

THE  
**8  
E**  
MAGAZINE



**ISSUE 23**

**SPRING 1987**

70p

# THE 8E ASSOCIATION

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VICE-CHAIRMAN: Michael Lenz.	(Northwich 44959)
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WARRINGTON AREA OFFICER: Alan Bennett.	(Warrington 602680)
MAGAZINE EDITOR: Michael Lenz.	(Northwich 44959)

### GENERAL INFORMATION ABOUT "THE 8E MAGAZINE".

The magazine is a quarterly publication, appearing in January, April, July and October, and contributions for each issue should reach the editor by the following dates;

Spring Issue - March 7th.	Summer Issue - June 7th.
Autumn Issue - September 7th.	Winter Issue - December 7th.

Photographic contributions are welcomed but it should be understood that these may well be subject to cropping in order to fit the format of the magazine. Colour or black and white prints are acceptable but no slides. All material for the magazine should be sent to the editor at the following address;

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

# THE 8E MAGAZINE

## Spring 1987

## EDITORIAL

By the time you read this magazine we will have undertaken our first loco servicing of 1987, with the return visit by Princess Royal Pacific 6201 Princess Elizabeth to Chester, whilst on its way back to its base at Hereford. This looks like being an excellent start to what should be a most interesting year for the Association, with our services being required not only at Chester (with further visits by 'Lizzie' and also, dare I say it, the 'King!'), but also at Crewe during the celebrations that are currently being planned for the summer.

I hope that when the time comes we can count on our members to rally round and provide the necessary assistance with both servicing and sales/publicity, for in the Crewe celebrations we have the opportunity to promote our activities in an area where we have few, if any, members. A sub-committee has already been formed to administer this particular event and members will be kept informed of developments as and when BR finalises its plans.

Once again I shall finish by saying that I hope you will keep the contributions flowing in and thank all those who responded to my pleas in the last issue.

### COVER PICTURE.

Since this year also sees the 125th Anniversary celebrations of the Somerset & Dorset Railway what better than to feature a class of loco which in the later years of the S&D provided the mainstay of summer motive power over the Mendips. BR Standard Class 9F 2-10-0 92220 Evening Star is seen here at Chester in June 1985 on its way south for the GWR 150 celebrations. This loco hauled the very last 'Pines Express' to run over the S&D on the 8th September 1962. (Photo - M. Lenz.)

## Committee Matters. J. House.

Due to double bookings in January and February we were ousted from the upstairs room at the Lion & Railway to the downstairs bar, which meant competing with the juke-box and scenes not unlike 'Gunfight at the O.K. Corral', so not too much headway was made.

Thankfully in March we were back upstairs and we had a good meeting at which we discussed our involvement in the Crewe Works anniversary celebrations on July 4th and during the following week. We have offered our services for cleaning and servicing of locos present during the celebrations and we also hope to have a sales/publicity stand present as well. BR and Crewe and Nantwich Council are building a Heritage Centre north of the station which will house an exhibition relevant to the celebrations and we hope to have our stand present for some part of the exhibitions duration. We have also discussed servicing arrangements for forthcoming steam loco visits to Chester, for example, 'Lizzie' on the 11th of April and again on the 28th of June, and 6000 'King George V' on the 4th of July (same day as Crewe 150 so we are going to need all the help we can get!).

As announced at the A.G.M., Tom Walton, Phil Clayton and Paul Yates have joined the committee to help share the workload as necessary, especially with regards to arranging fixtures and organising publicity, and we extend our thanks to them for offering to help.

Financially we are stable with cash in the bank around £700, plus sales stock of around £100, and a collection of tools and equipment of approximate value in the region of £500. Thanks to good attendance at meetings and members generosity, the meetings remain self-financing. We intend to maintain the quality and format of the magazine as per the Christmas 1986 issue but at present the cost of publication is not

covered by the present membership subscriptions and other ways of helping to finance the magazine, such as advertising, are being looked at. At present the production run of each issue is a hundred copies since we always maintain a stock on the sales stand as well as having spare copies for public relations handouts. So your contributions would be much appreciated be they serious, not serious, not-at-all serious, controversial or otherwise. We are therefore looking forward to a busy and rewarding year for the Association.

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## FIXTURES LIST 1987.

April 14th - Alan Wilkinson. The Stanier 8F Locomotive Society.

May 12th - Ken Andrews. "6201 - 4 years on, 1983 - 1987".

\* June 9th - Talk on BREL Crewe Works.

July 14th - Railway Quiz.

August 11th - Informal Meeting at the Lion and Railway Hotel.

\* September 8th - S&D 125th Anniversary. S&D Railway Trust.

\* October 13th - David Mosley and Ray Towell. More NRM Archive material.

\* November 10th - Railway Films.

December 8th - A.G.M. and Railway Quiz.

Those dates marked thus (\*) have yet to have their programmes confirmed.

It is also proposed to organise an 8E Dinner for members and their wives/girlfriends during December to be held at the Red Lion Hotel at Barnton, but more details will be issued nearer the time.

\* \* \*

## 8E Association Member's Ties.

These will be available in two colours, blue or maroon, bearing the '8E' shedplate logo in black and white and will cost £4.50 each. They will be available at meetings or from the Vice-Chairman by post. The cost for ties sent by post will be £5.00, cheques to be made payable to 'The 8E Association'.

## THE PINES EXPRESS. By Michael Lenz.

The Pines Express, for so long associated with the Somerset and Dorset Railway, came about as a result of the rivalry between various railway companies for the traffic from the great cities of Liverpool, Manchester and Birmingham to the various resorts on the southern coasts.

The London and North Western and the London, Brighton & South Coast Railways introduced the first through coaches from Liverpool and Manchester to Brighton in 1904. Thereafter the Great Western Railway and the London and South Western Railway introduced a new restaurant car express between Birkenhead and Bournemouth, and with its right of access to Manchester via Crewe or Warrington, the GWR began to run a through section of this train to and from Manchester London Road from 1910, to connect with the main train at Wellington.

However, this proved to be too much for the London and North Western who, following negotiations with the Midland Railway, introduced what was to be the forerunner of the 'Pines Express' in October 1910. The train used LNWR metals between Manchester and Birmingham from where it was worked by the Midland Railway to Bath, and from there on by the Somerset and Dorset Joint Railway through to Bournemouth.

The service was suspended during the First World War but after re-instatement it received the title 'Pines Express' in 1927. Originally the S&D had its own locomotives but in 1930 the London Midland and Scottish Railway took over the provision of the motive power for the line. The last  $7\frac{1}{2}$  miles of the route lay over Southern Railway metals. By 1939 the southbound 'Pines Express' was leaving Manchester at 10.10am, picking up a four-coach set for Birmingham at Crewe as well as through coaches for both Bournemouth and Southampton, these having departed from Liverpool Lime Street at 9.40am. Departing from Crewe at 10.49am the

next stop was Wolverhampton and then on to Birmingham New Street where arrival was due at 12.02 noon. It was here that the Midland Division loco took over with departure at 12.13pm with the next stop Cheltenham at 1.10pm. After a further stop at Gloucester the train was allowed 48 minutes for the  $41\frac{1}{2}$  miles to Bath. It was after departure from Bath that the real tug-of-war started with the climb over the Mendips and following the LMSR assuming the responsibility for motive power the Class 5 4-6-0s were introduced onto the line and proved most capable at the task. Trains were worked double-headed over the northern section from Bath to Evercreech Junction but as the remainder of the route to Bournemouth was of a more gentle nature one loco was more than sufficient on most trains. The train took 2hr 17 min for the  $71\frac{1}{2}$  miles from Bath to Bournemouth West, with four intermediate stops, for a 4.37pm arrival, giving an overall time for the 252 miles from Manchester to Bournemouth of 6hr 27min.

Northbound the 'Pines Express' departed from Bournemouth West at 10.35am, but made better time to Bath, even with six intermediate stops, of 2hr 5min, from where departure was due at 12.44pm. With stops at Gloucester and Cheltenham the train continued northwards stopping next at Bromsgrove in order to collect a banking engine for the assault on the Lickey Incline. After stopping at Birmingham New Street the northbound 'Pines' avoided Wolverhampton arriving at Crewe at 4.02pm. Here the portions for Liverpool were removed with arrival in Lime Street due at 5.21pm. The Manchester portion arrived at London Road at 4.51pm making an overall time of 6hr 16min from Bournemouth. At summer weekends as well as on Mondays and Fridays the express was split with the main portion of the train avoiding both Wolverhampton and Birmingham in both directions.

Although the service was withdrawn when the Second World War broke out it was restored between Manchester and Bournemouth on the 7th of October 1946, but with timings of 7hr southbound and  $7\frac{1}{2}$ hr northbound,

but these were soon accelerated to 6hr 56min southbound and 6hr 51min northbound, although the southbound schedule was later relaxed to 7hr 12min. After the war the Southern Region assumed responsibility for the motive power as a result of the nationalisation of the railways and thus made use of its light Pacifics over the route from Bath to Bournemouth. In the later years of the 'Pines Express' during the summer months British Railways standard Class 9 2-10-0 locomotives were used on the service as they could take a load of 410 tons unassisted over the Mendips.

However the route of the 'Pines Express' was set to change yet again for following the summer of 1962 the train was routed away from the S&D and instead ran via the former Great Western route through Market Drayton, Wellington, Birmingham Snow Hill, Oxford, Reading West, Basingstoke and the southern main line to Bournemouth. In 1963, following closure of the line from Nantwich through Market Drayton to Wellington, the train then ran via Shrewsbury but with the introduction of diesel power no increase in overall journey time was experienced. In its final form the 'Pines' left Manchester at 10am and Liverpool at 9.45am with arrival in Bournemouth at 4.44pm and Poole at 5.10pm. On the northbound train departure from Poole was at 9.38am, from Bournemouth at 10.02am with arrival in Manchester at 5.06pm and Liverpool at 5.11pm. With the coming of the electrification through Birmingham in 1967 the 'Pines Express' ceased to run although present day services between Manchester, Liverpool and Bournemouth do follow the final route of the 'Pines', with the exception that they again travel via Wolverhampton and Birmingham.

Nevertheless for many enthusiasts the 'Pines Express' will always be associated with the Somerset and Dorset Joint Railway and thanks to the work of people like Ivo Peters and Peter Smith it will not be forgotten all that easily. There are also several examples of S&D motive power preserved in working order, including engines which worked the 'Pines' the most notable being Class 9F 2-10-0 92220 Evening Star. (See front cover.)

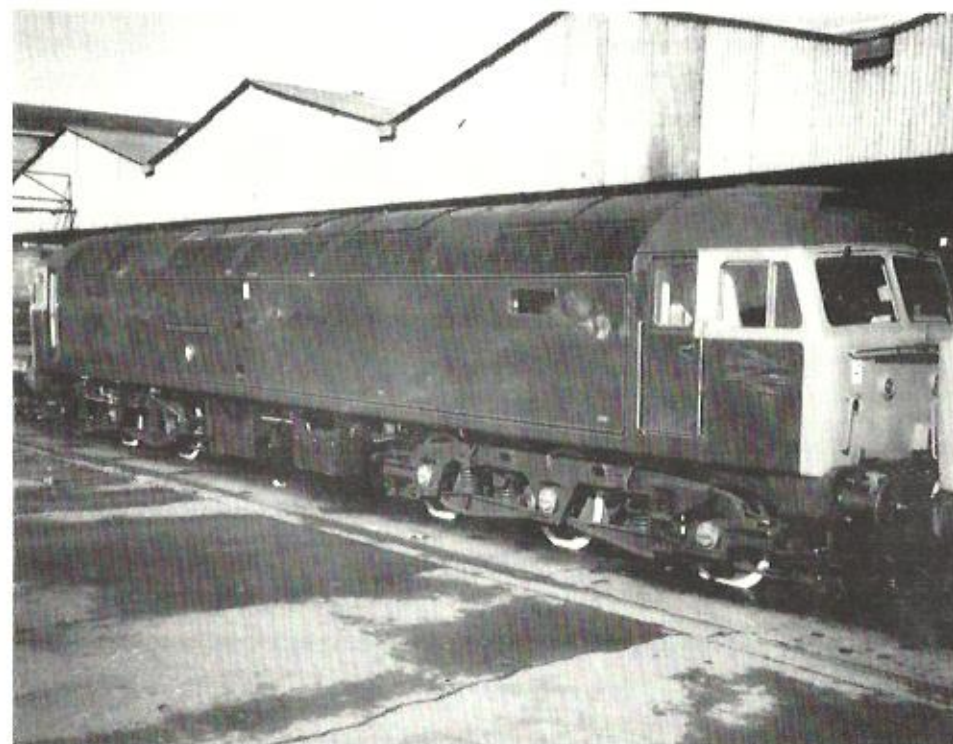
## 1986 Christmas Draw - Prizewinners.

- 1) Black & White TV won by C.R. Gates, Shevington.
- 2) Radio Cassette won by R.J. Walker, Warrington.
- 3) Hair Dryer won by S. Tattersall, Warrington.
- 4) Bottle of Whisky won by N. Massey, Northwich.
- 5) £10 BR Vouchers won by M.A. Warner, Winsford.
- 6) £10 Gift Voucher won by B. Roche, Northwich.
- 7) Railfilms Video won by P. Bramhall, Rainow.
- 8) Liverpool & Manchester Railway book won by R. Burrows, Middlewich.
- 9) Steam Age in Colour book won by D. Kilburn, Warrington.
- 10) Railways Restored book won by K. O'Donoghue, Holmes Chapel.

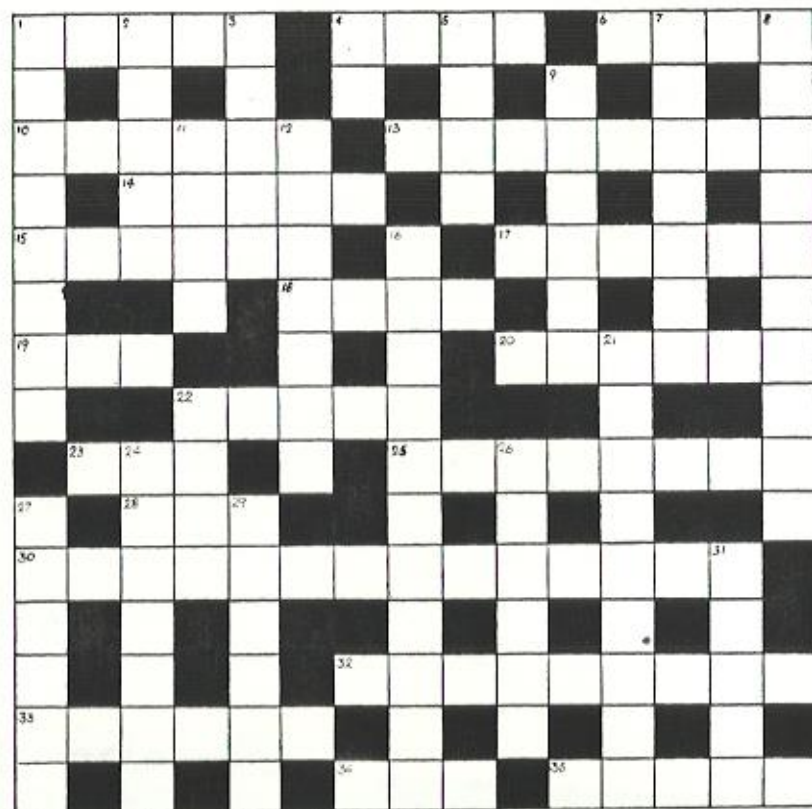
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## End of the line - so to speak!

Green liveried Class 47 number 47628 SIR DANIEL GOOCH awaits its next turn of duty at Penzance in July 1985. (Photo - M. Lenz.)



# RAILWAY CROSSINGS. NO: 11.



## ACROSS

1. G.C.R. tunnel. (5)
4. Roy gets marked wrong, being confused by a L-L-O (4)
6. The Irish one is the world's oldest named train. (4)
10. Still the preserve of the Great Western. (6)
13. Peter or Dugald - the name's the same. (8)
14. Glaswegian depot. (5)
15. Royal \_\_\_\_\_ Bridge at Berwick-on-Tweed. (6)
17. Do Barkley's supply there? (6)
18. G.W.R. L-L-O, shedded at Oxford maybe? (4)
19. "Geordie Rail" in short. (3)
20. Furness depot. (6)
22. Loughborough loco-builders. (5)
23. Shunting, at Forwick probably. (3)

25. Tolkien's getting around to a station on the G.N.R. extension in Derbyshire. (8)
28. Knot --- and Garstang Railway. (3)
30. A 4-6-0 dubbed as inexperienced, perhaps? (3-5-6)
32. Derbyshire tunnel. (4-5)
33. A bore on the Midland. (6)
34. S.E.C.R. tunnel. (3)
35. Scottish M.P.D. (5)

## DOWN

1. Thornton sub-shed. (8)
2. Strange day begins and ends with the Rhymney Railway - but sheds light on the Taff Vale. (5)
3. Knotty works. (5)
4. To pass a signal thus, may be the point of no return. (2)
5. Famous station - Thomas prosser's masterpiece. (4)
7. A canine noise and a French affirmative mix on a "Jub". (7)
8. An older way is found to produce a 4-4-0. (4-6)
9. I'm leading, but a lap back, looking for a P-I. (6)
11. Number of sheds. (4)
12. The brute is reformed on an "Atlantic" (7)
16. L-L-O, Scotch with a touch of vodka by the sound of it! (4-3-4)
21. Depot on the L&Y. (4-5)
22. By narrow-gauge, initially, is the way to an O-6-0 (4)
24. On the sheltered side, there may be five bars, at a M&C station. (7)
26. Look keenly about for a "Pacific". (6)
27. E.K.R. station has a fibrous quality, perhaps? (6)
29. Call for George to see off a "Warship". (6)
31. Aquatic "Prince of Wales". (5)

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## FOR SALE

Deluxe album containing 300 locomotive stamps.  
Each locomotive featured has accompanying page  
giving historical and technical details. All  
stamps held in protective plastic mounts.

£70.

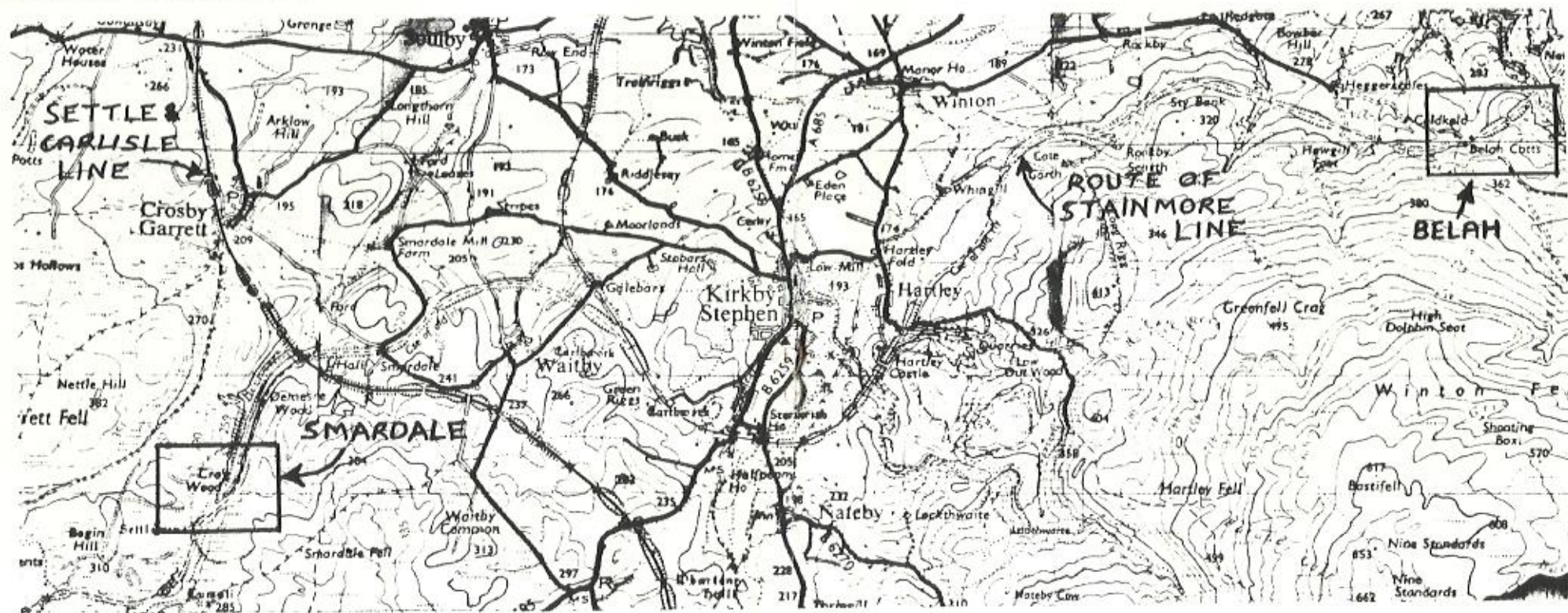
Telephone Northwich 44959 after 6pm.

## Vanished Railways.

By John House.

For several years I have maintained a full-ish, up-to-date-ish set of Ordnance Survey  $\frac{1}{4}$ " scale maps of the British Isles. In the late 70's, early 80's, the OS changed their marketing policy and issued a revised range of maps. They introduced the 1:50 000 series (now called Landranger) replacing the old 1" to 1 mile, and the 1:250 000 series (now called Routemaster) replacing the  $\frac{1}{4}$ " to 1 mile series. The latter are, I think, the best of their kind apart from the large overlap between adjoining areas and printing on both sides of the sheets (you can't see North and South Wales all at once!). Another drawback or loss was that the routes of old railway lines were no longer shown. The old  $\frac{1}{4}$ " showed these in

Below is an extract of OS 1:50 000 sheet 91 showing the locations as mentioned in the article above.



dotted form, covering most routes lost since 1948; the new 1:250 000 shows only lines now in traffic. Some modern routes look oddly and illogically placed in isolation without their erstwhile branches, particularly some in the eastern half of England. Some areas appear totally devoid of routes and as though they never had rail links, especially Wales and the West of England, both of which, of course, had intricate webs of interconnecting branchlines. Some major routes appear to have vanished without trace, for example the S&D, the Great Central, the Woodhead and Stainmore routes across the Pennines. The sad thing is that people with no knowledge of railway history (however recent) will not have the opportunity of having their curiosity aroused by seeing 'Course of old railway line' before them on a map. Neither will they be able to guess at the significance of a narrow, bramble-covered path winding its way across the countryside through cutting and

across embankment, nor will they know why the motor road suddenly climbs over a bridge over nothing more than an unusually straight farm track.

There is a wealth of interest hidden, but only barely so, in what can best be called railway archeology, that covers history, civil and structural engineering, architecture all leading to the operational history of the railways and the social environment of the time. Walking along an old trackbed or standing on an old bridge, it takes only a little imagination, perhaps coupled with some old photographs, to quickly transport oneself back thirty or more years to the time of the branch line with its two-coach push-pull steamer, its summer Saturday holiday-makers special or in the case of lost main lines, the long-gone named expresses - remember the 'South Yorkshireman'?

During the course of a holiday in the Lakes early last year I was able to indulge in just such fantasies, and to visit the sites of two viaducts that have fascinated me for years - Belah and Smardale on the Stainmore route between Penrith, Tebay and Darlington. As a southerner who never travelled north of Nottingham until 20 years of age, photos of wild northern places haunted my imagination until I was able to visit them and see them for myself, thus exorcising their power. I first saw photos of the Stainmore route in the February 1961 edition of 'Trains Illustrated' as part of a feature on the line's pending closure. Belah was the highest viaduct in England at barely three miles from Stainmore Summit, 1370ft above sea level. It was 1047 feet long and rose 196 feet from river bed to track level. Built as a cast-iron and steel trestle viaduct it was reminiscent of bridges in the Wild West of America, and it successfully withstood the fierce climate for which it was designed. When I visited the site in June I was fortunate enough to meet the farmer within whose land the viaduct used to stand. He remembered how British Railways engineers started demolishing the viaduct within three

weeks of closure, completing it very quickly, leaving only the approach ramps and foundations. He went on to explain that he had many slides of the line in operation and of the demolition of the viaduct, and he recalled using it as a short-cut across the valley when chasing sheep! Now he has a three mile drive in his Land Rover although, no doubt, that makes a more plausible excuse for a quick visit to his local!

Smardale Viaduct is  $1\frac{1}{2}$  miles west of the Settle and Carlisle line; the Stainmore route passing beneath it at the viaduct of the same name, some three miles west of Kirkby Stephen. My first acquaintance with this viaduct was from the window of a service train on the S&C, one Saturday in 1983. I caught a brief glimpse of what appeared to be a structure of the same imposing proportions as Ribbleshead Viaduct on the S&C itself. On visiting the structure in June I found my first impression confirmed insofar that it is a tall, slender viaduct, made all the more impressive by the deep, steep-sided valley pressing in on each side. The best access is along the trackbed but the best view is gained part way up the steep, south side of the gorge. Difficulty of access whetted the appetite and increased the drama of the location. The trackbed walk forms part of a long distance study route operated/overseen by the Nature Conservancy, and is full of interest not least through its remoteness and railway origin. The viaduct is now in a sorry state being built of local sandstone which has weathered badly, parts of two piers having already collapsed. A recent plan to demolish it was thwarted on the grounds of its aesthetic beauty, but I feel that it may well have to come down within the next five years or so. The S&C Smardale Viaduct and Ribbleshead Viaduct are built of limestone - a more durable material but, without adequate maintenance, still of only finite life. The 'little' Smardale Viaduct featured here is proof enough of that to anyone (BR engineers included!).

The Stainmore route was constructed in the 1870's to link the towns

of Barnard Castle and Darlington in the east with Kirkby Stephen, Penrith and Tebay in the west. The raison d'être of the line was the movement of minerals; coke from County Durham to the iron and steel works in Furness and Cumberland; and limestone out of quarries in the Kirkby Stephen area. Local passenger and freight contributions were small. In the late 1950's demand for coke fell and such materials as were required were re-routed via Newcastle and Carlisle and the Skipton line. Limestone was re-routed onto the S&C. Local passenger and freight alone were not sufficient to warrant continued operation and through trains could readily be diverted. So the route closed on the 22nd of January 1962, one of many in the Beeching era; a victim of business rationalisation and the general drift toward road haulage.

A sad loss to photographers and observers of railway operations and, indeed, all travellers now denied the opportunity to pass through such exciting country. I hope some of you will get some pleasure from visiting these and similar places before they change too much. But do remember the hazards of old structures and also of old bulls in farmer's fields!

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Solution to  
Express Puzzle  
in issue no.22.

1		E	a	r	l	o	f	P	l	y	m	o	u	t	h		
2		L	o	r	d	B	E	a	v	e	r	b	r	o	o	k	
3	R	o	y	a	l	T	a	N	k	C	o	r	p	s			
4	C	h	a	r	l	e	s	D	i	c	k	e	n	s			
5		P	r	i	n	c	e	E	p	a	l	a	t	i	n	e	
6		M	e	r	c	h	a	N	t	T	a	y	l	o	r	s	
7		P	a	l	k	l	a	N	d	I	s	l	a	n	d	s	
8		C	a	e	r	p	h	I	l	l	y	C	a	s	t	l	e
9		R	o	y	a	l	S	o	v	e	r	e	i	g	n		
10	F	i	n	s	t	o	n	C	h	u	r	c	h	i	l	l	
11	C	i	t	y	o	f	M	A	n	c	h	e	s	t	e	r	
12	W	e	s	t	m	i	n	S	t	e	r	A	b	b	e	y	
13		R	o	b	e	r	T	h	e	D	e	v	i	l			
14		O	v	e	n	G	L	e	n	d	o	v	e	r			
15		C	h	a	n	n	E	l	P	a	c	k	e	t			

## B.R. Standard Locos at Northwich.

### By 73080 Merlin.

In the last decade of steam on British Railways Northwich shed (8E), known more for its allocation of Stanier 8Fs than any other particular type of loco, was also to count amongst its allocation a small number of British Railways Standard locomotives.

These locomotives were from two classes of the 2-6-0 wheel arrangement, the Class 3 series numbered in the 77XXX range and the Class 2 series numbered in the 78XXX range, and of these there were two locos from the former series and four from the latter one.

The first standards to arrive were two of the Class 2 series, numbers 78038 and 78057, both arriving in November 1959, the former from Rhyl (6K) and the latter from Bangor (6H). They both remained at Northwich for just over three years before being transferred away in May 1963, 78038 going to Willesden (1A) and 78057 to Wigan (27D). Both locos were built at Darlington, 78038 in November 1954 and 78057 in September 1956, their first depot allocations being Bescot (3A) and Chester (6A) respectively. 78038 finally ended its days at Shrewsbury (6D) from where it was withdrawn in August 1966. 78057 had been withdrawn three months earlier, in May 1966, from Lostock Hall shed (10D). The next loco to arrive, again in the Class 2 series, was 78055, which arrived from Rhyl (6K) in September 1960. It stayed at Northwich for just over two years, moving to Crewe South (5B) in November 1962. Built at Darlington in August 1956 and first allocated to Chester (6A), as with sister loco 78057, it was withdrawn in February 1967 from Bolton shed (9K). The last of the four Class 2 series locos was the next arrival at Northwich in June 1961, having been transferred from Springs Branch (8F), this being loco number 78019. This loco was to have the shortest stay of the four Class 2 locos at Northwich moving to

Willesden (1A) in May 1963, along with sister loco 78038. Built at Darlington in March 1954, and first allocated to Kirkby Stephen (51H), it was the oldest of the four Class 2 locos allocated to Northwich and also the longest to remain in service of the four, being withdrawn from Crewe South (5B) in November 1966. However 78019 has been luckier than its three sisters, since it now survives in preservation, and can be seen at work, once more, on the Severn Valley Railway.

The remaining two standard locos to arrive at Northwich were the Class 3 series locos numbers 77011 and 77014, both arriving from Stourton (20B) in November 1964 some eighteen months after the last three standard Class 2 locos had departed. 77011 was to remain at Northwich for the remainder of its working life, being withdrawn in February 1966, some fifteen months after arrival at the depot. 77014, however, was to be transferred to Guildford (70C) a month after the withdrawal of 77011, in March 1966, and it was from this depot that the loco was withdrawn just over a year later, in July 1967. This loco was the longest, of the six standards to be allocated to Northwich, to remain in BR service, having been built in July 1954 at Swindon, only a month after sister loco 77011, and working for thirteen years before withdrawal. Both 77011 and 77014 were allocated to Darlington (51A) when new. Alas, none of the standard Class 3 locos were to survive into preservation.

With the departure of 77014 in March 1966 one could be forgiven for thinking that that was the end of Northwich's association with BR standard locos, but this proved not to be the case, for in the spring of 1980 the shed was, once again, home to a standard loco. This time it was one of the Standard Class 4 2-6-4 tank locos from the 80XXX series, number 80079 from the Severn Valley Railway. This loco, along with three other preserved locos, was to be shedded at Northwich for a number of weeks prior to it taking part in the Rocket 150 celebrations at Rainhill in May 1980, and during its stay it was to be seen carrying an 8E shedplate, which remained

on the loco even after its return to its home base at Bridgnorth on the Severn Valley. However, this was definitely the last standard loco to visit Northwich shed and the photo below shows 80079 in the shed yard taking water, prior to working a 2-coach shuttle service with fellow Severn Valley based loco, 'Black Five' 5000, on the day of the Northwich Open Day in May 1980. (Photo - M. Lenz.)



## LATE NEWS.

We have now received a definite request to assist in the celebrations taking place at Crewe this summer. We have been asked to provide a support team for the period of the celebrations, which commence on Saturday the 4th of July with the Open Day at BREL Crewe Works, and then on the Sunday a cavalcade will take place from the Works to the Heritage Centre, where the celebrations are to be based for a number of weeks thereafter. Volunteers are required for both loco servicing and for manning the sales stand, so

if you are interested and would like to help please let any member of the committee know as soon as possible. Further details will be given to members as they become available.

#### EDITOR'S NOTE:

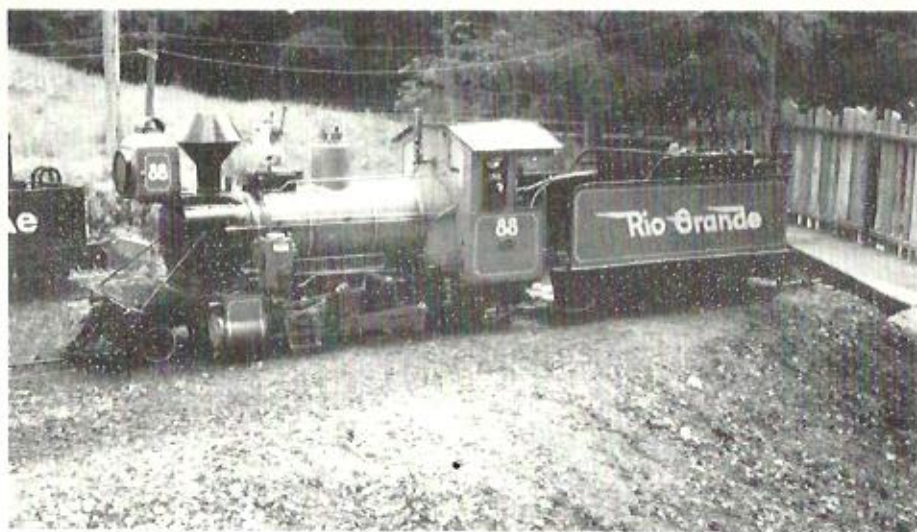
Due to other commitments, Alan Ashurst finds himself unable to compile the usual 'Members Briefing' feature for this issue, however he hopes to be back with it for the summer issue.

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### American Railroading - U.K. Style! By M. Lenz.

I am, of course referring to the Forest Railroad Park or, to give it its newer name, the Dobwalls Theme Park; a subject upon which I wrote in this magazine a couple of years back. Unlike many enthusiasts my railway interests are not solely confined to the British scene, and I am a great admirer of the American railroad system and, therein, is the reason for my interest in the Forest Railroad.

In conversation with the owner of the Park, John Southern, I have come to appreciate the hard work and expense involved in running such a



venture as this. Like any operational steam railway, the locomotives require regular servicing and maintenance and the cost of a new loco can be as much as £50,000 or more, depending on type. However, where most preserved railways have their supporters groups, the Forest Railroad relies solely upon its visitors for its funding at the present time. At present thought is being given to the idea of a supporters club, to be called the 'Friends of the Forest Railroad', for all those who feel they might like to help contribute something towards the operation of the Park. I would, therefore, be most interested to hear from any members who feel they might like to become involved in such a group if it receives the go-ahead. If you are interested, or would like more information, then please contact me by way of the address at the front of the magazine.

The two photos show examples of Forest Railroad motive power, at rest on Denver shed. Left: Rio Grande 2-6-2 No 88 'David Curwen', named after her builder. Above: Union Pacific DDA40X diesel No 6908 'Centennial', built by Severn Lamb Ltd. (Photos - M. Lenz.)

## MEMBERSHIP RATES

The following are the current rates of membership;

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

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

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

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## In the Summer issue;

There will be an article entitled 'Midsummer Magic', as well as all our regular features such as 'Railway Crossings', Members Briefing etc. So don't forget, keep those contributions coming in, no matter how small!

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## INFORMAL MEETINGS

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

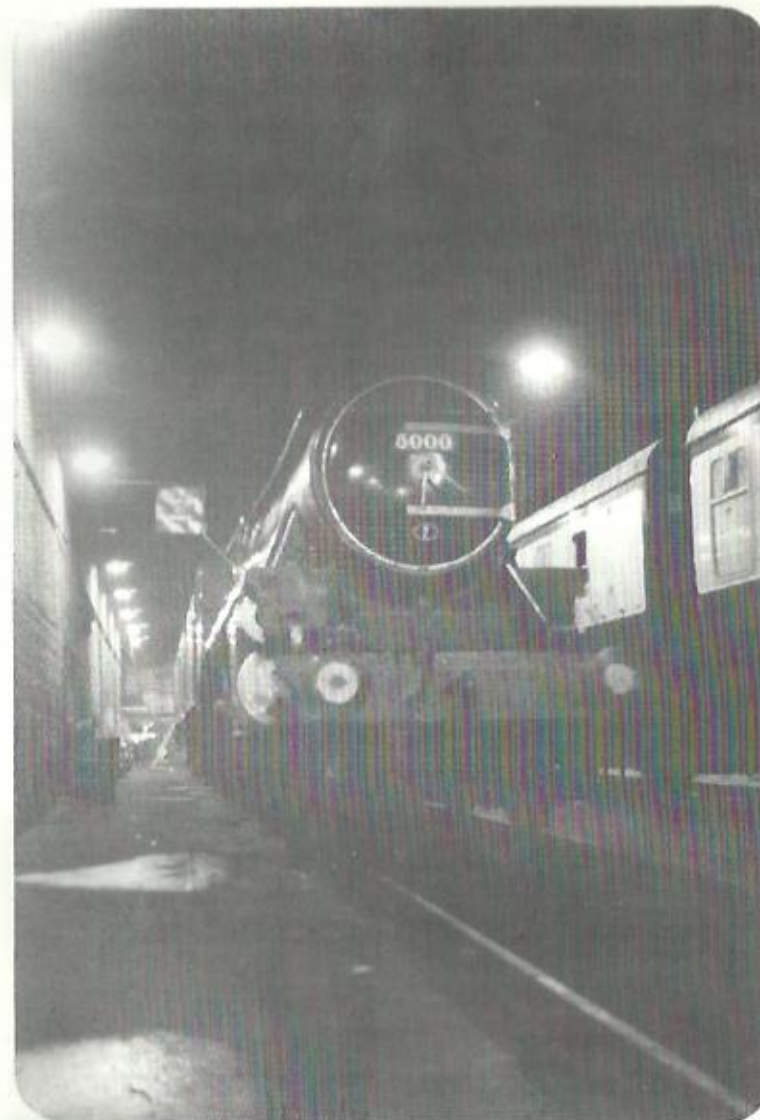
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### PASSING SCENES OF BRITISH RAILWAYS. (PHOTO ON REAR COVER.)

An unidentified Class 45 locomotive enters Lostwithiel Station with a train of china clay wagons bound for Fowey in July 1985. It will not be too long before both the loco type and its trainload of covered open wagons will disappear from the scene as both are scheduled for withdrawal in the near future. An order has been placed for more modern wagons to handle the movement of china clay within Cornwall. For some time now the movement of china clay outside of Cornwall has been in the large bogie covered hopper wagons in ECC livery. (Photo - M. Lenz.)

## Those were the days!

Now only a memory, but one which will endure, 'Black Five' 5000 at rest in Northwich shed during late 1982. The final demise of the shed would appear to be just around the corner with the removal, over the last few weeks, of the trackwork both in and around the shed site. (Photo - M. Lenz.)





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