

**THE**



**MAGAZINE.**

ISSUE No. 15

AUTUMN 1984



30p

THE 8E ASSOCIATION.

COMMITTEE MEMBERS.

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SECRETARY: M. Lenz. (Northwich 44959)  
TREASURER: J.D. Little. (Moore 567)  
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COACH RESTORATION OFFICER: P. Sheridan.  
MATERIALS OFFICER: C. Worrall.  
MEMBERSHIP SECRETARY: N.D. Lightbown.  
MAGAZINE EDITOR: M. Lenz. (Northwich 44959)

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GENERAL INFORMATION ABOUT "THE 8E MAGAZINE".

The magazine is a quarterly publication, appearing in January, April, July and October, and contributions for each issue should reach the editor 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 following address;

The Editor,  
"The 8E Magazine",  
2 Manor Drive,  
Rudheath,  
NORTHWICH,  
Cheshire,  
CW9 7HR.

THE 8E MAGAZINE.

No. 15. Autumn 1984.

EDITORIAL.

This issue sees the start of my third year as editor of this magazine, and I would like to think that members approve of the way in which the format has changed over the last two years. As you will have already noticed this issue is the first to feature a coloured cover photo, albeit a separate photo affixed to the cover as opposed to the black and white photo of the summer issue, which was printed into the card. The cost of having a similar cover in colour is, at present, outside the scope of Association funds, and the method used for this issue is only a fraction of the cost, in fact, little more than the black and white cover of the previous issue.

One other pleasing aspect to report is the number of contributions that I am now receiving, and I only hope that this can be maintained for the future so that members can continue to receive a quality publication which I think will at least be of equal to some of those published by more established preservation groups.

COMMITTEE MATTERS. By M. Lenz.

There has only been two committee meetings since my last report, at the first of which only a few matters were discussed. The second meeting at the beginning of September covered a number of topics. Our Treasurer, Clive Barrow, expressed his wish to resign his position due to other commitments and so John Little has kindly offered to take over as our Treasurer, whilst vacating his position as Public Relations Officer, for which a replacement is now sought. Other topics discussed included our

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COVER PICTURE: S.R. 4-6-0 number 850 Lord Nelson on shed at Northwich,  
8th October 1983. (Photo - M. Lenz.)



future programme of tours, the restoration work on the coach, the servicing of locos at Chester later in the month and finally, our recent invitation to attend the Mid-Cheshire Model Railway Society Open Days in late October, although this latter item will be more fully discussed at our October committee meeting.

#### MEMBERSHIP NEWS. By N.D. Lightbown.

At the start of our fourth year renewals seemed to have slowed down quite a bit with only 28 out of 47 received at the time of writing, thus our present membership total is 68, but hopefully now the new season of meetings has started we may recruit some new members in the very near future.

#### 'RED DEVILS' FOR A DAY. By P. Mullee.

My story started in the middle of last summer after a small ceremony at Steamtown, Carnforth-at which engine number 4472 Flying Scotsman was adopted by the Parachute Regiment. Little did I, or anybody else, realise just what it would eventually lead up to. The person who thought up the idea was Lt. Col. Edward Gardaner who, in a short time, I was going to get to know very well.

The next time we met I was preparing 4472 for working the 'Palitoy Express' and I was instructed to take him along and make sure he had a good time. Now this fellow is just crazy about steam, especially when it comes in the shape of an A3 Pacific, and he was put in Uncle George's words, "under my command" for the day, a Lt. Col. I ask you! So in good 8E tradition I put him to work on wheels and frames, ha, ha, (something for which I was to pay later). Anyway off we went light engine Carnforth to Leeds, where upon arrival our train had just arrived behind an immaculate D200, and what a sight it made with fourteen bogies on. Off we went right away Carlisle, and soon the weather turned foul, although it was sunny on arrival at Garsdale for the water stop. On arrival at

Carlisle we had both been out of our beds since about 5.00am and we were shattered. We picked up our fresh crew and proceeded to Upperby Shed to clean the fire, oil round and replenish the tender for the return trip. We left Upperby light engine with myself on the footplate and the Lt. Col. in the corridor tender and about fifteen minutes out our footplate inspector, Ronnie Gerarrd, (now there's a character for you) looks down the corridor and then calls to me to ask who is the guy asleep in there. When I said that that is the Colonel he then said to get him up here onto the footplate and then for the next few hours proceeded to refight World War 2. At Skipton we changed crews and the Carnforth crew took over for the last leg back to Steamtown, where we arrived about 10.30pm, and leaving the loco in capable hands legged it to the Queen's Hotel, where I stopped until the early hours. That then was my first meeting with the Lt. Col.

My next meeting was the fatal one; 4472 was on a ten day tour of Scotland, and on arrival at Eastfield MPD I was greeted by, you guessed it, Lt. Col. Gardaner! He said that he had made all the arrangements and that we were to be entertained that night in the Officer's Mess at Yorkhill Barracks. We were collected by a staff car and taken to the barracks where free booze was to be had all night. That is where I paid for the 'wheels and frames' bit. The Colonel suggested we all do a parachute drop, (we all replied yes) I mean who could refuse when your all steaming on free booze, surrounded by all those officers and their wives? For the next ten days I heard nothing else but our agreeing to do this jump, mostly from a certain bus driver who takes the 8E to a little buffet in Stalybridge, once in a while. Nothing more was heard about it for six months until a letter arrived from Aldershot with instructions to report on the 19th of May for a days Parachute Training prior to the actual jump on the 20th. Straight away the others started to opt out, eventually leaving just myself. However, Peter Scholes who had recently taken up the Assistant Manager's position at Steamtown, made the mistake of putting a First Parachute Jump Certificate on the wall behind his



desk, so he did not need much talking into jumping along with me. My next victim was Mick Gibson, off 850 Lord Nelson, who is just plain crazy and will do almost anything for a kick. So the stage was set and we all left Warrington in the Steamtown Van and headed for Aldershot, where accomodation was to be provided by the Colonel.

We commenced our training at 8.30am on the Saturday and by the time we finished at 5.30pm we were all well and truly worn out. We spent the evening with the Colonel and his wife and their dog at the local pub. Next morning I awoke at 5.00am to find the start of what looked a beautiful day, and thought to myself what the hell was I doing there, when in a few hours time I might be walking round with my legs sticking through my shoulder blades. My heart then started doing impersonations of a three cylinder Gresley Pacific so with that I shut my eyes and went back to sleep. At 7.30am I walked the Colonel with a cup of tea, and he tells me that breakfast will be ready at 8.00am.

Aldershot 9.00am. Every muscle in my body was aching when out blasted the order, "Sprint round the parade ground, last one back does ten press-ups." Anyway I survived that, and some more training before setting off to the airfield. On arrival it was on with our 'Red Devil' suits, one final check, and then into the aircraft. We climbed to a height of 1000 metres above Aldershot, levelled out and when the signal 'ready' was given that was the sign for us to move to the door. 'Cut' came the signal for the pilot to cut his engines and then we were watching for the green light. 'Light On' the next thing I knew I was looking at the bottom of the aircraft and then the chute opened and as I looked around I'm sure I could see our house. Then I looked down and there was this tiny green field with a cross in it directly below me, and which I was meant to aim for. As it turned out I nearly landed down the lens of the Colonel's camera. I picked myself up and watched the other two land and as they walked over to me they shouted "Fantastic, shall we do it again?" I will leave you to work out what my reply was!

# SOLUTION TO RAILWAY CROSSINGS NUMBER 9.

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33	H	A	R	D	Y			R			S		R		X						

## LETTERS TO THE EDITOR.

Having last night received my copy of issue number 14, I must say how pleased I am with the new style of publication, which is becoming ever more professional in its compilation and presentation. Indeed, for a group of under 100 members, our magazine now puts to shame many of those produced by larger and more ambitious groups. The glossy photographs and the articles by J. Little, J. House and fellow Warringtonian Geoff Smith all provided much interest and entertainment.

Perhaps I could be permitted to comment further on Geoff Smith's well detailed article since time has overtaken his account in a couple of



instances, so perhaps I can bring the story up to date.

Having lived adjacent to the Greenhall's/Ferrous/Lion/Power Station/M.S.C. Co. group of lines since early childhood, I have followed their fortunes closely along with that of the nearby (but now threatened) Arpley-Skelton Jn-Stockport main line to which these various industrial routes connected at Wilderspool Bridge (Level Crossing until 1957). One by one these industrial operations fell out of use, leaving the truncated remains of the Greenhall's Branch to serve Ferrous Light Castings foundry and Lion Emulsions (now trading as "Colas" Bitumen). Sadly Ferrous fell victim to the recession and ceased trading in June 1983. Up until this time one 16 ton mineral wagon was brought to the site two or three times a month by an O8 shunter from Arpley Meadows Marshalling Yard, with the loco returning for the empty wagon a few days later. The works is now derelict and during the last few weeks the track has been lifted from the buffer stops back to Lousher's Lane Road Bridge, although it remains in situ across Latchford Meadows to the junction with the short spur to the 'Colas' plant. Although this works still operates, rail-borne traffic appears to have ceased as the rails, whilst still in place, are now well rusted over and in fact what appears to be a permanent fence has been erected across the tracks as they enter the works complex.

On the nearby site of the former 9 road Power Station Marshalling Yard, where long rakes of coke wagons were previously shunted, all tracks have been lifted and the area is now a wasteland. The only section of this complex still in use is the two road access line to these various concerns, which runs from the original junction by Wilderspool Bridge, southeastwards to the rear of Warrington High School (now Priestley College), and which previously formed part of the M.S.C. Co. main line to Latchford Locks, Irlam and Manchester. The formation is actually that of the original Warrington and Stockport Rly. opened in November 1853 but replaced in 1895 by the new alignment needed to carry the line up and over the ship canal upon its opening. This remaining third of a mile or so of

(Continued on page 9)

#### WORTHWICH SHED - MONUMENT TO AN AGE OF STEAM.



Above: A desolate shed, 4/9/84. Below: The disconnected fuel tanks await their fate on the former coaling stage site, 4/9/84. (Photos - M. Lenz.)







8E members Nigel Lightbown and Chris Gallon seen working on 57XX Pannier Tank number 7754 at Llangollen, 18/8/84. (Photos - M. Lenz.)



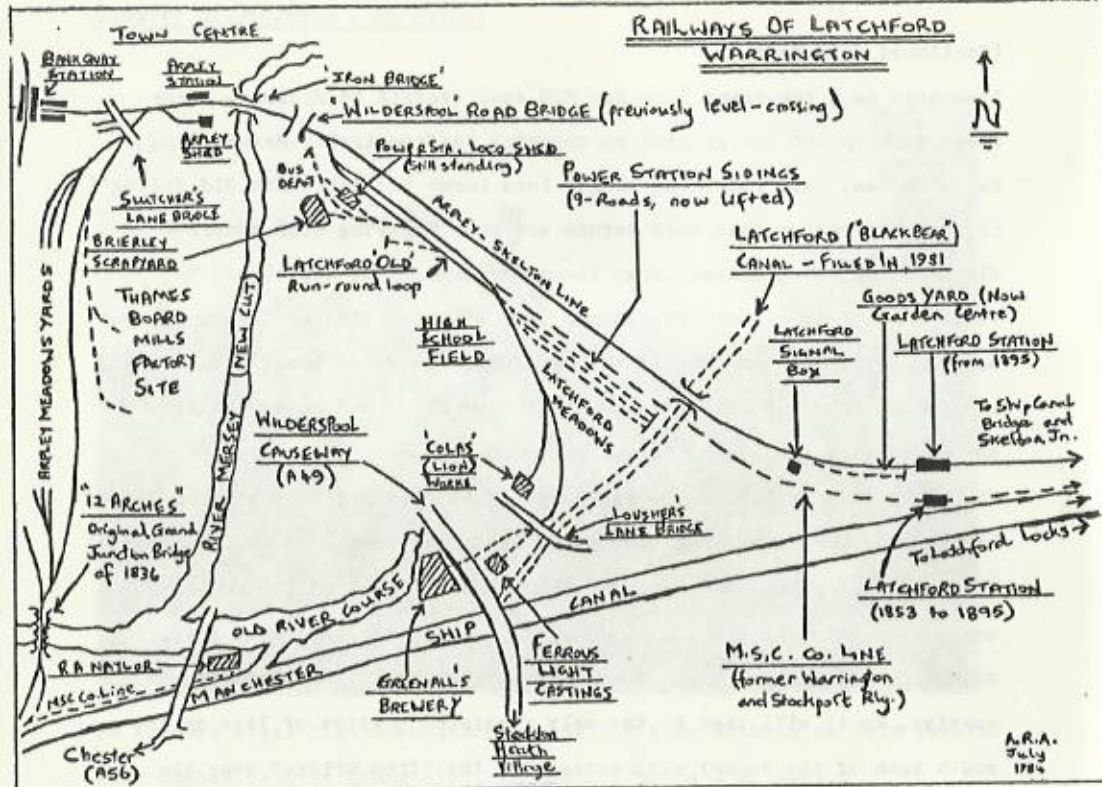
(Continued from page 6)

line acts as a run-round loop for MGR coal traffic to Fidler's Ferry Power Station and for general merchandise to/from Arpley Marshalling Yard. Indeed, this remaining length (now known as 'Latchford Old Siding') is probably busier than ever before and some relaying with concrete sleepers has taken place. Large locos of classes 40, 45, 47 and 56 visit this section each day, whence in previous years the largest I ever saw regularly were ex-LMS 'Jinty' and '4F' 0-6-0s, although occasionally a "Mickey" (Black Five) or Black 8 (Stanier 8F) would appear. Whilst I cannot confirm the story, it was reported to me that on one occasion in the early days of B.R. a 'Royal Scot' did in fact get as far as Latchford Locks! The short remaining stub would appear to have a secure future for a few years, as it would seem it will still be required for run-round moves even when the main Arpley-Skelton Jn. route closes next year. However in the longer term it must be unlikely that the facility will survive, as it will then be the only remaining portion of line on the south bank of the Mersey with access via the "Iron Bridge" near the site of Arpley Station. This bridge is now showing advance stages of decay and surely B.R. will not be willing to carry on maintenance for any longer than absolutely necessary.

Perhaps the sketch map overleaf will show those unfamiliar with the district what remains today of the various lines and routes described above. The area is well worth a visit, access being easy at many places, and good photographic vantage points of the Arpley-Skelton Jn. line are available at Latchford Meadows, Latchford Station/Signal Box etc.. However you will need to come quickly if you intend to capture moving trains on film in this area, as soon they will all be merely a fading memory! Such is life.

A.R. Ashurst.





#### BOOK NEWS.

A recent publication from Atlantic Books in their Colour of Steam series, namely Volume 2, The Somerset & Dorset Line by R.C. Riley, can be recommended for its excellent colour photos and informative captions. With a price tag of £2.50 this book is very good value for money. Another excellent book featuring all colour photos is London Midland Steam in Colour by Hugh Ballantyne, priced at £5.95 from Jane's Railway Publishing Co. Also from Jane's, and of interest to fans of English Electric locomotives, are Rail Portfolio 1: The 40s by Murray Brown and Rail Portfolio 2: The 50s by Ken Harris. Both are priced at £3.95 and feature some excellent colour photographs.

Some forthcoming titles from Ian Allan include Sectional Maps of Britains Railways 1984, Southern Country Stations 1: London & South

Western Railway by R. Antell at £6.95. Also due out shortly is the next in the Fleet Survey series; Volume 7: Diesel Shunters. One other title which might be of interest to members is On the North and West Route by C.R.L. Coles at £6.95, dealing with the Welsh Marches route from Chester to Newport and featuring a cover photo of LMS '5' 5000 complete with 8E shedplate.

#### FUTURE MEETINGS.

Tuesday 13th November. Slide Presentation by 8E members Len Clarke and Peter Dixon.

Tuesday 11th December. A.G.M. and member's evening.

All the above take place at the Lostock Alkali Social Club, off Manchester Road, Northwich, commencing at 8.00pm prompt.

Although it is not yet possible to give the programme for the new year, nevertheless we have confirmed the following speakers for two of the meetings; Michael Draper from the Severn Valley Railway and David Moseley from the National Railway Museum. Other possible candidates for next year include the Western Locomotive Association, 6000 Locomotive Association (I have to cater for all tastes, Al! - Ed), Somerset & Dorset Railway Trust, Brian Dobbs etc.. The full programme of meetings through to July will appear in the Winter issue of the magazine.

#### THE LURE OF THE SCRAPYARDS. PART 4. By A.R. Ashurst.

Our last installment brought us up to the end of steam on B.R. in August 1968, after which I did not expect to be visiting collections of condemned British Railways locomotives ever again. A spell of indifferent health plus the lack of main line steam activity led my interest in steam to wane somewhat, although contact with events was maintained via the railway press. Through this came a growing awareness of the run down of the WR diesel-hydraulic fleet during 1969/70 (more of this in a later issue) came about, very reminiscent of what had been happening 3 or 4



years earlier with steam in the North-West. At the same time the preservation bandwagon was beginning to roll and, with the absence of steam locos to purchase out of B.R. main line service, alternative sources were being pursued and of these sources, one was dominant above all the others, namely Woodham Brothers Scrapyard at Barry, South Wales.

I think my first knowledge of Barry came when the Keighley and Worth Valley Railway, of which I was a member, made known its intention to rescue ex-IMS 4F 0-6-0 number 43924 from the yard, the first rescue attempt of its type. Photographs appeared in "Push & Pull" (The K & WV Magazine) of 43924 surrounded by some of its 200-plus stablemates. The general railway press picked up the story and soon other groups began to start funds for purchase of locos from this source. What was immediately apparent was the wealth of Western and Southern region types still extant at Barry, very few of which I had seen in service in years previous. The appeal to save 43924 was successful in late 1968 but it was being said even then that the machine had been snatched away from the cutter's torch at the eleventh hour and that the scrapping of the remaining locos in the yards, suspended for some years whilst more lucrative wagon-cutting was in progress, was about to recommence in earnest. The die was cast: as soon as health permitted, a visit to Woodhams must be made to get these last ever steam 'cops' before it was too late. The opportunity came in September 1971, when a trip to South Wales was arranged with my uncle during a period of convalescence. The day was almost ruined as, on the outward journey, 'Hymek' type 3 D7077 which was in charge of our Crewe to Cardiff train, expired on Llanvihangel Bank and 2½ hours delay was encountered before an English Electric Type 3 was found to take us onwards. There was barely enough time to get to Barry Docks after this eventful journey (I might add that this was the only late running trip I ever had behind a "hydraulic".) but having got as far as Cardiff I just could not have returned home with an empty notebook after being so near. The local DMU was duly caught and an intense

feeling of anticipation began to mount as each station passed by. Apprehension began to be felt, as in the old shed-bashing days of the mid-sixties: Would I be able to gain admission? Would I have sufficient time to get round the yards anyway? And what if cutting had recommenced and those sought after Castles, Halls and Merchant Navy Pacifics had been reduced to just so much scrap metal anyway? I soon found the last question was easily answered. Rounding the curves from Cadoxton and through Barry Docks brought sights of line upon line of locos in the so-called "top" yard (the smaller of the two) - rusting ranks of Prairies, S15s, Collett/Churchward 28XX and 38XX and, rarest of the rare, ex-Somerset & Dorset 2-8-0 53809. A swift station call at Barry itself, then onto the Barry Island terminus, destination for many a Butlin's holidaymaker. However, my eyes were not turned towards the sea but inland as the train drew into the traditional GWR style terminus. Below us as far as the eye could see stretched the largest collection of steam locos which I have ever seen in one place at any given time. After descending from the train I stood for a brief moment and surveyed the scene: it all seemed so unreal after three steamless years and yet this was no illusion. Obviously the threat of renewed cutting-up was still no more than a rumour (little did we know that so it would remain right up to the present day, only four locos having met their end at Barry in the last 13 years.). Next problem; was it possible to gain access to the slumbering giants? Leaving the station and making straight for the sidings, I found no problem as the yards were merely an extension of the nearby coach park, with no block on entry into the sidings at all. Now only one problem remained, that of time. My passage up and down the lines of rusting locos had to be rapid and left virtually no time for photographs, except the odd hasty snapshot.

What mixed emotions mingled that day: joy at seeing such a vast array of steam power, 90% of which were being viewed for the first time; sadness at what was thought to be their impending fate; annoyance that seemingly little could be done to save more than just a handful; regret



at the passing of an era which would mean my never again being able to fill notebook page after page with steam "cops"; thankfulness that I had known just a little of the magic of steam during my lifetime, a now fading magic but, nevertheless, still clinging to these silent relics of Britain's industrial heritage.

Moving on from "bottom" to "top" yards, I finally noted down the last numbers, and began to trek back through the sidings towards Barry Station. I had logged 201 steam locos and 2 diesels (D601 and D6122) in the yards. Unbelievably, almost 150 of these same machines have since been secured for preservation thanks to Dai Woodham's continued reluctance to commence breaking up his remaining locos. The preservation movement owes the Woodhams group an immense debt, as without them our private railways today would be very much the poorer. However, many think the time has now come for Dai to put his torch to the remaining locos, arguing that the cost in finance and time to restore and support the rebuilding of the remainder will never be available, considering their almost 20 year stay at Barry and now woebegone state. Yet who can say what miracles could still be worked, bearing in mind what has been achieved already? And if not in a steamable condition, perhaps static cosmetic preservation would be preferable to oblivion. Although my head repeatedly quotes the impossible economics of Barry rescues, my heart secretly leaps every time I read of another successful purchase from the yard, even if it is yet another 28XX or "Bulleid".

I have been back to Barry since, although the visits have been somewhat of an anti-climax after my first one. But more than that, my first Barry visit made me realise that there were other things disappearing from the railway scene as well as steam locos, and that much of interest in railway operations remained to be seen and recorded before it too passed into history. And thus a mild interest in diesel types, especially those of the Western Region, began to develop along more serious lines. In the next article in this series I will describe some of my visits to witness the end of many of these diesel types as they too passed into history.

#### PREPARING FOR ANOTHER 8E TOUR?



What a suspect crew! Messrs. Bennett, Roughsedge, France and Worrall using their magnetic boots to pose on the footplate of S.R. 4-6-0 number 850 Lord Nelson during its visit to Northwich in October 1983. (Photo - M. Lenz.)



BRITISH RAIL PHOTOCALL.

Your editor recently spent three days travelling over the Cornish Railways network, experiencing haulage by HST, Classes 47 and 50 on the main line and the inevitable DMU's on the branch lines, although failure of the 17.43 DMU to Newquay on leaving Par did lead to some Class 37 haulage on the branch, and in both directions too! The photograph below, taken on the Looe branch, contrasts with those opposite which were taken at the main line terminus of Penzance.

Below: Driver's view whilst awaiting departure from Looe with the 13.20 for Liskeard, 29/8/84. (Photo - M. Lenz.)



Above: Green liveried Class 50 number 50.007 Sir Edward Elgar awaits its next turn of duty in the bay platform, 30/8/84. Below: 50.022 Anson awaits departure from the terminus, 31/8/84. (Photos - M. Lenz.)







Two photographs of the, little altered, station of St. Erth in Cornwall, junction for the St. Ives branch, 9/8/84. (Photos - M. Lenz.)

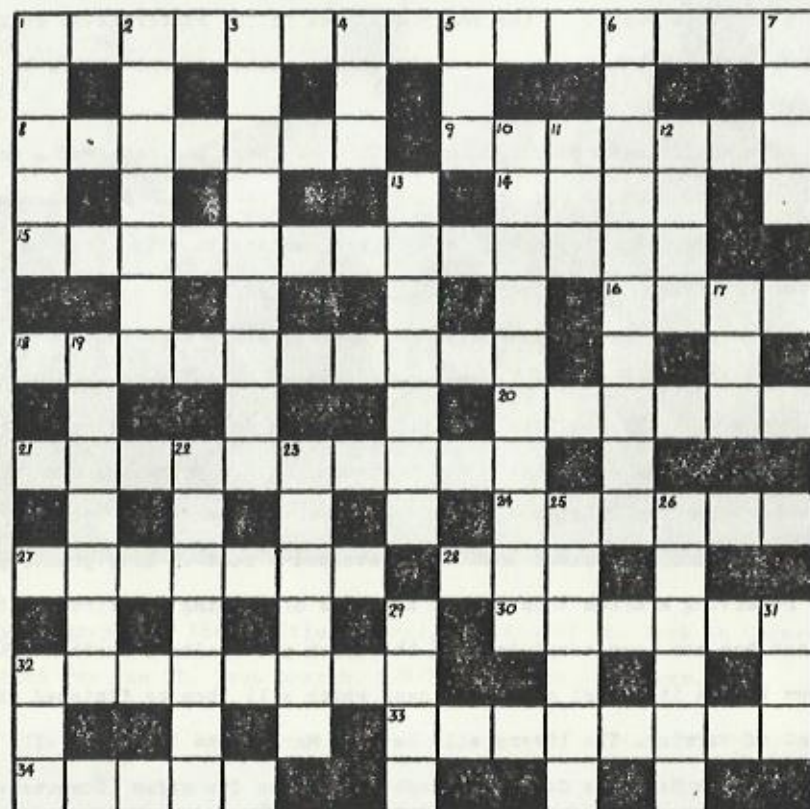


On checking through my back issues of the magazine I found that the last progress report on the coach appeared in the Winter issue of last year, and so I thought it about time that another report should be forthcoming. So here it is.

When we finished work for the winter the coach had received a complete rub down and coat of undercoat, and had even received a small amount of gloss at the compartment end, but it was decided to wait until the Spring before applying any further paint. As it turned out it was early June before we, once again, commenced our Tuesday night work-ins and we have continued to meet regularly each week (except those weeks when it has been the ordinary meetings) and will continue until such time as the weather permits. Before we could commence further painting, some more rubbing down and filling was found necessary, after which undercoat was then applied. The frames have also received a coat of grey primer prior to receiving a black topcoat. At the time of writing the first coat of gloss has now been completed and the coach now awaits a further rubbing down before its final coat of gloss, which will then be finished with a coat of varnish. The livery will be B.R. Maroon and the coach will carry the British Railways Coaching Stock roundel on its sides (Someone even suggested putting first, second, kitchen, sleeper, guard etc on the various doors, no names mentioned! - Ed) It is hoped to have the coach exterior completely finished before the end of the year so that when we restart in the Spring of next year, work can be concentrated on the renovation of the interior to a more respectable condition. Our working parties this year have numbered around eight or nine members but new faces are always welcome and can be assured of something to do when they turn up. After all we don't spend all night at the coach, for you can work up a good thirst after a couple of hours rubbing down or painting, and the Lion and Railway is only just over the road! So if you feel like a bit of work and a good laugh at the same time, with a pint at the end of it, come and join us.



# RAILWAY CROSSINGS NUMBER 10.



## ACROSS

1. Number '7' to the eastern men. (3-5-7)
8. Old currency is short, and turned about in a confused year at the shed. (7)
9. In a form of Urdu, a 'I-P' becomes a Jub. (7)
14. Should this 5XP be emerald green? (4)
15. Edward shortly turns the Creole hit into a 4-4-0. (4-9)
16. Gland-packing could be called for when this is heard. (4)
18. Literary 'Brit'. (4-6)
20. Nothing follows a vote on a pacific. (6)
21. Track lifter. (10)
24. There's a scoop here on the Midland. (6)
27. Midland's Manchester goods depot. (7)

28. Signal limb? (3)
30. Just the tank for the cavalry? (6)
32. This shed was here before the car arrived, apparently. (8)
33. Trans-Atlantic crewman. (8)
34. An extinct class on B.R. (5)

## DOWN

1. Do model boilers suffer from this? (5)
2. Manchester depot. (7)
3. A 'Pat' should be 3ft. gauge, perhaps? (4-2-3)
4. Feel your way to a hidden sub-shed. (3)
5. B-I, bursting into song, perhaps? (3)
6. You can lead a horse to water, it seems, at this G.N. shed. (10)
7. A depot "living in the past", maybe? (4)
10. Reporters tell of hazards ahead. (10)
11. Primary or secondary, it keeps the firebox glowing. (3)
12. Campanologists island terminus? (4)
13. The new trainee has difficulty finding a shed. (7)
17. Lamp lighter? (3)
19. Bewildered doormen go searching for a pacific. (7)
22. If you bear some confusion, an A-I will appear. (7)
23. There's more than one way to skin a firm of loco builders! (6)
25. This is a mad arrangement on a 4-6-0. (6)
26. S.E.C.R. tunnel. (6)
29. Dean goes to pieces over a 4-6-0. (4)
31. An independent line, initially; later part of the L&Y. (3)
32. It's a short train, but pretty quick. (3)

## THE NORTHUMBRIAN. By A.E. Bennett.

The weekend of June 23rd/24th marked yet another landmark in the history of the, by now, notorious 8E weekend tours. Our destination this time was to be the northeast of England and North Yorkshire. Due to the approaching holiday season, we were unable to commandeer our usual 52-seater coach, so we had to settle for self-drive minibuses; one an ex-works Toyota, the other, a Ford Transit well past its last shopping date, and after our help, was probably condemned or stored unserviceable. As organiser, I drove the Toyota, with a certain Mr.



Robert Stansfield as, supposedly, co-driver (but when asked to drive, was not in a fit state to take the wheel!) with John Little and Geoff Smith as driver and secondman in the Transit tub.

After each doing our circular tours of Warrington picking up our unsuspecting patrons, we met up at Birchwood and proceeded eastwards along the M62. John's bus had a magnificent carved wooden headboard proclaiming "The North Eastern", which literally covered the front half of the bus. Our bus (containing the more eccentric members of the tour) sported an "Auntie Jane's Therapeutic Outing" headboard (courtesy of Pete Sheridan - and with all spelling correct, even therapeutic). For the uninitiated, Auntie Jane answered problem letters in a well known adult magazine - see Dave Healey for more information.

Our first port of call was Darlington, where we were shocked to find just a single class 37 on the stabling point. It was incredible to think that just a few years ago Darlington sported a locomotive works, large goods yard and locomotive depot - now it is not even a signing on point. Next stop was Tyne Yard, where we knew we would find it difficult to get round, and despite showing all our permits for other depots (they do not issue permits for Tyne Yard) the ignorant object that was supposed to be in charge told us to '---- off and leave him in peace' with the most delightful of old world charm! (I have had to censor this conversation just a little. - Ed) We were not to be beaten however, and saw most of the locos from an adjacent hill with the aid of binoculars. From there we moved to Gateshead depot where the staff were the exact opposite to the international smoothy at Tyne Yard, and we were courteously shown around the depot. There was not a large number of locos there, a few Class 45s, 47s and 56s, plus some condemned shunters. Mind you it was Saturday morning and getting towards the peak summer timetable. After some photo taking we headed north to Blythe, this being the first time yours truly had ever visited this establishment. Again there was little on shed, but we were welcomed and allowed to roam around and take as long as we liked. It was here that I had my first accident of the day -

my trousers fell down whilst I was taking a snapshot of a useful looking line of class 37s. Luckily no one else had a camera ready at the time, unlike later in the day when there was obviously a plan afoot to get a photograph of me in such an embarrassing state, but that comes later!

Turning south and heading under the Tyne we came to Sunderland Dock. Once again we were welcomed, unfortunately just a solitary class 56 and a couple of class 37s were present. We asked the foreman if there was anything at Sunderland Station and were told there were a couple of 37s stabled there. We lost the next half an hour trying to get to the station which we could see easy enough, but which we could not reach because the one way systems seemed to be all against us, however we did catch a sight of the two 37s from off a bridge, so we then put our foot down and headed for Thornaby. Again we were welcomed and allowed to take as many photos as we liked. Plenty of locos here - Class 31s, 37s, a class 40 (unfortunately), and happily, plenty of class 47s. It was here that the plan to catch me in an embarrassing position, which I mentioned earlier, came to fruition. I was walking back to the minibus when I felt a sharp tug at the back of my trousers, pulling them half way to my ankles. It could only be one person - Pete Sheridan, and by the way he executed the move so quickly and expertly, one must come to the conclusion he does this sort of thing regularly. And who should be waiting with camera in hand to catch a man with his trousers down in the middle of Thornaby depot? You've guessed it - Healey! This little episode seemed to amuse both tour patrons and BR staff alike, what a warped sense of humour they must have still, I made somebody's day. (Note: there is no truth in the rumour that there was a eclipse of the sun in the North East about this time. - Ed)

We set off for York which was to be our stabling point for the night, but before reaching the hotel we called in at the depot where there were a few 20s, 31s and 47s but, alas, the 'Deltic' days have gone and, much as I disliked them, York is not the same without them. During the evening the tour patrons split up, some going to the station, some for food, but all meeting up later to sample the local 'real' ale, some more than others!



Sunday morning broke clear and sunny and we were soon on the road to Pickering for our visit to the North Yorkshire Moors Railway, where I was anticipating a 'bash' behind the class 35 hydraulic 'Hymek' diesel, alas it was not to be. We were just passing the station when we heard the sound of one of these blue English Electric monstrosities called a 'Deltic', working on only one of its two stroke outboard motors! On arrival at Grosmont we alighted from the train and split up to "do our own thing". Most of the party visited the shed, took photos of the departing trains at the station and then met up for lunch at the nearby pub.

The return trip to Pickering was excellent, especially the sight of the Thompson K1, in BR lined black livery, backing onto our train. We had a stop for twenty minutes at Goathland because of some incident farther down the line, but on re-starting the locomotive gave us a good run. After taking further photographs on arrival back at Pickering, we then set off on our homeward journey. The passengers in my bus were well pleased with the trip and decided to burst into song (no doubt aided by the Cameron's Real Ale from the pub in Grosmont), and continued in the same vein as far as Knottingley where we observed just a few shunters and a couple of class 56s. It was then on to Leeds Holbeck Depot where we were unable to get around, but were furnished with a list of what was on the depot at the time, and where about it was located.

And so finally we headed for home down the M62, back to Warrington happy and contented after yet another excellent weekend trip. It is a pity that more members, especially from the Northwich area, do not patronise our tours, as it seems that only Warrington members and members of the general public support us. Our tours are more of a social event and weekend break than just a set of rail enthusiasts doing a shed bash. This is borne out by the number of members of the public who support our tours, though not all that interested in railways, some even coming along just for the scenic ride!

So come on 8E members, support your own tours, let yourself go for a couple of days - you won't regret it.

# SCOTTISH SHED SCENES.



Above: Class 37 number 37.144 at Motherwell, 20/4/84. Below: Class 27 number 27.208 seen here at Grangemouth shed, 23/4/84. (Photos - M. Lenz.)







# PHOTO FEATURE.

Left: An unusual visitor to Northwich towards the end of 1983 was the Speno Rail Grinder Unit, seen here on the former turntable road alongside the shed. (Photo - M. Lenz.)

Below Left: Elimination of Class 46 locos from main line service is now almost complete. At the start of the run-down of this class many withdrawn examples were sent to Swindon Works for storage and eventually scrap. Here are the first and last of the class, 46.001 and 46.054, in Swindon Works Stockyard, 25/3/81. (Photo - A.R. Ashurst.)

# MEMBERS BRIEFING. By A.R. Ashurst.

I am more than pleased to lead off this 'briefing' with news of returning steam activity in Mid-Cheshire this Autumn. By the time these notes appear in print our servicing team should have been in action again following a nine month lay-over, attending to the needs of King George V (Alas, this trip did not take place owing to the failure of the King at Shrewsbury with a hot-box on the tender, no doubt much to the amusement of a certain SE member, no names mentioned! - Ed), ex-LNER A3 Pacific 4472 Flying Scotsman and ex-SR Merchant Navy Pacific 35028 Clan Line (An excellent locomotive, with the exception of 'Lizzie' of course, which is mine and a certain other member's favourite loco, as many members will already be well aware! - Ed). The King was scheduled to work light engine to Chester over the North and West route in order to take over a special 'Jules Verne Voyager' train, similar to that of last year, alas it was not to be. Saturday 29th September saw the working of the other two locos into Chester, Flying Scotsman working Manchester-Chester-Manchester via Northwich (but without a stop-over, unfortunately) on a special charter for Wilson's Brewery. It is especially pleasing to welcome 'Scotsman' into Cheshire for the first time in many years, particularly so as the loco is now in the care of our own stalwart member, Pat Mullee, at its Carnforth base. It is a pity that



the working could not have been devised to bring 4472 actually 'on shed' at Northwich, mind you, it is reported that certain undercover 8E members are standing by with a quantity of paint cans labelled "Brunswick Green" and "60103" smokebox plates etc. just waiting for the loco to stand still inside the shed long enough for certain alterations to be carried out! Perhaps this is the reason for the straight through run of the loco, who knows?

The Class 40 ranks are now reduced to around thirty active members, although their planned elimination by October has now been put back a further five months. The class still finds irregular passenger work in the North-West, especially on Summer Saturday holiday workings to the Fylde and North Wales coasts, although mid-week substitutions for booked Class 45/47 workings still occurs occasionally. On Friday 20th July 40.012 Aureol was observed in charge of 1D34, the 07.44 Manchester Vic-Bangor, balancing back on the 1E99 11.15 Bangor-Newcastle, both trains being well patronised by "Big D" fans. On Thursday 30th August 40.047 drew into Warrington Bank Quay platform 5 at 11.19 with an unadvertised relief to Blackpool North, a rare WCML event and presumably replacing a failed Class 47. Preservation would appear quite likely for a number of examples, with 40.106 (Great Central Railway) and 40.145 (Bury) already secured. It is understood that D200 (40.122) will be retained by BR for quite some time after the official March elimination date in order to continue on special duties, and there is a suggestion that a second example will also be retained, ostensibly, to provide spares for D200. Last vacuum braked only example, 40.009, is suggested as a strong candidate for preservation. 40.106 is active again after a rapid overhaul at Loughborough and has been named 'Atlantic Conveyor' in the shipping tradition of earlier examples of the class. Meanwhile 40.145 continues to receive mechanical attention at Bury to be made ready for the return of passenger services to the East Lancs Railway, now confidently expected during 1985. The collection of preserved locos has grown considerably

here, of late, with BR/Sulzer Type 2 24.054 and North British Diesel-Hydraulic Shunter D2767 joining the ranks and (as a long term project for restoration) 'Black Five' 45337; other ex-Barry scrapyard locos may follow in due course. The moderate admission price and easy access to this site (10 mins. walk from Bury Interchange Station; trains every 15 mins. to/from Manchester Victoria) make this railway centre a most pleasant Saturday afternoon outing (try leaving the wife/girlfriend in the excellent shopping centre/open air market nearby!). An interesting collection of industrial steam locos and buses/commercial vehicles can also be found here, plus examples of "Western, Warship, Hymek" diesel-hydraulics, Class 05 and "West Country" locos formerly in BR stock, quite a variety!

As well as eliminating Class 40s, BR is currently running down another Type 4 Class; the BR/Sulzer Class 46 variety of "Peaks", now down to a mere half dozen or so active members. A number of examples, some just withdrawn, were noted 'on shed' at Gateshead and Thornaby depots during the 8E Association North East area trip of 23rd/24th June. 46.052 was observed arriving at Manchester Victoria with a heavily loaded 1M58 08.15 Newcastle-Llandudno working on Saturday 21st July, where 45.143 5th Royal Inniskilling Dragoon Guards was waiting to take over. Whilst the latter loco was immaculate, 46.052 was filthy and looked very run-down. Sister loco 46.026 Leicestershire and Derbyshire Yeomanry, the only Class 46 ever to carry a name, was well away from its home ground (all survivors are based at Gateshead) on 2nd June, being on display in Crewe Works Sidings during the "Open Day" where it was proving very popular with the photographers present. Also on display were green-liveried 50.007 Sir Edward Elgar, 58.008 and recently outshopped 56.133, which was named "Crewe Locomotive Works" during the afternoon.

There are currently not many developments on the private railway scene, most operative lines running according to plan during the summer



months in what is now becoming a regular and accepted feature of the British tourist/transport industries. The Severn Valley extension to Kidderminster opened in late July with 4930 Hagley Hall and our old friend 5690 Leander involved in the first workings at the new terminus. Recent visitors to the line report loadings are not heavy between the new terminus at Kidderminster and Bewdley as yet, although no doubt the SVR will embark on an ambitious publicity drive next year to encourage patronage of the line via the new link with BR.

Returning closer to home for our last few items, local members have been interested to see two Class 20 locos more or less permanently based at Warrington Arpley Stabling Point since late July, for the purpose of crew training. The locos concerned (20.174 and 20.219) seem rarely to move 'off shed', other than to venture out into the nearby marshalling yards every now and again. Perhaps this is not surprising though as their projected use is for MGR coal traffic, none of which is moving at present.

Remaining with workings from Warrington, mention must be made of the famous 7E95 20.04 (SX) Arpley Yard-Harwich Parkeston Quay "Speedlink" service, the principle non-MGR/blocktrain working on the 'low level' route to Skelton Junction. Due to a mishap in Arpley Yard involving track damage at the northeast end of the sidings, access via Arpley Junction was recently blocked and the train diverted to run via Acton Grange, Hartford Junction and Northwich to Skelton Junction and beyond. Impending closure of the route via Lymm is likely to make this diversion permanent, thus robbing 'low level' fans of a favourite photographic subject. The train is notable for producing anything from a Class 25 or 40 to a 47, 56 or even 'Peak' loco, and can load extremely heavily at times. One other notable train continues to use the 'low level', this being 6M59 15.07 (T Th o) Broughton Lane (Sheffield)-Ditton BOC sidings 100 tonne tank train, booked for double-headed Class 40 plus

Class 25 combination and due through Lymm at 17.30 hours.

At Northwich, connection from the main line via the 'East Chord' to the Middlewich branch was due to be severed with effect from Sunday 9th September, although at the time of writing there was still some doubt as to whether or not the work would be carried out.

Finally, with this issue, we bid farewell to the Northwich Area Manager and his organisation; as from the beginning of October the Northwich/Ellesmere Port district will be merged with the Warrington Area Manager's organisation from where future administration will be concentrated. Over the years we have had an excellent relationship with all occupants of the Northwich Area Manager's post, starting with David McIntosh, whose inspiration and encouragement got the 8E Association established in 1980 during the "Rocket 150" programme. Messrs. Merryweather and Brownlow continued to support our activities and, finally, Ray Storton came to us for the last 12 months of the Northwich AMO's independent existence. Ray was always anxious to keep in touch with '8E' news and was very keen for us to organise another "Open Day", which unfortunately has not proved practical for reasons explained previously in earlier issues of this magazine. We welcome Warrington Area Manager Ron Couchman into his extended area and hope that our contact will remain cordial and mutually supportive. As the premier pro-rail group in mid-Cheshire the 8E Association hopes to be able to work together with the new management team to promote and encourage the useage and awareness of railways in our district in the future. Meanwhile, farewell to our friends at the Area Manager's Office in Northwich who are moving on; we wish them well in their new activities.

#### EDITOR'S NOTE.

As mentioned in a previous issue of the magazine, the Association is hoping to be able to put together an illustrated talk that can be given



to other railway societies, schools and the like. We are in need of photographs/slides showing Northwich Shed and Station as well as local railway scenes. Although modern image photos/slides are needed, we are seeking more photos/slides showing Northwich during the days of steam, and we are looking for both black and white and colour shots. Since the presentation will be in the form of slides, these obviously are what we would like however, we can have slides made from prints be they black and white or colour but they must be of good quality and contrast. If any members have any material they would like to loan then Alan Ashurst or myself will be pleased to accept it, and once we have made copies the material will be returned.

I am also looking for black and white/colour prints of enprint size (5" x 3½") for use in the magazine, although if the colour photograph is intended for the cover it must be accompanied by the negative. All items submitted will be returned as soon as possible.

#### IN THE WINTER 1984/85 ISSUE.

There will be the first in a two part article by John Little on the various sheds in the Liverpool area. Alan Ashurst will continue with the next article in his 'The Lure of the Scrapyards' series. There will be a report about another of the SE Weekend Tours, this time to the South East of England. There will, of course, be all the regular features; Committee Matters (plus A.G.M. Report), Railway Crossings, British Rail Photocall, Members Briefing etc..

#### PHOTO FEATURE.

Top Right: American Steam in miniature! Union Pacific 800 Class 'Northern' FEF-1 number 818 Queen of Wyoming 'on shed' at Denver. Taken at the Forest Railroad Park, Dobwalls, Cornwall, 4/7/84.

Right: EMD Class GP35 diesel number 3008 Mathias Baldwin stands alongside Rio Grande Class K36 'Mikado' number 488 General Palmer around the Denver turntable, at the Forest Railroad Park, 4/7/84. (Photos - M. Lenz.)

