (TGV) express, but that is another story, and one which has been covered in detail in the railway press in the last couple of years.

MEMBERS BRIEFING. By A.R. Ashurst.

From a local point of view, the most notable recent event has been the re-appearance of a Class 20 (English Electric Type 1) loco on shed at Northwich. Members may recall that a pair of these machines were used in September 1982 on trials with the Tunstoad-Oakleigh T.C.T. hopper trains. It is believed that the locos will soon be introduced regularly on these trains once crew training has been completed, for which purpose 20.075 is currently 'on shed' at '8E'. More of the type are likely to appear in the area from May this year. The photo below shows a green-liveried member of the class, number D 8135 (now 20 135) at Derby Works during the Open Day on the 28th of August 1971.

(Photo - A.R. Ashurst.)



The new BR Timetable will appear shortly but most LMR services, both local and main line, will remain more or less as now. Some changes of note,

however, are the introduction of two Holyhead-Chester-Newcastle through trains (building on the success of the Bangor-Scarborough trains introduced in 1983), and loco haulage (Class 31/4) on the south Trans-Pennine route from Manchester Picadilly to Sheffield, Doncaster and Hull/Cleethorpes. These trains will replace the ageing "Trans-Pennine" Swindon Inter-City DMU's which have worked the Hope Valley Line since the mid 1970's, and which are now deemed to be life-expired. These units also operate the Leeds-Skipton-Morecambe service and loco haulage of some trains will occur on this line too, again using Class 31/4s. It is intended that the Manchester-Sheffield-Humberside trains will start back from Liverpool Lime Street, running via Warrington Central, in a year or two's time. The Settle and Carlisle trains will remain at the level of two each way, with timings similar to those at present. However, an interesting development in the light of West Yorkshire to Scotland traffic will occur in October when a regular service from Leeds to Preston, via Copy Pit and Blackburn, will be introduced, running every two hours.

On the freight side, Warrington based members have been able to witness the sight of double-headed Class 56 locos working a new Stanlow-Teesport oil train through Bank Quay in the evenings. The service was introduced in February and the locos for this duty are "sub-shedded" at Arpley Junction depot, where they can often be seen during daylight hours, although they are sometimes used for fill-in turns between their booked workings. It is understood that the Warrington stabling point may be removed from Arpley Junction to a site within the marshalling yard in the future: developments are awaited.

B.R.E.L. have announced an 'Open Day' at Doncaster Works on the 28th of July, when a number of preserved exhibits will be on show including Pat Mulles's steed, "Flying Scotsman", "Sir Nigel Gresley", Deltic D9000 "Royal Scots Grey" and possibly "Mallard". One might also speculate that BR-liveried 60009 "Union of South Africa" may also appear, as the loco is due to work south over the Settle and Carlisle on the 31st of March for a

spell of duty based at York. This will be the loco's first visit to England since preservation by John Cameron in 1966.

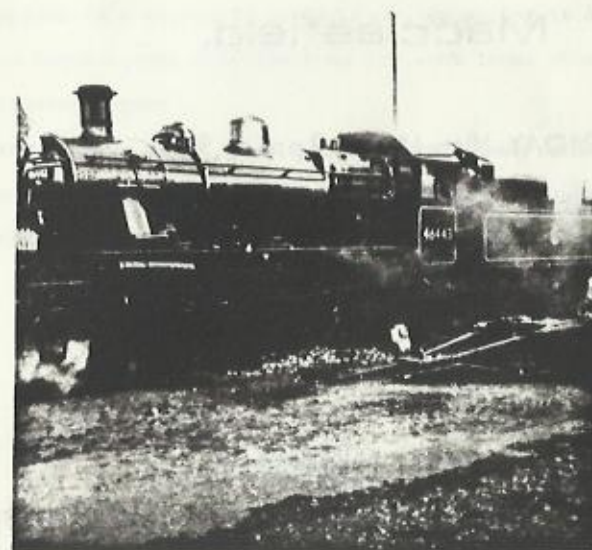
An interesting narrow gauge (or rather miniature railway) development is that associated with the Liverpool Garden Festival site, being constructed for Summer 1984 in the old docklands area. Approximately 2½ miles of track will be laid, to transport visitors around the site. Locomotives will be loaned from existing operators such as Ravenglass and Eskdale, Romney, Hythe and Dymchurch etc, but coaching stock is all new, being currently under construction at Steamtown, Carnforth. The same carriage and wagon shops are also very busy with the refurbishment of the ex-SLOA Pullman set and the works are operating at full capacity. Steamtown is now one of the largest employers in the Carnforth area, proving that railway preservation can indeed assist the local community in many ways.

It is understood that the SVR share issue is making very good progress and the railway appears on course for extension of services to Kidderminster during Summer 1984, according to the latest correspondence from General Manager, Michael Draper. Michael also congratulates our servicing team for the work put in on 'Leander' during her recent overnight stop at '8E', and he hopes that we will be seeing the engine again before very long. However he emphasises that SLOA will be continuing with a majority of its steam workings over the S & C whilst the opportunity to do so still exists, a decision which, in financial terms at least, must seem fully justified to SLOA. However, it is nice to know we do still figure in main line steam planning for the future, to some degree. Michael is now the Chairman of SLOA following the retirement of Carnforth's George Hinchcliffe at the end of 1983.

Whilst the 8E Association is not formally involved in purchase and restoration of locos (as the Liverpool Echo of 2-3-84 might have you believe), it is nevertheless interesting to see that a local group

(including some of our members) are negotiating to bring an ex-Mersey Docks and Harbour Board tank loco (built by Avonside) to a site in Northwich, if possible. If this does in fact prove successful, we must applaud the efforts of those involved as it will surely help to stimulate further railway interest in the town.

As reported in the last "Members Briefing", Ivatt 2-6-0 number 46443, currently at the Severn Valley Railway, is to go to the Great Central Railway at Loughborough as part of the 'Leander' deal. Once a familiar type at Northwich during the last 12 months of steam, with green-liveried number 46520 being amongst those based at '8E', the photo below shows 46443 in Bridgnorth Shed Yard during the early days of the SVR in August 1971 (where green-liveried sister loco 46521 can also be found). (Photo - A.R. Ashurst.)



IN THE SUMMER 1984 ISSUE.

It is hoped that the summer issue will have a slightly new look to it, and amongst the articles featured will be the next in the series on 'The Lure of the Scrapyards', the concluding part of J.D. Little's 'Early Days', plus a look at the decline of the railways in Warrington, as well as the usual features, Committee Matters, Railway Crossings, Members Briefing etc..

MAGGLESFIELD M.R.G.

MODEL RAILWAY EXHIBITION 1984.

In the Drill Hall, Bridge St.,

Macclesfield.

FRIDAY 18th MAY. 2pm - 9pm.

SATURDAY 19th MAY. 10am - 9pm.

SUNDAY 20th MAY. 10am - 6pm.

For more information contact:

Michael Lenz on Northwich 44959.

THE SE ASSOCIATION.

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SECRETARY: M. Lenz.	(Northwich 44959)
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C. Worrall.	
MEMBERSHIP SECRETARY: M. Lenz.	(Northwich 44959)
MAGAZINE EDITOR: M. Lenz.	(Northwich 44959)

GENERAL INFORMATION ABOUT "THE SE MAGAZINE".

The magazine is a quarterly publication, appearing in January, April, July and October, and contributions for each issue should arrive by the following dates:

Spring Issue - March 7th.	Summer Issue - June 7th.
Autumn Issue - September 7th.	Winter Issue - December 7th.

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

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

COVER PHOTOGRAPH: A line of Class 40 locomotives await their fate on the scrap line at Doncaster Works on the 12/2/84.
(Photo - M. Lenz.)