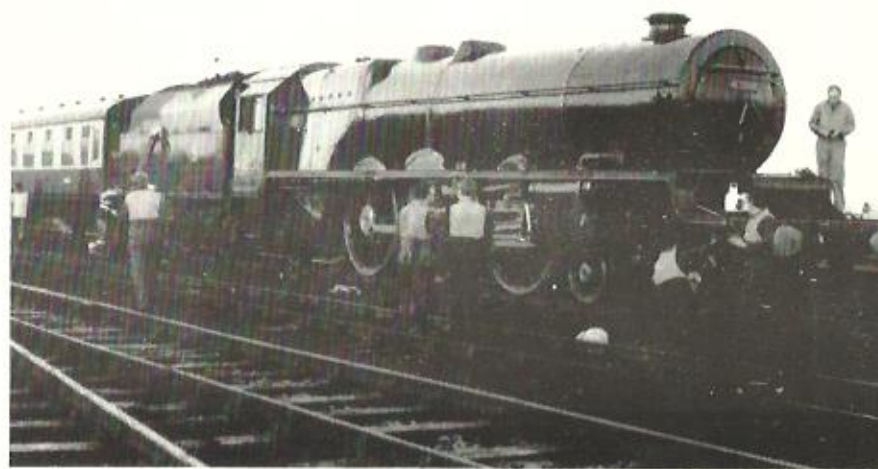




MAGAZINE



ISSUE 24

SUMMER 1987

70p

THE 8E ASSOCIATION

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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

Summer 1987

EDITORIAL

Once again summer is upon us, although the weather would have us believe otherwise, and with it comes the prospect of our involvement with the 150th Anniversary Celebrations taking place at Crewe. At the time of writing we are still awaiting further details as to exactly what will be required of us in the way of assistance. No doubt it will be the usual last minute rush, as would always seem to be the case with these sort of promotions. Nevertheless we hope that you, the members, will support the event and if possible get involved as part of the working team and not leave it to the small group of regulars who always attend the servicing activities at Chester. Any member who wishes to become involved is asked to contact either the Chairman or myself.

At long last I seem to be getting through to the membership at large, since the flow of contributions for this magazine has been the best to date, so please keep up the good work and continue to send me your articles, no matter how small or controversial they might be!

In light of the amount of material in this issue I shall keep my editorial short and finish by saying that I look forward to seeing many of you at Crewe.

COVER PICTURE.

You have to be up with the 'early bird' to catch the '8E' servicing crew at work! Various suspicious characters are here seen assisting 6201 Society members Eric Ellis and Eddie Whitlock (with backs to camera admiring the workers!) with the cleaning of the loco in the early morning of Saturday 15th November 1986. (Photo - A.R. Ashurst.)

Committee Matters. J. House.

The committee continues to meet every second Tuesday in the Lion and Railway Hotel and at the last three meetings (April, May & June) the main topic under discussion has been our involvement in the Crewe 150 Celebrations. The nature of the events has altered slightly from those initially planned, but there will still be an Open Day at BREL Crewe Works on the 4th of July, to be followed on the Sunday the 5th with a cavalcade of locos from the works to the Heritage Centre, which itself opens on the 4th and remains so until Sunday the 16th of August. We have been requested to assist with loco servicing and cleaning and to give general assistance to the various loco owners present. We are also hoping to have a Sales stand in attendance on the main weekends. If you feel you would like to help then please contact Mike Lenz on Northwich 44959 to let him know when you are available to help. We have had to scrutinise our finances closely in order to allow some funds with which to acquire some new sales stock for the Crewe 150 event, and we hope that we will make a reasonable profit out of our activities this summer. Furthermore we are hoping to recruit some new members from the Crewe area since it would seem that no such similar group as ours exists in, or around, Crewe which, considering the town's railway heritage, seems somewhat incongruous to say the least.

Our finances generally stand at approximately £550 at present, with the monthly meetings turning a small profit and membership subscriptions going towards funding the magazine, however further funds are needed if we are to maintain the present high standard and quality of the magazine. In an endeavour to raise this additional finance we are intending to try and push our Sales stand a little bit more than we have in the past few years and we hope that by the end of the year we will be self-financing in all aspects of our activities.

We have continued to maintain an excellent programme at our monthly

meetings with Bill Rea giving an excellent slide presentation in March; Roger Nicholas returned in April, at very short notice, following the cancellation by Alan Wilkinson due to reasons of ill health; Ken Andrews, Graham Allen, Jill Allen, Tony Harries and Jack Street from the 6201 Loco Society came to us in May and provided an excellent evenings talk and slide show (despite the Gremlins attacking my projector! - Ed.); and at our June meeting Brian Dobbs returned with an excellent selection of slides of British and South African steam.

Finally, forever topical, the 8E's own General Election opinion poll at our June committee meeting showed that Boadicea should have won in 55 BC, Attila the Hun should make a comeback, and that Genghis Khan should have formed the SDP, not Dr. Owen! If all that had happened, we would all have been happy.

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FIXTURES LIST 1987.

July 14th - Railway Quiz.

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

September 8th - David Mosley and Ray Towell. More NRM Archive material.

October 13th - S&D 125th Anniversary. Slide presentation.

November 10th - Railway Films.

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

The 8E Dinner will be held around Christmas on a date to be announced in the next magazine. It is intended to make the evening a musical one, with a sixties flavour, but more anon.

* * *

8E Association Member's Ties.

These are now available from the Vice-Chairman. They come in two colours, blue and maroon, and have the '8E' logo in white upon them. The cost per tie is £4.50, or £5.00 if ordered by post. Cheques to be made payable to 'The 8E Association'.

THE EASTER BENNETT.

BY GEOFF SMITH.

Over the past few years it has become traditional for some of us to go on a four day shed bash in Scotland for Easter. This year, however, we decided to have a change and went to East Anglia, London, and the South of England instead, the trip, as usual, being organised by "Big Al" Bennett, who also did all the driving.

Good Friday saw us off down the M6 bright and early, then across to Peterborough, our first stop, where we found six class 31s, two class 08s and a class 47, as well as a passing HST. For various reasons, not least of which was the time factor, we didn't visit the Nene Valley but went onto March where 35 locos were on shed, all of the types normally associated with the area, the only surprise being 37012, with Scottie dog motif and no nameplates. A call at British Industrial Sands works at Lexisite revealed that although rail traffic was still despatched, a new loading facility had led to the disposal of their three engines, one of which had been an ex-BR class 03. Dow Chemicals at Kings Lynn still have 07013 which we could see between the buildings, but could not get close enough to to photograph.

Next stop was the North Norfolk Railway's shed at Weybourne where the BL2 61572 was in a dismantled state outside (although being reassembled I was told) and their only other ex-main line engine, the J15, was under repair inside the shed in company with several industrial types. The lady in the gift shop was telling me that the Light Railway Order had just been granted up to Holt, the next station up the line, and they expect to be running passenger trains up there next year. The service on Good Friday was in the hands of "Ring Haw", a Hunslet 0-6-OST of 1940 which was simmering at the end of the platform at Sheringham.

We turned south to Norwich next where the locos are now kept at Crown Point depot. There were 21 on shed and four at the station, including

the European 03 mountain, no less than 8 members of the class being in evidence. Three more were found at Mayer Newmans scrapyard. 03180 is used, 03020 is disused but intact, and 03012 is definately derelict.

Cambridge depot only held a class 47 and two class 08s. (A Volvo, backed over the pit looked for all the world as if it had dragged in the 47.) Also at the depot was the first Bruff of the weekend. A Bruff is a Bedford lorry equipped to run on road or rail and carry recovery gear to derailments inaccessible by road. The stabling point by the station held another 47, a 37, and five 31s.

A lone 08 was spotted at Bury St. Edmunds on the way to Ipswich where we spent the night at the Station Hotel, conveniently right opposite the station. We were not allowed round the stabling point, which was quite full, but we were given a list. It was the first time I had seen the Great Eastern under the wires and it seemed odd to be watching the same 86s I'd seen regularly at home, especially when mixed in with Sector South East liveried 47s. The first engine I saw when I went on the station that evening was 86228, and I couldn't help wondering what her name "Vulcan Heritage" meant to the good folk of Ipswich! I tried a few night photographs, some of which were frustrated by the general publics inability to keep still, before retiring to the hotel bar.

Saturday was another fine day and I had half an hour on the station before breakfast, after which we went on to Colchester. Here we found a 47, two 37s, four 31s, and 03059 carrying the nameplate "Edward" above its radiator. There was also a Unimog (A Mercedes built version of a Bruff) and an ordinary mog which made friends with us in the car park.

We headed for London then, only seeing 86253 near Braintree on the way. Stratford was its usual wonderful self holding 72 engines and another Bruff. There were a couple of 86s in the works. I 'copped' two of my last three Stratford shunters, but naturally there was no sign of my last 37. A look round the corner showed a solitary 08 at Temple Mills Yard, and my headache started while navigating us to Old Oak from an A to Z.

There were 34 engines and a Bruff there including some class 50s in Sector South East livery, some in revised blue, and an incredibly glossy 47500 in green though unfortunately, as usual, this was inside the shed and my photo is therefore less than satisfactory. The other green engine was 08944, done for the 147th Anniversary of the GWR, and looking rather scruffy!

As expected we weren't allowed round Willesden, but did see a class 31, another Bruff, and the ex-BR 03 owned by the scrap metal fragmentation firm opposite the shed. We moved on to Clapham Junction and after eventually getting a space in the minute car park, we had half an hour on the station where 33205 had just failed. We couldn't get the numbers of a couple of engines which were parked amongst some emus, but left with the numbers of two 33s, six 73s, and two 09s. Our Southern Region numbers were further boosted by nine 33s, six 73s, an 09 and a 47 seen at Stewarts Lane. This shed is almost surrounded by railways running on several levels and different directions, and there always seems to be something moving.

There was a single 73 at Selhurst amongst all the units, and a big new shed which looks more like a hypermarket than a railway installation. Perhaps it has been designed with possible future purchasers in mind! At Norwood Junction, just round the corner we interrupted a staff football match on the car park to see three more 33s, four 73s, and an 09. At Hither Green there were twelve more 33s, three 73s, an 09 and a 47, as well as an operational turntable.

Pipple Lane held thirteen 47s, three 32s, and four 08s. This was the last shed of the day, but not far away is the Ford Motor Works at Dagenham. No, I'm not a Sierra enthusiast, but they do own an ex-BR 03 and three 04s (the original Drewrys) as well as a couple of pure industrial types. We were very kindly allowed in to photograph them, although one 04 and an industrial were in unphotographable positions and another 04 was up on blocks, partly dismantled.

We stayed in a motel at Basildon that night and having washed and changed we took a taxi to Pitsea station. The booking clerk turned out

to be an ex-Stockport Edgeley fireman who had worked through Warrington regularly before transferring to the LTS in the early fifties. We caught a 302 unit with the intention of spending an hour at Liverpool Street, but due to modernisation work there, we were diverted to Fenchurch Street, itself under reconstruction. The surrounding area was unbelievable. It was shut for miles around, even the pubs, and this on a Saturday night! The only place open was a MacDonalds, so we had a burger (Yuk!) and then returned to Fenchurch Street, where there was a total lack of staff, train indicators, and anyone knowing which train was going where, if indeed anywhere. If the notice outside was to be believed the place was closed. It was eventually established that ours was a 308 unit, and we trundled off back to Pitsea feeling fed-up and footsore. If only I'd known beforehand, I'd have gone the other way to Southend for the ex-BR 03 which works at the coal concentration depot there.

Sunday morning dawned dull and worse still, we found the catering staff locked out so we had to stop for breakfast on the road. Just before diving into the Dartford Tunnel we got a good view of Thames Matex Ltd's Yorkshire Engine Co. C-4-CDH (the same as BR class 02) down on the left. At Dover it was cold and raining and visibility was poor. A hovercraft and a RORO ferry were just leaving. Three 09s, four 33s, and two 47s lurked in the gloom about the yard and station. The carriage yard between the station and the breakwater had been lifted fairly recently. There was a parcels unit in the station, but not much happening, so after a brew in the buffet we left for Ashford.

The loco works at Ashford is now used for industrial units, but in the yard outside was a mock-up of a Channel Tunnel train, which looked huge. In the carriage yards were a 73 and a 47. We crossed the town to Chart Leacon Depot where there was another 47, a 33, and three 09s, one of which, 09002, had been at Clapham Junction the previous day. It must have had sore wheels by the time it got to Ashford!

The next stop was at Tenterden on the Kent and East Sussex Railway, where the 12.55 arrival actually got in at 1.20, due to a loco failure.

The spirit of Colonel H.F. Stephens lives on! There was a moment of light relief here when Al managed to drive off with Dave Healey half in and half out of the boot. We had a look round the shed at Rolvenden which contained 32670 minus boiler, No. 10 (32650) both terriers, and a class 03 D2024. Outside was USA Tank 30065, a Hunslet austerity (the aforementioned failed engine), and class 04 number 11223. Across the line was their other USA Tank number 12 (30070) completely dismantled, and at the other end of the shed was one of the Bo-Bo diesels from Fords at Dagenham. While we were there another train passed hauled by P Class number 31556, and assisted in the rear by a much more substantial industrial.

We stayed with steam, moving on to the Bluebell Railway, which was absolutely swarming with people. There were twenty two engines at Sheffield Park, ranging in condition from "as received from Barry" to fully restored. 92240 looks quite close to completion, as does (3)1618. I was surprised at the condition of 34023 'Blackmore Vale' whose paint is peeling off in large flakes. The service was being handled by Schools Class number 928 'Stowe' and Q Class number 541. The Adams Radial Tank number 488 was happily shunting wagons at Horsted Keynes.

Last visit of the day was to Eastleigh shed. Not much was visible on the works, only their 07(2991) and a couple of 33s, but the shed was quite full, containing ten 33s including green liveried 33008, eleven 47s, two 73s, seven 08s, one 09, and of all things 25181 which had failed at Andover some time previously while working a railtour, and had been at Eastleigh ever since.

We stopped for the night at a Little Chef at Sutton Scotney, north of Winchester, which was miles from the nearest railway, but very handy for the local pub where several pints and a protracted game of dominoes ensued.

On Monday the first stop was at Westbury where seventeen locos were stabled including a badly damaged and withdrawn 47202. Moving on to Bristol we spent some time on the station seeing twenty four engines. The copper capped kettle in the bay seemed to be in an advanced state of

dismantlement, but I didn't feel it was worth the effort to go over and look more closely.

As usual we were refused entry to Gloucester but it was possible to get all the numbers from outside, which came to fourteen engines including the numberless 08 which had been there for some time, and the only 'Peak' of the weekend, 45134. On leaving we were accosted by some delightfully scantily clad young ladies collecting for a local charity. We gave them something, of course. (I can well imagine! -Ed.)

So now we were heading back north, but between us and home lay the three Birmingham sheds which are always worth a look at. Tyseley had shunters in every colour but blue! 604 'Phantom' in BR green, 601 'Spectre' in LMS black with 3F on the cab and a cast plate claiming it was rebuilt at Derby in 1920! Several others were in Railfreight livery. Also on shed were class 40s 213 and 97406, while over the fence 7752 was giving brake van rides.

Saltley held a nice selection of motive power including 31s, 47s, 50s, 56s, and 58s, the numbers of most of which were visible from the adjacent industrial estate.

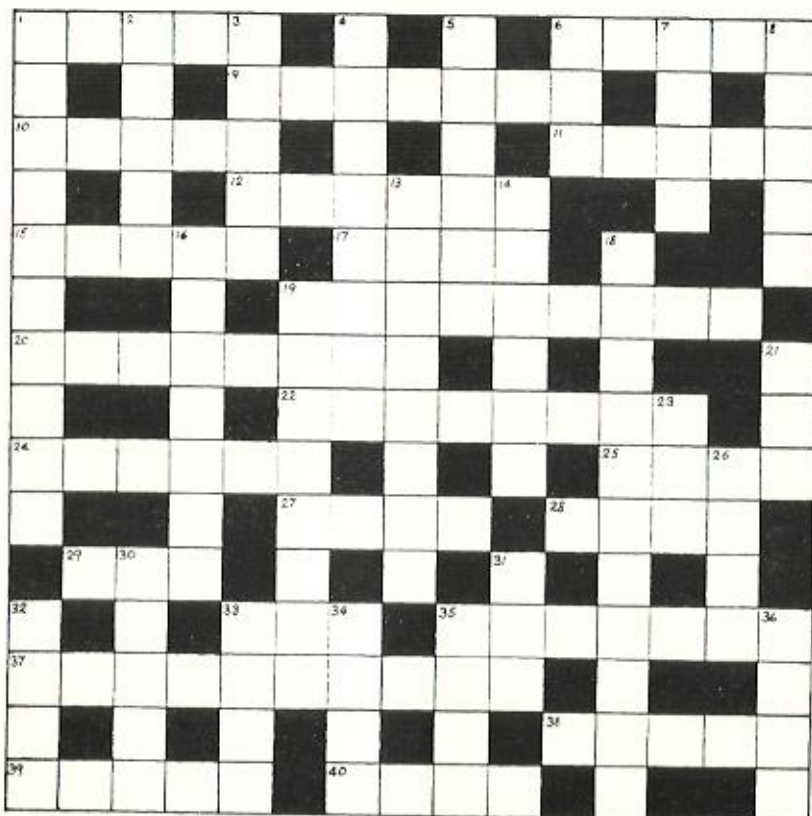
Unusually we were allowed round Bescot depot and among the 32 engines there I saw my penultimate class 31, 31178 out of traffic and looking sorry for itself.

Well, that was it, a most enjoyable weekend, if a bit tiring. It took a real effort to go round Arpley stabling point after posting my films at night. We saw 515 engines, including 32 ex-main line steam and several ex-BR industrials. A very worthwhile weekend. Thanks as usual to Big Al for organising it.

EDITOR'S NOTE.

Any member who might wish to take part in future trips such as the one mentioned above should contact Warrington Area Officer Alan Bennett on Warrington 602680 for more information.

RAILWAY CROSSINGS. NO: 12.



ACROSS

1. It can be dry on the M.R. (5)
6. Designer is in some ways as mad as anything. (5)
9. A 4-6-0 could be a trip to confusion. (7)
10. A tank-engine that finally wasn't. (5)
11. Teach a lesson on how to find an insular engine. (5)
12. Cambrian Saint is stationed here. (6)
15. Evening Star may be a 'Brit' - astronomically speaking. (5)
17. Not arrived as planned - or departed! (4)
19. Oils seep back as the bench as split on a 4-4-0 (3-6)
20. Sub-shed has a title to invest in. (8)
22. Orb not left afterwards at the sub-shed. (8)
24. Could be my base in the Dales. (6)
25. Where I'd go to hide a Scottish designer. (4)

27. Dense crowds hide a southern amalgamation. (4)
28. Yorkshire valley line. (4)
29. Left manuscript briefly, but found the company. (3)
33. Don't miss out the Nigerian capital in the search for a shunter. (3)
35. A scoop here on the L&Y. (7)
37. Traditionally just the thing for the newspapers. (5-5)
38. Brakes that have links with Mr. Webb? (5)
39. Great Central 4-4-0 - a namer perhaps? (5)
40. United Kingdom is back following up-turn on a B-I (4)

DOWN

1. A short form of jazz returns among the hills in Devon. (4-6)
2. Knight on Tower Green? (5)
3. Four-coupled somehow preys on the G.C.R. (5)
4. The lanes put us on the road to a 'Jub'. (2-6)
5. Joint holders. (6)
6. The act gets out of hand, for safety's sake. (3)
7. A cross surrounds John Aspinall initially - on a 'Jub' (4)
8. Under pressure to move the engines. (5)
13. A look can't hurt a type of engine. (4-4)
14. Fill the train all over again. (6)
16. James Joyce's Jubilee? (7)
18. I'd duck, or her frustration could be taken out on a 4-4-0. (8-3)
19. Alias of 9. (4-4)
21. Discover oddity disguising one of Gorton's finest. (3)
23. Light work causes a hold-up in normal proceedings. (3)
26. A Great Northern resting place? (4)
30. Tom or Arnold may be covering up on the West Highland Line. (5)
31. Welsh line for covered wagons? (3)
32. Midland tunnel. (4)
33. G.N.S.R. station sounds a good place to spot numbers. (4)
34. Not the sort of freight turn of present times. (4)
35. Turn it up to shed some light on this depot. (4)
36. A short, slim Cambrian concern. (4)

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Copy date for issue 25:- SEPTEMBER 7th.

Midsummer Magic.

By

Gandalf the Middle-Aged, ex-Hippie Gricer.

On the radio on Friday 20th of June 1986, Midsummer Eve, I heard an interview with the Chief Druid of Wessex. He was expressing his sadness at the fact that entry to Stonehenge was barred to all for that year's celebrations of the Midsummer Solstice - all including Hippies, Yuppies, Mr. and Mrs. Normal AND Druids. Druids, although not the originators of the place, have been celebrating there for centuries and naturally felt angry that, in this age of extremes of view and social intolerance, they could no longer do so. I was impressed and simultaneously invigorated by the Chief Druid's closing remark to the effect that the will of the people would prevail and there would be a resurgence of love, understanding, tolerance and an understanding of the value of the Old Religion. Once more people would worship the Sun and the Mother Earth, those constant factors in a world where all fashions change quickly, religion included. It reminded me a little of the old Arthurian legends where a strong leader returns in England's hour of need.

Well this has nothing to do with railways but I've mentioned it because it highlights the raising in consciousness one feels at Midsummer, similarly at Halloween, Christmas, New Year etc.

In 1986 Midsummer fell on Saturday 21st of June and, by coincidence, I had arranged to drive from my mother's home in Berkshire up to Northwich via the Severn Valley Railway and by good fortune I found them running one of their Enthusiast Weekends. Thanks to this raising of consciousness, I set off with that great feeling of everything being right with the world - superb weather, car windows and sunroof open, great music on the stereo (Patrick Maran and Bill Bruford, both ex-Yes, one of the 70's supergroups). Within minutes of starting I was given full justification for having this sense of well-being when I glanced up and caught sight of Concorde racing

westwards, its silver shape amongst white clouds against a deep blue sky. It must have been on days like this when James Taylor, Jackson Brown and the like sat down and wrote their songs about cruising across the States along the wide open freeways. The A321 through Henley doesn't quite have the same ring about it, but you get the idea! My route took me through classic Middle England where few things have changed in centuries. Hot June Saturdays have always been like this in the Chilterns, the Cotswolds, near the Thames, the Avon and the Severn, and in towns like Henley, Woodstock, Chipping Norton, Moreton-in-the-Marsh and Evesham.

I eventually reached my destination, Arley Station on the Severn Valley, in the mid-afternoon, just in time to see 7819 'Hinton Manor' arrive tender-first with a Bridgnorth train. The Manor, one of the stars of the GWR 150 celebrations, was still resplendent in its BR lined black livery. Where a number of representatives of one class exist it is very good to vary the liveries, and the present number of Manors in preservation have achieved this well. Arley, of course, serves as a passing place on the single track Severn Valley line. At this time Ivatt Class 2 46521 crossed with Hinton Manor, thus making the small wayside station vibrant with more concentrated activity than it ever saw during either Great Western or British Railways days. A few minutes after the departure of these two trains, the 'Flying Pig' 43106 clattered through the station on a mixed freight train. The SVR has had many years in which to perfect this total image displaying express, stopping and local passenger trains as well as the more mundane freight train workings, and they have succeeded admirably in this field. It ably demonstrates what can be done with time, money and determined management. They have reached the stage where people go to watch the railway in operation as well as to ride on the various trains. This is good but to maintain income they must always be sure to get the visitors, enthusiasts and photographers into the trains, or at least into the shops (or their money into the collecting boxes!). For myself, the Severn Valley is always a pleasure to visit

and perhaps I have been dilatory in not yet becoming a member. But when on the verge of joining, I always get an attack of conscience reminding me that the SVR has 'made it', whereas other groups are still struggling to start or maintain growth, and perhaps they should be the recipients of my money. When I explain this dilemma to my wife she has immediate plans for my money, so any attempt to join anything will have to be clandestine, and membership forms sent to a P.O. Box in Marseilles or Istanbul to avoid creating any suspicion!

TO BE CONTINUED.
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## VALLEY GOODS.

The 'total image' mentioned in the previous article is exemplified here by the photograph of BR liveried 'Jinty' 47383 seen shunting its freight train at Highley on the Severn Valley Railway, during the occasion of an Enthusiast Weekend in 1983. (Photo - M. Lenz.)



## ASPECTS. BY 02124.

Firstly, I hope I can provide an interesting and inside view on information that I may come across whilst in different areas around the northwest region working for British Railways.

Well, first of all, the recent fire at Widnes East Signal Box was a complete success (for the vandals, that is) and sadly, although it took place on Saturday 4th of April around 5pm, by 9am on Sunday 5th the decision had been made not to rebuild the box but to replace it with two location cupboards instead. The first, after a mad 24 hour dash, was put into commission on Monday 6th at 7am, the cross-over road there being clipped out of order, thus seeing the end of another box.

On a recent visit to Crewe S&T stores (23rd April), I went across to the depot and to Basford Hall sidings. At the depot there appeared to be more stored/withdrawn engines on shed than there were running examples! Noted there was 47089 AMAZON with crash damage at each cab end and sheeted over. This loco is now to be repaired. Inside the shed were four other examples of that class, 47011, 47539 ROCHDALE PIONEERS, and two others all stored/withdrawn. 47011 was scrawled all over in not so many words that it was broken, and 47539 had fire damage. With these stored locos was 45150 and outside were two class 25s, 25279/910. What with all the 47s inside the shed the picture presented was very bland.

A quick walk down to Gresty Lane sidings where the following 25s were to be found; 25042/89, 25173/196, 25230/285 and 25324 with crash damage. It was then onto Basford Hall sidings to see the scrap? engines. There were two lines of them reading front row, Crewe end, viewed from the main line; 25904/059/08470/473/40060/25244/906/037/034/095/910/249/199/902/232/ADB 977191 (M56106)/25058/288/201. The back row contained; 25313/278/191/212/192/154/47131/25057/265/035/109. 29 engines and a single dmu car which was derailed. The class 47 was in bad condition on one side, but this and 25095 were the only ones with any visible damage. Most of these engines had almost full tanks of fuel, but I know that some of these were



withdrawn for mechanical faults, but not all of them. I read that the BRB may withdraw engines not yet ten years old, what was that year again, 1968?

Winwick Junction remodelling started in earnest on the weekend of the 9th/10th May with track and points alteration. This job is being undertaken by Chester/Liverpool Signalling works engineer and not by Warrington! Such are the strange ways of the great BRB. Work is expected to last until September/October when there will be an increase of speed at the junction, and a better track layout obtained, doing away with troublesome areas like the switch diamond points, a major area of faults on the WCML.

The "low-level" Arpley to Skelton line has had a couple of recovery trains along it for the purpose of reclaiming all the good long-welded rail and sleepers, these trains having originated from Manchester. As for the low-level ever opening again...never.

As some of you have seen the Class 89 has been running test trains up and down the WCML, with two lab coaches and the new international coaching stock (rather nice, I think). It has, for the most part, stuck to the dates it was supposed to run north of Crewe, but it can run at any time during the day. It will not, however, be running at 135mph with its train because of a recent notice sent by the RTC at Derby stating; 1) The '89' has been prone to failure making it un-reliable. 2) The CM&EE want all points clipped and scotched where high speed running was to take place (totally impossible), also the trackwork is said not to be in any condition for that sort of high speed running. So there you have it, things are not going to plan so expect it on a limited basis, and view it while you can. As for the "Emergency Rating" test of the Class 89 with one lab coach/12 Mk 3s/BFC/(spare) Loco/6 Mk 3s up Beattock in June, no mention that it won't run, so well worth a shot or two.

Allerton Depot has an O8 problem coupled with a repair problem with locos waiting several weeks, if not months, for minor repairs. One O8, number 08534 has now spent over nine months inside the shed as far as I

know, awaiting repair (new rods, wheels etc) although a new wheel set has been on site for six months. It seems no attempt has been made to repair the O8 whilst others are still in traffic. Class 45 'Peaks' are still regular visitors to Allerton, some for repairs or wheel-turning, others just for fuel.

Deputising recently for the Arpley Junction 'push-pull' O8 on the Fiddler's Ferry MGR coal trains was a class 31, but on most of these runs the class 31 has ground to a halt, with red faces all around! Most recently a smartly turned out 08744 has been seen on this duty.

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## SOLUTION TO RAILWAY CROSSINGS. NO: 11.

|    |    |    |    |    |    |    |    |    |   |    |   |    |    |    |    |    |    |    |    |    |    |    |    |    |   |    |   |    |   |
|----|----|----|----|----|----|----|----|----|---|----|---|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|---|----|---|
| 1  | L  | 3  | O  | 5  | R  | 7  | D  | 9  | S | 11 |   | 13 | O  | 15 | R  | 17 | Y  | 19 | X  | 21 |    | 23 | M  | 25 | A | 27 | I | 29 | L |
| A  |    | A  |    | T  |    |    |    | N  |   | O  |   | I  |    | B  |    | A  |    |    |    |    |    |    |    |    |   |    |   |    |   |
| 31 | D  | 33 | I  | 35 | D  | 37 | C  | 39 | O | 41 | T | 43 |    | 45 | D  | 47 | R  | 49 | U  | 51 | M  | 53 | M  | 55 | O | 57 | N | 59 | D |
| Y  |    | 34 | Y  | 36 | O  | 38 | K  | 40 | E | 42 | R |    | K  |    | P  |    | U  |    | Y  |    |    |    |    |    |   |    |   |    |   |
| 32 | B  | 34 | O  | 36 | R  | 38 | D  | 40 | E | 42 | R |    | 44 | V  |    | 46 | B  | 48 | A  | 50 | N  | 52 | K  | 54 | E | 56 | R |    |   |
| A  |    |    |    | E  |    |    |    | 43 | I | 45 | S | 47 | I  | 49 | S  |    | L  |    | T  |    | O  |    |    |    |   |    |   |    |   |
| 33 | N  | 35 | E  | 37 | R  |    |    | B  |   | C  |   |    | 30 | B  | 32 | A  | 34 | R  | 36 | R  | 38 | O  | 40 | W  |   |    |   |    |   |
| K  |    |    |    | 31 | B  | 33 | R  | 35 | U | 37 | S |    | H  |    | O  |    |    |    |    |    |    |    |    |    |   |    |   |    |   |
|    | 34 | F  | 36 | L  | 38 | Y  |    | S  |   | 39 | I | 41 | L  | 43 | K  | 45 | E  | 47 | S  | 49 | T  | 51 | O  | 53 | N |    |   |    |   |
| 35 | S  |    | 37 | E  | 39 | N  | 41 | D  |   |    | A |    | E  |    | E  |    |    |    |    |    |    |    |    |    |   |    |   |    |   |
| 36 | T  | 38 | H  | 40 | E  | 42 | G  | 44 | R | 46 | E | 48 | N  | 50 | K  | 52 | N  | 54 | I  | 56 | G  | 58 | H  | 60 | T |    |   |    |   |
| A  |    | G  |    | A  |    |    |    | V  |   | L  |   | R  |    | R  |    |    |    |    |    |    |    |    |    |    |   |    |   |    |   |
| P  |    | A  |    | G  |    |    |    | 31 | D | 33 | O | 35 | V  | 37 | E  | 39 | H  | 41 | O  | 43 | L  | 45 | E  | 47 | S |    |   |    |   |
| 37 | L  | 39 | I  | 41 | T  | 43 | T  | 45 | O | 47 | N |    | H  |    | Y  |    | V  |    | N  |    |    |    |    |    |   |    |   |    |   |
| E  |    | E  |    | N  |    |    |    | 32 | O | 34 | R | 36 | E  |    | 38 | P  | 40 | E  | 42 | R  | 44 | T  | H  |    |   |    |   |    |   |



## The BR/Sulzer Type 2s: A Valedictory View. By A.R. Ashurst.

It seems like only yesterday that a grubby two-tone green liveried D5278 appeared in Arpley Yard, Warrington with a roughly painted '8B' legend featuring on one cab end. It was in fact the summer of 1967 and this particular Class 25 (although we did not call them such at the time) had arrived in the area for crew training of the Dallam drivers prior to removal of steam (and in fact almost complete closure) of the Warrington MFD in September of that year. Of course we were too wrapped up in flower power, psychedelia, Pink Floyd and Sergeant Pepper (of which anniversary much has been made of late) to pay much attention to this new arrival, which was viewed merely as part of the relentless but, thus far, fairly slow dieselisation of local freight services. Indeed, the medium power ranges of Sulzer products were not in themselves totally unfamiliar, as the earlier "roundhead" Class 24 versions were already working into Warrington from other depots, and Class 25s (often brand new examples) were seen during the summer of 1966 when they took over the Saturdays only Sheffield-Llandudno (via the Skelton-Arpley route) holiday trains. This previously B1 hauled train was provided with a pair of 25s in 1966, thus denying our weekly summer sight of a "six-er" on the Arpley Line.

The expectation of an allocation to Dallam did not, in fact, come about and after October 1967 machines from "8F" (Wigan Springs Branch) took over all local freight and trip workings, although they continued to use Dallam as a sub-shed until new facilities were provided in the Parker Street sidings at the north end of Bank Quay Station in 1968, after which Dallam was abandoned to its fate (and the vandals!). Within a couple of years, Parker Street residents became discontented at the noise, smell and general nuisance of diesel loco engines at all hours of the day and night. Class 25s and 24s were always very "obvious" machines with their characteristic burbling engine sounds. Thus came

the re-establishment of motive power facilities on the site of the earlier Arpley Steam Shed, where the building was demolished but the shed yard sidings survived for wagon stabling and general goods and engineers use, well away from any residential properties.

Here we see two examples of BR/Sulzer Type 2s (Class 25s) 25146/274 on the former turntable road at Northwich (8E) where they were stabled on Easter Saturday, 10th April 1982. (Photo - A.R. Ashurst.)



THIS ARTICLE WILL BE CONCLUDED IN THE NEXT ISSUE.

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### EDITOR'S NOTE.

Once again the 'Members Briefing' feature has been held over owing to Alan Ashurst's recent illness. He has however contributed the above article instead and he assures me that the 'Members Briefing' feature will return in the Autumn issue. However the new 'Aspects' feature should compensate to some extent in this issue.



## 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,  
WAL6 9AG.

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### In the Autumn issue;

There will be an article on the 'Crewe 150' celebrations, a look at trainspotting on the Castleton Branch, the concluding part of the article 'Midsummer Magic' plus all the regular features such as Committee Matters, Railway Crossings etc.

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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.)

Now that the replacement of the older diesel multiple units with the new Sprinter, Skipper/Pacer units is underway it is only a matter of time before the ability of having a driver's eye view of the road ahead ceases to be available to the ordinary passenger. Such is the layout of the newer units that one can no longer sit right behind the cab and be able to see where you are going, a sad loss I am sorry to say. The view seen here is from the Gunnislake - Plymouth train as it approaches the Tamar bridges at Saltash in July 1985, on the former LSWR main line to Plymouth. (Photo - M. Lenz.)

## Preserved Crewe-built locomotives.

Examples of both steam and diesel locomotives built at Crewe can now be found in preservation, two of which are shown below. Steam is represented by 1936 built LMS 'Jubilee' 5690 Leander, seen here at Chester and diesel by 1959 built BR/Sulzer Type 2 (Class 24) D5032 seen at Grosset, North Yorkshire Moors Railway. (Photos - M. Lenz.)







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