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8E ASSOCIATION NEWSHEET - NO.2 JANUARY 1982

Dear Member,

Into 1982 and the signs are that it will be a busy year for us. The visiting locomotives promise to be very interesting, given the excellent start we have been granted in March (details later) and there is much more on the cards, including the probability of an Open Day at Northwich with at least one steam loco present.

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Recent events (tours/working parties)

Working party to Severn Valley Railway Tuesday, 29th December 1981.

An excellent day was enjoyed by a small group of members on the Severn Valley Railway on the above date, helping with locomotive cleaning and preparation. The Loco. Club of Gt. Britain (N.West Branch) had a through train arranged from Southport to Bridgnorth for which "Black Five" (4) 5000 (still retaining 8E shedplate) was rostered. However, some minor faults on this loco coupled with adverse weather brought a change of plan; Ivatt's 43106 and 46521 being substituted.

After leaving Warrington at 6.15 a.m. with six 8E members aboard (plus three friends found at the last minute to help fill up the mini-bus). We ran via the M6 and Wolverhampton, arriving at Bridgnorth at 8.15 a.m. On reporting to the shed, we were greeted with a very warm welcome and a "brew" before pitching into a rather dirty 43106, on which we spent about 1½ hours. We adjourned at 10.00 a.m. for a short break before (as we thought) starting on 46521. However, departure off shed was brought forward from 11.30 to 10.30 to allow for coaling at Bewdley, so no work was done on the second loco. Nevertheless, our efforts to date were rewarded by the magnificent gesture of a footplate ride to Bewdley on the light engines for SVR/8E joint members. Accordingly, two more SVR memberships were promptly obtained to add to the four already present and

departed at 10.44 with A. Ashurst, Dave Sheridan and Phil Creaghan on leading engine 46521 and Joyce Southworth, Pat Mullee and Gordon Monks behind on 43106. Our friends Paul, Graham and Tony remained at Bridgnorth to await opening time at the "Railwaymans Arms".

The best part of the day was now just beginning for us and the following events will be described in detail in the next issue of the newsletter.

Visit to Crewe Works 10th January 1982

A very good time was had by all. Some 50 characters descended on Crewe Works after an excellent stop en-route and were provided with a most interesting guided tour. Many locomotives were to be seen in various states of repair, including around 40 class 47, a 37, 20 electrics and several Whistlers (class 40). Also to be seen was construction of the final batch of H.S.T.'s and the first of the class 56's that are now being built at Crewe, production having been moved from Doncaster.

The visit lasted $1\frac{3}{4}$ hours and it is not doubted that many lines were put under numbers in little books in the Northwich and Warrington areas that night.

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And now for some drama:-

Travels of a Shed Plate (or:- How cheeky can that Warrington lot get?)

Members may be interested to hear of the travels of one of our 8E plates which has begun a journey of adventure that we hope will take it to far flung corners of the railway network.

Its travels commenced on the front end of ex S.R. 4-6-0 850 "Lord Nelson" working from Northwich on Saturday, 14th November 1981 with the "Trans Pennine Pullman". Pat Mullee recovered the plate at Carnforth and returned it to Warrington for storage pending further outings.

All was quiet until the Christmas period when a final "Deltic Bash" took the plate across the Pennines once more. Sunday, 27th December 1981 found a small group of members at St. Helens Junction awaiting the 10.40 Liverpool Lime St. - Newcastle, which duly arrived behind Brush Type 4 47424. This very crowded train proceeded to Bradford Exchange where, during a lengthy station stop, the train crew were approached. We were delighted when consent was given for the loco to carry the plate forward to Leeds, where we left the train. After a 50 mins. stop here, we returned homeward on the 12.05 Newcastle-Liverpool, which produced E.E. "Deltic" 55009 "Alycidon". Once more the crew were approached at Bradford and again the plate was carried by the "Deltic" as it ran - round the train. Many photographers captured this event and it would seem quite possible that a picture of this may appear in the Railway Press. The driver was prepared to carry the plate en route but as we were running late, we decided it was best not to do so in case insufficient time was available to recover it at Huddersfield where we were to leave the train (two minute stop only).

A similar outing was arranged for Saturday, 2nd January 1982 (more on the events of this day elsewhere) when the plate was carried by Brush Type 4 47511 "Thames" working the 08.05 Lime St. - Newcastle plate carried through from Manchester Victoria to York). We were unsuccessful on the return journey from York that evening until back at Manchester Victoria. Here we managed to get the plate onto the bracket of Metro-Cammell D.M.U. car M56335 at the front of the 20.42 to Chester, although again the plate was not left on in case of difficulties with removal at Warrington.

We hope eventually to get the plate from Wick to Penzance and intend to build up a travel log for eventual display with the plate at some future date, maybe in Northwich B.R.S.A. if permitted. Watch the newsletter for further details of the plate which "reaches parts that other plates cannot reach".

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To while away the hours until the next instalment of Travels of a Shed Plate, can members collect any cleaning materials - rags etc., that they can put their hands on. There's a lot of cleaning ahead and we are very short of such items. If any bulk loads are available, a van can be obtained for collection. Please let Clive Barrow or Colin Worrall know at the next meeting - which will be held at the British Rail Social Club at 8.00 p.m. on the 26th January.

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The agenda for the next meeting will be:-

- 1) Joining B.R.S.A.
- 2) Minutes of previous meeting and correspondence.
- 3) Tours.
- 4) Sales.
- 5) Public Relations information.
- 6) Materials.
- 7) Coach.
- 8) Discussion on merits of Christmas Club.
- 9) Slide show by Mr. R. Bolger.

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Among the items to be discussed will be the Trans-Pennine Pullman. It is not exaggerating to state that the future of steam at Northwich depends largely on the T-P-P and members of the 8E association must endeavour to support and promote the tour at every opportunity. We are attempting to obtain an adequate supply of booking forms from S.L.O.A. and these should soon be available at meetings.

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We are starting the new season in excellent fashion with Stanier L.M.S. Jubilee class 4-6-0 "Leander" on the 6th March. Recently overhauled, this loco is apparently looking superb.

Late news

The "Open Day" will be :- Sunday 7th March.
Attractions will include "Leander" in steam, plus an interesting range of B.R. diesel locomotives. It is also hoped to arrange brake-van rides in the shed yard.

With all this activity going on the committee appeals for members full support. We need at least twenty stewards, help with selling materials from the sales-stand, and a most interesting raffle to promote - and all with little time to arrange.

If you can help in any way, please let Peter Turner or Peter Coulter know how you can be of assistance.

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After the successful Crewe works visit previously referred to, we are looking forward to the Doncaster trip on the 7th February. The visit is fully booked with a party of 50 making the journey, about half of whom are SE members.

Pat is considering arranging a visit to Toton shed (Nottingham) combined with a ride on the Great Central Railway, whose locos include 71000, "Duke of Gloucester"; 1306 "Mayflower"; 506 "Butler Henderson"; 34039 "Boscastle"; etc. Further details to be announced.

It is also intended that working parties shall be sent to Steamtown, Carnforth for engine cleaning and general shed maintenance purposes. These visits shall be Saturday only or weekend working (accommodation available). Again, Pat will provide dates etc. when the arrangements have been finalised.

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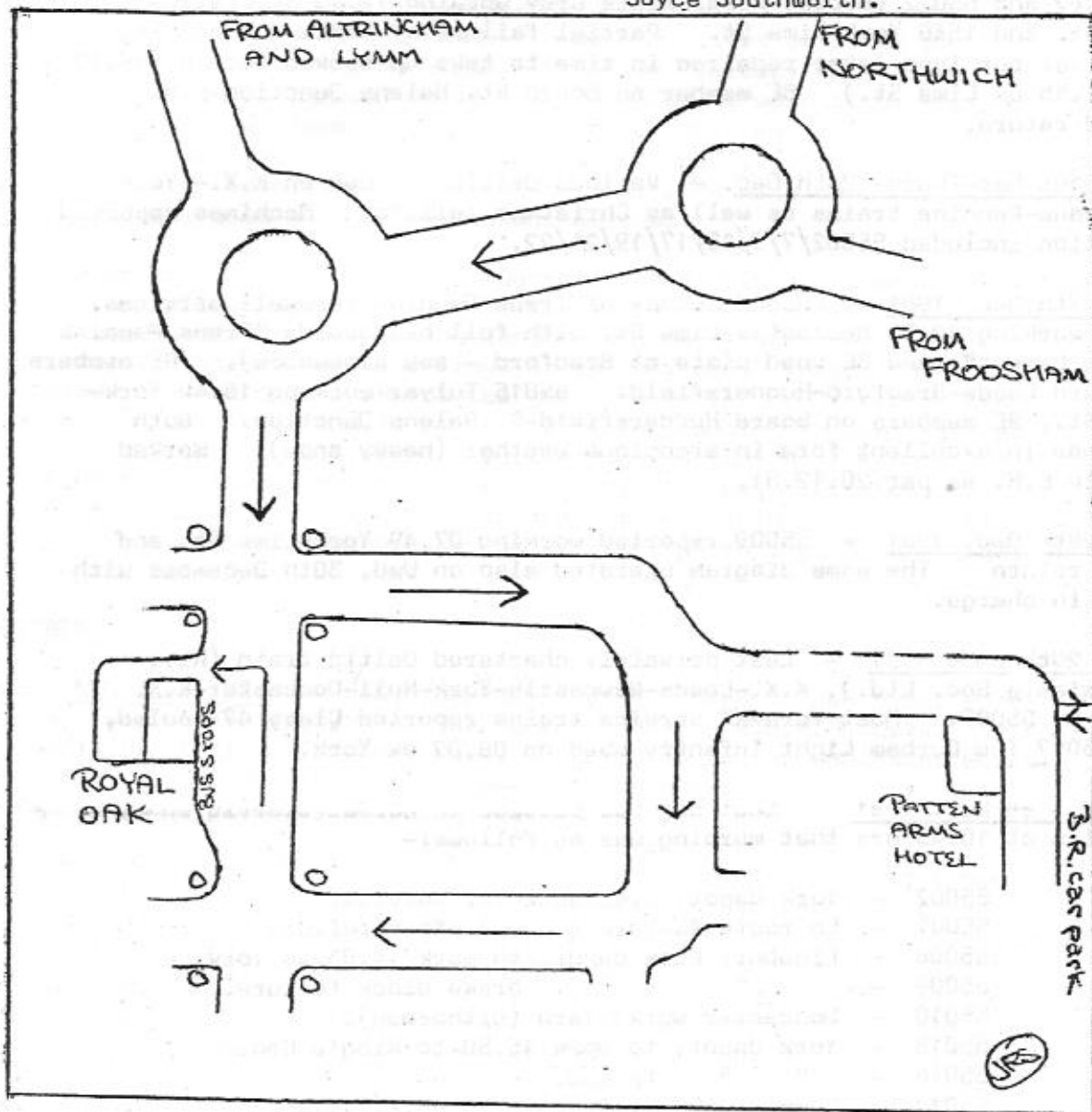
Warrington SE Association meetings

Northwich members are cordially invited to attend the Warrington section (88) meetings. These are held every Friday at the Royal Oak, Bridge Street, Warrington in the "upstairs" room. If this room is not available (it is occasionally required for 21st parties etc.) we meet in the front bar of the Patten Arms Hotel, Parker Street (opposite Bank Quay Station).

Meetings are friendly and informal and usually consist of a slide show, passing round of members photographs etc. and a general discussion of past, present and future events concerning SE, 88 preservation and railways in general. Both venues serve excellent beer and the emphasis of the meeting is on having a good time with friends who share a common interest (or fanaticism) so come along, bring your photos and other items of interest and have a great evening (we always do!) A phone call to Pat Mullee (Warr. 601914) will let you know where we are. Although we always have

several weeks notice when the room at the Royal Oak is required for another event and word can be passed round. We look forward to seeing you.

Joyce Southworth.



Deltic Diary - Some observations of a famous class in its last few days of B.R. Service.

Sat. 28th Nov. 1981 - Severn Valley Railway promoted Railtour "The Deltic Venturer" running York-Birmingham-Paddington and return. First of the class 55022 Royal Scots Grey (also now carrying D9000 on one end) used throughout. Loco in excellent external and mechanical condition with the "Ton" reported on one stretch. 8E members on board Birmingham-Paddington and return.

Sat. 19th Dec. 1981 - Pre-Christmas specials brought to a close by 55009 Alycidon working King's Cross-Grantham-Spalding-Norwich-Liverpool St. Over 2 hours late on return to London (not due to Loco problems).

Sun. 20th Dec. 1981 - First of two Sunday "Trans-Pennine Farewell" operations on service trains with 55002 King's Own Yorkshire Light Infantry and 55022 (09000) Royal Scots Grey working 12.05 Newcastle-Lime St. and 1540 York-Lime St. Partial failure of 55022 approaching Liverpool but loco later repaired in time to take up booked return (19.10 and 21.15 ex Lime St.) 8E member on board St. Helens Junction-Lime St. and return.

Mon. 21st Dec-Thurs. 24th Dec. - Various Deltics in use on K.X.- York and Trans-Pennine trains as well as Christmas reliefs. Machines reported in action included 55002/7/9/15/17/19/21/22.

Sun. 27th Dec. 1981 - Second Sunday of Trans Pennine farewell services. 55009 working 12.05 Newcastle-Lime St. with full headboards "Trans Pennine Deltic Lament" (and 8E shed plate at Bradford - see elsewhere). 8E members on board Leeds-Bradford-Huddersfield. 55015 Tulyar working 15.40 York-Lime St., 8E members on board Huddersfield-St. Helens Junction. Both machines in excellent form in atrocious weather (heavy snow). Worked back to E.R. as per 20.12.81.

Mon. 28th Dec. 1981 - 55009 reported working 07.49 York-Lime St. and 12.15 return. The same diagram operated also on Wed, 30th December with 55002 in charge.

Tues. 29th Dec. 1981 - Last privately chartered Deltic train (Rly. Enthusiasts Soc. Ltd.), K.X.-Leeds-Newcastle-York-Hull-Doncaster-K.X. taken by 55009. Most York-KX service trains reported Class 47 hauled, but 55017 The Durham Light Infantry used on 08.07 ex York.

Thurs. 31st Dec. 1981 - Last day for Deltics in normal traffic on B.R. Position at 10.45 hrs that morning was as follows:-

- 55002 - York depot, available for service.
- 55007 - En route KX-York (towed) after failure.
- 55008 - Finsbury Park depot, to work 14.03 to York.
- 55009 - " " brake block failure.
- 55010 - Doncaster Works Yard (withdrawn).
- 55015 - York depot, to work 15.50 to King's Cross.
- 55016 - " " failed.
- 55017 - Finsbury Park, to work 16.03 K.X.-York.
- 55019 - En route working 1514, 08.10 Newcastle-Edinburgh. Booked to return south with the 19.45 Edinburgh-Leeds (16.30 ex. Aberdeen).
- 55021 - En route working 09.40 K.X.-York.
- 55022 - En route working 05.50 K.X.-Aberdeen (as far as York), and booked for 14.15 York-K.X.

In fact 55022 worked through to Edinburgh to remain on Haymarket over New Year. 55002 was expected to take over 14.15 York-K.X. but loco later failed and was moved directly to the Peter Allen Building (N.R.M. annexe) for preservation. 55019 Royal Highland Fusilier was the last Deltic at work on a normal B.R. timetable service, booked arrival in Leeds being at 23.23 today.

Sat. 2nd Jan. 1982 - Final Deltic Railtour booked for 55002 K.X.-Edinburgh and 55023 Edinburgh - K.X. with associated light engine workings by 55015 and 55009. Due to failure of 55002 on 31/12, 55015 worked the train from K.X. (with Finsbury Park style of white cab window frames, etc.) leaving 55009 to work light engine in front both ways, from Peterborough to Newcastle and return. 8E members visited York to see passage of the special, joining vast crowds there. Special ran through at 11.12 (one min. early), 55009 having already been through before our arrival.

A visit to York depot found 55004 Queen's Own Highlander dumped minus nameplates in the yard (condemned 1st November 1981) with 55016 Gordon Highlander, 55021 Argyll & Sutherland Highlander, 55007 Pinza and 55019 Royal Highland Fusilier lined up in that order inside the shed, withdrawn today and with nameplates just removed. 55022 became the last active Deltic on a B.R. passenger train, running through York at 17.29 (55009 through L.E. $\frac{1}{2}$ hour earlier) and arriving at King's Cross at 20.05 to emotional scenes which made the National T.V. News. 55009/15/22 worked back light engine to York same night respectively from Peterborough/Edinburgh/K.X., 55022 arriving on shed around midnight to end the Deltic era on B.R.

POSTSCRIPT

Tues. 5th Jan. 1982 - 55016/09/15/22/04 all towed to Doncaster Works today, leaving 55019/07/21 at York Shed, 55002 in N.R.M. annexe. 55008/13/17 still at Finsbury Park, 55005/10/18 inside Doncaster Works. 55011/14 (withdrawn 8th November and 18th November respectively) unreported but probably at Stratford.

Preservation - 55022 reported already sold to Scottish buyer (possibly Scottish Tourist Board) to work in Scotland. Deltic Pres. Soc. to choose between 55016/09/08. Severn Valley also reported interest (55009 if not required by D.P.S.) Nat. Railway Museum likely to preserve 2 locos, one to work (55002) and one static (pos. 55005). Several other groups (including N. Yorks Moors, Nene Valley etc.) also possible buyers. The D.P.S. loco is expected to be kept at the N.R.M. during winter and work on B.R. (if allowed) or N. Yorks Moors Railway next summer.

Finally, apologies to all non-diesel fans for the length of this item but it is felt to be justified as a tribute to B.R.'s locomotive flagship of the last 20 years. It is understood that most of the Deltics mentioned above will be at Doncaster by the time of our visit on 7th February 1982.

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The Editor's thanks go to Alan Ashurst and Joyce Southworth for their excellent contributions. Please send your contributions to Peter Turner, 95 Townfield Lane, Barnton, Northwich. Tel: 76383.