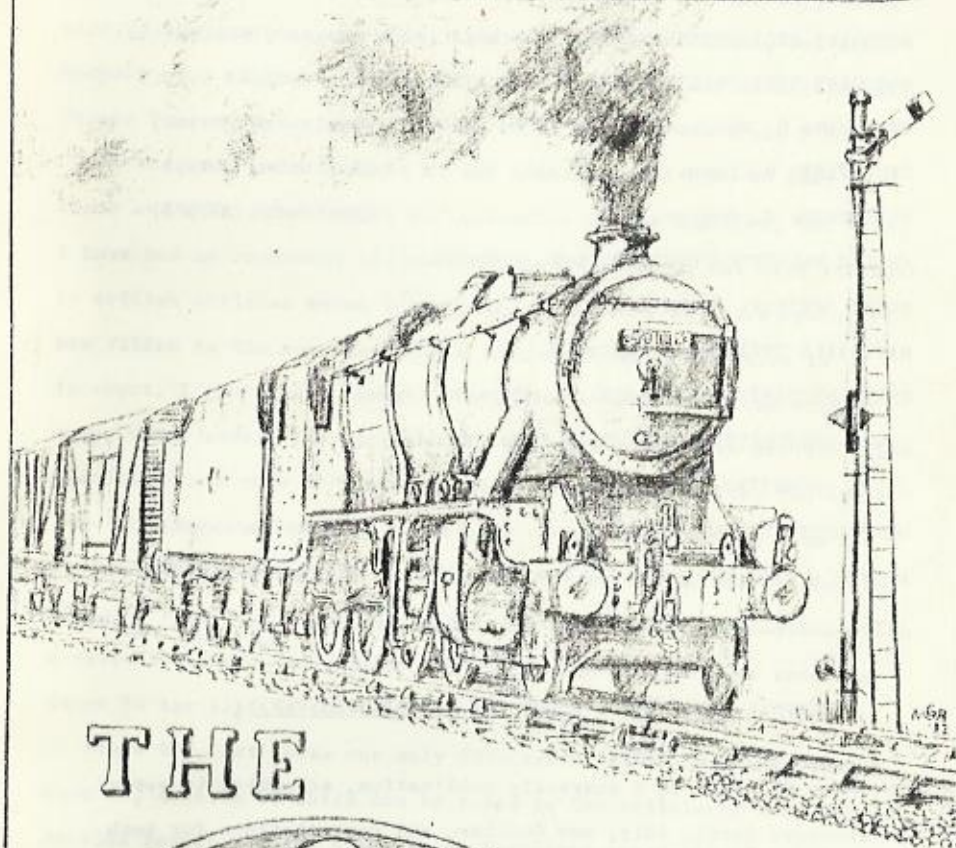
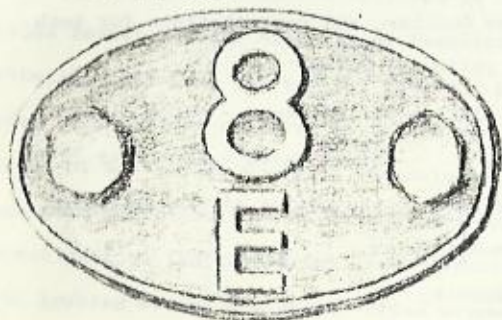


No. 9      SPRING 1983.



THE



ASSOCIATION

THE 8E ASSOCIATION.

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HONORARY VICE-PRESIDENT: J. Brownlow. (Area Manager, Northwich.)  
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MEMBERSHIP SECRETARY: M. Lenz. (Northwich 44959)  
EDITOR - NEWS MAGAZINE: M. Lenz. (Northwich 44959)

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GENERAL INFORMATION ABOUT "8E ASSOCIATION NEWS".

The News Magazine is a quarterly publication, scheduled to appear in January, April, July, and October, and contributions for each issue should arrive by the following dates:

Winter Issue - December 21st. Spring Issue - March 21st.

Summer Issue - June 21st. Autumn Issue - September 21st.

All contributions should be sent to the editor at the following

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

8E ASSOCIATION NEWS.

No. 9. Spring 1983.

EDITORIAL.

I must start by apologising to the membership for the very small size of the previous magazine, this was not intentional, but arose because of a misunderstanding between the printer and ourselves. All future issues of the magazine will be at the current size, I hope!

In the last issue I asked if any members would like to send in black and white photographs for inclusion in the magazine, but alas, I have had no response, and not only in this aspect, but also in regard to written articles which I have also asked for. So, once again, it has fallen to the same few people to provide material which is of interest. I would have thought that, even with a group the size of ours, there were a few more members who were willing to provide items, even if only a page or two, for use in the news magazine. The whole idea of a magazine is that it is made up of contributions from the members at large, and not just the editor and one or two others. So, again, I ask for contributions, no matter how small, on anything with a railway flavour, so that in the summer issue we can add some new names to the list of contributors.

Since the last issue our only involvement with steam has been at Chester, details of which can be found in the article by Alan Ashurst in this issue; however there is no immediate prospects of steam at Northwich, certainly not for any extended period of time, but we are hoping this will be remedied in the Autumn. When steam locos are next present at Northwich, however, we would like to see a better turnout of members to help with the cleaning and servicing, during the week and not just on the day of the locos departure.

On looking around the preservation movement in general it would seem that the problem of volunteers, or in some cases the lack of them,



is not a situation unique to ourselves. Many societies are finding it extremely difficult to maintain rolling stock and permanent way to a satisfactory standard because of the lack of volunteers. I feel that the main cause of this may well be the continuing appearance of new schemes which are trying to attract members, many of whom may well leave one society for a new one that is perhaps nearer to their home. The end result is that the working members are then spread more thinly around, so that even well established railways such as Severn Valley, Dart Valley, Bluebell etc., are beginning to feel the effects of the reduction in numbers. Even a reduction in a societies general membership can have a serious effect by way of the reduced income from subscriptions, with the result that projects may well have to be put off, or even abandoned. There must be a limit to the number of separate schemes that can be sustained by both enthusiasts and the public itself, and that limit must have almost been reached. There are, no doubt, already some schemes which are destined to fail, with the result that a substantial amount of labour and money will have been wasted, which would have been better used for a more established society. Nevertheless there will continue to be new projects appearing for some time to come, unless some other measures are taken to avoid the proliferation of such schemes.

No doubt there will be many who disagree with what I have just written, and so if you would like to voice your opinion, then I would be only too pleased to publish it, honest!

#### COMMITTEE MATTERS. By M. Lenz.

The main topics discussed at the last few committee meetings have been the involvement with SLOA with regard to the watering of engines at Chester, both at weekends during the spring, and in mid-week during the summer, details of the latter still awaiting confirmation; the subject of the Open Day for 1983, which has now been set for October, although the exact date has yet to be finalised; and lastly the content

of the monthly meetings, which it was felt had dropped below the standard of earlier meetings, with the result that the number of members present at the last few meetings had declined. The committee has now made plans to engage some more interesting speakers and film shows for future meetings, with one or two new ideas for the summer months. One other subject which the committee is, at present, looking into is that of sales. It has not yet been decided as to whether we should continue with this aspect of the Association or not, members views on this matter would be of interest and the Committee would like to hear from members before making a final decision. It is hoped that by the next issue of the news magazine this issue will have been resolved.

#### LOCOMOTIVES AT NORTHWICH. THE 04 2-8-0. By D.A. Rustage.

This was numerically the largest class of L.N.E.R. locomotives after the 273 R.O.D. built locos were added between 1924 and 1929, making between 403 and 421 engines in total (this is allowing for some rebuilds to 05's and then conversion back to 04's).

Robinson had played safe by adding to the Manchester, Sheffield and Lincoln Railway's stud, by simply improving two earlier designs (the J11's and D9's). He now turned his attention to a heavier freight engine. The obvious larger step up from an 0-6-0 is to a 0-8-0 wheel arrangement, and was exactly the step taken to produce the Q4. The only difficulty was in deciding where the cylinders would be located. Several loco companies had built 0-8-0's and it is surprising that Robinson built his with outside cylinders (continued into the 04's), when most of the other designs favoured inside cylinders. The reason for the Great Central decision was that the longer wheelbase required was thought to be undesirable. Several of these Q4's were rebuilt as tank engines by Thompson (these being classified as Q1's). 89 Q4's were built between 1902 and 1911.

In 1911 work commenced on a 2-8-0 design, the 04's, 129 being built by the Great Central up until 1914, when a further 521 were built by



the Railway Operating Division. The disadvantage of any 0-8-0 is that, having a front overhang, excessive wear occurs on the flanges of the leading pair of wheels. This is overcome by the use of a pony truck. The O4 had a heavier front end than the Q4, partly accounted for by the larger cylinders, and this additional weight was borne by the pony wheels, unfortunately, reducing some of the improved adhesion weight. The original O4 boiler was standard with that of the C4 Atlantics. They were rugged locomotives, surprisingly, earning the nickname of "Tiny" at Northwich shed.

A striking and unusual feature were the driving wheel splashers, the splashers for the front driving wheel being enlarged and merged into its own separate sandbox, whilst the three rear wheels had one long splashers incorporating another sandbox.

The O4's had all the Robinson specialities of the time: top feed to boiler (Swindon practice as Robinson had learnt his craft with the G.W.R.), superheater header discharge valve and four safety valve columns in a bright casing. The front buffers were oval, steam brakes were provided on the loco and tender, also vacuum brakes and ejector, enabling the O4's to work passenger trains (this was possibly an unnecessary luxury as they were rarely, if ever, used in this role).

The O4's were accepted by the military R.O.D. for use in World War 1, the 521 produced by the R.O.D. being built by many railway companies. Those built by the Great Western had a taller chimney and a Swindon "Trumpet". After the war the London and North Western Railway Company purchased some O4's, and thus gave their locomotives their first experience of right-hand drive. During the Second World War their ability to run in a neglected state made them great favourites with shed staffs. The O4's justly deserve the right to be considered as one of the engines "that won the war". (If this phrase had been coined in the earlier hostilities, they could have described them as "the loco that won both World Wars".)

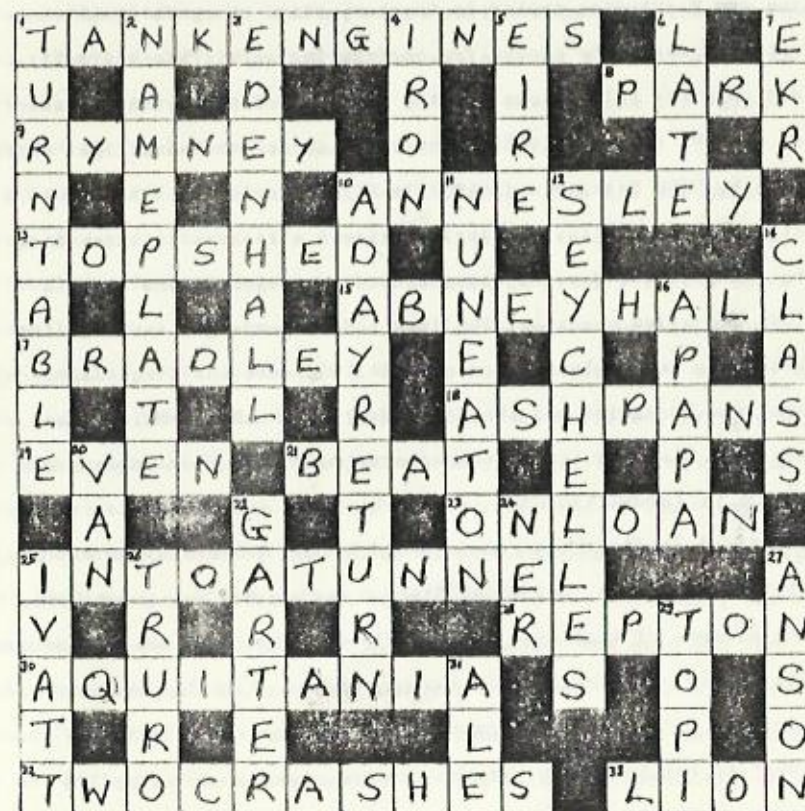
One unusual feature of Robinson locomotives was fitted to the O4's

from now, namely a chute within the smokebox that could be lowered to discharge char into a pit between the rails. These were eventually removed by the L.N.E.R. because of the difficulty of keeping them airtight.

Later rebuilds or overhauls saw different boilers being fitted, some even had Gresley boilers which were very noticeable because of their round-topped fireboxes.

One O4 has been preserved, and it can be seen at the Dinting Railway Centre near Glossop.

#### SOLUTION TO RAILWAY CROSSINGS NUMBER 3.





THE 8E "WATERMEN" STRIKE AGAIN! By A.R. Ashurst.

The 8E Association/Manchester Tankers Locomotive Support Crew were again in action at Chester on Saturday 5th March, this time doing the honours for our old friend "Black Five" no. 5000 from the Severn Valley Railway, and also for one of main-line steam's latest recruits: ex S.R. "King Arthur" 4-6-0 (30)777 Sir Lamiel. The latter loco is, at present, under the care of the Humberside Loco Preservation Group (the owners of "Black Five" no. 5305) although the "Arthur" officially is part of the National Railway Museum's collection.

The Warrington based members of the Association were much looking forward to the steam specials on this day, as the train originating from Hull was booked to run from Skelton Junction (near Altrincham) via Lymm and Warrington Arpley to Chester, since the more usual route via Northwich was to be closed for engineering work. This would have provided only the third steam working along the "Arpley Line" since the end of B.R. steam in 1968 (the previous occasions being light engine movements by 5596 Bahamas and 4498 Sir Nigel Gresley in 1972 and 1979 respectively). Indeed the Warrington gricers will have to think back hard to remember the days of steam hauled passenger trains on this route. To jog a few memories, the last booked passenger turns on the line after the end of local passenger in 1962 were the summer Saturday workings from Yorkshire and the North East to the North Wales Coast. The very last steam hauled passenger service to use the Arpley route was the 09.15 Leeds-Llandudno train, which was diagrammed to Farnley Junction (55U) shed's three remaining "Jubilees" 4-6-0's 45562 Alberta, 45581 Bihar and Orissa, and 45647 Sturdee during the summer of 1966. With the closure of that shed later in 1966, this train was turned over to Class 40 haulage for the 1967 season, whilst 'Alberta' went on to Leeds Holbeck (55A) and even greater fame as one of the last two 'Jubilees' to remain in B.R. stock: can you remember those yellow stripes? In due course I will be putting together a more comprehensive

review of the last years of steam haulage (passenger and freight) over "my own" stretch of railway (having lived alongside this line from the age of two) for a future edition of the magazine. Even in the mid to late 1960's the "Arpley Line" maintained great motive power variety and was responsible for kindling the flames of railway enthusiasm amongst the infant "Latchford Railfans", many of whom still maintain that interest today.

The Warrington lads had been eagerly debating the best vantage points to capture 'Sir Lamiel' on film in our area for some days past, when a mortal body-blow struck: on Thursday 3rd March a huge derailment at Acton Grange Junction, where the Arpley, North Wales, and West Coast main lines meet south of Bank Quay (See this issue's 'Members Briefing'), put a total blockage on all main line rail movements in the Warrington area. Almost immediately the weekend engineering possession on the Northwich route was cancelled, and so 'Sir Lamiel' and the "Black Five" reverted to the more usual Cheshire Lines route.

A band of around 15 members made their way from the Northwich and Warrington areas to Chester to assist with the arrangements in the National Carriers yard, which were planned to closely follow those of Autumn 1982 (see Magazine no. 8). Sir Lamiel was around thirty minutes late arriving, with seven mark 1 bogies in tow, but smart work by our team soon had the tender of this handsome loco refilled. After posing for photographs alongside 5000, which had, meanwhile, arrived from Hereford, at the northeast end of the station, the "Arthur" was coupled onto the southern end of the "Welsh Marches Pullman" which duly departed at 16.45. Having replenished the road tanker in the mean time, the team then set to work in their usual efficient manner and soon had the "Black Five" topped up, and the loco was soon back at the head of the 7 coach rake for Hull. Our good friend Alun Rees (S.V.R. Chief Engineer and the person now responsible for all SLOA loco movements on the Newport-Chester route) came over to thank Pat Muller and the rest of



our group for the prompt and efficient service we had again provided. A ride to Stalybridge in the S.V.R.'s support coach, which was now attached to the Hull train, was offered to any of us who could make the journey at such short notice, and this invitation was taken up by Andy Johnson and Joyce Southworth. Just after 17.00 the unmistakable "Stanier Sound" echoed around the northeast end of the station as 5000 got to grips with her train, departing from the unusual point of bay platform no. 1. The loco made a memorable, smoky departure past the magnificent LNWR Chester No. 2 signal box, whereupon members began to drift off to their homes, their afternoons work (and play!) completed to everyone's great satisfaction.

We are gaining an admirable reputation for the way in which we are handling these servicing operations at Chester, and we now have firm indications that our efforts will be required each time a steam special is booked to, or via, Chester. SLOA are developing an increasing commitment to the "Welsh Marches" route, including summer mid-week workings this year (see elsewhere in this issue for further details), and we are likely to be required to perform in our own specialised way, for all these forthcoming steam specials.

#### MODEL RAILWAY GROUP.

A preliminary meeting took place at the Lion and Railway Hotel on Tuesday 25th January, when ten members were present. Ideas were put forward as to what form the group should take, and a number of suggestions made as to subjects for a group layout. The main point that was made concerned the obtaining of suitable premises in which to build and run a layout. There is the possibility of some premises, literally on our doorstep, and at the time of writing, the use of these is being discussed with the owners. Hopefully there may be some news about this matter by the time of the next monthly meeting (May). Without the use of suitable premises, a model railway group cannot function and if we can obtain somewhere then we are able to proceed with the next stage of building a layout.

#### BE ASSOCIATION TOURS: A THING OF THE PAST?

Unfortunately, as a result of the abandonment of the last two projects due to a lack of support, the matter of Association tours now hangs in the balance. Since our last tour to B.R. Toton Depot and the Great Central Railway at Loughborough was well over six months ago the committee felt sure that another tour, organised for early 1983, would be well supported by the membership. This, of course, has not been the case, there being a NIL response to the idea of a railtour to Edinburgh/Glasgow and only ELEVEN persons coming forward for the Crewe Works visit (we required a minimum of 40) proposed for Sunday 3rd April.

Obviously we can market these trips to the general public, as we have had to do in the past in order to fill the seats, but this takes us into a completely different sphere, requiring a high degree of commitment by the organisers, as the workload increases considerably when dealing with the public. Whilst there is nothing wrong in this, both Pat Mullee and Alan Ashurst are unable to devote the extra time required for such a venture, and in any case it is felt by the committee that selling to the public rather defeats the whole idea, namely that of providing tours for the membership during periods of non-steam activity at Northwich.

Perhaps, within the membership, there is someone who could devote sufficient time to marketing the tours for both the membership and the general public, and who would like to take on the heavy responsibility that this work entails. If so, we would be only too pleased to hear from that person, since tours, if properly supported, can be a most valuable source of revenue for the Association. Certainly we would be only too pleased to see a new initiative taken in this aspect of the Associations activities, since the present organisers feel that they have come to a dead end with the tours as they stand at present.

So if there are any members who think they might like to take on this task, please contact the secretary or any other members of the committee.

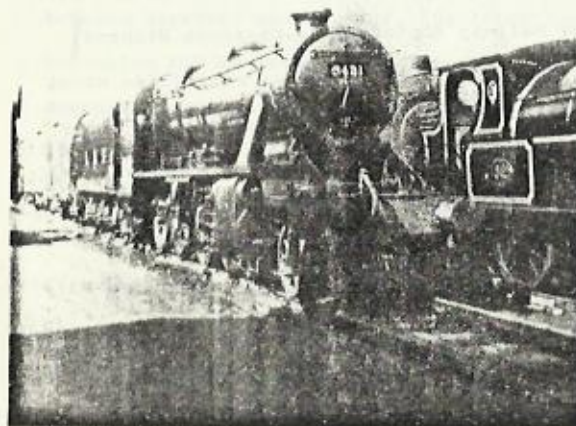


KEIGHLEY & WORTH VALLEY ENTHUSIASTS WEEKEND. By A.R. Ashurst.

On Sunday 20th March a number of 8E members were present at the Spring Enthusiasts Gala when five locomotives were in steam; Ivatt 2MT Tank 41241, Midland 4F 0-6-0 43924, Standard 4MT 75078, ex-Polish Railways USATC 2-8-0 5820 and former Manchester Ship Canal Company 0-6-0 number 31 'Hamburg'. The two disappointments being the non-availability of Southern Light Pacific 34092 City of Wells, which was undergoing repairs in the shed at Oxenhope, and the fact that the expected loan of Severn Valley Ivatt number 43106 (later changed to 'Black Five' 5000) did not in fact take place. Nevertheless, an attractive collection of B.R. liveried locos were on display, looking very attractive in the mixed traffic lined black livery (which is how most of us remember steam locos) and a fairly intensive service was run from 9.30 am to 6.30 pm, with double-heading of various locos taking place on certain trains. The 14.10 departure from Keighley, double-headed by 41241 and 75078, ran non-stop to Oxenhope and made an impressive sight climbing through the picturesque countryside of the Worth Valley. A freight service had operated earlier in the day, but unfortunately we were too late to see this in action.

An added bonus over the weekend was the Keighley Model Railway Society Annual Exhibition, which was only ten minutes walk from the station, and a most pleasant hour was spent over lunchtime admiring the numerous working layouts (including two 'TT' gauge items) and the various trade/society stands.

Meanwhile, back on the KWVR, we were later able to examine the rest of the locomotives stabled or undergoing restoration at both Haworth and Oxenhope. Both diesel railbuses (M79964 and E79962) are now in their original B.R. green livery, and were to be found in the yard at Haworth; they are almost 25 years old and have spent longer in service with the KWVR than they did with B.R. Ex-LMS 8F 2-8-0 48431 was inside the new loco shed at Haworth undergoing repair and was keeping company with L & Y saddletank number 752, Standard 2MT 78022 (dismantled for



Ex LMS 8F 2-8-0 8431  
and L & Y Saddletank  
752 in Haworth Yard,  
on 9th July 1978.

This is now the sight  
of the new locomotive  
shed, at present,  
under development.

(Photo - A.R. Ashurst.)

restoration), 'Jinty' 0-6-OT 47279 (also dismantled), and assorted industrial locos including diesel shunters D2511 and D2519, both in use, until recently, with the National Coal Board. The veteran, Haydock Collieries, loco "Bellerophon" was also spread around the yard in bits and pieces, and it is hoped to have this historic loco in steam again in around 12 months time.

We finished our day with some 'linesiding' out near Haworth loop, capturing moving Worth Valley trains on film in spectacular fashion. A quick glance around the Exhibition Shed at Oxenhope completed our look at the locomotive fleet, and we left for home at 6.00 pm after a most enjoyable day. Although not as lengthy or spectacular as some of our preserved lines, the Keighley and Worth Valley Railway has much to offer the steam railway enthusiast, by way of locos, rolling stock, wonderfully restored stations, good shops and other facilities as well



as a friendly and welcoming atmosphere from its staff in all departments. Pay them a visit if you can - you will find the effort well "Worth" it!

#### POSTSCRIPT.

At our general meeting on Tuesday 14th June, our guest speaker will be Keighley and Worth Valley Railway Society Vice-Chairman Richard Greenwood, who will be bringing along a selection of cine films about locomotive 34092 City of Wells (of which he is part owner) and other Worth Valley topics. This promises to be a most entertaining evening, so make a note of the date.

#### SLOA STEAM OPERATIONS, 1983.

Some interesting workings are to be made during 1983 which will bring increasing steam locomotive variety to Cheshire. Alun Rees (Severn Valley Railway Chief Engineer) is now in charge of all steam loco arrangements for the "Welsh Marches" and associated routes from Newport to Chester, so we are hopeful of receiving better information about forthcoming steam movements, especially since we already keep in close contact with Alun.

Some of the workings which will affect us in this area are listed here, although revisions to these arrangements may take place as is thought necessary.

Saturday 7th May. B.R. 9F 2-10-0 92220 Evening Star works Didcot-Birmingham, thence onto Severn Valley for 2 week spell of duty.

Saturday 14th May. S.R. King Arthur 4-6-0 777 Sir Lamiel works Hereford-Chester-Northwich-Hull, whilst 'Black Five' 5000 works in the opposite direction. (Reverse operations to those of 5th March.)

Saturday 21st May. B.R. 9F 2-10-0 92220 Evening Star works Newport-Hereford-Chester, then light engine to either Northwich MPD, or through to National Railway Museum, York.

Midweek, July/August. (Dates to be confirmed.) Short series of "Welsh Marches Pullman" workings between Hereford and Chester using

same loco throughout. Motive power to be announced later.

September. (Date to be confirmed.) L.M.S. 'Jubilee' 4-6-0 5690 Leander to work between Carnforth and Hereford (presumably via Northwich). Full details to be announced later.

October/November. Series of "Welsh Marches Pullman" workings between Hereford and Chester, involving locomotive lay-overs at Northwich MPD in between workings. Dates and motive power to be announced at a later date, but likely to include B.R. Standard 75069 and SVR/Didcot based ex GWR locomotives.

SLOA will be responsible for the working of all midweek trains on the London Midland Region this summer, instead of direct operation by British Rail. The "Cumbrian Coast Express" will be severely curtailed, if not dropped altogether, whilst the "Cumbrian Mountain Express" is likely to be revised into a "Thames-Eden" (St. Pancras-Carlisle and return) format. "Welsh Marches" trains will also operate, as detailed previously. The Eastern Region will continue to run it's "Scarborough Spa Express" train serving York, Leeds, Harrogate etc., as per 1982, with York (NRM) based locomotives.

The SLOA Pullman set will also be used extensively on diesel/electric hauled specials in the summer, including a series of "Ffestiniog Pullman" trains which will run to Blaenau Ffestiniog from many different parts of the country, where connections with the Ffestiniog Railway to Portmadog will be made. All these trains will call at Chester, and one or two will also call at Warrington Bank Quay.

#### SMALL ADS.

FOR SALE: OPC 'The Somerset & Dorset. An English Cross Country Railway.

By Ivo Peters. Over 200 photos of steam on the S&D. As new £5. Telephone Northwich 44959.

WANTED: The SE Association would be pleased to receive any old railway/model railway magazines, either individual copies or complete sets. Contact the Secretary on Northwich 44959.





The headboard carried in steam days.

Long before the advent of the railways, or for that matter the stage coach, communication between London and Dublin was a vital aspect of transportation in the British Isles. When in the 1840's the railway network began to develop rapidly, there was a controversy as to where the main packet station for the Irish traffic should be located. The projected Chester and Holyhead railway was suggested by its engineer, Robert Stephenson, whilst his friend and rival, I.K. Brunel, proposed a broad gauge line from Worcester through central Wales to Porth Dinllaen, on the Lleyd Peninsula, near to the present village of Nevin, near Pwllheli. The Chester and Holyhead route was the one favoured and was ready for the inauguration of the Irish Mail service on the 1st August 1848. This particular train can claim to be the first named train service in the world, although it did not carry its title on the carriage roof boards until 1927.

At the beginning of the service it was not possible to travel the entire distance from London to Holyhead by train, because work was not yet complete on Stephenson's great engineering masterpiece, the Britannia tubular bridge, over the Menai Strait. Passengers, luggage and mail had to be detrained at Bangor, then taken by coach across the beautiful suspension bridge built by Telford to board another train at Llanfair, for the journey across Anglesey. It was only on completion of the bridge in 1850, that the mail was then carried throughout from London to Holyhead, by train. One quaint custom of early days, which

continued for nearly 90 years, was the sending, each evening, from London to Dublin, of the "King's Time" by means of a watch sent from the General Post Office in St. Martin's le Grand on the Irish Mail service.

Until 1850, Admiralty packets had maintained the sea portion of the journey, but in that year the contract was awarded to the City of Dublin Steam Packet Company, who retained the contract for 70 years. Since the inner harbour at Holyhead had not then been built, ships sailed from the Admiralty pier, which brought a complication, since the pier would not take the weight of the express locomotives working from Chester, and engines had to be changed at the junction where the line to the pier left the main line to the inner harbour station. The principal service was at night, departing from Euston at 20.45, but there was also a daytime service which left at 08.30, which carried a travelling post office as well as the facilities of its night time counterpart. In later years restaurant cars were carried by the daytime service and sleeping cars by the night mail, departure times of both trains being arranged to suit the Post Office, who also stipulated the speeds at which the service was to be run, both on the land and at sea. In 1860 a total journey time of 11½ hours was allowed, which was a remarkable achievement considering the number of intermediate stops involved, and these were cut to the minimum, and it was, in fact, to permit non-stop running between Chester and Holyhead that the first water troughs anywhere in the world were installed near Aber, east of Bangor.

With an increase in the amount of traffic between England and Ireland, the London and North Western Railway put on an extra two trains a day, which connected with steamers sailing from the inner harbour at Holyhead, a location far more convenient for passengers. After the First World War, when, because of political troubles, traffic was much reduced, the ordinary day and night services were not revived, and the day and night mail trains were the only service, and when the L.N.W.R. secured



the mail contract for the sea passage, all sailings, thereafter, were from the inner harbour. When the London and North Western was absorbed into the London Midland and Scottish Railway, at the grouping in 1923, the engine livery became crimson lake, and from 1927 the carriages were to display roof boards, and by the time the service celebrated its centenary, in 1948, it was now being run by the nationalised British Railways. Today the steam locomotives are no more, and the train is worked from Euston to Crewe by electric locomotive, and from Crewe to Holyhead by diesel locomotive; and gone also is the famous Irish Mail headboard carried on the top of the smokebox of the steam locomotives that worked the train, although the name of the service still lives on, if only in the British Rail Passenger Timetable, a small reminder of a great past.

"RAIL NIGHT" AT THE PARR HALL, WARRINGTON. By A.R. Ashurst.

The Public Relations Office of B.R. Liverpool Division (to which both Northwich and Warrington belong) recently organised a promotional event at the Parr Hall, and invited the SE Association to take along its sales and publicity stand. Glad of the opportunity to publicise our activities to the general public, we readily accepted the kind invitation, and on the afternoon of Tuesday 15th March, Colin Worrall, Joyce Southworth, Pete Sheridan and myself were busy setting up our stand ready for the evening opening. We were located in a prominent position near the main entrance, and soon after opening we had a number of people perusing our displays and sales items, many of whom actually bought things as well! Amongst items we had on display were the model valve gear apparatus and a large live-steam model of a vintage Midland Railway loco, kindly loaned to us by a friend of Pat Mullee. During the evening the stand was ably manned by various members of the committee, and we were pleased to see many familiar 'SE' faces from both the Warrington and Northwich areas. Unfortunately for B.R. the attendances were not as good as expected, but nevertheless an

entertaining evening was had with a music recital by the B.R. Edge Hill Brass Band, a question and answer forum, and some British Transport films to finish off the evening. There were displays from various B.R. Departments showing a comprehensive range of railway activities throughout the division, as well as stands from "Steamport", Southport, and the L.C.G.B. (North West), together with our own. There were also video presentations being shown in the bar on a number of railway topics.

Our thanks must go to Jeff Hayes, Bob Bell, Ron Couchman and all the other Divisional and local B.R. representatives for their initial invitation, and their welcome on the night. I'm sure we will be looking forward to the holding of similar events in the future.

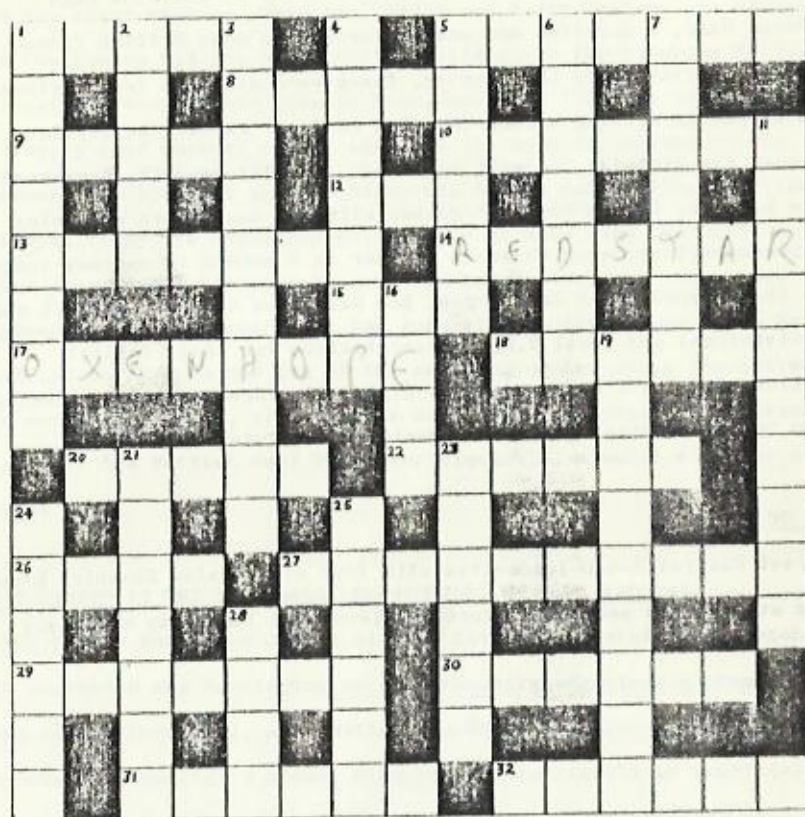
IMAGES OF THE PAST.

A Great Central 2-4-0 locomotive with four six-wheeled Cheshire Lines coaches at Winsford early this century. (Postcard loaned by M. Lenz.)



CHESHIRE LINES RAILWAY. WINSFORD, CHESHIRE.



ACROSS.

1. The Cheshire Lines was such a railway as this. (5)
5. Fill this as an aid to traction. (7)
8. "Jub's" affirmative surrounded by deer. (5)
9. Ramsey Branch junction. (5)
10. How to get over depression - use this! (7)
12. Trans-Atlantic sleeper. (3)
13. Famous Midland summit. (7)
14. Parcels service to a Soviet celebrity? (3-4)
15. A rail-worker's limbs form one of these on the S.V.R. (3)
17. End of the line for the K. & W.V.R. (8)
18. Santa Specials may get stuck here. (2-4)
- 20 & 26. Bad & Ches's shelter - in a firbox? (5-4)
22. Some travellers face up to this - others turn their backs. (6)
26. See 20 Across.

27. Recorder's hang-out! (5-5)
30. Arrivals like this get me into a mix-up. (2-4)
31. Like 500 before her, Elsie goes for a spin on this engine. (6)
32. Sounds like a leading question has Olive perplexed down in the West Country. (6)

DOWN.

1. Chapel-en-le-Frith crash hero. (4-4)
2. Domain of a well known Great Western 'Lord'. (5)
3. See 21 Down.
4. A Hall toils aimlessly, amid very soft music. (7)
5. This hole in the ground could be at the junction. (6)
6. Capital home for G.C.R. engines. (7)
7. Owner of Ashton-under-Lyne's famous siding. (7)
11. Sounds like a ripping thing to have written on a wagon. (4-6)
- 16 & 24. Two trips to the North East and between the hills to reach this line? (4-6)
19. Ivan's soon all at sea on the Pacific. (9)
- 21 & 3. Cornish steam pioneer. (7-10)
23. There's no rest somehow for this live wire! (6)
24. See 16 Down.
25. Scoops down here on the Manchester-Leeds run. (6)
28. Train travel could be a dire mistake. (4)

BOOK NEWS.

A couple of items which may be of interest to some of our members concerning the subject of railway books are firstly, the recent reprint of the Bradford Barton book 'Steam on the Somerset & Dorset' by G.A. Richardson at the price of £6.95, and secondly, the publication, in July, of the book 'History of the Severn Valley Railway' from the Oxford Publishing Company, at the price of £7.95. Other forthcoming titles from O.P.C. which should be of interest to modern image fans are as follows; 'Profile of the Peaks' by G. Morrison and J. Whiteley at £6.95, 'Profile of the Class 50's' by J. Vaughan at £6.95, and 'Spotters Companion 6th edition' at 70p.

(EDITOR'S NOTE - It is hoped to make the 'Book News' feature a regular part of the magazine.)



MEMBERS BRIEFING, By A.R. Ashurst.

No doubt most members are by now familiar with much of the content of the "Serpell Report", which on the face of it appears to be a re-working of Beeching ideas from 20 years earlier. The most extreme option in the report leaves B.R. with only 1,600 route miles (currently around 13,000) and would leave vast areas of industrial, as well as rural, Britain without railways. The major difference with Serpell, however, is the fact that the report is merely offering a series of options, but does not recommend that any of them be undertaken, as did the Beeching Plan 20 years ago. Nevertheless, given the present government's pledges to cut public spending wherever possible, it is not comforting to have such ideas around, and the moral is clear - ride the railway whilst you still have the chance.

During January British Rail withdrew services on two branch lines; the Glasgow Central-Paisley Canal-Kilmacolm route and the Clayton West Branch in Yorkshire. Although the latter has only enjoyed a very sparse level of service for many years, the Scottish line is a fairly busy commuter route, and originally was part of the Glasgow and South Western through route to Greenock, being cut back to Kilmacolm in the 1960's. The closures have taken place because of the refusal, by local authorities, to continue paying subsidies to underwrite operating losses, which B.R. felt it could not shoulder alone. The Clayton West line is a short stub of the Huddersfield-Penistone-Sheffield line, which itself is likely to be cut back to Denby Dale in May, unless South Yorkshire County Council agree to support a revised service between Denby Dale, Penistone and Sheffield, via Barnsley. If the latter closure does go ahead, the once proud railway junction of Penistone will be left without a rail service altogether.

Whilst discussing the continuing implications of the closure of the Woodhead route (unbelievably, now almost 2 years ago) it would seem

Happier days for the "Woodhead" electrics, 76 027 and 76 051 at Guide Bridge MPD on Sunday 9th July 1978, awaiting their next call for duty.

(Photo - A.R. Ashurst.)



opportune to mention here that authority has now been given to commence scrapping of the Class 76 (formerly "EM1" Class) 1,500 D.C. electric locomotives, currently in store at Reddish and Guide Bridge, where they have lain since withdrawal on the 20th July 1981. For some time past removal of re-usable items has been in progress at Reddish depot, and the first five locos to actually go for scrap were consigned to Booth's yard at Rotherham, being towed by a Class 40 loco over the rival Midland route between Reddish and Sheffield, on Friday 25th February. The locos concerned were number 76 041/046/049/053. The locos had remained intact until recently because of two problems; firstly, union objections to the scrapping of the locos whilst the long term future of the Woodhead route was still under discussion, had to be overcome and then, secondly, the locos are full of blue asbestos and B.R. authorities have had to decide very carefully how best to dispose of the locomotives. It is for the latter reason that a number



of Class 76 loco bodies, from engines condemned in the 1970's, are still dumped, minus wheels, at Reddish shed, with their windows and doors boarded up.

Continuing our theme of cut-backs, overnight services on the London Midland Region are due for some revision from the start of the new timetable in May 1983. All sleeping cars on the Euston to Barrow service will be withdrawn, as were to have been those on the Manchester and Liverpool services (these have now been given a 2 year reprieve, whilst their long term future is reviewed), but the "Anglo-Scottish" services will continue as at present. The reason for the withdrawal of the Barrow sleepers has been given as lack of demand, and also the unsuitability of Mark 3 stock to negotiate the tight curvature of this line. Although West Coast overnight trains will continue to serve the same Scottish destinations as at present, many trains will be made up of separate portions (i.e. Stranraer and Fort William, Glasgow and Inverness) thereby reducing the total number of trains running. A sleeper service to London will be retained for Carlisle and Preston, but passengers from Wigan, Warrington, Crewe and Stoke on Trent will have to make do with seating only. One compensation is the introduction of a "Nightrider" service between Euston and Glasgow, in parallel with that introduced last year between King's Cross and Edinburgh/Aberdeen.

On a more optimistic note, B.R. continues to take delivery of new locomotives, albeit at a rather slow rate. The first of the Crewe-built Class 56 locos, numbers 56 116 and 56 117, were out-shopped during week commencing the 14th February, and both machines have been seen on test duties between Crewe and Shrewsbury. The locos are in a slightly modified version of the 'new' B.R. livery, with large numbers and double arrow symbols. The first Class 58 freight loco delivered from Doncaster works in December is currently undergoing trials from Derby Research Centre along the North Stafford line as far as Stoke on Trent.

The 60th birthday of locomotive number 4472 (B.R. 60103) Flying Scotsman during February was celebrated in fine style, with special events at Carnforth (the loco's regular base) and Doncaster Works, where the loco was put on public display. Such was the interest in the two anniversary special trains, that a further two additional services had to be run to accomodate the demand for seats. There has been much media coverage of these events, with one of the "Russel Harty" television programmes being filmed on board the first of the specials. During the East Coast Main Line runs high speeds were attained (83mph has been mentioned) but, no doubt, B.R. will play this down due to the 60mph official limit for all steam trains. Nevertheless, a grand performance for a 60 year old that was considered to be fit for little more than scrap when bought by Alan Pegler, from British Railways, exactly 20 years ago. Much credit must be accorded to the dedicated men at Carnforth who keep the locomotive in such fine fettle. "Scotsman" and L.N.E.R. stablemate 4498 (B.R. 60007) Sir Nigel Gresley are by far the most consistent steam locos to have continued in main line operation after preservation, which must speak volumes for the all round reliability and durability of Gresley designed and Doncaster built machines. Despite the bias of most of our members towards the LMS products (and who knows what a Duchess or Princess might have done had they been brought into active service immediately after B.R. service, instead of lying idle for many years), we must, nevertheless, give credit where this is most thoroughly due. However, just one thought; I wonder how many would like to see this loco returned to its final B.R. condition with double chimney, German smoke deflectors, and Brunswick Green livery. What an impressive sight this would make at the head of a rake of maroon Mark 1 coaches - true nostalgia!

No doubt, like most people, our members are often confused by the complexity of the British Rail fares structure, with its special offers, railcards, "savers" etc., which at times even seems to have the booking



office staff tied in knots, let alone the passengers! Members may, therefore, be pleased to hear that B.R. is conducting a scheme in the Norwich Division to test public reaction to a greatly simplified fares structure comprising just two basic tiers, "Ordinary" and "Off Peak". The 'ordinary' fare remains as at present, i.e. 3 month validity out and return, any train, any time, any day. The 'off peak' will combine virtually all other discounted tickets (monthly, weekend, awayday and special offers) except for some "saver" fares where demand warrants further reductions on specific services. The 'off peak' fare will have a one day only validity within a radius of about 50 miles, being only available for use generally after 9.30am, but with a one month validity for longer distance journeys. Railcards will continue to be available and will normally give a discount of 50% off each type of ticket. If this scheme proves to be a success, introduction is likely nationwide.

The Sword of Damocles, which has hung over the Severn Valley Railway for 15 years, has finally been removed with the completion of the Bridgnorth by-pass bridge, on schedule, by the end of February. This very necessary road improvement scheme had, for a long time, threatened to cut off the line from the Bridgnorth Station site, which would, of course, almost certainly have put an end to the railway as a going concern. Nevertheless, agreement between the SVR and the local authorities followed after lengthy negotiations and thus the future of the entire line has been secured, although the cost has been a heavy burden on the railway. The way is now clear for the SVR management team, so ably led by our good friend Michael Draper, to begin negotiating on their next major project; the long-awaited Kidderminster extension. Much ground work has already been done, although the Foley Park to Kidderminster section of the line (approximately one mile long) still remains in B.R. ownership at present. However, it now seems very likely that SVR trains will be operating into Kidderminster by 1984, and what

an inviting prospect that opens up for increasing through workings between the "Valley" and B.R.. One thing is certain - access to the SVR by non-car owning people will be greatly improved, as the need for a bus journey from Wolverhampton, Wellington or Kidderminster will be removed. Also, the large number of sidings at Kidderminster should prove ideal for the development of carriage and wagon facilities, thereby releasing siding space at Bridgnorth, Highley and Bewdley for other purposes.

Mixed fortunes are evident for two West Country private railways: it looks likely to be a very long time (if ever) before passengers will, once again, be able to change at Taunton for a steam-hauled journey to the seaside resort of Minehead, some 25 miles distant. The West Somerset Railway has reluctantly had to bow to Union pressure and shelve its plans to extend direct rail services from Bishop's Lydeard (the current terminus) back into Taunton. Many Western National Bus Crews are members of the N.U.R. (a legacy of the days when the bus company was a part of the G.W.R.) and are fearful of their jobs should railway services operate, once again, from Taunton to Minehead. One consequence has been the permission of B.R. and the N.U.R. for empty stock movements to take place over the existing rail link, which will now permit locos and coaches to move to and from the West Somerset without the need for road haulage. This will allow the six Pullman cars, currently in store at Minehead, to move to the Severn Valley Railway, where they will operate "wine and dine" services in the future. However, B.R. is now considering severing the track at Norton Fitzwarren Junction and ultimately recovering all track and signalling equipment between there and Taunton Station once the empty coaching stock movements have taken place. A regular bus connection will continue to be provided by the West Somerset Railway between Taunton and Bishop's Lydeard to allow railfans and holidaymakers to reach Minehead by rail for most of the 25 mile journey. The West Somerset line is the home of the "Flockton



Flyer" (DWR Pamphlet Task 6412) of the children's television programme fame. In contrast to the West Somerset Railway, the Dart Valley Railway members and local residents must be well pleased with Totnes Borough Council's decision to allow the Railway to embark upon a bridge-building scheme to link the DVR Totnes Riverside Station with the town centre. The Dart Valley terminus had to be developed on the 'wrong side' of the River Dart due to B.R.'s refusal for regular working into Totnes main line station, which would have involved conflicting movements with West of England main line traffic. The Riverside Station site currently has no public access, and the DVR has fought for many years to secure approval of their bridge scheme. Much expense will, of course, be involved but the long-term benefits to the Dart Valley Railway are very obvious. One might also speculate on the long-term future of the B.R. shed and workshop facilities at Newton Abbott MPD, recently closed by B.R. Surely here would be a ready-made site for Dart Valley Railway locos and stock to undergo maintenance and restoration away from the cramped facilities at Buckfastleigh and Paignton. Perhaps copper caps could yet return to 83A!

Yet more problems for the nationalised network began just after 7.00am on Thursday 3rd March when a bogie oil tanker, forming part of an Ellesmere Port-Bishopbriggs (Scotland) train, became derailed on the southern approaches to Warrington. The train was totally derailed as it hit the points at Acton Grange Junction, many tankers rolling down the embankment into fields below, their contents spilling out and igniting to form a huge blaze. All traffic on the North Wales Coast to Manchester and the West Coast Main Line was halted until the weekend. Over 100 firemen fought the blaze which burned on through most of Thursday. From Friday onwards many B.R. technicians were drafted to the site to clear the debris, replace the mangled tracks and re-install overhead live wires and signalling systems. Our own member Mike Southworth from the Warrington Power Box S & T team was one of many locals who

witnessed the events from close range, being involved with the hectic renewal works following the accident. Mike was full of praise for the quick and efficient way in which the emergency services dealt with the blaze and ensuing tidying up operations. Amazingly the loco of the train (Class 47 number 47 225) was undamaged, and there was no serious damage to property or injury to persons. However, had there been any passenger trains passing Acton Grange at the moment of derailment (and a couple were due literally within minutes) then a major disaster could have occurred. Despite the obvious mess, B.R. management must be extremely thankful that the outcome was not far, far worse.

Possibly as a result of the popularity of moving main line railtour locomotives around the country, undertaken by SLOA, in recent months, the preserved railways themselves are beginning to participate in the "locomotive exchange" type of operations. The most notable example of this recently was the appearance of the Keighley and Worth Valley Railway's Ivatt 2-6-2T loco number 41241 on the Kent and East Sussex line in January (see 'Railway World', April 1983 - Ed.), after the loco had been released from the "Resco" works at Woolwich following overhaul. The KWVR has pioneered these exchange-type visits, having itself played host to a number of "foreign" locos in the past. Last year the North Yorkshire Moors Railway's K1 2-6-0 number 2005 (soon to be repainted in its authentic B.R. black livery as 62005) was loaned to the Worth Valley for a spell, and the same loco may return to the KWVR again in 1983. Ex L.M.S. (Somerset & Dorset) 7F 2-8-0 13809 will work one round trip on the KWVR during Saturday evening, 30th April, and then all day on Sunday 1st May, in between main-line runs from Carnforth to Hellifield (and vice-versa) on the 30th April and 2nd May (May Day Bank Holiday Weekend). This move will thereby reduce light engine mileage to/from Carnforth by the 2-8-0, and at the same time create much interest on the Worth Valley. Both "Sir Lamiel" and "Evening Star" will be at work on the Severn Valley during April and May, and "Leander" may well have



a spell on the North Yorkshire Moors Railway later this year. The Stour Valley Railway (Essex) are also likely to take a Severn Valley locomotive on extended loan if their plans for a regular Sunday steam service on the adjacent B.R. branch line come to fruition. Altogether, some very exciting surprises appear to be in store for visitors to our preserved railways this year.

Details of up-to-date news items are always welcome for this section of the magazine, and so if you see or hear anything of interest during your own railway journeys, why not spread the word amongst your fellow Association members.

#### INFORMAL MEETINGS AT NORTHWICH.

The first of these meetings, at the Lion and Railway Hotel on the 27th January, was quite successful and it is now proposed to hold one such meeting every month. These will take place on the third Thursday in each month at the Lion and Railway Hotel, from 7.30pm onwards. All BE members are welcome to come along for a natter and a pint, or two! So make a note of the date of the next meeting on Thursday 21st April. See you there.

#### IN THE SUMMER 1983 ISSUE:

In the next issue of the magazine the feature on Famous Expresses will be continued, this time looking at the Canadian Pacific's trans-continental 'Canadian' train. There will be a new series of articles starting in the summer issue which will look at some of the many different preservation railways now in operation, or under development, and to start off with we will be looking at the Llangollen Railway. We will also be taking a look at travel on SLOA's "Welsh Marches Pullman" trains. Plus there will be the usual Committee Matters, Members Briefing, and Railway Crossings features.

