

THE



MAGAZINE



ISSUE — TENTH ANNIVERSARY

SUMMER 1991

75p

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INFORMAL MEETINGS

Fancy a pint (or two) and a natter? Then come and join us in the Lion and Railway Hotel every Tuesday evening (except the second Tuesday in the month) 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

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

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

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

EDITORIAL.

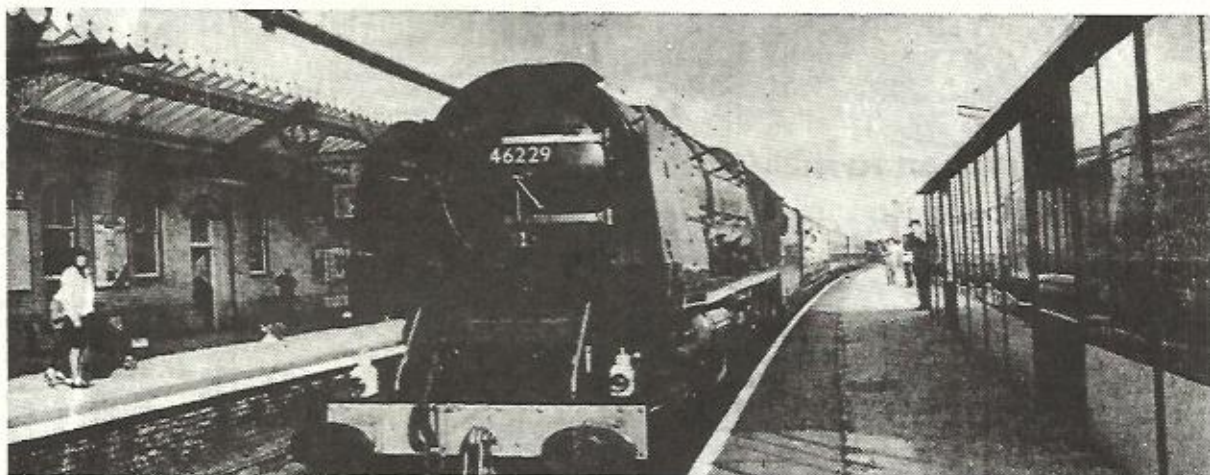
Welcome to our special tenth anniversary issue of the 8E magazine. Yes it is ten years since our ancestors began the regular meetings that we now enjoy under the 8E banner. The Railway Scene and the Preservation movement have undergone considerable development in this time, our Association has contributed to this, played its' part and made parallel progress with it.

The range of activities developed within the 8E is impressive: Open Days, visits, railtours, meetings, shows, the Magazine, news updates, Christmas Dinner, Sales Stand, coach restoration, Chester, Warrington, Crewe Heritage Centre, Main Line steam, to the stationary steam engine.

This magazine will be in two parts; beginning with the Dates, Fixtures, Events, Meetings, Sales Information and Update. Part two will be hippopotamus time as we wallow, not in mud, but in nostalgia, and look back at the 8E years.

The 8E to me means meeting and making friends while in pursuit of my railway hobbies. A friendly welcome and a chat over a pint awaits all who come to our meetings. Our railway activities take place in a cordial and often humorous atmosphere but a well organised and safe one. This surely is how a hobby should be.

"Duchess of Hamilton" at Northwich



Perhaps the finest example of the steam express locomotive is the ex-LMSR Pacific "Duchess of Hamilton" and steam and rail enthusiasts in their thousands had a chance to view her on Saturday, when she hauled a Pullman train from York to Chester, passing along the Manchester/Chester line en route. Every vantage point was filled with photographers out to record the scene yet Northwich Station, where this picture was taken, was almost deserted. Later the same day a Stanier 'Black Five' — No. 5000 — arrived at Northwich engine sheds

after hauling a steam special from Hereford to Chester. The loco will remain at Northwich until a week on Saturday and will be given the full 'Northwich treatment' by the local 8E Association, whose members clean and polish every visiting engine. This time they will also help carry out repairs. Association officials and British Rail point out the engine is NOT open to the public during its stay at Northwich. The 8E Association gets its name from the shed code of the former Northwich engine depot in steam days. (Photo No. RN90/12).

Northwich
Guardian
28/10/82

CHAIRMAN'S COMMENTS

10 years ago I can well recall visiting Northwich Shed Open Day with steam locomotives everywhere, thousands of visitors, all admiring *Clan Line*, *Sir Nigel Gresley*, Standard 4 Tank and others. As I stood in that crowd I thought "I must get involved in this set-up". So began a long relationship with the 8E.

Sadly nothing remains of the shed today. Little did we think - as we pampered those fine engines - *Leander*, *Duchess of Hamilton*, *Lord Nelson*, *Princess Elizabeth* - that now in 1991 we would be supporting and travelling behind those same engines on the Main Line.

As a society we are unique, no locomotives, no railway; but members of the ARPS and with strong links with SLOA/BR. How do we do it? By doing the unglamorous jobs - cleaning, ashing out, watering, at all hours and by meeting with owners, groups and BR, in simple terms - by hard work.

To all our members - whether at Llangollen, Carnforth, Crewe or elsewhere I say "Well Done!", and here's to the next 10 years.

COLIN WORRALL

DATES, FIXTURES AND EVENTS

10/9/91	STEVE WHITTAKER - GWR 2857 Group
13/10/91	GUEST SPEAKER - <i>To be advised</i>
12/11/91	JOHN CRONIN - Diesel Traction
10/12/91	AGM + Quiz

ALL MEETINGS COMMENCE AT 7.45 pm.
IN THE RED LION HOTEL, RUNCORN ROAD, BARNTON.
ADDITIONAL FACILITIES INCLUDE RAFFLE,
REFRESHMENTS, SALES AND PUBLICITY DISPLAYS

OPEN TO NON-MEMBERS

EVERYONE WELCOME

FOR FURTHER DETAILS PLEASE TELEPHONE
FRODSHAM 32607 OR NORTHWICH 44959



STEAM EXCURSIONS GALORE

BR InterCity and Flying Scotsman Services (based at Carnforth) are offering a total of eight steam-hauled excursions along our line over the summer, all at a standard fare of £31. Instead of running locomotives with only their "support" coaches between Steamtown Carnforth and the base for the North Wales steam excursions at the Crewe Heritage Centre these one-way movements will each see the engine hauling a full-length passenger train. In each case the train will start from London Euston and pick up passengers at Crewe at around 10.00. The train will then either be steam-hauled from Crewe via Chester, Northwich, Stockport, Manchester Victoria, Blackburn and Hellfield to Carnforth before returning to Euston direct via Preston and Crewe or will run direct to Carnforth for steam haulage via Blackburn, Manchester Victoria, Northwich and Chester to Crewe before returning direct to London Euston behind an electric locomotive.

These trains, to be known as the "Red Rose", will run on the dates shown below. Bookings can be made by ringing 0524-734220 between 10.00 and 16.00 on Monday to Friday and Credit Cards are accepted.

Monday 17th June	No 6201 "Princess Elizabeth" from Crewe to Carnforth
Monday 24th June	No 46228 "Duchess of Hamilton" from Carnforth to Crewe
Monday 22nd July	No 777 "Sir Lamiel" from Carnforth to Crewe
Monday 5th August	No 4771 "Green Arrow" from Carnforth to Crewe
Monday 2nd September	No 46228 "Duchess of Hamilton" from Crewe to Carnforth
Monday 18th September	No 4771 "Green Arrow" from Crewe to Carnforth
Monday 23rd September	No 45596 "Bahamas" from Crewe to Carnforth
Monday 30th September	Ex-LMS Class 8F No 8233 from Crewe to Carnforth

MAIN LINE STEAM 1991

Aug 1	FL William-Mallaig ret (WH)	Aug 18	Old Oak Common open day. NYA
Aug 2	Crewe-Chester-Herford (WME) 46229	Aug 19	FL William-Mallaig ret (WH)
	Herford-Whitchurch-Crewe (WME) 45596	Aug 20	Crewe-Holyhead ret (NWCE) 4771
Aug 4	Crewe-Holyhead ret (NWCE) 45596	Aug 20	FL William-Mallaig ret (WH)
Aug 4	FL William-Mallaig ret (WH)	Aug 21	Crewe-Holyhead ret (NWCE) 4771
Aug 4	Gloucester Rail Day*	Aug 21	FL William-Mallaig ret (RS)
Aug 5	"Positioning Special" 4771	Aug 22	FL William-Mallaig ret (WH)
Aug 5	FL William-Mallaig ret (WH)	Aug 22	Blackburn-Appleby (CME) 60532
Aug 5	Crewe-Holyhead ret (NWCE) 45596	Aug 24	Appleby-Blackburn (CME) 6203
Aug 6	FL William-Mallaig ret (WH)	Aug 25	Crewe-Holyhead ret (NWCE) 4472
Aug 7	Crewe-Holyhead ret (NWCE) 45596	Aug 25	FL William-Mallaig ret (WH)
Aug 7	FL William-Mallaig ret (RS)	Aug 26	Crewe-Holyhead ret (NWCE) 4472
Aug 8	FL William-Mallaig ret (WH)	Aug 26	FL William-Mallaig ret (WH)
Aug 9	"Positioning Special" 3442	Aug 27	Crewe-Holyhead ret (NWCE) 4498
Aug 10	Blackburn-Appleby (CME) 60532	Aug 27	FL William-Mallaig ret (WH)
	Appleby-Blackburn (CME) 5407	Aug 28	Crewe-Holyhead ret (NWCE) 4498
Aug 11	Crewe-Holyhead ret (NWCE) 777	Aug 28	FL William-Mallaig ret (RS)
Aug 11	FL William-Mallaig ret (WH)	Aug 29	FL William-Mallaig ret (WH)
Aug 12	"Positioning Special" 3442	Aug 31	Crewe-Chester-Herford (WME) 4472
Aug 12	FL William-Mallaig ret (WH)		Herford-Whitchurch-Crewe 46229
Aug 13	Crewe-Holyhead ret (NWCE) 777	Sep 1	Crewe-Holyhead ret (NWCE) 4498
Aug 13	FL William-Mallaig ret (WH)	Sep 1	FL William-Mallaig ret (WH)
Aug 14	Crewe-Holyhead ret (NWCE) 777	Sep 2	"Positioning Special" 46229
Aug 14	FL William-Mallaig ret (RS)	Sep 2	FL William-Mallaig ret (WH)
Aug 15	FL William-Mallaig ret (WH)	Sep 3	Crewe-Holyhead ret (NWCE) 4498
Aug 16	"Positioning Special" 3442	Sep 3	FL William-Mallaig ret (WH)
Aug 17	Carnforth-Workington (CCE) 46293	Sep 4	Crewe-Holyhead ret (NWCE) 4498
	Workington-Carnforth (CCE) 60532	Sep 4	FL William-Mallaig ret (RS)
Aug 17	Saltburn Gala Day*	Sep 5	FL William-Mallaig ret (WH)
Aug 18	Crewe-Holyhead ret (NWCE) 4771	Sep 7	Blackburn-Appleby (CME) 6201
Aug 18	FL William-Mallaig ret (WH)		Appleby-Blackburn (CME) 60532
		Sep 8	Crewe-Holyhead ret (NWCE) 4771
		Sep 8	FL William-Mallaig ret (WH)
		Sep 9	"Positioning Special" 6024
		Sep 10	Crewe-Holyhead ret (NWCE) 4771
		Sep 11	Crewe-Holyhead ret (NWCE) 4771
		Sep 11	FL William-Mallaig ret (RS)
		Sep 12	FL William-Mallaig ret (WH)
		Sep 14	Cambridge Gala Day, NYA
		Sep 15	Crewe-Holyhead ret (NWCE) 45596
		Sep 15	Plymouth Laira Open Day*
		Sep 16	"Positioning Special" 4771
		Sep 18	FL William-Mallaig ret (RS)
		Sep 19	FL William-Mallaig ret (WH)
		Sep 21	Chester-Herford (Steam leg) (WME) 6024
			Herford-Whitchurch-Crewe (WME) 8233
		Sep 22	Shrewsbury-Barnmouth (CL)
			Barnmouth-Shrewsbury (CL)
		Sep 23	"Positioning Special" 45596
		Sep 25	FL William-Mallaig ret (RS)
		Sep 26	FL William-Mallaig ret (WH)
		Sep 29	Shrewsbury-Barnmouth (CL)
			Barnmouth-Shrewsbury (CL)
		Sep 30	"Positioning Special" 8233
		Oct 2	FL William-Mallaig ret (RS)
		Oct 3	FL William-Mallaig ret (WH)
		Oct 9	FL William-Mallaig ret (RS)
		Oct 10	FL William-Mallaig ret (WH)
		Oct 12	Crewe-Holyhead ret (VM) 4498
		Oct 16	FL William-Mallaig ret (RS)
		Oct 17	FL William-Mallaig ret (WH)
		Oct 23	FL William-Mallaig ret (RS)
		Oct 26	Blackburn-Appleby (CME) 8233
			Appleby-Blackburn (CME) 48151
		Oct 30	FL William-Mallaig ret (RS)
		Nov 6, 13, 20, 27	FL William-Mallaig ret (RS)
			Restored locos for "West Highlander" and "Royal Scotsman" trains are 44871, 44932 and 3442.
			* Steam presence not yet confirmed.

SALES REPORT

With the start of the new summer season at Crewe Heritage Centre we have recently invested in some new sales stock for the shop. As a result of numerous inquiries last year as to whether we had any railway videos for sale we have now started to stock a limited number of titles of both British and North American railways and hopefully if these prove to be a good selling item then we shall consider increasing the range. As with our railway books, we shall be offering the videos to members at a discount price (probably 10% but may vary from tape to tape), and if members would like to see any particular videos in the shop please let us know.

Following a second visit to the Severn Valley Railways' Wholesale Department at Kidderminster we have added further to our range of general railway souvenirs, which tend to be the mainstay of our sales at Crewe.

We are also intending to have some '8B' shedplate badges made and at the present time we are looking into having some 10th Anniversary Ties, T-Shirts and Sweatshirts produced. Details about prices will be given in the next issue of the magazine or announced at one of the forthcoming monthly meetings.

We have two more swapmeets to attend before the season starts at Crewe; Stoke on Trent on May 18th and Chester on June 8th, following which all sales effort will be concentrated on the shop at the Heritage Centre. We are still looking for more members to assist in the shop during the summer and if you are interested please contact me on Northwich 44959 as soon as possible so that I can organise the roster in plenty of time. We now have the facility to accept Visa and Access cards and training will be given in the use of this facility to anyone assisting in the shop. Eventually I intend to offer a limited mail order service to members and will in due course produce a list of sales stock in a future issue of the magazine.



M. Lenz

Sales Officer

It is rather difficult to fulfil a 'Public Relations' role when one is unable to get out and about to relate to the public ! This has been my unfortunate position in late 1990 and early 1991 due to a recurrence of my long standing health problems, which at one stage appeared likely to put me into hospital again. Fortunately matters did not deteriorate sufficiently to lead on to this, though I am told to take care in case another down-turn occurs and to be prepared for this eventuality some time in the future. Thanks to everyone in the 8E and 5A groups who sent good wishes during my enforced idleness, your concern is much appreciated.

The other aspect of my committee position does of course involve publicity. This work is somewhat easier to look after even when physical activity is restricted, so it has still been possible to keep those attending our evening fixtures fully supplied with 'Members Notes' and other hand-outs as well as preparing posters and similar news cutting displays etc. Incidentally if any members who live further afield (or for various reasons cannot get to regular meetings) would like to receive back issues of 'Members Notes' I would be pleased to forward these on to you, provided that a contribution to postage costs is made. These notes, often stretching to eight or more pages, have been produced every month through the Winter and Spring but the May edition will be the last until September, allowing me a summer break from editorial duties !

My work is to promote and publicise our activities amongst the general public and other railway groups. Liason with British Rail, Steam Loco owning societies, S.L.O.A., A.R.P.S. and the press has to be a continuing process if we are to retain, never mind develop, our position in the railway enthusiast world. There can also be important financial spin-offs as good publicity, especially when linked to our efforts in the field of sales, can provide increasing income from new members and others. We are engaged in regular correspondence and often personal contact with such people as Richard Hardy (SLOA Chairman), Steve McColl (SLOA Safety Officer and B.R. Manager with Network South-East), Jan Glasscock (B.R. Crewe Area Manager), Michael Draper (Severn Valley Railway General Manager) plus a host of others in the private and public sphere of railway operations.

A long promised article for the 'Railway Magazine' is currently in the course of preparation, for which regular liason with Editor Peter Kelly has been taking place for 12 months or more. Hopefully this article, marking our 10th Anniversary, should appear in that most respected of enthusiast journals before the summer is out. Some other projects currently in hand include :-

ARPS Membership. We expect to give a short slide presentation and talk at the ARPS Autumn meeting in Southport held over the week-end of 5th/6th October to back up our Membership application. This is now progressing after being proposed by the Llangollen Railway and seconded by the Severn Valley Railway.

Talks to other Groups. We have been invited to give a presentation to the Sheffield Area Branch of Peak Rail in early 1992. Mike Lenz and myself will be handling this but other members are welcome to support us on the night (date to be advised). If members know of anyone else who might like us to do a slide show, please inform me or any other Committee Member so that we can follow this up.

Exhibition activities. Mike, Paul, Chris Simon and myself, ably supported by a small but very enthusiastic group of other members continue to attend 'Swap-Meets' at Chester Northgate Arena and at Stoke on a regular basis. The Model Railway Exhibition circuit is also being targetted and we intend to be represented at events in Warrington and Crewe in the September/October period. Again, if any members are aware of possible contacts in this field we will be glad to hear from you. Help with our Sales/Publicity stand is always appreciated at these gatherings.

Crewe Heritage Centre. Once again we envisage a strong presence on site this summer, with the shop in action as before and hopefully some participation with the main exhibition in the Display Hall. Members help in this area will be particularly appreciated, as of course the more opportunity we have to keep the shop open, the better will be the income for the Group. Mid-week opening was especially difficult to arrange last year so here is an aspect much in need of extra help.

So there it is - just a brief summary of some of the things we are trying to do to get the 8E message across. Perhaps you may now be asking yourself "What can I do to help?" Well help with the Shop and on-site at Crewe is very welcome. What do you do with your old copies of the Magazine and Members Notes? Please pass them on to friends and colleagues or alternatively return them so that we can distribute them to anyone who may write to us for information.

Anyway, many thanks to all of you who have helped, especially whilst I have been indisposed. Let us make the 10th Anniversary Year by keeping the 8E in the public eye.

Alan R Ashurst
Publicity/Public Relations Officer.

CREWE AREA GROUP REPORT.

My bout of indifferent health in late 1990/early 1991 has prevented me from doing much to help our members who continue to be very active in and around the Heritage Centre where they maintain a strong 8E presence helping out with the many and various locomotive and general site duties necessary to prepare for another summer of hectic activity. Doug Spencer is a stalwart of the Heritage Supporters Association but has now also joined our committee to help strengthen the bond between the two groups.

In view of the foregoing this report focuses mainly on the social side of the Crewe group, where interest is now firmly established at the Crewe Arms Hotel (opposite BR Station) on the first Friday of each month at 7.30 pm. Hotel Manager Richard Stoye has been most accommodating in providing meeting facilities for us at this most convenient and well appointed venue and we could not ask for a nicer environment in which to hold our evening fixtures. Despite this, our meetings still meet with only varying degrees of success and attendance levels appear to fluctuate considerably month by month. The whole idea of having meetings on Fridays was to provide those regular volunteers at the Centre who are normally stopping "on site" on Friday nights with an entertainment package once a month at which they could enjoy their usual Friday 'pint' but at the same time participate in a meetings structure with fellow Heritage supporters and 8E members. Sadly, these particular people have been notable by their absence during the Winter and Spring meetings but I am at a loss to understand why. Doug Spencer put together a very attractive collection of Guest Speakers for the early part of 1991 and I can only say that those who missed such delights as Gordon Connelly's talk on the Crewe Re-modelling Project or Howard Curran's slides on the history of the Borough of Crewe are much the losers for their absence. Other providers of entertainment have been Tony Moseley, Mike Lenz, Ian Mumford and most recently BR Crewe Area Manager Jan Glasscock. Topics have ranged from Africa and USA on slide and film to more familiar home territory and every meeting has been well received by the audience, whether large or small. Meetings continue with permission from Richard Stoye to use his Video facilities (if not already in use by others) from June onwards. Perhaps this message has failed to get across to people as a nadir was reached on the 7th of June when an attendance of just THREE people (Mike Lenz, Len Clarke and myself) was encountered. Apologies were received from Doug Spencer and Chris Simon who both had other important family commitments that night but apart from them there was no other contact from Crewe based folk: the three of us who did go being non Crewe residents all having to travel some distance to attend.

With Doug Spencer, Mike Lenz and myself having so many other commitments, both railway and otherwise, to attend to it is foolhardy to be spending significant amounts of time in the organisation of fixtures, preparing the room, planning and advertising. Correspondence has to be entered into with prospective guest speakers and suitable advertising has to be arranged. This is quite acceptable so long as people turn up on the night, but absolutely pointless if they don't! Both Mike Lenz and myself will consequently probably not be coming along to any Crewe based gatherings until the formal fixtures programme resumes on Friday 4th October with a fresh selection of guest speakers. In the meantime I hope that Crewe based 8E and 5A members will give some thought to whether or not they can make some contribution to these events by just being there!

WARRINGTON AREA GROUP REPORT.

Our bi-monthly fixtures have continued in Warrington, however on the night of our November meeting problems arose with the sudden death of my father-in-law that afternoon. Ernie was a regular and enthusiastic supporter of our Warrington fixtures and was looking forward to coming along as usual to the show, which sadly was not to be. Under the circumstances it was impossible to continue with the fixture so my apologies to those who came along only to be turned away, but I'm sure you can understand the reasons behind this very short notice cancellation. The programme intended for November on Narrow Gauge topics was utilised for the January meeting instead and, despite being something of a minority interest, was well received by the audience of fifteen people.

Our plans to hold joint fixtures with the North-West Branch of the Great Western Society came to fruition in March when we cancelled our own event in order to hold a joint meeting at the GW group's venue of the Masonic Hall in Warrington. It was in fact a very appropriate night to have a joint event as the speaker was Neil Evans of the 'Foxcote Manor' group which was to provide much interest for our Llangollen orientated members. We were made to feel very much at home by the GW people and we thank their Chairman Tony Icke for inviting us along. Sadly only SEVEN 8E members attended after some indication earlier that we would get good support, although I have since learned that an important Llangollen Railway Society meeting was also held that same night. We intend to make joint fixtures at least an annual event with the GW group who hopefully will be visiting our venue in March 1992 for a meeting at which Len Clarke has been asked to speak.

May found us back at our home venue for a film show featuring mainly North Wales Coast steam workings over the last few years but also paying some respect to the recent TV features on supposed fresh initiatives from Malcolm Rifkind and others in Government to adopt a more enlightened approach to both freight and passenger transport by rail. A much improved attendance figure of 25 made for a successful and quite profitable evening, the latter part of which caused some lively debate amongst the audience. A few new faces were to be seen, along with some others who are only infrequent attenders - we hope they all enjoyed themselves sufficiently to visit us again.

Meetings will continue on the last Friday of alternate months, with the 26th July event featuring the films of former Poet Laureate John Betjeman, a notable champion of railways over the years. His acclaimed documentary "Metroland" made for the BBC in 1973 will be the major item, backed up by some short British Transport films with John as narrator made in the 1960's. This show will not finish late as I begin my family holidays the following day! During the Autumn we hope to provide some more slide shows but details are still to be confirmed. Do please try to join us if you can at St. Hilda's Clubroom, Slater Street (off the A50 Knutsford Road one mile from the town centre) at 7.45pm. The usual range of back-up facilities (raffle, refreshments, publicity displays etc.) is provided for your enjoyment.

Finally our congratulations go to local member Dave Healy who, after suffering the gloom of redundancy, has had the good fortune to be taken onto the staff at Crewe Heritage Centre, once more strengthening the links between our group and the continuing work to promote main line steam activity at the Heritage site.

Alan Ashurst.

VIDEO REVIEW.

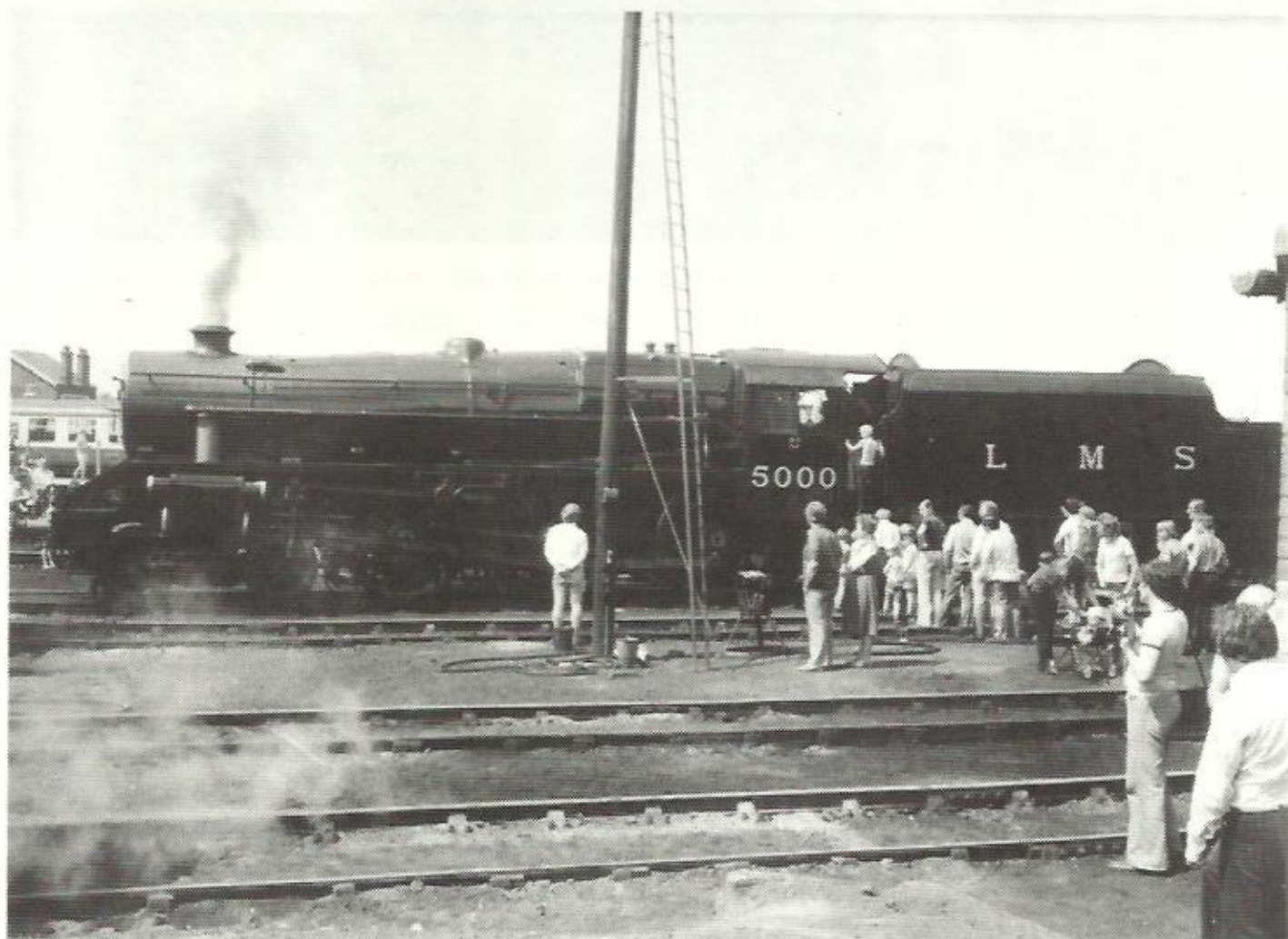
Thanks to the kindness of our friends at CDS Models, Buttermarket Street, Warrington, we hope to be able to bring you regular reviews of videos which they now have in stock. Don't forget - CDS can cater for all your Model Railway requirements and many general interest items as well, with 10% off for 8E members on production of your membership card.

Our first subject for review is ROCKET'S RAILWAY, a locally produced 2 hour tape featuring a journey along the famous Liverpool to Manchester via Chat Moss route. As the setting for the "Rocket 150" celebrations eleven years ago the line should be familiar to many of our members, although this tape will undoubtedly be able to teach you more of the history and current operations on the route. This is the first venture from "AJC Video", behind which is Warrington P.S.B. based signalman TONY COOK. As a result of Tony's railway employment, access to locations well away from areas available to the public have been possible and some interesting footage around such locations as Edge Hill are consequently included. As a record of the great variety of modern Inter City, Regional Railways and Freight services which presently use the various parts of the line the film is excellent, but perhaps a retrospective glance at some of the traffic from earlier days, such as steam hauled services or the much mourned "Trans-Pennine" DMU's would have improved the production, even if only shown as still shots to intercut the passing modern motive power scene.

The commentary, spoken by Mr. Cook's wife, is rich in information and gives some insight into little known facts and figures especially in a historical vein.

It is however somewhat vocally "flat" and the undisguised South Lancashire tones might well take some getting used to by those who are unfamiliar with the way of speaking in North-West England! However, the tape can be well recommended to all local railfans, although it will probably have most appeal to those who favour modern image transport topics. Mr. Cook will, we understand, be producing more videos with local themes, one suggestion being a feature on the "Low Level" Ditton - Warrington - Arpley - Skelton Junction line, the much lamented passing of the Eastern end of which in 1985 is viewed with great sadness and regret by "Latchford Railfans" such as myself!

Alan R Ashurst.
Publicity Officer.



OPEN DAY 1980:

LMS 5000; LNER 4498 "*Sir Nigel Gresley*"; BR Tank 80079
at Northwich.

(Photos: Nigel Lightbown)



A day with a "Duchess".

As far as I was concerned, I was booked to go with 4472 on May 4th. On May 1st I get a telephone call from Mike Lenz. Bad news and good news. The bad news is that 4472 has failed its' Exam and won't be going to Holyhead. Mmmmmmm. Good news? The replacement loco will be 46229 "Duchess of Hamilton". Ahhhhhhhhh!!!

Arrived at the Heritage Centre in good time and found the support crew to be very friendly and welcoming. Met Brian Bailey who was to be my watering colleague for the day. We then all did our best to make the "Duchess" presentable. While we were busy polishing I noticed a rumble of Sulzer type noise coming from the Exhibition Hall. When we had done what we could to shine up 46229, I spotted the 'Peak' slowly emerging from the Hall with Glyn driving. This was to be the 'Peak's first official appearance along with the '47' and the '25' on a visit to Hereford. Once the Diesels were in position ready to be towed out, Glyn walked over to where we stood awaiting our own departure. He was not very chuffed!! Apparently he himself wanted to go with 46229 and we had a good laugh at his mock anger! He told me later that after we had gone to join up with our train, he was marshalling the Diesels having hung his camera on the fence ready to get a picture of the "Duchess" leaving the station. Unfortunately when this actually occurred he was totally committed to his duties and was unable to get to his camera!!

However, back to the plot. While we were stopped in the platform at Crewe I noticed that several of the support crew were on the platform chatting to a distinguished looking gentleman who looked very familiar to me. Just before the off, all climbed aboard including the gentleman aforementioned. Then it struck me! Dick Hardy was gentleman and he was to be a guest of the NRM support crew for the day.

So off we went on our way to the first watering stop at Llandudno Junction. It was probably at about 11 o'clock that our compartment door slid open and there stood Tony the Chef. He officially declared the Buffet open and took orders for morning break. Would we like fresh made scones? Indeed we would! Ten minutes later, coffee arrived with scones still warm from the oven. Magnificent!!

Into Llandudno Junction and as usual, the punters crowd forward and generally get in the way of the support crew. The hose connections on the "Duchess" are just above the buffers and are therefore very convenient. Brian climbed up to monitor the water level and I plugged the hose to the tender. Apart from the odd punter stepping on the hose all went well until the Traction Inspector told me that we should delay disconnection until the last possible moment in order to cram in as much water as possible. Now that's alright in theory, but the hose at that Station is very long and the man on the valve is therefore far away, keep that in mind as I describe what followed.

The Traction Inspector calls to Brian "OK, water off". Brian signals to the valve man and looks down to me saying "Right Ian, he's gone to shut the valve". I feel the hose with the idea of disconnecting once it has become slack. However this does take a little while and the Inspector is looking very anxious so when it starts to go soft I give one almighty tug on the connector lugs. What we have now is all the water in the hose plus the water in the internal tender riser pipe. You can guess what happened can't you? I had to hang my overalls out of the carriage window almost all the way to Holyhead to get them dry! Actually it was not too bad, only the right leg soaked, but I thought you would enjoy reading about my embarrassing moment!

So we soon arrived in Holyhead and while I set about doing the watering, Brian grabbed a shovel and climbed up to start moving coal forward. It struck me as rather odd at the time that nobody else came up to help. We only found out later that the "Duchess" has a very powerful fully working steam coal pusher. So that was Brian's embarrassing moment!!

Eventually, after turning the loco on the triangle at Valley we set off back toward Crewe. After the usual thrilling sight watching the dangerous antics of motorists trying to pace the loco on the Coastal Motorway, we made our first homeward stop at Llandudno Junction for more water. Big snag! Loco pulled too far forward, hose nowhere near long enough! Extra hose passed down from support coach. Connected up, all fine. This time two men with shovels climb up onto the tender to move coal forward (though we now all know that there is absolutely no need to). No problem, it's just Dick Hardy and his fellow guest enjoying themselves!

After an anxious few moments as Brian struggled to re-roll the hose and get it and himself back on board we set off for Crewe. Alas we had left just behind a DMU stopper so there was to be no spirited running on the way home. Still, we did get to hear the coal pusher in action several times as it operated with explosive force just a few feet ahead of us. Very impressive!

Back at Crewe after the loco and support coach were disconnected from the train, the crowd of punters gathered on the platform gave their traditional round of applause to the footplate crew and we set off to turn the "Duchess" at Basford Hall. In conversation with the lads from York we discovered that they were all proposing to return to York that evening so Brian gallantly offered to transport them in his mini-bus from the Heritage Centre to the Station to save them a long walk. The fact that he was able to help in this way was a fitting conclusion to a day when the 8E was of maximum help in return for a thoroughly enjoyable trip behind probably the finest preserved loco in Great Britain.

Ian.

The other day I was reading a book by a railway man about his life on the railways, it struck me that it would be a good idea to try and recollect my own memories. So I started to think about my first memories. When I was born my Mother and Father lived in the North East corner of Cheshire at Duckinfield where Dad was a young "Bobby". I don't remember much except going to school and being frightend to death by a man dressed up in a Michelin Man costume. He came to school and I finish up under the desk screaming my head off! It is suprising how these things stay in your mind! I also vaguely remember putting a banger on the kitchen fire- my Mum swore it improved the steaming qualities of it! As my Grandparents lived at Ashton in Makerfield near Wigan we probably travelled by train to visit them.

About 1930 Dad was moved to Altrincham and I went to St.Elizabeth's Infant School. The school backed onto the C.L.C. Chester line and in those days there was plenty of traffic on the line. Us kids who were interested spent most playtimes glued to the fence watching for puffers. If one was going past one little boy would not shift until it had gone past, no matter what the teacher threatend! We moved house from John Street to York Street and this was handy. The house back yard was across the line from the school and I remember most nights after I had been put to bed listening to the locos working Alt rincham Goods Yard Chuff Chuff Chuff --- Bang clank clink rattle rattle . Whenever I now read of loose coupled trains it always brings that noise back.

When we used to visit Grandma the journey was from Altrincham to Oxford Road and then walk across Manchester to Victoria Station for the train to Wigan(Wallgate). Then across the road and a tram to Bryn and Grandma's. This was done about every 8 weeks to fit in with Dad's weekends off.

There were other journeys, all through Manchester, to Blackpool (We were there when the Pleasure Beach burnt down and the little railway was destroyed). To North Wales-Llandudno. This was before the overhead wires were put in from Altrincham to Manchester. One day I remember Dad comming home and saying "Get ready we are going to go on the new electric trains." This was a really exciting trip, and although I used this service many,many times in later years I still remember that first trip.

About 1933, Dad was moved to Broomedge near to Lymm. Trains were then remote and nearly all of our travelling was by bus, little did we real ize that this was the shape of things to come. We took the bus to Warrington. it ran past our front door, it took us to Bridge Foot. The traffic in those days was nothing like it is now. We then had to walk across Warrington to pick up the Ashton bus. The route to Ashton was interesting, it went past Winwick Lunatic Assylum and on to Newton-Le-Willows. Here you could see the Vulcan Works across the fields as you approached Newton. The nearest I got to trains was quite a bit of 'O' Gauge model equipment. Besides having the normal clockwork engines and rolling stock I had a 2-4-0 steam loco run from a spirit burner. I used to have some fun with this, how I didn't set the house on fire I shall never know!!!

I had passed to go to Bradbury Central School in about 1936 and we moved back to Timperly. This changed our travelling again. We were now able to go to Timperly Station And pick up the Electric Train to Manchester and get to Wigan that way. Quite often Dad and I would go to Central Park to watch Wigan play.

In those days before World War 2 most young boys of my age, 10 or 11 years old, used to get hold of the Hornby Catalogue or the Magazine. I always remember the advert for a wonderful locomotive, 6201 Princess Elizabeth. It only cost £5-5-0d!!!! In those days that was as much as a man earned for two weeks work! and to a little boy it was a large fortune. The number of times I started to save up for it are countless, something always came up and I was skint again. I envied that loco, I still do, I would sit for hours looking at the advert and dreaming what I would do if I had it!! I remember when I first saw the real thing in Northwich Yard, it had stayed overnight and we had to get there bright and early to photograph it before it moved on. As the Sun came up and lit the engine up what a wonderful sight. It looked magnificent I just had to go over and pat it!!!

We lived quite near to Skelton Junction and it was very handy to cycle to the overbridge lean our bikes against the wall and stand on them to watch the trains. The trains I remember were the limestone trains from Buxton, a steam rail car we called the Bagurly Bus, Now and again, going north, was a green loco which used to take the line (I think) through West Timperly. I had very little knowledge of trains in those days so I don't know the identity of it.

In 1938 we moved across to Bankhall Lane in Hale and stayed there during the War. My Dad was "Bobby" for Ashley and Rostherne. His beat included Tatton Park and Ringway Airport. He had a lot to do with the Airborne troops. He was on duty in 1938 the evening before they opened the Airport and I remember taking him his breakfast, I was taken round the aircraft that were there by one of the pilots who was on duty. Amongst the planes was a first edition of a Spitfire and in part of the hanger all shut up was the first Manchester Bomber. What a thrill for a thirteen year old. Of course at this time railways were out and aircraft had taken over. Where we lived was again close to the Chester line and what fun we had. It seemed that every time there was an Air Raid on a train went up the bank to Ashley, then we got pasted. We had a mixture of incendiaries, delayed action & H.E. bombs dropped all around the district. I used to sleep under the kitchen table. This was very handy as I started work in the middle of 1940. I started at Metropolitan Vickers in Trafford Park and to get there I had to use the Electric train to either Sale or Stretford. In a morning I caught a train about 7am which was full but not too bad, in the evening after 5pm there were plenty of trains but overflowing with people. I had a pal who lived with his aunt and uncle. His uncle was a Motor Man on the Electrics and if we were lucky we sometimes got a ride home in the driving cab.

While I was serving my time I was transferred to K. Detail Test Dept., part of this department was a subsidiary of M.V. called General Railway Signals. Here we made signaling equipment, point machines, signaling lights and resistances for locos, also pantographs. The signaling relays were operated by the wheels making a circuit between the lines: they in turn operated stepping relays at each end of a section, if they matched it was then O.K. if not the train would probably be broken. All was well until the railways started using re-inforced concrete sleepers. In these of course the iron bars acted as a short circuit and the relays would not work. They decided to fit micro switches onto the web of the rails, the idea being that the flanges on the wheels would switch the micros. Everything went well until they used one of the works 0-6-0s. They could only count two sets of wheels, they then discovered on one of the outboard wheel sets the flanges had been reduced so that the loco could get round some of the tight turns!! I never knew the answer to this problem as I was moved on.

JUST A DAY OUT.

My wanderings started in March at Llangollen on the first day of their season, soon followed by two more trips there after the extension to Deeside Halt opened. The sad news that Dinting was to close prompted me to visit this Centre on Easter Monday. The only thing missing from my previous visit were the Class 76 'Tommy's'. Despite the weather trying to dampen spirits, an excellent if somewhat sad day was had and despite the human failures some historic video film taken.

The May Day Bank Holiday was advertised as the Ffestiniog Gala Weekend and so plans were laid for a visit to be made on the Saturday. An early start saw us at Blaneau in time to catch the Push-Pull set to Porthmadog. Despite the trackbed issue between the Ffestiniog and Welsh Highland railways being to the fore, 'Russel' was on loan to the Ffestiniog, so we took the opportunity to ride to Minffordd behind 'Russel' to view the displays in the Yard.

The highlight here for many people was the chance to drive 0-4-0 'Britomart' 100 yards along the siding and back! After a lunch break we bashed the Shed then caught the next train to Blaneau behind 'Earl of Merioneth'. The sun still shining on us made this a really superb day out.

For our Summer Holidays we had chosen Butlins at Minehead. The plan being to visit the East Somerset on the way down, the West Somerset during the week and the Forest of Dean on the way home. The journey down was exactly 200 miles to Cranmore where we arrived in time for dinner. We had plenty of time to spare before the train was due to leave so we bashed the Shed finding 9F 'Black Prince' and Standard 4 'The Green Knight'. Getting up steam was 0-4-0ST 'Lady Nan'. A visit was also made to David Shepperd's Signal Box Art Gallery, a place not to be missed if you visit the Railway as is the Cast Iron toilet on Cranmore Station!

The West Somerset Railway runs past Butlins Camp so we had a preview whilst unpacking on Saturday afternoon. After breakfast on the Sunday we walked the short distance to Minehead Station. Our trip was in a beautiful rake of Chocolate and Cream carriages with 'Prairie' 4561 at the front. The Buffet Car selling Taunton Ciders (sampled in each direction) and the sun shone all day. The journey ends at Bishops Lydeard and with only a short turn round we stayed with the train. So much did we enjoy our day that we repeated our trip on the Thursday, this time with Pannier Tank 6412. I can only say that this Railway merits my highest praise, a must to visit if you are in the area. The only minus for me was that the S&DJR 7F was not in steam at the time that we visited. The journey home was marred by an hour hold-up waiting to cross the Severn Bridge, but this itself is well worth seeing.

We arrived at the Forest of Dean in the early afternoon. After having a break for lunch we had a wander round the site. There was plenty in the process of being done ranging from Loco restoration to Shed building. We then took the Shuttle down the line with Pannier 9681 in BR Black. A bit disappointing, the shuffle down the line, however there is plenty of potential and I look forward to a return visit in the future.

I rested then until August when I took a trip to Oxenhope for the Worth Valley. During this last summer it has been hard to get a day without sun and this was no exception. The Worth Valley had Standard 4 75078 and Pannier 5775 on offer. Again I wouldn't hesitate to recommend this line to all.

At the end of August I took the chance to introduce some friends to Preserved Railways with a trip to the Severn Valley. Steam, Real Ale and Good Food, say no more!

September seemed to be Gala month so I rested and made plans for October. These were for the East Lancs Diesel Gala, always worth a visit, and a trip to the Welshpool and Llanfair Light Railway. I was so impressed with the Welshpool that I returned the following weekend. The line twists, turns and has steep inclines. It is highly recommended, especially the open ended balcony coaches, (and no Mr Ward!).

I returned to the East Lancs at Bury in November to sample the 'Standards' and I look forward to the opening of their extension in 1991. I decided to finish where I had started so it was off to Llangollen for a Mince Pie with Darfield No 1. All this and no mention of my main line trips or some very enjoyable days spent with the 8E Sales Stand. But as they say, that's another story. Now for 1991: Butterley, Embsay, where's my 1991 Wilsons?.....

Bob Greenhalgh.

THE 8E ASSOCIATION - A LOOK BACK

A chance comment from Mr David McIntosh, then Area Rail Manager for the Northwich Area, led to the forming of the 8E Association. He was in the 'Lion and Railway' public house opposite Northwich Railway Station chatting to a large group of volunteers. He made the suggestion that these volunteers should form their own Railway Support Group. Thus was the 8E Association born.

The volunteers had been working on steam locomotives, preparing them for the 'Rocket 150' celebrations which were to be held at Rainhill near Liverpool in that year of 1980. As locomotives LNER A4 'Sir Nigel Gresley', LMS Black Five 5000, Jubilee 5690 'Leander', SR 35028 'Clan Line' and BR Standard Tank 80079 were to be on site at Northwich to prepare for Rainhill, an Open Day was held. Many visitors enjoyed the glorious sunshine while the volunteers cleaned, prepared, lit the fires and generally helped the locomotives' crews. It was a fine day for all, for many the first taste of steam since 1967.

The name 8E was chosen for the newly formed group, this being the number of Northwich Motive Power Depot which had been opened by the Cheshire Lines Committee in 1869, remaining with them until BR took over in 1948. In 1953 it was re-roofed. In 1967 it became a Diesel Depot. It closed in 1986 and was demolished in 1991. In 1981, the new Association first formed a Committee and took out its' first insurance to protect members while ".....engaged in the cleaning and related activities on steam engines".

Newsletter One shows the first Committee led by the Chairman Graham Roughsedge. A programme of talks, slide shows, quizzes and visits was set in motion and continues to this day. The principal aim of the Group was, however, servicing steam locomotives passing through or staying overnight at Northwich or Chester.

On the 26th January 1982 BR formally authorised the 8E Association to work on BR property. Some early visits included:-

23-10-82 46229 'Duchess of Hamilton' and LMS 5305 at Northwich.

6-11-82 " " " " " LMS 5000 at Northwich.

5- 3-83 SR 777 'Sir Lamiel' and LMS 5000 at Chester.

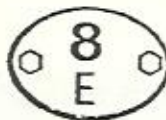
14-5-83 " " " " " " " " .

21- 5-83 BR 92220 'Evening Star' and GWR 6000 'King George V' at Chester.

(Continued page 18)

Credits - 'Looking Back....'

Text	Paul Yates
Resources	Graham Roughsedge
	Mike Lenz
	Alan Ashurst
	Nigel Lightbown



Association

Chairman

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15 Cherry Tree Avenue
BARNTON
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Tel: Northwich 782344

Secretary

A.A. JOHNSON
3 Farndon Close
CUDDINGTON
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8E Association Newsheet -No.1

Dear Member -

Here is the first 8E Association Newsheet. It is intended that a newsheet will be issued each month with a view to notifying members of details of visiting locomotives, works visits, committee decisions and all matters relating to railway interest that occur in our area. The newsheet is completely available for member's letters, information or articles and any contributions will be welcomed.

.....

The following offers were elected at the meeting on 19th November

- i. Chairman - Graham Roughsedge
- ii. Treasurer - Alan Cotterill
- iii. Secretary - Andrew Johnson
- iv. Tours Organiser - Pat Mullee
- v. Sales Officer - Peter Coulter
- vi. Materials Officers - Clive Barrow & Colin Worrall
- vii. Public Relations - Peter Turner & Alan Ashurst

Those elected thank members for their vote and look forward to continued support in the future. Efforts are being made to increase the membership with a view to expanding our range of activities thus producing more benefits for members and with the decidedly beneficial aspect of promoting local railway matters. Your committee meets every fortnight to discuss current issues and it is hoped that members will be satisfied with the outcome of the work to date, as detailed in this newsheet.

.....

An item of major importance is that British Rail have made the magnificent gesture of offering the L.M.S. Period I (c. 1924) Breakdown Coach currently sheltered in Northwich Shed, free of charge to the Association. There are no prohibitive stipulations entailed with this offer, which will be debated and the decision as to whether to accept or not, made at the next meeting. Members are asked to consider their viewpoint in this regard before the meeting, with the major factors for acceptance being :- storage facilities, accommodation for crews and/or cleaners, also the coach will always be a saleable asset. Against acceptance:- Cost of restoration materials.

.....

As previously stated, it is felt that there is great interest in railways in the area but relatively few people are aware that the Association exists.

With the aim of correcting this situation, the relevant Press are being notified of our activities, and Members should look out for an article in the local "Guardian" series, and a small feature in the next issue of "Steam World" further information will be continued to be released to various publications as time goes by, in order to maintain Public awareness.

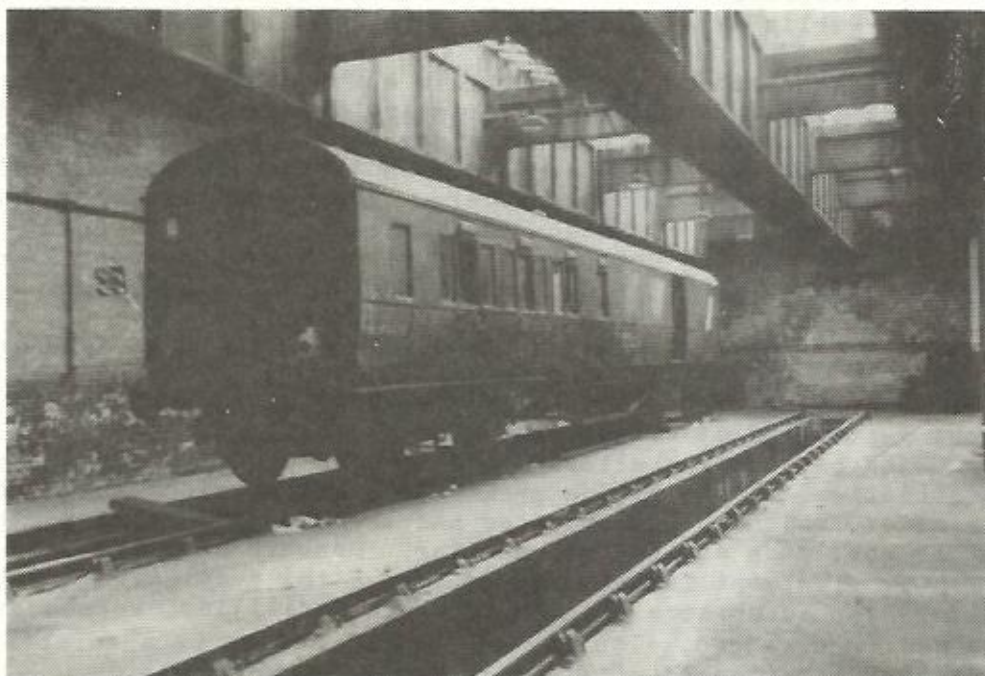
.....

On the 1st December 1982, SR 'Lord Nelson' arrived with an acute shortage of coal. Although it was 9.30 pm Graham Roughsedge and son Mark managed to obtain a delivery from A W Smith and Sons Coal Merchants!

Peter Turner was the early Sales Stall Manager doing valuable work raising funds. This was taken over by Mike Lenz who has set up a permanent shop at Crewe Heritage Centre and widened the range to include books, videos and badges. Swap-meets are regularly attended and many members help man the 8E stall. Chairman Graham Roughsedge paid glowing tribute to his Committee who were 'venturing into the unknown' and who worked extremely hard. Soon '8E clean' was the phrase as members established a fine reputation of being responsible and efficient.

Tuesday meetings have always been in that original pub, the 'Lion and Railway'. These meetings are informal, all are welcome. The first Tuesday in the month is Committee night. The second Tuesday (excluding August) is 'showtime'. Early 'showtimes' were held in the BRSA Club. This establishment closed down however in rather dramatic fashion! One Tuesday evening Graham Roughsedge phoned the Club to check that the pies had arrived for that evenings get-together. He was told that the pies, along with the beer, chairs and tables were not there! The Club had been declared bankrupt that same afternoon and the bailiffs had removed everything including the 8Es' pies! Later meetings were held in the Lostock Club before our current venue, the 'Red Lion' at Barnton was chosen.

On 13th January 1982, a Breakdown Van was donated to the 8E for the storage of tools and to provide Mess facilities. The cost was £452.



Early Newsletters reveal details of this Coach and the Committee, with the excellent artwork of Mark Roughsedge.

(Continued page 22)



York Tour 1986
(See item 'Looking Back')

LNER 4771 "*Green Arrow*"
on Scarborough Spa Express
duty.

Deltic 55002
in NRM Annexe.



Ann Sheridan and
Anne-Marie Creaghan
inspect the APT-E
at the NRM.



Pete Sheridan 'drives' SR 34051
"Sir Winston Churchill" (NRM)

(Photos: Paul Yates)

STOP PRESS!

Saturday 19th October 1991

10TH Anniversary Dinner

THE HAYHURST ROOM

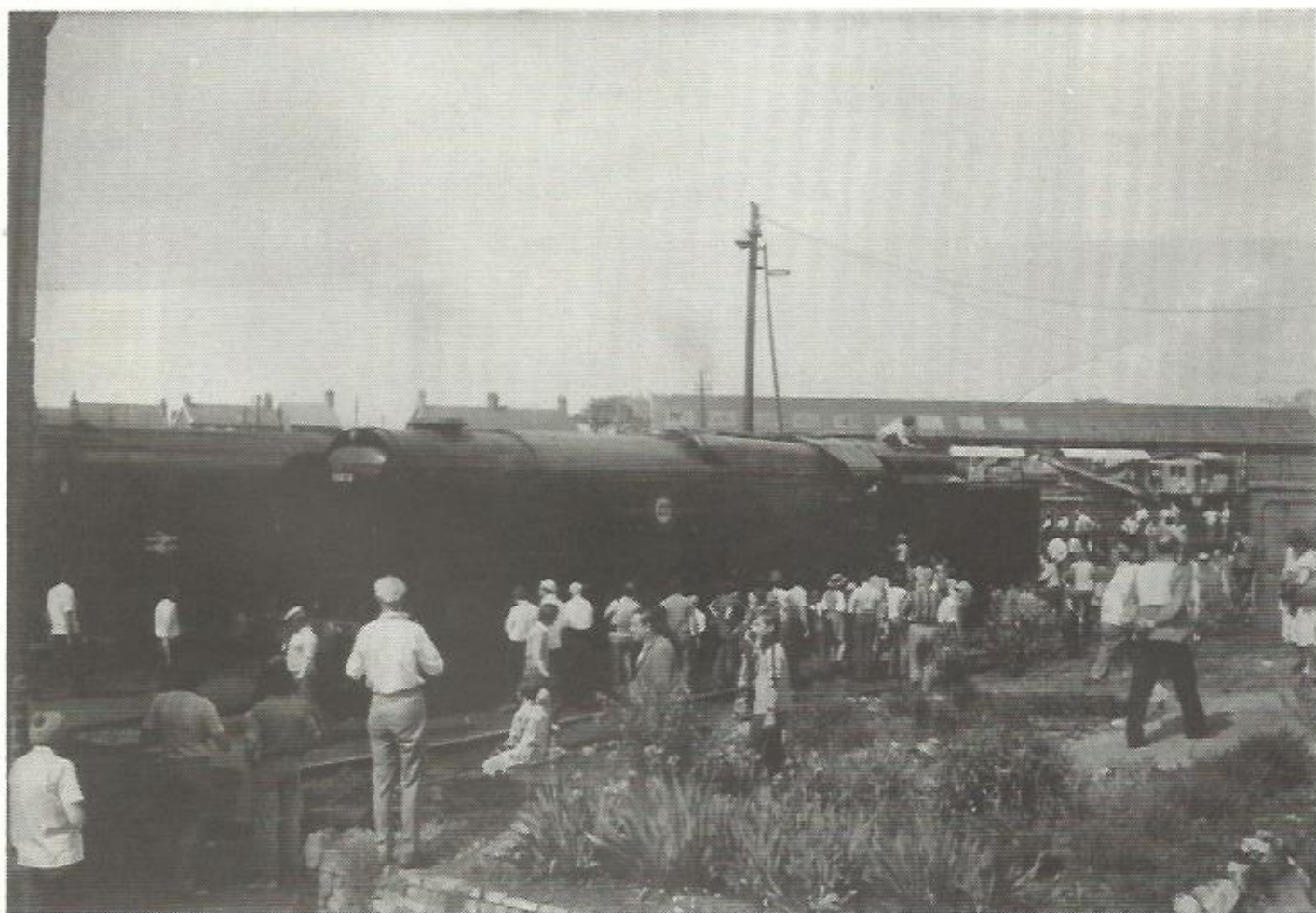
Memorial Hall
 NORTHWICH
 8.00 pm

Tickets - about £12
 Must be bought in advance

Special Guests Invited

SR 35028 *"Clan Line"* at
 Northwich, 1980

(Photo: Nigel Lightbown)





Association

Chairman

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15 Cherry Tree Avenue
BARNTON
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Tel: Northwich 782344

Secretary

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3 Farndon Close
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Tel: Northwich 882592

8-E Association No 4 - March 1982

As most members will know, the Open Day was a tremendous success, with an estimated 3,500 attendance. Everything went off fairly smoothly, the only hiccup being the cancellation of the brake-van rides, which was due to an internal B.R. mix-up. A cheque for £400 was presented at the end of the day to the B.R. Welfare Fund, and this was received with thanks. Indeed, our thanks must go to all the 8-E members who helped on the day, and with the sales stand and the raffle (particular credit must go to Mr. Williams who managed to sell £48 worth of tickets - incredible !), to the ladies who catered so ably, and not the least for the splendid co-operation and assistance from Mr. Ted Merryweather and the staff at Northwich shed. The societies who put sales stands on the site were canvassed, and all were delighted.

A great advertisement for the 8-E Association !

Prize winners in the Grand Draw held on the Open Day were -

- | | |
|-------|--|
| 1 st. | Miss H. Dickenson, Davenham, Northwich |
| 2 nd. | Mr. M. N. Roche, Sandbach |
| 3 rd. | Mrs. G. Boardman, Clubmoor, Liverpool |
| 4 th. | Mr. S. Wayman, Warrington |
| 5 th. | Mr. P. Pitt, Widnes |

Publicity and the 8-E Association.

Many members will no doubt be aware of the excellent photo-feature in the recent issue (No 42) of the Ian Allan quarterly 'Trains Illustrated'. Past and present scenes on Northwich Shed are shown in the article, and members are urged to buy a copy to show friends and relatives, thereby helping to spread the word further. Look out over the next few months for additional material in the Railway Press, the first of which should be "Steam Railways" and "N.W. Rail Enthusiast". Local engineman/reporter Eddie Bellass was present at the Open Day on 7th. March and has articles in preparation for both magazines. Most other publications (Rly. Magazine, Rly. World, Rail News, etc.) have all been circulated with details of the Open Day events, and it is hoped that they will also see fit to publish the details in due course.

The first tour, to Doncaster, on 7 th February 1982 was quickly sold out. Further Railtours included visits to Scotland, York, West Country and South Wales. There were Coach visits to Chester and Shrewsbury signal boxes, a further coach trip to Doncaster and exciting Railtours such as London-Stratford-Exeter-Bristol-Swindon and Aberystwyth-Gateshead-Scarborough. Nearly all these tours were the work of Alan Bennett and excellently organised. One particularly exciting trip was to Carnforth in the Great Eastern Director Coach Number 1.



This photo shows the 8E Committee on a working tour to Carnforth behind SR 850 'Lord Nelson'.

In 1985 Graham Roughsedge was succeeded as Chairman by Colin Worrall. Graham was made a Life Member. He had developed the group into a well-organised and respected Society. He left to become General Manager of the LLangollen Railway Society, a volunteer position. He maintains an interest in the 8E. Colin was a wise choice as he has kept the stability and enthusiasm of 8E members alive.

Work with steam locomotives continued apace. A second Open Day in March 1982 was held, LMS 5000 and BR Standard Tank 80079 were present with a variety of diesels including Class 40 and 47 representatives. Also cleaned and/or watered over the next four years were:- GWR 6000 'King George V', SR 850 'Lord Nelson', LNER 4472 'Flying Scotsman', SR 35028 'Clan Line', LMS 5690 'Leander', LNWR 'Coal Tank' 1054 and LMS 6201 'Princess Elizabeth'.

With the closure of Northwich Shed there were few steam opportunities for a while. The group helped with the Grand Junction Railway 150th Anniversary celebrations and were invited to help with the setting up of the Crewe Heritage Centre and the steam runs from Crewe to Holyhead.

Alan Ashurst and Mike Lenz have worked very hard to make Crewe the new base of steam operations, assisted by many members. Membership of the Association of Railway Preservation Societies (ARPS) has been applied for.

The weekend tour to York was my first 8E trip. It is still very clear in my mind, for the Railways and the Visits but above all for the humour! I knew only one or two people when I turned up. By the end of the weekend I was one of a close knit group of friends.

My knowledge of Railways was unique - I am the only person who did not know that Warrington has two Stations! Needless to say, I turned up at the wrong one at 10.00 am on that Saturday morning! After a wasted hour, I left Bank Quay behind a Class 47 to travel "Inter City?" direct from Warrington to York. I had heard 'Big Al' mention a NRM tour at 3.00 pm. I arrived and sure enough David Moseley was about to take about 18 male and 2 female 8E members around the National Railway museum. This proved very interesting, particularly the annexe not usually open to the public where a 'Deltic' (55002) was keeping the frames of 46229 'Duchess of Hamilton' company. Also present was the APT with 34051 'Winston Churchill' and 03090. More than once I leapt aside to let the 'Deltic' pass, only to discover the ventriloquism of Geoff Tucker!

Our attempts to reach our hotel were hindered by losing members each time a train passed by on the many adjacent lines. It was a comfortable B & B having a landlord with the 8E and railways at heart. Half the group had a slap-up dinner at 'Sweeney Todds' restaurant while the other half preferred not to waste any time in eating before sampling Samuel and John Smiths hospitality. Eventually we all joined forces for the Smiths and an 8E sing-song.

Breakfast in the hotel was memorable. The waitresses had not watched the then new hit comedy series "Allo-Allo". They could not imagine why 20 grown-up people could wish to be German soldiers marching up and down, saluting or telephoning to each other on imaginary telephones made from bananas! Do Dave Healy, Phil Creagan, Al Bennett and Pete & Dave Sheridan look German? (Yes they do I hear you say).

The Scarborough Spa Express was due to be hauled by GWR 4-4-0 'City of Truro', but this loco had failed and was replaced by LNER V2 2-6-2 4771 'Green Arrow'. This resulted in more than one pulled face, but we did enjoy an excellent run that Sunday morning. The weather was perfect and York Station was fascinating with the yellow HST sets whizzing past. The merits of a bag of sweets caused an engrossing argument that lasted well into the journey. After lunch, we travelled back to Warrington via Stalybridge and the knowledgeable Geoff Smith and others pointed out Railway history, archeology and modern image that included a walled in train used as a playscheme and an all white weed-killing train. Class 40 and 45 locomotives were seen, not to last much longer. I learned a lot! The humour too continued unabated. I arrived back at Crewe at about 5.00 pm.

Alan Bennett had done an excellent job of organising this trip for an all-in cost of (I think I remember correctly) £11.00. Now in 1991 I propose a toast. "To the next 8E trip".

Looking Back
The 8E make headlines!

Northwich Guardian - 8/5/80



(Gp. 3) — THE CHRONICLE, THURSDAY, JULY 21, 1983



THE latest project of a group of dedicated Northwich railway enthusiasts is becoming a real labour of love.

For the "8 E" club — named after the old railway shed code number for Northwich — have turned their attention to a 1923 coach and are busy restoring it to its former glory.

It's the first restoration that the two-year-old club has attempted, and work is well underway on the coach interior. Old gas fittings have been removed and new electrical wiring put in their place, as well as bunks being fitted into a compartment for railway "sleepers".

Enthusiasts from the club were given the coach by British Rail last year and are hoping to use it as a support vehicle at Northwich. They are also looking forward to exhibiting it at shows and rallies.

MEMBERS of the "8 E Association", Mike Lenz, secretary, Graham Roughsedge, chairman, Mark Roughsedge, Geoff Cooke and Len Clarke at work on the old coach.



A RAILWAY composite coach built for the LMS in 1924 and used since the early 60s as a breakdown coach at Northwich, is to be fully restored by members of the 8E Association in conjunction with people working on a Manpower Services scheme at Winnington.

The Association consists of local railway enthusiasts and takes its name from Northwich engine shed's number in steam days. On Sunday they staged a second successful Open Day at the

8E fans to restore 1924 coach

11/3/82

preservation societies. There was also a competition for a £400 silver model of the 'Rocket', one of 50 made specially for the railway 150th anniversary celebrations at Rainhill two years ago.

The open day was so popular the 8E Association ran out of entrance tickets, after printing 2,000. The takings topped £500, and on Sunday night the association presented £400 to the local

branch of the British Rail Benevolent Fund.

The money will benefit local British Rail pensioners, widows and orphans, and was accepted by Mr Wally Howkins.

SAYING farewell to Northwich's locomotive depot!

On Sunday at midnight the Northwich loco sheds officially closed, and so on Saturday, drivers and staff got together to mark the occasion. It was the end of more than a century of loco work at Northwich.

Pictured at a farewell party at Gadbrook Social Club are some of the men who will be leaving Northwich, including Fred Newton and John Woodier who are two of nine drivers taking early retirement. Fred and John have both completed 43 years service.

With the closure of the Northwich area manager's office, about 60 jobs will be lost to the town under a BR "streamlining" plan. Most will be transferred to Warrington or Chester.

to save BR an estimated £190,000 — but will add £90,000 to wage and travelling costs at Chester and Warrington.

29/11/84

The Northwich closures are expected

THE REVIVAL of steam sparked off by preparations for the Rocket 150 cavalcade at Rainhill, near Liverpool, later this month, has had its spin-off in the Northwich area, with several steam-drawn special trains passing through and four locomotives which will take part at Rainhill now being 'stabled' and prepared at Northwich loco sheds.

Pride of place last week-end went to the garter blue streamlined A4 Pacific "Sir Nigel Gresley", which arrived late on Saturday night and stood out in the sunshine of Sunday for all to see as local enthusiasts helped give it a final polish.

Already at Northwich were the very first of the "Black Fives" engines of the former LMSR No.5000 — and a standard BR 2-6-4 tank 80079 engine. Joining the group late

on Monday was the SR express engine "Clan Line", which had earlier hauled a special from Hereford to Manchester, via Northwich.

A fifth locomotive, the GWR express engine "Drysllwyn Castle", was also due but its private owners were unable to get her ready in time to run to Northwich.

As a preliminary to the main Rocket 150 celebrations at Rainhill over the Whit week-end British Rail have arranged an Open Day at Northwich Station a week on Sunday (May 18). All four of the locomotives will be in steam and will be used for short steam-hauled rides during the afternoon. Two coaches will be used, with a locomotive attached at each end, for the one mile trip from Northwich Station towards Lostock Gralam and back.

Other attractions planned for the open day will be a display of

diesel locomotives and modern rolling stock and railway enthusiast society stands. The Stanier 8F Society will have a display of photographs taken in the Northwich area during the last days of steam operations from Northwich sheds.

The displays will be open from noon until 6.0pm and admission will be 25p per head. Local railway staff will be working as volunteers during the day and all money raised will be donated to railway charities.

With some 10,000 enthusiasts expected to attend, British Rail will be running an hourly diesel shuttle service between Crewe and Northwich from 11.30 over the normally freight-only branch via Middlewich. A special return fare of £1 will be available between Crewe and Northwich on these trains.

8/5/80

LETTER TO THE COMMITTEE.

The following letter was sent to the Committee in May. After discussing the contents, the Committee agreed that in view of the sentiments expressed, the whole membership should have the opportunity to read the letter. It was therefore decided to publish this in the magazine.

Dear Chairman and Committee members,

It is a creditable achievement that the 8E Association is to celebrate its' 10th Anniversary this year. One can look back over those years on how the Association has slowly built up its' high credibility with BR Management and Staff, Locomotive Owners, SLOA and also other railway preservation centres and so on. The Association has also prompted members to get themselves involved both with 8E and with other railway linked activities.

The 10 year achievement could not have been reached without the work of many members giving time and effort, promoting, co-ordinating activities, financial, members meetings, sales and marketing and membership etc. Although not originally starting the 8E Association, since joining the 8E we feel that three of the members have contributed greatly towards the group and is why the 8E has reached the 10 year milestone with such high credibility behind it. The three members: Colin Worrall, Michael Lenz and Alan Ashurst deserve recognition from the 8E membership on their strenuous efforts and time given to the Association over the years.

Much can be stated about each of their individual contributions, which are both seen and unseen by the membership but without their efforts over the years the 8E would not be in the position that it is today.

Therefore we propose, in recognition of their contribution to the 8E that in appreciation on behalf of the membership they each receive a gift (inscribed or with a small plaque) paid for out of 8E funds and presented to them at the Anniversary Dinner. The choice of gift could be their individual selection and also of significant value. The 8E can afford it, as without the efforts of these three people it might well be out of existence by now!

Looking forward to another successful 10 years of the 8E Association, keep up the good work lads!

Yours sincerely,

Robert Meredith.

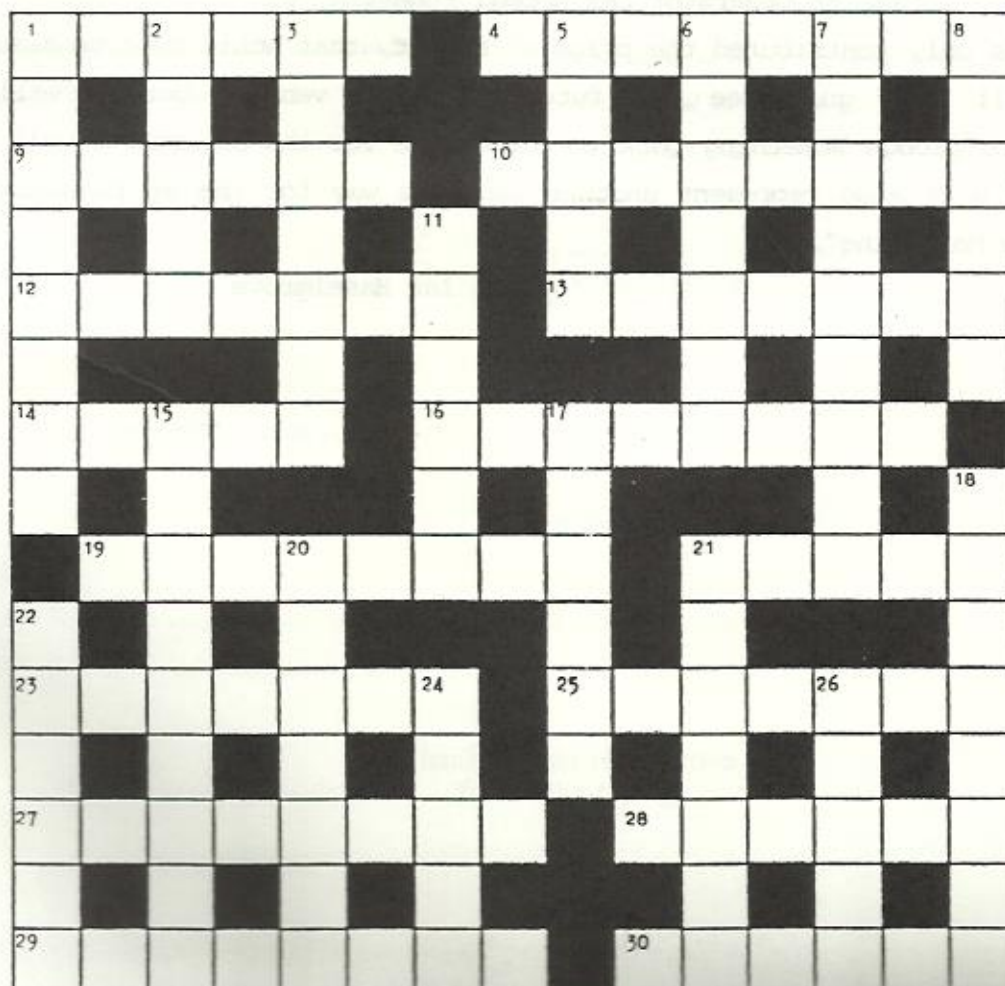
David Healey.

Across.

1. Draught enhancer. (6)
4. 34067 has the aroma of a Cheshire lake! (8)
9. Big wheel. (6)
10. Bold brave Jubilee. (8)
12. Very keen railfan. (7)
13. Orb and 60069. (7)
14. Super fast Warship. (5)
16. Vacuum equipment does this. (5,3)
19. Ball, plain or roller. (8)
21. Admiral 45672. (5)
23. 'Baby Scot'. (7)
25. D816 Blots out the sun! (7)
27. Approximate calculation. (8)
28. Bring Pat and rub together suddenly! (6)
29. Try this on steam burns? (8)
30. 34022 used to be a moor. (6)

Down.

1. For 34019 unscramble BR Diode F! (8)
2. 47083 used to carry this current Ford name. (5)
3. Loco now completely built. (7)
5. Aids, no not that kind! (5)
6. LMS 2-6-0+0-6-2. (7)
7. All the eighties. (9)
8. Steam weekend with chocolate eggs. (6)
11. Use this in SC Smokeboxes. (6)
15. 45522 on the NWCE? (9)
17. Take a 'T' from 8 down and add an 'I', easy! (6)
18. What tops the boiler up? (8)
20. Railfans maternal parent. (4,3)
21. Contains 19 across, can run hot! (4,3)
22. Indicates the speed. (6)
24. Nottinghamshire TMD. (5)
26. 26054 must have come from Disneyland! (5)



Dear Sir,

Some weeks ago, on a fine Sunday in May, I was sitting on the tender of "Duchess of Hamilton" (name dropper - Ed.) idly watching the water level slowly rise in the tank. My thoughts wandered though stayed on matters of Railway interest. I was thinking about the old 'ETHEL's and their successor the new 'Generator Car'. At the time it had been used successfully for the first time and yet it was only half paid for. Every time I see a mention of this in the press I resolve to make a contribution but I never actually get round to doing it. Then I had an interesting idea. I put this idea to the Committee at the next opportunity. They thoroughly approved of the idea and asked me to organize its' implementation.

Right, enough beating about the bush, here is what I thought of. Instead of all of us thinking it would be a good idea to support this worthy cause but then never getting around to it, why not pool our contributions and give a single substantial sum of money to the Appeal in the name of the 8E Association?

If you think this is a good idea please send your contributions to me at the following address:-

21 Sandileigh Avenue,

Hale,

Altrincham,

WA15 8AR.

Please make your cheques or postal orders payable to:-

"The 8E Generator Car Appeal Fund".

If each of us only contributed the price of a pint, that would come to almost £100. Not only will this guarantee the future of this vehicle but it will be our opportunity to plough something back to compensate for the pleasure we all get from Railways. It will also represent another tangible way for the 8E to actively help "Steam on the Main Line".

Ian Haselgrove.

PAUL'S PUZZLE PAGE.

First of all here is the solution to the puzzle in the last edition of the 8E Magazine.

1. The seating on which bullhead rail is fixed is called a chair.
2. The first iron rails were how long? 3 feet.
3. When a train operates the signals itself, what follows double yellow? single yellow
4. What is the ratio of air:fuel burned by a diesel engine? 15:1
5. What is the voltage of the wires powering our Inter-City trains? 25,000volts ac
6. What is the title of BR's top man? Chairman of the British Railways Board
7. What is the name of the signalling system employing bell codes? AWS Automatic Warning System.
8. What is the name given to the movement of rails in the direction of the traffic they carry? Rail Creep.

Now here is a new puzzle for you. The first letter of each answer, when put together will spell out the name of a Locomotive Class.

Loco with folding chimney.	-----
Class 86.	-----
Elaborate freight installation.	-----
Steamer, came 44th in its' class.	-----
A train without separate locomotive.	-----
Top-heavy female loco.	-----
Checks back trucks.	-----
Serves coffee at Crewe!	-----
Clyde builders.	-----
Streamlined but never blue.	-----s
First in the West Country.	-----

Solution in the next issue.

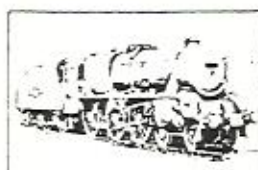
Paul Yates.

Thanks to Ian Haslegrove
for all the typing



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