

MAGAZINE

Includes 1985-86 Annual Report



ISSUE 22

CHRISTMAS 1986

50p

THE 8E ASSOCIATION

Committee Members

HONORARY PRESIDENT: Graham Roughsedge.	(Northwich 782344)
CHAIRMAN: Colin Worrall.	(Frodsham 32607)
VICE-CHAIRMAN: Michael Lenz.	(Northwich 44959)
SECRETARY: John House.	(Pickmere 3505)
TREASURER: John House.	(Pickmere 3505)
PUBLIC RELATIONS OFFICER: Vacancy.	
FIXTURES OFFICER: Vacancy.	
MEMBERSHIP SECRETARY: Nigel Lightbown.	(Knutsford 4737)
WARRINGTON AREA OFFICER: Alan Bennett.	(Warrington 602680)
MAGAZINE EDITOR: Michael Lenz.	(Northwich 44959)

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.

Photographic contributions are welcomed and should be either colour or black and white prints and these will be returned only if accompanied by a stamped, addressed envelope. All material for the magazine should be sent to the editor at the following address;

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

THE 8E MAGAZINE

Christmas 1986

EDITORIAL

Well folks, I'm back, albeit after a shorter period than I had been expecting. Nevertheless it feels good to be back at the helm, or should I say regulator, once again. As you are all aware, Brian Boardman felt he was unable to continue as editor for a number of reasons and I would like to take this opportunity to thank him for the work that he put into the three issues that he produced. Alas, I feel that he bit off more than he could chew, so to speak, and tried to do too much, too soon with the result that he found he was unable to meet the former schedule of dates for publication on time, as a result of which members have only received three instead of four issues over the past year. On behalf of my fellow committee members I would thus like to apologise for this omission and say that in 1987 we shall, once again, return to four issues as before.

You will have noticed that this issue is dated Christmas 1986 and also includes the Annual Report for 1985-86, this has been done to save on printing costs and also to provide a magazine since the next issue will not appear until April 1987. Once again, as you will also have noticed, the magazine has reverted to its former size but has altered in other ways which I hope you will find pleasing.

Now that I am back as editor I shall, once more, be relying upon you, the membership, to provide me with material for the magazine and you have now got three months in which to work on your contributions for the next

COVER PICTURE.

Green liveried Class 50 number 50007 SIR EDWARD ELGAR awaits the right away at Penzance. July 1985. (Photo - M. Lenz.)

issue. Articles should be restricted to a maximum of three pages (A4 size) wherever possible and can be on any aspect of railway operation past or present.

At the time of writing (early November) the Association has recently seen an upsurge in its loco servicing activities with the LNWR 'Coal Tank' being attended to on two separate occasions during September and October and the prospect of Princess Royal Class Pacific 6201 Princess Elizabeth stopping overnight at Northwich during November. However, through our contacts within the preserved steam movement, the forecast for 1987 looks very grim indeed, and not just for ourselves but the main line steam operation in general. Let us keep our fingers crossed that there will still be occasional north/south movements of locos via the Chester-Northwich-Manchester route, despite all the doom and gloom forecasts. Nevertheless our recent activities have again kept our name in the forefront of main-line activity here in the North-West and has resulted in favourable publicity for the group, as well as several new members.

Anyhow, before this issue becomes nothing more than the editorial itself, I shall make way for some of the other contributors and finish by saying that I hope you enjoy reading this issue.

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Committee Matters. J. House.

The committee continues to meet at the 'Lion and Railway' in Northwich in time-honoured fashion: serious chat for an hour or so, then we start slagging each other's favourite loco/railway amid an ever-increasing knot of members who come along for a chat and a pint.

Since July the main items of business discussed have been the servicing of the LNWR 'Coal Tank' both on its southbound run in September and on its return trip the following month. In the event the Dinting Railway Centre

crew proved difficult to get along with and resented our presence to the extent that they arranged for the Fire Brigade to attend at Northwich on their return visit. We, however, won the day but not without some angry words being vented by both parties. Apparently Dinting have since made a donation to the Fire Brigade towards the cost of their abortive call-out.

The other main item of discussion concerned the resignation of our magazine editor Brian Boardman due to pressure of work and commitments at home. Mike Lenz has, once again, taken over as editor. This is, however, a suitable point at which to request the need for volunteers to join the committee to fill the following posts, Treasurer, Public Relations Officer and Fixtures Officer, the latter as a result of Bob Meredith wishing to stand down at the A.G.M. owing to his change of work preventing him from attending committee meetings on a regular basis. So please - help!

Finances have also been discussed, these are stable at present but not sufficiently high enough to prove comfortable, however, the Christmas Draw and the sale of the equipment from the coach should considerably improve the situation. Sales and contributions at meetings have been encouraging with the result that most meetings are self-financing and membership subscriptions can be put towards the cost of the magazine.

At the time of writing (3rd November) arrangements are being made for servicing locomotive 6201 Princess Elizabeth at Northwich during the night of the 14th/15th November. All of a sudden steam-servicing has become fashionable once more. Nevertheless, it is gratifying to know that we can survive as a group despite having had no steam visitors for almost two years. Clearly there is a hardcore of 60 or so real enthusiasts here who enjoy meeting as we have done and we shall, as a committee, endeavour to improve this aspect of the groups activities as well as continuing to provide a good quality quarterly magazine, at the same time keeping our fingers crossed for further steam visits.

THE SOUTHERN'S ACE TRAIN.

By M. Lenz.

One might think that I am referring, in the above title, to one of the Southern Railways many Pullman trains such as the Devon Belle, Bournemouth Belle or Brighton Belle services. Alas, the train to which the title refers was never a Pullman service but it was, nevertheless, well known for the number of through portions, for when running as a single train outside the peak summer season it offered through services to more destinations than any other express service in Britain. That train was, of course, the 'Atlantic Coast Express' from Waterloo to destinations such as Seaton, Sidmouth, Exmouth, Exeter, Ilfracombe, Torrington, Plymouth, Bude, Wadebridge and Padstow. The initials of its title leading to it often being known as the 'ACE' amongst railway staff and the general public.

Back in the days of the London and South Western railway there had, for many years, been a service departing Waterloo around 11am for the West of England but it was not until after the grouping that the service was named, the Southern Railway introducing the title in 1926. The title came about as the result of a competition in the 'Southern Railway Magazine' and the title was suggested by four of the entrants of which Guard F. Rowlandson of Waterloo submitted the first of the winning entries, claiming the three guinea (£3.15) first prize whilst the runners-up all received 'King Arthur' locomotive paperweights.

Upto 1939 the train was scheduled to leave Waterloo at 11am with its first stop being made at Salisbury at 12.26pm, where water was taken and, on the 1939 schedule, the rear coach for Seaton was detached and went forward with a stopping train at 12.38pm. The main train left at 12.31pm and ran non-stop to Sidmouth Junction where the Sidmouth and Exmouth coaches were taken off. The express left Sidmouth Junction at 1.58pm and arrived at Exeter Central at 2.12pm where a general break-up of the train occurred, with the restaurant coaches being detached from

the rear and the remainder of the train being split into two portions, one portion departing at 2.18pm for Ilfracombe and Torrington, this portion splitting for its final destinations at Barnstaple Junction with arrival in Ilfracombe at 4.06pm and Torrington at 3.58pm. The other portion of the train departed Exeter at 2.23pm for Okehampton, often with a three-coach corridor set added to the Waterloo-Plymouth coach. On arrival at Okehampton the Padstow and Bude coaches were detached for their run over the North Cornwall lines, these coaches splitting at Halwill Junction for their final destinations with arrival at Bude at 4.39pm and at Padstow at 5.39pm, some 259.7 miles from Waterloo, having completed the longest daily through run on Southern metals. The remaining portion that left Okehampton for Plymouth arrived at Friary station at 4.19pm. An interesting feature of the working of the Plymouth portions of the Southern trains was that twice in succession they could meet the Great Western expresses from Paddington to Plymouth whilst travelling in the opposite direction! This unusual event taking place at Exeter St. Davids station and again at Plymouth North Road station. During the peak season in the summer months the train ran in two separate portions from Waterloo with the train for Ilfracombe, Torrington, Bude and Padstow departing at 10.35am and the train for Sidmouth, Exmouth and Plymouth leaving at 11am. However, on Saturdays, the trains branched out into no less than eight complete restaurant car trains leaving between 10.24am and 12.05pm made up as follows; 10.24 and 10.35am to Ilfracombe, 10.40am to Padstow, 10.54am to Bude, 11am to Plymouth, 11.45am to Sidmouth and Exmouth, 12noon to Exeter, and 12.05pm to Salisbury and all stations onwards from Axminster, with similar trains running in the opposite direction.

In the summer of 1952 the service was speeded up with the down train still leaving Waterloo at 11am with arrival in Exeter at 2.06pm, Bude at 4.21pm and Padstow at 5.21pm. In the reverse direction all stops between

Sidmouth Junction and Salisbury were cut out resulting in an earlier arrival time at Waterloo. With the introduction of the Bulleid Pacifics to the service some amazing schedules were run and there were no services anywhere in Britain to compare with those run over the section from Salisbury to Sidmouth with gains continually being made on the scheduled times by these impressive locomotives. The final timings from Waterloo to Exeter coming down to 2hr 56min, the fastest ever, with the up train taking 2hr 58min for the run from Exeter.

However, by this time, the 'Atlantic Coast Express' was rapidly nearing the end of its long and distinguished career. The various through coaches were withdrawn, one by one, until all that remained were the Ilfracombe and Plymouth portions and the Exeter restaurant cars. In 1964 the whole of the former Southern lines west of Salisbury were taken over by the Western Region and the Bulleid Pacifics were replaced by 'Warship' diesel-hydraulic locos. Although the expresses continued to run between Waterloo and Exeter they acquired further stops in their schedules, whilst the services beyond Exeter became merely local ones and even these were soon to disappear as large sections of the former LSWR lines were closed. The Western Region ran services to Okehampton, Barnstaple and Ilfracombe, although the only through service to Ilfracombe was to and from Paddington, and even this was lost when the Barnstaple to Ilfracombe line was closed and replaced by a bus service. Okehampton also lost its passenger service though the line remains open to Meldon Quarry for stone trains, and at the present time only Barnstaple retains a passenger service. The line from Meldon round to Plymouth has been lifted as far as Bere Alston whilst the remainder is now used purely as a branch line to serve Calstock and Gunnislake in Cornwall. So the 'Atlantic Coast Express' is no more, nevertheless I shall treasure the memories I have of seeing a West Country Pacific with the Padstow coaches crossing the main road at Wadebridge on the last few miles of its journey those many summers ago.

Letters to The Editor

Sir,

Let me first say how sorry I am to see the departure from the committee of Magazine Editor Brian Boardman, with whom I have had occasion to liaise quite closely over the last 12 months regarding items for the magazine. Brian has quite obviously had problems with production of our journal, none more so that its erratic appearance and non-availability for long periods after scheduled distribution dates. However, when finally produced, the magazine has of late provided a very substantial amount of both news and feature article content, ably supported in Brian's first two issues by his own outstanding photographic work. Let us not forget that he was prepared to take the onerous task of editorship upon himself at a time when it looked likely that the magazine would pass out of existence altogether. Those who are ready to criticise him would do well to ask themselves if they could have done better, and if so, why then did they not offer their own services in this field? The same could also be said of John Little, another committee departure of late which has caused me much regret. John's eager desire to relate his early experiences in and around Birkenhead and general friendly attitude will be missed by me at least.

Having said this, I am sure that both individuals mentioned above may have "boxed themselves into a corner" from which there was only one realistic escape, i.e. resignation. I, personally, was absent from many Association activities during the first half of 1986 due to health problems and other personal commitments, but it is apparent to me since "returning to the fold" that there has been a deterioration in the club's affairs, especially so in the field of personal relationships between various individuals within the Association, and between other individuals and the group at large. No more apparent is this than within the columns of the '8E Magazine' number 21, Mr. Boardman's final offering. There is much personal sniping contained therein, with vitriolic comments appearing thick and fast on some pages, in answer to salvoes first fired in issue number 20. I have also noticed that at recent general meetings and also in private conversations with certain individuals later, the tide of cheap personal criticism, both overheard and reported, is rising considerably. I have been a member of a number of societies which have ultimately passed into oblivion as a result of personal vendettas getting out of hand. Readers may think I am over-reacting (it being fair to say that this is not yet an overt trend) but I hope those for whom the foregoing may have some concern will open their eyes and see the direction in which they are leading. This is not to say that we should not be able to offer criticism, but constructive debate is not the same as destructive personality bashing. I would suggest the following points are borne in

mind by all members:-

- 1) If you are going to issue a critique, endeavour to make this factual, responsible, and opposite to the immediate matter(s) in question.
- 2) In responding to criticism, even if you feel the original criticism to be unfair, reply in a fair-minded and factual manner yourself, concentrating on the issues and not the personalities. In this way your own case can only be strengthened.
- 3) Try to accept that not all 8E members are (or should be) of your own particular persuasion. The group is formed of a very wide spectrum of rail enthusiast interests, which surely should be its strength and not a cause for factional divisions. Class 52 fans with little more than an "Instamatic" are just as entitled to a hearing as are business men who can afford to chase steam locos around the country with their numerous SLR cameras.
- 4) Those who do the most physical work should continue to get any rewards which may be on offer from time to time. The group at large must accept this fact without question. Nevertheless, those who do get more involved on the working side have no right to regard the rest as "second class members" just because they will not (often cannot) become more involved.
- 5) Any person with a genuine grievance about the club's direction at large, or with the attitude and conduct of a member in particular, should come along to discuss the issue(s) at a committee meeting. These have always been, and will continue to be, open to everyone. There is no room for secrecy in the Association.

Finally, we must all give our new (resurrected?) editor, Mike Lenz, every possible support to make his task as easy as possible, so that, once more, the '8E Magazine' can be a force which unites us all and which can thereby show to others that, in harmony, this group can continue to be a force in the preservation and enthusiast movement at large. With the prospect of a minor resurgence in steam running into Northwich this is now more important than ever. With the best interests of the Association at heart, I remain,

yours sincerely,

Alan R. Ashurst.

EDITOR'S NOTE:

Although the above letter is somewhat long, I felt justified in putting it into print as the comments made therein deserve the attention of all the membership, and will, I hope, clear the situation once and for all.

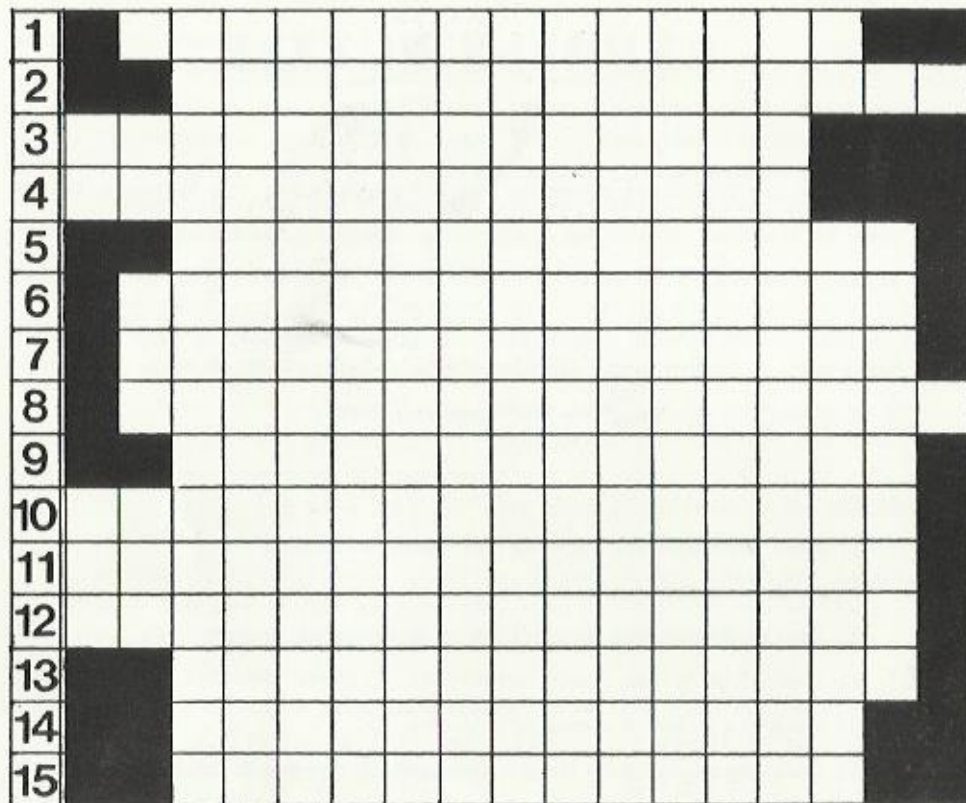
EXPRESS PUZZLE

Solve the following clues in the box on page 10. The solution to each clue is the name of a steam locomotive. When all the clues have been solved, the name of a further famous steam locomotive will be revealed. As a further clue, the solutions comprise of 4 'Castles', 2 'Battle of Britains', 1 'Patriot', 2 'Britannias', 2 'A3s', 1 'Schools', 1 'B17', 1 'Jubilee', 1 'Duchess' and 1 'Merchant Navy'.

CLUES:

- 1) Foul play mother, show us the Laird nobleman.
- 2) Devine amphibious rodent's stream is a newspaper king.
- 3) Is the Regiment a collection of monarchical reservoirs?
- 4) Chase 100 drinks round Landore to find the author.
- 5) King's son has a royal privilege.
- 6) Lose Harry and Matt in Norwich and find a menswear trading fleet?
- 7) As Linda falls north in Kingmoor, she sees a celebration at war.
- 8) Dairy product chess piece?
- 9) The Queen's pound or herself?
- 10) Will not crunch his Prime Minister.
- 11) Ernest may hit 100 free of charge, and find a place at the end of its vessel's waterway.
- 12) Master Ben and I stew in Bletchley looking for the Monk's home's westerly church.
- 13) Terrible hot disease in the East, caused by satanic Bob.
- 14) New wooden right leg, reveals the Welsh Chieftain.
- 15) Is the strait parcel a Mail Boat to France?

The solution will appear in the Spring 1987 issue.



Member's Briefing.

A. R. Ashurst.

With the introduction of 'Sprinter' units to the Hull-Chester service it looks probable that mass withdrawals of Class 45 'Peak' locomotives will commence at the same time. These BR/Sulzer Type 4 machines have been a regular feature of Trans-Pennine traffic over the last 25 years, and Warrington members are hoping to organise a farewell bash next May, at least as far as Stalybridge (Dot's Bar: Ruddles County!!), to see these machines out in style, especially as they are great favourites with many of the Warrington contingent, myself included. Class 47s will work the Liverpool-Newcastle services from next May.

* * * * *

(Continued on Page 19)

(Member's Briefing continued)

On the steam front one operation which looks set fair for regular repeats is the Southport-Wigan/Manchester service, begun in 1985 with 'Black 5' 44932 and repeated in extended form with 'Kolhapur' during September this year. I am assured by former colleagues now with the P.S.M. Merseyside organisation that there has been much satisfaction with these operations and possibilities are already under review for 1987. If only a Southport-Chester via Manchester operation could be run, then there would be more regular servicing work for the Association.

* * * * *

Class 37s now look likely to appear on I.C.I. workings in the Northwich area, the experiment with re-numbered Class 20/3 locos having come to an unsuccessful end. Since demise of Class 40/25 locos on the "hoppers", Class 20 and Class 47 locos have been used but the former are perhaps not ideal for these heavy trains and BR are anxious not to tie down the more generally useful Class 47 to these workings. Thus re-gearred (re-furbished/re-numbered/re-born!) English Electric Type 3 locos may well be appearing soon. The type have, so far, been quite rare visitors to Cheshire Lines metals.

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We return to Northwich to finish with details on the '8E' shed site. Moves were made by ourselves for limited use of number one road for the recent steam servicing activity but we were informed that the BR Property Board were close to completing a deal for the sale of the site for re-developement and, as a result, no movements on or off the shed would be permitted. Of course, in the unlikely event of the sale falling through, the situation may be up for review, but it certainly looks as though the fun we had "on shed" will have to live on in our memories only; a sad note on which to end, but let us be grateful for those past, happy days and hope that we can develop alternative working arrangements for handling steam elsewhere at Northwich as successfully as we have done at '8E' shed in previous years.

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MEMBERSHIP RATES

The following are the current rates of membership;

Ordinary - £5.00	Junior/OAP - £3.00
Family - £7.00	Life - £70.00

Further details can be obtained from the Membership Secretary at the following address;

10 LOWLAND WAY,
KNUTSFORD,
CHESHIRE,
WA16 9AG.

In the Spring 1987 issue;

There will be an article on the 'Pines Express', the return of the 'Railway Crossings' feature, and hopefully some new items as well as the regular Committee Matters, Passing Scenes of British Railways and Members Briefing features. (The more articles you send me, the greater the variety in the mag! - Ed.)

INFORMAL MEETINGS.

Fancy a pint (or two!) and a natter? Then come and join us in the Lion and Railway Hotel every Tuesday evening (except second Tuesday) when you will find a group of like minded individuals enjoying the same atmosphere. Easy to find as it is across the road from Northwich station and meetings start around 8pm.

A BROKEN NOSE, CLASS 37 STYLE! (PHOTO ON REAR COVER.)

A shot of accident damaged Class 37 number 37072 at the rear of Gateshead Depot, taken during the 'Northumbrian II' tour in 1985. There is no truth in the rumour that the engine sustained this damage during our visit when the tour leader accidentally bumped against it! (Photo - M. Lenz.)

BARRY FINALE



Two views showing examples of ex-Southern, ex-Great Western and BR Standard locos still at Barry in August 1985. (Photos - M. Lenz.)

