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MAGAZINE



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**ISSUE 28**

**SUMMER 1989**

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50p

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BY 10.10.89  
Cover:- HYUN D7018 AT THE SEVERN VALLEY DIESEL ENTHUSIASTS MEETING.

PHOTO: M. L. G. H.

# EDITORIAL

Hi! Many thanks for the kind words for the first issue. I already have a number of ideas for improvement and I am happy to listen to your constructive comments.

This issue we can look forward to a Diesel Weekend Report; the story of the Beyer Garratt; the 'Westerns'; Part two of Geoff Smith's 'The Planet' article; the stationary beam pumping engine and the mystery museum.

There are the usual updates on Crewe, Llangollen etc., plus letters and the puzzle to keep you amused and busy. I am grateful to the people who have sent in articles, the variety is excellent. I thought I would lay down a challenge to our members, how about an article on one of the following for the next issue:-

1. Current D.R. liveries
2. Carriage Developments
3. The "Britannia" class
4. Childhood steam memories

All articles however short will be gratefully received.

A further question is, should we allow a page or two of advertising to pay for glossy photo's colour etc.. Who will advertise? Will we support them? I am prepared to develop this possibility if you, the members, wish me to. So let me know your views.

Yours

Paul Yates.



A TRIBUTE TO THE LATE JACK STREET.

Jack Street, boilermaker, welder, fitter, plumber, you name it. Jack Street was the man. I have only known Jack a short while, 2½ years to be exact, but from the very first handshake I knew this was a warm friendly man and a real character. As a member of 6201, or 'Lizzie' as better known, I became a working member, travelling to 'Lizzies Winterbase' at Hereford regularly, where Jack, Roy Kerry, Alan Birchall and I became known as the 'Crewe gang', usually getting all the heavy and dirty work, and Jack gave as good, if not more than anyone, his skill and knowledge of steam engines are well known throughout the preservation world, but I was in awe and pride of his work on 'Lizzie'.

Jack also held the SE in high regard and always had a good word and sound advice for everyone even the smallest enquiry would see Jack take time to explain patiently and thoroughly. I for one had much to learn about steam engines, and if anyone could help me along the way it was Jack.

Everyone in the Preservation movement, including the SE, will miss Jack Street and as one who knew him well, albeit only briefly, I felt I'd known him all my life. Men like Jack are few and far between.

Colin Worrall.

A SPLENDID WEEKEND

The weekend was of course The Diesel Weekend at the Severn Valley Railway. A merry bunch of seven members went on Alan Bennett's arranged weekend with bookings at a local hotel with bed & breakfast included.

Alan picked three other members and myself and we set off for a good bash. We arrived after some erratic driving, by the big man himself. After booking in at the hotel we dumped our gear and headed for the Railwayman's Arms at Bridgenorth Station. A good pint of two was consumed and the talk soon turned to the loco's present or, what we thought were present. Having been at Bescot Open Day the week before with D1041 "Western Prince" we knew that the "Warship" Class 42 D832 would not be there, because it failed the ultra-sonic axle test. It should have travelled with the Western to Bescot, as well as the Diesel Weekend. So with this knowledge we knew the timetable had changed considerably.

While at Bridgenorth Station we crossed the bridge, a dangerous practise in the dark, without much light, and viewed the shed. In the station was the "Hymek" D7018 from Didcot Railway Station with it's pre-heater on, ready for the days work ahead. The loco also was at Bescot Open Day. This weekend was to be it's first passenger run in preservation. More about this loco later. After a few more pints we retired to our hotel and a good night's sleep.

Day 1 - Saturday:-

After consuming a good breakfast we set out for Bridgenorth Station. If it had not been for my planning the night before from the timetable we would be stranded. Anyway our first train was the 09.55 from Bridgenorth to Highley. It was booked D1013 Western Ranger. A message came down the line saying the "Hymek" had failed. The problem was a blocked fuel filter. So the Western was sent light engine to help out the "Hymek". The loco we eventually had to Highley was a G.W.R. 2857. One of our bunch was not amused at all. After much steam bellowing we reached Highley. With all trains now running about ½ an hour late. "Western Prince" roared into the station featuring a Southern Region indicator dish.

The train was of course packed to the brim with everybody hanging out of the window at all stations and especially the climb out of Hampton Loade Station



Day 2 - Sunday:-

The day started early with a good breakfast. One member looked the worse for drink, but that's another story. The first out was the Class 14 "Teddy Bear" which eventually made it, due to fog on the motorway the day before. Due to the breakfast we missed it, so our train was to be the beautifully turned out Class 25 No.7633 in two tone green. I'm sure it was not this colour originally. The run was to be from Bridgenorth to Bewdley, depart 09.02 - arrive - 09.52. Waiting at Bewdley for the first Hydraulic of that day D1041, this was to be the highlight of the weekend for myself and others. Dave Eddleston, the owner of D1041, invited us into the back cab, but only three at a time. I was left in the coach with David while Richard, Alan and Mike took control to Arley where Richard climbed down and I jumped into his place. We got going, we reached 45mph with a load of 10, which is a good run, we reached a maximum speed of 50mph, but that did not last long enough. I had to get out at Hampton Loade, where David Eddleston rejoined Mike and Alan who took the rest of the journey all the way to Bridgenorth. The third trip planned from Bridgenorth to Arley a journey of 8 1/2 miles with Deltic 55016, this was the only loco available to keep to the time table of the most hydraulic miles possible within the weekend. It was nice to compare the two loco's on some stretch of line but the Western clinched it. This was my first trip behind a 'Deltic' I now see why they were so well liked, the amount of clag (exhaust) was unbelievable, at last we arrived.

With only two minutes to cross the platform which we managed D1013 Western Ranger pulled in bang on time and looking great. The run was to Bridgenorth to arrive at 12.39. We departed at 12.02 and arrived on time. The train was packed of course with many now familiar faces on board. Having arrived at Bridgenorth we learned some bad news, the "Hymek" D7018 had failed again, due to a bolt holding the tension arm, one bogie had sheared off. Having grabbed some food for dinner we boarded D1062 for a non-stop run to Kidderminster. D1062 powered out of Kidderminster with load of 11 as if there was no weight at all. This was probably the best run of the weekend. There were two more runs planned Hampton Loade Return. Going up was the GWR 2857, we arrived and climbed out and across the line to the platform to wait for D7633. It chugged

where there is a substantial climb. After reaching Bridgenorth all of the members viewed the shed where photo's were taken. After crossing the foot bridge we waited for our third train of the day. The train was the well turned out L.M.S. 4-6-0 "Black 5" NO. 5000 still sporting BR shed plate no less! The journey was from Bridgenorth to Kidderminster, a good trip of 16 miles was had behind it. It was now dinner time, so we set off for some food at the nearest canteen. Luckily we got there before Big Al!

The trip back to Bridgenorth was behind the superb looking "Western Courier" with D1062 put into the route indicator blinds. A reminder to what the drivers did during the last year or so in B.R. service. The sound of the twin Heybock's was unmistakable. It came into the platform where hundreds of people were waiting with cameras. With photo's taken I had a look around the cab of 'Courier', with the drivers permission of course. Inside was placed a plaque to commemorate the Rainhill 150 Anniversary. Back to business, the loco duly ran round and backed onto the stock. With a lot of planning before hand we arranged by one means or another to get the first compartment. The time came to set off, this is where the fun began. With these loco's being one of my favourite classes as if you had not guessed, it was also my first run behind them and by no means my last either. We departed at 14-21 and arrived at Bridgenorth at 15-29. A great run was had, once the loco arrived it was unhooked, and ran down the yard, up past the stock and back again into the shed. The next train out of Bridgenorth was D1013 "Western Ranger" at 17-05 to Highley arr. 17-39. That was to be the last train of the day for some of us. But one amongst us was to do the beer special. For the people who don't know what the beer special is, let me explain, the bishers who are already lubricated get well and truly nipped when the train gets back to Bridgenorth. We stayed in the Railwayman's Arms on the station and watched the state of the people as they stumbled off. Probably the laugh of the night was where I saw a guy walking down the middle of the 4 foot towpath Kidderminster with six cans of ale in his hand. I wonder if he made it? or was it Richard trying to get back to work.

into the platform with a load of 10. We boarded to see what the 35 could do at the hill. Although it did extremely well, for a class type 2 locomotive. But the difference was there to be seen. That was the last train of the weekend although there were other trains, but we had to leave.

Locomotives at the Severn Valley Diesel Weekend:-

<u>HYDRAULIC LOCOMOTIVES</u>	<u>MILEAGE</u>
Class 14 "Teddy Bear" D9516	0
Class 35 "Hymek" D7018	0
Class 52 = D1013 Western Ranger	15½
= D1041 Western Prince	26
= D1062 Western Courier	48
Total Mileage	69½

#### DIESEL ELECTRIC LOCOMOTIVES

Class 25 D7633	19½
Class 55 = 55016 Gordon Highlander	8½
DMU 3 Car set	0
Total Mileage	28

#### STEAM LOCOMOTIVES

LMS "Black 5" 5000	16
GJR 2857	13½
Total Mileage	29½

TOTAL MILEAGE FOR THE WEEKEND 147

\* The "Hymek" D7018 failed second day, D7633 (25) took over it's duties.

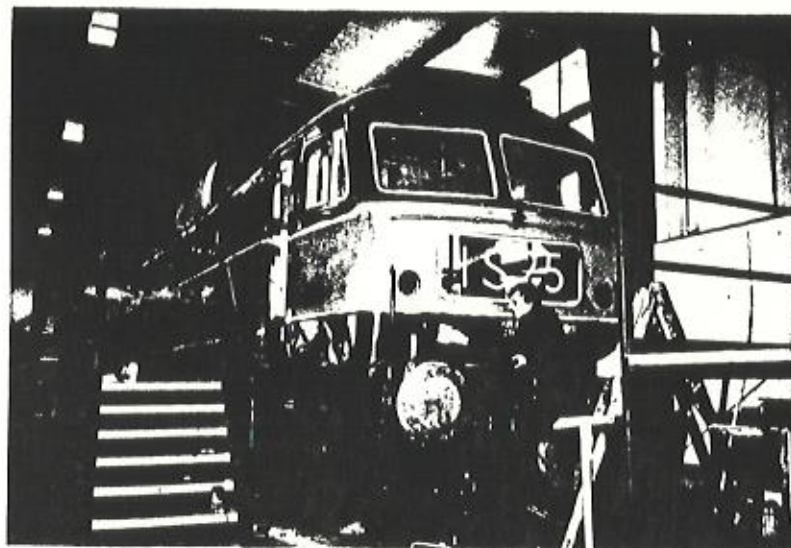
LEE JOHNSON.

#### SEVERN VALLEY DIESEL AND ELECTRIC GROUP

Spring '89 at Crewe has been spent on D1812 (47192), and within a few weeks we will have the first preserved working class 47- sorry, brush type 4. Exterior paintwork is 99% complete. No. 1 cab will be finished shortly, that just leaves a few minor mechanical and electrical jobs need to be done, then it's press the green button and pray - all hail the sulzers.

In the near future, unfortunately, we will be losing D1011 WESTERN PRINCE as Dave Edleston is taking it back to Bury to earn itself some money on the East Lancs Rly. A sad loss to us, but you can't blame Dave for wanting the loco to earn it's keep. It is hoped the mythical shunter will appear at Crewe shortly. No doubt requiring some attention, and looking further into the future it is hoped to make a start on 25003 (D5233), returning it to some sort of presentable condition.

So, if some of you kettle bashers fancy a change, come on and give us a hand.



Coming on!

D1812 at Crewe



The smokebox came down to enclose the cylinders, doubtless keeping them nice and warm, and the smokebox door was a flat plate bolted on all round with no hinge. This was standard practice at the time. In some engines the blast pipe was well up inside the very tall chimney, and in others it was low down with a downward extension of the chimney forming a petticoat as in modern practice. Fire throwing was a great cause for anxiety, it being quite common for the train to be set on fire, to say nothing of the surrounding countryside, so spark arresters were needed. Again several types were tried, from a sort of venetian blind affair across the tubeplate which diverted gases down to the bottom of the smokebox which was kept part-full of water, to a coarse gauze on top of the chimney. The latter was the more successful.

The first regulators were simple plug valves in the steam pipe just below the firebox mounted dome, but later a butterfly valve was fitted inside the front tubeplate.

As usual at this time the boiler pressure was only fifty pounds and two safety valves were fitted, sometimes two spring balance valves, sometimes one of these, and a tamper proof lock-up type. The need for the latter is evidenced by the story of the driver of "Northumbria" which stuck on Sutton bank one day with a goods train. He screwed down the valves and for good measure hung coupling chains on the levers, then leaving the regulator open he got off and walked ahead where from a safe distance he shouted abuse at the engine until it made enough steam to move. He climbed back on as it came past and at the top of the bank removed the coupling chains, whereupon the loco blew off so violently it could be heard five miles away. On top of that he hadn't told the fireman what he was doing and this individual had waited unconcernedly on the footplate. No wonder boilers gave trouble. Pressure gauges, where fitted were wildly inaccurate and could be twenty pounds out according to contemporary reports. De Pambour, who the L & M allowed to conduct experiments with and on their engines eventually invented

a more satisfactory gauge.

In 1835 Mr Fyfe, the foreman at Orisall Lane shed fitted the first whistle to be carried by an L & M loco, and they then came up like mushrooms on all the others in a matter of weeks.

Boiler feed water was supplied by two crosshead driven pumps which caused endless problems until the invention of the ball type non-return valve. Some engines also had hand pumps so that water could be put into the boiler with the engine standing still. Injectors were still years in the future.

As already mentioned the frames were wooden, but in 1832 the inside subframes were changed for iron rods the front ends fixed to the rear of the smokebox and the rear ends forked to take brass bearings running on the crank axle and free to move vertically in guides on the front of the firebox. This arrangement was itself replaced by rigid iron frames shaped to form guides for the crank axle bearings and once again fixed to the smokebox and firebox. Springs were originally underslung but were later moved above the axleboxes and were sometimes double, one mounted upside down above another. Speeds were usually under twenty m.p.h. and loads less than a hundred tons, although both were exceeded on occasion. In December 1832 driver Patrick Fenwick was carpeted for running the thirty miles from Liverpool to Manchester in sixty eight minutes. His plea of a strong following wind (which was quite likely to have helped) did not save him from a reprimand. A record of one each of the 2-2-0 and 0-4-0 types at work on the Glasgow and Garnkirk Rly built to the then usual Scottish gauge of 4'6" states that the 2-2-0 "St. Rollox" regularly drew sixteen wagons of four tons gross each, but once drew twenty three (=92 tons) and that such a load was "very injurious, by straining the working parts". The usual load for the 0-4-0 "George Stephenson" was twenty wagons (80 tons) but it had "frequently drawn twenty eight (112 tons) at a rate of ten or twelve miles per hour", and at the opening of the line drew thirty three

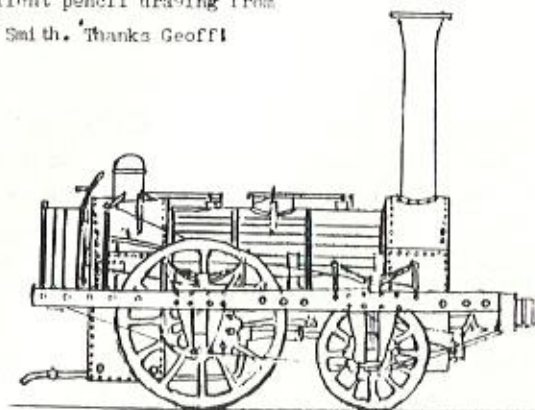
plus two filled with passengers. On another occasion it was claimed to have hauled sixteen empties weighing a ton each and a coach with nine passengers covering a mile in a minute and a quarter. As this works out at fifty m.p.h. I am inclined to doubt it, although an even higher speed was later claimed for "Rocket" when working on the Bampton Rly.

In fact the Planets and Samsons quickly knocked themselves to pieces in traffic. In 1832 when the L & M loco stock stood at twenty nine, it was not uncommon for only about a quarter of them to be servicable. Detail design and construction was poor, and they were very small engines, Planets having only five tons of adhesive weight and the Samsons weighing about ten and a half tons with a full boiler. The inside frames fixed to the front of the firebox and the drawgear fixed to the rear would tend to pull it apart. In fact the boiler formed the main rigid component of the engine. Traffic quickly outgrew their capacity and few lasted in service for very long. Three of the L & M Planets were scrapped after only two years. Others were sold or rebuilt, sometimes as 2-2-2's. The Samsons didn't do much better, though a few were rebuilt as 0-4-2's. One Planet lasted long enough in America to be photographed and a Samson still survives there. Albeit heavily modified. None survive in Britain and looking at the likes of Lion and Columbine which came so soon after them it is not hard to see why. Nonetheless they were a quantum leap over Rocket and her kin and embodied a layout which lasted to the end of steam. They must surely be regarded as the true great grandparents of the steam locomotive as we know it.

Geoff Smith.

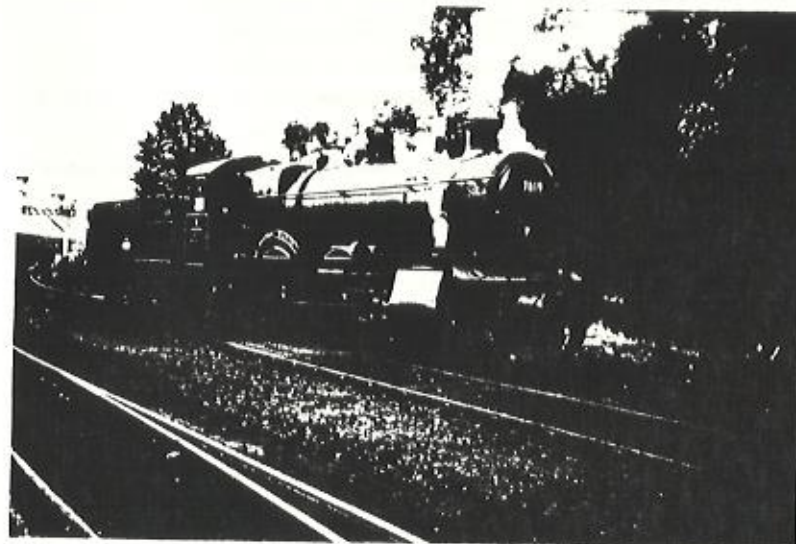
# 'THE PLANET'

An excellent pencil drawing from  
Geoff Smith. Thanks Geoff!



## MANORS.

Hinton Black, Foxcote Green or Odney Green. Which do you prefer?  
Below is 7819 Hinton Manor in steam at the Severn Valley Railway.  
7821 Ditchat Manor could be the 3rd Manor if Llangollen progress  
is made with Ken Ryder. Editor.





## THE MYSTERY MUSEUM.

Not a hundred miles from Northwich there is a Museum which contains, among much fascinating engineering history, a fine collection of locomotives of unusual variety. There are Marrow Standard and Broad Gauge, Shunters Freighters and Expresses, Ancients and Moderns, Steam Diesel and Electric. Guessed the location yet? Perhaps the Stock List will help you to pin down the location of this excellent Museum.

"Novelty" (1829) 2-2-0 Replica.  
Beyer Peacock (1873) 2-4-0T 3'-0" Gauge Ex- Isle of Man Rly. No 3. "Pender".  
Vulcan Foundry. (1911) 4-4-0 5'-6" Gauge Ex- Pakistan Rly. No 3157.  
Hawthorn (1927) Bo-Bo Electric 500V. DC. Ex-Lancashire Electric Power Co.  
Barclay (1930) 0-6-0 Pireless Shunter. Ex- Brimsdown Power Station.  
Beyer Garratt (1930) 4-8-2+2-8-4 3'-6" Gauge. Ex-South African Rly. No 2352.  
Derby (1944) 4-6-0 Stanier 'Black 5' No 44806.  
English Electric (1944) 0-4-0 Electric Shunter. Ex- GWR.  
Gorton (1950) Bo-Bo 1500V. DC No 76039 "Hector". (Cab only, Control demo)  
Stephenson (1951) 0-4-0ST Ex C&NBR.  
Fowler (1952) 0-4-0DM Ex- Clayton Aniline Co. Ltd.  
Gorton (1954) Co-Co 1500V. DC. Ex- Royal Nederland Rly. No 1505 "Ariadne".

While most of these exhibits are static, the Barclay Pireless and the Stephenson Saddle Tank are rostered to provide steam trips every weekend. These steam runs actually pass through the oldest passenger railway station in the world! If you haven't guessed the location by now, go to the bottom of the class!

Yes, it is the Greater Manchester Museum of Science and Industry. The Museum is part of the Castlefield Urban Heritage Park in the centre of the City of Manchester and is well signposted.

Other interesting features include :-

Textile, Printing and Machine Tool demonstrations. The Electricity Gallery. The Power Hall, with Mill Engines in steam daily. Underground Manchester. The Air and Space Gallery. The new X-periment Gallery, a hands on Science exhibit for young people from 8 to 80!

I hope to begin a series of articles soon which will be devoted to the Technical Specification and History of each of the Above locomotives.

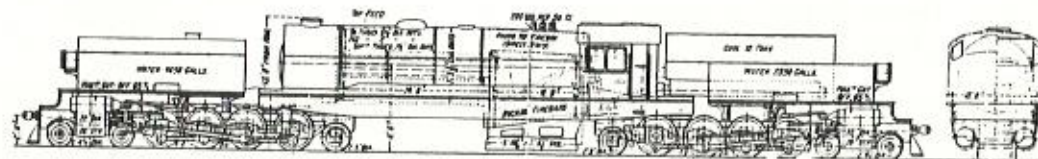
Ian Haselgrove.

## THE BEYER-GARRATT STORY. Part 1.

Herbert William Garratt (1864 - 1913) was born in London and served an apprenticeship in the locomotive works of the North London Railway. After a short period as a sea-going engineer, Garratt renewed his Railway career mostly in countries experiencing difficult operating problems, such as steep or mountainous routes.

In an attempt to solve these problems, he designed an articulated locomotive and took out a patent in July 1907. Later in the year, while working as an inspecting engineer for the New South Wales Government Railways, he submitted his design to Beyer Peacock. In November 1907, Garratt moved to Manchester to assist Beyer Peacock in developing his ideas for articulated locomotives.

The Garratt locomotive possessed many advantages over conventional designs. By placing the undercarriages at each end with the water and coal tenders on top, the boiler and firebox could be made larger and of better design. The driving wheels could also be larger providing higher speeds which together with the low placed boiler gave a more stable unit.



The Garratt soon proved itself and orders came in from all over the world. Various classes of Garratts were developed such as the GA, GC, GL etc. each with distinctive features. By the late 1920's the Beyer Peacock built Garratts were acknowledged worldwide as the finest examples of articulated locomotives. The name Beyer-Garratt was introduced in 1928 to distinguish them from competitors.

Whilst the Beyer Peacock name has always been associated with the Garratt, it will probably be a surprise to many to learn that only about two-thirds of all Garratts were built in Manchester, some being built by other British firms and many abroad. Of this other third, many were built under licence from Beyer Peacock whilst others were clearly 'pirated'.

H.W. Garratt died young but Beyer Peacock continued to develop the design. The last Garratt locomotive was built in 1958. Most went overseas but some were sold for use in Great Britain and were operated by both LNER and LMS.

In the next issue, Part 2 will deal with the Technical Specification and performance of one of the most powerful of these locos.

Ian Haselgrove.



## THE MAGNIFICENT SEVEN TODAY.

### The 'Western' Story continues.

You may be thinking what on earth has a cowboy story got to do with railways, although there are those that would tell you that there are such cowboys in the railway preservation field, but never one to point the finger, I shall refrain from saying where they can be found!

This particular story, however, concerns the current status of the seven preserved British Railways Class 1000 locomotives, the 'Westerns', or to give them their nickname, the 'Wezzies'. Built as successors to the Type 4, B-B, 2,200hp Class 42, 'Warship' series hydraulic locos they eventually totaled 74 examples and were built at both Swindon (30 locos) and Crewe (44) locos. After initial problems of one sort or another the class soon settled down to give excellent service on the Western Region of British Railways. The impressive design and styling of the locomotives soon gained them an enthusiastic following among the railway enthusiast movement, and with the withdrawal of the Class during the early seventies, not so much as a result of the class being life expired, but more a question of B.R. standardisation of its diesel fleet with all diesel electric locos instead of diesel hydraulic, seven examples were obtained for future preservation. Some locos were bought from B.R. by individuals such as Richard Holdsworth (D1013 Western Ranger) and Dave Edleston (D1041 Western Prince), or by groups such as the Western Locomotive Association (D1062 Western Courier) and the Diesel Traction Group (D1015 Western Champion), the full list of locos and their owners and present locations being as follows;

D1010 WESTERN CAMPAIGNER bought by Foster Yeoman Ltd, currently undergoing restoration at the Great Western Society, Dfident by members of the Diesel & Electric Group. When finished this loco will carry the name and numberplates of D1035 WESTERN YEOMAN.

D1013 WESTERN RANGER bought by Richard Holdsworth and currently

to be found at Bridgnorth, Severn Valley Railway where it is looked after by the Western Locomotive Association.

D1015 WESTERN CHAMPION owned by the Diesel Traction Group and currently at the former BREL Swindon Works.

D1023 WESTERN FUSILIER was secured by the National Railway Museum for their collection but is at present on extended loan to the Dart Valley Railway in Devon.

D1041 WESTERN PRINCE bought by Dave Edleston and currently to be seen at the Crewe Heritage Centre.

D1048 WESTERN LADY now owned by D1048 Western Lady Ltd, a group of individuals based in the South West of England, and is currently undergoing restoration at the Bodmin and Wenford Railway in Cornwall.

D1062 WESTERN COURIER owned by the Western Locomotive Association and normally to be found with its sister loco D1013 WESTERN RANGER at Bridgnorth, Severn Valley Railway.

The current status of the above locos with regard to their operational use is as follows;

D1010 WESTERN CAMPAIGNER has one engine currently operational with work now taking place on the second unit. Work is also progressing on the refurbishing of the cabs with new laminate being fitted to the control decks.

D1013 WESTERN RANGER is currently having electrical work done as well as having one of its cabs refurbished, and will be in operation at the Severn Valley Diesel Gala Weekend in May.

D1015 WESTERN CHAMPION is understood to have a axle fracture and is undergoing various other jobs whilst at Swindon, before it can eventually move to its new home on the North Yorkshire Moors Railway.

D1023 WESTERN FUSILIER is at present receiving attention to one of its engines at the Dart Valley Railway's workshops at Buckfastleigh.

It is hoped to have this loco in operation again on the Torbay and Dartmouth line in the not too distant future.



D1041 WESTERN PRINCE is currently in operating condition however some work is required on the electrical side and some small jobs also remain to be done.

D1048 WESTERN LADY requires work on both engines and also considerable body restoration and this is currently taking place at Bodmin General Station and it is hoped to have the loco back in working order within the next four or five years.

D1062 WESTERN COURIER is currently operational and will see service at the Severn Valley Diesel Gala weekend in May.

So what does the future hold? Certainly, the time will come when the preservation movement can boast seven working Westerns, and maybe they might even be allowed to once more grace the West of England main line with their power and speed and the sound of Maybach engines can again be heard over the banks of Dainton and Hemerdon, come on B.R. it's upto you, we have done our bit! When that day comes we can all then ride off into the sunset as a fitting end to a exciting story.

'D1048'.

.....

## CAPTAIN DICK

( OR PUT ANOTHER WAY THE DADDY OF TIME A.L.)

In the late 18th century, massive stationary beam pumping engines were the ultimate in technology, and in this era Britain led the world. At this time probably the greatest exponent of this technology was one John Newcomen, who, in 1712 engineered such a machine to pump water from a mine at Dudley Castle.

Next came James Watt and his associate Matthew Boulton who together raised the art of atmospheric steam engines to the highest pinnacle, and whilst also making a lot of money in the process, effectively cornered the market with patents and legal red tape thereby stifling prospective developments in steam engineering.

It was into such an era that Richard Trevethick or 'Captain Dick' as he was known to his friends, emerged into the spotlight. As Watt and Boulton's patents expired in 1800 Trevethick came to develop certain of their ideas and within the came the germ of an idea, which, to Watt in particular, was anathema.

The use of higher than atmospheric pressure steam.

As we remember from our history studies early steam engines of the stationary type used low pressure steam beneath the piston, this was rapidly cooled by spraying the cylinder with cold water and the vacuum beneath the piston created by this process allowed atmospheric pressure to force the piston down. As the pressure equalised the rods at the other end of the beam pulled the piston up and the whole process began again.

This "old hat" process was not for Captain Dick, his thou his were. Use high pressure steam! He also reasoned that if the steam can act on the piston to turn a wheel, then why not make the whole contraption propel itself.

His first effort in this field was a mixture of bitter/sweet. It was not a locomotive, but a steam powered road vehicle known as Captain Dick Puffer. Apparently all went well on the trial run and Trevethick was so pleased, that he decided to do the time honoured thing (steam fanatics are all the same), and got smashed with his mate in the local boozery. Unfortunately he forgot to fill the boiler of the 'Puffer' and the inevitable happened. Trevethick going down in history as the first "plug dropper" actually the Puffer exploded into bits. This did not dismay our hero however and he soon recovered his wits and with a clean pair of underpants developed his ideas into the first recognised



steam locomotive. In 1803 or thereabouts, after success with a high pressure pumping engine he arrived at Coalbrookdale Iron Works where he built the worlds first railway locomotive no details of which appear to have survived. His second loco apparently of similar design was constructed at the famous Peryclamen Iron Works at Merthyr, South Wales, so, on 22nd of February 1804 this loco sallied forth amongst much jubilation to haul a 10 ton load of iron to Abercynan for transfer to ships waiting there. The loco managed the task with distinction and secured for the ironworks owner, one Samuel Hamfray, the sum of £500 (History does not record if he stood his round during the subsequent arm lifting session). Spectacular as Trevethicks success was, the loco's life was brief, it proved too heavy for the plateway in use at Peryclamen, many breakages occuring, eventually falling into disuse, the loco passed into the mists of time.

One crucial observation attributed to this loco by Trevethick was the effect of the exhaust steam or blast of the loco on the fire, another not so notable fact, was that "It is much more managable than horses".

We now turn to the year 1808. On a pleasant green spot in the area where Euston Station stands, crowds gathered curious at the sight of a wooden stockade with a circle of track contained inside. Our hero was at it again! Posters distributed to the crowds read:- Trevethicks portable steam engine! Catch me if you can! All the fun of the fair! Captain Dick had developed the machine that one day would transform the world, and he used it as a novelty catchpenny!

The loco became known as Captain Trevethicks Dragon, and whilst its novelty value lasted Captain Dicks pockets were full of loot, but other things became fashionable and again Trevethicks fortunes took a dive. An interesting theory in historical terms suggests that a certain stationary engine now in the Science Museum preserved by none other than P.W.Webb of Creve fame, is in fact the remains of "Catch me, Who Can". What a nice thought! Soon afterwards Captain Dick decided that Britain had no future to offer him, and left to make his fortune in South America. He made it, lost it, and returned to England a pauper. He died in a Dartford Hotel forgotten and deserted by his friends, and so, the true father of the steam loco and inventor of the blast pipe, passed into history, but his legacy lived on, for in South America he met, one day, a young engineer out from England, they talked of steam locomotives. The young

man was Robert Stephenson! As a postscript, Trevethicks Peryclamen loco, or a replica thereof, can be seen at the Cardiff Miniature Museum and is steamed on special occasions. Nice to think Captain Dicks stay had a happy ending after all.

Phil Clayton & Tom Walton.

#### CREVE HERITAGE CENTRE UPDATE

As mentioned elsewhere, the Class 47 refurbishment is almost complete and it will be nice to see it out of the confines of the Exhibition Hall. Work has continued on the two EX-MCB Austerities, which now await a visit from the boiler inspector. We already have on site, the EX-L'S Black 5 5407, and 6201 Princess Elizabeth for the summer steam specials and by the time this magazine is in print, the two SR Bullieds, 34027 Taw Valley and 35028 Clan Line will have arrived. In mid-July, 4498 Sir Nigel Gresley (unfortunately) arrives, but (mercifully) only stays until the end of August. Looking further ahead, it is hoped that at the beginning of October 46229 Duchess of Hamilton, fresh from her recent overhaul arrives to take her part in the Winter Steam Specials. What a pity there are no EX-GWR engines available for the Summer runs. It would be nice to see Defiant or City of Truro on the North Wales coast - All Hail the GWR.

Besides work on locomotives other equally important jobs are waiting to be tackled, an excellent EX-MR MK1 BSK is in the midst of refurbishment, and when finished, will go as a support coach for the Class 47, and any other loco (1) that may need its services. We also have to dismantle a small signal cabin, adjacent to Basford Hall Yard, and transport it to the Heritage Centre for erection over the ground frame. Two or three of us were invited by one Barry (Tugboat) Daly - The resident Basford Hall shunter, (who incidentally is a sort of cross between Big Daddy and Arthur Daly, and will do anything for a bag of chips and a cheeseburger), To inspect this magnificent little structure which appears to be in excellent condition.

For those who remember it from last year, The Infamous Diamond Crossing at the west entrance to the Exhibition Hall has been replaced by a single point although some re-ballasting needs to be done. So you can see there is plenty



of work for anybody who wants to get involved. Just turn up and you will be made most welcome.

ALLAN E. BENNETT

(LATEST RECRUIT TO THE GWR CAUSE)

PUBLICITY REPORT - JULY 1989

Continuing developments at Crewe Heritage Centre and the implementation of the North Wales Coast main line steam plans has given us two major schemes upon which to build our publicity for the early part of 1989. Most of the "glossy" railway monthlies were contacted in January/February although only a few published anything of significance. However the fortnightly newspaper "Steam Railway News" has continued to be most receptive to our submissions and has published most of the information we have forwarded to them. It also helps that their production deadlines are much later than the monthlies, thus allowing us to get advice of changes to meetings dates venues, etc., into this publication if they appear at short notice.

We have also had something of a "blitz" upon the general newspaper scene in South Cheshire, as we endeavour to set up a local branch organisation in Crewe. By and large the Crewe papers have been quite helpful (especially the Crewe Guardian), after tying up information supplied by us to wider articles and photographic displays on the Heritage Centre itself. Other avenues have also been explored and a splendid centre-spread appeared in the May edition of the "Tower" Latchford Parish Magazine about our Warrington Area Group activities, this journal having a large circulation in the South of the town.

Our relationship with B.R. S.L.O.A. and A.R.P.S. continues to progress well. At meeting and fixtures it is pleasing to report that efforts to get information across to the membership are being very well received and the "Members Notes" plus wall displays of press cuttings seem to be read avidly by those attending. Much "midnight oil" burning is required to keep these facilities on the go, but it is reward enough when the effort appears to be appreciated.

THANKS FOR YOUR SUPPORT.

ALAN ASHURST.

CHESHIRE AREA GROUP

A splendid night was enjoyed at the Earl of Crewe in late February when the Association was pleased to present its own talk and slide show on the Cheshire Lines Railway and 'SE' activities to a very large (over 60) audience. The move away from the Heritage Lecture Theatre was brought about by on-site rebuilding work, which unfortunately served to have us cancel the April meeting at rather short notice as the Hall was still not available to us; apologies for any disappointment this will have caused.

Our membership base is expanding rapidly in South Cheshire and there seems to be good prospects of support for Crewe area fixtures. The next should be in late June when we intend to use Roger Nicholas's videos of the Crewe and surrounding area. However, the scheduled date of 27th June clashes with the first public steam trip "down the coast", so we may need to adjust the meeting by one or two days either side of this date; please check with any SE Association committee member beforehand if you are intending to come along.

WARRINGTON AREA GROUP

Meetings have settled down now to attendance levels of 30/35, which is adequate to keep going (although we could get another dozen in quite easily). At the time of writing, Len Clarke is about to provide a video/slide show at our May meeting, on his many various railway restoration projects. After this we hope to present a review of the forty year life of the locomotive club of Great Britain (founded 1949) at the meeting on July 28th courtesy of Eddie Bellard, backed up with some of his excellent & extensive slide collection. A further video show, probably with a Southern/London Area theme, will be presented in September.

Do come along if you can - a warm SE Welcome (as always) awaits.

ALAN ASHURST



PAUL'S PUZZLE 1 - SOLUTION:

<u>IMS</u>	GEORGE HUGHES	1923 - 1925	W.A. STANNIER	1932 - 1944
	H. FOWLER	1925 - 1931	C.E. FAIRBURN	1944 - 1945
	E. LEMON	1931 - 1932	H.G. IVATT	1945 - 1947
<u>LMR</u>	JOHN RAMSBOTTOM	1857 - 1871	C.J. BOWER? COOKE	1909 - 1920
	F.W. WEBB	1871 - 1902	H.P.M. BEAMS	1920 - 1921
	G. WHALE	1903 - 1909	G. HUGHES	1922
<u>GNR</u>	D. G. OCH	1837 - 1864	W. DEAN	1877 - 1902
	J. ARMSTRONG	1854 - 1877	G.J. CHURCHWARD	1902 - 1921
	G. ARMSTRONG	1864 - 1896	C.B. COLLETT	1922 - 1941
			F.W. HAWKSWORTH	1941 - 1949
<u>LMR</u>	J. WOODS	1835 - 1841	W. ADAMS	1878 - 1895
	J. GOOCH	1841 - 1850	D. DRUMMOND	1895 - 1912
	J. BEATTIE	1850 - 1871	R.W. URIE	1912 - 1922
	W.J. BEATTIE	1871 - 1878	R. MAUNSFUL	1923 - 1937 SR
			O. BULLEID	1937 - 1949 SR

PAUL'S PUZZLE 2:

CAN YOU THINK OF A STEAM LOCOMOTIVE NAME FOR EACH LETTER OF THE ALPHABET ?  
IF YOU FIND THIS EASY, TRY ONE MAJOR COMPANY.  
A SOLUTION NEXT ISSUE,

FEATURES AND EVENTS 1968/7

JUNE	10/11	TRIAS TRIP ENGINE WEEKEND.	LLANGOLLEN STEAM RAILWAY
JUNE	13	SPEAKER, TO BE ANNOUNCED.	RED LION, BARTON.
JUNE	17	PHOTOGRAPHERS WEEKEND.	LLANGOLLEN STEAM RAILWAY.
		7822 Foxcote Manor 7828 Odney Manor 0-6-0 FT 7760	
		(All in Steam)	
JUNE	27	"CREME" 7.30 p.m.	CHURCH HERITAGE CENTRE
		(Date could be altered)	
JULY	5-9	HITTEDFORD WORK AT LLANGOLLEN	
JULY	11	RED LION, BARTON.	
JULY	28	WARRINGTON GROUP. 7.45 p.m.	ST. HILDA'S CLUB, LATCHFORD.
		"The locomotive Club of Great Britain" by Eddie Belkass.	
AUG	8	SOCIAL EVENING AT LION & RAILWAY, NORTWICH	
		<u>NOT</u> THE RED LION, BARTON.	

LETTERS TO THE EDITOR

THE EDITOR  
GE MAGAZINE.

THE WINJERY  
BASFORD HALL  
CREWE, CHESHIRE.

Sir,

It has been many moons since I last put pen to paper concerning the GE Association and it's connections with the abhorrent products of Swindon works. It has come to my notice (through Big Al's reminiscences of Crewe Heritage '88 in the last GE magazine) that your members are once again suspected of cavorting with copper caps. My last warnings have obviously not been heeded. Crucifixes and Holy Water may be adequate protection against the likes of Parniers, but against the larger Cess Pits and Septic Tanks like Manors and Castles, you would need the combined efforts of the Pope, the Archbishop of Canterbury, the Ayatollah Khomeini, Ian Paisley, Margaret Thatcher and Salman Rushdie.

As it will be impossible to assemble together all the afore mentioned personages five times a week on platform 12 at Crewe Station this summer, I have ordered BR and SLOA not to include any GWR loco's in the pool for working the Steam Specials. (If you doubt my ability to be this just count how many copper caps go under the wires this year). Turning to another GWR - linked problem, I have decided to ban anymore GE members becoming involved with the Magic Roundabout (better known as the Llangollen Railway). This disgusting collection of half breeds, philistines, vagrants, alcoholics, cowboys, wimps, gypsies and nutters are having a detrimental effect on your association, as they all have these twisted leanings towards the GWR.

Reports are reaching me of strange satanic rites being enacted in the shed yard at Llangollen. Rumour has it that they have a statue of Brunel, similar to the one at Paddington, which is rolled out on the night of the full moon, when after various sacrifices have been made, they commence to dance around the statue naked, gurgling strange chants about the broad gauge. (not a pretty sight - imagine Rimmer). A couple of my Crewe Clax Club under-cover agents, disguised as child molesters, are secretly at work trying to halt these disgusting practises. - LHM up or parents into Berwyn, please boys. (coded message).

Finally, the most horrendous happening since my last communication with you, was the brilliant total destruction of Swindon 'A' shop. I disguised myself as a leper to blend in with the locals, and paid a visit to the Wiltshire Hotel to personally witness the GWR's annagaddon. The scene of 150 years of their vile engineering malpractices was utterly destroyed in a few days. GWR is dead, Crewe has won!

You will hear further

Yours ISAMBARD JACKSON COLLETT.

On the several occasions I have visited Llangollen, I have failed to see alcho-hic-olice nutters or anybody dancing in the nude. Therefore I must of been at the wrong times. Please all you LLANGOLLENTES let me know when the next 'satanic' rites will be taking place so I can join in. Yours Chris Smith.

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. LIGHTBOWN, 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 & 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: BRUSH S'LLER D7633

LO/WH: D1062 WESTERN COURIER & D1014 WESTERN PRINCE  
UNDER SPATTERS ORDERS AT DEVEREY VALLEY DIESEL WORKSHED.

PHOTO'S: N. LHM.  
(using a special lens).





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