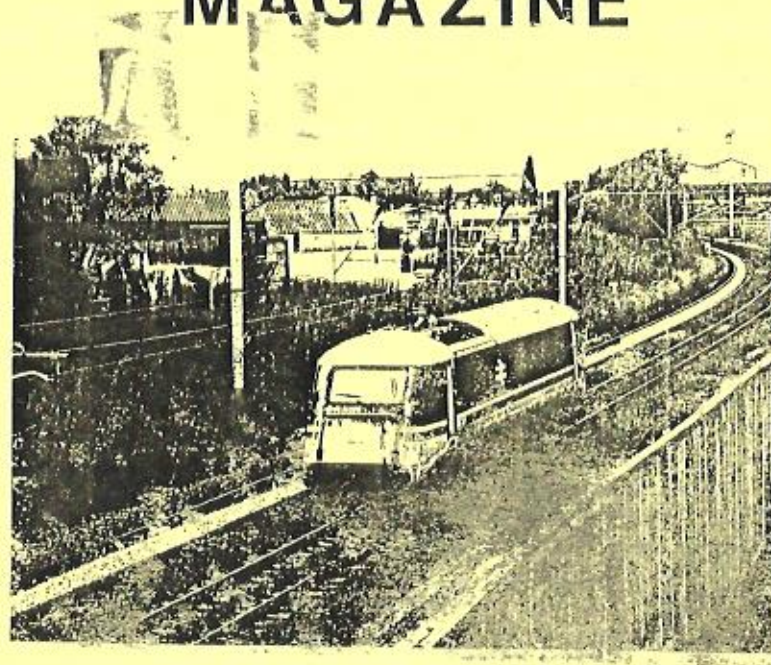


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MAGAZINE



ISSUE 27

WINTER 1989

50p

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COVER:- Class 89 Electric 89001 passes along the North Wales line

between Crewe Electric Depot and the Heritage Centre

shortly after delivery into traffic in 1987.

Photograph by David Pool.

THE SE MAGAZINE

WINTER 1989

EDITORIAL:

Hi, everyone!

The trouble with the SE magazine is that it has been excellent. I was reluctant to be Editor, because I did not believe I could keep up that standard. However, no Editor, no magazine. No magazine! Here I am and all I can do is to promise to try my best. Now I cannot write an entire magazine by myself, so I need contribution's. The length does not matter, a good idea, four words long, may generate a valuable and enjoyable article. There may be some topic that you would like the committee to attempt to research. There are obvious subjects - Current Preserved Steam and Diesels (have you visited anywhere recently?) - Today's B.R. scene (what experiences have you had?) - Nostalgic look - back. Favourite loco's or trains; Situations; People; Places; Routes. You all have experience and opinions, write something, however short. You will be surprised how the pen flows.

This is the Winter 88/89 issue. Contributions should be in by May 10th, for the Summer Issue. Please consider donating photographs, which will be returned, for future issues.

I would like to say a big thank you and well done to Mike Lenz, for all his work on previous issues. He does a phenomenal amount of running about behind the scenes, to keep everybody happy. Thanks too, to the other members who have helped him.

Paul Yates.

SECRETARY AND FIXTURES REPORT

By now, having had a little time to settle into John Hounso's shoes as Secretary and having seen the work he put in, I can see he is going to be a hard act to follow. Having said that, I hope that the transition will be as smooth as possible and that the General Membership will not notice any appreciable break in continuity.

Now to turn to how I would like to proceed as secretary

As a new starter, I would like to hear from any member who feels that he/she would like to give any input into the Society, or feels that any new initiatives could be grasped. As I see the Society, the membership has always been full of ideas and constructive criticism (essential in a democratic outfit such as we are) and I would like to channel this in a positive way, so let us hear from you during the year not just at the A.G.M.

So, now armed with this new magazine, let us have your comments to fill its pages and let us wish Paul Yates the best of luck with his new charge.

As I said at the A.G.M., I feel that our links with Crewe Heritage Centre should be strongly cultivated in the future which can only be to our mutual benefit.

We also have our toe in the door so to speak at the Lion Salt Works in Maraton, Northwich, where there lies a beautiful reciprocating stationary engine just waiting to have some steam back inside her.

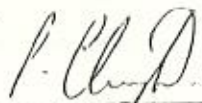
For the members who feel that they cannot commit themselves to any such works, I hope to provide a comprehensive and interesting programme of fixtures for the coming year and any member who wishes to see any particular speaker or topic has only to ask me and I will endeavour to do my best.

As I said before, let us hear from you.

1989 promises to be a good year for the society with lots to enjoy for every taste.

Happy New Year and let us get the ball rolling.

Secretary and Fixtures Officer



CHAIRMAN'S COMMENTS

Dear Members,

The SE Association can look forward to 1989 with great enthusiasm. Membership is rising steadily and there are plenty of opportunities for everyone to get involved, especially at Crewe Heritage Centre, where current activities include work on Steam and Diesel Engines or even trackwork. Everyone will be made welcome and even if you can only spare a few hours on Saturdays it would be much appreciated. The A.G.M. was as usual, very topical and all matters raised will be acted upon. Special mention must go to Big Al, Mike Lenz, Alan Ashurst and Harold Hill for a super quiz, although I think it is about time the Warrington team was handicapped, by about -30. Finally I would like to wish you a happy and prosperous New Year.

G. Worrall

CHAIRMAN.

FIXTURES AND EVENTS

26th February:- Crewe Area Group Meeting

"The formation and early activities of the SE Association will be the subject in the Museum Hall of the Crewe Heritage Centre"

14th March :- Red Lion, Barnton, 7-45p.m.

"Railways in Canada" By Paul Yates. or "Around the world in 88 days" Something for everyone. Diesels, Working steam, Derelict steam, Museums, Killer Whales, Bridges, Routes. Stories, Adventures, Amtrak, CP, CN, VIA. Killer Whales? Well one. Books, Models, Objects will be on display.
(I always enjoy Paul's shows - Editor!)

31st March :- Warrington
This will be a general video night, with a "Western" flavour (Steam & Diesel)

11th April :- Red Lion, Barnton.

26th April :- Crewe Area Group Meeting

CREWE HERITAGE CENTRE UPDATE

The workload for members increased somewhat over the Christmas, New Year period. Work continued, apace on the Class 47 (D1642) and at the time of writing the top half of the loco has its first coat of Brunswick Green. (not black). A start had been made on the two ex-N.C.B. shunters "Robert" & "Joseph" with the arrival on 5th Jan of a crane which assisted in the removal of the cabs and tanks off both loco's. The operation ran quite smoothly except "Robert's" cab was loathed to be parted from the rest of the loco, and caused Tony Moseley's hand a certain amount of discomfort, when they finally parted company. Further work on the loco's cannot re-commence until the blue asbestos has been removed, but, by the time the magazine goes to print this should have been done.

During and after the renovation of the Class 47, work will continue on the two Austerities, the plan being that when complete, "Joseph" will be returned to the Chatterly Whitfield Mining Museum, and "Robert" will be kept on site for use by the Heritage Centre. Future projects include the renovation of a MK1 BFK for use as a support coach for the Class 47, the repair and re-painting of a class 06 shunter (shortly to appear on site), some slight body repairs, and a complete re-paint in LMS maroon of the ex-departmental coach owned by David Eddleston (who owns Western Prince) and which is proving a valuable mess vehicle for member's working on site. A few small jobs still need to be done on Western Prince, and in the longer term the complete restoration of Class 25 25083 (D5233).

In addition, members will of course be heavily involved in servicing various visiting steam loco's during the summer. At the moment, we have no concrete information on which loco's will be on site, but "Bahamas" & "Princess Elizabeth" are more or less definite, and there is talk of "Clan Lines", "Sir Nigel Gresley" and a couple of

Black Fives. It will be nice to see three of four main line steam loco's together, and will obviously provide plenty of work for members to get their teeth into.

All members are welcome anytime especially on Wednesday evenings and at weekends, accomodation exists for anyone wishing to stay over on Saturday night. Entrance to the Centre is gained through the large double gates along side the west coast main line. A good working atmosphere exists, and I am certain anyone turning up will enjoy themselves.

Al Bennett.



Since a handful of members with a particular interest in modern image formed an informal little group within the Association, new members have joined with similar interests, and it now possible to find as many as ten to twelve volunteers working at any one time. Last summer was spent mainly on D1041 "Western Prince". Members accompanied to loco to Bescot open day and to Severn Valley Diesel Weekend.

During the summer 47001 (D1521) was on site and was thought to be the 47 to be preserved. Four of the six traction motors were faulty so an alternative loco was offered 47192. This is a more appropriate engine as it was built and shedded at Crewe. With a bit of luck it could be ready for the end of April. Work is to start on an 08 shunter and on 25083 (D5233) to restore it to original condition.

Also on site in December the cab of 40-068 (D288) which our leader Tony Mosely wants to restore. Personally I'm going to grow a few tomatoes in it.

Big Al (again)

CREWE HERITAGE '88 - A PERSONAL VIEW

Travelling to Crewe for the opening day of the season, I was wedged in a plastic pig. (a class one-five-two or one-five-five or one-five something), B.R.'s latest attempt to force people off the railway. It made me happy to think that for the next couple of months my weekends would be spent amongst real examples of railway motive power. Could this year be as much fun as last? - I doubted it.

Arriving at the Heritage Centre, I took out my I.D. and flashed it at the girl on the entrance gate. She wasn't impressed. "What's That?" she scorned. After convincing her that my BE card was valid access to the site, I was allowed in to Colditz Heritage Centre. The first semi-human life form I came across was fuhrer Mosley strutting about with his two-way radio (obviously tuned into Radio 1), followed at a respectful distance by his little yorkshire quisling winteringham and S.S. Kommandant Roy Owen sorting out his surgical appliance for the day. After saluting and exchanging what passed as pleasantries, I started to explore the exhibits.

The APT sat there like a caged lion (still, I suppose it's better here than in Vic Berry's scrap line). Then after studying the two ex-B.R. diesels of classes 25 and 47, standing forlorn and waiting attention, I made my way toward the lines where the main exhibits were kept. You would sensibly think that at Crewe Heritage Centre you would find examples of all that was good from the LMD or constituent companies. - Not a chance. You can imagine my feelings of sheer horror and total disgust, when there came into view an obnoxious, pathetic, effeminate little green thing with a copper cap and sporting GWR on it's sides. As no Holy water was available at the time, I tied two sticks together to form a Crucifix, and walked past the demonic little object as quickly as possible, chanting the Lord's Prayer and asking forgiveness for the Heritage Centre Management, (Does Mosley go to Confession?). From this vision of Hell, I was quickly transported to Paradise, as there

before me, all that was correct and proper in railway terms - 6201 Princess Elizabeth. Our chairman and Roy Kerry were under the old girl doing something together, I won't comment as I'm not one for spreading malicious gossip.

After paying my respects to the Big Red Engine, and examining the little "Lady Armaghdale", The GWR tank from Loughbrough, and the smart OG shunter painted in LNWR livery on loan from B.R. The Crucifix had to come out again on passing a particularly grubby GWR 56xx tank. "How much more copper-cap nonsense have they got here". I asked myself - "perhaps it's to show the Crewe public how not to do it". The rest of the weekend was spent in the SE shop, a boring but necessary job as it helps to generate a fair amount of cash for the Association. The highlight of this first visit was a collection of Nubile young Ladies demonstrating popmobility as part of the so called Health and Beauty week. The sight of these young supple female forms heaving, throbbing, pulsating, panting, gasping, and - Oh I've got to stop this, had a stiffening effect on my own muscles. It seemed to have somewhat the same effect on Dave Healey, who nearly fell off the GCR tank watching them, or was he trying to pole vault without a pole. ("The amorous adventures of Dave Healey at Crewe", or "Confessions of a passed fireman", follow later).

There was one locomotive present that I have yet to mention. Which from the second weekend onwards took up most of my time on site. This being an example of the finest designed diesel locomotive ever to run in this country - class 52, D1041 Western Prince, The proud owner of this magnificent beast, one Dave Edleston, an elf-like, workaholic, jovial sort of character, and completely nutty on railways, was astounded to find so many people willing to help with the engine. Anyone who thinks that working on a preserved diesel loco is easier and cleaner than working on a steamer, better forget it. After helping to change, with the aid of a mobile crane, one of the heat exchangers in a torrential downpour. Cleaning out the two cab-end cavities that house the reworking blind

boxes, and four side inspection ports which were all full of oil, rust, transmission fluid, fag packets, and cigar stubs (wealthy drivers on the western), all congealed into a dirty sludge, and never been cleaned out in the 26 year life of the loco. Also attempting to fill a 70 gallon hydraulic transmission with a watering can, in turn filled from a series of 10 gallon drums, where more fluid is going over you than in the transmission, no, they are just as dirty as each other.

During the summer, there were many 'Theme' weekends, as mentioned earlier. One complete week was concerned with 'Health and Beauty' (yours truly was the star of the show of course). Other attractions were a 'Strong Man' weekend sponsored by a local brewery, a 'Sixties' weekend with visiting ageing bands/artists of that era, and a 'Transport of Delight' weekend with various preserved old cars, buses, lorries etc, and some local car dealers showing off their latest plastic offerings which all looked the same. There was also the weekend of Crewe carnival when various floats descended upon us starting their journey around the town. One of the floats was from Leighton Hospital, and was accompanied by some stunning young nurses, one of whom strolled up to our sales shop where we were all assembled for lunch. She was dressed in (here we go again), a very mini nurses uniform with low cut top, mini-skirt, black bra, black suspender belt and black stockings, and carrying a little (black) charity collection box. I was just starting my chicken and chips, when she enquired if I had anything for her 'box' and would I give her a quick mouthful. No comment! (-what a pity I wasn't eating sausage and chips).

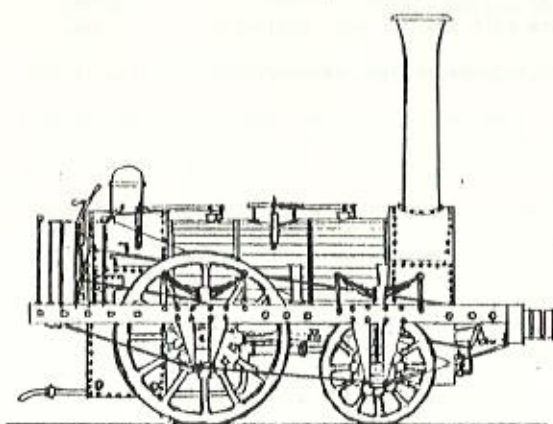
The best weekend, and probably the highlight of the season, was on August 21st, when 6201 headed the first steam hauled train to leave Crewe station for over 20 years. Forty members/friends of the Association had a block booking on the train which was sold out within a fortnight with next to no publicity, we had a thoroughly enjoyable run to Chester and Shrewsbury before returning to Crewe about lunchtime. The train ticket also gave passengers free admission to the Heritage Centre in the

afternoon. When we were able to see 6201 leave with the repeat afternoon trip.

The season ended with the usual jovialities of hose pipe water battles, and the laying, (unknown to the footplate crew), of detonators on the line for the last couple of runs with the engine. Dave Healey had to change his underpants. To cap it all a great party was arranged for the Wednesday night where Healey got seduced, and yours truly was legless - Surprise! All in all it was a great season, and from a personal point of view, more enjoyable than '87, it's a pity more members don't get involved as I'm quite sure they would enjoy every minute. It was also nice to see us attract a dozen or so new members, some with an interest in diesels as well as steam.

So on behalf of all members involved at Crewe this year, a big thank you to Tony Mosley and his staff (?) for allowing us to help out again doing something we really enjoy. Here's to next year.

Al Bennett. (Big Al)



"The Planet"

Photographed at Rainhill

by: Geoff Smith

13th October 1829.

(See next article).

"THE PLANET"

THE BASIS OF THE MODERN LOCOMOTIVES. (PART ONE)

BY GEOFF SMITH

Stephenson's Rocket has sometimes been cited as the progenitor of the modern locomotive. Don't believe it for a minute. Although she covered herself with glory at Rainhill and had a multi-tubular boiler she proved to be quite unsatisfactory in traffic and was almost completely altered mechanically within her first eighteen months of existence. She was followed by the slightly larger "Nothumbrian" type, of the same 0-2-2 configuration, but with the firebox inside the boiler (Rockers was a separate item, bolted to the back of the boiler proper), near-horizontal cylinders, and a smokebox. Rocket also had her cylinders lowered, and was fitted with a smokebox. Despite these improvements it was soon recognised that the 0-2-2 type was a developmental dead end and something better was needed.

On September the fifteenth 1830, the opening day of the Liverpool and Manchester Railway, the answer lay on board ship in the Mersey in the form of "Planet". She was a 2-2-0 with horizontal cylinders under the smokebox and a boiler/firebox design which set the pattern for almost all future steam locomotive construction. Both axles were under the boiler barrel and the frames were outside and wooden. There were four subsidiary inside frames fixed to the rear of the smokebox and the front of the firebox. These all had bearings on the driving axle, which with those on the outside frames, gave six in all. This was done more to absorb piston-thrust than for load-bearing purposes because at this date, and for some years afterwards, crank-axles were fabricated and very prone to breakage. On later

built Planets the inside bearings carried no weight at all. The wheels of the earlier examples were wooden with iron tyres, but later ones may well have had spokes made of gas-piping, as this feature was included in Robert Stephenson's patent of Oct. 1833, which covered various details of the new larger 2-2-2 type, the Patentees.

Valve gear was of a rather primitive "gab" type, and is worthy of further description as it shows some of the difficulties faced by early engine men. It needed a foot-pedal and three levers to reverse the engine and two of the levers were in motion on the footplate whenever the engine was running. There were only two eccentrics, one for each valve, and they were fixed together as a unit running loose on the axle and capable of being moved a short way along it to engage with a lug on one side or the other (for forward or reverse gear) which locked the eccentric cluster to the axle and transferred the drive. A normal slip-eccentric would have been simpler, but would have made it impossible to reverse when the engine was moving, the only means of braking. The eccentrics were controlled by the foot-pedal. From each eccentric a rod ran forwards (hinged immediately in front of the eccentric to allow for the side ways movement) passing between and coming out in front of the cylinders. A notch (or gab) near the front of the rod sat over a pin on the lower end of a rocking lever in front of the cylinder, and the top end of this lever drove backwards to the valve, which was above the cylinder. To reverse the engine one of the levers on the footplate was used to lift the gabs on the eccentric rods clear of the pins on the rocking levers. The valves themselves were then reversed by means of the other two handles on the footplate, each of which was connected to one of the rocking levers. The distance each valve had to go was up to the driver's judgement, but should have been to the same distance on the other side of its centre point of travel that it had attained when the engine stopped. The regulator would now be opened and the engine should start to move.

As it did the foot-pedal would be used until the lever took up the drive and started to move the eccentrics, and the first lever would be moved back to allow the gabs to drop back over the pins and again actuate the rocking levers to the valves. Simple eh? To reverse on the move it was only necessary to operate the foot-pedal. There was no means of notching up to use the steam expansively. That had to wait for the invention of the Stephenson Link, itself a logical progression from the later more sophisticated gab motion using two eccentrics per valve of the type which can still be seen working on "Lion".

The Planets had a 0-4-0 counterpart in the "Samson" class, which apart from the wheel arrangement, were practically identical. Both types were built in the early 1830's and many modifications and improvements were made.

Due to the small size of the plates then available, over twenty went into the boilers which were only three feet in diameter and six foot six inches long. The joints at the base of the firebox and round the firehole door gave trouble and several methods were tried ranging from rivetting the inner and outer plates directly to each other, through imaginative use of angle iron, before arriving at a U section channel, not unlike modern foundation rings and fire-hokey rings. Inner fireboxes were originally made of iron plated which tended to blister, and some engines went through three or more fireboxes in two or three years. A change was made to copper which greatly eased the problem. Boiler tubes were also copper, and various thicknesses were used, but on the L & M coke was burnt instead of coal and this saw them off in fairly short order so they were changed for brass. Iron tubes with copper ends were also tried, and sometimes a mixture of the different types could be found in one boiler. Firebox stays were of iron, but there were no roof stays, just angle iron bolted to the crown to stiffen it up, but there were longitudinal stays through the boiler.

(part two to follow in next issue).

OH NO! NOT LLANGOLLEN AGAIN

As most of you are no doubt aware there are probably more BE members actively involved with the Llangollen Railway than with any other preservation site. Why this should be the case is perhaps hard to understand for some of our fraternity, particularly as the BE Association draws its support almost totally from ex LMS territory. Well, what then are the reasons for this apparent anomaly? Distance is probably number one as, apart from the recent Crewe Heritage Centre Development, Llangollen is as close to the BE heartland as any of the obvious alternative sites and half the distance of the nearest major established railway, for those who wished to get involved in playing full sized trains. Secondly and perhaps even more importantly the Llangollen Railway was developing from infancy at the very same time as the BE Association was getting off the ground itself. This probably gave the BE member looking for something to add to his excellent BE social life and occasional locomotive servicing, the opportunity to get in and be a part of a railway whose progress desperately needed a new influx of volunteers and where footplate work was closer than ten years on a cleaning rag away. With a regular train service to run there was, and still is, a place waiting for everyone who is prepared to overlook the colour of the engines. Add to this the scenic splendour of the countryside of the Dee Valley, the super lively little town of Llangollen and laying railway tracks into the sunset what more could anyone want?

Anyway, enough of this trumpet blowing, Paul only asked me to write down a list of what was happening at Llangollen this year, so here goes.

The pattern of train operations for 1989 is very similar to that which has been established over the past three years. The season opens on Sunday 19th March (one week before Easter) and continues

with steam operation every Sunday until the end of October, Saturdays in June, July, August and September plus Bank Holiday's, Whit Week and daily from 24th June to 10th September. We also operate an off-peak diesel service using our hybrid Class 127 / Class 105 green liveried DMU set on Saturday's in April, May and October as well as midweek in Easter Week, June and late September. Finally we will be running Santa Specials starting on November 26th, then on each weekend until Christmas, plus a couple of midweek days before and followed by seven more days of Mince Pie Specials between Boxing Day and New Years Day. That's a hell of a lot of trains for a railway so small. We struggle a bit but in the end we always seem to get by. For those interested, events during the season are as follows:-

April	8/9	Foxcote Manor A.G.M. Weekend
April	22/23	Thomas the Tank Engine Weekend
May	20/21	Llangollen Jazz Festival
June	10/11	Thomas the Tank Engine Weekend
June	26/30	Schools Week
July	5/9	Eisteddford Week
September	16/17	Transport Extravaganza Weekend
Sept/Oct	30/1st	Thomas the Tank Engine Weekend
November	26th	Santa Specials
December	2/3	" "
"	9/10	" "
"	16/17	" "
"	21/24	" " (provisional)
Dec/Jan	26/1st	Mince Pie Specials

What else can you expect to see at Llangollen during 1989? Well, we had hoped to operate our first diesel weekend, although this now seems unlikely as we cannot readily bring in visiting diesels for the weekend due to our lack of B.R. connection, and are therefore reliant on the resident fleet. Class 14 D9502 along with 25-313 look non-starters for 1989 although there is a chance for sister loco 25-279 later in the year. The only definite new modern image performance this year will be by newly overhauled and green liveried O8-195 now reverted to D3265 complete with 88A shedplate. Splendid as it looks an O8 plus DMU possibly falls somewhat short of today's expectations of a preserved railway diesel weekend. However both items should be much in evidence during this year.

Steam will therefore be the main attraction once more for 1989 although sadly for some it looks like being an all Great Western Show folks! Along with 7822 Foxcote Manor we are expecting a six month visit from Tyseley's pannier tank no. 7760 and if B.R. reject the private offers for the Settle-Carlisle line a second Manor in the form of 7828 Odney Manor. Not a bad line up, I think, for the Buggleskelly of railway preservation! We got beaten to the draw by the Swanage Railway over the SVR's Ivatt 2-6-0 No. 46443, maybe another year, although Premier line fans might be consoled if Tommy Walton and Co. get Hunslet 0-6-0 St Darfield No 1 up and running in its pseudo LNWR Colours.

Llangollen Goods Junction Signalbox should be open for business for the first time in 21 years this summer complete with complement of lower quadrant signals (western of course) which will allow trains to pass enabling the Llangollen Railway to operate a two train service for the first time. The box has been built from the heap of rubble that existed only 2 years ago and incorporates parts from several other boxes in the Chester/Wrexham area. Coaches continue to be purchased apace by almost anyone with a £1000 or two to spend. The fleet having mushroomed from 2 vehicles to 24 in only three years, latest acquisitions being two of the original green and cream West Highland

set and a Miniature Buffet from Fort William. The previous chocolate and cream dominance is now under threat from a pro LMS gang who plan to hijack each incoming coach and give it the blood and custard treatment at Chester before releasing it to the railway., latest victim being a corridor first. Despite the blow of the failure of an MSC scheme to lay the track to Deeside loop hopes are again high with our thoughts turned towards hiring railway contractors to complete the job. A public limited company is to be formed and share issue launched with the aim of extending the railway from 2 to 5 miles within a couple of years. Here's hoping!

Yes, it's all happening on the Llangollen Railway. What better way to spend £6 than joining the LRS, SE Association subscription excepted? You won't regret it although the missus might.

Mike Laurence.

P.S. "Yes I do", Signed Mrs Laurence, on behalf of the children,
House and Garden.

"YOU DRIVE ME CRAZY!"

The SE dinner dance took place at the Red Lion Hotel, on Saturday 10th of December. The food was excellent, as usual, even Big Al had enough (to eat). Dancing followed to music from AROUND the '60's. Requests had a railway theme, e.g. 'Do the Locomotion' for Nigel, who wouldn't dance, and 'You drive me crazy' for Tom Walton, the day's driver at Llangollen.

All 32 people who attended thoroughly enjoyed themselves, but what a pity there weren't a few more to make a real hoo-down. Special thanks to Chris Smith who brought a Mini-Bus full from Winsford.

'The Ed'

PAULS PUZZLE

FILL IN THE MISSING NAMES:-

LOCOMOTIVE SUPERINTENDENTS AND CHIEF MECHANICAL ENGINEERS

LMS

GEORGE HUGHES	1923 - 1925	_____	1932 - 1944
_____	1925 - 1931	_____	1944 - 1945
_____	1931 - 1932	H. G. IVATT	1945 - 1947

LNWR

JOHN RAMSBOTTOM	1857 - 1871	C. J. BOWEN-COOKE	1909 - 1920
_____	1871 - 1903	_____	1920 - 1921
_____	1903 - 1909	_____	1922

GWR

_____	1837 - 1864	_____	1877 - 1902
_____	1864 - 1877	_____	1902 - 1921
_____	1877 - 1896	_____	1922 - 1941
_____	_____	_____	1941 - 1949

LSWR

_____	1835 - 1841	_____	1878 - 1895
_____	1841 - 1850	_____	1895 - 1912
_____	1850 - 1871	_____	1912 - 1922
_____	1871 - 1878	_____	1923 - 1937 SR
_____	_____	_____	1937 - 1949 SR

NAMES:- W. ADAMS, G. ARMSTRONG, J. ARMSTRONG, J. BEATTIE, W.J. BEATTIE, H.P.M. BEAMES, O.V. BULLIED, G.J. CHURCHARD, C. COLLITT, W. DEAN, D. DRUMMOND, C. FAIRBURN, H. FOULER, D. GOOCH, J.V. GOOCH, P.W. HAWTHORTH, E.H.J. LEMON, R.E.L. MAUNSELL, W.A. STANIER, R.V. URIE, F.W. WEBB, G. WHALE, J. WOODS, G. HUGHES.

Try doing it with the names covered;

(solution next issue)

SOME P.R. TOPICS

Re-introduction of "Member's Notes" at our monthly meetings has helped to keep those attending, up to date on a regular basis with happenings concerning the Association. However, for those who are not able to get to Northwich often, some details of recent publicity matters are received here.

Once more, Crewe Heritage Centre provided a marvellous "shop window" for the Association last summer and we have maintained a fairly high profile on site as a result of our tenancy of the garden-shed style building used by the Carnforth - Steamtown organisation in 1987. Thanks are due to Graeme Brocken from 'IOA' for arranging this on our behalf and also for supplying a good range of railway relics for us to sell (on a commission basis) thereby boosting our own fairly meagre stock. The building has been useful in other ways, notably as a changing room/overalls store for our regular volunteers and also allowing wall space inside and out for display of posters, photographs and other 'GE' publicity material. Takings at the shop were quite good, despite only limited mid-week opening and generally poor public attendance. Often the shop has had to be manned by non-members (special thanks to Andrew Robinson in this respect) and once more it has to be said that we could have done considerably better with more volunteer assistance from the membership in this field. However, we must not appear ungrateful and takings have been substantial enough to have made the operation well worthwhile.

Activities at Crewe have led to our group coming to the attention of a yet wider circle of person's not only members of the public (a good number of whom have ultimately taken out Association membership) but also allowing contact with a fresh selection of loco owning organisations and persons from within B.R. Notable contacts in this field have been made with Class 52 D1041 'Western Prince' owner David Eddleston and B.R. Crewe Area Manager Jan Glasscock. The latter gave us an ex-

cellent talk on B.R. operations in and around Crewe at our January Northwich meeting and we are hoping David too will be able to give a presentation later in 1989.

The local and railway press has been kept well briefed regarding our activities, but by and large coverage has been a little disappointing in this respect. We have had small mentions in "Railway Magazine", "Rail (Enthusiast)", L.C.G.B. "Bulletin" and possibly others, although most publications appear to have carried items about Crewe Heritage event's without mentioning our involvement. The newspaper "Steam Railway News" has been most receptive to our press releases and did a nice feature in their 3rd-10th June issue. We have also recently had a mention in the "What's on in Warrington" free information booklet.

Introduction of bi-monthly meetings in the Warrington area have so far met with limited success, but the format appears to have been popular with those who have been able to come along and there would seem to be a strong enough base upon which to build for the future. We have attracted quite a few non-members to the Warrington meetings, which could prove useful for membership expansion in future. With an influx of Crewe-based new members recently we have not been able to establish something similar in South Cheshire. In the meantime I would urge all those who possibly can to come along to our Friday meetings in Warrington (details elsewhere) where a warm and convivial welcome awaits you.

As you can see we are trying our best to keep the SE Association in the public eye and will be continuing in similar vein throughout the coming year.

Alan R. Ashurst.

MEMBERSHIP RATES:

The membership rates are as follows:-

Ordinary	-	£6.00p	Junior/OAP	-	£3.50p
Family	-	£8.00p	Life	-	£70.00p

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

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

INFORMAL MEETINGS

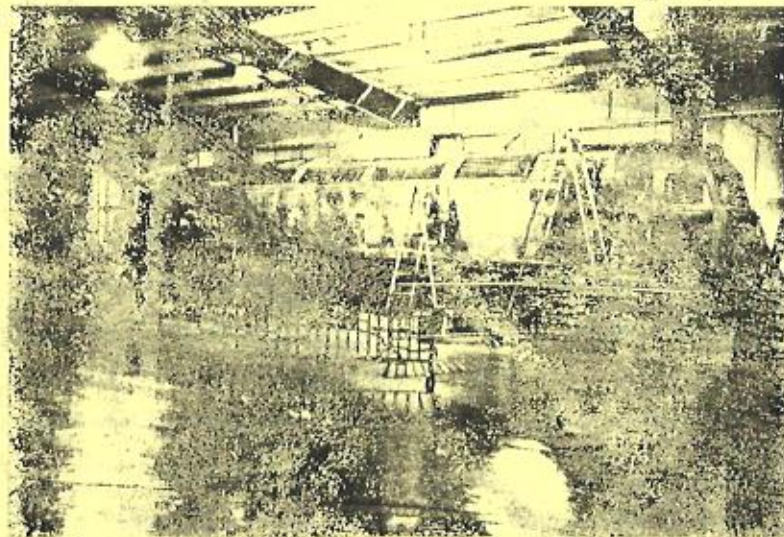
Fancy a pint (or two!) and a natter? Then come and join us in the Lion and Railway Hotel every Tuesday evening (except second Tuesday) when you will find a group of like minded individuals enjoying the same atmosphere. Easy to find as it is across the road from Northwich station and meetings start around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

PHOTO'S ON REAR COVER

TOP: SE member's at work on the Crewe Heritage Centre's preserved Brush Type 4 diesel D1842 (47192) in December 1988. The excellent facilities for restoration are all too evident.

BOTTOM: Allan Bennett is seen at work during January 1989. Already the loco is beginning to lose its blue image. Work is in progress every weekend and also on Wednesday nights, newcomers are most welcome.

Both Photo's are by M. Lenz.



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