

THE

8 E

MAGAZINE



ISSUE 35

WINTER 1992

50p

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NEWSLETTER EDITOR:	Alan Ashurst.	(Warrington 32995)

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 LOMBARD WAY, KNUTSFORD, CHESHIRE. WA16 9AG.

EDITORIAL

Compliments of the season to all members. I hope you have enjoyed the recent social meetings; whether at Crewe, Warrington or Northwich. I believe we have enjoyed some excellent material recently and the Committee are keen to continue in the same vein. Perhaps you have a contact, or you enjoyed a particular speaker in the past and would like the Committee to issue an invitation for a future date? Any member of the Committee would be only too pleased to make a note of your request.

I would like to welcome Alan back into the fold after his operation. On members behalf I wish him a quick and full recovery. Finally, I shall be working in Australia throughout 1993 so I am handing over the Editors chair to Mike Lenz and Ian Haselgrove. I wish them every success.

Paul Yates.

COVER PICTURE.

Great Central 4-4-2T No 1120 on Shed at Northwich.

This photograph is from the 8E Archive and we are fortunate to have a friend in Alan Wilkinson of the 8F Restoration Group who has provided the following information on our picture.

Cl4 No. 1120 was built by Beyer Peacock in 1907 and was run in by Northwich on services to Manchester. The gentleman on the extreme right is Charlie Pickering who was at Northwich all his life. All the Cl4's were allocated new to Neasden and were there until 1911, hence the photo must date from 1907. Alan suspects that the photographer was W.H. Whitworth. Northwich had Cl4 No. 6121 from c.1938-1943 and she was a very good performer, no doubt handled in the usual Northwich fashion says Alan !!


CHAIRMAN'S COMMENTS

Since my last comments about the Middlewich branch closing, things have changed dramatically with Inter-City providing money for its' maintenance; realising the lines importance as a diversionary route. Recession is uppermost in everyone's thoughts at the moment with almost everyone affected, not least the preservation movement with new ventures put back and full time staff reduced, while on the main line, steam trips have been cancelled due to poor loadings. On a brighter note, the recent announcement to allow preserved diesels out on the main line is to be applauded and provided the price is right, there is a huge untapped market to call on.

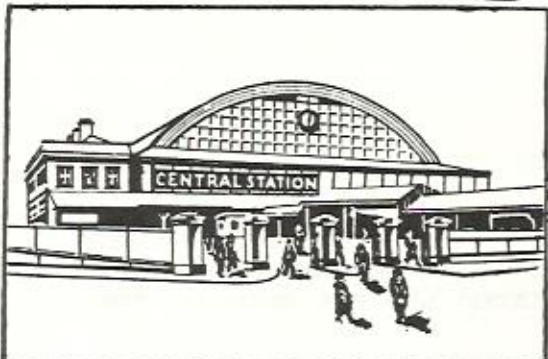
On the 8E front, members who service main line steam at Crewe have taken the Track Safety Exams required by B.R. Many thanks to Eddie Forshaw, Area Safety Manager at Crewe, for giving up his free time to enable:- B. Bailey, S. Blakemore, I. Haselgrove, G. Henshall, R. Kerry, T. Mosley, A. Smith, K. Witteringham and myself to successfully gain the necessary Certificates. There have been a couple of changes on the Committee as a result of Alan Ashursts recent operation (Alan is recovering well and we will all be glad to see him back at the helm, sorry, regulator) anyway Alan Carr has stepped in to help with the Crewe meetings. As a result of Phil Clayton having to step down as Fixtures Officer and Secretary due to family commitments, Chris Simon has taken on the Secretarys' job with the Committee in general taking on Fixtures.

I would like to thank Phil on behalf of the 8E for his valuable contributions over the past few years. A list of possible speakers for next year includes:- Michael Draper, B. Dodds, Nick Dodson and Duke of Gloucester Restoration. If anyone has any requests or ideas please let me or any member of the Committee know as our monthly meetings are a very important focal point of the group.

Colin Worrall.



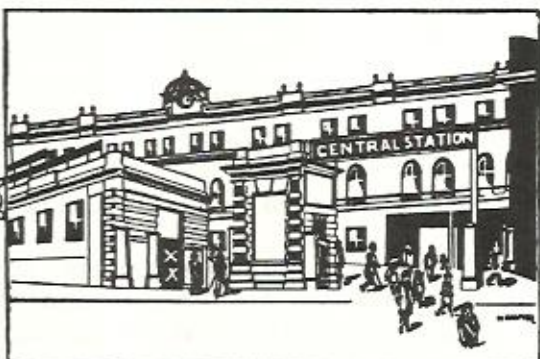
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Advertising material from the CLC. The front of a blotter c. 1930. (The name of the General Manager may be the best guide to the date).

SALES REPORT

Few members can have failed to hear about the recession that has befallen the country and it would seem that the Association's sales activities are not to escape its clutches either. Although the shop at the Crewe Heritage Centre, sorry, The Railway Age, as it is now known, has not been open every weekend throughout the summer, on those days when it has been open takings have been extremely poor to say the least, and this is with a greater range of items than the previous year! Even on the August Bank Holiday Thomas the Tank weekend our takings were down some 60% compared to the previous year, despite a fairly well attended event.

The situation is repeated when one looks at the swapmeet circuit which we have now been involved in for a number of years. Whilst attendances do not seem to have altered, takings are well down, and it is not just the Association that is suffering but other traders as well. There seem to be plenty of people looking but very few buying. So far this year we have managed to cover our swapmeet costs but our actual profits, when cost of sales items are taken into account have been virtually nil in some cases. As usual we have done most Stoke and Chester Swapmeets (except Chester in September which clashed with Warrington Model Railway Exhibition, of which more below) and also two in Crewe and we still have one more each at Stoke and Chester before the end of this year. Hopefully with these last two being nearer to Christmas the results might be a bit better but certainly we will be having a major rethink over attending swapmeets next year, perhaps attending only those which fall close to Christmas.

For the second year running we have been invited back to Warrington Model Railway Exhibition where we were able to have an excellent stand across from our good friends at CDS Models, and where we showed a 100% increase on sales compared with the previous year. We have already received an invitation for the 1993 exhibition and certainly we shall be in attendance once again. We are hoping that we may be able to have a stand at several other local model railway exhibitions but, unlike swapmeets, these tend to be events where attendance is by invitation only. If you know of any model railway exhibition that is looking for society trade stands then please let your committee know as we would be only too pleased to attend. Certainly it would appear that model railway exhibitions are a far more profitable sales venue than are swapmeets, at least at the present time.

Once again, this past April, we were invited to attend the Spring Meet of the British Region of the National Model Railroad Association, at the

Padgate Community Centre, as representatives for Steam Powered Video, the British producers of a wide range of American railroad videos. This event proved, once again, to be a most profitable venue and has now led to my taking a smaller selection of American videos, books and badges to the regular monthly meets which take place in Broadheath, Altrincham. These are also now proving to be a steady source of income and we have already received an invitation back to Padgate next year. Since I would normally be attending these meetings as a modeller anyway it seemed an excellent way to earn some extra sales income. Who says that you can't mix business with pleasure?

In one of my previous sales reports I said that I was hoping to produce a list of sales stock for inclusion in the magazine, however to list all the items carried would fill up too much of the magazine so I shall attempt to summarise some of the items currently carried, in the hope that some of these might prove suitable as Christmas presents for friends, relatives etc., so here goes.

We have a modest range of the Corgi Classic Commercial Vehicles and Buses in various boxed sets ranging from £10 upwards, also Gift Sets in the EFE model range such as the Fishermans Friend Set @ £15 and the RTL Bus Set @ £18, or buy one of each for £30. We also have a small number of the individual EFE lorries and buses from £3 upwards. We have a small selection of Lledo Models priced @ £2.50 each or 5 for £10.

Our Thomas the Tank items are confined to Pencil Cases @ £1 and large badges @ 50p but we also have a range of other small souvenirs such as clip-on animals, steam loco pencil sharpeners, car stickers, totem stickers (for Northwich, Warrington and Crewe) and journey record books priced in the range from 50p upto £3.

Our range of books is limited to a small number of Bradford Barton originals at £4 each plus several other OPC and Ian Allan titles, together with a range of American all colour albums, both archive steam and diesel, which range from £10 upto £25.

We have a considerable stock of videos from the likes of Video 125, Railscene, Railfilms and Transport Video Publishing covering British Railways past and present with prices from £9 upwards. Our range of American titles is extensive with over 50 titles currently in stock and we also have a range of American Railroad pins (or badges to you and me!) @ £1.95 each, wooden chime whistles @ £3.95, railroad hats (currently Union

Pacific and Santa Fe) @ £8 and Christmas Cards @ £3.50 for a pack of 8. Included with this issue of the magazine you should find a copy of the current Steam Powered Video catalogue and if we do not have a title in stock then we can always get it for you.

The same applies to the range of British Railway videos, and if you attend the monthly meetings at Northwich or Crewe, then please ask me for the current catalogue which I have with me at these meetings, so that if you require a particular video I can then order it for you for the next meeting. There is an excellent range of discounts on all videos, both British and American, as follows; 10% on 1 tape, 15% on 2, 20% on 3 and 25% on 4 or more titles and these can be paid for by cash, cheque or credit card. There is usually a small selection of videos and books on display at the monthly meetings in Northwich and we always have the full range available when we attend swapmeets etc. Again, if you let me know beforehand, I can always bring along a specific item to a monthly meeting should you require it. Remember all profits go to the Association's funds so that we can provide you, the membership, with the best speakers, film and slide presentations and magazine for your money.

Michael Lenz.
Sales Officer.



'CLASS ONE' AGENT

STEAM DAYS REMEMBERED.

Do you remember the locomotive impressions in the last magazine ? The top link driver whose opinions they were also wrote about mishaps which occurred during his years on the footplate.

Polish coal.

During the big coal miners strike before WW2, the Railway Companies were trying to make steam with all kinds of materials. Briquettes, wood, mixtures of dirt ashes and refuse were scraped together and because they were black, were pitched onto the tenders. One morning a load of what was charitably called 'Polish' coal went onto the engine. Norman and his fireman set off on a fifty mile express trip. The coal looked like a heap of soot in a round bulge on the front of the tender. The wind was blowing hard that morning and this, coupled with their 60 mph progress, caused the soot-like coal to blow everywhere ! It billowed into the cab like black face powder. It had the clinging power of an octopus and seeped into the skin of their hands and faces. It worked its way up their trouser legs, down their necks and up their arms with a ferocity only equalled by the stinging power of a million midges !! Luckily they had goggles so at least they could see but they looked like a couple of pure black statues standing in a funeral parlour !

Everything turned black with the stuff. Their beautifully polished brass and steel and the clean paint of the cab first became coated, then the Polish coal took a fancy to billow and wind in hovering swirls outside the cab and seemed to fly against the wind as it attached itself half-way along the boiler. When the fireman attempted to shovel it from the tender into the firebox, half of the shovelful deposited itself round his neck and the rest flew off the shovel like a wisp of smoke as soon as it felt the suck of the blast which was acting on the firebox, and that was about a foot away from the fire-door. He tried every dodge to try to quell the dreadful coal-dust. First he tried to subdue it with the hose they carried for the purpose. Hundreds of gallons were squirted over it but that Polish coal was waterproof ! They tried to dampen it with pailfuls of water but it was useless: the water simply ran **over** it and back into the cab until they were not only black but wet as well !

They were only an hour on the trip and they finally came to rest, hung limply over the cab side breathing fresh air, happy that their ordeal was over. Then they saw the smirks on the faces of the passengers ! Having removed their goggles they now looked like a pair of "Black and White Minstrels". Two perfectly round white circles where their eyes should be and the only other thing that was not pure black was their teeth !! That hectic 'moment' only lasted an hour but it took them the best part of two hours to prise the product of Poland from their persons and Norman says he is sure that our gallant ally had lost one fireman's regard. At least that was apparent from the lurid sounds which came from a railway hostel bathroom one memorable morning long before Hitler brought Poland more forcibly to his notice !!

Water.

In all his years on the footplate, Norman only experienced a real boiler defect on two occasions. The first was on a Pacific engine on which he was 'revising the road' before taking over a new run on the Waverley route to St Pancras. He was sitting on the fireman's seat taking in the wintry bleakness of the Cheviot Hills through which they were climbing. The fireman was plugging the coals into the firebox and the driver was serenely content when, -bang!- and a jet of water hit the tender end like a high explosive shell and splattered back on top of all of them !! The fitment for the coal-watering hose on the injector water-pipe had blown out. Normally this wouldn't have mattered very much, but no less than two other things went wrong at the same moment. To stop that rush of water all they should have had to do was to shut off the injector. The fireman promptly turned the necessary steam key, but the stream of water did not stop !!

The steam cock for isolating the boiler steam from the injector was then screwed shut - at least that was the intention, but as it turned and turned without ever coming to an end, they realised that the thread was stripped and that it wouldn't shut. By this time they were over the top at Whitrope and shooting round the curves with Carlisle a long way off. The driver, the fireman and Norman looked at each other; the water was showering like a monsoon from the cab roof, it was running out of their boots ! They couldn't have been wetter. They didn't stop that train until they were bang up against Carlisle locomotive shed, where another engine lost no time in taking over, and the three of them stood in semi-nakedness in front of a roaring fire in the cabin, drying off. That episode looked funny to their mates at Carlisle, but the damp trio failed to see the comic side with the temperature at freezing point.

ALAN'S CHAT.

Here we are approaching the end of another successful year for the 8E Association, although during the last 12 months my contribution to 8E activities has of necessity been rather limited. However, following my operation in August in the Royal Liverpool Hospital I am pleased to say that my progress back to a better standard of general health has been quite steady and hopefully before too long it will be possible for me to once more take a more active part in the Associations' affairs.

It has been a great joy (and indeed relief!) to me to see some of my duties taken on by others during my enforced absence. It is always difficult to single out individuals for accolades when indeed all of the 8E Committee members have had to shoulder some burden whilst I have been inactive. Nevertheless I would particularly like to thank Alan Carr and Chris Simon for keeping the "publicity pot" on the boil and also assisting Doug Spencer in keeping the show very much on the road at our Crewe Area Group fixtures. Mike Lenz has continued to be a regular contact, having kept me in touch throughout the Autumn with all the news concerning our activities.

Whilst I do indeed expect to return to a reasonable standard of well-being by Christmas time, the past few months have allowed me some time to reflect and perhaps assess what will be best not only for myself but my family in the future, which means that some facts do need to be faced up to. The surgery which I have undergone has without doubt put me on the right track for the time being but is not in itself curative for my complaint, there being always the possibility of further future problems. I have now had four operations for the condition and as I get older the post-operative recovery process will not become any easier. I am thus anxious not to do anything which may aggravate my complaint unduly in years to come, which may mean that I need to step back somewhat from over-indulgence in the more active side of our hobby. I have not yet reached any firm conclusions about this yet, although you may correctly infer that this may lead to implications for our (currently suspended) Warrington Area Group meetings and other items of my previous direct responsibility.

By the time of the A.G.M. in December I hope to be clearer in my mind as to just how much I feel I will be able to contribute to 8E affairs but would stress that this is likely to be somewhat less than you you have come to expect, at least in the short term.

Thank you all for your messages of goodwill and understanding during this recent bout of ill-health. Rest assured, I will as a result continue to give of my best to the Association, so far as my personal limitations will allow in the future.

Alan Ashurst.
Publicity/Public Relations Officer.

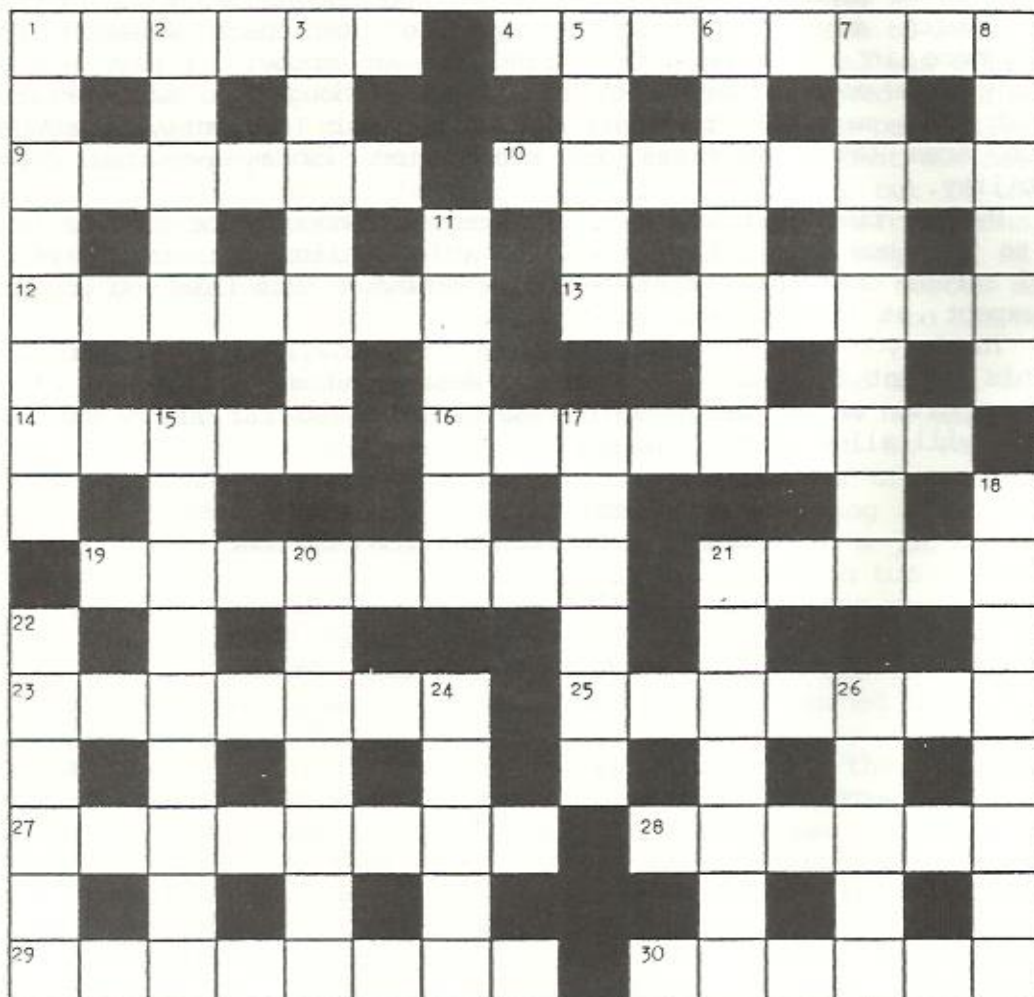
THE CHRISTMAS NOVELTY CROSSWORD.

ACROSS.

1. Banker needed for this incline.(6)
4. Loco hush-kit.(8)
9. 'Bl' 61002 - "A limp A".(6)
10. Nuts, lots of them !!(8)
12. Indigestible seaside dish.(7)
13. Essential implements.(7)
14. 'Al' 60139 has left the sea.(5)
16. 34066 is spouting flame !!(8)
19. 34069 "KEN, WAG IH" !!(8)
21. Hot and white.(5)
23. _____ Bureaux of Investigation.(7)
25. 'Jubilee' 45690 - "Red, lean".(7)
27. Boiler cladding.(8)
28. D849, splendid loco !! (6)
29. Withdraw that water vessel ! (4,4)
30. Environmentally friendly aircraft.(6)

DOWN.

1. 'Jubilee' 45741 is an Irish district.(8)
2. This poultry has "no cap". (5)
3. D816 turns day into night. (7)
5. Admits the steam. (5)
6. Gently with those brakes ! (4,3)
7. 34040 is a Somerset town. (9)
8. Take the tests again ! (6)
11. 'Jubilee' 45664 turned a blind eye.(6)
15. Used to bring up the rear. (6,3)
17. Southern 30749 - "I let us". (6)
18. Posh watering hole. (5,3)
20. 19th century Midland CME. (7)
21. 'A4' 60033. Blackhead or blackback ?(7)
22. Cause and _____. (6)
24. Leguminous garden flower. (5)
26. Anticipatory fear. (5)



PAUL'S PUZZLE.

It's December and the stars are out in full. In this puzzle, each clue leads to a Steam or Diesel locomotive whose name ends in 'Star' or whose name is a Planet. Answers on the back page. Good luck !

Stars.

1. 4000.
2. 4009.
3. 47 077 (47 613).
4. 70026.
5. 47 567.
6. 70028.
7. 35004.
8. 35010.
9. 60072.
10. 92220.

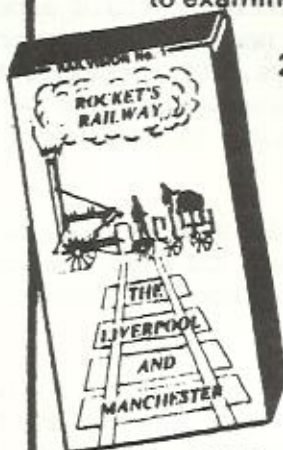
Planets.

1. 70020.
2. 45545 (or 86 218).
3. 26054.
4. 45687.
5. 45698.
6. 70023.
7. D 826.

No name is repeated.

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THE ASSOCIATION OF RAILWAY PRESERVATION SOCIETIES LTD.

As you no doubt are aware, we are now (as a group) full members of the ARPS. One of the advantages conferred by this membership is that we receive occasional releases from them for publication in our own magazine. Their latest newsletter is seven pages long but I will do my best to summarise the main points for you.

1. Carriage door locks. A general reminder that it is a good idea to check the condition and adjustment of the locks on our rolling stock.
2. Steam boat boiler accident. Following on this recent fatal accident, a lot of work is being done with regard to jointing materials.
3. "New opportunities for the Railways". This Govt. White Paper is causing great concern in the Railway Preservation movement, principally concerning the following :-
 - (a) The distinction between existing 'Private Railways' and future de-nationalised main lines.
 - (b) The future of Steam Specials.
 - (c) Tendering arrangements for the disposal of redundant material.

A detailed study of the White Paper proposals is being made by the ARPS Legislation Committee and also by a special Privatisation Sub-Committee set up by the Association of Independent Railways. The aim is that these discussions will lead to action being taken by the newly formed Railway Clearing House which consists of members from both organisations.

4. Transport and Works Act Regulations. Increases in charges of obtaining an order for new works are postponed and the Government is to hear views from preservation bodies.
5. New title. A point of note is that we are starting to refer to our organisations as Museum/Tourist Railways to avoid confusion with what might become 'Private Railways' in the future.
6. The Railway Clearing House. The ARPS and the Association of Independent Railways have formed a joint committee under the name of 'The Railway Clearing House' to represent the railway preservation movement on areas of common interest such as legislation. RCH has already identified certain aspects which require joint action, primarily the proposed new rules governing the construction or conversion of new light railways, BR privatisation, the question of coal purchase and an agreed policy on European matters particularly those involving the newly formed European Federation of Museum and Tourist Railways.
7. Making a Will and Railway bequests. The ARPS will soon be publishing brief Information Paper on this subject. In the meantime they make eight lengthy recommendations which will not be printed here but can be studied by asking an 8E Committee member for ARPS 'Advice on Wills'
8. Diesel Days. Lots of good advice here with regard both to hosting of visiting diesels and on taking your own diesel to other preserved railways. If you would like more information on this subject please ask an 8E Committee member, so that a photocopy of the quite lengthy, but very sound, recommendations can be made available to you.
8. Individual membership of ARPS. Although you already belong to ARPS, this is a group membership and in order to boost the membership base to give extra 'clout' in discussions with various official bodies, we are now encouraged to take up additional individual membership. Further details will be forthcoming soon. The fee will, I understand, be quite modest.

Ian Haselgrove.

THE DART VALLEY RAILWAY.

My weeks camping trip to Devon and Cornwall during August 1992 enabled me to visit both sections of Devons preserved railway. I enjoyed the scenery very much and found much of interest to admire.

Buckfast Steam and Leisure Farm.

Running from Buckfastleigh to Littlehempston Riverside, the terminus is reached by following the A38. It has seven miles of line in operation. The locomotives are usually the smaller members of the collection - Pannier or Industrial 0-6-0 Tank engines or Industrial diesels. The small but very interesting collection of Great Western memorabilia is housed adjacent to the station. Also next door is the model railway which I thought was excellent, housing models and rolling stock in excellent condition, much of which difficult to get hold of today.

The Butterfly Farm is by the car park, it consists of an impressive gift shop with a hot-house containing enormous goldfish, turtles and large free flying butterflies. The whole complex is well worth a visit.

The Paignton and Dartmouth Steam Railway.

My disappointment at the lack of large locomotives (did the Great Western have large locomotives?) evaporated the following day when I visited Kingswear. £11.60 paid for a return 2-adult ticket for crossing the River Dart by boat and a seven mile ride to the seaside at Paignton. The scenery at Kingswear is superb, boats dot the river estuary, houses painted in pastel shades queue up for perches on the steep hillsides and the Britannia Naval College peers down in its' grandeur from the summit. 7827 Lydham Manor left the quayside station for a long and arduous climb up above the shore, through the long Greenway Tunnel, and over three viaducts before crossing the summit into Paignton where if required connection can be made with BR. We had four hours to enjoy the shops, beach and a lunch before returning. The locomotives were away out of sight at Paignton which was very disappointing, but the ride was a touch of the great days of the GWR. We were passed on the return journey by Dumbleton Hall (4920) pulling a rake that included the Devon Belle Pullman Observation Car.

General.

The Society is the Dart Valley Railway plc. supported by the Dart Valley Railway Association. This latter can be joined by writing to:-

DVRA Membership,
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Paul Yates.



Paignton Shop. A wide range of railway publications and souvenirs is available. Coffee bar for drinks and snacks.

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HOW TO REACH PAIGNTON By car to Paignton — use municipal or British Rail car parks nearby. There is no parking on Queen's Park Station forecourt*. Dartmouth (then ferry), Kingswear or Churston. Use local authority car parks. By rail, BR to Paignton. By bus, good network of services to Paignton bus station (next to BR and P & D stations). From South Hams bus to Dartmouth then ferry to Kingswear.

*Don't forget that car parks adjoin Goodrington Station and may be more convenient for visitors in Torbay, only five minutes' drive from Queen's Park Station.

Group bookings — discounts are available on application for groups of twenty or more. At least two weeks prior notice is required to ensure reserved accommodation.

Trains are also available for private hire outside of published timetable.

Telephone: Paignton (0803) 555872 or SAE for further details. Prior booking essential.

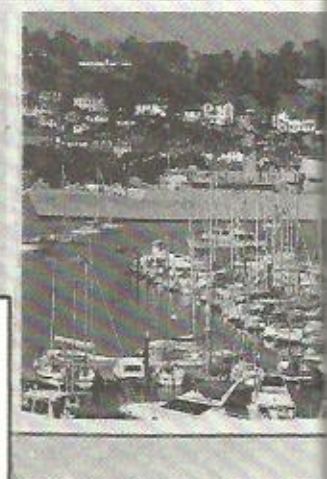
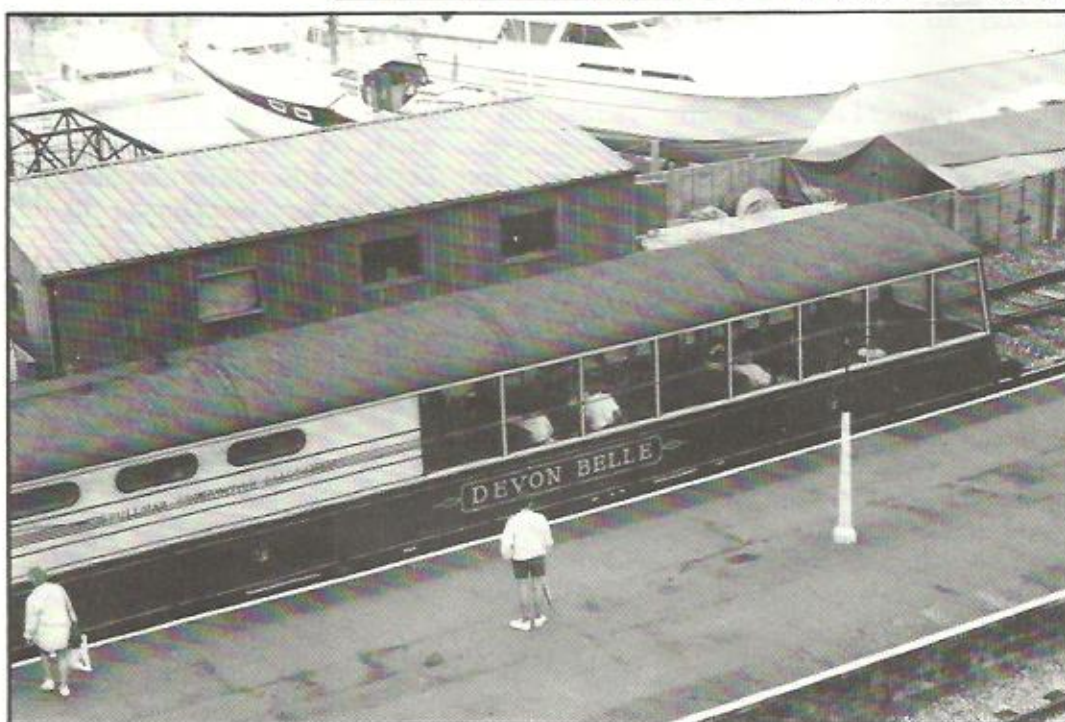


STEAM TRAIN AND BOAT CRUISE

Round Robin is your combined ticket, entitling you to make a circular journey from Paignton to Kingswear by steam train, by ferry to Dartmouth, then a river cruise to Totnes and return by bus to Torbay. You can break your journey at any time along the route, or if you prefer you can do the trip in reverse.

Tickets are available from the kiosk at Paignton Steam Railway Station.

A visit to the ancient town of Dartmouth or Totnes and a trip on the River Dart will be the highlight of your holiday. Experience England's most beautiful river on one of River Link's



PAIGNTON
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Paignton and Dartmouth running for seven miles in coast to Churston a Kingswear. The Portland R

TEAMAINS

& DARTMOUTH RAILWAY.

Railway from Paignton is the holiday line with steam trains in great Western tradition **along the spectacular Torbay** and through the wooded slopes bordering the Dart estuary to scenery superb, with seascapes right across Lyme Bay to Mill Bay on clear days. Approaching Kingswear is the beautiful town of Dart, with its fascinating craft, and on the far side, the old world town of Dartmouth and the famous Britannia Royal Naval College.

HURSTON
United Parking

Greenway Tunnel

Greenway Viaduct

Longwood

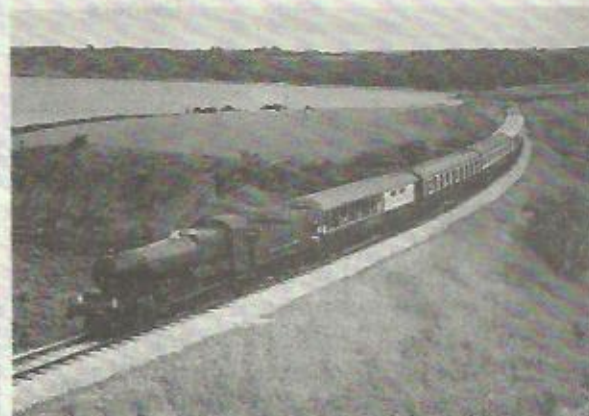
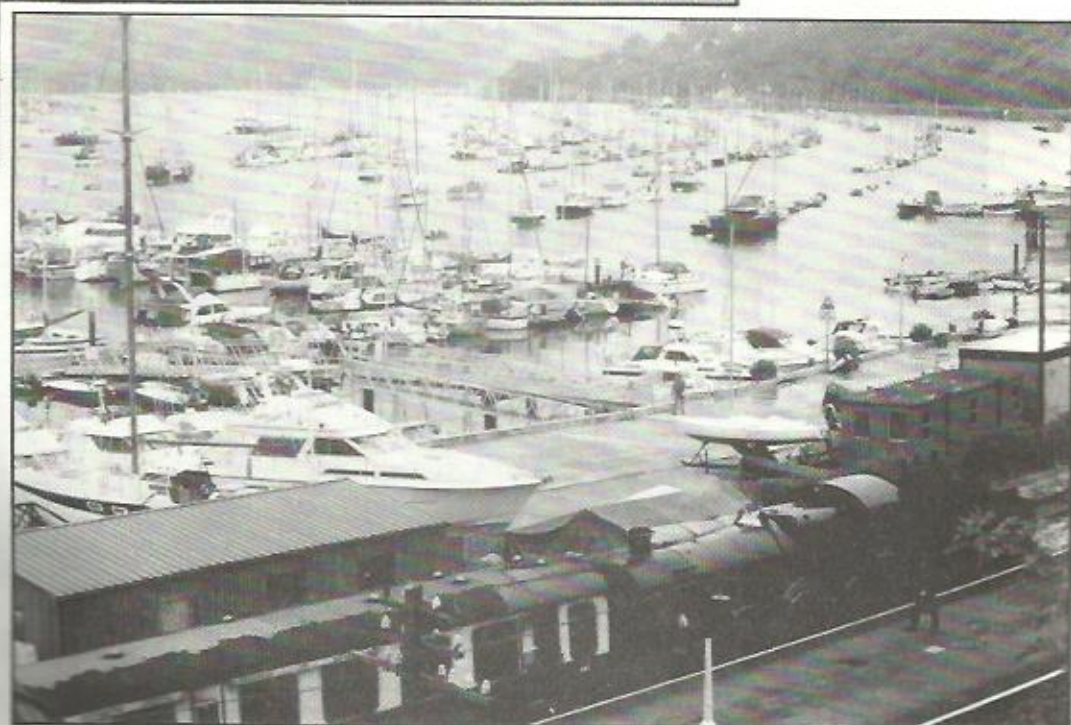
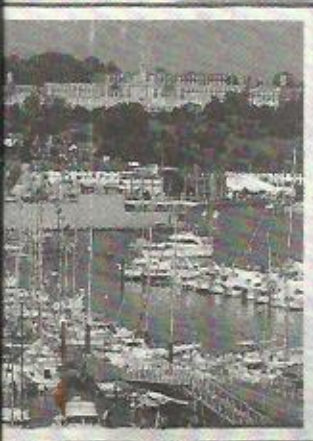
Kingswear Buffet. The Brunel Buffet, run by the Torbay and Dartmouth Railway Society, offers a wide selection of hot and cold food, light snacks and souvenirs.

KINGSWEAR

Noss Creek

Britannia Naval College

DARTMOUTH



CHECK LIST

No.	Name	Page	Owners
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7027	Thornbury Castle	1	DHPS/BRM
4920	Dumbleton Hall	2	DHPS
7827	Lydham Manor	3	DVLR
3803		4	DHPS
5239	Goliath	5	DVLR
4555		) 6	DVLR
4588		)	DVRA
6435		7	DVLR
1638		8	DVLR
1420		) 9	DVLR
1450		)	DVLR
1369		10	DVRA
2180	'Tiny' (SDR 151)	11	NRM
LONDON AND SOUTH WESTERN RAILWAY			
30587		12	NRM
INDUSTRIAL STEAM LOCOMOTIVES			
3810	Glendower	)	GLG
3882	Barbara	) 13/14	GLG
2766		)	GLG
2031	Ashley	) 15	DVRA
1690	Lady Angela	)	DVRA Member
DIESEL LOCOMOTIVES			
D1023	Western Fusilier	16	NRM
D7535	Mercury	17	DVLR
D3014		18	DVLR
D2192	Ardent	19	DVLR
421017		20	DVRA Member
DVLR	—	Dart Valley Light Railway	
DVRA	—	Dart Valley Railway Association	
DHPS	—	Dumbleton Hall Preservation Society	
BRM	—	Birmingham Railway Museum	
GLG	—	Glendower Locomotive Group	
NRM	—	National Railway Museum	



MID CHESHIRE RAIL USERS ASSOCIATION

SUNDAY TIMETABLE FOR THE MANCHESTER-ALTRINCHAM-NORTHWICH-CHESTER LINE

SUNDAYS FROM 4TH OCTOBER 1992 TO 16TH MAY 1993

As from Sunday 4th October, due to the withdrawal of financial support by the Greater Manchester PTE the Sunday train service only operates between Altrincham and Chester. There are however connecting Metrolink services from Manchester Piccadilly to Altrincham and British Rail tickets are valid on Metrolink on Sundays. The Metrolink station at Manchester Piccadilly is directly underneath the main line station and can be reached by steps, escalator or lift. The trams also call at Piccadilly Gardens, St Peters Square, G-Mex and all stations to Altrincham and they operate every half hour *(every 15 minutes from 15/11/92)*.

The full Chester line timetable is as follows:

SUNDAYS UNTIL 24TH JANUARY 1993 (INCLUSIVE)

Piccadilly Metrolink	12.54	15.24	16.54	19.24	20.54	22.54
Altrincham (arrive)	13.20	15.50	17.20	19.50	21.20	23.20
(depart)	13.30	15.54	17.31	20.15	21.36	23.23
Hale	13.32	15.56	17.33	20.17	21.38	23.25
Knutsford	13.40	16.04	17.41	20.25	21.46	23.33
Northwich	13.49	16.13	17.50	20.34	21.55	23.42
Greenbank	13.53	16.17	17.54	20.38	21.59	23.46
Cuddington	13.59	16.23	18.00	20.44	22.05	-
Delamere	14.04	16.28	18.05	20.49	22.10	-
Mouldsworth	14.10	16.34	18.11	20.55	22.16	-
Chester	14.32	16.48	18.28	21.09	22.30	00.09
Chester	12.15	14.15	16.15	19.08	20.36	21.45
Mouldsworth	12.26	14.26	16.26	19.19	20.47	21.56
Delamere	12.32	14.32	16.32	19.25	20.53	22.02
Cuddington	12.37	14.37	16.37	19.30	20.58	22.07
Greenbank	12.42	14.42	16.42	19.35	21.03	22.12
Northwich	12.46	14.46	16.46	19.39	21.07	22.16
Knutsford	12.54	14.54	16.54	19.47	21.15	22.24
Hale	13.02	15.02	17.02	19.55	21.23	22.32
Altrincham (arrive)	13.14	15.14	17.06	19.59	21.27	22.36
(depart)	13.25	15.25	17.25	20.25	21.55	22.55
Piccadilly Metrolink	13.51	15.51	17.51	20.51	22.21	23.21

Ashley, Mobberley, Plumley and Lostock Gralam stations are closed on Sundays from 4th October. On Sundays from 31st January due to engineering work a rail replacement bus service will operate between Altrincham and Northwich. Buses will depart from Altrincham at 12.50, 15.15, 16.50, 19.35, 20.55 and 22.45 and will connect out of trains from the Chester direction at Northwich. Metrolink connections will be available into and out of all rail replacement buses. BR tickets will be valid on Metrolink on Sundays at least until 24th January 1993. GMPTE Traincards, Countycards and Wayfarer tickets are also valid on Metrolink on Sundays.

Mid Cheshire Rail Users Association, 16 Willow Green, Knutsford, Cheshire WA16 6AX.

CLANKY JUNCTION



Dirty Dan

CLANKY JUNCTION.

Dirty Dan and a shovel potion.

by Stan Wilson.

Daniel Lockett stood about five-feet five. Side on, his outline broadened downwards into two huge curves - one round the bulge of his tremendous belly, the other, not quite so big, encompassing his generous backside. As with most engine drivers, Dan's belly commenced its alarming expansion the day he abandoned the fireman's shovel and celebrated his promotion to driver by regaling himself with a brand new English lever watch and chain which, with periodical adjustments, he had worn ever since across his straining waistcoat.

Fifty-six years of age, in his railway uniform he appeared the kind of man who would be as bald as a plucked chicken. The truth was, whenever he raised his uniform cap to scratch his head, he would startle an unsuspecting onlooker with his rich sward of red hair ! His face was fresh as a country girl's and under his sand coloured eyebrows were two closely set, pale blue eyes.

At Clanky Junction, engine driver Daniel Lockett was known simply as Dirty Dan. I never discovered whether this was due to the black obscenity of his language or his practice of wearing his overalls without being washed until they disintegrated with oil-rot. Whatever the reason however, the name suited him perfectly.

Filed away in the Superintendent's office, Dan's service record-card listed the highlights of his career at the Junction. It showed thirty-five years service. Timekeeping : Good. General acumen : Average. In red capitals there were three reprimands; one for assaulting his driver with a shovel in his early days as a fireman, another for overshooting the buffers in Clifton loop and a third for presenting himself for duty in a state of inebriation. In the remarks column, with uncompromising brevity, it read: "Stubborn - requires firm discipline!"

THE BUNDLE.

Dan was a scourge; something which threatened all forms of discipline, ignored all manifestations of authority and blasphemed his way through all arguments no matter how well informed the opposition. He was so cross-grained and unpredictable by nature that from the lowliest fireman to the most richly gold braided station master he received only the most respectful deference.

The first occasion I worked on the same footplate as Dan occurred because my regular train had been cancelled. It had been raining for days. The line through the Goyt valley was under water. For two days not a single train had steamed that way. At two o'clock that morning I was told to report to 2766 and work the 0330 Dankworth to Shawcross. Throwing my tools and shovel between the handrails of the engine I climbed on board to find the footplate deserted. Reaching into my pocket for my fags I lit one and breathed the smoke into my lungs. Just then, wheezing like a punctured organ pipe, Dirty Dan pulled himself through the handrails and entered the cab. The very sight of him was enough to knock the spirit out of a saint but, to make matters even worse, Dan wasn't alone ! He was accompanied by an odour like the stench of a thousand rotting bones !

Standing in the middle of the footplate like a washer-woman in a moth eaten pantomime, he clasped to his belly a tattered bundle of hessian as big as a weeks washing ! He stood there hesitating, as though trying to make up his mind as to the effect his abominable bundle had on me. In the light from the firebox his face showed an expression of complete innocence. To my astonishment I realised that the stench from the bundle had not the slightest effect on him ! Now not only had I to put up with Dirty Dan and a ten-mile gradient which demanded a pint of sweat for every mile, but a mysterious bundle of heaven knew what that stank like a month old corpse !

As I put my hand to my nose and retreated to the furthest corner of the cab, Dan's gaze followed me inviting comment. It was impossible to remain silent ! "You don't think I'm going to work with that stink all night do you ?" Waddling towards me with a confiding air, he replied in the grunt like language I had often heard him use when talking to others: "You'll be glad o' that afore t'nights out !"

THE INCLINE.

It was time to go. Reaching to the roof of the cab Dan sounded a subdued crow on the whistle and we moved off the pits towards the outlet signal. Sticking my head over the side of the engine I filled my lungs with the night air but, no matter how I gulped, the foul odour of Dan's bundle lingered in every crevice of my nose and throat !

The 0330 Dankworth to Shawcross had run for fifty years, shattering the nocturnal silence six nights of the week and vibrating the earth and everything on it for a distance of three miles on either side of the line. Two miles out of Dankworth sidings it started its ten-mile climb. To get the five hundred ton load to the top of the incline took the power of three locomotives, the skill of three drivers and the sweat of three firemen. Two of the engines pulled at the front of the train, the other pushed behind.

Half an hour later we were coupled to our train in Dankworth sidings ready to start the trip. By this time the heat from the firebox was having a telling effect on the bundle lying at the back of the cab. The smell from it was stronger than ever. It hummed like a putrified haggis ! At last we were ready to leave the sidings. As Dan and the driver of the engine in front lunged on their regulators both engines roared into a mad dance. Like giant fireworks two streams of red hot cinders shot skywards from the chimneys, descending like molten rain on the wagons some distance behind. The wheels gripped the rails and, slowly but surely, we eased the train from the sidings and crossed to the main line.

Two miles from Dankerton we stopped at Eccleston to allow the bank engine to come behind. Without warning, the moment the wheels stopped moving Dan started ranting and raving for all he was worth ! From what I could make of his outburst it appeared that the whole of that week the bank engine had been doing less than its share of the work. Dan was simply letting them know he was going to do something about it !

THE TUNNEL.

When the bank engine whistled it was ready, the three drivers opened up and the steel plates of the locomotives shuddered as the great pistons began to move in the cylinders. In a final burst of temper Dan screamed one more threat towards the bank engine: "You'll shove tonight yer lazy so and so's, you see if you don't !" I got down to the task of heaving coal. Sweat began oozing from my pores. Before we hit the gradient we had a level mile of line in which to pick up speed; if the train was not rattling along at fifty at the end of the level stretch we would be struggling by half way up the bank ! It soon became obvious that we were not going fast enough. Dan was shouting curses over the back of the tender again. As we pounded along, a vast trail of smoke traced our faltering progress up the gradient. Again I leapt to the shovel. More coal, more sweat. As I kicked shut the firehole door a lethal gush of excess steam blasted from the safety valve.

The engine at the rear could not have been pushing more than five wagons ! With his curses becoming blacker with each painful revolution of the wheels, Dan crowed like a madman on the whistle ! As we entered Doddington tunnel struggling for every yard of track, Dan was beside himself with rage. Even I knew what was in store for us if we stuck now. If we failed to drag the train from the mile-long tunnel we would be there for hours, gasping for air in a cloud of sulphur fumes !

Spurred on by the thought I started lashing more coal on the furnace. Then, before I could shut the firehole door, Dan suddenly leapt from his corner and grabbed the shovel ! Then taking that smelly bundle from the corner he dumped it in the middle of the footplate and started untying the knot, muttering to himself as he worked: "I'll make the so and so's shove, you see if I don't !" Holding my nose I watched as he threw back the folds of the hessian to reveal the contents. No wonder it stank ! Inside the square of sacking was a half-hundred-weight of rotting fish and chicken heads along with their entrails !

GASPING.

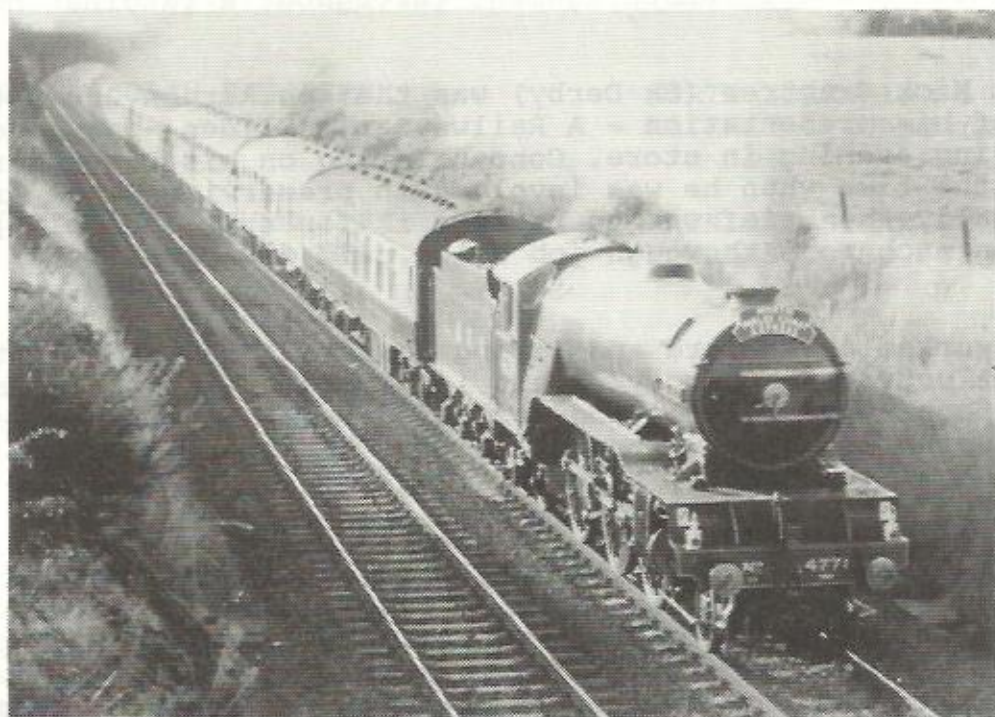
By this time the engine was lurching through the tunnel as though each gasp from the chimney-top would be its last. When the gruesome contents were exposed, he poured a gallon of treacle-like cylinder oil over the lot and tied the corners of the bundle again. Then grabbing the soggy load, he wrestled it onto the blade of the shovel and heaved it with all his might through the firehole. Diving to the side of the cab in a desperate bid for air, I suddenly experienced one of those flashes of insight that sometimes come to a man when his brain is almost exhausted coping with what appears to be an impossible situation ! At last I had solved the mystery of Dan's obnoxious bundle.

Rolling back along the tunnel was a dense cloud of black smoke laden with the lethal stench of the burning entrails ! When the bank-engine entered that lot, the only way that the men on board would be able to ease their gasping lungs would be by shoving like maniacs ! And how they shoved ! Within seconds we lurched forward in a tremendous burst of speed that sent me flying and, less than a minute later we shot from the tunnel like a runaway train !

Regaining my composure after breathing my fill of the fresh night air, I opened the firehole door so that the light from the fire gave me a better view of Dan. He was a changed man ! With tears streaming down his fat cheeks he sat on his stool like Humpty-Dumpty, his feet dangling three inches from the floor of the cab and his podgy hands clasping his enormous belly. He seemed to have caught his breath as he fought to release a tremendous mirth welling up inside him. Suddenly just when I thought he was about to collapse in convulsions, he exploded into peels of Satanic laughter that continued throughout the rest of that trip !

FOOTNOTE.

We are greatly indebted for permission to re-print this story to the Editor of the Manchester Evening News where it first appeared on December 21st 1974.



Green Arrow rushing through Waverton with the returning North Wales Coast Express. The V2 is now out of service awaiting an NRM decision on its' future.

Photo: Alan Carr.

REVIEW OF 5A/8E CREWE ARMS MONTHLY MEETINGS

The Crewe Heritage Centre Supporters meetings, jointly organised with the 8E, began the season on Wed 26th August with a visit from Peter King (71000 Group) who presented a slide show entitled 'The Impossible Dream'. This fixture was arranged at short notice to take advantage of Peter's availability. The attendance was disappointing, but those who turned up were rewarded with a fascinating insight into the formidable problems faced by the Duke of Gloucester group. It is no wonder that 52 locomotives were rescued from Barry before 'The Duke' was finally saved!

Peter must have a remarkable memory. His commentary included a wealth of information (dates, names, places, technical data etc), all produced without any reference to notes. To conclude the evening we were treated to a superb short video of 'The Duke' in action, including a very impressive pacing sequence. If we can secure Peter's services for an 8E meeting I would urge all members to attend.

On September 4th we were entertained with a slide show from Great Western Society member Tony Icke (BR Crewe). The subject was '30 Years in the West Country - Steam, Diesel & Sail (1962 - 1992)'. Tony's chronological journey along the main lines and branch lines of the southwest also looked in at preservation in the area. He included a couple of impressive shots of the 'Queen Mary' in Southampton to justify the marine reference in the title of his presentation. A vociferous contingent of Heritage Centre volunteers provided their own brand of encouragement throughout a fascinating evening.

Crewe resident Mick Crabtree (BR Derby) was the speaker on 2nd October. The modest title of his presentation - A Railwayman's Slides - gave no inkling of the engrossing evening in store. Concentrating on his Doncaster days, Mick recalled the time when he was involved in preserving Green Arrow for the NRM. Initially the brief was to restore it for static display, but Doncaster did a much more thorough job which paid dividends later on.

Mick has also worked on Mallard and Flying Scotsman, and had plenty of slides to illustrate the story of his involvement with these famous locos. His commentary was lively and full of detail - again delivered entirely without notes. We have booked him for the 8E meeting of Jan 12th - an evening which I thoroughly recommend.

Attendances for the Crewe Arms fixtures seem to be around 20, which is surprisingly low in view of the quality of the speakers. It always puzzles me that so few 8E members attend - perhaps we don't do enough to publicise the evenings at our Northwich meetings. This season's fixtures have been compiled by Doug Spencer and myself. We have tried to ensure variety of content, and intend to have the meetings listed in Steam Railway & Railway World magazines. There will be the usual January break and a summer recess in August. Please come along and give your support whenever able.

Alan Carr

5A/8E CREWE ARMS MEETINGS 1992/3 -----

FRI 6 NOV	TONY MOSELEY	12 MONTH ROUNDUP
FRI 11 DEC *	MICHAEL OWEN (FOSCL chairman)	LEEDS-SETTLE-CARLISLE (TALK & VIDEO)
JANUARY	no meeting	
FRI 5 FEB	MIKE LENZ (8E GROUP)	NORTH AMERICAN ROUNDUP (VIDEO)
FRI 5 MARCH	GEOFF PARKINSON	TRAVELLING POST OFFICE
FRI 2 APRIL	RODNEY PITT (ARPS)	THE MARKET DRAYTON RAILWAY PROJECT (SLIDES)
FRI 7 MAY	IAN SMITH (Middleton Railway)	PRESERVATION IN THE UK (SLIDES)
FRI 4 JUNE	COLIN RATCLIFFE	NORTH YORKSHIRE : MOORS, RAILWAY & COAST (AV SLIDES)
FRI 2 JULY	DAVID SUTCLIFFE (Sutcliffe TV)	MAINLINE STEAM ON THE N.WALES COAST (VIDEO)
AUGUST	Summer break	

Note:

- * The December meeting will be on the SECOND Friday. It will not be a meeting to publicise FOSCL, but some of the 'Friends' sales items will be available - including Christmas cards.

Answers to The Christmas Novelty Crossword.

Across:- 1. Lickey 4. Silencer 9. Impala 10. Clusters 12. Sandpie 13. Toolkit 14. Eagle 16. Spitfire 19. Hawkinge 21. Steam 23. Federal 25. Leander 27. Envelope 28. Superb 29. Tank yank 30. Glider.
Down:- 1. Leinster 2. Capon 3. Eclipse 5. Inlet 6. Ease off 7. Crewkerne 8. Resits 11. Nelson 15. Guardsvan 17. Issue 18. Smart bar 20. Kirtley 21. Seagull 22. Effect 24. Lupin 26. Dread.

NORTHWICH FIXTURES.

8th December. - A.G.M. and Hot-Pot.

12th January. - Mick Crabtree. "Doncaster days".

9th February - Tony Icke. "30 years in the West Country".

9th March. - Cliff Parr, Photographer.

13th April. - Paddy Smith. Owner of '5407'.

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1992/1993**

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presented by Chris Baines

FRIDAY NOVEMBER 27th 1992
THE TRANS LIMPOPO
Audio Visual Spectacular
presented by Alan Castle

FRIDAY DECEMBER 11th 1992
**MAINLINE STEAM '92
& MEMBERS SLIDE EVENING**
featuring Cliff Parr

FRIDAY JANUARY 22nd 1993
STANIER 8F 8233 - HER LIFE and TIMES
presented by Alan Wilkinson

FRIDAY FEBRUARY 26th 1993
THE PLANET PROJECT
presented by Michael Bailey

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SALTED AWAY

The latest addition to the 8E Archives is a hand-written record book which shows the wagon-by-wagon records of privately-owned vehicles from The Middlewich Salt Company. Their works was situated just south of Cledford Bridge, between the Trent & Mersey Canal and the Northwich-Sandbach branch railway, well within local interest.

The records reveal that there were 10- & 12-ton Salt Wagons, 10-ton Slack Wagons, 10-ton Lime Vans and 10-ton Saxa Vans. (The Saxa Vans were built with a angled roof, rather than the conventional elliptical one - you must have seen the rather attractive models are which are still around.)

There are all kinds of details and dates; when wagons were repaired and by whom, where mishaps occurred - "stopped Edgeley for a hot box" is a typical entry.

There are also fascinating costings: Saxa Vans got three coats of paint as well as being lettered and then varnished. It took 28lbs of Leyland paint and a half-gallon of varnish. The others were burnt-off, painted with "Lead Colour", then red-oxidized, lettered and varnished. And painters' rates? One shilling and eightpence-halfpenny!

Inserted in the book are a few copy letters to the pre-nationalisation companies asking for compensation after wagons had been commandeered during the second world war. A pencilled note reminds the user of the book that he should address such letters to W A Stanier, Esq at the Carriage & Wagon Dept., Derby...

ILLUSTRATIONS Upper - One of the letters concerning recovery of a wagon from the LMS.

Lower - Advertising material from Peco featuring a yellow Saxa Van.

DKM/AMO.

DPO/2893.

The London Midland & Scottish Rly Co.
 Chief Mechanical Engineers Department,
 Nelson Street,
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Dear Sirs,

Re: M.S.Co's Wgn No.207, built in 1896.

The above wagon is at present at the siding of the Central Wagon Co.Limited, Wigan, and this Company have asked us for disposal instructions. They inform us that the wagon cannot be moved without instructions from you and we shall be glad therefore, if you will kindly arrange for this wagon to be returned to our Private Siding, L.M.S.Middlewich at this factory.

In asking for the return of this wagon we wish to stress our view that we consider it is the duty of the Government or of the Railway Co. to return these compulsory requisitioned wagons to us in a condition at least the equal to that in which they were taken from us, and as the vehicles will not be returned in this condition we reserve the right to claim compensation and this request for the return of the wagon must not be regarded as in any way prejudicing our right to claim compensation at some future date.

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ABOUT THE ASSOCIATION

The 8E Association was formed in July 1981 by a group of local railway enthusiasts who, just over a year before, had gathered together to clean and service four steam locomotives that had been stabled at The Motive Power Depot at Northwich prior to their participation in the Liverpool and Manchester Railway 'Rocket 150' Celebrations at Rainhill. In the twelve months following the celebrations further locomotives visited Northwich MPD and, again, this same group of enthusiasts could be found at work on these engines. By the summer of 1981 the number of enthusiasts that were attending these visits was such that the idea was put forward of forming a permanent group and thus The 8E Association came into being. The Association was somewhat unique in that its activities were based at an operational British Rail depot and it was felt appropriate to make use of the former Northwich Steam Depot shedcode (8E) for the name of the new group.

One of the main aims of the Association was to provide a workforce to clean and service visiting main line steam locomotives and, over the years, to this end has helped service such locomotives as 'Lord Nelson', 'Duchess of Hamilton', 'Leander' and 'Black Five' 5000, as well as servicing locomotives that have visited Chester from time to time including 'Evening Star', 'King George V', 'Clan Line', 'Princess Elizabeth' and 'Flying Scotsman'. Following the closure of Northwich MPD in November 1984 servicing activities were concentrated at Chester until plans for a Heritage Centre at Crewe came into fruition in 1987, thereby providing a permanent base for main line working steam in Cheshire. The Centre has ambitious plans for development into a fully fledged industrial museum with railways as a prominent theme, whilst maintaining its strategic position as a home for visiting main line steam locomotives which work through the district from time to time. In recent years British Rail and private operators have promoted steam tours along the North Wales Coast and other nearby lines with motive power based at the Crewe Heritage Centre. As previously done at Northwich during its early years, The 8E Association membership seeks to help in any way possible with cleaning, servicing, maintenance and operation of these locomotives rendering assistance to full time staff of B.R., the Crewe Heritage Centre and individual locomotive owning groups where appropriate.

Association members do, however, take a wide ranging

interest in railways both past and present, which is reflected in other aspects of our activities. A lively programme of regular evening fixtures is promoted at three venues (Northwich, Warrington and Crewe) every month when guest speakers from B.R. and the preservation movement address the membership, often with slides and films of both current and archive material. These are held at:

- (i) Red Lion Hotel, Runcorn Road, Barnton, Near Northwich; second Tuesday each month*, 7.45 pm,
- (ii) Crewe Arms Hotel (opposite Railway Station), Nantwich Road, Crewe; first Friday each month*, 7.30 pm and
- (iii) St Hilda's Clubroom, Slater Street, Latchford, Warrington; last Friday of alternate months (January, March, May etc.), 7.45 pm.

* Except July and August

Informal meetings are also held at the Lion and Railway Hotel, Station Road, Northwich (opposite Northwich BR Station). Members receive a magazine twice a year as well as monthly Members' Notes for those attending the meetings and can take part in tours which are organised from time to time to both BR Depots and Works as well as to various preserved railways.

The Association operates Sales activities through our shop at Crewe Heritage Centre and also visits Model Collectors' Fairs, exhibitions and such like on a regular basis. A broad range of books, magazines, videos and general railway related souvenirs are usually in stock.

The Association has recently become involved with the "Groundwork Trust", a nationwide organisation which restores historic industrial sites for public recreational purposes and which is seeking to revive the Lion Salt Works at Marston, Northwich. At this location two stationary steam engines are undergoing restoration, aided by a small team of 8E Association members.

Our membership includes both enthusiasts and railwaymen and the group enjoys excellent working relationships with British Rail and many preservation and other societies such as the Severn Valley Railway, Llangollen Railway, Steamtown Carnforth, National Railway Museum, Mid-Cheshire Rail Users Association and the Great Western Society (North West Area Group). In recent years a very close bond has developed with the Crewe Heritage Centre Supporters Association.

Answers to Paul's Puzzle.

- Stars.
1. Iode. 2. Shooting. 3. North. 4. Polar. 5. Red. 6. Royal.
7. Canard White. 8. Blue. 9. Sun. 10. Evening.
Planets.
1. Mercury. 2. Planet. 3. Pluto. 4. Neptune. 5. Mars. 6. Venus.
7. Jupiter.



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