

THE
**8
E**
MAGAZINE



ISSUE 30

SUMMER 1990

50 p.

COMMITTEE MEMBERS 1989.

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EDITORIAL

A warm greeting to all from the Committee and myself. It is Summer 1990, and a decade has passed since Rocket 150. This issue looks back to that event and the part played by our members, who, in the next few months were to form the SE. Rocket 150 brought us together, so to speak. But let us not sink into nostalgia and flood the paper hankies. 10 years has seen a Spring blossom of preserved Railways, a mouthwatering recipe of mainline steam and much to look forward to in the future.

Who would have thought, in 1980 we would be travelling to see preserved examples of diesel classes 47, 45, 40, 31 and 25? Today there is much for the Railway enthusiast to enjoy, and a debt is owed to groups like the SE whose volunteers make it all possible. Next years issue will be an SE tenth anniversary issue, please load up photo's etc. and send them on. Also, what are your SE memories of the last 10 years - tours, visits, funny moments, speakers etc? Do please write them down so we can make the tenth anniversary issue a really bumper, enjoyable magazine.

Editor.

CHAIRMAN'S COMMENT'S

A few brief words, (the editor has threatened me). The past few months have been pretty hectic, meetings at Crewe, Stoke, Swapmeets at Chester, a press visit from Railway World. Stationary engines removed at the Salt Works as well as the normal Northwich and Warrington meetings and it is only May. Special mentions to Mike Lenz and Alan Ashurst for extra work far above the normal call of duty. Also Paul Yates for his help on Sales (throat removed). Another exciting few months lie ahead. Steam from Crewe to Holyhead, with an eye catching pool of Pacific locomotives, June 16th being the first run. Membership remains steady as does finances, Here again Mike Lenz is keeping the monies flowing. Meetings have been generally well attended, the highlight for me was R.H. Hardys superb illustrated talk. Characters like Richard are few and far between, (brilliant).

It is becoming very difficult to get quality speakers, slide/cine shows, we are currently looking at the Video aspect as there are many excellent videos available. If anyone has any contacts re: slide/cine/video shows please contact any of the committee and we will try to follow them up. Congratulations must go to T. Walton and Phil Clayton for winning the Northernmost of Footplate Crew of the year for Llangollen. They have made tremendous progress in their own rights, and perhaps Tom and Phil, when they appear in the final stages, might well be representing Llangollen/S.E. (if not - your both sacked). As for myself, I have become very involved, along with R. Kerry in making sure 6201 is ready for her forthcoming work. At the moment we are re-lagging boiler/firebox with Rockwood Insulation. She looks a strange sight with her new overcoat, as well as all the pipework being overhauled 'Lizzie' will emerge with a complete new coat of paint to visit Crewe Works open day on Sat July 21st. It is a long haul to Hereford every other week but I can assure you when 6201 is at work on the Main Line it is well worth it.

Crewe Heritage is another S.E. stronghold, where much work has gone into restoring the Austerity O-6-O Joseph which is now nearing completion. A lot of effort has been put in by the Crewe lads, Big Al, Glynn, Richard and Lee Johnson, to mention but a few. There is also work to be done on the Class 4s. and many other aspects of preservation, and we could always do with another few helping hands, everybodys welcome, (Well ed, is that enough). Definatley.(ed).

LAST WORDS FROM THE CHAIRMAN

Have a good summer, loads of Steam, in the North West, Lads why not take advantage and get down to Crewe and keep the paraffin burners at bay. (only joking Al).

G. Worrall

DATES, FIXTURES & EVENTS

- | | |
|----------|--|
| 3. 6.90 | Coalville Open Day |
| 9. 6.90 | Swapmeet at Chester |
| 28. 6.90 | Crewe meeting at Crewe Arms - Check as Venue may change. |
| 1. 7.90 | Gloucester Rail Day. D1842 present. |
| 10. 7.90 | Northwich meeting - Quiz Red Lion, Barnton. |
| 21. 7.90 | Crewe Works Open Day. |
| 15. 9.90 | Swapmeet at Chester |
| 29. 9.90 | Swapmeet at Stoke |
| 29. 9.90 | Warrington Model Railway Show |
| 11. 9.90 | Meeting - Red Lion Barnton. |
| 9.10.90 | Meeting - Red Lion Barnton. |
| 24.11.90 | Crewe Heritage Supporters Social, Sleepers Hotel, Crewe. |
| 11.12.90 | Red Lion, Barnton - The N.R.M. - Ray Towell. |

I liked going to the Severn Valley. I saw lots of Steam trains and I went in the tunnel where Miss Marple was filmed. We went on a line, where there were 5 different Stations, all in a line, and there was a shop on Kidderminster Station where I bought a pen with my name on it.

By: NATHAN ASHURST. Aged 9yrs.

Postscript:

Mike Lenz, Paul Yates, Nathan & myself enjoyed a splendid day out on the S.V.R. at the end of April. The purpose of the visit was to meet Wholesale Dept. Manager Lloyd Daniels, with a view to getting a better idea of what they had in stock which would be useful for our sales stall. We were made most welcome on arrival at Kidderminster, with a cup of coffee provided. Mr. Daniels spent much time showing us samples from the range of goods they have available.

After partaking of lunch in the well-appointed "King & Castle". Kidderminster Station Pub the afternoon was spent on the railway itself. Haulage Northbound to Bridgnorth was provided by Standard 4-6-0 75069 with a G.W. 2-8-0 2857 on the return. 6960 "Ravingham Hall" was also observed in steam with a freight at Highley. Other locos were being prepared at Bridgnorth M.P.D. for the Spring Enthusiasts Weekend scheduled for the following two days.

The entire journey was made by rail, with Mike & Paul enjoying the new through services between Hartford and Birmingham New Street in both directions; most convenient for access to the Severn Valley. An attractive "all inclusive" fare package can now be purchased on these trains, covering both B.R. out and back journeys and a "Day Rover" on the Severn Valley. Leaflets on this facility are available with our publicity display on general meeting nights.

ALAN ASHURST.

CREWE:

Three excellent meetings have been held at the "Earl of Crewe" since publication of the last magazine. In January (put back from December 1989 due to clash with Christmas holidays) our esteemed guest was Michael Draper, Severn Valley Railway, General Manager, who spoke to the audience of well over 60, in his usual cryptic and highly entertaining style, leaving us plenty of facts & figures to muse upon afterwards. Late February found Russ Burrows in attendance with a fine selection of his steam slides, mostly local but some from further afield. A somewhat reduced audience for this meeting, but those who failed to come don't know what a treat they missed! Getting back to our bi-monthly format in April, David Patrick presented an illustrated review of London & North Western activities with some vintage slides, again with the accent on the local scene. Considerable extra help from the Heritage Centre Supporters Group was evident for the last of these meetings, with a good range of donated raffle prizes from their members and the Heritage Centre itself. Future Crewe meetings are likely to be organised very much on a "joint" basis and this could well mean a change in format for evening fixtures. Whilst we have built up a good understanding with the landlord at the "Earl of Crewe" we understand he will shortly be leaving, moreover we may be able to obtain use of a room at the "Crewe Arms" which is even more convenient for those coming in by rail (directly opposite the station). The manager here is in fact a member of the Heritage Supporters Group and we may well be able to obtain the room gratis as a result. The next meeting date will be Thursday 28th June - members should contact Committee personnel nearer the date to establish what the venue will be or listen out for announcements at the June Northwich meeting. After this we may well take a summer break from evening fixtures in Crewe as many of the organisers will by then be heavily committed to physical work at the Heritage Centre itself. Meetings should then resume in the early Autumn, maybe on a monthly basis if this can be arranged.

MARRINGTON:

Meetings continue on the last Friday of alternate months at St. Hilda's

Clubroom, Slater Street, Latchford, on the last Friday of alternate months. Some entertaining events have been provided during the latter part of 1989 & early 1990 ranging from Docklands Railway's modern 'train' type trains to East Coast Main Line Steam on film. Slide shows have been provided most professionally by both Eddie Belliss and Russ Burrows and we thank them both for their time & effort. Attendances held up reasonably well during the Autumn & early New Year with one or two new faces apparent. Most recently local B.R. driver Alan Evans, jointly with our own member (and B.R. S & T Technician) Mike Southworth provided a superb review of B.R. in the modern era as is to be observed from the Employee's viewpoint. Sadly a meagre 18 persons witnessed this excellent evenings entertainment which once more puts our Warrington fixtures on the very edge of viability. We really do need a minimum of 25 or so to make the effort of putting on these events worthwhile, and anyway there isn't much atmosphere for a guest speaker if less than twenty can be bothered to turn up. We continue to have a strong core of Warrington - based members but plenty of these have yet to pay us a visit - what are we doing wrong? Anyway, thanks very much to the stalwarts who continue to give regular support to these fixtures: lets hope they can be joined by one or two more for our next event on Friday 25th May (which will of course be passed by the time you read these notes) when Mike Lenz will provide some of his U.S.A. & Canadian Steam & Diesel films for our enjoyment. After this prospective meeting dates are Friday 27th July and Friday 26th September. Subject matter still to be confirmed, but guaranteed to entertain!

ALAN R. ASHURST

PUBLICITY OFFICER / WARRINGTON AREA

CREWE WORKS OPEN DAY

The above is set for Saturday 21st July and we will have a Sales/publicity stand at the show. Any of our Crewe Area Group members who feel they could help man the stand will be most gratefully appreciated. Please contact Mike Lenz for details of this and other sales and publicity ventures we hope to involve ourselves in this year.

REFLECTIONS OF THE EIGHTIES.

BY MICHAEL LENZ.

As we start a new decade it seems only fair for me to look back upon the last ten years from my own point of view as a railway enthusiast. Having rekindled my interest in railways towards the end of the seventies the eighties proved to be an era of growing interest and active involvement in preservation on my part.

Although as a child I always had an interest in railways, I never could be considered the epitome of the schoolboy trainspotter, with cap, duffelbag and notebook and pencil always spending my spare time alongside the railway. In fact, the end of steam came and went without me so much as noticing its passing, an event that I much regret in retrospect but this does not mean to say that there was no interest whatsoever. I can remember in my teens when I used to wander down to Central Cabin Signalbox at the west end of Northwich Goods Yard every evening in the hope that I might be allowed to enter the box and while away the evening therein, as in fact happened on numerous occasions, even being allowed to work the levers and block signals. On leaving school my interest in railways was replaced with others (of which this magazine is not the place to report such activities!), and it was in 1977 that I, once more, took up my interest in railways; an interest that was to flourish during the coming decade.

The main attraction of 1980 was, of course, Rocket 150 which was preceeded the week previous by the most successful Northwich Open Day which itself was responsible for seeing a regular return of steam to this area and also the tentative footsteps towards the formation of the SE Association. Over the next eighteen months or so I would regularly visit the shed whenever a steam loco was present and I would envy the people who were at work cleaning the loco but thought that they would not like any more assistance as there always seem to be so many of them, and thus I never asked if I could join in.

Early in 1982 I saw an article in the local paper about the SE

Association inviting people to come and join so I went along to the next meeting and signed up. At that same meeting they asked for volunteers to help out at the forthcoming Northwich Open Day planned for March and I duly offered my services. This Open Day proved to be a big success, although the weather could have been better, and I thoroughly enjoyed myself with the various duties to which I was entrusted. I must have done alright on the day for, a few days later, I was asked if I would like to assist on the committee, to which I readily accepted, since when I have never looked back. The eighties has seen me run from Membership Secretary through Magazine Editor, Secretary, Treasurer, Sales Officer and Vice-Chairman positions, often more than one at a time! I have much enjoyed the chance to be actively involved, not only with the running of the Association from a committee point of view, but also with the more active side of preservation that involves getting ones hands dirty.

The closure of the shed in 1984 was something of a low point for all of us in the Association but our reputation has carried us through and in 1985 we were asked to assist at Chester with the GWR 150 celebrations and this was to be our main centre for subsequent steam operations more or less until the opening of the Crewe Heritage Centre in 1987.

Since 1987 our main focus of active operation has, of course, been the Crewe Heritage Centre, but in that first year of operation I do not think any of us would have expected what was to become the norm from the following year, namely steam hauled trips from Crewe itself. Although there was only a couple of 'Cheshire Cheese' runs in 1988 the prospects for 1989 seemed better than ever with a return to steam along the North Wales Coast. This was to culminate in an invitation from SLOA for the 8E Association to participate fully in the operation by providing an additional two support crew members to accompany each loco in order to assist with watering and servicing the locos en route. I was fortunate in being able to travel as a support crew member on a small number of these trips and I thoroughly enjoyed every minute of these trips.

These last few years have also seen the 8E Association reverse its

decline in membership such that we are now, once again, at the same strength as when the group was first formed and growing all the time. My own involvement has not just been confined to the 8E Association as over the decade I was to be involved in the early eighties at Llangollen, where many 8E members are still very active, and I have in more recent years become a shareholder in the Bodmin and Wenford Railway, the Severn Valley Railway and also two locomotives; 34007 Wadebridge and D1048 Western Lady. Certainly my main active involvement has been with the 8E Association, and will continue to be so during the next decade which is already off to an excellent start with another summer of North Wales steam to look forward to. Next year holds even more promise for this marks our tenth anniversary year and already the committee are making plans to celebrate the event in some appropriate way. So whilst the eighties have proved to be one of extreme interest and enjoyment for me I am now looking forward to an even better next ten years for both myself and the 8E Association. Here's to the Nineties!

* * * * *

NORTHWICH IN MAY - TEN YEARS ON

As I recollect Spring 1980 was not unlike Spring 1990 - by the time May came along we were basking in a mini - heat wave. Here we were having just entered a new decade, what would it hold for those with an interest in railways? The decade just ended had been the first to pass without normal service steam, although of course the preservation movement (which was in it's infancy in 1970) had by 1980 firmly established itself and a certain amount of main line activity was again being permitted on a special traffic basis by privately owned loco's on B.R. Yet by and large the 'seventies had been a rather non - descript period for the steam buff, after the hectic chasing of "last trains" and bunking of "last sheds" in the 'sixties. Some of us turned away from railways altogether in this period, others turned for solace to the newer forms of motive power - something which might have been considered absurd before 1968. For myself, after a few fairly quiet years from a railway perspective in the early 70's, I became swept up in the tide of diesel-hydraulic enthusiasm and as these distinctive Western Region based loco's were progressively run down in the 1972-1977 period I found myself engaged in not dissimilar activities to those enjoyed in the North West in the latter days of steam some years earlier. Many happy outings to the West of England were undertaken in this period, sometimes alone but often in the company of one or two friends of similar persuasion. I set myself the target of trying to photograph every Class 52 "Western" Type 4 out of the 74 total I eventually failed by just four, although one of these is the now preserved D1010 "Western Campaigner" which despite being one of the last in traffic, always seemed to elude me (and continued to do so even in preservation).

However, all good things come to an end and as the Hydraulic story drew to a close in the latter weeks of February 1977 once more I found myself in a "railway void", just the same as that experienced when the last 89 and Black five fires were dropped nine years before. So, what to do next? Well, marriage, family and home-biding concerns were very much to the fore by this stage anyway so time available to spend on rail - based hobbies was accordingly limited. Yet, throughout the mid - seventies there were occasional pointers as to what might follow. A couple of visits had been made to Barry Scrapyard, when despite

my new found diesel hydraulic leanings, the old spark of steam enthusiasm was rekindled somewhat. Walking amongst those serried ranks of around 200 or so loco's, who could fail to be moved by the majesty of steam, even when cold and silent! Memories of Dallam, Lostock Hall, Rose Grove and yes, Northwich, came flooding back. Would it ever be possible, I mused, to play a part in helping some of these steam giants back to work? As a life member of the Keighley & North Valley Railway, odd trips to Haworth showed what could be done to revive the steam era, but I always felt it was perhaps a little too far away to become regularly involved. An even bigger impression was made, however, in 1975 when, during a temporary break from hydraulic - classing, I went red up to the North East for the Stockton & Darlington 150th Anniversary of the Liverpool & Manchester Railway fell due.

It was to be this latter event which really determined my resolve to put something into the preservation movement when the chance came. Initially, of course, the loco's had to move to Bold Colliery (the temporary "Holding Sidings" for the Rainhill events) and of course instrumental in the plan for this was the passage via Northwich of four of the steam exhibits. Enterprising local Area Manager David McIntosh, himself a former steam fireman at Wrexham now had the perfect excuse to mount a steam event of his own as part of the lead into "Rocket 150" proper. So along came "Clan Line", "Sir Nigel Gresley", Standard Tank 80079 and Black Five (4)5000 to stable inside Northwich (8E) Shed where those who were eventually to become the founding members of the SE Association helped B.R. staff to prepare the exhibits. At the time I knew none of these folk who were in due course to become very good friends.

Hearing of the Northwich Open Day via local railway press advertising I, along with three friends, made my way by car to Northwich MPD at lunchtime on Sunday, 18th May 1980 in glorious sunshine. At this time we were just ordinary members of the public. What a splendid afternoon we had! The depot building and yard provided a perfect setting for revived steam activity, with original pits, watering facilities and other memories of the steam age all around. All four engines took turns in "topping and tailing" shuttle services for passengers down to Lostock Yards so there was a constant interchange of loco's

coming on and off shed just like days of old. Other delights such as a Crewe-Northwich via Middlewich passenger link (by EMU) and a 'Black Five' operation of ICI Hopper trains (we did not actually witness this) all added to the occasion. With a varied selection of P.R. diesels also some preserved buses, the day was complete.

Little did I know that, as we came away from SE shed after using up our film, many more journeys would soon be being made as that resolve to put something back into the preservation movement came to pass with a vengeance! But that story can be told another time.

ALAN R. ASHURST.

For the record, observations at Northwich on the afternoon of Sunday, 10th May 1980 during the course of the depot "Open Day" were as follows:-

4498 (60007) "Sir Nigel Gresley"	
35028 "Clan Line"	Steam exhibits, engaged
80079	on "shuttles" to Lostock
(4) 5000	Yards etc. (all breaking
	journeys en-route to Bold
	Colliery.

08300 Stabled inside shed, Northwich (SE) MPD.

40119 Shed Yard, Northwich (SE) MPD.

24081

25297 Goods Shed Sidings, Northwich East

M51058/M59418/M51087 EMU Shuttle, Crewe - Middlewich - Northwich

M56489 + M51906

M56212 + M51919

M56105 + M50350

Various duties between
Chester & Manchester,
Oxford Road.

40107 25110

25138 40166

Various freights passing
through Northwich Station

IT'S ALL IN A DAYS WORK.

Most societies within the railway preservation movement look upon their membership as falling into one of two categories; there are the so-called 'armchair members' who pay their subscriptions and receive in return whatever privileges this entails (regular meetings/magazines etc.) and are usually in the majority, and as such are just as valuable as any working member; and then there are the 'working members' whose labours are evident in the restored locomotives, coaches and railways that can be seen all around the country.

However there is also a third group of members whose activities fall into the category of working members but whose work is often dismissed by both the remaining groups of members; I am, of course, referring to committee members, whose work, by its very nature, remains mostly unseen by fellow members, but is of equal importance in the smooth running of the society.

Our own Association is no different from any other and comments overheard recently have included the usual 'why should so and so receive such and such a privilege, since he is only a committee member and does not get actively involved with the physical restoration side of things', this from one of our working members I might add. This condescending attitude with regard to committee members is one I feel is totally unfair as committee work is not limited to just attending the monthly committee meetings for a couple of hours. The greater percentage of a committee members work is undertaken outside of the hours of a committee meeting, usually at home and sometimes even at work!

To take as an example the work undertaken by our Vice-Chairman since the beginning of this year is but one illustration. Although the position of Vice-Chairman simply means standing in for the Chairman during his absence from either committee meeting or general meeting our own Vice-Chairman sees fit to also take on the mantle of Treasurer and Sales Officer. As a result of these duties his schedule for this year to date is as

follows;

- JAN 2nd - Committee Meeting 8 - 10.30pm.
JAN 3rd - Telephoned Chester Swapmeet Organiser re Sales Stall.
JAN 4th - Contacted Bank re Statements.
JAN 9th - Monthly meeting at Red Lion. Arrive 7.00pm in order to set up room and assist publicity officer with posters.
JAN 10th - Cash up takings from previous night, enter up figures in accounts book.
JAN 11th - Pay Cash into Bank. Cheque off bank statements against accounts book.
JAN 18th - Meeting at Crewe. Arrive 7.00pm in order to set up room and assist publicity officer with posters.
JAN 25th - Reply to letter of thanks from Canute Railway Society.
JAN 26th - Meeting of committee members at Lion Salt Works to inspect future 8E project there.
FEB 3rd - Swapmeet at Chester from 9.00am to 4.00pm.
FEB 6th - Committee Meeting 8 - 10.30pm.
FEB 7th - Cash up Swapmeet takings, enter in accounts book.
FEB 8th - Pay Cash into Bank.
FEB 13th - Monthly Meeting at Red Lion. Same as January.
FEB 14th - Cash up takings from previous night, enter into accounts book.
FEB 15th - Pay Cash into Bank.
FEB 17th - Sales Stand at Northwich Station 10.00am - 3.00pm. Cash up takings in evening and enter into accounts book.
FEB 19th - Pay Cash into Bank.
FEB 22nd - Meeting at Crewe. Same as January.
FEB 23rd - Cash up takings from previous night, enter into accounts book and pay into Bank.
MAR 3rd - Tour and Presentation to Institute of Transport Administration at Crewe Heritage Centre. 11.00am - 5.00pm.
MAR 6th - Committee Meeting 8 - 10.30pm.
MAR 10th - Working Visit to Lion Salt Works.
MAR 13th - Monthly Meeting at Red Lion. Same as January.

- MAR 14th - Cash up takings from previous night, enter in accounts book.
MAR 15th - Pay Cash into Bank. Reply to letter from Project Organiser of Lion Salt Works.
MAR 17th - Meeting with Peter Kelly, Editor of Railway Magazine re future article on the Association.
MAR 18th - Type articles for 8E Magazine.

As can be seen our Vice-Chairman has had a busy year already, and we haven't seen any steam activity as yet! Furthermore his is just one example of the work involved as a committee member of the 8E Association. From the Chairman down each member of the committee devotes many hours to ensure that the group continues to run smoothly and function in accordance with its constitution.

Obviously all those involved on the committee enjoy the work they do but would like to think they are not taken for granted and that their work is every bit as important as the more visible aspects of railway preservation, and thus receives due credit where necessary.

ENGINE LIST - NORTH WALES COAST EXPRESS, 1990

DATE:	BOOKED:	SPARE:
16/08	4472	
01/07	71000	4472
06/07	71000	4472
15/07	4472	71000
17/07	4472	71000
18/07	4472	71000
22/07	71000	34027
24/07	71000	34027
25/07	71000	34027
29/07	34027	71000
31/07	34027	71000
01/08	34027	71000
05/08	71000	34027
07/08	34027	71000
08/08	34027	71000
12/08	60009	34027
14/08	60009	34027
15/08	60009	34027
19/08	60009	34027
21/08	60009	34027
22/08	60009	34027
26/08	34027	5407
27/08	5407	6201
28/08	5407	6201
29/08	5407	6201
02/09	6201	5407
04/09	6201	5407
05/09	6201	5407
09/09	5407	6201
11/09	5407	6201
12/09	5407	6201
16/09	6201	5407
29/09	6201	
20/10	6201	

RECOMMENDED DATES FOR MOVEMENT TO AND FROM CREWE

LOCOMOTIVE:	TO CREWE:	AWAY FROM CREWE:
4472	w/c 11/08	Dates to move 19-20/07
71000	25/08	09-10-11/08
34027	16/07	28-29/08
60009 (after CME)	11/08	To work CME 23-24/08
5407	w/c 20/08	Dates to move 17-18/09
6201	20/08	21-22/10

	ID88
	MTWO
CREWE	dep. 09 50
Steel Works	09/50
Beeston Castle & T.	10/06
CHESTER	arr. 10 21
	dep. 10 31
Chester North Jn.	arr.
	dep.
Chester South Jn.	arr.
	dep.
Saltney Jn.	10/36
Shotton	
Rockcliffe Hall	10/45
Flint	
Holywell Jn.	10/52
Prestatyn	arr. 11 03
	dep. 11 05
RHYL	arr. 11 13
	dep. 11 15
Abergele and Pensarn	arr.
	dep.
Colewyn Bay	arr. 11 28
	dep. 11 30
LLANDUDNO JN.	arr. 11 39
	dep. 11 40
Deganwy	
LLANDUDNO	arr. 11 50
	ID89
	MTWO
LLANDUDNO	dep. 12 33
Deganwy	
LLANDUDNO JN.	arr. 12 43
	dep. 12 53
Conwy	
Penmaenmawr	13/02
Llanfairfechan	
BANGOR	arr. 13 15
	dep. 13 17
Llanfairpwll	13/27
Gaerwen	13/32
Bodorgan	
Ty Croes	
Rhosneigr	
Valley	13/47
HOLYHEAD	arr. 13 55

	ID80
	MTWO
HOLYHEAD	dep. 14 55
Valley	15/02
Rhosneigr	
Ty Croes	
Bodorgan	
Gaerwen	15/19
Llanfairpwll	15/25
BANGOR	arr. 15 34
	dep. 15 36
Llanfairfechan	
Penmaenmawr	15/49
Conwy	15/50
LLANDUDNO JN.	arr. 16 00
	dep. 16 10
Deganwy	
LLANDUDNO	arr. 16 20
	1K80
	MTWO
LLANDUDNO	dep. 17 29
Deganwy	
LLANDUDNO JN.	arr. 17 39
	dep. 17 41
Colewyn Bay	arr. 17 49
	dep. 17 51
Abergele and Pensarn	arr.
	dep.
RHYL	arr. 18 06
	dep. 18 08
Prestatyn	arr. 18 15
	dep. 18 17
Holywell Jn.	18/28
Flint	
Rockcliffe Hall	18/35
Shotton	
Saltney Jn.	18/43
Chester South Jn.	arr.
	dep.
Chester North Jn.	arr.
	dep.
CHESTER	arr. 18 49
	dep. 18 59
Beeston Castle & T.	19/15
Steel Works	19/25
CREWE	arr. 19 30

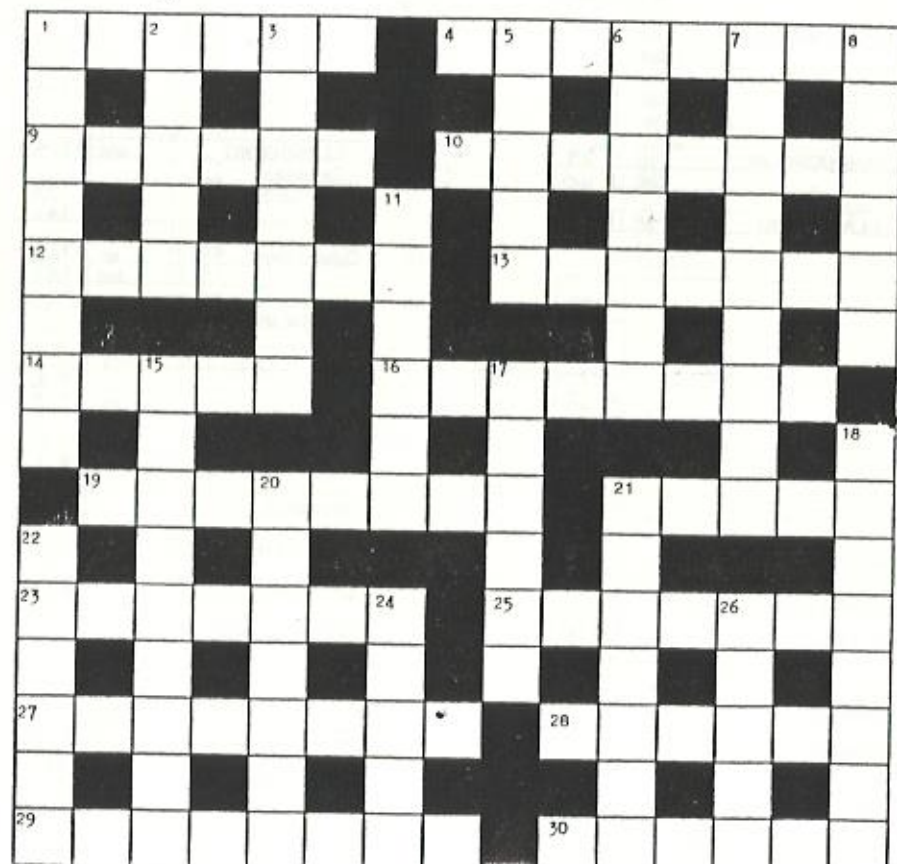
IAN'S EASY TRANSPORT CROSS-WORD.

Across.

1. French locomotive engineer. (6)
4. This man thought big. (8)
9. One alone. (6)
10. Betjeman on railways. (8)
12. To keep up the effort. (7)
13. Luxury carriage. (7)
14. Long spear. (5)
16. Where creatures live. (8)
19. Do this and you are in the Crimson Lake. (8)
21. Nautical navigation system. (5)
23. Of animals or plants. (7)
25. Not vacant. (7)
27. Lack of energy. (8)
28. John Wayne went back there. (6)
29. Steam locomotives need this periodically. (4,4)
30. If a loco comes, can this be far behind? (6)

Down.

1. Southern CME. (8)
2. Gird these up before starting work. (5)
3. Teachers do this. (7)
5. Lower this to get water. (5)
6. This sailor is of Gallic descent. (7)
7. "Just blow in this Sir". (9)
8. To remove lint. (6)
11. In bad weather this drags. (6)
15. He tells you which way to go. (9)
17. Billy - pot. (6)
18. Last customer in the Dining Car. (3,5)
20. Photographers delight. (3,4)
21. Put it on the rack. (7)
22. Poppet valve retainer. (6)
24. Your compiler is partial to one of these. (5)
26. Usually has his own van. (5)



LLANGOLLEN RAILWAY UPDATE

Thomas the Tank Weekends

June 23 - 24.	July 14 - 15.	Sept. 1 - 2.
Sept 29 - 30.	Oct 27 - 28.	

Other Events

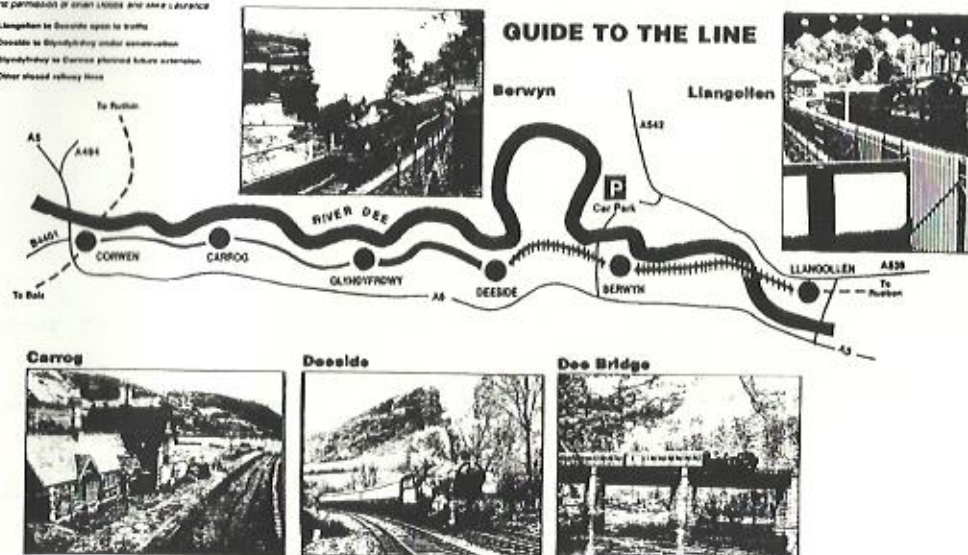
June 9 - 10	Great Western Weekend.
June 16	Official Opening - Deeside Halt.
June 25 - 29	School's Week
Sept 15 - 16	Transport Extravaganza.
Oct 20 - 21	Diesel Weekend.

Weekends

Nov 25 - Dec 24	"Santa Special"
Dec 27 - Dec 31	"Mince Pie Special"

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- ===== Llangollen to Deeside open to traffic
- Deeside to Glyndwr railway under construction
- Glyndwr railway to Deeside planned future extension
- - - - - Other closed railway lines



HOW TO FIND US:

Llangollen is situated at the junction of the A5 and A539 roads, the station being adjacent to Llangollen bridge over the River Dee. Nearest car parks are in Market Street. Nearest B.R. station - Ruabon (5 miles) Wright's Bus Services operate from Wrexham and Ruabon to Llangollen at hourly intervals, except on Sundays when a two-hourly service operates.

SOLUTION TO PAUL'S PUZZLE

1. Midland & South West Joint Railway.
2. Somerset & Dorset Joint Railway.
3. Hull & Barnsley Railway.
4. Wirral Coast Public Railway.
5. London, Tilbury & Southend Railway.
6. Manchester, Sheffield and Lincolnshire Railway.
7. Kent & East Sussex Railway.
8. Great Central Railway.
9. North British Railway.
10. London, Brighton & South Coast Railway.
11. Great North of Scotland Railway.
12. War Department.
13. South Eastern & Chatham Railway.
14. ?
15. Furness Railway.

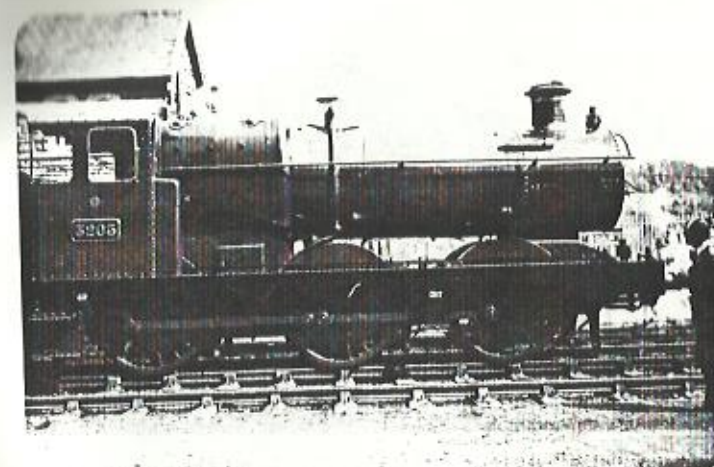
PAUL'S PUZZLE

Can you pair the names and numbers:-

County of Chester	s	46134
The Cheshire Regiment	d	6239
Chester Castle	s	62728
The Cheshire Regiment	s	7016
City of Chester	s	1011
Cheshire	s	45014

s = steam

d = diesel



Cover Photo: L.N.E. No. 5000 at Northwich.

Rear Photo: G.W.R. 0 - 6 - 0 No. 3205 on the S.V.R.

Photo's: H. LIGHTBOAM.



"Leander" L.E.S. Number 5690 outside Northwich H.P.D.
on one of its visits. It is being looked after
by the 8E lads. The engine resides on the Severn
Valley Railway.

Photo: Nigel Lightbown.

Published by the 8E Association

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