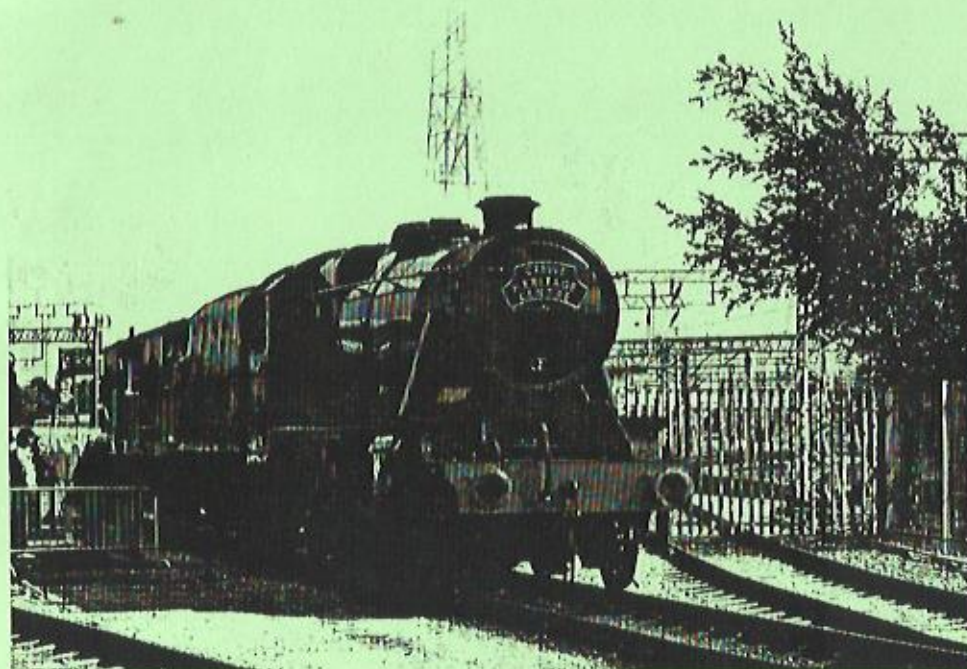


THE
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MAGAZINE



ISSUE

31

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WINTER

1990

COMMITTEE MEMBERS 1990

HONORARY PRESIDENT:	Graham Roughsedge	(Northwich	782344)
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VICE-CHAIRMAN:	Michael Lenz	(Northwich	44959)
SECRETARY:	Philip Clayton	(Pickmere	3701)
TREASURER:	Michael Lenz	(Northwich	44959)
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MEMBERSHIP SECRETARY:	Nigel Lightbown	(Knutsford	4737)
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SALES OFFICER:	Michael Lenz	(Northwich	44959)
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WARRINGTON AREA OFFICER:	Alan Ashurst	(Warrington	32995)
CREWE AREA OFFICER:	Vacancy		
CREWE HERITAGE CENTRE (5A)			
SUPPORT GROUP OFFICER:	Allan Bennett	(Warrington	602680)
DIESEL GROUP OFFICER:	Allan Bennett	(Warrington	602680)
ADDITIONAL COMMITTEE OFFICER	Ian Haselgrove	(061 928 5914)
MAGAZINE EDITOR:	Paul Yates	(0606 554159)
NEWSLETTER EDITOR:	Alan Ashurst	(Warrington	32995)

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.

EDITORIAL

On behalf of the 8E committee I present the Compliments of the Season to all our members.

1990 has been another very good year for the 8E Association. Our involvement at Crewe has helped to make the North Wales Coast Expresses spectacular and successful and this has resulted in financial commitment to improvements to the Heritage Centre (See Centre Spread). We have had some fine social meetings, the latest being the interesting and entertaining talk by Ray Towell of the N.R.M. It is good to see the Warrington and Crewe groups settling down to regular meetings. Alan Ashurst, who has been instrumental in setting these meetings up is due to go in to hospital in the New Year, so on behalf of you all I wish him a speedy and successful recovery. I also call on all our members who have enjoyed the meetings arranged by Alan to hold the fort until he returns.

The next magazine will be our bumper 10th Anniversary issue. We hope to produce something which will be a monument to the last ten years but also an advert for our society in the future. I repeat my request for our members to write short accounts of any 8E Activity they have taken part in. Photographs would be greatly appreciated and would of course be returned. If you would like a mention in this, our publicity issue, send your item to me at my new address on the inside cover. I hope you enjoy this issue.

Paul Yates

Editor.

CHAIRMAN'S COMMENTS

Well here we are again at the year's end. 1990 has really flown by. It has been a very busy year for the BE with our involvement at the Crewe Heritage Centre for B.R. and S.L.O.A. Our reputation has climbed to new heights. It is 10 years since the BE made contact with B.R. and our excellent relationship has been hard-earned. If we continue in the same vein - Keen, safety-conscious and able to do all that is asked of us our reputation will remain intact. To all BE members involved with the Steam Specials - "Well done lads and keep up the good work". It takes a long time to build a good reputation but only a short time to lose one, so remember you are in a privileged position and people will be very quick to discredit us if things do not go to plan.

Our meetings have continued at the Red Lion, Barnton, where I think there is room for improvement. Having said that it is very difficult to get quality speakers and most of the Ciné films are now being produced as videos, so attendees have down on last year. Our fixtures secretary Phil Clayton has done a very good job considering he has been let down on more than one occasion at the last moment. If any member has any requests or knows of a speaker or material please let us know. Members have been very generous in supporting our raffles etc.

As Chairman of the BE my task has been easy compared with the efforts of my committee notably Mike Lenz and Alan Ashurst. You will see from the balance how healthy our funds are due to the excellent work of Mike, supported by Alan and Paul Yates. Alan has done his usual tremendous job with the publicity work - I am glad I don't have to pay him for the hours he puts in.

Chairman's Comments continued

The Magazine has been an area of great improvement, well-done Paul. Nigel continues to do his Membership Secretary's work with his usual efficiency. Thanks also to Tom Walton and his team for the restoration work at the Lion Salt Works and last but not least Ian Haselgrove and Allan Bennett for their contributions.

Finally Season's Greetings to everyone within the BE and I look forward to serving you in the coming year.

Colin Worrall

DATES AND FIXTURES

4.12.90	BE Committee Meeting - LION AND RAILWAY, NORTHWICH - 8.0 p.m.
6.12.90	'Around the World in BE Days' - Talk/Slides TOWN CRIER HOTEL, CHESTER - 8.0 p.m.
7.12.90	Member's Slides. - Crewe Area Group Gladstone Room, CREWE ARMS HOTEL, CREWE - 8.0 p.m.
8.12.90	Chester Swapmeet. -NORTHGATE ARENA
8.12.90	CHRISTMAS DINNER - 8.0 p.m. RED LION, BARNTON -£8.50 (details C Worrall)
11.12.90	A.G.M./Quiz - RED LION, BARNTON, 7.45 p.m.
5. 1.90	U.S.A/Canada steam and Diesel video show presented by Mike Lenz. - GLADSTONE ROOM, CREWE ARMS HOTEL, CREWE - 8.0 p.m.
. 1.90	Talk/Slides - RED LION, BARNTON 8.0 p.m.
1. 2.90	General knowledge quiz (Teams of max.4) LION AND RAILWAY, NORTHWICH. - In aid of Loco Restoration. Please support. (2859/5538)
8. 2 90	Crewe Area Group. - Venue as above
12. 2.90	Northwich Area Group. - Venue as above
1. 3.90	Crewe Area Group
12. 3.90	Northwich Area Group

CARNFORTH NOTES

The Aspinall L & Y 0-6-0 was recently parted from its tender and the locomotive dragged up to the workshop for boiler repairs. It is hoped to have the engine back in traffic by the summer of 1991. As most of you will already know Dr. Beet's locomotives and coach arrived back at Steamtown recently. Jane Darbyshire has been in steam working the 'Grag Bank Shuttle' on the 20th and 27th October. On 3rd November a Bonfire and Photographic Evening was held at Steamtown, and what a fantastic event that was. Everything able to steam had a fire lit, even Lord Nelson had smoke drifting out of the Chimney with the aid of a few oily rags. On 4th November the shuttle was worked in turn by 5407, 71000 Duke of Gloucester & 48151 with Jane Darbyshire & Lindsay taking turns at the rear Topping & Tailing. The 9th December sees the start of Santa Trains which will be worked by Lindsay after a few minor repairs have been carried out. 71000 Duke of Gloucester is to work the northbound Cumbrian Mountain Express on the 17th December with 6201 Princess Elizabeth working the southbound leg.

Crewe - Holyhead Steam Specials

1.12.90	35028	'Clan Line'	
29.12.90	71000	'Duke of Gloucester'	
19. 1.91	71000	'Duke of Gloucester'	
16. 2.91	4472	'Flying Scotsman'	
16. 3.91	4472	'Flying Scotsman'	
1. 4.91	60009	'Osprey'	
20. 4.91	60009	'Osprey'	
4. 5.91	4472	'Flying Scotsman'	£28 (ALL SATURDAYS)

SALES REPORT

After an excellent summer season at the Crewe Heritage Centre, the 8E Association Sales Shop has now closed until next year, however, this does not mean that our sales activities have ceased altogether. We have already done one Swapmeet at Chester this autumn with another one booked for early December, and we shall continue to attend similar venues locally throughout the winter months and we are also hopeful of attending some local model railway exhibitions in the not too distant future.

It is also intended to bring a small selection of sales items, mostly books and badges, to the monthly meetings at Northwich so that members have a chance to see some of the varied stock that we have to offer. As an incentive to purchase we are bringing back the offer of a 10% discount on all railway books for Association members, which existed in the early days of the Association history.

Our selection of books is quite wide and includes titles from all the major publishers such as OPC, Ian Allan, Bradford Barton, Silver Link etc. We also stock a selection of railway mugs, thimbles, enamel replica signs as well as a range of Thomas the Tank items plus the occasional videos, both railway and non-railway. It is hoped to produce a full list of our sales stock at some future date so that members who are unable to get to the shop, or to swapmeets, can send for a list and then order items by mail order.

If members have any railway books (in good condition) that they no longer wish to keep, then the Association will be glad to make use of them for its sales stand or for raffle prizes. Furthermore, if any member has any old Corgi/Dinky/Matchbox toys that they no longer wish to keep then we can also make use of these, even if they are not in the best condition. If necessary we can arrange collection of books/toys from members should they so wish.

We are always on the lookout for further assistance with the shop/sales stand and any member who would like to help is asked to contact me either in person at monthly meetings or by phone on Northwich 44959 during the evenings.

I would like to finish by thanking those members who have given of their time so freely to assist either in the shop or on the sales stand this year and hope that I can count on your continued support during the coming year.

Michael Lenz, Sales Officer.

NORTH WALES COAST STEAM AND THE BE.

Once again we have had an excellent summer season of steam along the North Wales Coast with the BE Association playing a prominent part in the operation through its 2 man loco support teams.

Several members this year were put through the full support crew exam and are now fully passed out as SLOA support crew members, not bad considering we do not own an engine ourselves! We also passed out a further group of members on the BR safety exam to increase the number of members available for watering duties along the coast.

A roster was drawn up to cover the 30 plus steam operations and in the event everything went smoothly and the Association performed its tasks in our usual careful and efficient manner. The only blemish being the failure of one member to observe the roster correctly and to choose to go only when it suited himself, as a result of which he is now suspended from all further mainline operations for the immediate future.

With Flying Scotsmen Services running a further series of trips during the winter months we are still providing support crews for these runs but with members rostered on a trip by trip basis, as the loadings so far have not been very good and could yet see the programme cut short. My thanks go to all those who have helped this year.

Michael Lenz, Roster Officer.

Warrington Area Group Report

Our bi-monthly fixtures format continues in Latchford with varying degrees of success. The May meeting found Mike Lenz bringing along a selection of his outstanding U.S.A./Canadian films. However, not only did we have some excellent on-screen entertainment, but there was some superb back-up displays of photographs, posters and other memorabilia along with a selection of Mike's scale models. These provoked much interest during the break and after the show. Mike will be doing a re-working of this show at our Crewe venue in early January.

In July no formal programme was provided, but members were invited to bring along their own video and photographic items for display and discussion. Although rather 'ad-hoc', some notable offerings were provided which kept the audience amused for the full evening.

For the September meeting we were delighted to accept an offer of a slide show from Preston-based Bill Ashcroft. As a widely travelled member of the 5407 (Black Five) support crew and previously heavily involved with the RCIS on railtour organisation, Bill has a wealth of material to select from starting in the 1950's and coming right up-to-date. Sadly only 22 persons witnessed a magnificent panorama of 50's and 60's nationwide steam from this photographer whose work is good enough to find a place in the 'Colour-Rail' catalogue and features regularly in various railway periodicals. One or two new faces appeared on this night, but this was offset by some missing regulars so there was no overall gain.

Another useful exercise was provided by the Warrington Model Railway Club show at the Masonic Hall in late September. Although we did not have a sales stall of our own, Dave Sheridan, Phil Craghan and their wives were helping out on the CDS models stand and as a result we were able to display a range of our own publicity posters which apparently created some interest. Thanks are due to the CDS staff for allowing us this splendid opportunity.

After our November meeting featuring narrow gauge topics, Warrington meetings may have to be put on ice for a spell as I am facing a spell in hospital for an operation early in the New Year. This will probably make it difficult to organize fixtures until I am up and about again which will probably be in the summer. In the meantime, anyone who would like to maintain their railway interest on a social basis is urged to go along to the local branch of the Great Western Society who also meet on the last Friday of the month in the Masonic Hall in Winmarleigh Street. We are hoping to hold joint fixtures with the GWS at some stage in the future so this could provide a good start in this respect. Their Chairman is TONY ICKE, who can be contacted at 12, HITCH LOWES, CHELFORD, CHESHIRE, SK11, 9SR. Tony's daytime telephone number is Crewe 532540 (another section in Rail House!). More details about the future Warrington meetings will be advised to those attending the AGM in Northwich on 11th December.

A.R.Ashurst

Warrington Area Officer

Crewe Area Group Report

As forecast in the last magazine, Crewe meetings have now (we hope!) settled down to a regular format after being somewhat nomadic over the last two years. Our established venue is the Crewe Arms Hotel (directly opposite Crewe Station) where we will meet on the FIRST FRIDAY EACH MONTH in the 'Gladstone' room at 7.30p.m. from October through to April. The summer months are to be left free, to concentrate on site activities at the Heritage Centre. All fixtures will be jointly promoted with the Heritage Supporter's Association whose Chairman, Doug Spencer has been instrumental in obtaining these excellent meeting facilities for our evening get-togethers. Hotel manager, Richard Stoye is a member of the

Heritage Supporter's Group and has been glad to provide us with every possible help as a result. Access by road or rail couldn't be easier so we hope you will be able to come along.

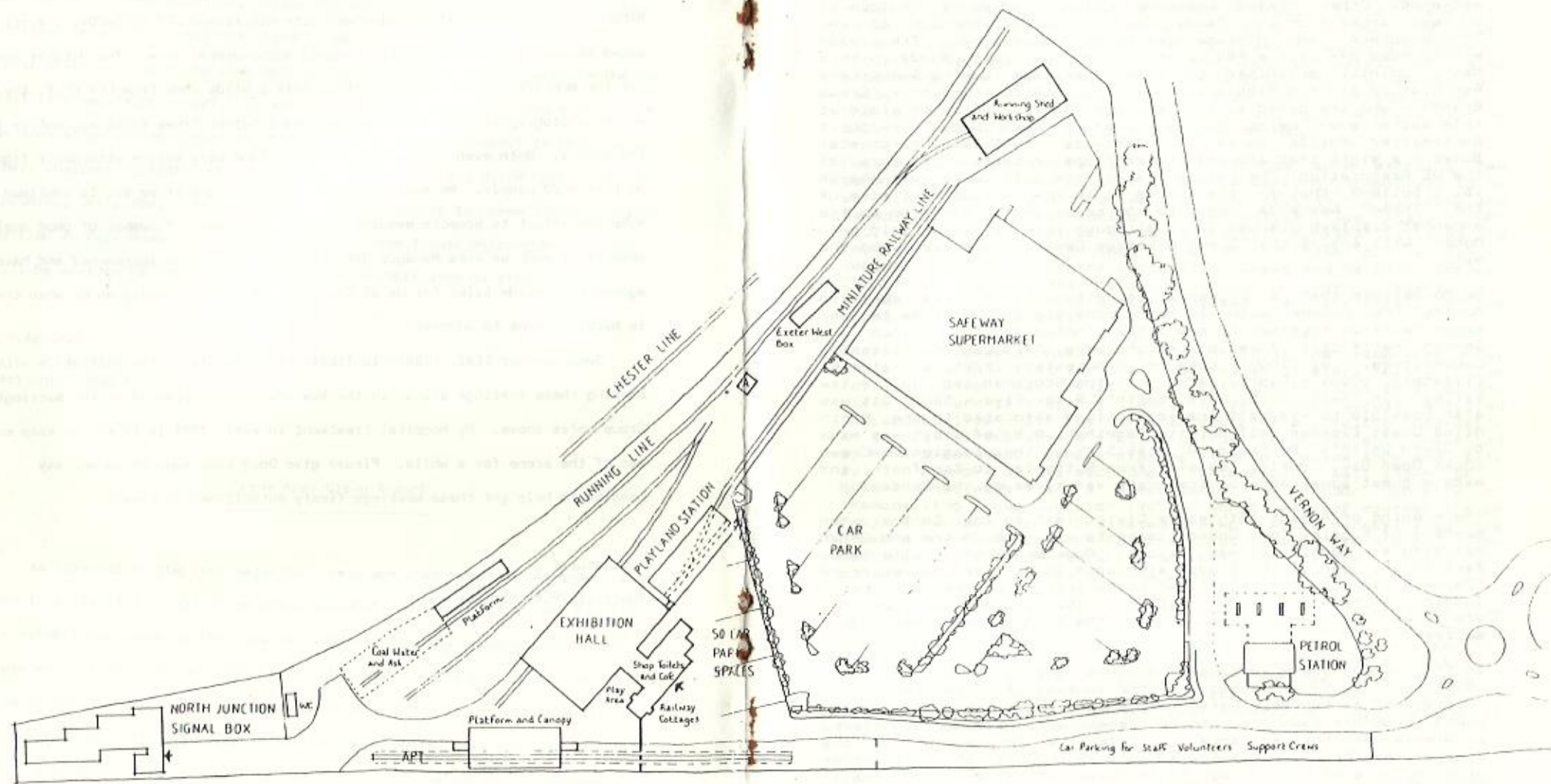
A 'pilot' meeting was held in late June, at which our old friend HARRY MADDEN (B.R. Provincial, Birmingham) with his friend LES HITCHCOX, a Warrington based teacher, provided us with a superb audio-visual show. The October meeting got the monthly series underway with a talk & slide show from LEN BELK, the Wirral-based photographer and historian, who was a former Crewe Works apprentice in the 1930's. Both events, however, suffered from very meagre attendance figures of barely 20 people. We must do better in the future if we are to continue to make the effort to promote evening fixtures in Crewe. A number of good quality speakers (such as Area Manager JAN GLASSCOCK) have been approached and have agreed to provide talks for us at Crewe but it reflects badly on us when there is hardly anyone to address.

Doug Spencer (tel. 68863) is likely to be mainly in the initiative with keeping these meetings afloat in the New Year - as explained in the Warrington Group notes above. My hospital treatment in early 1991 is likely to keep me out of the scene for a while. Please give Doug your support in any way possible to help get these meetings firmly established in Crewe.

A.R.Ashurst

Publicity/P.R. Officer

CREWE HERITAGE CENTRE



AS PROPOSED OCTOBER 1990

NEWS FROM CREWE

Crewe Heritage Centre enjoyed this year what must have been one of the most successful Summer Seasons since its opening in 1987; especially in respect of the "Friends of Thomas the Tank Engine" weekends. Other themed weekends which enjoyed a modicum of success ranged from the "Teddy Bears' Picnic" through to the Photographers' and Vintage Farm Machinery weekends. The season was rounded off with a PSV gathering on the last Sunday, this being jointly organised by Crewe Heritage Centre Supporters Association and the Ribble Vehicle Preservation Group - Crewe Branch - who are based at the Heritage Centre. Pride of place at this latter event being justly taken by ex London Transport Routemaster RM1136 currently in service with Greater Manchester Buses - a sight that aroused the emotions in certain members of the BE Association! The lesson learnt from this year's open season is, I believe, that for the future it is now obvious that more of the "Theme" weekends need to be organised in addition to the enhanced displays planned and, although this is easier said than done, will ensure that Crewe Heritage Centre stays firmly on the map.

We do believe that a preservation site "first" was achieved during the Summer with it being possible at one stage to view seven Pacifics together on one site (including the French and German Pacifics); five of which were Main Line Certificated Locomotives, ie: 71000 - Duke of Gloucester, 6201 - Princess Elizabeth, 60009 - Osprey, 4772 - Flying Scotsman and 34027 - Taw Valley. In fact with Paddy Smith's Black Five - 5407 - it was also possible to view all the locomotives allocated to the North Wales Coast Express pool on site together. A brief visit was made by David Smith's "Butterley 8" - 48151 - on the occasion of Crewe Works Open Day, during transfer from Butterley to Carnforth, and made a guest appearance on the brake-van rides on the Sunday.

The evening of August 15th saw a Civic visit to the Centre when members of Rugeley Town Council came to view the Centre and Brian Metcalfe's model railway layout "Rugeley Trent Valley" in particular. Our visitors were also able to witness the return of "Osprey" to the Centre following its trip to Holyhead and back. Judging by the tone of their letter of thanks received after the visit we can safely assume that the evening was a resounding success.

On the current scene we have seen the departure of the Beet Collection back to Carnforth, the arrival of (from Carnforth!) "Elizabeth" an Avondale 0-4-0 tank engine, built in 1922 for the South Sydenham gasworks, to be cosmetically restored and placed on display at the entrance to Safeway's Superstore and the arrival of Dr. J.F.Kennedy's Class 25 - D7523 (25173) together with two more of his vintage Rolls Royce motor cars. "Cornwall" is, of course, safely stowed away at Crewe Works awaiting transfer to the Heritage Centre once redevelopment and undercover space allow.

Work is in progress on P.Williams Chemists' Class 45 D120 (45108) which is on indefinite loan to the Heritage Centre giving the diesel enthusiasts amongst us added interest. It is intended to return the locomotive to original condition and two-tone green livery and as such will complement Class 47 D1842 and Class 25 D7523. A veritable line up! For the steam enthusiast work also progresses on the ex NCB Hunslet Austerity 0-6-0's "Joseph" and "Robert" and the Kerr Stuart Witch Class 0-4-0. In the case of the latter John Kitchen, Bernard Arger and Maurice Drake will be only too pleased to receive any offers of help.

Future plans for the site, which include some exciting new developments - a running shed to enable working locomotives to be serviced, a miniature railway line and station, a platform and canopy over the buffet section of the resited (yes again!) APT set, a pair of typical Victorian railway workers' cottages and the rebuilding of Exeter West Signal Box to name but a few - depend very much on the approval by Crewe and Nantwich Borough Council of the Business Plan, which has now been prepared and lodged with the Council by the Trustees, and the receipt of the promised Capital Grant.

Crewe Area members' meetings are now held at the Crewe Arms Hotel and are now confirmed for the first Friday of every month, to be reviewed after May 1991. Fixtures have included an excellent slide show and talk by Mr. Len Belk from the Wirral entitled "Scrapbook 1920 - 39. The first 20 years of a Lifelong Interest"; a sample of the videos available from "Crewe Express" presented by Howard Lowndes. Others planned include a slide show and talk by Ian Mumford on his secondment to that other well known "BR" - Botswana Railways - and a presentation by Gordon Connolly on "Remodelling Crewe Junction 1985". Gordon was, of course, the BR Project Manager who co-ordinated the work which necessitated the closure of Crewe Station for the first time in its history. The meeting for December 7th will be members' slides, videos and photographs - so please do come along and support us.

Thanks are due to all members of the BE Association who give their time to Crewe Heritage Centre in many wide and varying skills and talents. Thanks in particular to Alan Ashurst for the excellent manner in which he co-ordinates our members meetings, we shall miss you Alan in your enforced absence. The message is that we wish you well with your operation and trust that you will enjoy a speedy recuperation and look forward to your return to our meetings in the Spring.

DOUG SPENCER

- ooo000ooo -

Don't Stop Reading.....

No, don't stop reading I'm about to discuss safety. No don't stop, it's those that stop learning, or never start, who have accidents.

One accident is one too many. This year there were two fatal ones. First there was the video photographer who put his head out of the window near Conway tunnel, hit a bridge portal and was killed. Of course there were warning notices and he probably had read them. But, like us, or certainly like me, he was too sensible and too careful to be injured, unfortunately the portal did not know^{that} and he was killed. The second fatal accident occurred when a fireman on a preserved railway climbed up on the tender to trim his coal, he was hit on the head by a bridge, and he too was killed.

So, okay, no lecture. Keep reading and let us consider what causes an accident, and what prevents one from happening.

I'll begin with those annoying little notices. Someone called B.R. Management goes about putting them everywhere to spoil our fun. Signs like 'Do not lean out of the window'. Of course nobody would do such a thing (until this summer). How about 'Passengers are not permitted beyond this point' Now armed with a Vis Vest and a camera, you may think a class 47 would run around you, but unfortunately they don't, they have to stay on the rails. Yes, 25,000 volts can jump across gaps. No you can't be certain something won't fall off and hit you. We adults get so annoyed when children cannot obey simple rules. Can we obey rules?

I have a maxim which has helped me, and it's - 'stop and think'. It is not always easy to remember when we might miss that photograph, but stopping just long enough to assess the danger certainly saves lives. Trains come from both directions and so does danger. Stop and Think. When working with tools, what if you do miss, and what if it does slip? Who is around and in the way?

Wearing red or green clothing can be misleading to a train driver. So could violent waving. By all means give a friendly wave, but make this clear. When around stationary vehicles, 50 feet should be allowed in case they move. Try to imagine 50 feet. Five car lengths should be between you and the train in case it moves. This is not for the train's safety but yours.

The great day arrives and we are to work on a steam special. You get out of bed thinking "Today, I place myself in great danger and will be a threat to others!". Actually, you probably think no such thing. You arrive on site. Stop and Think! What is hot? The fire, the ash on the ground, the cinders, the pipework, these are hot. There is danger from above - falling coal, falling irons, falling crew members. Is the 'not to be moved' sign in place? Not sure - go and check. Who is underneath? Who is inside? Let's not test those injectors until we've tested who is in the way. The best engineers are not bionic but team-men. Heavy things are best lifted by teams with muscle to spare.

All aboard! Everything you take on board has the potential to be a missile, once it is given momentum by the sway of the train. This is your responsibility. Late in the day we become tired, often subconsciously. This too is often a time of delays, and things become rushed. This is the time of greatest danger, and the time for greatest care.

1991 promises to be a fine year for the steam enthusiast with main line runs, preserved lines, new locomotives in steam and the new increased speed allowance. I doubt if we will escape a severe curtailing of our activities if there is another fatal mishap. I am sure the police will not continue to permit main line runs if they cannot^{keep} the public behind the fences and if they are to suffer abuse, as I read about only recently. It is not the minority of foolish people that cause problems. It is us - me, you, the public. It is the volume of people. It is a sensible, responsible person having a moment of madness to get in front of someone, who has just pushed in front of him. It is a thoughtless moment, a swing of a hammer, or a rush to do good. As long as we blame Mr.X, accidents will continue to happen. When we control ourselves perhaps they will stop. Thank you for reading on...

The Editor

A NEW USE FOR THE CABOOSE.

As you are probably aware, America's equivalent of our long departed Guards Van (known as the Caboose) has almost entirely disappeared from the rails of the USA. This does not mean that they will all cease to exist however, because earlier this year 29 abandoned cabooses from railroads in the North-East US have arrived in Canaan Connecticut which was once a thriving railway centre. They sit in a siding outside the restored Union Station which dates back to 1872.

For the new owners, A. Paul Ramunni and Ross Grannan, acquiring these cabooses has meant a search through tracks in remote areas of rural Maine and Massachusetts. They bought them at scrap value prices, paying about £1400 each, and had them delivered to the Union Station, a two storey wooden structure painted in yellow with brown trim. It houses a restaurant, an insurance agency, Grannan's printing business and Ramunni's accounting office. The cabooses, some in the faded blue of the Boston and Maine Railroad and others in the dusty orange of the Maine Central Railroad, now stretch for a quarter of a mile on a siding outside the depot. Cabooses were a common sight years ago when they rode at the end of freight trains. Each is about 10 feet wide and they range from 30 to 55 feet long. Equipped for living by members of the train crew, with beds, sinks, stoves and toilets, they also usually had elevated cupolas with windows where workers could sit and observe the freight cars ahead to make sure nothing went wrong.

"Our plan is to convert most of the cabooses into motel units", Grannan said. It is also planned to use a few of the cars to make an additional bar unit for the restaurant at the depot and possibly use some for retail shops as well. Grannan and Ramunni said that they hoped that their cabooses, when refurbished, would become the centre of a complex that would bring back memories of Canaan's glory days as a thriving railway centre. Rail passenger service to Canaan ended in 1974.

At the turn of the century they said, at least 16 passenger trains a day passed through Canaan on two major lines. The Housatonic Railroad ran north and south from Bridgeport to Pittsfield, and the Connecticut Western Railroad ran east and west from Poughkeepsie to Hartford. As many as 100 to 150 freight cars a day passed through Canaan before trucks took over long distance hauling. Now only two freight trains a week use the tracks to local manufacturers.

Over the years, Canaan has tried to use the railroad theme as a tourist attraction. Each year, "railroad days" are held in the first week of August as a nostalgic reminder of its rail heritage. Grannan and Ramunni hope to open the first motel units in 1991.

Ian Haselgrove.

MARINE AND LOCOMOTIVE STEAM - A COMPARISON.

Yes, I know what you are thinking. Surely steam is hardly used at sea these days? Well you would be quite right, so in order to compare Marine and Railway practice we need to put the clock back to the 1930's.

My own experience of ships of this period is confined to the Steam Ships of Manchester Liners Ltd. which in 1956 were still mainly of pre-war construction. I spent most of my sea-going service in the engineroom of the S.S. Manchester City. She was launched in 1937 as an 8000 ton Cargo-Passenger Ship, equipped with three coal fired fire tube boilers and a three stage compound steam turbine main engine. All of her deck machinery was steam powered. During the Second World War, she was converted to oil burning but otherwise survived as built into the late 1950's.

In comparison with the two man crew of a steam locomotive, the Manchester City carried six Engineers and six firemen and greasers. The engineroom was of course manned 24 hours a day whilst at sea, the staff being divided into three watches. These were the 12 to 4, 4 to 8 and 8 to 12 watches. In other words we worked 4 hours on and 8 hours off duty. Each watch consisted of a Senior Engineer, a Junior Engineer, a Greaser and a Fireman. The two Engineers were responsible for the control of all engineroom equipment and for maintaining it in smooth and efficient operation. The Greaser lubricated and cleaned and generally assisted with maintenance work. The Fireman's job was simply to tend the boiler fires and maintain boiler pressure, incidentally the Gauge Glasses on these particular ships were on the aft face of the boilers but the fires were on the forward face so that the fireman was unable to see them and they were monitored therefore by the Engineers.

The Engineers were classed as Officers and were accommodated in individual cabins amidships on the main deck. They dined with the Navigating Officers and passengers in the Saloon. The Greasers and Firemen along with their boss who was called the 'Donkeyman' (don't ask me why), lived in communal quarters on the lower deck amidships.

Let's look at the technical aspect of the engineroom now. The three boilers which had started life as coal-fired bear direct comparison with locomotive practice. Each had three corrugated fire-boxes of cylindrical shape and each firebox was equipped with two oil burners. The working pressure was 250 lbs/sq". These boilers extended across the entire width of the ship which was 57 feet! Unlike the locomotive practice of total loss water system, in Marine Engineering it was usual (let's face it essential!) to condense exhaust steam and return the resulting feed water back to the boilers. The condenser, situated underneath the turbine set, used sea water as a cooling medium. The rapid cooling resulted in a partial vacuum on the steam side and this helped to draw steam through the final (LP) turbine. The condensate was pumped back into the boilers against boiler pressure using

G and J Weir vertical steam powered reciprocating feed pumps.

The departure of a steam ship was nowhere near as spectacular as that of a steam locomotive. No steam issued from the funnel and the making of thick black smoke was definitely discouraged ! However there was one very striking display to be seen as soon as the land was left behind. This occurred if the ship was heading into cold weather. As you can imagine, when the deck machinery had been used in port, all of the deck steam lines were full of condensate. If this were left uncorrected the water would freeze and crack the pipes so it had to be removed. On our ship this was the responsibility of the 3rd Engineer. On the first night at sea he would open up the deck steam valve and then set all the winches, the capstan and windlass to tick over in neutral gear with the drains fully open.

I first witnessed this operation on a cold starlit night on the way to Canada. As the 3rd progressed, the noise of clanking machinery became progressively louder and the entire ship became shrouded in steam punctuated by the beam of his powerful electric torch. A bit like the 'Ride of the Valkyries'. This done, he simply returned to the engineroom and closed the deck steam valve.

In the next magazine, I hope to describe further mysteries of steam at sea. For example, how the turbines were made to go astern, soot blowing, how to cope when a Gauge Glass blows, how the 4th Engineer always managed to turn more revolutions on his watch than anyone else, and hopefully much more.

Ian Haselgrove.

LLANGOLLEN RAILWAY

Nov 25th - Dec 24th

Dec 27th - Dec 31st

'Santa Specials'

'Mince Pie Specials'

Usual Locomotives plus GUEST engine

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)



SOLUTION TO PAUL'S PUZZLE

Last issue I asked you to pair engine numbers with Cheshire names.

The correct solution was:-

46134	The Cheshire Regiment (steam)	6239	City of Chester
62728	Cheshire	7016	Chester Castle
45014	The Cheshire Regiment (diesel)	1011	County of Chester

I hope you enjoyed that. This issue the puzzle is based on the book

'How to Run a Railway' by F. George Kay published by John Baker Ltd. (1971)

ISBN 0 212 98405 5.

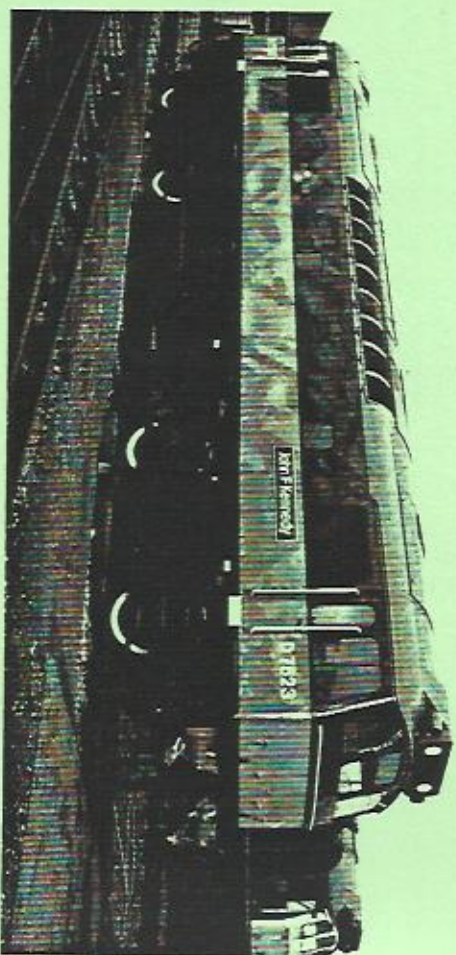
1. The seating on which bullhead rail is fixed is called a....
2. The first iron rails were how long?
3. When a train operates the signals itself, what follows double yellow?
4. What is the ratio of air:fuel burned by a diesel engine?
5. What is the voltage of the wires powering our inter-city trains?
6. What is the title of B.R.'s top man?
7. What is the name of the signalling system employing bell codes?
8. What is the name given to the movement of rails in the direction of the traffic they carry?

Solution next issue

Motor 48151 at the Heritage Centre (long knight)
Rear Class 25 ex 7523 John I Kennedy
now preserved (Tony Knight)

This page BR 4-6-2 Duke of Gloucester at Crewe
July 1990 (Paul Yates) Note the capsule
value gear





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