



## Association

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### 8E Association No3 - February 1982

The major subject to be covered in this newsheet is the Open Day at Northwich on the 7th March. This has been arranged to coincide with the visit of "Leander" to the shed, so a busy cleaning, sweeping, selling, serving, stewarding, cleaning-up weekend is in store.

#### Open Day

We really need lots of help from members for this event. Two years ago, the last Open Day attracted 10,000 visitors. It is taken for granted that the attendance this year will not be as high as that (there were 4 steam locos then, together with excellent weather), but efforts have been made to widely publicise the event and a good crowd is expected. We require 30-40 volunteers for stewarding, as British Rail are very much leaving the arrangements to us, and we don't want to let them down.

#### Raffle Tickets

It is proposed to hold a raffle, the first prize being a silver replica of the "Rocket", value £400. If all 10,000 tickets are sold, a good return will be achieved, useful for aiding the restoration of our coach (more later), and to help finance future projects.

#### Cutlery, Crockery etc

Can we have any spare items for the Open Day and for permanent use in the coach.

#### Volunteers for Sprucing - up the Coach

The coach will be a focal point for the event and consequently needs to look in as good a condition as possible. Work will be carried out with this aim every Saturday until the Open Day. We need some more willing hands than have been turning out so far.



THERE WILL BE A MEETING AT THE B.R.S.A. ON THE 1st MARCH AT 8.00 p.m.  
TO ALLOCATE STEWARDING JOBS FOR THE OPEN DAY, VOLUNTEERS PLEASE ATTEND

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The Coach - Progress Report

About 10 members have been working on the coach every Sunday to date (Saturday during the dispute) and rapid progress has been made. Certain items of surplus equipment have been sold, and the remainder "weighed-in". The large tool boxes have been (with great difficulty) stripped from the underside and broken up. Surplus racks and internal fittings have been disposed of and a preliminary lick of paint applied to the brake-down area. At first reading, these items may not seem much, but - they sure made things solid in those days - a lot of work was involved. These working sessions are great fun, particularly with the very welcome hot meals Glynis cooks on the Coach. If you have a spare day when we are working - why not come along to the shed !

Tours

The tour to Doncaster went off reasonably well, but some problems were caused by the late addition of the visit and tour round Tinsley Depot which was included in an effort to compensate members for having to go to Doncaster on the coach due to the dispute. This extra visit was organised with the best of intentions, but due to misunderstandings, not all participants were informed of the change in timings and a few missed the trip. The committee sincerely apologises for the bad feeling that was created and can only say to the disappointed parties that lessons have been learned.

Apart from the above episode, the tour went extremely well. Over 100 locos were at Tinsley and many more at Doncaster. The lasting memory will be of a line of Deltics - withdrawn and awaiting their fate - with the scrap-yard on one side and open land on the other.

Pat is endeavouring to obtain a favourable rate from B.R. for the following rail tour on Saturday, the 3rd April - Warrington or Hartford - Crewe - Cardiff - Swansea (for Landore Depot and Swansea East Docks Yard) - Reading (By H,S,T. 1st Class) - Birmingham - Crewe.

If all goes well with the pricing, this SE Round Robin looks to be full of interest.



The following article will give an indication of the welcome afforded to 8E members by the Severn Valley Railway when they recently undertook cleaning work there. A further visit is planned to coincide with their April Steam Gala. Working party dates available are :- 23rd -25 April  
A coach has been laid on for 25th, the fare to include a return ticket for the S.V.R. Details from Pat Mullee Warrington 601914

Working Party To Severn Valley Railway Tues 29th December 1981

Continued from Newsheet No 2

Having left Bridgnorth Shed Yard at 10.44 as stated, we proceeded south with 4652I leading the way. A brisk run through the snow-covered landscape followed, interrupted only by a very slow passage over the delicate p-way at Stems, the notorious land-slip area. One or two photographers were observed at various strategic locations, but it was marvellous for us to be on the other side of the lens for once!

Our first stop, mainly for signalling purposes, was made at Highley when the opportunity was taken to have a look round both locos to see that all was well. We continued on our way to Arley, where a brief stop was made outside the station awaiting the 'peg', before running non-stop through the station. Half way along the platform 4652I's driver David Williams gave his loco full regulator, and we blasted our way under the road bridge with a noise that must have been heard many miles away.

Another brief stop was made just to the north of Bewdley, which we eventually rolled through at 11.49, drawing to a halt just off the south end of platform 2. Ex. G.W.R. Prairie Tank 5164 was ready for departure on the "mince pie" service train at platform 3, and got under way soon after our arrival. Our intention had been to get to work on 4652I, but it was decided that more urgent work was required :- loading 20 tons of coal into the two tenders for transport back to Bridgnorth. Assorted shovels and wheelbarrows were duly obtained and for the next hour we spent our time shovelling in the now steadily falling snow (it had been raining all morning).

After all this exercise, lunch was taken in the Bewdley Station Buffet, where we were able to take advantage of the ½ price staff discounts, and enjoy a chat with the loco crews and maintenance staff. For the record, the fireman on 4652I was Gary Walker, well known in railway circles as one half of the "Walker + Williams" painting duo, responsible for many notable paint jobs including that of 8-E's last visitor "Lord Nelson". The driver on 43106 was former Warrington Dallam footplateman Dan Shadwell, who we got to reminisce at length about the old days at 8-B.



We were delighted when the S.V.R. General Manager, Michael Draper came to seek us out with a personal "thank-you" for our having turned up in such bad weather, and having made a good effort to help out where necessary.

Eventually the special arrived behind B.R./Sulzer type 2 locos 25051 and 25058. We were allowed to remain on the footplate whilst our two locos moved off the Bewdley depot, going down the Stourport Junction to collect the special. arrival back at Bewdley's platform 3 meant that we reluctantly had to dismount for the last time.

The remainder of the trip was, for us, somewhat of an anti-climax, but what a fine sight the two locos made as they wound their way along the picturesque Severn Valley in the gathering dusk.

Alan Ashurst.

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We have been afforded further publicity of late - an article in the Northwich Guardian, detailing the Open Day, together with a photograph of the silver "Rocket" replica. Also, members may have seen a very favourable mention of our activities in the March issue of "Steam World".

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The dates of the meetings in 1982 are as follows -

March 23, April 27, May 25, June 22, July 13, Aug 10, Sept 7, Oct 5, Nov 2, Nov 30 (AGM), Dec 14.

Please note these dates - you may have to re-arrange holidays, weddings, funerals, ect in order to attend!

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Travels of a shedplate (or- where will the 8-E mob turn up next?)

Not a lot to report from our "wandering wonder" this month. Our enforced coach trip on 7th February prevented the plate appearing on a few more loco and d.m.u. front ends, but a selection of static machines were privileged to play host to the plate at Tinsley and Doncaster on that date. For the record, the following locos were subjected to the "8-E assault".

Tinsley :- 13003, 23135, 20228, 20057

Doncaster :- 5800I (wooden cab mock-up), 550I5 Tulyar, 56022  
56I04, 550II The Royal Northumberland Fusiliers