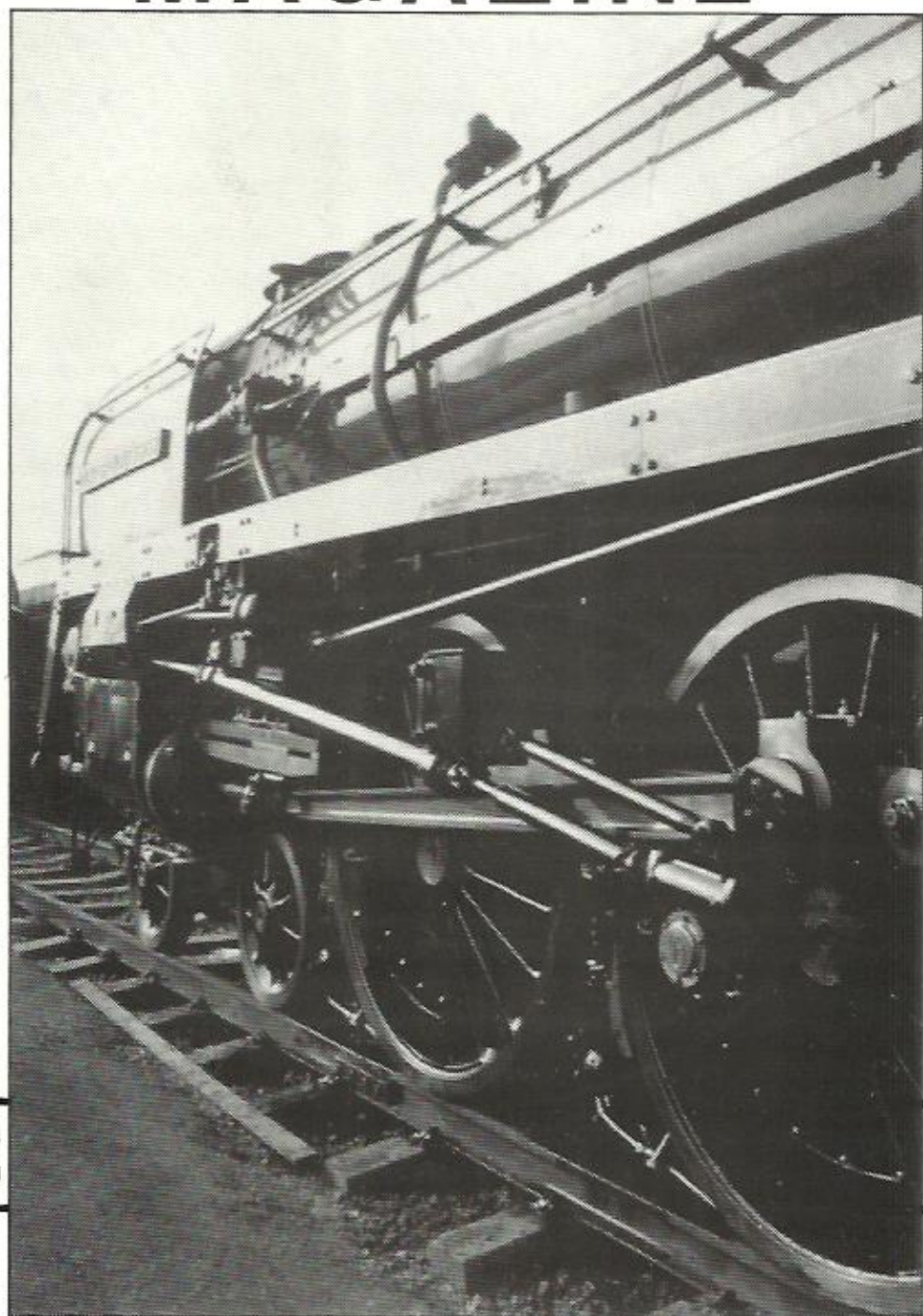


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MAGAZINE



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ISSUE

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1992

50p

COMMITTEE MEMBERS 1991

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NEWSLETTER EDITOR:	Alan Ashurst	(Warrington 32995)

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

A warm welcome to our Summer edition. There is a mixed collection of news this Summer - some good, some bad, some promising - but overall a feeling of disappointment that our railways are being run down, I wonder if you agree?

Many of us are saddened by the news of the closure of the Middlewich branch and Mouldsworth Junction. In this magazine we look back to this line. The news of the restoration of Crewe - Holyhead steam runs must be seen as good news - yet I wonder if the market is not being oversaturated and I wonder if the locomotives will be real crowdpullers.

The Longsight MPD Open Day was a great success, with vast crowds and with several visiting engines. Everybody I have spoken to was delighted with the event. Again, with MPD closures, how many more events of this kind will we see? The question remains as to where the 8E can best contribute to railway activity. Many of us enjoy this participation as well as the social events. Everyone has their opinion of the direction we should take - but more people need to express themselves so that we can make the right moves.

Paul Yates.

CHAIRMAN'S COMMENTS

May 11th 1992 saw the closure of the Middlewich branch along with the Mouldsworth West Cheshire Junction branch ending a direct link from Crewe to Stanlow Refinery and Ellesmere Port docks. The demise of this popular freight route is a direct response to vandalism at West Cheshire Junction Signalbox with the traffic being re-routed via Warrington, Frodsham Helsby or Chester Hooten. This is just what BR wanted, an excuse to reduce costs. Maintenance on these lines has been cut to the bone, consequently nobody will pay the cost of bringing it back to a decent standard.

Cast your minds back to 1984 when the 8E was offered Northwich MPD. However, we were only offered the actual shed and stores, no running lines, no access to BR. If only the Middlewich branch had been due for closure then, it would have been a far different prospect. I'm certain Dinting would have arrived and maybe Crewe Heritage would read Northwich Steam Centre! You may well laugh, but within the 8E there are many members capable of running a Steam Centre who would relish the prospect of a branch line to Middlewich. With SLOA already happy at Northwich, steam would have a stronghold at the 8E depot, (I'm allowed to dream aren't I?).

Back to reality lads, let's hope they don't rip the track up straight away. Let's look to the future, railways will have their glory days again. The motorways can't cope now let alone in 10 years time. Let's have the freight back on the rails and lines like the Middlewich branch could be an important link once again.

Colin Worrall.

FORTHCOMING FIXTURES

TUES 9th JUNE : ALAN WILKINSON; STANIER 8F SOCIETY.
TUES 14th JULY : SUMMER BREAK (ALTERNATIVE SOCIAL -
TUES 11th AUGUST : GATHERING AT "LION & RAILWAY).
TUES 8th SEPTEMBER : ~~BILL ANDREW; BR LOCO INSPECTOR.~~
TUES 13th OCTOBER : HUGH BALLANTYNE; PHOTOGRAPHER.
TUES 10th NOVEMBER : ~~BILL ASHCROFT; PHOTOGRAPHER.~~
TUES 8th DECEMBER : AGM & SOCIAL NIGHT.
TUES 12th JANUARY '93: WINTER "QUIZ NITE".

NOTE - Some speakers are still to be confirmed.

RED LION, BARNION, Nr NORTHWICH ; 7.45pm.

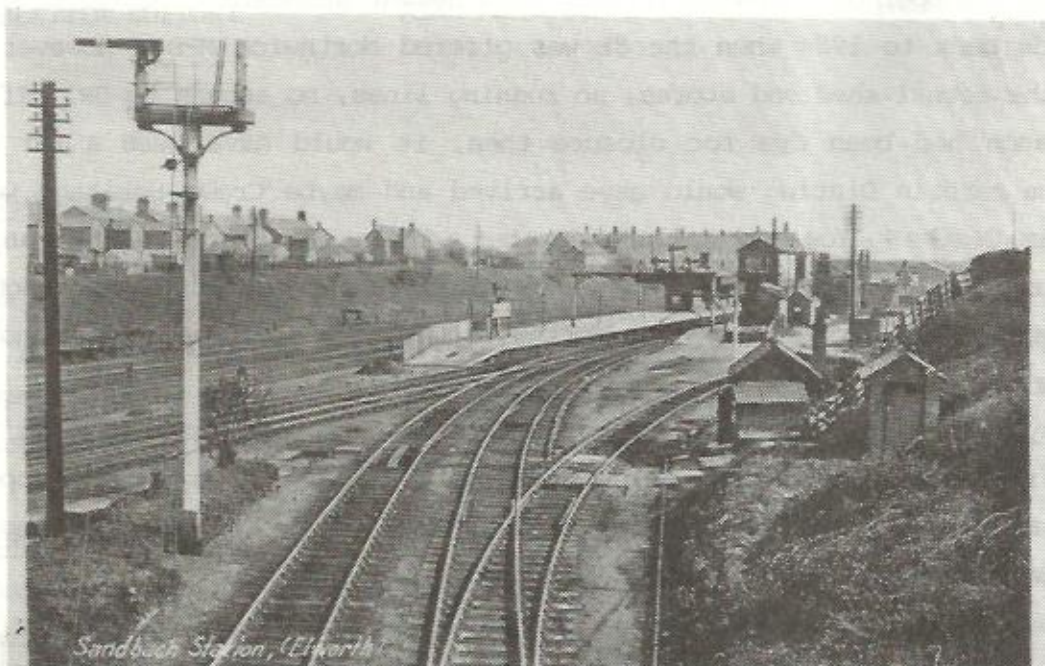
COVER -

5th May 1992. BR Class 8P 4-6-2 No. 71000 'Duke of Gloucester' - an early season visitor to the Heritage Centre where it will be seen regularly throughout the Summer. All three scheduled Main Line runs will be from Crewe, with the Ynys Mon Express.

Photo Alan Carr.

THE SANDBACH BRANCH. (see article on page 8).

The other end of the branch. Sandbach station in its heyday. This postcard shows a view from the "Foden's" end, with the main line to Crewe going off to the left.



WARRINGTON AREA GROUP REPORT

Some enjoyable meetings have taken place at our Warrington venue during the last few months, although as before mostly suffering from very modest attendance figures. This trend was broken at the last (March) fixture but as it was a joint meeting with another local group an increase in patrons was to be expected anyway.

The usage of video material continues to provide the main form of entertainment as the moderate support does not really allow sufficient funds to be generated to pay the expenses of outside speakers who may need to travel some distance. However, with the prospect of better attendance figures for the March event Len Clarke was invited along to tell us about the 60532 'Blue Peter' restoration project along with other North Yorkshire Moors Railway and N.E.L.P.G. schemes. In March 1991 we were pleased to be invited along to the meeting venue (the Masonic Hall, Warrington) of the North West Area Group of the Great Western Society for a joint fixture. This March it was our turn to repay this offer and the G.W. people accordingly came along to join us at St. Hilda's clubroom. Thus Len had an audience of around 25 to whom to address his talk which was very well received. Everyone was quick to support the raffle and sale of refreshments so, with Len declining to take any expenses for the event, over £10 profit was made. It had already been suggested that the 8E Warrington Group might make a donation to the SLOA Generator Car Appeal Fund (being handled by Ian Haselgrove on our behalf) so, adding some money from already accrued profits allowed us to provide a £15 donation to this worthy cause. Perhaps other sections of the 8E membership might now be persuaded to do the same:- Ian will certainly be pleased to hear from anyone who would like to make a personal contribution on behalf of the 8E Association so that we can ultimately pass on a significant sum to SLOA. The Association's initial founding aim was to support main line steam activity, so what better than to provide monies towards the scheme which will keep large locos active on the B.R. network during the winter months.

We thank the G.W. members for turning up in some force (in fact more than our own people!) and for their friendliness and appreciation of the facilities provided. We hope to build upon this growing relationship between our two groups and hold further similar joint fixtures in the future. In fact this tie-up may be of some significance to Warrington - based members in the Autumn as it may well be some time before we can hold our own fixtures in the town again. As things stand at the moment I am expecting to go into hospital for an operation in the Summer. Both prior to this and for a 3/4 month period afterwards it will not be possible for me to organise evening fixtures in Warrington and so for the foreseeable future these meetings will have to be suspended. After their Summer break, the G.W. group will re-convene on the last Friday of September (and monthly thereafter) and 8E members may well wish to go along to these fixtures until such time as we can promote our own once more. Secretary of the group is PETER SHEPHERD (tel. Warrington 59373) who will no doubt be pleased to give any prospective visitors more details as to their programme for late 1992.

In the meantime I would like to thank the small but faithful band of regulars who have made the 8E Warrington meetings such enjoyable affairs so far and remind them that "normal service will be resumed as soon as possible".

ALAN ASHURST - Warrington Area Officer.

CREWE AREA GROUP REPORT

Our South-Cheshire evening fixtures, promoted jointly with the Heritage Centre Supporters Association, have continued through the Winter months with fairly steady patronage of around 25/30 people with the occasional meeting seeing 50 plus in attendance. Thanks to Doug Spencer and Chris Simon, a splendid variety of speakers has been seen at the "Crewe Arms" all of whom have provided excellent entertainment for our members and visitors. Doug has also worked at publicity for these fixtures and the value of having a clearly mapped-out and fully agreed programme has been demonstrated by our obtaining good advance notice of the meeting in both the railway and the local press. Whilst the two persons mentioned have provided much of the background work in getting these meetings more firmly established, it has fallen mostly to Mike Lenz and myself to organise the arrangements in the meeting room itself on the nights in question. This has at times not been too easy with both of us living outside of Crewe. It may well be that, for a variety of logistical reasons plus other conflicting commitments (plus my own health problems: see Warrington Group notes) that Mike and myself may not be able to play such a big part in future Crewe fixtures. Accordingly, any 8E or Crewe Heritage members (particularly the latter) who could play a part in sharing the workload with the four individuals mentioned would be welcome to get involved.

As at Northwich, there will be a Summer break from evening fixtures in Crewe during the months of July and August (and possibly September) before we resume in the Autumn on a hopefully similar basis to former years. However, another break in the Christmas/New Year period may also be taken this time as attendances have been rather poor at December/January fixtures in the past. Full details of future plans will be advised to members after we have discussed the situation further with the Heritage Supporters representatives.

With regard to the Heritage Centre itself, very limited publicity material has been produced about the 1992 opening plans. Inclusion in a couple of Cheshire County Council sponsored leaflets, where the Heritage site is only one of a number of featured local attractions, has been the only material seen so far although we understand that continuous opening is planned again through until September. However, there will only be limited exhibition and general visitor facilities this year with much on-site work still at an intermediate stage. The Centre will continue to play host to a variety of mainline steam locos resting between duties on the Cambrian, North Wales, Marches and other routes and there will no doubt be plenty of things for 8E members to view (and help out with!) if you care to go along anytime.

Whilst the 8E shop will remain based at the Centre for the foreseeable future, Mike Lenz does **not** intend to open the shop every weekend this year. Poor sales figures at this venue in 1991 except for 'speciality' (eg "Thomas") weekends mean that our sales activities may well be more widespread this Summer. However, a certain residual amount of sales stock will remain in the shop and anyone who feels they could give up a Saturday, Sunday or mid-week day to open up the shop for us would be more than welcome.

Alan Ashurst.

Publicity/PR Officer.

LONGSIGHT (9A) OPEN DAY SATURDAY 25th APRIL 1992

Jubilee 4-6-0 45596 Bahamas and Black 5 (4)5305, also
the tender of 71000 Duke of Gloucester. Photo A.R.A.



LONGSIGHT (9A) OPEN DAY SATURDAY 25th APRIL 1992.

East Lancs Railway based Standard Class 4 and
8P Pacific 71000 Duke of Gloucester. Photo A.R.A.



Preserved Diesel D4 at Crewe Works Open Day. July 1991.

Photo P. Yates.



International Model Railway Exhibition. (See article
on page 18.)

Photo M. LENZ.



PAULS PUZZLE.

Each question refers to one railway line. Can you put the Stations in the right order? (answers on page 24). The first Station is correct.

1. Mouldsworth, Knutsford, Cuddington, Northwich, Greenbank, Plumley, Delamere, Mobberley.
 2. Crewe, Sandbach, Styal, Goostrey, Chelford, Holmes Chapel, Alderley Edge, Wilmslow.
 3. Warrington, Liverpool, Hunts Cross, Garston, Sankey, Hough Green, Widnes.
 4. Chester, Penmaenmawr, Colwyn Bay, Holyhead, Valley, Llandudno Junction, Rhyl, Abergele & Pensarn, Prestatyn, Bangor.
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MR. JAN GLASSCOCK

With the recent changes in the organisational structure of B.R. (which has led to the abolition of the London Midland Region) comes the concurrent abandonment of "Area Management" concepts so far as the passenger network is concerned. During the eleven years of the 8E Association's existence it has been a privilege to enjoy excellent relations with a number of our local Area Managers, beginning of course at Northwich with an always enthusiastic David MacIntosh then leading on through a succession of others at Northwich, Warrington and Crewe. The final occupant of the Crewe post was Jan Glasscock, who was a prime mover in the initial plans to get steam running out of Crewe off the ground in 1987. Always keen to see that the 8E Association was allowed to play an active part in these trips, Mr. Glasscock helped to convince S.L.O.A. plus various others in the B.R. hierarchy that our presence to help with watering and other operational requirements on the "North Wales Coast Express" runs would be of value in a tightly timed operation.

Mr. Glasscock's lively personality was much in evidence when giving talks to our members which role he performed with distinction at both the Northwich and Crewe meetings venues. We wish Jan well in his new Birmingham - based appointment as Operation's Manager for Regional Railways Central and hope to maintain ties with him despite the distances now involved.



Alan Ashurst

Publicity / Public Relations Officer.

THE SANDBACH LINE

The news that the line between Northwich and Sandbach is likely to close in May will sadden all 8E members. Latterly a freight only line, except for passenger trains diverted from the West Coast Main Line or the Manchester to Crewe line, up to thirty years ago it could boast a regular regular passenger service of its' own. A two-coach auto (or motor) train nicknamed "The Dodger", invariably powered by 41229 Ivatt Class 2 2-6-2T, ran between Crewe and Northwich. The engine led, chimney first, from Crewe and the train called at Sandbach where a token was collected. At Northwich no running-round was needed as the train was propelled on its' return with the driver seated in the coach cab. The only intermediate station was Middlewich.

There are two excellent photographs of 41229 and the train set in published works. The first which some of you may have seen is in Crewe Sheds; it is a very atmospheric picture of Crewe Station in its' pre-electrification days (just!). The other is in a book of 'Then and Now' pictures. There are several of Northwich Station and Shed; one of them shows the "Dodger" in its' layover and a 'Director' is leaving with a Chester to Manchester (Central) local.

The demise of the single-line's passenger service probably started in World War II years. Reference to a July 1938 Bradshaw shows a fairly lively service (although mainly only 3rd Class). The table is headed CREWE, NORTHWICH AND ACTON BRIDGE and shows about sixteen trains in each direction. Most seem to terminate at Northwich, as if the table seems to reflect a route worked in two parts. There was one notable through train, the 0805 Sandbach to Blackpool (North), it stood for 28 minutes at Northwich (possibly allowing time for the engine to run-round or be substituted) which allowed a connection from the 0811 ex-Altrincham. In 1938 there were a couple of additional stops for some trains. These were Billinge Green two miles south of Northwich and Cledford Bridge which was in the industrial area around the Trent and Mersey Canal a mile south of Middlewich. As 41229 and its' classmates date from the post-war years, Services during IMS days must have been

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2. Sandbach Junction cabin, Northwich, giving the destination of the branch which left at this point.

worked by an older type of motive power; perhaps 8E members have seen some record of this?

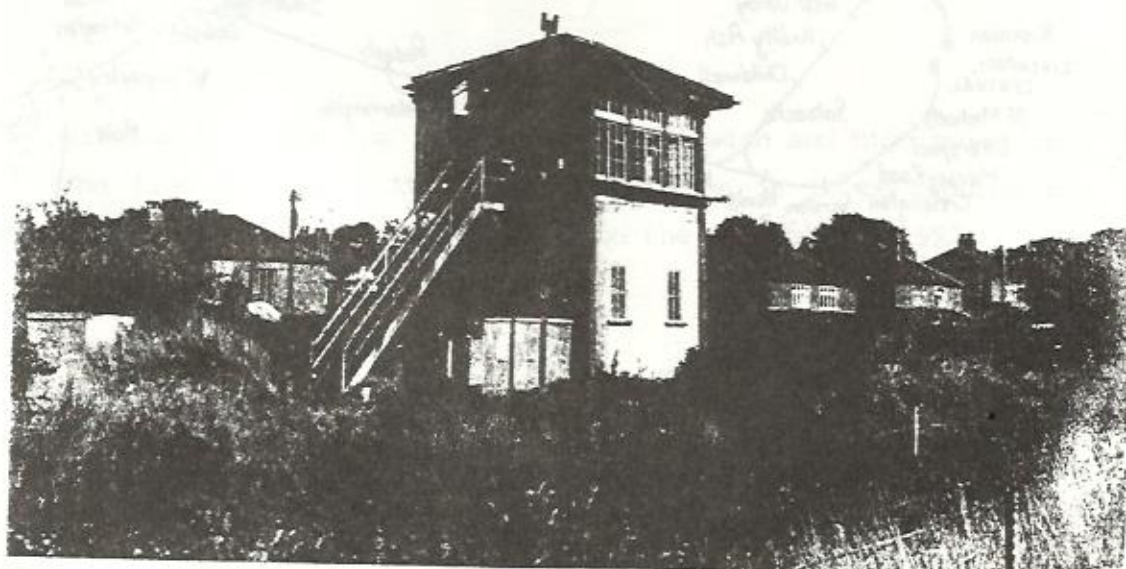
The lines closure to passenger traffic in 1960 coincided with electrification of the Crewe - Manchester route. During the re-construction of London Road (now Piccadilly) Station many trains were diverted to alternate termini. Those services from the south which were evacuated to Central made their way via the Sandbach - Northwich line and thence through Altrincham.

Such a service once took me to town for a concert behind a rebuilt Royal Scot. It is salutary to remember that the same series of concerts now take place in the former Central Station (now called G-Mex of course). This particular magic may suggest that hope of a revival of passenger services in some form should not be dismissed out of hand !

Chris Simon.

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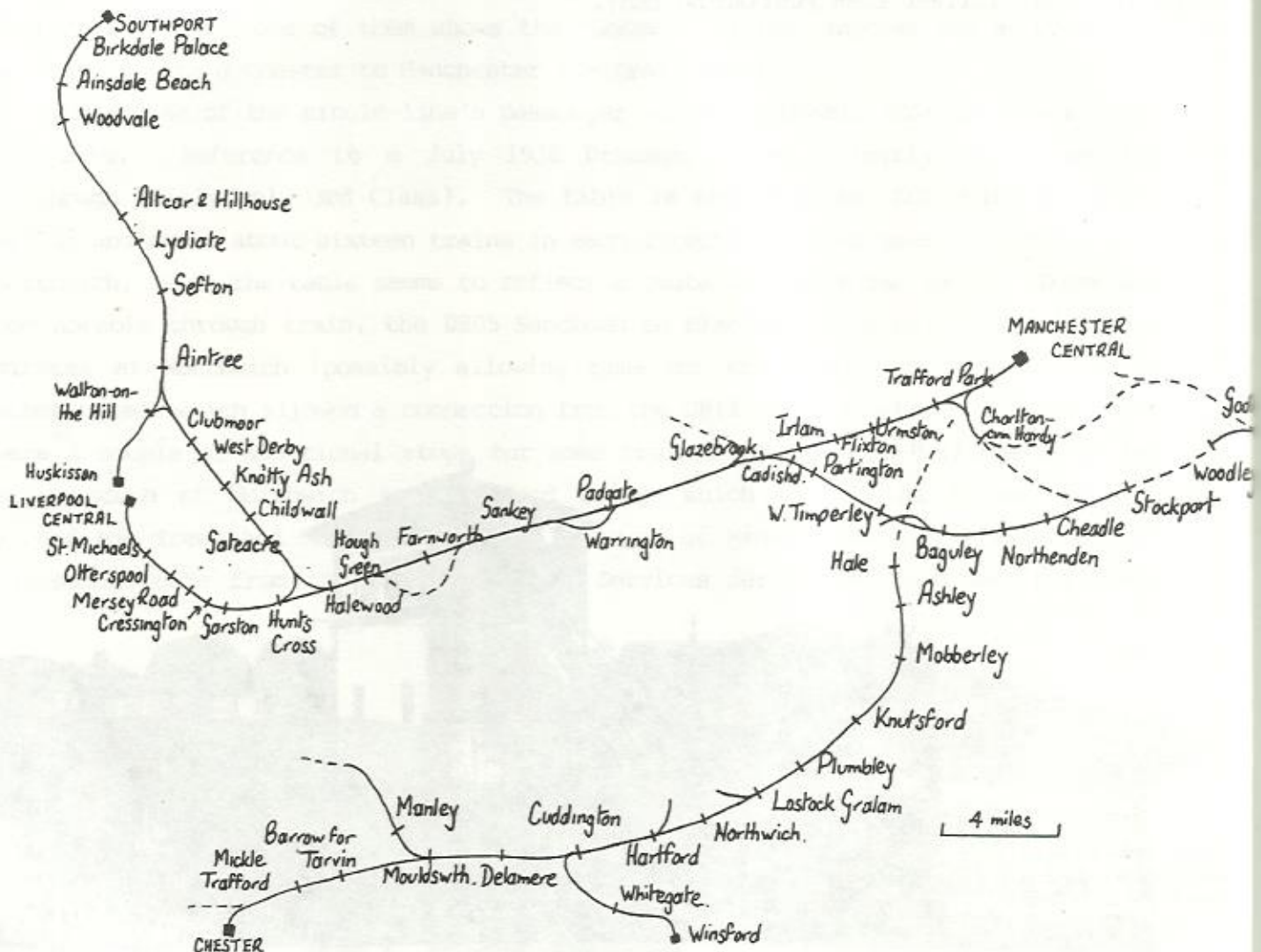


8. A taller signal cabin at Hartford Junction, governing the spur to the LNWR main line.

THE MOULDSWORTH BRANCH.

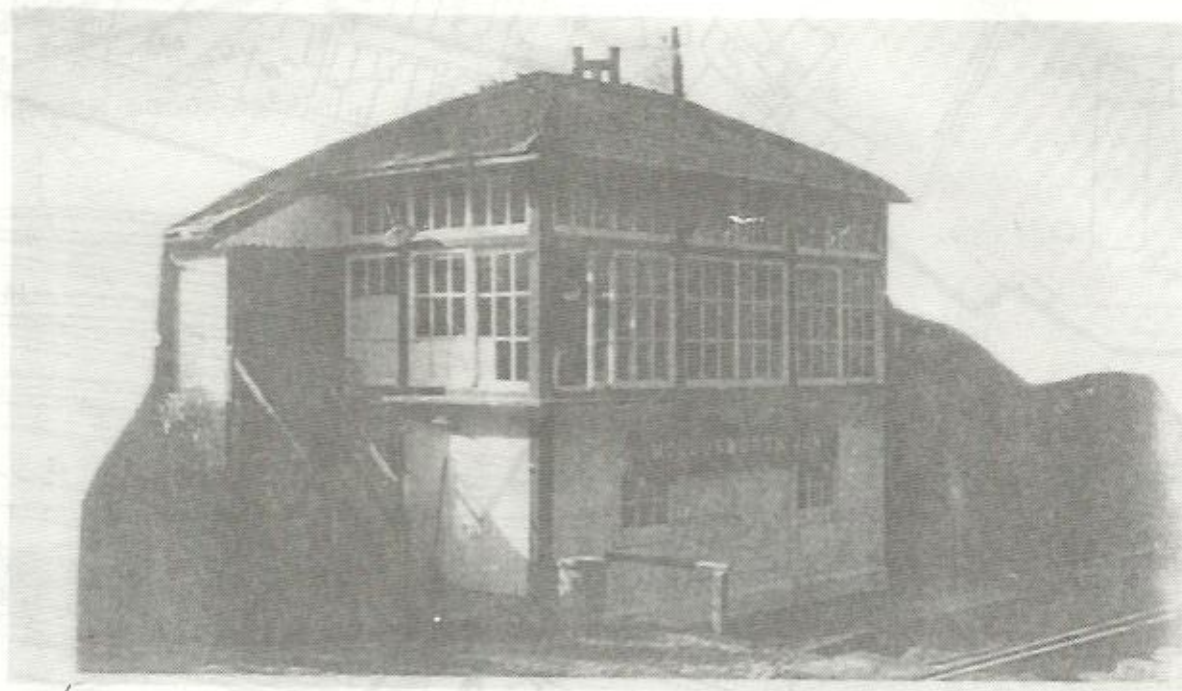
The Cheshire Lines Committee had CLC printed all over its' goods and stock yet it did not possess one engine of its' own ! Permission was received in 1860 to build two railways, from Woodley and Stockport to Manchester and the Cheshire Midland from Manchester South Junction to Northwich. From Northwich the railway was then developed to join the Birkenhead Railway at Helsby. In 1866, the Midland Railway joined the Committee and connections were completed to Liverpool and to Chester(Northgate) via Mouldsworth Junction.

The closure in April of this Mouldsworth branch could see the end of trains through an attractive part of Delamere Forest (though the Manchester - Chester line continues) and of the freight only section from Middlewich across the canal and through the fields to join the main Chester line just East of Northwich Station. Many of us have watched or worked trains along this section and with closure being as sudden, little opportunity remained for some final photographs or special workings.



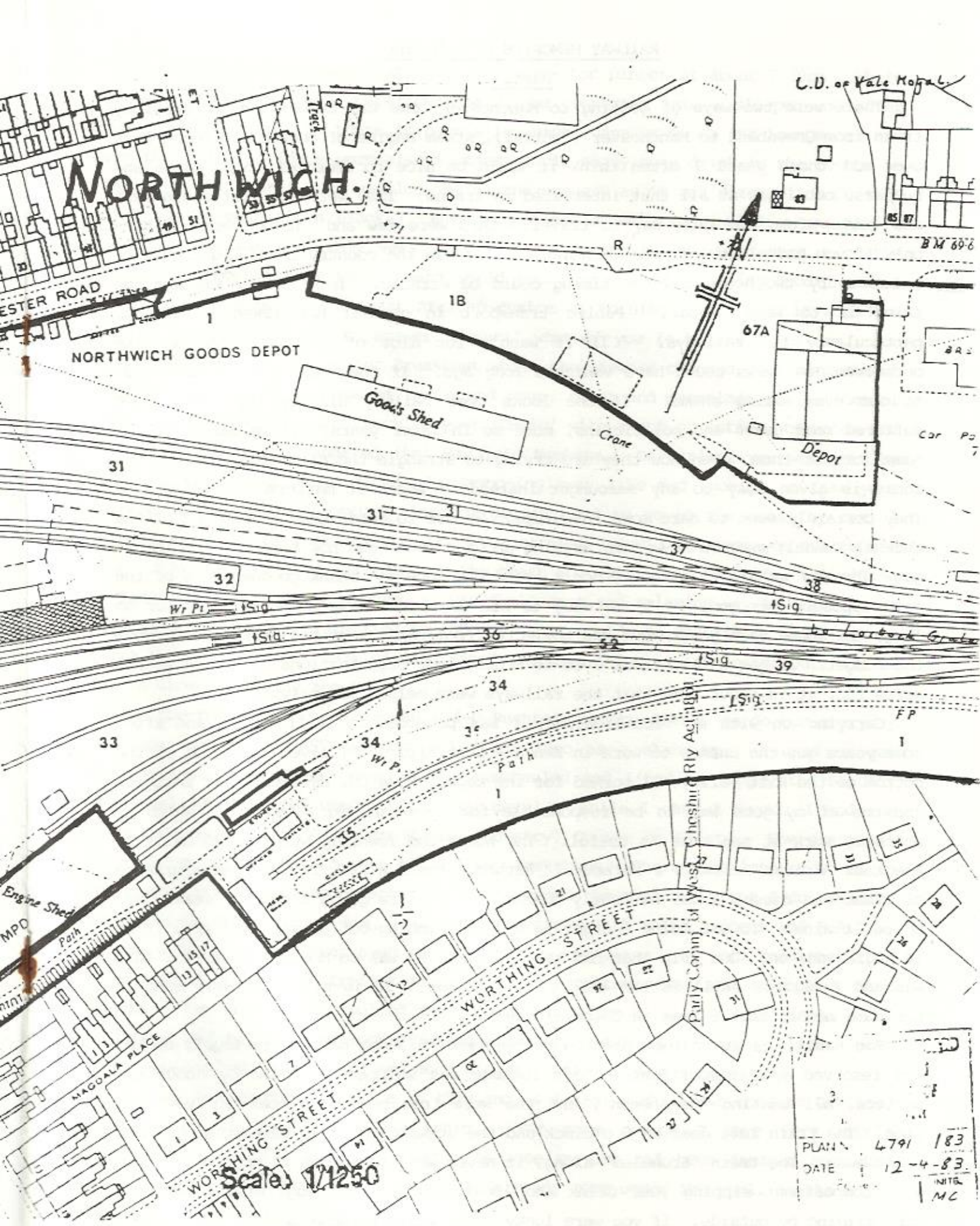
The CLC System

The Helsby branch descended from Mouldsworth at 1 in 100 to Manley Station. It continued to fall to Helsby before climbing at 1 in 400 and a final fall of 1 in 70 to Helsby Junction. The length of this section was 3miles 1543yards. Once the Signal Box was burned by vandals, BR decided that the line did not justify the cost of a replacement, so closure was the outcome.



The line from West Cheshire Junction and the line between Northwich and Middlewich are to close permanently. The line between Middlewich and Sandbach is to be reduced to Siding status. The last train over this last section ran on the 10th of May 1992.

Paul Yates.



Part 3.

There were two ways of getting to Manchester, one was by car and the other by train from Greenbank to Manchester (Central), steam engine of course !! Going back over all those years I often think it would be nice to remember loco. names and numbers, but I wasn't all that interested in trains. They were the most convenient and quite often the only way to travel. Cars were few and far between and then only if you had plenty of money. When you lived in the country there might only be a bus every two hours and the timing could be erratic. In this day and age the thing is to have a car. Public transport in general has taken a bashing, particularly the railways. If it wasn't for alot of dedicated people like ourselves, railways could have vanished long ago. If they had it would have been to our everlasting shame. If one looks over railway history, operators have suffered road users and politicians, more so in later years. If we think, we can name lots of them, even now they are trying to strangle the railways. The way our money is given away to any scrounger instead of where it matters is a disgrace. They certainly seem to care more in Europe. We are to match them at our end of the Channel Tunnel; meanwhile we are arguing about a route and how fast it is going to go. The way we are shaping, we don't stand a chance !! Thank goodness one of the main opposers has gone ! It is easy to see why roads have held the sway for so long, the money each government has collected from road-users has helped to balance the budget. It has closed their eyes to other needy organisations. I think we all agree that it is about time that the railways were helped properly.

Carrying on with my recollections, I was promoted to Staff rating and after some years got the chance to work in Kenya - East Africa. I lived in Magadi at the bottom of the Rift Valley. I worked for the Magadi Soda Co. as Electrical Engineer and one of my jobs was to be responsible for seven diesel alternators which is where my work at sea came in useful. The Works and Township were served daily by the East African Railways & Harbours. Although the E.A.R&H. in 1962 had a mixture of steam and diesel locos we nearly always had a metre gauge Class 90 Diesel used on our trains. It was quite a sight to see it climbing out of the Rift with 12 or 14 bogie vans on. One trip that had to be undertaken was to Mombasa by train. This was and I believe still is the trip of a lifetime. It is still run very much in the same manner that it was in Colonial days.

You had to be at Nairobi Station by tea time, 5.30pm, having previously booked and reserved your compartment. Your luggage was whipped on board by about six porters, all wanting 'baksheesh', and you were free to get on board in your own time. The train left dead on 6 o'clock and the stewards started serving sundowners right away. The train "trundled" along, it never went more than 30 mph, you sat in your compartment sipping your drink and looking out of the huge window into the bush sliding by outside. If you were lucky there would be some game to see.

In this period you were expected to change for Dinner at about 7.30pm. While you were at Dinner your compartment would be converted into a sleeper and after dinner you could retire there to have a few night caps or go to the Lounge car and have them there. There were always other people enjoying a drink in the Lounge to chat with. It wasn't much use looking at the scenery as it was pitch black outside and I really mean pitch black ! Anyway, you could get your head down and have a good kip, it was certainly very restful with the train going at such a gentle speed. At about 6.45am the steward would knock on the door calling "Hodi" and in he would come with the old East African custom of Morning Tea. Then it would be "Jambo! Habari", you had to answer "Mesuri" whether you felt like it or not. You got up and toileted and in for Breakfast while the steward changed your compartment back from a sleeper. Loads of bacon and eggs, toast and marmalade and gallons of coffee later you then went back to your 'Cabin' with a pot of coffee, to watch the scenery as the train wandered its way into Mombasa. On arrival you were met by loads of black and brown faces all Jambo-ing away like mad looking to take your luggage to the waiting taxis. Lots of people used to go to the coast by car, I think they would be lost without it. The car was never used once you got to the hotel, most of your time was spent on the beach and you didn't need it. Travelling by train in this way was superb, it was a pleasant and relaxing way to travel. No need to save time by travelling at 180 mph, what would you do with it when you had saved it ? When people talk of High Speed Trains I think we are losing out, all we get is ulcers worrying about it.

At the Magadi Works we had an 0-4-0 Rushton-Hornsby diesel to do our everyday shunting and an 0-4-0ST Barclay oil fired loco as a stand-by. I used to get involved with the diesel when it was overhauled and I had to supply the Barclay with fuel oil when we used it. Happy days ! While I was at Magadi I had the chance to do a T.W.I.(Training within Industry) Course on Safety. The practical part of the course took us into the Railway Workshops. There were lots of locos in for repair of course, though again I didn't record the many types but I do remember the Beyer-Garrett 4-6-0+0-6-4, big maroon monsters with their numbers and E.A.R.H. on the sides. I had never seen the like before, or since. We were told that they were used on the heavy freight trains to and from the coast and up-country into Uganda. The trains they pulled were quite long, up to a mile sometimes. One section I did have a good look at was the diesel repair bays. I didn't learn alot as my engines were stationary and much bigger. Still it was interesting.

I came home from East Africa in 1970 and as I had my car flown home to Gatwick, I travelled to pick it up by train. For some reason I have very little recollection of this journey probably because my car had been damaged and this drove it out of my mind. You see I had already come under the spell of the motor car!!!

From then on trains had very little influence on my life until I met Graham Roughsedge and he told me about the foundation of the 8E Society and his involvement in the Llangollen Railway. At that time they were busy laying track out of Llangollen Station, they had not then reached the Dee Bridge and were busy having it surveyed and hoping they could get across.

By this time I had stopped smoking and was wanting something to keep my fingers busy. I decided to create a model train layout. I felt that, after much discussion with various people that '00' gauge would be best. Having saved up quite a bit of cash from non-smoking, I bought a track layout book and planned a small layout in a downstairs room. With a few bits and pieces I made the layout with a ramp going up through a tunnel and around an 'L' shaped track. But more of this later !

I had known Graham since he had been an apprentice and we had quite a lot of catching up to do. Eventually he talked me into joining the 8E and I have never regretted it. I have learned about and seen more and more locomotives, seen collected and taken films and videos of them. Since I have retired it has given me a good hobby in which I have been very interested. I have made many good friends who have much more knowledge about railways than I have. The hobby of "Chasing Chuffers" and "Patting Puffers" is fascinating, the added attraction of being able to go to the Heritage Centre or to Llangollen Railway puts the icing on the cake !

I have, since joining 8E, met lots of steam locos that I had only read about. Incidentally I joined Widnes Library as well so that I can keep myself busy reading railway books and get more information. Locos I have patted, this is the operative word, watching them go hurtling past is not good enough these days, one has to get closer than that ! Leander, Mallard, Lord Nelson, Flying Scotsman, Odney Manor, Foxcote Manor, LMS 5000 and lots more locos at Carnforth and the NRM. It's really great and lets hope it continues for a lot longer. One of the things that the older person has to do, no, duty bound to do, is to pass all this knowledge and enthusiasm on to the younger generation so that steam locos and railways do not vanish. They will do if we leave the job to governments and politicians.

To get back to my model layout. My son left home when he married and I was able to transfer the layout to his bedroom. This gave me more space so I altered the layout and put down twin tracks. I bought a twin track controller, up to then I had been using controllers I had built myself. They were OK but there was no way of controlling the overload so they could be a bit dicey. The twin tracks work well and over the years I have acquired a good stable of models of (where I can) preserved locos.

Here is the full list of my stable of models:-

- 6024 'King Edward I (the first loco I bought).
- 3821 4-4-0 'County of Bedford'. Makes smoke !
- 101 0-4-0 Experimental oil fired GWR.
- 4589 GWR Prairie Tank.
- 3046 GWR 'Lord of the Isles. Dean Single plus clerestory coaches.
- 5764 57XX GWR Pannier Tank.
- 46521 2-6-0 Class 2 Ivatt in Green.
- 4454 0-6-0 Fowler 4F.
- *6115 Royal Scot. 'Scots Guardsman'. Tom Walton favourite loco !
- 5541 Patriot. 'Duke of Sutherland'.
- 65519 Patriot. 'Lady Godiva'.
- 6234 'Duchess of Abercorn'.
- 4468 'Mallard' in blue. Blue is my colour, not green !
- 5690 LMS Jubilee. 'Leander'. My favourite loco.
- 123 4-2-2 Caledonian Rly Blue (must find out more about this loco).

Diesels:-

- W22 GWR Diesel Rail Car.
- 09026 09 Diesel Shunter.
- D49 Peak. 'Manchester Regiment'.
- D6524 Diesel. D7063 Diesel.

To go with all this lot I have quite a collection of rolling stock; GWR, LMS, & BR coaches and wagons. I have tried to be able to make up rakes of engines plus stock of the same company. This does make it more interesting and needless to say the accent is on Gods' Wonderful Railway ! I'm sorry if you don't approve, but it is my choice !! I have not added to my collection for a bit, but prices of the bits and pieces are going through the roof ! So when you are on a pension you have to be a bit careful.

I have rattled on a bit, Paul is going to have a big enough job sorting this lot out. I have tried to show how in my earlier days railways were part of our lives, unlike now , something that most people want to abuse. There is a good man in charge of BR now - Sir Bob Reid - I met him in East Africa when he was in charge of Shell (EA). He came to Magadi to play golf, and for a guy with one hand "He's a cracker!!" I think that he will do a good job, that is if the 'know-it-all's' will let him.

Thank you for listening to me.

J.H. HILL.

THE INTERNATIONAL MODEL RAILWAY EXHIBITION

What was I doing at Hartford Station at 6.40am on Monday 20th April? It is rare for me to rise before 8.00, what could be so exciting a draw?

The answer is that I was to accompany the 8E's explorer, pioneer and naturalist Mike Lenz on the 6.50am Hartford to Euston Express on my way to the International Model Railway Exhibition at the Royal Horticultural Hall. This place incidentally is actually two different places - the Old Hall and the New Hall.

Our train arrived on time and we decided to walk across London as we had an hour to kill. Our walk took us across the sights of London, palaces and street people. Mike cut a path with a machete and the mosquito's weren't too bad!

The exhibition was not what I had expected. I envisaged LMS depots, A4's flying about and historically accurate GWR branch lines. The first layouts were Swiss, Austrian and German railways. I was disappointed, yet soon I found that I was spoiled for choice of things to buy. There were a lot of very competitive stalls and bargains were to be had. I purchased 18 GWR signals, a set of 6 romantically named paints (mud, rust, dust etc) and 6 super brushes cost just £3.00. Add a couple of catalogues, I was beginning to enjoy myself! Lunch saw an unexpected sighting, Phil Creagan and Dave & Ann Sheridan - more often to be seen on Cheshire lines as they don't usually work this far South.

Highlight of the day was the large Gauge One railway, numerous locomotives too big to carry racing around pulling 5 to 7 large coaches, smoke billowing out and smelling really oily and dirty. Realism - the business! Lunch was a fine meal taken inside the Hall - Lamb Curry, Rice, Cheesecake and Cola - just £4.00.

There were in fact 25 layouts, some of which were British. There were also stands from all the major societies, magazine, video and model companies. It is a great opportunity to see the latest stock available and to look at the marvellous results which can be achieved with the art skills of a Michaelangelo (the painter not the turtle!) and a couple of years to kill.

Dunstan Lane Motive Power Depot was very impressive with perhaps 50 steam locos around a huge roundhouse and separate shed. Every loco can be moved independently. It was built by Chris Dunne and Derek Lane in 00 gauge. It is grey, dusty and quite awe inspiring.

I left at 5.00pm with Mike, via the Tube to Euston and we were back in Crewe at about 8.30pm. It was a thoroughly good day out and I now feel really motivated to begin building my layout. At £6.00 entrance fee and about £25.00 return rail fare it wasn't cheap, but if you enjoy model railways it is enjoyable, educational and everyone is keen to chat.

The Editor.



3/9/91

60027 Merlin (a.k.a. 60009 Osprey). 8E representatives Steve Blakemore and Colin Mansell with Inspector Bill Andrews, Dick Hardy and BR crew at Llandudno Junction. Photo from Steve Blakemore.



The Editor firing 'Odney Manor' at Llangollen Steam Railway.

Photo C. Smith.

Dave Healey shows visitors round Cornwall (the engine not the place) during Crewe Works Open Day.

Photo P. Yates.



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2. Crewe, Sandbach, Holmes Chapel, Goostrey, Chelford, Alderley Edge, Wilmslow, Styal.
3. Warrington, Sankey, Widnes, Hough Green, Hunts Cross, Garston, Liverpool.
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SATURDAYS

Cumbrian Mountain Express

Locomotive from the following pool:

ex L.N.E.R. 4-6-2 A4 No 4498 Sir Nigel Gresley
ex L.N.E.R. 4-6-2 A3 No 4472 Flying Scotsman
ex L.N.E.R. 2-6-2 V2 No 4771 Green Arrow
ex L.N.E.R. 4-6-2 A2 No 60532 Blue Peter
ex L.M.S. 4-6-2 8P No 6201 Princess Elizabeth
ex L.M.S. 4-6-2 8P No 46229 Duchess of Hamilton

Steam southbound — Euston depart 0820 with calls at Watford 0837, Milton Keynes 0901, Nuneaton 0930, Crewe 1038, Wigan N.W. 1111 to Carlisle 1252 electrically hauled. Thence steam hauled from Carlisle at 1303 via Appleby to Farington Junction thence return electric hauled stops as outwards Wigan N.W. 1747, Crewe 1841, Nuneaton 1926, Milton Keynes 2003, Watford 2027 arrive Euston 2058.

Dates of operation: 30 May, 18 July, 15 and 29 August

Steam northbound — similar stops as above to Wigan N.W. 1111 thence steam from Lostock Hall Junction via Appleby to Carlisle 1553, thence electric haulage at 1618 calling Wigan 1747, Crewe 1841, Nuneaton 1926, Milton Keynes 2003, Watford 2027 to Euston 2058.

Dates of operation: 13 June, 25 July, 8 August, 19 September, 3 October.

Cumbrian Mountain Limited

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ex L.M.S. 4-6-2 8P No 6201 Princess Elizabeth

Steam southbound — Kings Cross depart 0705 Electrically hauled to Leeds with calls at Potters Bar 0720, Peterborough 0810, Newark N. 0845 and Leeds 1013 to Armthwaite arr. 1246 (diesel hauled) then steam hauled on return depart 1325 to Bradford F. Square, diesel hauled to Leeds in 1745, electric haulage to Kings Cross arr. 2055 setting down Newark N. 1855 Peterborough 1945 and Potters Bar 2035.

Dates of operation: 20 June, 1 August, 26 September.

Steam northbound — Kings Cross dep. 0705 Electrically hauled to Leeds with calls as above. Diesel hauled to Bradford F. Square then steam hauled to Armthwaite arr. 1433. On return from Armthwaite at 1510 diesel hauled throughout to Leeds with electric haulage back to Kings Cross setting down as above in the same times.

Dates of operation: 23 May, 11 July, 22 August.

SUNDAYS

Cambrian Coast Express

Locomotive from the following pool:

ex B.R. 2-6-4T No 80079
ex B.R. 2-6-4T No 80079

Euston depart 0700 to Crewe electric hauled, calling Watford 0716, Milton Keynes 0750 and Nuneaton 0903 to Crewe 1016 thence steam hauled to Tywyn arr. 1438 return 1550, steam hauled to Crewe 1953 returning electrically hauled calling Nuneaton 2059, Milton Keynes 2134, Watford 2158, Euston arr. 2220.

Dates of operation: 24 May (cannot stop outward at Nuneaton, calls Coventry 0841), 20 September.

William Shakespeare Express

Locomotive from the following pool:

ex G.W.R. 4-6-0 'Castle' No 5029 Nunney Castle
ex G.W.R. 4-6-0 'King' No 6024 King Edward I

All timings are approximate:

Ealing Broadway.....dep	1100	Stratford-u-Avon.....dep	1730
Gerrards Cross.....dep	1135	Warwick.....dep	1800
Warwick.....dep	1430	Gerrards Cross.....arr	2055
Stratford-u-Avon.....arr	1500	Ealing Broadway.....arr	2130

Dates of operation: 31 May, 12 July, 27 September.

Ynys Mon Express

Locomotive from the following pool:

ex L.M.S. 4-6-0 5MT No 5305
ex L.M.S. 4-6-0 6P 'Jubilee' No. 45596 Bahamas
ex L.M.S. 4-6-2 7P No 46203 Princess Margaret Rose
ex B.R. 4-6-2 7P No 70000 Britannia
ex B.R. 4-6-2 8P No 71000 Duke of Gloucester

Depart Euston 0730 electrically hauled to Crewe arr. 1025 calling Watford 0745, Milton Keynes 0820, Nuneaton 0933, steam hauled at 1045 to Holyhead arrive 1432, returning at 1600 to Crewe arr. 1946 thence electric hauled to Euston at 2015 calling Nuneaton 2059, Milton Keynes 2134, Watford 2158 arriving Euston 2229.

Dates of operation: 5 and 19 July, 2 and 9 August, 6 September, also Bank Holiday Monday 25 May.

NOTE on 5 July cannot call Nuneaton, calls Coventry 0911 instead.



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