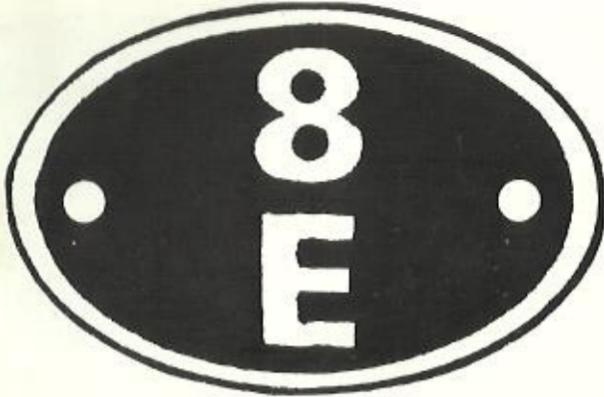


THE



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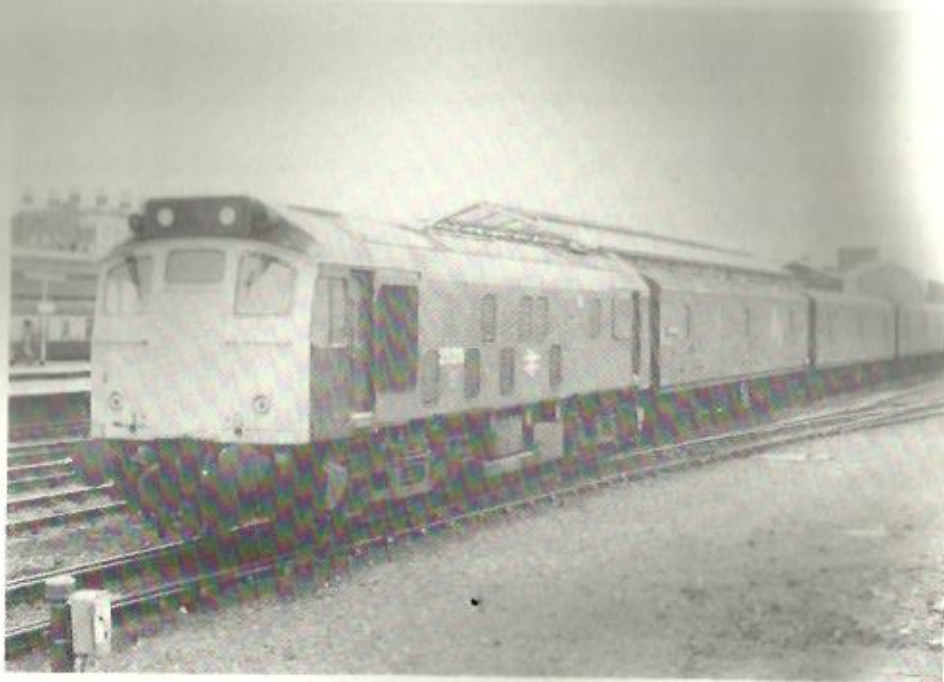
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THE SE MAGAZINE.

No. 18. Summer 1985.

EDITORIAL.

Within the preservation movement it is said that most societies rely on about 10% of their total membership to provide their workforce, and the SE Association is no exception. From a membership of around 80 we have a core of about ten or a dozen members, mostly committee members, who do the bulk of the work and who help with the smooth running of the Association's activities. Just recently, however, I have become somewhat disappointed with the attitude taken by certain members, for at our recent monthly meeting the Chairman asked the membership for a volunteer to take over the vacant secretaries position. By the end of the evening no one had come forward and so a further appeal was made. It was then that one of our members was overheard as saying 'What do we need a secretary for anyway?' as if the position was of no importance. This

COVER PICTURE.

Preserved Class 42 'Warship' diesel-hydraulic loco D832 Onslaught seen here in company with fellow diesel-hydraulic Class 52 'Western' D1041 Western Prince (both now preserved at Bury) at the Horwich Works 'Open Day' on the 16th August 1980. (Photo - A. Ashurst.)

BRITISH RAIL PHOTOCALL.

Top Left: A scene from before the miner's strike of 1984 finds Class 56 number 56.027 with a rake of MGRs for Fidlers Ferry from Healey Mills Yard passing along the threatened Skelton - Arpley line, 17th May 1983. Left: Class 25 number 25.231 stands in the yard at Chester with empty parcels stock earlier this year. It can not be very long before the Class 25s disappear from the railway scene altogether after giving such excellent service, especially on the I.C.I. Hopper trains with which they were long associated. (Photos - A. Ashurst.)

member being one of those that likes to turn up on loco servicing days just to be seen on the back of the loco tender or on the footplate, and who then complains when committee members are seen to be on the loco footplate for longer than himself. If members are going to adopt this attitude then the Association would be better off without them, since they obviously have no idea as to what is involved in running even such a small society as ours.

The publication of this issue marks the end of my third year as editor of the magazine, a period during which I would like to think that the magazine has improved in standard so that it now compares favourably with many of those produced by far larger societies, and although I have enjoyed my time as editor, unfortunately, circumstances now mean that I can no longer devote the necessary time needed to produce the magazine. This issue will, therefore, be my last one and so the Association is now looking for someone to take over my position from the next issue. So if any of the membership feels they might like to have a go at becoming a budding journalist then contact either myself or a fellow committee member as soon as possible. In any case I feel that it would be a good idea to have a new person at the helm, so to speak, since he may be able to inject some new ideas and features into the magazine, but it is upto you, the membership, to decide whether or not there will be an Autumn issue, since if no one comes forward to take my place, this may well be the very last SE Magazine!

COMMITTEE MATTERS. By M. Lenz.

The main topics discussed at recent meetings have been the future of the coach, the GWR 150 celebrations and the recent committee changes.

Taking the coach first of all, we had hoped we might be able to get it moved to Chester, however this is not possible and the committee has therefore decided that the only option is to put the vehicle up for sale to the highest bidder and, to that effect, letters have been sent to ten railway preservation groups from which we are now awaiting replies.

We are, however, hoping to negotiate the use of a room at Northwich station for storage of sales items and other bits and pieces of equipment from inside the coach.

With regard to the GWR 150 celebrations our discussions were about the manning of a sales/publicity stand as well as the loco servicing. This all went ahead without any problems and resulted in sales of over £70 during the week of the exhibition trains visit.

Lastly the changes in the committee have been brought about by our Chairman, Graham Roughsedge, tendering his resignation due to other commitments and so our former Vice-Chairman, Colin Worrall, has now taken over as Chairman. The committee unanimously agreed to make Graham our Honorary President in recognition of the excellent job that he has done for the Association since its foundation in 1981. It was also agreed that I should take over the vacant position of Vice-Chairman and that we should seek a new secretary. As mentioned in the editorial an appeal was made at our June meeting for someone to come forward and take over as secretary, alas, to no avail, so I now repeat the invitation to all the membership that the Association needs a secretary and there must be one of you who feels that he might like to take up this task and one which I can say is most enjoyable and rewarding. So if anyone feels they might like to have a go then please contact either myself or a fellow member of the committee as soon as possible.

One final item which has been touched upon briefly at recent meetings of the committee is that concerning our finances, which I am now pleased to report are looking somewhat better than they were at the beginning of the year.

MEMBERSHIP NEWS. By N.D. Lightbown.

At the end of the Association's fourth year in existence our membership stands at 81, slightly down on the figure for the previous year (87) but it appears to be holding steady around the 80 mark. We continue to enrol new members from time to time, but more would be welcome.

THE LIVERPOOL STEAM SHEDS - BY BICYCLE. PART 3. By J.D. Little.

It seemed like a long way, but soon I was crossing a railway bridge and I could see Speke Airport in the distance, so I knew that I was getting close. After a couple of wrong turns, I was on the right path and wheeling my bicycle over the lines and towards the shed. The place seemed very quiet, almost deserted, but there were engines all over the place. I walked down the first road and was surprised to find that it was full of diesel shunters, the ones in the early 12000 series and fitted with the odd locking jackshaft drive arrangement. This shed had a completely different atmosphere to it, it smelled of diesel oil instead of steam and smoke. At the end of the row of shunters there was an astonishing sight - a huge blue diesel locomotive with no number on it, only the name 'Deltic' painted on its side. I'd never seen anything like it before, and I thought that it must belong to some foreign railway and be on its way to the docks. How very, very wrong I was! I studied it for quite some time, taking in all the details we now know only too well. Full of excitement, I walked around the rest of the shed and found some of the Black 5s that were fitted with Caprotti valve gear, and I remember thinking to myself how ugly they looked. The rest of the engines consisted of the mixtures of 2-8-0s, both L.M.S. and ex-W.D. types, more Black 5s and one solitary compound 4-4-0 from Chester shed. My visit completed, I just couldn't resist having one more peep at the 'Deltic' - curious, most curious. I had not seen a single soul during my visit, but there were engines in steam on the shed so someone must have been hiding somewhere!

I unlocked the bicycle and crossed shed number 5 (8C) from my list. My note book was bulging with numbers now and I was really feeling pleased with my efforts. One more shed to go and soon I was back on the main road and following the signs for the City Centre that would lead me to Brunswick Shed.

This shed proved to be fairly difficult to find and it was growing dark when I found the ever faithful door in the wall. A long flight of steps

took me right down to the bottom of the cliff, and there the shed nestled, a very cramped affair between the cliff base and the running lines. In the gloom the smoke mingled with the shed lights to give the effect that only a steam shed such as this could give. The smoke seemed to be trapped in the gloom and was swirling around the engines making a foul atmosphere, but nevertheless an interesting one. There was only one person about, I think he was a steam raiser, and he gave me the freedom of the shed. I think he must have been lonely and glad of some company. He walked around the shed later with me and took me onto the footplates of various different engines. 62664 Princess Mary, one of the old G.C. Director class was one of the stars of the show here, and my guide informed me that it was one of the few of the type left in service now. It was very fortunately in steam and we treated ourselves to a very unofficial ride, a short distance along one of the shed roads. I must have spent a good hour and a half here, and felt it was a truly fitting climax for my last visit of the day. For the record, the other engines I noted at Brunswick were Black 5s, 2-6-4 tanks for the Liverpool Central-Manchester Central trains, some more 0-6-0s of both L.M.S. and L.N.E.R. heritage (quite a few J39s amongst them and some more stored J10s). There was one more curio here and that was a rusty and derelict N5 0-6-2 tank that the world seemed to have forgotten about. My guide told me it had been dumped here for years, ever since a seized up axle box had put paid to its working career.

I finally had to leave Brunswick and bade farewell to my interesting guide, who promised to allow me around the shed at anytime on a Sunday when he was on duty. A wonderful feeling of happiness and elation as I climbed up the long flight of steps to reclaim my bicycle. And thus the sixth and final shed (27F) was crossed from my list. I had done it, I really had, I had been around all the Liverpool sheds, collected all the numbers and I had made some new friends too into the bargain. I felt pleased with myself as I bumped over the cobble stones on my way back to the Pier Head, for the ferry ride back to Birkenhead. I had seen and copped hundreds of engines of so many different classes and types, and

the whole day out had cost me less than a shilling - the price of the ferry ride - and a lot of pedalling!

I was to visit the Liverpool sheds many, many times after that initial, exciting day and I did indeed renew my acquaintances with some of the railwaymen I met. On many occasions I did not get around the sheds, and sometimes was evicted half way through my visit. But nevertheless, it was all thoroughly enjoyable and something I wouldn't have missed for the world.

All of the sheds that I visited that day, 25 years or so ago, have all closed now, and in most cases have vanished from the face of the earth for good. Most of the engines have gone to the scrapyards, and I fear that many of the kindly railwaymen I met that day have passed on too. Now Liverpool boasts only Allerton as a depot, and one or two other small stabling points. Indeed, for a city the size of Liverpool, it is hard to believe that there is not a single main line engine based there - the biggest it can boast is the humble 08 shunters at Allerton. The hundreds of steam engines are now but a memory, a memory of a once busy and bustling area - that excited a young schoolboy beyond his wildest dreams.....

C.L.C. REVIVAL AT WARRINGTON? By A.R. Ashurst.

Many of our members, especially those resident in and around Warrington, will be aware of the impressive and prominent C.L.C. Goods Warehouse in the old freight yards at Warrington Central Station. This building, together with the adjacent Goods Offices and sidings have been out of use for over twelve months now following transfer of 'full loads' freight traffic to a new main-line connected site at Dallam.

Following much redevelopment of adjoining property (ASDA etc.) and refurbishing of the ground level passenger facilities at Central Station itself, the general deterioration of the Goods Yard site has become more noticable of late. Local interest in the warehouse (a Grade 2 listed building) seems to have been sparked by recent local press articles, letters, etc. and there is a growing feeling in the town that such an

important historical site should not be lost to even more commercial development.

With this in mind, the Association was pleased to be invited to a meeting at Warrington Town Hall on Wednesday 5th June, when four of our members (including one committee member) attended along with representatives of other local transport and environmental groups to discuss the future of the site, which it is understood British Rail are anxious to dispose of. Various ideas were mooted and, whilst it is still very early days, signs were most encouraging that some form of project might be set up to ensure the longer-term survival of the site in a transport/industrial heritage context. It is likely that some form of 'steering group' will be formed to discuss the matter further, and we have been asked to provide a representative on this, seeing as we are the major railway society in Cheshire with a 'C.L.C.' leaning. With development of the shed site at Northwich looking increasingly less likely as the months pass, this could well provide another outlet for member's local interests, once again giving the group a focus of attention and providing a counterpoint to our irregular steam servicing duties at Chester.

Members will be kept fully informed of developments, as and when these occur, but in the meantime general views of the membership would be welcomed by your committee, who have yet to discuss the scheme in any detail.

FIXTURES LIST 1985.

This is the fixtures list through to the end of 1985.

August 13th: Informal Meeting at the Lion & Railway Hotel.
September 10th: Mr. G. Lilleker - Talk on the A.P.T.
October 8th: Mr. H. Searle - Western Locomotive Association.*
November 12th: Mr. B. Dobbs - Slide Presentation.
December 10th: A.G.M. and Member's Social Meeting.

*Subject to confirmation.

All the above fixtures will be held at the Red Lion Hotel, Runcorn

Road, Barnton near Northwich, except where indicated otherwise, and will start at 8.00pm prompt. Refreshments will be available during the evening.

LETTERS TO THE EDITOR.

Re the letter of Charles Kingdom Churchward about the lack of GWR material, I must agree that the mag is anti-western, 5164 on the cover of the last issue is a start, but what about a Castle or a King!

Many LMS members knock the GWR but were happy to climb all over 6960 Raveningham Hall at Chester, one of the finest preserved engines seen in the area for many a year.

One member failed to appear, one wonders if he suffered a hot box on his car just like 'Kolhapur', with 'Clun Castle' rescuing LM locos again and running to time all day. One says 'up the Western.'

Many thanks for all who helped make the GWR 150 at Chester a success (the same loyal members as usual) and with 92220 Evening Star (Swindon built) on the following Saturday. With the 'Duchess' now limited to certain routes only, it may soon go where it rightly belongs - on a plinth in Barry!

Isambard Western Hall.

PS. I bet you don't publish this. (Wrong again! - Ed.)

PPS. I have posted this in Northwich to conceal my identity from the L.M. mob.

CURRENT MEMBERSHIP SUBSCRIPTION RATES.

The types of membership available are as follows:-

Ordinary - £5.00 Junior - £3.00 Family - £7.00 OAP - £3.00

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

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

AT LAST, THE SUPER D STORY. By G.C. Smith.

In October 1892 LNWR no. 2524 rolled out of Crewe Locomotive Works. It was an 0-8-0 tender engine with two inside cylinders, H-section spoked wheels, nominally 4'3" diameter (4'5½" over tyres) and the same boiler as the "Greater Britain" 2-2-2-2s complete with combustion chamber. It was really an enlargement of the 0-6-0 coal engines, with similar but larger cylinders (10½" x 24"), valves and motion derived from the cauliflowers, and the standard Webb 1800 gallon tender. It could almost be said that it was assembled from bits left over from other engines. Nevertheless it was the forerunner of the type known to most enthusiasts and railwaymen alike as "Super Ds," a class, or rather, thirteen classes which had a long and complicated history, some engines having been members of five different classes at one time or another. Here I hope to unravel that history.

In September 1893 a second 0-8-0 appeared. This was no. 50, and was a three cylinder compound, with two high pressure cylinders 15" x 24" and one low pressure cylinder 30" x 24". Its boiler was of similar proportions to that of no. 2524, but without the combustion chamber. It had inside Stephenson valve gear for the high pressure valves and a slip eccentric for the low pressure valve. It also had a 2000 gallon tender.

The two engines were tried against each other running parallel with identical trains on the fast and slow lines between Stafford and Crewe. (Ah, the power of a 19th century C.M.E.!) The compound was deemed to be more economical and went into production, a total of 111 being built. These were designated Class A in the classification system introduced in 1911.

In August 1901 a series of 170 four cylinder compounds (Class B) was started, with a cylinder layout similar to the Webb 4-4-0s. They had a large piano-lid shaped cover below the smokebox door, over the rocking arms which worked the outside valves. Joy valve gear was fitted and boiler pressure was 200lbs, as opposed to the 175lbs. of the A Class,

to which they were otherwise generally similar.

F.W. Webb retired in 1903 due to ill health and was succeeded as C.M.E. by George Whale. Whale disliked the large overhang under the heavy front end of the B Class, and started rebuilding them as 2-8-0s without other modifications thus creating Class E. The first conversion was done in August 1904 and 26 were so altered.

Whale was not at all convinced of the advantages of compound propulsion and in November 1904 a start was made on rebuilding the three cylinder Class As to two cylinder simples with new 19½" x 24" cylinders. These became Class C and fifteen were so altered.

In March 1906 an A was rebuilt as in Class C but with a bigger 5'2" diameter boiler as used on the "Experiment" 4-6-0s. This became Class D and eventually numbered 62 engines.

In May of the same year a Class B was rebuilt to a 2-8-0 using the same large boiler, and became Class F. Ten were so treated and also two Class Es were altered to Class F.

In November 1906 Class G appeared. This was a conversion of a Class B four cylinder compound to a two cylinder simple, effected by removing the outside high pressure cylinders and utilising the existing low pressure ones. A large boiler was fitted, as in Class D. Thirty two Class Bs were thus converted and retained the distinctive piano front, although there was now nothing there to cover. Boiler pressure was 160 lbs.

By March 1909 the Class C two cylinder simples were found to be under-boilered and so further rebuilds were to Class Cl, which were identical to Class C except that the cylinders were 1" smaller in diameter.

From January 1910 Class G engines were built new to the tune of sixty, but without the piano front.

In January 1912 superheating appeared with Class Gl, which were otherwise similar to Class G except for having the lower boiler pressure of 160lbs. They were rebuilt from all the aforementioned

classes, except for Cl (which were all scrapped), plus 170 built new, making an eventual total of 449.

There things stood until June 1921 when Class G2 made its debut. These were an improved Gl with boiler pressure increased to 175lbs. Sixty were built new and they were the only class never rebuilt to or from any of the other classes.

The final developement, G2a, came from the LMS. From October 1935 327 Gl's were rebuilt with stronger motion, improved braking, and 175lb. boiler pressure. Eight of these later reverted to Class Gl.

All the above boils down to the fact that from 572 assorted 0-8-0s built, via various rebuilding and scrappings, there were finally 509 superheated 0-8-0s of Classes Gl, G2, and G2a. Of course not all of these engines were in existence at any one time, all the As, for instance, having been rebuilt by 1912.

But why were they called "Super Ds" when from the foregoing, "Super G" would seem more fitting? Well, the system of denoting classes by letter which I have used here was only introduced in 1911, immediately before the first superheated Gl was built. There was, however, an earlier system dating from 1905 under which all two cylinder 0-8-0s were classified D. Therefore the enginemen would have known all engines of classes C, Cl, D, and G simply as D until immediately before the superheated version was turned out, hence super(heated) D.

During the LMS period nearly all the surviving 509 engines were fitted with a Belpaire firebox, designed by H.P.M. Beames before the grouping. This went straight on, only needing a new cab front. So straightforward was the change in fact that engines so fitted would sometimes revert to a roundtop firebox on a subsequent visit to the works, depending on what newly overhauled boilers were available. Cabs were altered to fit the Midland loading gauge, usually when the Belpaire firebox was fitted, and all engines were eventually vacuum fitted. In 1943 a new one piece cast chimney was designed to replace the built up LNWR variety, and nearly all engines had them by nationalisation. There

were minor detail differences between the engines depending on their origins and rebuilds but by nationalisation they all looked much the same.

The last three, 48895 (B,E,G1,G2a), 49361 (B,G1,G2a), and 49430 (G2) were withdrawn from Bescot in December 1964, sixty two years after 2524 was built. This original engine became a D in December 1906, a G1 in August 1925, had a Belpaire firebox fitted, cab altered to the Midland loading gauge, and vacuum brake fitted in December 1932. It was withdrawn as BR no. 49011 in December 1949, when a mere fifty one years old.

The only survivor is BR no. 49395. It is preserved (actually a better description of its present state would be "dumped, derelict") at Telford, and was the first of the G2 Class, built as no. 485 in June 1921. It was withdrawn in November 1959 and has a Belpaire firebox, LMS chimney, tender cab, and cracked cylinders. It was one of a handful of "Super Ds" which were paired with ex-L&Y eight wheel tenders in the 1930s.

Surely such a unique and historic machine deserves a better fate than seems to be its lot. Could pressure be brought to bear on the NRM to do something about it? Maybe they'll have a few quid left over after putting yet another A4 back on the road. But I doubt it.

Brief mention should also be made of the LNW eight coupled tanks. Between 1911 and 1917 thirty O-8-2T were built for heavy shunting. They were essentially a tank version of Class G, and were the first LNW engines fitted with lever reverse since Ramsbottoms day. None were ever superheated or Belpaire fitted.

The O-8-4 tanks actually appeared in the first few months of the LMS regime, being basically a tank version of the G2 Class, and were superheated. None received Belpaire fireboxes. The first 13 came out with LNWR numberplates and livery but with LMS on the tanks, and the next six were turned out in full LMS red passenger livery. Thirty were built, intended for freight and passenger work in South Wales, but their great length tended to straighten out the curves and they finished

up on shunting and trip workings.

Neither class was much modified, apart from fitting with LMS buffers, pop safety valves, and in some cases the 1943 cast chimney. A few of each class sneaked into the early 1950s before going to the great MPD in the sky.

As a direct result of the introduction of the O-8-0s no more purely freight O-6-0s were built by the LNWR after October 1892 (and none of any kind after May 1902). Some companies were still contentedly turning them out over forty years later. With one or two exceptions the "Super Ds" kept out of the limelight, and settled down to become some of the finest freight movers this country has ever seen. There is a record of one which stood in for a derailed "George V" on an express, and attained a speed of 60 mph. It arrived at Euston none the worse for its efforts, but I bet the same couldn't be said of the fireman. In fact they did work passenger trains quite regularly in LMS and BR days on some of the steeply graded South Wales lines.

Twenty six G Class engines went to France with the ROD in World War I and all returned safely.

B Class no. 134 exploded at Buxton on the 11th of November 1921 after its boiler had been repaired by Beardmores, due to pressure of work at Crewe. The safety valve seatings had been machined wrongly. A check was made on the other boilers repaired by them and all were found to be in similar condition. Several of these engines had been reported by their crews as having faulty pressure gauges! No. 134 was replaced by a new G2 with the same number.

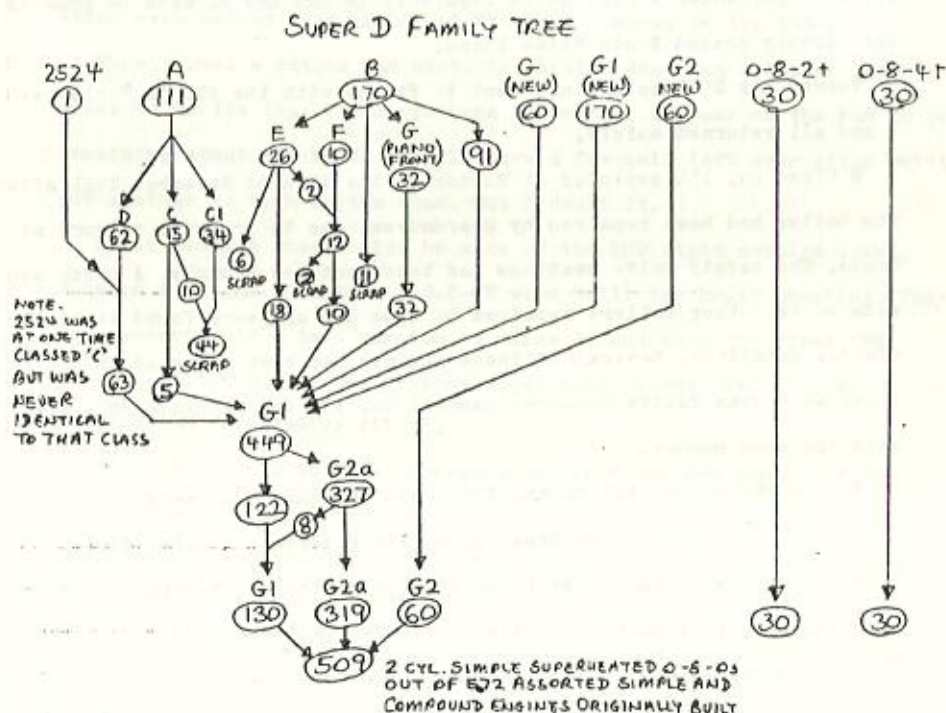
I knew the "Super Ds" in the 1950s and 60s when they were nearing the end of the road. Even then Crewe seemed to reserve a special finish for them, and an ex-works "Super D" positively glittered. Unfortunately they soon resumed their mantle of dark grey dirt. They had a most distinctive uneven exhaust beat, and we always knew what was coming long before we could see it.

I remember one occasion when a Britannia on a freight slipped to a

stand at Walton New Junction. A Black 5 on a passenger train was buffered up behind it but after struggling on for a hundred yards or so, both trains stuck. There was a pause of twenty minutes or so and then not 1, not 2, but 3 "Super Ds" hove into view and shoved the lot over the top to Acton Grange!

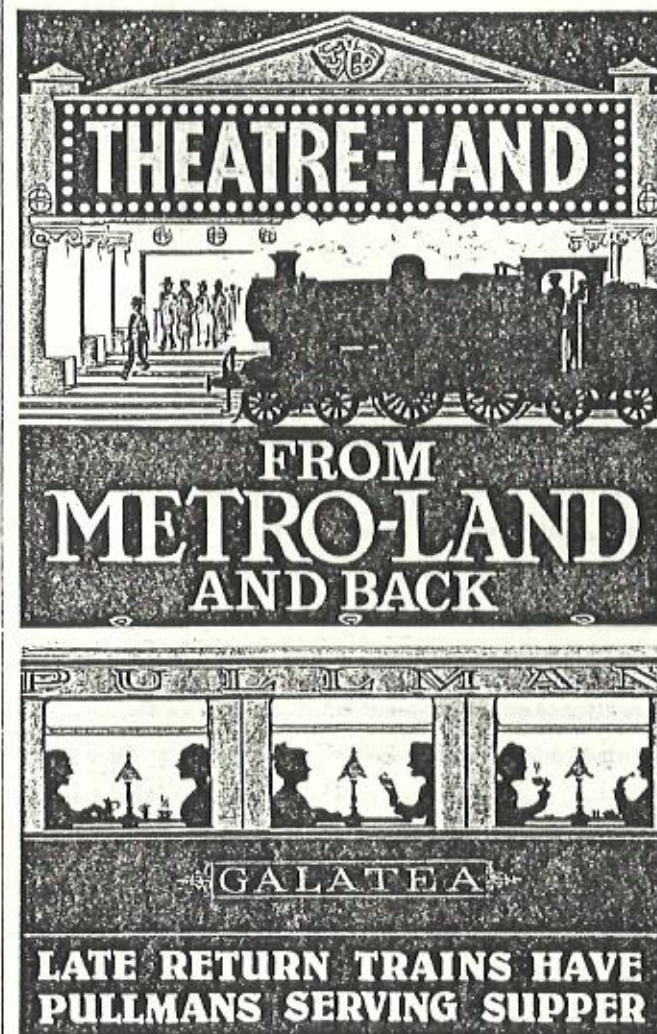
The shunters at Arpley tell a tale of a "Super D" which was standing on one of the double ended sidings in the yard. Someone dropped a raft of coal wagons on it from the other end of the yard and they climbed up and over it, burying it as far back as the dome. The crew, who luckily had been in two end cabin whilst this was going on, calmly climbed aboard and reversed it out from under the wreckage. It had lost a buffer, which was quickly replaced, and it worked its diagrammed train.

They were well built, rugged machines which are remembered with affection by those who knew and worked with them. R.I.P. "Super Ds."



THE ART OF RAILWAY POSTERS. By M. Lenz.

In this, the second feature in this series, we have an example of a poster for the Metropolitan Railway Company extolling the virtues of the late returning Pullman service between London and the surrounding Counties of Middlesex, Hertfordshire and Buckinghamshire, following an evening spent in London's theatre-land.



SOME RECENT TOURS. By M. Lenz.

Since the last issue of the magazine there have been two tours, the first of these, 'The Caber Tësser,' was a four day tour of Scotland during the Easter weekend, and the other tour, 'The Doncaster Dipper II,' was a repeat of last years successful day tour to Yorkshire.

Looking at the Scottish trip first, this set off from Warrington early on the Friday morning with our first stop at Carlisle, where we were able to observe a number of locos in the stabling point near the station. From there we headed for our first depot of the day, Motherwell, which we were able to go around despite our permit being for the following Monday. From there we headed north through the beautiful scenery of the West Highlands to reach our next stop at Fort William. From there we made our way up along the Great Glen, by the side of Loch Ness (where there were the usual reported sightings of a monster in a check shirt!), to our first nights stop at Inverness.

Our first port of call on the Saturday was the depot at Inverness from where we then set out on the long run over to Aberdeen for our visit to Ferryhill Depot. We then made our way via Dundee to Perth, thence to Thornton Junction (where a certain item of furniture was obtained by one of our party, despite the fact that one of its legs was broken!), and then onto Edinburgh, which was to be our base for the next two nights.

Sunday started with a visit to Haymarket Depot, then to Glasgow Works, Eastfield Depot, Polmadie Depot, Ayr and finally back across to Millerhill Depot near Edinburgh. It was on the Sunday that our driver Dave acquired the tour mascot whilst fuelling up in Ayr, this being a certain grey and pink coloured animal, of African origin, with large ears and a very long nose. (No similarities with the tour leader were intended, so Dave claimed!)

On the Monday we first of all paid a return visit to Millerhill, before making for Grangemouth Depot and then back to Motherwell, this time for our official visit! We then made for Carstairs before heading

back south of the border. We again made a brief call at the stabling point at Carlisle and then headed back to Warrington arriving there in the early evening. Once again an excellent weekend, with much to see (when the tour leader was sat down, that is!), and plenty to eat and drink and great fun was had by all present, including our much maligned tour leader. So roll on 'The Caber Tosser II' in 1986!

Sunday 28th of April was the date for the second of the 'Doncaster Dipper' tours and this one was more or less the same itinerary as the previous years trip. The first call was to Knottingley Depot, thence to Doncaster for both the depot and the works, and then onto Worksop, Shirebrook and Barrow Hill Depots and finally to end the day Tinsley Depot. Once again thanks must go to Big Al for the excellent job he has done in organising these trips and we look forward to many more similar ventures in the future.

SMALL ADS.

FOR SALE

Luxury album containing 300 stamps featuring steam, diesel, and electric locomotives from the U.K., United States, Australia, France, Germany and many other countries dating from the start of railways to the present day. Each locomotive has a separate page in the album giving all its details and history and the stamps are held in protective plastic mounts to avoid damage. £100. Telephone Northwich 44959.

Major centre of enthusiast interest in the North West must of course be the huge Crewe Station Modernisation Plan, which is now underway. The station will remain virtually closed until late July, but that does not mean a lack of trains in the area. The normally freight only "Independent Lines" are handling a vast increase in traffic as diverted main line and local passenger services use these routes to by-pass the station itself. To make room, many freight services have been diverted away from Crewe. In consequence lines such as Shrewsbury-Wrexham-Chester-Warrington and Stockport-Skelton Junction-Northwich-Acton Bridge are witnessing increased freight movements, especially at night time. Although booked via Northwich several of these trains have been using the now condemned Skelton-Arpley direct line via Lymm. At Crewe station itself the only operable platform is the north end of number 1, which handles the DMU Shuttle trains to and from Chester and Stafford. Bus services link Crewe with Nantwich, Stoke, Sandbach, Hartford and Warrington where connection is made into main line/local trains for points beyond. Indeed Hartford and Warrington have come into their own as major Inter-City stopping points with many extra long distance trains stopping at these stations.

After spending the first few days de-wiring at Crewe, the emphasis is now shifting onto trackwork and much of the old formation is being lifted out by giant cranes. Throughout all of this engineers trains are running backwards and forwards hauled by reinstated Class 40 locos, now back in traffic purely for departmental use. Four machines are currently available again, these being 97.405 (ex 40.060), 97.406 (ex 40.135), 97.407 (ex 40.012 Aureol - name is still carried) and 97.408 (ex 40.118). Large numbers of this durable class are now awaiting scrapping at various BREL workshops. In fact 40.135 was resurrected from the dump at Doncaster for its new 97.406 role. Meanwhile at Crewe Works many of the "last to be withdrawn" examples have been stored along the old works access line near Flag Lane. Those required for the re-instated engineer's trains

were to have come from this batch, but heavy vandalism has made this impossible.

As Crewe rebuilds for the 21st Century at the reported cost of over £14 million, other parts of the network continue to deteriorate for want of funds. The £2 million or so required to keep the Arpley-Skelton Jct. line open has not been found and as previously mentioned the line will close, provisionally with effect from Monday 8th July. Even at this late stage there is still some local doubt about the actual date, especially so as Summit Tunnel (Littleborough) will not now re-open until August and diverted Healey Mills to Fiddlers Ferry coal traffic is being arranged to go that way, instead of via Diggle, Stockport and Lymm. But whatever the short term effects, engineering considerations will ensure that the Lymm route is shut before the end of summer on safety grounds. A short stub between Arpley Junction and Latchford Signal Box appears likely to remain available for run-round facilities, at least until such time as powers can be obtained to build a new south to west 'chord' line to permit through running between Walton Old Junction and Bank Quay low level without need for reversal.

At Northwich, our own 8E shed yard continues to gather rust. Now over six months since official closure the site is virtually as it was when the locos were present except for the all pervading gloomy silence. The limited useage of the site by the Permanent Way Department appears to have ended and the only line to see regular operation is the long siding behind the TCI Office, where the Class 08 yard pilot can often be found stabled when off duty, albeit a fair way down towards the Lostock end of the siding. Mains facilities remain connected on site and the TCI Office, washrooms etc appear to continue in limited useage. Eastwards from the shed/station complex a quite large group of former "Merseyrail" Class 503 units are to be found dumped in the old yards adjacent to the Marston Branch. Some are only recent withdrawals but already show signs of heavy

vandalisation, but whether this has occurred locally or on the Wirral before arrival at Northwich is not clear. (Cutting up of these units has started from last Monday, 17th June, by Vic Berry of Leicester. - Ed.) A number of 8E members enjoyed the LCGE/RCTS "Class 503 Farewell" Tour worked by sister units over virtually the entire "Merseyrail" system on 13th April, the last time that LMS built stock (original batch of these units entered service in 1938) was operative on a normal BR train. Regular timetable operation with these sets on the Wirral lines had in fact finished 3 weeks earlier. It is understood that some of these cars will be retained and returned to original maroon (1938 sets) or green (1956 sets) livery for use during the Merseyrail Centenary celebrations next year.

Elsewhere on the Wirral, news is to hand that Mollington Street (8H) Shed, Birkenhead, will close on the 30th September 1985 after a long and drawn out battle to keep the depot open. Ironically, original closure plans for this shed in the early 1980s envisaged transfer of certain work from there to Northwich! How ironical then that '8E' should close 12 months before Birkenhead and with such little fight. It appears that the carrot dangled to the Wirral men is the prospect of enlarged train crew facilities at Ellesmere Port, where it is envisaged that a new stabling point will be required to service extra oil traffic likely to develop shortly between the Stanlow Refineries and the North East. Other freight flows appear to be far from healthy, however, and the effects of the Miner's Strike upon customer confidence in the Rail Industry appears to have been considerable.

On the steam front most eyes will be turning South-Westwards from now onwards as the GWR 150th Anniversary events get into top gear for the summer. At the time of writing we have just seen the visit of the GWR 150 Exhibition Train to Chester hauled by Severn Valley based Modified Hall 6960 Raveningham Hall. At the end of the same week we have also seen

the visit by BR Standard 9F 2-10-0 92220 Evening Star as it makes its way south for the celebrations. The Associations Support Crew were in attendance throughout the visits by the Hall and Evening Star and we also manned a Publicity/Sales stand on the platform at Chester Station during this same period, and which proved to be a most worthwhile venture from the financial point of view. Many special events will be organised throughout the summer at BR Depots/Private Railways in connection with 'GWR 150' although the proposed Swindon Works Open Days (31st August and 1st September) are apparently under a cloud now, due to the recent announcement about the closure of the BREL Works there (as forecast in our Winter issue). Members will probably be aware of the shambles with the first (Paddington)-Bristol-Plymouth steam runs over Easter with both King George V and 7819 Hinton Manor both running hot tender axle-boxes, although perhaps the latter could be excused as it did "have a go" on its own after 6000 had failed. The return train, with 4930 Hagley Hall providing a hastily arranged substitute (great credit here to the SVR for providing the 'Hall' and repairing Hinton Manor in 24 hours), ran faultlessly and provided your writer (and hundreds more) with a fine sight on arriving at Bristol Temple Meads in the late afternoon of the 8th April. What a pity D1023 or D1062 could not have been allowed to finish the job properly and take the train back to Paddington. (I quite agree! - Ed.) Instead, patrons on the tour had to content themselves with one of the ubiquitous Brush 4s, although 47.484 Isambard Kingdom Brunel in Brunswick Green livery, with brass name and numberplates did look rather smart. Of the two steam locos I must firmly admit to a distinct preference for the 'Manor' whose impressive BR Lined Black livery was superbly evocative of the 1950s/60s in the South West (which is surely the period that anyone under 50 looks back on with longing). Come to that, what exactly was wrong with "City of Truro" in similar style? (Nothing at all! - Ed.) It is just a pity we have not got an LNWR express engine of this period to show all our copper capped friends just how handsome lined black livery really could be! (End of controversial comments for this

edition!)

Despite the previous comments, the Western must be warmly applauded for the effort being put into the celebrations this year and for the general air of helpfulness, efficiency and pride which seems to pervade staff attitudes west of Paddington (and also, it must be said, in "Scotrail" territory). This is in marked contrast to the atmosphere which seems to surround many LMR and some Eastern stations at the moment. Staff at Paddington, Swindon and Bristol could not have been more helpful or enthusiastic when asked for details of the steam special on the 8th April, their clean, tidy and pleasant stations/Travel Centres helping to emphasise the feeling that here was a railway which meant business. What a pity the atmosphere could now be clouded by the tragic closure of Swindon Works just at the time when the Western was really "grasping the nettle." But what has happened to morale on the erstwhile "Premier Line" these days? The WR/LMR regional boundary offers a marked contrast in style and attitudes today, which is surely only too evident to the customer. Come on, LMR management and staff, it is surely time to take a leaf out of the Western book and look to our future in more positive fashion. Mr. Stanier brought one or two good ideas over from Swindon in the past; perhaps the time is now ripe for us to learn a little more from the way things are being done beyond the Malverns and Cotswolds.

TOURS PROGRAMME. AN UPDATE.

Due to lack of support 'The Manxman' tour scheduled for May had to be cancelled, and the South Wales tour 'The Valleys Wanderer' will now take place during the August Bank Holiday weekend and not in July as previously advertised. 'The East Anglian' tour is now planned for late September/early October but more details will be announced as soon as they are available. Should you require any information about future tours please contact Alan Bennett on Warrington 602680.

GENERAL INFORMATION ABOUT "THE SE 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 should be in the form of black and white or colour prints of enprint size (5" x 3½") and if intended for the cover should be accompanied by the negative. Care will be taken with any photographic material submitted. If the return of any contributions is necessary then please enclose a stamped, addressed envelope.

In the light of the present circumstances, until a new editor is appointed will contributors please send their material to the following address;

The Editor,

"The SE Magazine,"

C/o Mr. M. Lenz,

2 Manor Drive,

Rudheath,

NORTHWICH,

Cheshire,

CW9 7HR.

EDITOR'S FINAL NOTE.

So there you have it, my last magazine as editor. I hope you all enjoy reading it as much as I have enjoyed producing it and I would just like to take this opportunity to thank all those members who have sent me contributions over the last three years, without which the magazine would have been so much the poorer. I hope they will still continue to send material to my successor and I now look forward to reading my Autumn issue, without already knowing of its contents! So to my successor I offer best wishes for the future.

WHO KNOWS? IT'S UP TO YOU!

THE 8E ASSOCIATION. COMMITTEE MEMBERS.

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TOURS OFFICER: Alan Bennett.

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MAGAZINE EDITOR: Vacancy.

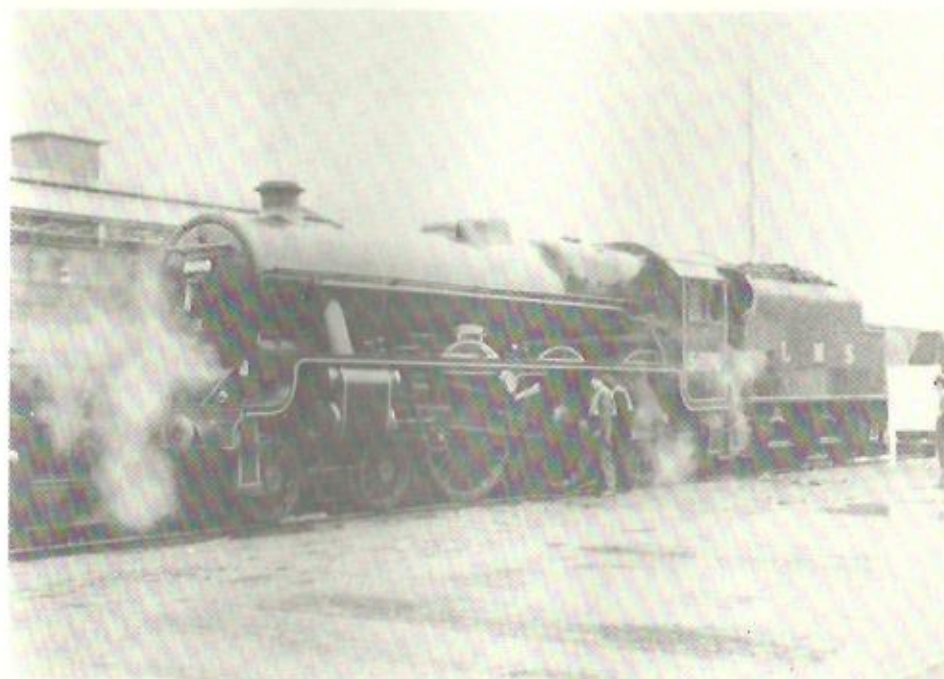
PASSING SCENES OF BRITISH RAILWAYS. (PHOTO ON REAR COVER.)

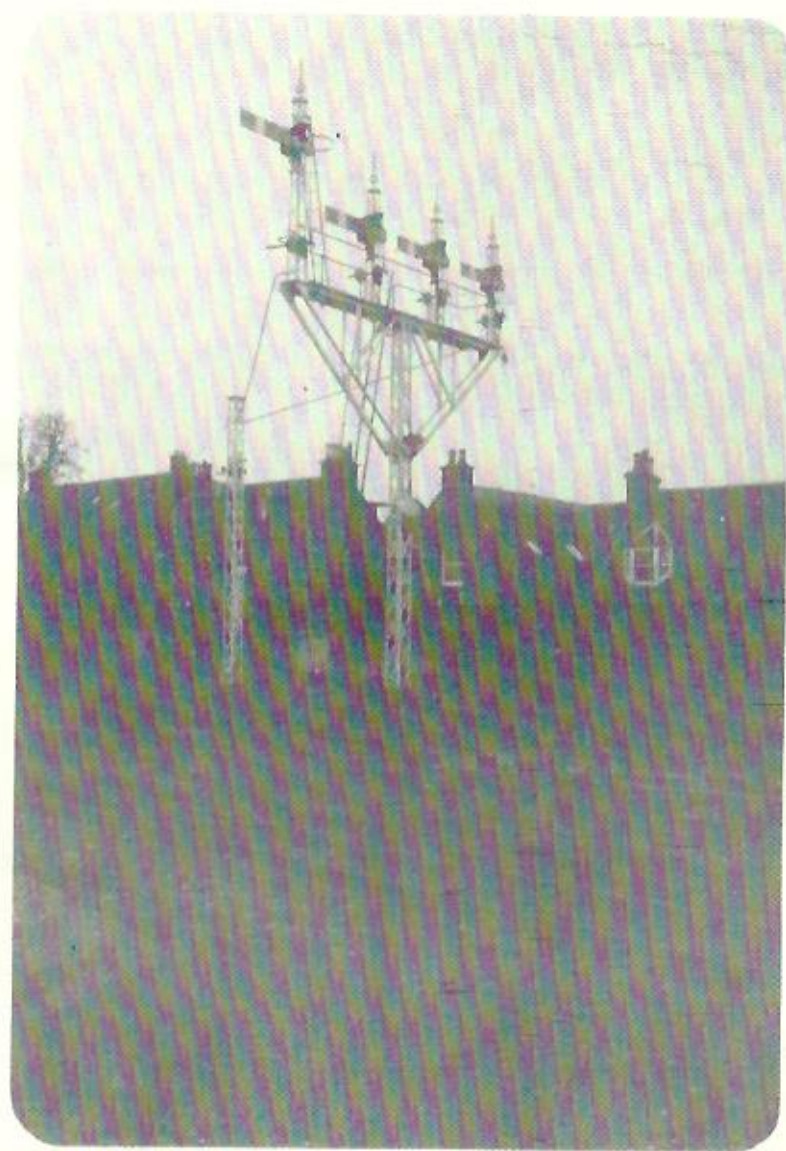
Here we see a fine example of a lattice post junction signal, complete with lattice supporting post, on the northern approach to Inverness station, a sight which will, no doubt, eventually succumb to the humble colour light signal. Taken on the 21st April 1984. (Photo - M. Lenz.)

PHOTO FEATURE.

Top Right: L.N.E.R. A3 Pacific 4472 Flying Scotsman seen passing the goods yard at Northwich whilst on its way to Chester with the Wilson's Brewery Special run on the 29th September 1984. (Photo - D. Healey.)

Right: One of Northwich shed's more regular visitors was L.M.S. 'Jubilee' 4-6-0 5690 Leander, seen here at its new servicing base (following the closure of Northwich shed) in the goods yard alongside Chester station on the 23rd February 1985 about to depart light engine for Manchester Victoria. (Photo - A. Ashurst.)





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