



# ON SHED

ISSUE 37

WINTER 1993



THE MAGAZINE OF THE 8E ASSOCIATION

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#### COVER PICTURES

FRONT: Saturday 7th August, Northwich Station, finds the newly renovated platform canopy resplendant in the early morning sunshine. Now if only the clock could be restored as well it would be superb.

REAR: Ivatt Class 2MT 2-6-0 46443 is seen here at Arley, one of Severn Valley Railway's prizewinning stations, awaiting departure with a service for Kidderminster Town station, Sunday 22nd August 1993.

(Photos - M. Lenz)

#### EDITORIAL

With the publication of this issue of the magazine my year long tenure as acting editor draws to a close. It has been a challenge to step back into my old job, so to speak, and to hopefully have maintained the high standards set by our regular editor Paul Yates, who will be back at the helm for the Summer 1994 issue.

I would like to take this opportunity to thank all those members for their kind comments over the new title and format adopted with the Summer 1993 issue, and to apologise, once again, for the slight delay in its publication. This issue should appear back on schedule, hopefully! I would also like to thank all the many contributors to both this and the previous issues without whom there would be no magazine, and finally, to thank Ian Haselgrove for his assistance in the production of these two issues.

Looking back over the past twelve months I would like to think that the Association has had a successful year, despite the lack of main line steam involvement for our support team, and that members have enjoyed the many meetings that have been organised and the magazines that have been published. Hopefully next year we may be able to reverse the downturn in membership numbers but, rest assured, your committee will look into all aspects of our activities with their usual vigour and determination, so as to make 1994 just as enjoyable for our membership, as have been the previous years.

And finally, as they say, on behalf of your committee I would like to wish the membership a very Merry Christmas and a Happy New Year and look forward to seeing you all in 1994.

Michael Lenz - Acting Editor

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CONTRIBUTIONS TO THE EDITOR BY 10TH MAY 1994.

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Looking back on 1993, it has proved to be quite a year for both the Association, and for railways generally.

At the beginning of the year the prospects for the Association's support crew to see action seemed somewhat limited, with the North Wales Coast steam operation being much reduced. It was more a case of quality than quantity, for who can fail to forget the sight of three Stanier Pacifics lined up at Llandudno Junction back in the Spring, albeit on a less than sunny day. The lack of major steam activity during the summer also had its effect on the fortunes for the Railway Age at Crewe, although a series of North Wales runs this autumn may help to improve its prospects.

What we lacked in the way of support crew activities was more than made up for by the considerable increase in our sales activities, details of which are covered elsewhere in this magazine.

Our membership numbers continue to see a steady decline, no doubt as a result of the reduction in our support crew activities, but we have recruited a small number of new members during the year. The monthly meetings continue to be well supported by the membership and the quality of the speakers has been excellent.

Events on the railway scene generally have been quite interesting with the Channel Tunnel operation coming ever nearer to its opening day and the forthcoming railway privatisation causing much debate both in and out of railway circles.

The preservation movement has had its high and low points during the year. The debacle over the running of the 15 Guinea Special, being one of the lows, together with the surprise dismissal of Severn Valley Railway General Manager, Michael Draper. On the high side there was the successful gala month on the East Lancs Railway to commemorate the 25th Anniversary of the end of steam on British Railways, the launch of the Llangollen Railway's share issue in March, and the innovative Autumn Steam Gala on the Severn Valley Railway with regular trains throughout the whole weekend, both day and night.

So all in all, quite a year, let us hope that 1994 proves to be just as varied for everyone with an interest in railways.

## Chris' Railway Quiz

1. Which works built all fifty-five of Riddles' 7MT Britannia Class Pacifics between 1951-54?
2. What new name was given to former LMS Jubilee Class 4-6-0 number 45700 in 1951?  
What was the previous name?
3. What was the name of the stationmaster at Milton on the Newcastle and Carlisle Railway who invented the card railway ticket in 1836?
4. In 1840 it was possible to travel from Euston to Glasgow in just under 21 hours. How was the middle section of the journey covered?
5. What popular song of the day, which is still remembered, was related to the opening of the Trent Valley line from Rugby to Stafford in 1847?
6. What was the destination of the 'American Special' trains operated from Euston by the L&NWR?
7. Who organised his first excursion from Leicester to Loughborough and back, on the Midland Counties Railway, for the fare of one shilling, in 1840?
8. The engine hauling the last broad gauge train from Paddington had a name which was the same as that of a Cheshire village. What was it?
9. What was the number and name of the experimental LMS 4-6-0 with a high-pressure, semi-water tube boiler, built by NBL in 1929?  
Which locomotive was eventually built on its frames?
10. Which was the first AC Electric locomotive to run in Britain in 1958?

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## Mike's Railroad Quiz

1. What were the names of the rival trains of the Pennsylvania and New York Central railroads, on the route between New York and Chicago, during the heyday of the passenger era on American railroads?
2. Which railroad was famous for its red and silver warbonnet livery on its streamlined passenger diesel locomotives in the fifties and sixties?  
What was the name of its famous streamlined train which ran between the cities of Chicago and Los Angeles?
3. Which two railroads met at Promontory, Utah in 1869 for the joining of the first transcontinental railroad in the United States?
4. What is the name by which Union Pacific's massive 4-8-8-4 articulated steam locomotives are more commonly known?  
In what year were Union Pacific's DDA40X 'Centennial' diesel locomotives introduced?
5. What was the name of the famous locomotive stolen by Union forces during the American Civil War, and featured in a Buster Keaton film of the same name?  
What was the wheel arrangement of this locomotive?

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ANSWERS ON PAGE 20

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further ramblings from your Publicity Officer !

#### The "Lion and Railway"

A review of recent fixtures, plus details of future bookings will be found elsewhere in this magazine, so suffice to say here that we are now well settled in our new venue in Northwich. Yes, it is a little more cramped than we have been used to, but we have been made very welcome by the landlord Peter Condliffe and his wife, who have provided us with excellent refreshments. We still feel there is scope for bringing in others now that we are more centrally placed in Northwich, so please help to spread the word amongst your friends, colleagues and any "lapsed" members who you may know.

#### Crewe Group

We are about to start a new, short series of Crewe social fixtures at the time of writing, still without a "Crewe Area Officer" to help with organising and promoting these meetings. Geoff Ollier has been doing his best to arrange some publicity and he was able to persuade Alex Cowan (the new General Manager at the "Railway Age") to give the talk on 5th November. However, Geoff's existing commitments with other Crewe Heritage Supporters Association duties mean that he cannot take on board the running of social events by himself. We intend to see what the attendance level is like at the November and December meetings before making a final decision in the New Year as to whether or not we continue to hold meetings in Crewe. Full details will be in your January/February "Members Notes" and also announced at Northwich meetings in early 1994, although it is fair to say that prospects do not look good at present.

#### Warrington Group

We had a great time at the Warrington Model Railway Society Annual Show at the Parr Hall in late September (see Mike Lenz's comments elsewhere). Many of our Warrington based members were involved in this, either helping us or assisting Simon Scott on the "CDS Models" stall. Largely as a result of this event the pilot meeting at our Warrington venue which fell on the same week-end) was not well supported, but I am assured that people do want these fixtures so we will press ahead, as before, on the LAST FRIDAY of alternate months. Warrington member KEN WOODING has agreed to do a slide show for us on 26th November, whilst on 28th January 1994, videos will probably be used. Our joint meeting with the North-West Area group of the Great Western Society then falls due on 27th March; this year we are due to play host to this. No booking has been made yet but we hope to get a "speciality" speaker for this event. As stated before, your support will be more than welcome. We meet at ST HILDA'S MISSION CLUBROOM, SLATER STREET (CF KNUTSFORD ROAD), LATCHFORD, at 7.45pm.

#### Talks to other Groups

Late October found me fulfilling our obligation at the "Town Crier" in Chester on behalf of the Festiniog Railway who had invited us to address their Dee & Mersey group members on Cheshire Lines topics. Sadly, this had to be done without our usual projectionist Mike Lenz who had a bad dose of 'flu at the time. This threw me off beam somewhat, although one or two other SE members managed to attend (particular thanks to Phil Creagan and Alan Carr for their help on the night). We were very well received and much interest was shown in our activities. We have now been approached by the North Wales Railway Circle to do a talk in Wrexham in about 12 months time.

#### Personal note

Finally one or two items concerning my own direct input to SE affairs. The restructuring of corporate train planning as a result of the BR break-up will see my own section at Crewe disbanded sometime after April 1994. A smaller, less wide-ranging planning and timing unit for the "Railtrack" West Coast group will be set up in Birmingham absorbing (we think!) much of our current work although who will transfer there, and in what capacity they will be employed, has still to be explained to me and my colleagues. There is likely to be no train planning work done at Crewe, other than for freight services, in the longer term. If I have to travel on a daily basis to Birmingham (if indeed there remains a job for me to do!) this will seriously affect my ability to play a part in SE Committee affairs, especially so considering that my health continues to pose some problems. Anyway, it is impossible to give you more details at present as everything is speculation at the moment. Hopefully I should know more by the time the next magazine goes to press, in which I also hope to begin a series of articles on visits you can make to various places on your local rail line (promised for this issue but overtaken by other events!).

#### 1994 FIXTURES LIST

Tuesday 11th January.....Quiz Night. Lion & Railway, Northwich.  
Friday 28th January.....Video Night. St. Hilda's Mission,  
Latchford, Warrington.  
Tuesday 8th February.....Slide Presentation by P. Dixon. Lion  
& Railway, Northwich.  
Tuesday 8th March.....To be confirmed. Lion & Railway, N'wich.  
Friday 27th March.....Joint meeting with Great Western Society,  
St. Hilda's Mission, Latchford, W'ton.



## OLD AND NEW



These two photos, taken during the SE trip to the East Lancs Railway on Saturday 7th August 1993, show the contrast in transport to be found on the day.

Above, 'Right away Bournemouth West!' Ex Somerset & Dorset 7F 2-8-0 53809 about to depart Bury Bolton Street with a train for Rawtenstall.

Below, Metrolink unit 1018 'The Hire Flyer' awaits departure at Bury Interchange Station with a service to Piccadilly. Metrolink has proved to be a great success and these units are most impressive to travel in, with their rapid acceleration and smooth riding qualities. It is hoped to introduce Metrolink service to other areas of Manchester in the coming years including a service to Manchester's busy International Airport.

(Photos - A.R. Ashurst)



## GAMBLING WITH THE GALAS

As the 'Santa Season' gets underway, it is interesting to recall the opportunities which have presented themselves to the steam enthusiast during the last few months. In order to attract more of the public, the competition between the preservation lines is becoming quite intense.

Who can forget the East Lancs Railway 'August Festival of Steam'? The SE Committee members who visited Bury on that first August Saturday may wish to forget it! I was one who felt conned at Buckley Wells, with just a couple of locos to see, having paid £4 for the privilege of being there. I did think at the time that I would have been better off at Haworth!

It had to get better, and it certainly did. By the last couple of weeks, the show had really started to deliver. Amongst the stars of the event were: Burton Agnes Hall, Bahamas, Kolhapur, Canadian Pacific, 5407 (Paddy's engine), Black Prince and a static Duchess of Sutherland.

The final day's 'Copy Pit Banker' recreation using BF 48431 (KWVR) masquerading as 48278 was a novel conclusion to an event which will be hard to better (if we overlook the stuttering start). The steam press reported a break even situation for the ELR, but the members' newsletter states that they lost money on the event. Either way, the publicity which they have gained will be invaluable. 5407 has stayed on at Bury for a while which is good to see.

How did the opposition react? The recent spate of Autumn gala events has provided some imaginative opportunities for both the casual visitor and the hardened aficionado. The Worth Valley's October gala weekend included

- \* Double headed service trains
- \* Evening vintage train
- \* Demonstration freight
- \* Turntable demonstration
- \* Night photo opportunity at Haworth yard
- \* Steam crane demonstration

The problem was knowing where to be, and when, in order to catch as much of the action as possible in a frantic weekend.

I didn't get to the Severn Valley for their gala weekend, but with double headers, TRIPLE headers and an advertised minimum of 15 locos in steam over a non-stop 48 hr schedule it must have been a bit special! I hope that the all-night running was a success. It would be nice to see that repeated at the SVR and elsewhere occasionally.

All these attractions are good news for the enthusiast in the short term. I do hope that the participating railways are not being forced into taking ever greater gambles, by laying on expensive spectacles, in order to attract custom from the competition. The ELR isn't in any danger of going bust, but how many other lines could afford to risk losing money on such a grand scale? Here's hoping that Santa's visits prove profitable for all the steam railways who entertain him, and that many of the Christmas visitors are converted to new customers in 1994.



## LARRY'S YEAR

by Simon Scott.

At the end of 1992, a group of SE Association members (Phil Creagan, Andy Dykes, Simon Scott, Dave Sheridan and Ken Wooding) plus Tom Lynas got together to take up the opportunity that had been presented to them to purchase Crosville DFG 157, a 1964 Bristol FS66 Lodekka with 60 seat Eastern Coachworks body. The vehicle had been withdrawn in 1981 following a life in service based at Wrexham garage, and after a repaint into original 60's style Crosville green and cream, was sold for preservation. Initially kept at Burtonwood, the vehicle was moved to St Helens when the former Tramshed was opened as the Museum of Transport.

None of the group has had any real mechanical training, but Tom is a former LUT driver. Having formally taken possession in December, the first couple of months of 1993 were spent giving 'Larry' as he was now known, a good clean both inside and out. Hammerite was liberally applied to undersurfaces and engine bay. It doesn't sound much for two months work, but those familiar with the preservation movement will appreciate that tasks take longer than expected on the basis of two days work per week. Various problems arose which in the main were attributed to 10 years of standing idle; most were overcome without too much difficulty. A target date to enable us to attend the Extravaganza at Llandudno at the end of May was set - and achieved!

In beautiful spring weather, we had a most enjoyable two days at the Showground and assisting with the Shuttle service when some 590 passengers were carried in all. Chester Transport Festival followed, at which it became apparent that there were problems with the gearbox. Now a bus gearbox is not a lightweight affair. It had to be removed from the bus whilst over a pit in the St Helens workshop, being dropped down on to a trolley which looked as if it had come straight out of the Industrial Revolution. The gearbox was stripped to replace the main bearing, new oil seals inserted and then replaced in the bus. It was all hands required and fellow SE member Geoff Smith provided invaluable assistance (he only came to the Museum to have a look at the bus)... Thanks Geoff!

The Cheshire Classic Car Show at Tatton Park was another beautiful day and indicated that the gearbox problems had been solved. However, a private charter to Llandudno a couple of weeks later resulted in overheating on the return run along the A55. This particular 'Lodekka' has the Cave-Brown-Cave heating and ventilation system whereby there is no conventional radiator in front of the engine. Instead there are two radiators up on the top deck which are intended to double as engine cooling and saloon heating radiators. Unfortunately, the system was never perfected and was always prone to poor circulation, airlocks, blowing off and overheating.

The Crosville Enthusiasts Club organised their 25th Anniversary gathering as part of the Clwyd Veterans and Vintage Society Show at Wrexham at which we were proud to present DFG 157 as one of approximately 25 Crosville or ex-Crosville vehicles on display. A former Crosville driver came to see us and told us that DFG 157 was known as 'the old boiler' and had boiled up on him on several occasions. Talking to other owners, the solution seemed to be to convert the cooling system to a conventional one. Tom, Dave and myself therefore took a trip to one of the Yorkshire scrapyards in July and acquired a conventional radiator plus associated plumbing and a few other bits and pieces including a replacement bonnet as ours is not in perfect condition, being cracked in the middle and very pitted at the edges. Over the next week or so, CME Tom and Assistant CME Dave got the radiator installed: the old ones were isolated with all the plumbing removed but left in situ to preserve appearance.

The Assistant CME then expended a fair amount of effort stripping four or five layers of paint off the new bonnet to prepare it for painting and fitting.... Unfortunately it was found to be about 4" too short!! (Ex FLF Lodekka, not FS - we did not know there was any difference.) We now have one good condition, rubbed down, ready to paint FLF type bonnet. Any offers? All this work meant that we were unable to attend Fleetwood Tram Sunday. Our next event was to be the Southport to Blackpool run and it became apparent that the conversion job has transformed the bus. It performed impeccably and even seems to feel stronger.

The last month has seen a couple of trips to Llangollen and the Trans-Lancs Rally in Manchester. There are still things to be done; replacing a shock absorber, checking brake linings, cosmetic work etc. But despite this (which is after all what preservation is all about) our first year has been a resounding success. We have met a lot of people and made a number of new friends, in addition to working together on the vehicle whether driving, mending, catering or even just doing the paperwork! As activist, it is fascinating to look through the sheaves of papers we obtained with the bus: all original delivery notes, service schedules, minor repair dockets complete with costings (which seem impossibly low by today's standards) all came to us with the bus.

Finally an apology to any SE members who had been hoping to travel to Crick in July. Two things prevented this trip taking place. Firstly the overheating and secondly insurance restrictions of which we were previously unaware meant that we could not carry more than twelve passengers, these being the number involved in the owning group plus families.





## SALES REPORT

Since my report in the summer issue we have had a most succesful few months and I am now certain that the removal of our sales activities from the Railway Age at Crewe have been more than justified, as you will see from the figures in the Annual Report.

We started off in September with the Chester Swapmeet, which proved to be quite succesful for a change, then the following weekend I attended the regular monthly N.M.R.A. meeting at Broadheath, where again there was another good days trading. On the last weekend of September we attended, for the third year running, Warrington Model Railway Exhibition, and this proved to be our best year for sales at this event. Once again, we have received an invitation to return with our stand to next year's event and I am hopeful that we may also manage a few more shows of this type next year.

October brought just the regular N.M.R.A. meeting and this was another good days trading.

November started with a Swapmeet at Stoke on Trent and this event proved a complete contrast to our last visit to Stoke, back in May, when we had a very poor day, but obviously the prospect of Christmas boosted our takings quite considerably for the November event. The following saturday found me taking our sales to Shardlow, near Derby, for another N.M.R.A. one day event and this was extremely succesful for both the organisers and the Association Sales stand, with takings almost half that of the June event at High Wycombe. At the time of writing there is just one more event to come in November, namely the regular Broadheath meeting, and hopefully this should give us another good day to close out our best ever year for sales.

December will see just two events, a swapmeet at Chester on the 4th and the usual Broadheath meeting.

Those members who attend the monthly Northwich meetings will have noticed that I now bring along a small selection of sales items and I am pleased to say that the last few months have been quite good with regular sales taking place. I shall, therefore, continue to make this a feature of the Northwich meetings and will endeavour to bring a varied selection of goods to each meeting.

Finally I would like to thank all those who have assisted me with sales during the past year, both SE members and N.M.R.A. members, and especially Ian and Ann Andrews at Steam Powered Video for the excellent service they have given me, and which has accounted for the largest part of our sales revenue this year. I am now looking forward to another succesful year in 1994 that is, of course, if you wish me to continue as your Sales Officer!!!

Michael Lenz - Sales Officer

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## FORTHCOMING SALES FIXTURES

Saturday 18th December... N.M.R.A. Calder Northern Meet, Broadheath.

Sunday 16th January..... N.M.R.A. Winter Meet, Community Centre, Padgate.

Saturday 5th February.... Swapmeet, Northgate Arena, Chester.

Saturday 19th March..... Swapmeet, King's Hall, Stoke on Trent.

Saturday 9th April..... Swapmeet, Northgate Arena, Chester.

Saturday 7th May..... Swapmeet, King's Hall, Stoke on Trent.

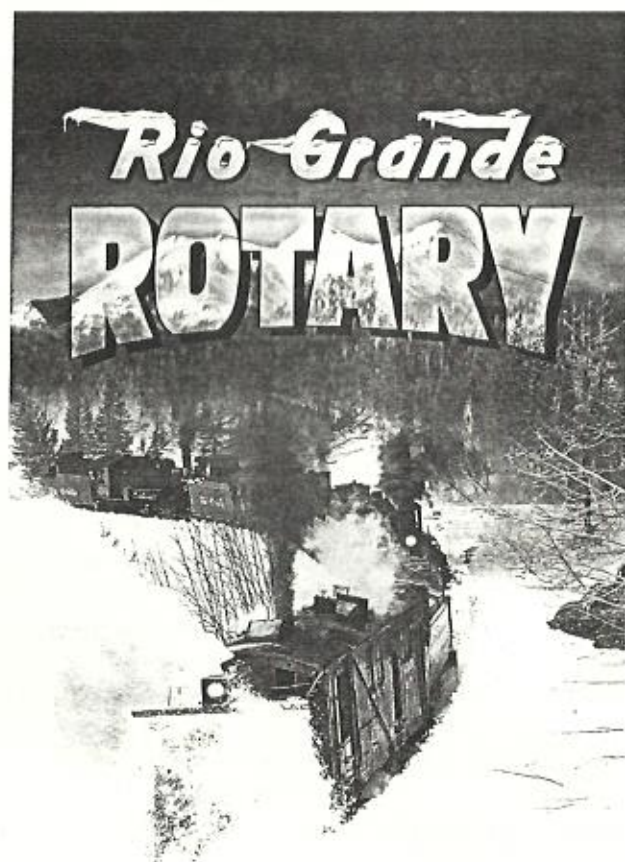
Saturday 4th June..... Swapmeet, Northgate Arena, Chester.

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## WINTER RAILROADING - U.S. STYLE

If you fancy some exciting railroad action, in dramatic winter scenery, then you can do no better than to watch either of the video programmes featured on pages 12 and 13. RIO GRANDE ROTARY features plenty of steam action with three Rio Grande narrow gauge Mikados pushing the steam powered rotary snowplough over Cumbres Pass, on the Cumbres and Toltec Railroad, in May of this year. THE BATTLE FOR DONNER PASS has proved to be the best selling video of this year, and when you watch it you will see why. Even our Chairman came away impressed by this programme, so it has to be good!!!

NARROW GAUGE STEAM  
AT ITS FINEST



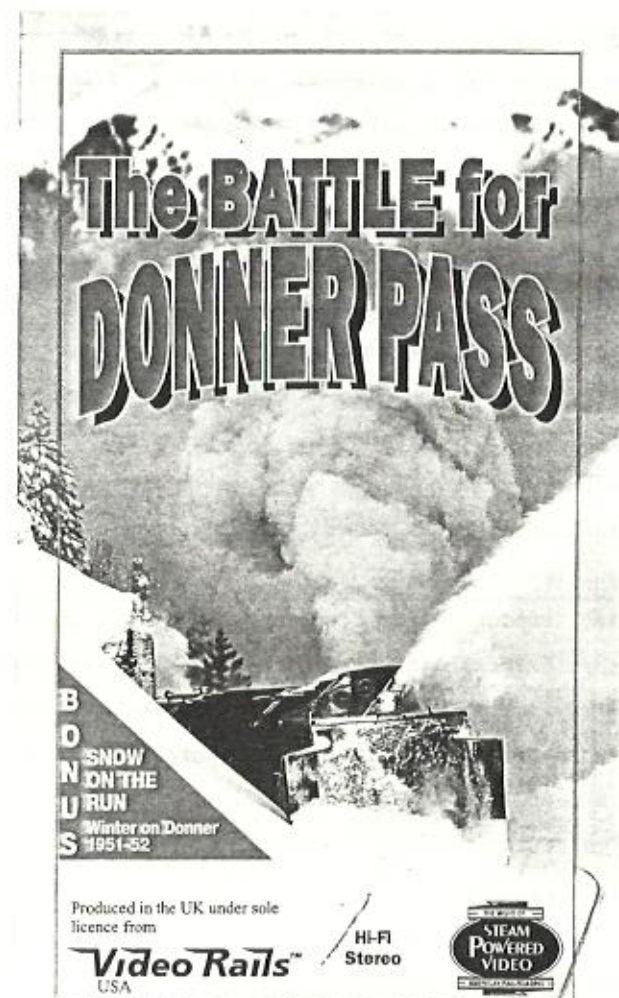
Produced in the UK  
under sole licence from

**Video Rails™**



Member's Price - £20

THE BEST VIDEO OF '93



MEMBER'S PRICE - £24



## RAILWAYS IN AUSTRALIA

Travel in Australia often involves large distances, so it is not surprising the train overtook the camel and horse in popularity in the early part of this century. Today, air travel is preferred by people, being as cheap, and rather quicker. However, many railways still exist, usually inter-city trains for tourists, suburban commuter trains and heavy freight trains for stone and ore.

There came to be seven railway companies, one for each of the six states, plus the Commonwealth Government railway. This latter had the job of building the Trans Australia Railway from Sydney to Perth. It was begun in 1912. There were many delays, with flies, snakes, rotten food, shifting sand and flash floods among the problems encountered. 1 000 miles was traversed with not one source of fresh water to be found. However, there were no mountains, gullies or tunnels.

Each state had freedom to decide its own needs, so it is not surprising that several different gauges exist. Queensland and the Ghan railway (Alice Springs to Adelaide) being 3 feet 6 inches gauge, Sydney is British standard gauge, while Melbourne to Adelaide is 5 feet 3 inches. Locomotives and stock were similarly diverse and totally incompatible, a problem still being considered today.

The demise of inter-city rail travel lead to new marketing, with luxury being the bait to attract the wealthier tourist. Commuter trains around the cities remain cheap and common, usually silver liveried EMU's. (No relation to the bird of the same name!)

A day trip to the outback is \$ 80.00 (about 40 pounds) while a trip across the city is only \$ 3.00 (about 1 pound 50 pence). There do not seem to be train spotters in Australia, but there are railway enthusiast societies. Model railways are well catered for (Dapol is available) and Brisbane has a railway museum with 12 steam locomotives (at Redbank) plus a preserved railway of two miles. A wine and dine steam-hauled train runs once a month.

Electric commuter trains replaced steam in the 1920's in Sydney, which has also a small monorail. Queensland plans to introduce high-speed tilt trains on its SUNLANDER line to Cairns.

There are many freight lines, mostly narrow gauge, carrying fruit, sugar cane, coal, stone and metal ores. The financial viability of these operations is always in question and the future of all railways in Australia is far from safe.

PAUL YATES





### THE BARRY LIST - Eighth Edition

Twenty years ago a group of steam enthusiasts produced a list of the 171 locomotives which were languishing in Woodham Bros scrapyard in Barry. Brief notes were included where relevant (eg 'no tender', 'reserved for SVR' etc), which would be useful for prospective purchasers. Detailed separately were the 44 locomotives which had by then left Barry for preservation.

The booklet, appropriately titled 'The Barry List', was published by the 'Urie S15 Preservation Group', who had purchased 30506, with profits being directed to their loco's restoration fund.

Back in 1973 the situation at Barry was constantly changing as new purchasers were coming forward to rescue more of the condemned locomotives. Further issues of the 'Barry List' were required to keep up to date with the changing scene, all of which was helping the 'Urie Locomotive Society' (as they eventually became) raise further cash for their restoration programme.

The booklet evolved into something more than a list of locomotives, and contained photographs and analysis. The 7th edition was published in October 1982, and in the following 11 years the last 74 locomotives have all been rescued (including the Urie group's 2nd loco 30499).

The story has now been brought up to date with the issue of 'The Barry List - Eighth Edition'. Every loco which was in Woodham's yard in 1968 is listed by class, with date built, withdrawn, arrived Barry and departed (or scrapped). Part two then lists all 213 locos which were liberated, in the chronological order of their removal, with brief up to date notes for each one.

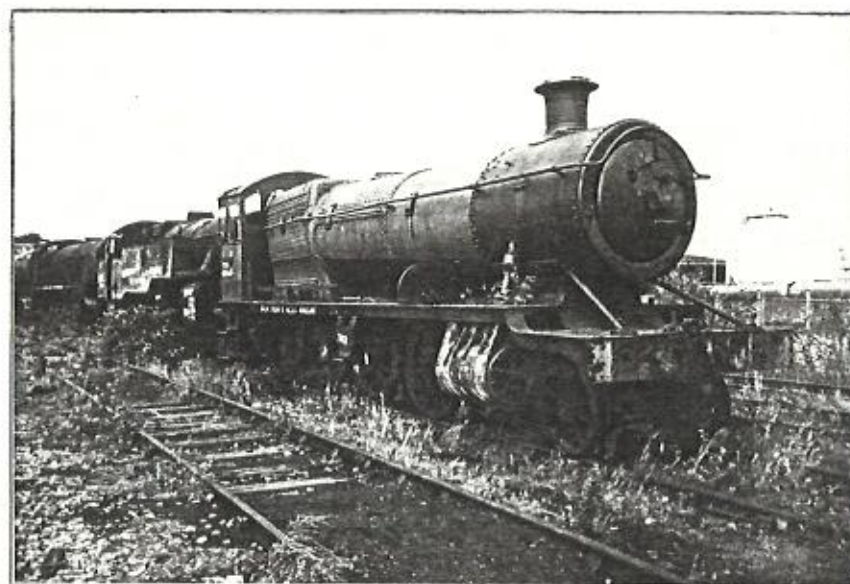
'The Barry List' is produced as an A5 booklet with the look and feel of a railway society magazine. It is well illustrated, printed on quality paper, and at £1.50 (plus 30p postage) is cheaper than a single issue of 'Steam Railway'. It is not a supplement to the previous issues, but a complete rework which will be a valuable reference source for years to come. A better value publication would be hard to find.

Proceeds are now being directed towards the 30499 restoration project, with 30506 having been in service at the Mid-Hants since 1987 (did you see it at the ELR's August festival?). If you would like a copy, send £1.80 to : Urie Locomotive Society, 10 Brockenhurst Road, Aldershot, Hants. GU11 3HH.

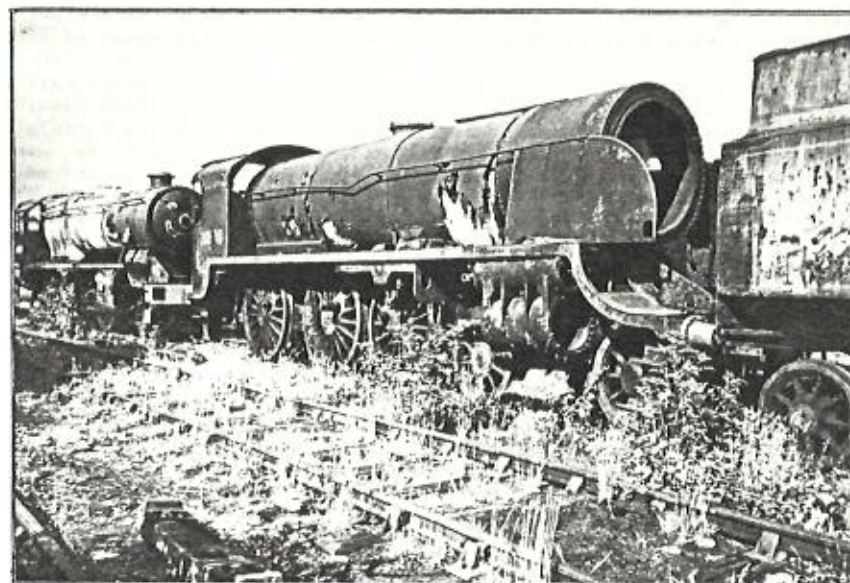
The Barry List Quiz (answers can be found in the 8th Edition)

1. Which was the first of the 213 locos to be rescued from Woodham's scrapyard, and where is it now?
2. What was unique about Barry survivor 61264?
3. What is the claim to fame of 'prairie' 55527?
4. Which loco is the oldest of the Barry survivors?
5. Which Barry loco was originally intended by the purchasers to be converted to a 'Saint'?

AJC



## BARRY MEMORIES



(PHOTOS - M. LENZ)



## SHORT STORY.

### A DAY TO REMEMBER

by Ian Haselgrove

I suppose that most of us imagine that the life of a Volunteer Driver or Fireman is one long round of pleasurable hard work. There are days however when events conspire against these lucky individuals to make them at least temporarily wish that they had never volunteered!! Take the case of Bill and Jim, respectively Driver and Fireman on the Daffodil Line. Bill was a stocky, bearded man of 50 who very much enjoyed life but was inclined to worry. Jim, who was 10 years younger, on the other hand was just the opposite; tall, angular and carefree but both were to share the same opinion when later asked about this day; a day they would never forget as long as they lived!

It started well enough, bright sunshine and a light breeze. They arrived for their day on the footplate nicely in time to prepare their locomotive and found it to be a GWR 'Pannier' Tank. The first snag was that the engine was resting far from the coaling stage with many loco's and carriages in the way. After 45 mins of hard work using the Diesel Shunter, the coaling stage was reached. This was when the second problem became evident. The JCB Digger which was used to lift coal into the tenders was parked 50 yards away and with no keys in evidence.

#### HARD SLOG.

Jim trudged down the line to the terminus station to find out what had happened to the JCB driver. He discovered that the driver had telephoned in to say that he had the keys for the JCB at home 30 miles away but was too ill to attend that day and could they manage? "We're going to have to manage" muttered Jim as he made his way back to his mate. Now, while Jim set to work with wood, rags and paraffin to get the fire going, Bill began to throw coal up into the bunker. When the fire was reasonably settled, Jim joined Bill in the arm wrenching, back breaking job of "coal heaving". After half an hour of this gruelling task, they checked and oiled all round. One nagging doubt was a valve wheel on the drivers side, almost flush with the footplate whose function was a mystery to both. No time now to trace the pipes out underneath the cab, time to move off to the signal box which controlled access to the main line. More problems; the token which they needed to join the main line had been taken by a team of Engineers who were several miles up the line checking for any damage from previous heavy rain. Twenty anxious minutes later, back came the Engineers. "Line clear Driver" failed to evoke a cheery response. But now, possibly, their luck would change. Little did they know!!

#### THE CASE OF THE MISSING VACUUM.

They backed down onto the carriages to discover that the train would consist of a two car DMU set. Well that shouldn't be a problem they thought. Then came the vacuum pipe dilemma. There were two flexible pipes hanging down from the buffer beam, one for vacuum and the other to supply the alternative air brakes. Jim connected the vacuum pipe to the one of the pair which was most obviously compatible. Bill operated the vacuum control but no vacuum resulted.

One of the station staff who was looking on said "That pipe is colour coded for air". "But" said Jim, "our pipe won't fit on the other one". "Then the pipes must have been fitted the wrong way round". So the pipes were swapped over and re-connected - still no vacuum. At this point an expert who was an ex-BB Driver arrived on the scene. When asked for his advice he said "Well you had it connected up right in the first place, so swap those pipes back again". This was done immediately with the same result, the vacuum gauge stayed stubbornly on zero. Due to the now quite considerable delay which Bill and Jim's train had accumulated, the following train arrived and eased back into the adjacent platform, blocking access to the water column. This seemingly innocuous occurrence was to have alarming repercussions a little later in our story. Now a messenger ran down the platform and called to Bill "You're wanted on the phone, it's your wife and she sounds really annoyed". Off goes Bill to the Station Masters office, and in the meantime the 'expert' climbed up into the cab of the DMU. "No wonder you can't get any vacuum, some silly bugger has left the brake valve open". He shuts the valve, resulting in an instant reading of 25" of vacuum on the Pannier Tank's gauge. Five minutes later, Bill arrived back from the telephone. "I've really put my foot in it, my wife was going out for the day and I have come away with her car keys in my pocket! How many more things are going to go wrong today?" Jim told him the good news about the vacuum and they made ready to depart. Though they would have liked to top up the tank before departure, as we have seen this was not possible due to the next train blocking access. Jim was a bit concerned about the water level but they just had to cross their fingers and hope that from now on their luck would change. This was not to be!

#### MORE TROUBLE.

First run up the line was uneventful. Then, just as they were setting off from the terminus at the other end of the line, Jim shouted "The injectors stopped working". "How much in the glass" asked Bill. "Three-quarters full". They decided to check it out at the next station. As soon as they arrived however, the Station Master walked up for a chat. "Where is all that water coming from lad's?" They all looked down below the firebox, water was pouring out of the ashpan! Bill quickly shut the main injector. The water from the ashpan stopped. Bill traced the piping out from the ashpan and found the line ran to the mystery valve. "Turn it off Jim and check the tanks, we've been throwing away half our water everytime we put the injector on!". Jim climbed up to discover the tanks completely empty!

Is there a happy ending to this tale of woe? Well yes, they made it to the emergency water tower after uncoupling from their train and they didn't drop their lead plugs, but it was a near thing. At least they had found out what the mystery valve was for, it was a special attachment to wash out the sifter when disposing the engine and whenever last disposed the loco had left the thing open! We live and learn.

## RAFFLE PRIZES

If you have any unwanted railway books or videos in good condition then please consider donating them to the Association for use as raffle prizes at the monthly meetings, this would be very much appreciated, and one way in which to help support the Association.

THANKYOU.



## QUIZ ANSWERS

### CHRIS' QUIZ:

1. Crewe. 2. Amethyst (after HMS Amethyst, in honour of her legendary escape from the Yangtze River); Britannia. 3. Thomas Edmonson, a former cabinet-maker, who patented a ticket storage device and a date-stamp. 4. A ferry from Fleetwood to Ardrossan. 5. "Oh, Mr. Porter" which includes the line 'I wanted to go to Birmingham, but they've taken me on to Crewe!' 6. Liverpool (Riverside). 7. Thomas Cook. 8. Bulkeley. 9. 6399 Fury; 6170 British Legion. 10. E1000 a rebuild of an experimental (WR) Gas-Turbine locomotive no. 18100.

### MIKE'S QUIZ:

1. The Broadway Limited and The 20th Century Limited. 2. The Atchinson, Topeka and Santa Fe (Santa Fe); The Super Chief. 3. The Union Pacific and the Central Pacific. 4. Big Boy; 1969. 5. The General; 4-4-0.

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## RAILWAYS AND THE CLERGY

Of the many aspects concerned with railways, one of the most surprising is the number of members of the clergy who possess an interest in this subject.

We have all heard of the likes of the Bishop Eric Treacy, the Reverend Teddy Boston and the Reverend W. Awdry but, as a result of a recent conversation with noted railway author, Rex Christiansen, our secretary Chris Simon was able to assist with a request received by Mr. Christiansen for information pertaining to the British Railways train 'The Red Rose'.

As a result of supplying an original British Railways Festival Trains leaflet Chris received a most fascinating letter in reply, which revealed yet another member of the clergy with an interest in railways. It was felt that the contents of this letter would be of interest to members and so it is reproduced on the opposite page together with a copy of the actual leaflet that Chris was able to supply.

Michael Lenz

\*\*\*\*\*

Tel. Evesham 85543  
(STD Code 0456)

Rev. P. D. Mitchell

The Vicarage,  
Badeby,  
Evesham,  
Worcestershire  
WR11 5EW

22nd October, 1993

Dear Mr Simon,

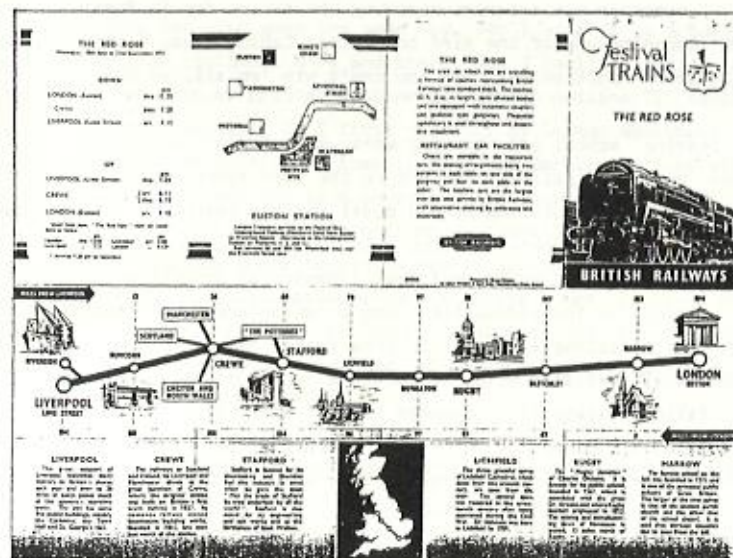
I am writing to say how delighted I was to receive the Red Rose leaflet and to thank you very much indeed for letting me have it. It was so much appreciated.

As I have already written to Mr Christiansen, in 1951 I was in the Army and had been stationed in Egypt for just over two years. But on the 27th August I returned to Britain on the troopship, 'Empire Pride'. Although we docked at Liverpool Riverside at 11 o'clock in the morning, it wasn't until much later in the day, at about 5 o'clock in the afternoon, that I was eventually able to make my way home to London. An unknown but very helpful Liverpool taxi driver, to whom I shall always be grateful, asked where I was heading for. I told him. To which he replied, 'We should just make the 5.25 out of Lime Street'. We did - and the rest is history! I couldn't have had a more breathtaking and exciting welcome back to these islands than the journey to Euston on the 'Red Rose'. Thank you again for the leaflet. It brought back very happy memories.

Yours sincerely,

*Peter Mitchell*

Mr Chris Simon,  
14, Park Drive,  
Wistaston,  
Crewe,  
CH2 8 EN





## FROM JINTY TO BIG BOY - MY INTEREST IN RAILWAYS

By Michael Lenz

It is interesting to reflect on how one's interests can change over the years, even within a particular subject. Take my interest in railways as an example.

As a schoolboy I was not your typical trainspotter, since I never bothered with collecting train numbers and recording sightings in Ian Allan ABCs, but this wasn't to say that I did not have an interest in railways. I can well remember on my way home from school stopping to watch the activity in the shed yard at Northwich from the old station footbridge, access to which could then be gained directly off the road bridge in Middlewich Road. I can well remember seeing numerous 8Fs and smaller standard class locos around the turntable, all of them looking grimy and well used. I also had a small model railway layout at this time (TT Gauge) and this was my main interest. During my later years at Grammar School I can remember in the evenings that after completing my homework I would then wander down to the shed and proceed along the path at the side of the shed all the way to Central Cabin Signalbox where, if I was fortunate, I would be invited up into the box. I spent many happy hours in this box which controlled the access to the shed as well as the west end of Northwich Goods Yard. In fact I always seemed more interested in the operating side of railways generally, as opposed to just the motive power. I remember one Saturday spending the entire day in Northwich East Box at the opposite end of the yard to Central Cabin. Alas, I never managed to visit Sandbach Junction Box, but you can't win 'em all, so they say!

After leaving school and starting work, my interest in both the full size railways and model railways was put on the back burner until Christmas 1977, when the idea of rebuilding my old model railway layout became an appealing project. I was fortunate in being able to pick up a considerable amount of both secondhand and new TT equipment (commercial production of this scale having ceased in the mid-sixties) and so an interest was rekindled. It was through the modelling side that I, once again, became interested in the full size railways initially with the modern scene but, following a visit to the Severn Valley Railway at Bridgnorth in September 1978, with the preservation scene as well. I joined the S.V.R. as a result of that first visit and in the following years further memberships were added including, in January 1982, that of the SE Association. My new model railway layout was completed in 1980 and was featured in the April 1982 issue of Model Railway Constructor.

However this layout was scrapped some eighteen months later with a view to my starting a new layout, but by this time I had started to obtain a collection of Berliner Bahnen TT locos, coaches etc. and contemplated modelling East German practice. Fortunately, it was about this time that I first started to show an interest in the North American rail scene and so my layout building was put on hold (it is still on hold even now!).

Following my joining the SE Association, I volunteered my services at the 1982 Open Day at Northwich Shed, and as a result was invited to come and assist on the committee, something I have been doing ever since, I hope! I became more actively involved with the preservation scene first at Northwich, then Llangollen and then Crewe Heritage Centre, initially with the steam operations side of our activities but, in the last few years, solely with the sales side.

As the 1980's progressed my interest in the British rail scene declined as my interest in American railroads grew, and this is shown dramatically when you compare my railway book library as it stands now, to what it was in 1985. Then I had some 250 titles, with only a couple dealing with railways outside the U.K., and only ONE on the subject of American railroads! Now I have just under 100 titles, of which only 15 relate to British railways, the rest being all American titles.

My railway modelling has also gone the same way, for I started to acquire the odd piece of American equipment here and there, and I realised that I could not afford to keep both my British outline and German outline TT equipment and collect American as well. So I first sold off my German equipment, and then in due course all my British equipment, save one particular loco which I retained for display purposes and as a memento of my years of TT modelling. I now have a substantial collection of American equipment, as some of you will have seen, alas I have not got a layout to run it on, but since joining the National Model Railroad Association a couple of years ago I have become actively involved with the Calder Northern Division of the British Region N.M.R.A. and attend their monthly meetings at Broadheath, Altrincham where I have the opportunity to run my stock.

So as you can see my railway interests have diversified over the years but I still follow the British preservation scene and remain a member, and even a shareholder, in several railways and loco groups in this country, but my main interest is now the American railroad scene both model and full size.



# GOOD NEWS AND BAD NEWS.

Many years ago, there used to be broadcast on the BBC Home Service, a magazine programme called 'Talkabout'. It came from Manchester, had a distinctly Northern flavour and included a superb series of short stories about the days of steam railways. These stories were read in a highly entertaining way by their author Stan Wilson. They were called 'Tales from Clanky Junction'. Some years later the Manchester Evening News published six short stories by Stan on the same theme over a three month period during the Winter of 1974/75.

Now we come to the present day. In my collection of tape recordings, I personally have twelve of Stans' stories recorded off-air all those years ago. In addition (thanks to my dear old Mum who saved them for me) I have all six of the stories which the Evening News printed. Last year, while having a sort out, I re-discovered the stories and thought that it would be nice to share my enjoyment of Stans' work with you. Accordingly, I wrote to the Editor of the Manchester Evening News and asked permission to re-print some of the stories in our magazine. This permission he readily gave, provided that we acknowledged the source. You have already enjoyed two of these stories in the last two magazines.

It then occurred to me recently that it would be a good idea to write to the BBC with a view to obtaining permission to print some of the broadcast stories. I did this and received a very prompt reply which explained that the copyright is held by the author but that they would try to contact him for me.

Imagine my surprise when the telephone rang this afternoon (16th Nov) and on the other end was ..... yes, Stan Wilson !! I just couldn't get over it. I've been an admirer of Stans' work for so long and here he was calling me on the phone!

What Stan told me was that he hoped to publish all of his stories soon in book form and so (naturally enough) he does not want to grant permission to print the stories elsewhere. Now you have had the bad news, here comes the good news! Stan did say that he is an admirer of Railway Societies like the OE and would be very willing to give us a talk in the near future. I told him that that we would be delighted to be entertained by him on a Club Night early in the New Year. So that is an evening that you can definitely look forward to.

In view of what Stan told me, I have decided that there will be no more of his stories in this magazine and I am sure that you will join me in hoping that he will soon find a publisher so that we may all soon buy a copy of the complete 'Clanky Junction Stories'.

Ian Haseigrove.

*Wishing all our members the best for  
a Happy Christmas and New Year.*



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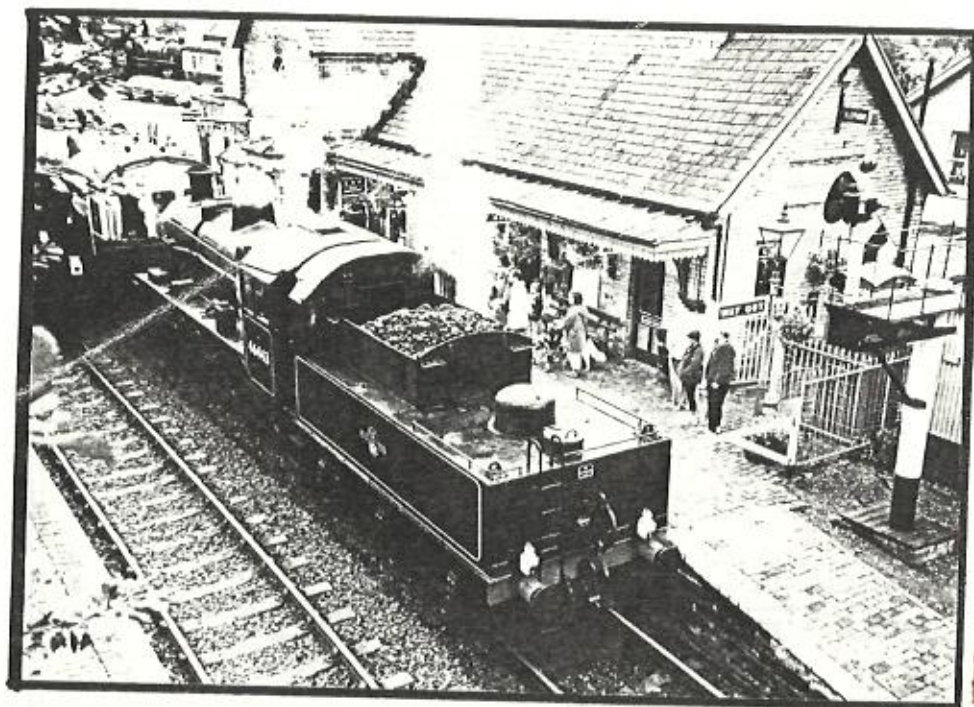
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