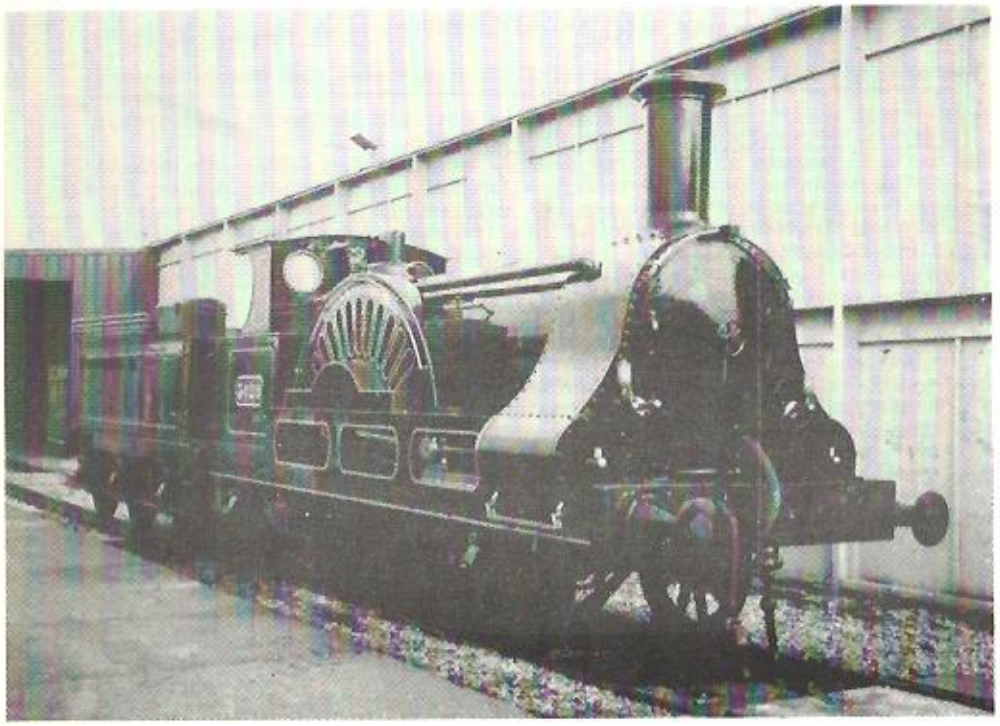
THE 8E MAGAZINE



ISSUE 25 AUTUMN 1987

70p

THE 8E ASSOCIATION

Committee Members

HONORARY PRESIDENT: Graham Roughsedge. (Northwich 782344)

CHAIRMAN: Colin Worrall. (Frodsham 32607)

VICE-CHAIRMAN: Michael Lenz. (Northwich 44959)

SECRETARY: John House. (Pickmere 3505)

TREASURER: John House. (Pickmere 3505)

PUBLIC RELATIONS OFFICER: Paul Yates.

FIXTURES OFFICERS: Tom Walton. (Northwich 41708)

Philip Clayton. (Pickmere 3701)

MEMBERSHIP SECRETARY: Nigel Lightbown. (Knutsford 4737)

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

Autumn 1987

EDITORIAL

"Never have so many, owed so much, to so few" so said Winston Churchill after the Battle of Britain; and these very words could be equally applied to the membership of this Association. I am, of course, referring to our activities during the last couple of months when we have had our busiest period of steam servicing and sales work since the group was formed some six years ago.

Our invclvement in the Crewe Heritage Celebrations have been a great success from the point of publicity and sales takings but the one great disappointment has been the overall lack of response from the general membership. I realise that not everyone likes to get filthy dirty playing around with those smelly steam engines but there is always room for help with the sales stand, and yet for the greater part of the time there was rarely more than one person looking after the sales, afterall you do not need overalls for that job! Remember that the cost of this magazine is only partially covered by membership subscriptions and the sales stand can, if run properly, provide the shortfall, since the alternative way to get the additional cash would be to increase subscriptions, which at present are well below the average for most societies, but if more help were forthcoming on the sales side then all will be well. However it is not just the sales side which needs additional help, our servicing crew was made up of the same small number of regulars as we always have with no new faces whatsoever. So come on, don't just leave it to 'the few' everytime.

COVER PICTURE.

LNWR 2-2-2 locomotive number 3020 Cornwall catches the last of the sun in Crewe Works prior to the 'Open Day' having been cleaned by our support crew. 3rd July 1987. (Photo - M. Lenz.)

Committee Matters. J. House.

Through the summer the committtee meetings have dealt mostly with our activities at Crewe, for which the Association has won a lot of praise and looks set to benefit in the long term from the many contacts made. Sales takings at Crewe have been around £150 and have greatly improved our finacial standing with our account standing at over £500.

There have been several steam servicing operations at Chester during the summer with 6201 Princess Elizabeth (on three occasions), King George V (once) and 4472 Flying Scotsman (once) as well as our work at Crewe. Who would have thought in late 1985, when steam running in the north west seemed to be diminishing, that barely eighteen months later we could report such great activity? Certainly 1987 will prove to be a vintage year for the 8E.

Our monthly meetings finished for the summer with a quiz in July, which was enjoyed by all present and we have started off the new season with the NRM's answer to 'Morecambe and Wise' - namely Messrs. Mosley and Towell, who put on an excellent show of archive slides and cine at our September meeting. Fixtures for the remainder of the year can be found listed below.

FIXTURES LIST.

October 13th - Railway Films. Derek Pemberton.

November 10th - Slide Presentation. Harry Madden.

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

Details of the 8E Christmas Dinner and Dance are enclosed on a separate sheet with this issue.

MEMBER'S TIES.

There are still a few ties left at £4.50 each, or £5.00 if ordered by post. These are available from the Vice-Chairman. So if you haven't got one yet, now is the time to do so. Cheques to be made payable to 'The 8E Association'.

The BR/Sulzer Type 2s. Part 2.

By A.R. Ashurst.

For over 15 years from the early 1970's the Sulzer Type 2s worked on and off Arpley with monotonous regularity, originally keeping company with English Electric Type 4s (Class 40) machines, but in more recent times enjoying a more variable selection of stablemates. I can recall few occasions at the holding sidings when Sulzer Type 2s were not present. From 1973 the new TOPS renumbering began to replace the former D5xxx numbers and rail blue livery started to make an appearance such that few green examples remained by the late 1970s. Throughout this time inroads were being made into the ranks of the class 24 locos, although this was not readily apparent to the casual observer as the survivors were concentrated in the North West. However, by 1981, the 150 Class 24 locos had gone as the work for which they had been designed had slowly declined. Their limited passenger use was taken over by the Class 25s, although this work was also in decline.

The 25s seemed destined to follow their older sisters quickly as, if anything, their reputation amongst operators and crews was inferior to the 24s. However, the run-down was slow, with the class offering pockets of resistance in some areas (again particularly in the North West). Some of their most notable work during the twilight of their lives was with the ICI Hopper trains from Tunstead Quarries to Northwich, where they seemed to find a niche. Our early days in coach restoration and steam servicing inside Northwich shed often found us in the company of a number of these locos. The continued decline of work elsewhere on BR found Class 20, 31 and 37 locos surplus in the Midlands which made the unreliable Class 25s obvious candidates for withdrawal and replacement by these more favoured types. Brief life extension schemes were tried (witness the Class 25/9 re-gearing experiment in 1985/86 creating a new 12-strong sub-group) but with only limited success, and by the end of 1986 the decision had been made to eliminate the class completely

A very clean 25144 stands on number 2 road in Northwich shed yard after working the ICI Hopper train from Buxton on Easter Saturday, 10th April 1982. (Photo - A.R. Ashurst.)

---

before the start of the next timetable year.

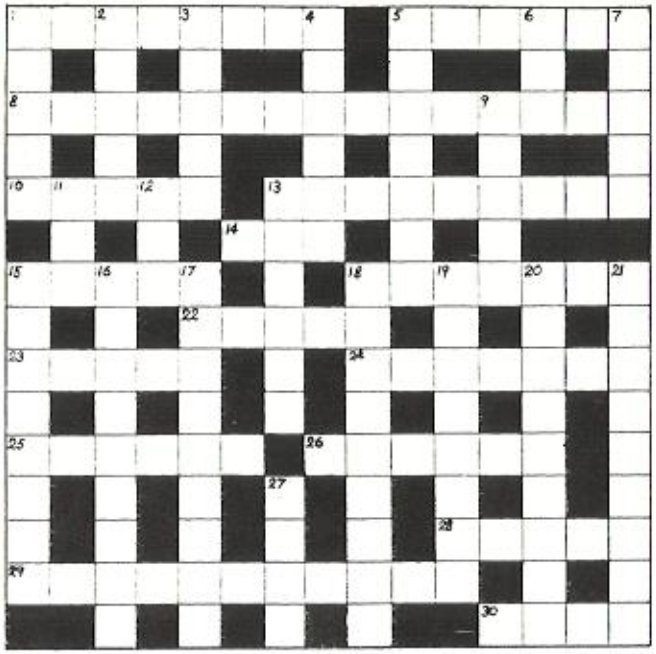
So the day dawned: Monday 16th of March was chosen to see the withdrawal of the, by then, 20-odd survivors, out of an original total of 327! The previous weekend saw those withdrawn examples retained "on shed" at Crewe for spares cannibalisation towed off to Basford Hall Yard and Gresty Road Sidings pending sale to the scrap merchants. Various duties were allocated on Monday the 16th to those machines which were still active, to bring them also back to Crewe for storage in Basford Hall Yard. One or two examples did prove difficult to "kill off" and were still to be found in operation after the 16th, my own last sighting in Warrington being 25901 in the Arpley holding sidings on Tuesday the 7th of April. Eventually, however, all remaining examples

joined the dumps at Crewe to await their fate.

What, then, are we to make of the BR/Sulzer Type 2s? Success depends upon the viewpoint taken up. When the class has lasted over 20 years they can not really be counted a failure, as many contemporary locos saw less than ten years service. And yet, their survival probably owes more to strength in numbers than operating efficiency. Certainly English Electric could offer no comparable opposition, only being able to come up with the lamentable "Baby Deltics". However their Sulzer cousins of classes 26, 27 and 33 have undoubtedly proved to be a good buy for BR, offering a far less troubled service life than the 24s or 25s, perhaps as a result of their BRCW parentage. The undoubted weakness of the 25s were their traction motors which did not respond well when called upon for extra effort, but these problems have been well reported elsewhere in the railway press (notably the April issue of 'Railway World'). Personally, the Class 25s have never produced a great emotional response from me unlike the larger Sulzer powered machines. Still, as a seemingly ever-present sight in the North West, it is rather odd these days not to find members of this unloved 'workhorse' class pottering around the yards and sidings of Warrington. Their Class 31 replacements will forever look decidedly out of place to me, and I doubt they will be any more effective anyway!

Preservation looks likely to smile favourably on the class, as they are ideal motive power for short-haul, low weight trains on private railways. So far three examples of class 24 have passed into private hands (at Bury, Southport and the North York Moors), with two class 25s also joining them (at the Mid Hants and Dart Valley lines). Asbestos insulation is a problem but one that is not unsurmountable, and both the Severn Valley and the Worth Valley are keen to acquire examples. So the burbling sound of the Sulzer Tpe 2s seems likely to continue to raise the echoes, even if not on BR metals. We must wish the survivors a long, happy, and active retirement.

RAILWAY CROSSINGS: 13.



ACROSS.

1. Exclude the Gallic flower with a 4-6-0. (8)
5. Compounded troubles at Crewe (but not the simple Problems). (1-1-4)
8. Blackbird heads nigh about morning, to it's home out west. (11-4)
10. Many preserved engines could conceal a 4-4-0. (5)
13. One short chain is in the shed after being thrown around. (9)
14. A peak it seems - big or small. (3)
15. It may be hard lines because of this. (5)
18. Condition of a Midland 'Spinner', or a Bulleid pacific? (2-1-4)
22. Shed could be the last one still in hiding. (5)
23. Brian's only short of one 'Jubilee'. (5)
24. Batting along on a 'Whitworth'? (7)
25. Topper may fail in some way. (6)
26. Early type of rail sounds like a spanner. (6)

28. For turning wheels perhaps? (5)
29. You may find men rule erratically at this depot. (11)
30. ---- Harte - a Princely engine. (4)

DOWN.

1. The other E.R. (5)
2. There's a big tank here or I've really missed the train. (5)
3. I'm going senile about forgetting the Egyptian capital - making up the route. (5)
4. I lead on, but Reg gets to the area first. (6)
5. French capital leads a new art form and a great weight is shed. (7)
6. All are looking back to the days of steam perhaps? (3)
7. Viaduct can be leading, but Hall gets left out going back. (5)
9. He was in difficulty at the junction. (5)
11. Shunter is in competition. (3)
12. End of the line in sight for a G.E.R. branch. (3)
13. Let confusion follow the fishing gear onto a railcar. (6)
15. Terminus of G.N.R. branch ..... (8)
16. ..... reached from here. (9)
17. Scan around for a shed - it'll be in later. (9)
18. If ever I ruin anything, somehow I find a shed. (9)
19. Fleet is left heading east to a Midland station. (8)
20. M.R. or G.C.R. - here one must be specific. (9)
21. A leading 4-4-0? (9)
27. Right is lost as nodding Greek gets the signal. (4)

* * * * * * * * * * * * * *

COPY DATE FOR ISSUE 26:-

DECEMBER 7TH.

YOUR LETTERS

The Winery,
Offensive Manor,
Swindon,
Wilts.

Dear Sir,

Following my letter to your illustrious magazine some 3 years ago, there followed a spate of 'copy cat' letters under dubious signatories (eg. G.V. School Bully.), making no sense at all in their criticism of one part of our railway system or another. In fact these characters seem to be nothing more than a collection of wimps. During their pathetic ramblings not one of them seems to have the guts to fully castigate or malign the subject of their hostilities. At least I had the ability to pull the GWR completely to pieces and illustrate its many shortcomings with ample written and photographic evidence of its position on the bottom rung of the railway ladder, all without bias or bigotry of course.

The point of my little note this time is that in the 8E Association I thought I had found a few kindred spirits, but during the last 3 years or so I have slowly found myself in a wilderness. It started with a few members disappearing now and again to that 'Fawlty Towers' of railway preservation - the comic GWR branch at Llangollen. I received reports of Geoff Smith, that so-called stalwart of the LNWR, going out of his way to see King George V; Mike Lenz (we all knew he was a bit two-way) coaling and watering the same green glorified ice-cream van; and even your Chairman leaving Crewe Works Open Day, the 150th Anniversary of the premier line reaching Crewe, to coal and water the stupid little kettle at Chester. Many other such horror stories have reached my ears. Look at your membership, it is being infiltrated by this evil pro-GWR faction. Your members Nigel Lightbown, Phil Creaghan and John Prytherch were allowed into your Association without checking their background or railway leanings. But the following two cases of defection I find totally unacceptable.

Firstly the case of Pat Mullee. Whatever happened to the lad who had LMS stamped through him, brought up on Duchesses, Princess Royals, Patriots and Black Fives in his formative years, and now, through listening to the propaganda blasted out from the portals of the NRM, has degenerated to wandering aimlessly up and down the Cambrian in the early hours of the morning looking for remnants of GWR rubbish. I suppose he's seen the light - 'bunkum'.

Lastly I come to the worst case of all, the one man who I thought could pull your society through this whirlpool of vice and iniquity, the one man who I thought would stand like the Colossus of Rhodes, holding up the pillars of the Great Arch at Euston against the marauding hordes of those little infidels from Paddington. I speak, of course, of the redoubtable 'Big Al', not satisfied with his unfortunate early liking of GWR Counties, he has now come out of the closet (Must be one hell of a closet! - Ed.) and announced his secret love for Castles and indeed has confessed to travelling on the last Castle railtour in 1967. He has also been seen photographing King George V and latterly, has ridden behind that horse-drawn museum piece 'City of Truro', becoming somewhat agitated and excited by its performance.

Gentlemen, this GWR infiltration has to stop. Messrs. Mullee, Bennett and Smith MUST come to their senses and lead the 8E into the path of righteousness and away from the evil that is Swindon. This swing towards the GWR in your Association must cease forthwith.

You will here further from me,

ISAMBARD JACKSON COLLETT.

CREWE 150 & THE 8E. BY MIKE LENZ.

The weather this summer may not have been particularly memorable, but for a small number of 8E members this summer will be one that they will remember for many years to come.

Following the invitation from Tony Mosley, Sidings Superintendant at the Heritage Centre, to assist with the servicing of the locos at the site we found ourselves fully occupied for the greater part of July and August. Prior to the start of the celebrations we received a request from Ray Towell at the NRM to look after the LNWR 2-2-2 locomotive Cornwall during its sojourn in Crewe Works and to clean it on the two evenings prior to the Works Open Day on the 4th of July. So it was that on the evening of the 2nd a small group of us gathered at Crewe Heritage Centre before going to the Works. BREL had restricted the size of our working party to eight people, nevertheless upon our arrival in the works we received a request from the lads working upon 71000 Duke of Gloucester for assistance with cleaning their loco. So we split the working party into two groups and Colin Worrall, Roy Kerry, Al Bennett

Dave Sheridan and myself on Cornwall and Geoff Smith, Dave Healey and Ken Wooding on the Duke, set to work with rags and polish. We were very fortunate in that the weather on both the Thursday and Friday evenings was sunny and calm and by the end of Friday evenings session both the Duke and Cornwall were looking '8E clean' as can be seen by the photograph on the cover of this issue. The Saturday turned out to be an absolute scorcher and the locos all looked superb as they stood awaiting the crowds of visitors. The BBC were filming in the works during the morning and we were able to meet with David Jenkinson from the NRM, who was there to assist the BBC with the commentary for the programme being filmed. He was most impressed with the cleaning job we had done on Cornwall and even made the 8E sole representatives for the NRM with the loco for that weekend. In the photograph below, taken by Alan Ashurst, David Jenkinson can be seen on the left of our working party, stood in front of Cornwall, just before the public were allowed in.

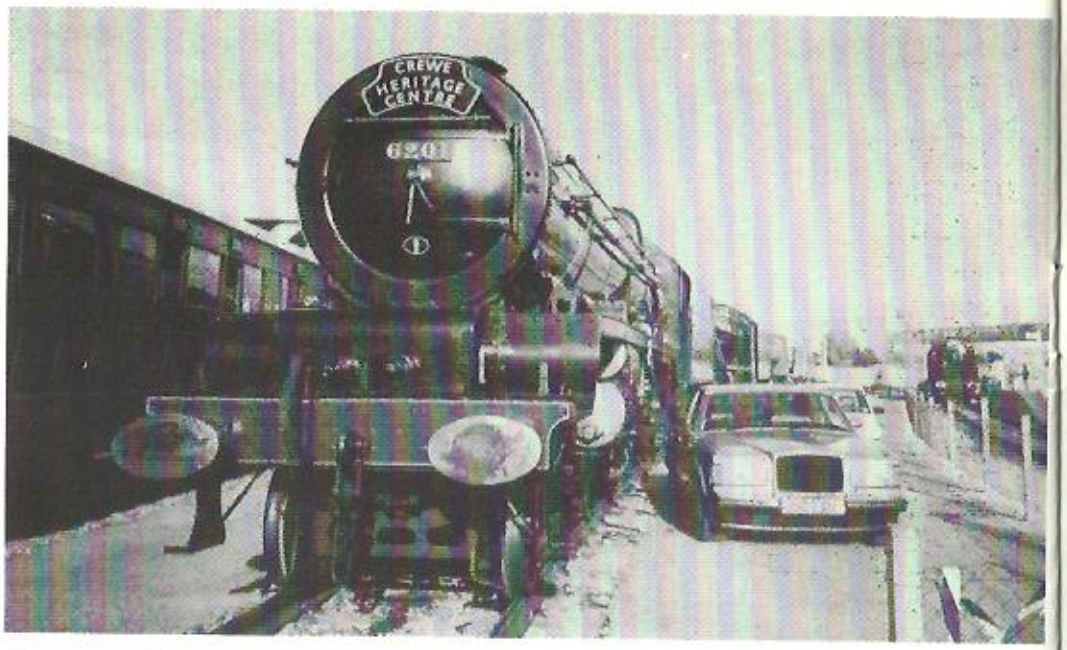
Following the Works Open Day all the locos, with the exception of the Deltic D9000 Royal Scots Grey, were moved down to the Heritage Centre, which was also to be our base for the next six weeks. Several of us had arranged to take our holidays to coincide with the celebrations and so throughout the whole of the first three weeks there was usually someone from the 8E present on the site. Thereafter we were mostly in attendance at weekends, but it was nearly always the same small group that showed up. Through the kind offer of Graham Brocken from Steamtown, we were able to set up our sales stand and publicity display alongside the Collectors Corner stall that he was running, and although we only manned the sales stand at weekends, the publicity display was left out permanently for the whole six weeks.

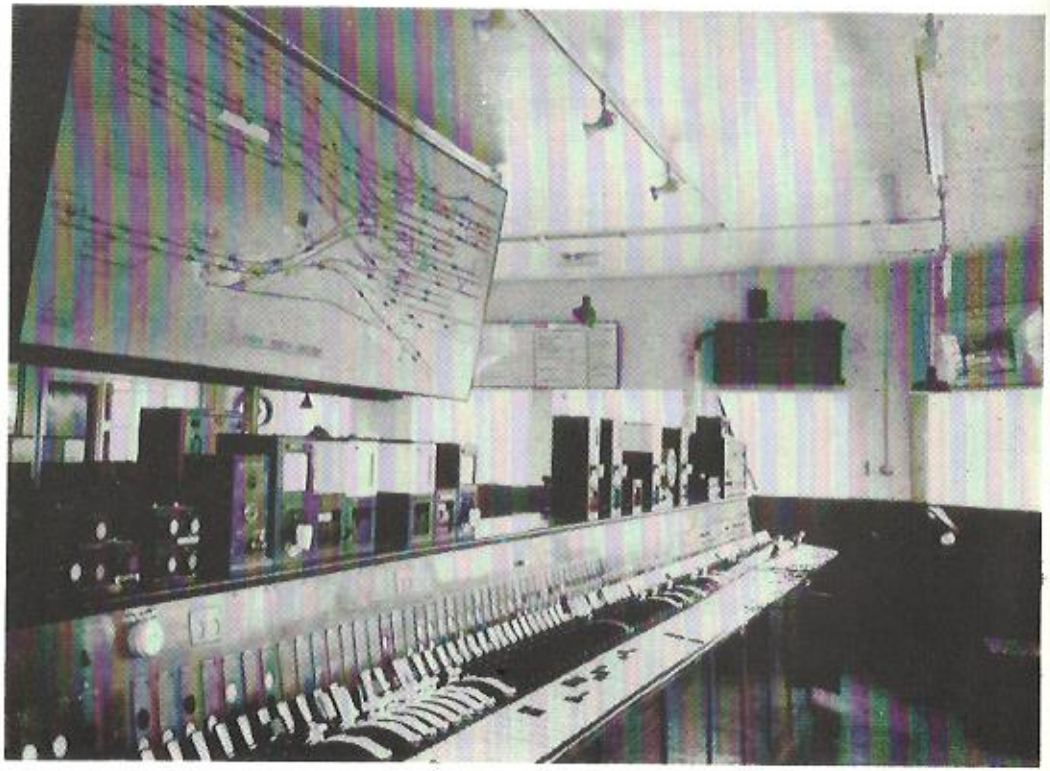
As the festival progressed more and more of the other loco owners were content to leave their locos in our charge to be cleaned and serviced, and generally looked after, and many close friendships were formed with the various support crews who worked on the other locos. We were kept extremely busy what with ash disposal, coaling, watering, cleaning and emptying the pit after each engine had been disposed of at the end of the day. I am now fully qualified to Diploma standard in pushing water uphill, seeing as how the pit drained the wrong way! Nevertheless all those involved will tell you that they have never had such a good time as they have this summer and the icing on the cake was the invitation to attend on the day of the official opening by Her Majesty the Queen.

At the end of the six weeks we came away having made a name for ourselves as a hard working, reliable and dedicated group and with the reputation of the Association now carried even further afield, and with invitations for us to visit the likes of the Great Central, Foxfield and Worth Valley railways any time we like. We are now eagerly looking forward to the re-opening of the centre on September the 19th and to our continued involvement at Crewe and the possibility of mainline running from there in the future.

On the next three pages can be found photos of Crewe Heritage Centre taken during the six weeks of the festival.

UPPER RIGHT: BR Standard Class 8P Pacific 71000 Duke of Gloucester is seen here on the display road with BR Type 2 (Class 24) D5054 behind.
LOWER RIGHT: Stanier 8F 48151 (a former Northwich loco) is on the demonstration line giving brake van rides. Only one thing wrong, no 8E shedplate!
BELOW: Dave Healey takes time out from his cleaning duties to pose on the footplate of LMS Princess Royal Pacific 6201 Princess Elizabeth.
PAGE 14 UPPER: LMS 6201 Princess Elizabeth and a Bentley pose in the late evening sun, during a photo session for Rolls Royce Motors.
PAGE 14 LOWER: The restored interior of Crewe North Junction Signalbox.
(All Photos - M. Lenz.)





Midsummer Magic. Part 2.

By Gandalf.

The next train into Arley was hauled by 'City of Truro' and was, to be honest, the main reason for my visit. Judging by the 110% load factor on the train, it was the same for many others. Hundreds of pairs of eyes (and cameras) feasted upon Truro whilst it stood there (crossing with 6998 Burton Agnes Hall). The overhaul and paint job have been superb and a credit to the craftsmen involved. It is no doubt very galling to the SVR for Truro to be summoned back to the NRM so soon after release. From some angles she looks very well proportioned and powerful but from others, such as head-on, she looks frail and spindly - hardly capable of the 102.3mph she is credited with by some, but that's another long story.

Soon after her forceful departure from the station, the day's express appeared in the charge of 5051 Drysllwyn Castle. For me 5051 will always be Earl Bathurst and 7018 will be Drysllwyn Castle, since that's how I remember seeing them in the fifties and sixties - can't do with all these changes, new or old! The Castles were a truly classic British design, worthy of a place in anyone's Top Ten British Locos, regardless of whether or not their name is Bennett!

At this time in the day I moved to the riverside near Victoria Bridge where railway enthusiasts and anglers almost fight for the best pitches, totally oblivious of the delights of each others hobbies. I couldn't tell a carp from a perch or anything else much for that matter. No doubt articles appear in the Kidderminster Angler extolling the virtues of carp fishing near Arley without a mention of 'Leander', 'City of Truro' let alone live steam injectors and thermic syphons. Anyway, each to his own!

My best shot here was of the 'Jinty' with a local passenger train crossing the bridge, the result being similar to a recent photo in 'Steam Railway' with clouds of black smoke being emitted to order.

Finally, to Bridgnorth shed where engines were undergoing disposal and preparation for the next days running. There was a very pleasant, all-pervading atmosphere, everyone seeming tired but elated and, no doubt, looking forward to a celebratory drink later in the evening. After absorbing this scene for half an hour, I set off for Northwich through the pleasant Shropshire and Cheshire countryside amongst the fading evening light. I shared the SVR crews' feeling of self-satisfaction to the same degree but with lesser justification (it's easier taking photos than shovelling coal!). But I was very happy that this Midsummer Day had more than fulfilled its promise of magic.

SOLUTION TO RAILWAY CROSSINGS. NO: 12.

1 D	E	2 R	B	3 Y		4 S		5 R		6 A	D	7 A	M	8 S
A		A		9 P	A	T	R	I	O	T		J		T
10 R	I	V	E	R		H		V		11 C	H	A	L	E
T		E		12 E	X	E	13 T	E	14 R			X		A
15 V	E	N	16 U	S		17 L	A	T	E		18 R			M
A			L		19 B	E	N	S	L	I	C	C	H	
20 L	A	D	Y	B	A	N	K		O		D			21 R
L			S		22 B	A	L	L	A	T	E	23 R		O
24 E	M	B	S	A	Y		O		D		25 R	E	26 I	D
Y			E		27 S	E	C	R		28 N	I	D	D	
	29 L	30 M	S		C		O		31 V		C		L	
32 H		O		33 D	O	34 T		35 W	A	L	K	D	E	36 N
37 E	A	R	L	Y	T	R	A	I	N		D			W
L		A		C		I		C		38 C	H	A	I	N
39 M	A	R	N	E		40 P	U	K	U		U			G

ASPECTS. BY 92124.

Latchford Signalbox was recently stripped of all useable assets and has had four levers removed for possible re-use, maybe for Holywell Signalbox. The levers removed were 2, 3, 4, and 5. Other items for re-use have also gone from the low-level, including a signal from Lymm Lane signalbox frame, which went to a private buyer in Crewe. Some track has also been removed and the remainder of the line should be gone by mid-1988.

Two signals recently removed from the Waterloo Station area (on the 3rd rail network) have gone to Southport steam museum.

Norwich has now lost its allocation of Class 03 shunters, which came as a bit of a surprise to us all and so Birkenhead North Shed should be a mecca for '03' fans, because all three engines (03073/162/170) can usually be found on or near the shed. On a recent visit on the 17th of August two locos were 'on shed' and one was out working inside the docks area. I was told that the intention is to keep them running for as long as possible, although how they are able to keep such an allocation I do not know, since normally only one engine is at work during the day and there is no traffic for them to handle at night. Whilst I was in the area I took the opportunity to walk around the old Mollington Street Shed where the old class 503 units were stored in part of the steam shed before they were broken up. All the buildings are still standing but the roofs in the sheds are all smashed. The inspection pits remain in the old steam shed and it is still very atmospheric but it is sad to think this one-time very busy shed is now in such a mess, as is the more modern diesel shed adjacent to it.

On a visit to Crewe on the 24th of July, a quick trip across to the Traction Maintenance Depot saw, yet again, a depot swamped by class 47's (and some would say a swamp is the best place for them! - Ed.). Inside the shed 47131 was being stripped of everything it could be, and keeping it company were two class 20s and an 08 shunter. Outside,

one class 31 on crew training duty was amongst the 47s, with 47442 (numbers on cab sides) on test and 47191/015/011 parked up at one side with some parts already removed. Yet again BR has changed its mind on repairing 47089 AMAZON for the third time, and has now decided to withdraw the loco from service for good. A great shame this, as D1675 AMAZON will always be remembered for working the old 6M78 Severn Tunnel Junction to Walton Old Sidings freight along with the rest of the original class 47 "namers" all those years ago.

On the same day, but at Chester, was Swindon Class 120/1 number 51763 looking very badly burnt out. Also on shed was withdrawn 08220 looking somewhat faded and forlorn, but still in working order with all its fittings and rods intact.

Noted passing Rockcliffe Hall Signalbox next to Connah's Quay Power station (disused but still intact) on July 31st was 37519 (formerly 37027 and D6727) with the Crewe Works test train. The loco was in ex-works condition and just over an hour later 56090, also ex-works, passed by whilst piloting 47456 on a Euston-North Wales passenger working. Class 56 locomotives are now appearing quite often on piloting turns on this route.

I'm afraid that the new Class 89 trials have ground to a halt and those tests that have run have been few and far between, it seems as if the project has fallen by the wayside. I think mainly because of the late running of the Class 87/2 (now to be known as Class 90) and Class 91 projects. The Class 90 (87/2) was to have been displayed at Crewe Works Open Day as well as the Class 89 but, as we all know, the Class 90 (87/2) was well behind schedule and the loco was therefore not on prominent display as had been hoped, and the Class 89 remained over on the electric depot throughout the day. Also absent from the Open Day was Crewe TMD's customised 08 shunter number 08907 which now sports LNWR lined black livery and coat of arms with red-backed numberplates. The shunter now sees regular use as Crewe Station pilot loco and looks very smart in its new livery.

Some thoughts from Chairman Worrall.

Since it has been some time since I last put pen to paper for this esteemed journal I thought that a few words from me might be in order.

As you are no doubt now aware from other articles in this issue, we have had a very busy summer and I would like to take this opportunity to express my thanks to all those members who gave of their time so admirably, in particular, Mike Lenz, Alan Ashurst, Geoff Smith, Dave Healey, Alan Bennett, Roy Kerry, Eddie Bellass and Russ Burrows for their attendance throughout the six weeks of the festival; also Dave Sheridan, Ken Wooding, Len Clarke and Geoff Cooke for their assistance at Crewe Works prior to the Open Day. As a result of our work this summer we now have a reputation that is second to none as a locomotive support group within the preservation movement, and it is the small band of active members just mentioned who have put it there.

I am hopeful of seeing the Crewe Heritage Centre develop in the not too distant future and, along with it, our own permanent involvement there. When this comes about it would be nice to see some new faces in the working parties for, although the work can be hard and fairly dirty (this does not apply to Sales! - Ed.), it is most rewarding and you will find that there is always time for a good laugh along the way.

At the present time the 71000 Duke of Gloucester loco group have requested our assistance with work being carried out on the frames whilst the loco is in Crewe Works, and a small group of members will be found there over the next few weekends. Nevertheless if you are unable to help physically please continue to do your bit by attending the monthly meetings at Barnton, where your support is greatly appreciated. Remember it is YOUR society and it is up to you to get the most out of it.

Should you have any questions you would like to ask I will be only too pleased to answer them.

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.

In the Winter issue;

Due to pressure of space the article about trainspotting on the Castleton Branch has been held over and will now appear in the Winter issue along with the usual features such as Committee Matters, Aspects, Railway Crossings etc.

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.

PHOTO ON REAR COVER.

Two of the cast eagle figures formerly found at BREL Crewe Works have been donated to the Heritage Centre. One can be located near the entrance from Vernon Way, and the other has been positioned atop the restored North Junction Signalbox overlooking the Heritage Centre site, and it is this eagle that is illustrated here. Both figures have been nicely restored and are most impressive to see, weighing well over a ton apiece. This particular eagle can be seen quite easily from passing trains. (Photo - M. Lenz.)

"YOUR ASSOCIATION NEEDS YOU"

ASSISTANCE IS REQUIRED IN LOCOMOTIVE SERVICING AND SALES OPERATIONS.

IF YOU CAN HELP PLEASE LET YOUR COMMITTEE KNOW.

DON'T LEAVE IT TO "THE FEW."

Published by the 8E Association Copyright 1987