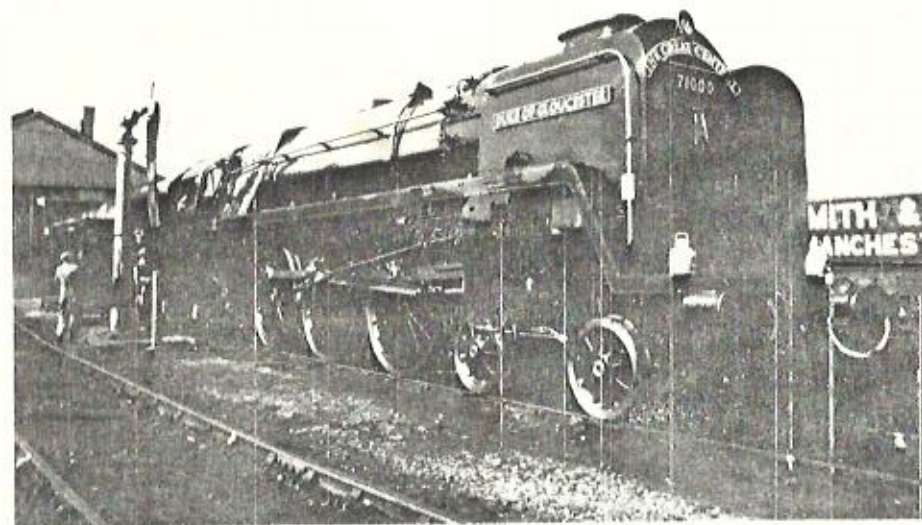


THE  
**8  
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MAGAZINE



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**ISSUE 29**

**WINTER 1989**

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50p



# COMMITTEE MEMBERS 1989

HONORARY PRESIDENT:	1 Graham Roughseuge	(NORTHWICH 782344)
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NORTHWICH AREA OFFICER	1 Vacancy	
WARRINGTON AREA OFFICER	1 Alan Ashurst	(WARRINGTON 32995)
CREWE AREA OFFICER	1 Vacancy	
CREWE HERITAGE CENTRE (SA)		
SUPPORT GROUP OFFICER	1 Allan Bennett	(WARRINGTON 602680)
DIESEL GROUP OFFICER	1 Allan Bennett	(WARRINGTON 602680)
ADDITIONAL COMMITTEE OFFICER	1 Ian Haselgrove	(051 928 5914)
MAGAZINE EDITOR	1 Paul Yates	(WINSFORD 558075)
NEWSLETTER EDITOR	1 Alan Ashurst	(WARRINGTON 32995)

May 1990 will see the 10th. anniversary of the 'Rocket 150' celebrations, with the consequent revival of steam activity at Northwich M.P.O. which this brought about following the 1980 '8E' Open Day. As these events led directly on to the formation of our Association, we feel it is important to begin to look back upon our own history prior to organising tenth anniversary celebrations of our own in 1991. Accordingly the next issue of this magazine will be scheduled for May of next year and will pick up on some of these themes. Any articles/photos/features which are appropriate to the 1980 activities at Northwich should be forwarded to the Editor by the end of MARCH 1990 at the following address:-

P. Yates, Esq., The '8E' Association,  
2, Thames Place, Winsford, Cheshire.

Cover photograph:- Current home of B.R. Standard Class 8P Pacific 71000 'Duke of Gloucester' is Oldcot (81E) Shed, where the depot now forms part of an extensive complex operated by the G.W. Society. Look out for this loco heading northwards to Crewe again early in the New Year.  
(photo: P. Yates; 27th May 1989)

Photos inside rear cover:- It's the '8E' and the 'North Wales Coast Express' again, folks! Top: Lee Johnson & bystander discuss the work of Colin Mansell and Geoff Smith with 'Lizzie' at Chester; Bottom: 'Clan Line' ready for the 'Right Away' at Rhyl.  
(photos: A.R. Ashurst; August 1989)

## EDITORIAL

Merry Christmas! Oh, Sorry, but this is the Winter issue and the shops are full of goodies, so I might as well pass on the best wishes of myself and the committee. This has been a very exciting year, with the North Wales Coast Expresses, our activities at Crews Heritage Centre, and the developments around the railway world.

Next year will be the 10th Anniversary of the Open Day at Northwich Motive power Depot, that gave rise to the forming of the 8E Association. As well as pens, badges etc. to commemorate this event, we hope to replace next Summers magazine with a special 8E - 10 years magazine. So now, to you all. a big — HELP! Please look up any slides or photographs of 8E activities. and please loan them to me. for a bumper, all photo issue. All will be returned unharmed, unfrightened and unscathed. We hope to print and sell many extra copies to boost our funds and publicise our association, ready for 10 more years. The date to send in these. plus articles will be April 20th. Many thanks for your support.

Yours

P. Yates.

Crewe

Rugby

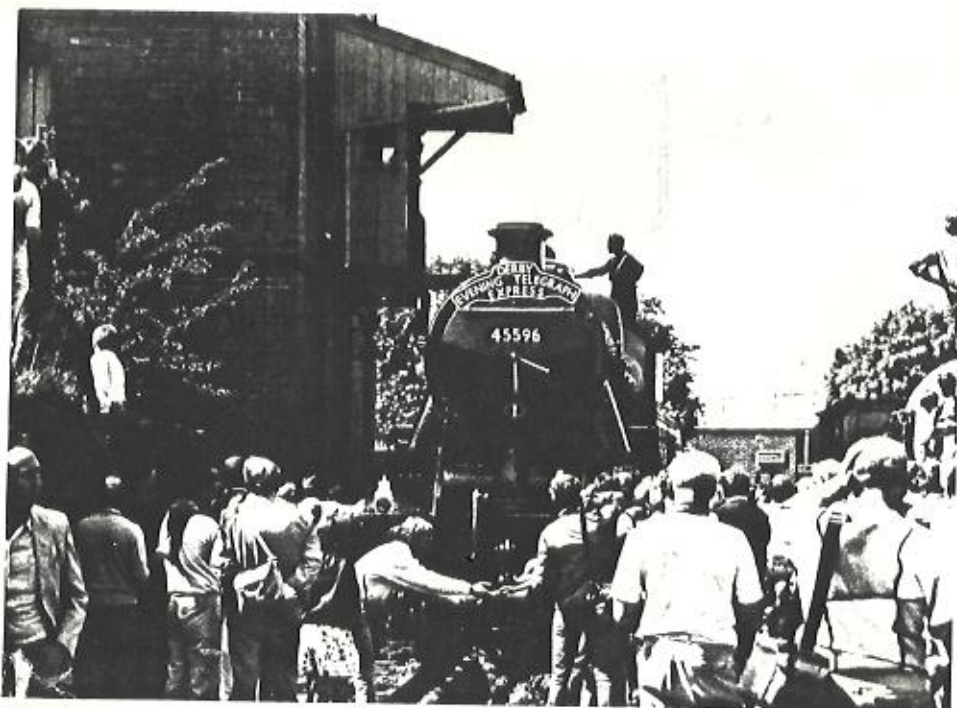
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1 Restored 3rd Carriage at Didcot.  
2 45596 "Bahamas" visits Didcot 27.5.89.



## PUBLICITY & AREA GROUP REPORTS

Attention continues to be drawn to the Association via mentions in a number of publications. A most notable example was with the article in the July issue of 'Railway World' by Ted Strouts of the Merchant Navy Locomotive Preservation Society on the journey of 'Clan Line' from Carnforth to Crewe in February. Two most complimentary references to our group were made in this feature; we would like to thank the MNLPS for mentioning us in such favourable terms.

Our own recent press releases to the national railway journals have however not met with much success, sad to relate. Are we too small of a group to be newsworthy, I wonder? One quite notable exception has been the fortnightly newspaper 'Steam Railway News'. This publication has consistently responded to submissions we have made concerning our meetings and other activities. No matter what your general attitude to the style of journalism in this paper, we have no hesitation in continuing to recommend to the membership anyone who is prepared to feature a certain amount of 'SE' material in a positive manner. We have infact just been approached by 'Railway Magazine' editor Peter Kelly with a view to his doing a feature on the Association; he will be paying us a visit shortly to organise this.

The Autumn/Winter Season is traditionally the time for collector's fairs, model shows and such like. We will be attending a number of these in the locality as a means of raising funds and advertising our activities to a wider audience. Help with this sort of work is not arduous but often time consuming, especially when most of the duties with transporting setting up, manning and dismantling the stall fall upon the shoulders of no more than 3 or 4 regulars. Could you help in the valuable task of promoting the Association in this way? If so, please do not hesitate to contact myself, Mike Lenz or Colin Worrall to find out where our next appearance will be.

### WARRINGTON AREA GROUP

Our small band of regulars continue to gather on the last Friday of alternate months at 7.45pm in St. Hilda's Clubroom, Slater Street, Latchford, for a selection of film/slide show entertainment. A variety of pubs are also



used on other days for general social gatherings. The Friday meetings have become well enough established to ensure medium - term continuance, but a larger attendance (current average is only 20-25) would help to streng then our position. Admittedly the surroundings are perhaps not very salubrious, although they suit our purpose well. There is easy access for parking and good public transport links (bus stop adjacent). We have the ability to provide catering facilities on a moderate level and due to my local contacts we are not charged for the room. Also being conveniently close to my own residence, transport of equipment and refreshment stock is relatively easy. We are particulary geared to family groups and we welcome attendance from wives girlfriends and supervised children. Do you fancy joining us now and again? You don't have to stop for the full night - if going for a Friday "pint" in town, why not leave home an hour or two earlier and spend the first part of your evening out with us. Forthcoming dates are:-

Friday 24th November : "1989 British Main Line Steam Review"

(slide show by Russ Burrows)

Friday 26th January : Railway films with a B.R.Eastern Region Flavour

(steam and diesel)

Friday 30th March : Talk/Slide show by local B.R.Driver

(to be confirmed)

#### CREWE AREA GROUP

By the time these rites appear we should have restarted our Crewe meetings, with a slide show on 31st October by Bill Chapman at the "Earl of Crewe" Hotel on Nantwich Road. As with the Warrington meetings the Crewe group fixtures are also intended to be held on a bi-monthly basis, although as the next is due to fall in Christmas week this will be shunted into early January. We are negotiating with Micheal Draper (Severn Valley Railway, General Manager) to act as guest speaker for this event. It is our long term aim to return to the Heritage Centre Lecture Theatre for these meetings, when the hall can be made available again. For the time being we will, however, need to keep options open for alternative venues, with the "Earl of Crewe" likely to remain favourite

so long as their room remains available on the nights we require. We are expecting organisational help from the Crewe Heritage Supports Association in the New Year and may eventually promote these fixtures jointly.

Do try to support the Warrington and Crewe events whenever possible: they compliment our regular monthly Northwich fixtures and there is little overlap in material used. We look forward to seeing you soon, and bring along a friend or two!

Alan R. Ashurst

Publicity/P.R. Officer.

#### 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 8.00pm.

#### 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.





DIDCOT - ALL SIZES TO SOUTHAMPTON

"I'm modelling Didcot".

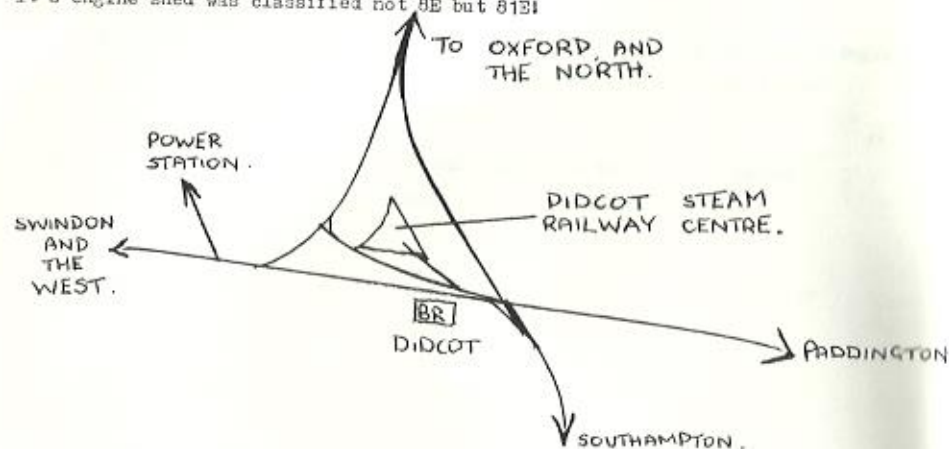
"Whatever for?" said an RE wag.

Making a model railway is extremely personal and getting all those details on a worksurface, on which all your favourite locomotives and stock can run realistically is like trying everything on a cafe menu simultaneously. Hence Didcot.

Didcot is compact and interesting in both the past and present tense. By considering the real Didcot, I think its value as a model railway subject will be clear. And for all those with a jealous hatred of the G.W.R. why not build a model, and blow it up!

My priorities were a G.W.R. shed with interesting loco's, water tank, coal stage and turntable; main lines running past with shunting opportunities. Didcot, south of Oxford, is situated in the triangle created by the Paddington - Bristol line; the Didcot, Newbury and Southampton line and the Oxford line.

\* Its engine shed was classified not 8E but 81E!



Among the famous expresses to pass were the 'Chiltern Flyer', the 'Red Dragon', the 'Bristolian' and the 'Capitals United'. The main source of interest to me was the loco shed. My plan was to build a collection of steam engines that were actually at Didcot, ranging from the earliest to the latest. My research proved that there were many interesting internees. The early engines included 2-2-2 Queen class 1130 Gooch, all the assorted tank engines, 2-4-0 number 1334 from

M.B.W.J.R. and many 4-4-0 engines including 'City of Truro', 3717 later 3440. This engine was built in 1906 and stayed at Didcot from 1933 until withdrawal in 1948. The oldest I can find is 0-6-0 369 built in 1866 withdrawn from Didcot in 1925.

A large ammunition depot was developed at Didcot during the 1st World War and developed further in the 2nd World War. This led to Pannier tanks being fitted with spark arrestors, large unsightly 'buckets' on their chimneys. W.D. 2-8-0's were allocated to Didcot in 1943 - 1947 as were U.S.A. 2-8-0's and 0-6-0's. The oldest Didcot engines must be 8404, 8405 and 8406 L.M.S. 2-8-0's actually built at Swindon. These engines covered for 28XX and 53XX exported to join the war effort. I need to find out the exact livery of these engines.

Sometimes Didcot was allocated outshopped engines from Swindon usually for running in. This was how Didcot came to have County class 1007, 1015 and 1018, and also Manor class 7814, 7816 and 7829, admittedly at the end of their careers. Southern region engines visited from Winchester and Southampton. In November 1955, 70026 'Polar Star' was derailed at 50m.p.h. before running down nearby Milton Embankment. 157 people were injured and 11 killed. The driver failed to observe a speed restriction.

This sad tale explains how a Britannia came to have a long stay at Didcot. So, a varied and interesting array of locomotives have stayed at Didcot over the years. However today, a visitor needs all day to see everything at Didcot's Steam Railway Centre based in and around the old shed, which remains intact. Locomotives include 0-4-2T, 1466, 4942 Maindy Hall, 5029 Nunney Castle, 5051 Earl Bathurst (or Dyslexic Castle!) 2-6-0 5322; 28XX 3822; PT's 3738, 3650; 45XX 5572; 61XX 6106; 66XX 6697 7808 Cockham Manor; 5900 Hinderton Hall; ST numbers 1338, 1340 and 1363. Nearly all of these are steamed on occasions. On my last visit on Saturday 27th May 'City of Truro' and 'Earl Berkeley' on loan from N.R.M. and Bluebell Railway, were double heading, 71000 'Duke of Gloucester' was 'on shed' while 45596 'Bahamas' paid a visit. (See cover photo). Add to this a range of carriages, a broad gauge line and excellent museum and shop and I recommend Didcot as a marvellous day out.

Back to my model, I think one 00 gauge model of every class I have

mentioned would make a fine collection, particularly if each engine carried a different, but accurate livery. Then 2 or 3 carriages from each era, and..... and..... the dream goes on.

Paul Yates.

Because of the above we have got a 3 bedroomed house for sale. To accommodate 'Didcot' we are now looking for a 4 bedroomed house, preferably with a cellar that I can lock him in. Any offer's?

Chris Yates.

#### MR GRAEME BROCKEN

The SE Committee and members would like to pass on their very best wishes to Mr Graeme Brocken who is leaving British Rail. We wish him every success in his new venture.

#### THE FUTURE OF STEAM AT CREWE

A highly successful season of steam expresses between Crewe and Holyhead has just ended. Already the vibrations from Crewe suggest that a further season of the North Wales Coast Expresses can be anticipated in 1990. What an exciting time to consider what may be achieved!

General feeling seems to be that locomotives that would have been seen on the run should continue the service. 'Lizzie' will be a favourite, the 'Duchess of Hamilton' must be too. I invite all members to draw up their 1st choice team - mine would be 'Britannia' 70000 in goal; Lizzie and the Duchess in defence with 'Taw Valley' in attack and 'Evening Star' on the sub's bench. You all have your own preferences.

Another train of thought (no pun intended) suggests that as we have a highly successful main line run in our midst, we should take the opportunity of experiencing locomotives that rarely come our way. 850 S.R. "Lord Nelson", 3440 G.W.R. "City of Truro". L.N.E.R. 4498 "Sir Nigel Gresley" (or "Silver Link") spring to mind. Again, draw up your own team. Should we 'enter the transfer market'?

The individuals who helped during 1989 have received the highest praise from S.L.O.A., Crewe Heritage Centre and the locomotive teams concerned. Well done, lads!

My only trip came in late August, a reward for 3 days of sandpaper rubbing and sweeping the floor. It was a Wednesday behind S.R. Merchant Navy Pacific "Clan Line". I arrived at 8.00 a.m. to find the M.N. lads and lass hard at work polishing. We humped many a bag of coal aboard the tender, before it was time to give off shed. At 10.15 a.m. the whistle blew and a hoard of photographers stepped back as the engine and 14 coaches left the station without a slip. Through the Railway Works we went, my head out of the window, my eyes avoiding coal dust but not wanting to miss a thing.

My foreman for the day was Geoff Smith. He is very calm and collected and very knowledgeable about what to see and where to see it. We raced past Beeston Castle at 60 m.p.h. the sun throwing our shadow across each field in turn. The Clan lads and lass were very friendly, not at all condescending



and we were invited to share the endless brews they produced. At Chester, we did our best with the narrow hosepipe, and were disappointed not to have refilled the tender but after 15 minutes it was "all clear!". We now followed the Dee Estuary with Hible Island, the Disco Ship and Talacre Colliery to see.

After racing through Rhyl and along the seafront we took water at Llandudno Junction, and this time Geoff and I were delighted to get the tank full. We also helped with shovelling the coal forward and felt we contributed well to what was a team effort.

We were unfortunately held up at Conway Bridge, as one diesel hauled express after another passed. Finally we threaded our way through the tunnels to Bangor, over the new rail/road bridge and across Anglesey to Holyhead. On the way we were straff-bombed by a couple of R.A.F. jets - fortunately only practising, future N.W.C.E. should carry a flatwagon with an Ack - Ack gun. At Holyhead we worked very hard despite a barrage of questions from train enthusiasts such as "Why has the 37 over them only one light?" I hadn't a clue!

"What time is the next ferry?"

"17.20" I replied promptly reading from the sign above my head.

Someone noticed one of our members was missing. This person arrived some time later, having just popped into a shop at Llandudno and returning to find the train had departed. They arrived at Holyhead on a Sprinter, having 'thumbed a lift'.

On the return I had a cab ride from Bangor to Llandudno. I was told the engines try to give each support member a turn, but this isn't always possible. I noticed the huge fire with a central crater that was fed from the sides, and the strange wheels of the injector, with the A.W.S. bells jangling the roar through the tunnels, and the regular whistles. The driver kept the clock at 62 m.p.h. yet at Chester an L.R.S. man said to me - "Be honest, he was doing at least 80, wasn't he?"

On arrival at Crewe at 20.20 it was engine disposal time. I was exhausted. Yet it was worthwhile, exhilarating, and I urge anyone interested to spend some weekends helping the lads at Crewe with a view to taking part in future.

THE EDITOR.

# PAULS PUZZLE

Last issue I asked you to have an alphabetical naming game. Some letters were very easy, but here are some possible answers for the more difficult ones.

G.M.R.	L.M.S.	S.R.	L.N.E.R.	B.R.
E. EARL BATHURST	E. TOOTAL BROADHURST	EXCALIBUR	EVERTON	EXCALIBUR
I. ISAMBARD KINGDOM BRUNEL	IRISH GUARDSMAN	ILFRACOMBE	ISINGLASS	
Q. QUEEN'S HALL	QUEEN MAUD	QUEEN GUINEVERE	QUICKSILVER	
U. USK CASTLE	ULSTER	UPPINGHAM	UNION OF SOUTH AFRICA	
V. VISCOUNT CHURCHILL	VINDICTIVE	VULCAN	VICTOR WILD	VULCAN
X. ---	---	---	---	---
Y. YIEWSLEY GRANGE		YEOVIL	YORKSHIRE	
Z.			ZEEBRUGGE	

A hint to the first person who can find a steam locomotive beginning with X. Incidentally the name VULCAN was carried by all 5 companies, not surprising, when he's the God of Fire!



THIS MONTH'S PUZZLE

Of course, you all know A.D.R. stands for Alexandra Docks Railway.  
So what do these initials stand for:-

- |                |                  |             |
|----------------|------------------|-------------|
| 1. M.S.W.J.R.  | 2. S.D.J.R.      | 3. H.B.R.   |
| 4. W.C.P.R.    | 5. L.T.S.R.      | 6. M.S.L.R. |
| 7. K.E.S.R.    | 8. G.C.R.        | 9. N.B.R.   |
| 10. L.B.S.C.R. | 11. G.N.S.R.     | 12. W.D.    |
| 13. S.E.C.R.   | 14. P.D.S.W.J.R. | 15. F.R.    |

EASY ? — TRY C.M.D.P.R. !

ANSWERS NEXT ISSUE.

LETTERS TO THE EDITOR

Dear Sir,

Who is this character who now & again bursts into print and condemns strongly G.W.R. facts & supporters? He obviously shows that he doesn't like them - poor soul. The deities that he calls upon to protect & cleanse him from G.W.R. are a waste of time - they could not help themselves never mind a G.W.R. man. He would have been far better calling on Stephenson, (George & Robert) Drummond, Gresley, and the like. Perhaps not Stannier, as he was a G.W.R. man who improved the Midland Products !!!

This character's remarks about people who perpetuate the C.F.R. are without knowledge and have certainly been dreamed up by a nutter. If he knew even the slightest thing about G.W.R. history he would realise that God's Wonderful Railway was practising advanced techniques whilst others were still messing about with the coal cart guage.

If a number of I.K.B. ideas were still in use today we would probably still have a rail system better than any one else in the world and which would have surpassed anything that road transport could throw at it.

Your correspondent, Mr Editor, is obviously very frightened of G.W.R. as he has to disguise himself and hide behind a pen name and the Glu Glux Clan in case he is got at and rectified, preferably by a battering with a lower quadrant signal. Failing that he could be dropped on his head from either the Saltash Bridge or the Avon Gorge Bridge (either would do) - to knock a bit of sense into him. He could of course be tied across the broad guage lines at Didcot and be run over - that would do him no end of good!!

The things that have happened to destroy the G.W.R. have been done by people like our simple friend who are full of hate & jealousy of all the good things that G.W.R. has done! But thank goodness we have people who run Llangollen and the S.V.R. & Didcot and lots of other G.W.R. things and get up these peoples backs.

Long Live The G.W.R.

Yours faithfully

J.H. Hill

P.S.

To get up their backs even further we could do with one or two people to give us a few talks on the G.W.R. That would sort out the men from the boys!

J.H.Hill.

#### FUTURE PLANS

Dear Editor,

I have now been a member for four or five years, and I have enjoyed the social evenings very much. I find I learn a great deal, keep up to date with the happenings, and enjoy friendly and humorous company.

I particularly enjoyed the evening when we had a visit from 'Piccoco Pete' Johnson. I found his talk hilarious, nostalgic and full of facts about life in the steam days that I could never have guessed at. So, fellow - members, how about a return visit in 1990?

Yours enthusiastically,

70000.

Dear 70000,

Thank you for your letter with its appalling handwriting. I too would welcome a return visit from Piccolo Pete. I wonder if any other members have any favourite speakers they would like us to invite back. Please contact me and I will pass on all suggestions, even non - G.W.R. ones to the Committee. The address for articles, enquiries and polite suggestions:-  
P.Yates, 2, Thames Place, Nun House Est., Winsford, Cheshire, CW7 3LG.

#### AN APPEAL FOR HELP

Many people have said how much they appreciate the publicity and advertising "wallpaper" which is provided on the club notice board and around the room on meeting nights. Being from a variety of sources it gives members a chance to look at differing angles on the news stories railway - wise as reported in a wide cross section of national and local newspapers. It was perhaps most noticeable at our Northwich meeting in October when, as a result of other commitments, I was unable to attend and so your usual view of railway stories through the eyes of the media was not available! All this material does not as you might imagine arrange itself around the room. It usually takes me well over an hour to do the job properly and so I really need to be at the Red Lion at around 6.30pm to get the task done. My usual arrangements are to catch the train straight to Hartford from Crewe after work and then, heavily laden with bags and boxes of publicity material, walk to Barnton (there being no bus service of any use at that time of evening). On occasion Mike Lenz or Colin Worrall will give me a lift down, although I really feel it is unfair to bring them away from home at 6.00pm when there is no particular need. However it takes me about an hour to walk from Hartford to Barnton, which is of course dead time that I could be using to "set up shop" as it were.

Are there any car - owning members living near to Hartford Station who could give me a lift up to the Red Lion on meeting nights I wonder? You wouldn't need to stop yourself of course; all I need is collecting at Hartford Station at about 5.55pm and dropping off at Barnton. You could then go home before returning to the meeting yourself later on, allowing me much more time to get the room set up with the various facilities which make your meetings more enjoyable.

If anyone could help in this way I would be most grateful if they could please 'phone me either at home (Warrington 32995) or work (Crewe 532128) or else have a word at the next meeting or social gathering.

Thanks in anticipation.

Alan Ashurst (Publicity Officer.)



54326 Churchward T.S.

H.M. Prison

STRANGEWAYS

Southall Street

MANCHESTER 9/9/89

Claire Raynor

Breakfast TV

BBC Television

LONDON W7 6BX

Dear Claire,

I am a man, aged 24yrs, and come from a large family. My surname may be familiar to you as my great grandfather was chief mechanical engineer for the Great Western Railway. My younger brother is unfortunately serving life in Broadmoor for multiple rape and driving whilst disqualified. My two sisters had their own business, the Erotica Visiting Massage Service, but gave it up when they realised they had lesbian tendencies towards each other.

My mother is a mentally retarded alcoholic, and refuses to have anything to do with my father since she discovered he is a practicing homosexual who has recently contracted AIDS. She is now pregnant by the Pakistani who owns the off - licence, and the doctor says her heroin addiction may affect my unborn half - brother.

Whilst inside, I have been writing to a charming girl of my own age, an ex - prostitute with six lovely children, two of them half caste and we plan to marry when I am released and her syphilis clears up.

My problem is, how can I bring myself to tell her about my great grandfather being chief mechanical engineer of the Great Western Railway.

Concerned - Manchester.

Steam engines get up too early,

It's Brasso and Cornflakes for me

Work hard and get Clan Line ready,

Until tender reflection I see.

My grimy, smiling face.

Hiss, flag, whistle and cheer,

We back into Crewe for some work,

Clan Line is ready and now she's in gear,

Appearing from out of the mark,

Are grimy, smiling faces.

Beeston does not get excited,

The Castle has seen this before,

The travellers that have been invited,

At the windows are becoming more.

Grimy smiling faces.

Then at Chester she fancies a drink,

Round the racecourse she finishes first,

Then along the beach to the brink,

At Llandudno she quenches her thirst.

Tea for grimy, smiling faces.

The roar of the steam through the tunnel

Bells clang as Britannia is past,

The smoke billows out through the funnel,

Somehow at Llandudno we lost.

A grimy, smiling face.

At Holyhead Clan has a rest,

Its tea for Inspector Beret.

Man the pumps lads just do your best,

But what puzzles the folks on the quay?

My grimy, smiling face.

Back at full speed to the shed,  
At 8. into Crewe we suppose,  
Clan Line is tucked up into bed.  
Hardly the strength to dispose.  
Of my grimy, smiling face.

PAUL YATES.

DATES, PICTURES AND EVENTS

November	14th.	Bob Casselden	-	'Merseyrail in the Eighties'	
		Talk/slides		Red Lion, Barnton	
November	24th.	Ross Burrows	-	'Main Line Steam Review '89'	
		Slideshow		St. Hilda's Clubroom, Slater St.	
				Warrington.	7.45pm
December	12th	A.G.M / QUIZ	-	T.Walton / P.Clayton	
				Red Lion, Barnton	
December	16th	<u>CHRISTMAS DINNER DANCE RED LION BARNTON.</u>			
Early January.		Crewe Area Group Meeting. Heritage Centre or Earl of Crewe			
		Micheal Draper		(Severn Valley Railway) invited.	

CHRISTMAS DINNER DANCE - DECEMBER 16th

Last year a small number of people enjoyed an excellent meal, disco and dance at the Red Lion, Barnton. Perhaps this year we can set a target of 50 people - members, wives, girlfriends and other friends to make a 1st class night out. A taxi or mini - bus between 8 does not cost a vast amount. Please forward any ideas for entertainment, e.g. unexpected presents to members of the Committee etc., and do, PLEASE support the event.

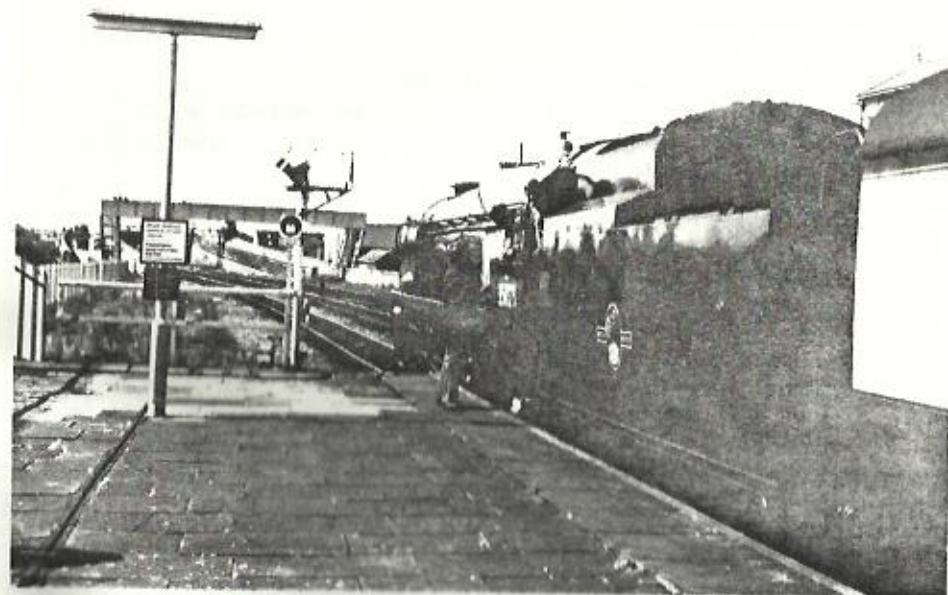
9-12 Warrington  
10-10 Rugby  
11-34 Northcote

Rivers  
10-27

11-42 Chazy

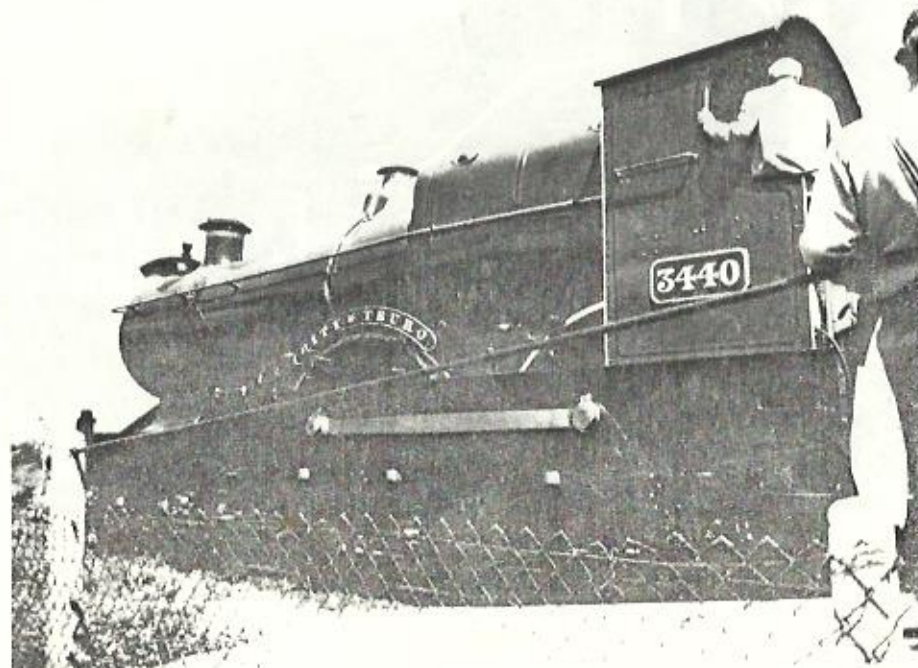
12-33

every





DIDCOT : MAY 1989



Outside framed 4-4-0 3440 'City of Truro'  
in operation on the short demonstration  
line at the Didcot Railway Centre, home of  
the Great Western Society's large & varied  
collection of former G.W.R. artefacts.

(photo: Paul Yates)