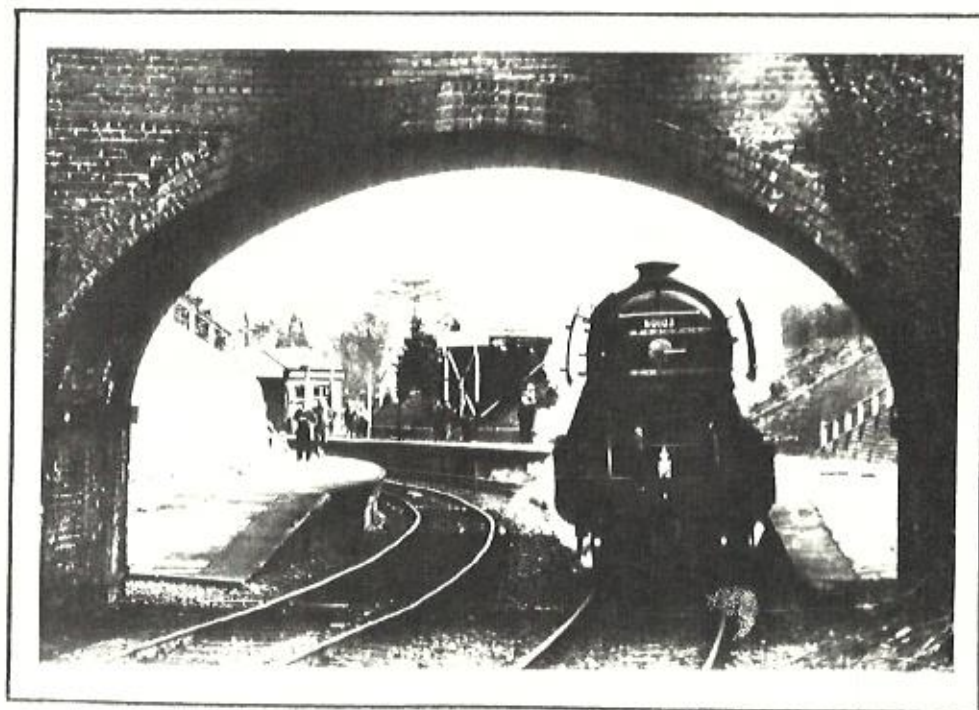




# ON SHED

ISSUE 38

SUMMER 1994



THE MAGAZINE OF THE 8E ASSOCIATION

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NEWSLETTER EDITOR: Alan Ashurst.....WARRINGTON 32995

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## COVER PICTURES

FRONT: B.R. (Ex L.N.E.R.) A3 Pacific 60103 Flying Scotsman is framed by the brickwork of Green Lane Bridge, Llangollen as she awaits her train.  
(Photo - A. Carr.)

REAR: G.W.R. Castle Class 4-6-0 5029 Nunney Castle leads B.R. Standard Class 4MT 2-6-4T 80079 past Exeter West signal box at the Railway Age, Crewe, to collect the "Welsh Marches Express" train on the 5/4/94.  
(Photo - A. Carr.)

# EDITORIAL

Welcome to the Summer edition. First of all I would like to say a sincere thankyou to all for the warm welcome that I received after returning from working abroad. I hope to do a talk/slide show for you in the Autumn. It will contain Steam and Diesel, current and past; assorted railway gauges, working trains; Kangaroos, Koalas and humour; a good show - I promise. I am also grateful to Mike Lenz, Ian Haselgrove and the Committee for organising the magazine in my absence.

The SE future is looking rosy with the possibility of a steam engine to restore, the Salt Works stationary engine run and maintained by us and Holyhead runs resuming plus we continue our programme of quality speakers. Details of all these in this issue, hopefully something for everyone.

Alan Ashurst has again been unwell and has been unable to complete his article "Days out on the Cheshire Lines" but despite being ill he has sent us the Crewe and Warrington area reports. We all wish Alan a speedy recovery.

Enjoy the Magazine.

Paul Yates.

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## MEMBERSHIP PRICE INCREASE

From July the Annual Subscription for membership will be :-

Ordinary -	£8.00
Junior/OAP -	£5.00
Life -	£70.00
Family -	£10.00

This is the first rise for a number of years. It will bring us in line with other Societies. Eight pounds for nine quality speakers, nine social evenings plus the chance to be involved with trips, steam runs, a locomotive restoration and two magazines is, we feel, good value for money.

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#### CHAIRMAN'S COMMENTS

Just a few lines to keep the magazine Editor nappy !

1994 has seen a small but significant increase in membership which is most welcome. I think that the venue change has been for the better and Alan Carr has organised some excellent speakers; this, plus Mike's Sales Shop have all contributed to a bright and cosier outlook with John Heywood last month being the highspot.

An interesting project for you all to get involved in has just been put forward to the SE. For many months I have been nagging Tony Hosley at the Railway Age Crewe about the possibility of us restoring ex-NCB 0-6-0 Austerity 'ROBERT', all to no avail. As you know there have been many changes at Crewe and things have been very uncertain.

Recently however, Pete Watnman has taken over the reins and both he and Tony have expressed themselves happy for the SE to take on the project. The basic details are as follows :-

1. The SE would finance the overhaul.
2. The Railway Age Trustees would retain ownership.
3. The SE would have all operating rights.

These are very early days and obviously more discussion will take place, we will keep you fully informed and will probably call a special meeting to seek your views. Personally I think that this is an ideal opportunity to get everybody involved although the financial aspect could be a stumbling block.

Continuing on a restoration theme, heavy overhaul work on 'PRINCESS ELIZABETH' continues apace with cladding and lagging removed and cab fittings stripped along with many other items such as superheaters, safety valves and smokebox fittings. Hopefully the boiler will be lifted by early June. SE member R. Kerry has been made responsible for planning the overhaul now that E. Elliss has retired after many years in charge.

Finally the Engine at Lion Saltworks is now operating thanks largely to I. Walton and M. Lenz. Tom does need volunteers to operate the engine on Sundays 13-00 to 16-30 and a roster is being drawn up so please give Tom a ring on 0606 41706 and offer your help.

Colin Worrall.

#### PAUL'S PUZZLE

The first letter of each solution, taken in order, will produce the name of an aspect of railway preservation.

Oil Burner.	-----
Fast filler.	-----
SE is one.	-----
Storybook hero.	-----
Fixtures Officer.	-----
Station, Chester to Stockport line.	-----
Welsh visitor from south.	-----
60014.	-----
For example 46443.	-----
North British base.	-----
D9020/55020.	-----
Southern Railway station.	-----
Preserved steam railway.	-----

Solution on page 23.

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### WANTED

IF ANY MEMBERS HAVE ANY GOOD CONDITION RAILWAY BOOKS OR VIDEOS THEY NO LONGER WISH TO RETAIN, PLEASE GIVE CONSIDERATION TO MAKING A DONATION OF THEM TO THE ASSOCIATION SO THAT THEY CAN BE USED AS PRIZES IN THE MONTHLY RAFFLE.

THANKYOU.

# DATES, FIXTURES & EVENTS

## June

- 14 Chris Smythe. KWR and Vintage Carriage Trust. (SE Lion & Rly).

## July

- 5-10 Llangollen Fistedford.  
23-24 Diesel Spectacular. (Midland Railway).  
25-26 Summer Steam Gala. (Llangollen Railway).

## September

- 3-4 Thomas the Tank Weekend. (Llangollen Railway).  
13 Chris Newton (ex-CME NYMR) 'Railway experiences'. (SE Lion & Rly).  
17-18 Diesel & Steam Weekend. (Midland Railway).  
17-18 Transport Extravaganza. (Llangollen Railway).  
24-25 Autumn Steam Gala. (Severn Valley Railway).

## October

- 9 Vintage Vehicles. (Severn Valley Railway).  
8-9 Autumn Steam Gala. (North York Moors Railway).  
11 Bill Ashcroft, Railway Photographer. (SE Lion & Rly).  
15-16 Diesel Spectacular. (Midland Railway).  
22-23 Diesel Gala. (Llangollen Railway).

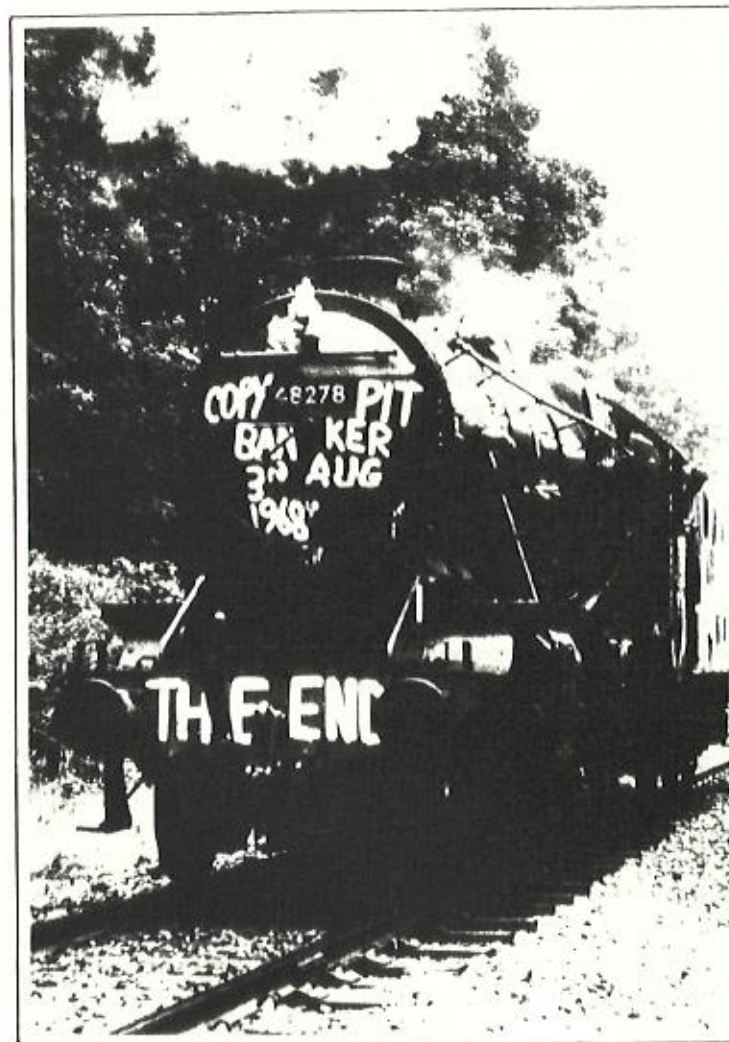
## November

- 8 Paul Yates. 'Around the world in 80 Days' Part 2 - Australia. (SE Lion & Rly).  
20-21 Santa Specials commence. (Llangollen Railway).

## December

- 13 SE Annual General Meeting and Quiz. (Lion & Rly).

# Copy Pit Banker Remembered



B.R. (Ex L.M.S.) Class 8F 2-8-0 48431 from the Keighley and Worth Valley Railway, poses as sister engine 48275 in a recreation of the Last Copy Pit Banker working on the final day of the East Lancashire Railway's August 1993 Festival of Steam. After banking the last train of the day to Ramsbottom it is seen returning to Bury. (Photo - A. Carr.)



#### WARRINGTON AREA GROUP REPORT

Our bi-monthly fixtures are once again re-established at St. Hilda's Clubroom, Latchford, on the last Friday of alternate months. Attendances are still not quite as large as we might like, but a hard core of around a dozen or so members is supplemented by occasional visitors to keep the project just about viable. Meetings continue to be arranged mostly on an "in-house" basis, that is to say speakers are usually drawn from within our own ranks, with myself and various others providing either videos or slides to view on the evening concerned. Occasional guest speakers are however invited along, the latest being our good friend from the Wirral, David Pool, who addressed a somewhat larger audience at our March meeting. This is our now traditional 'joint' Spring fixture with the North-West Branch of the Great Western Society, whose members were responsible for providing us with such a good turn-out on the night in question. With a wide range of material from 1960's Western Region steam and diesel shots through to modern day B.R. and Preservation scenes, plus in addition a good selection of U.S., Africa and Far East views as well, David's show went down a treat with the assembled crowd. We look forward to future visits from this genial and well travelled speaker, whose material is always well received by BE (and now G.W. Society) members. David also donated some items to us, including vintage token apparatus from Talerdigg on the Cambrian system which was used as a raffle prize on the night, also a host of duplicate slides which Mike Lenz has added to our sales stock. We must thank David for his generosity in this respect also.

At the time of writing, Phil Creaghan is putting the finishing touches to a slide show for us of mostly 'Colour-Rail' material due for presentation on the 27th May. The next scheduled meeting date would be on the 29th July but, in view of summer holidays, this will be a fairly low key affair, if indeed it takes place at all (please check before you turn up on this date, either with myself or Simon Scott at C.D.S. Models who will also be advised of what we intend to do nearer the date). However, we should certainly be back to the usual format for Fridays 30th September and 25th November so do try to come along if you can. The venue is easy to find, being about a mile from Warrington Town Centre on the corner of Slater Street and Carol Street, just off the main A50 Knutsford Road close to Victoria Park and the Weir. Meetings commence around 7.45pm and the usual range of back-up facilities (raffle, refreshments, sales, publicity displays, etc.) is provided.

Whilst issuing thanks to various people we must not forget Ken Wooding, who

was in the spotlight at our January meeting. Ken brought along an extensive selection of local slides, amongst which the Cheshire Lines system and the Skelton-Arpley-Ditton route featured prominently. One or two problems with the projection equipment towards the end of the evening meant that the last few slides were unable to be viewed, although Ken has offered to do further presentations in future when these and others can be shown.

Remaining in Warrington, but away from the meetings scene, two further points are worthy of note. Due to a change in policy at the Warrington Model Railway Club the annual exhibition at the Masonic Hall in late September seems likely to be restricted to layouts only and, along with other traders who have been in attendance at this enjoyable event in recent years, we are likely to be unable to have our usual sales presence at the show for 1994. This is something of a blow as this event proves to be quite profitable for us. Ian Jenkins who was exhibition manager (very successfully we might add) for the 1993 show has, we understand, resigned in protest over the decision to revamp the format of the event. We are hoping that a reversal of policy may take place for future years, although it remains to be seen how things will eventually work out. Staying with the model railway theme, any members who patronize C.D.S. Models in Buttermarket Street are advised that proprietor Simon Scott is seriously looking into the possibilities of a change of premises in the near future. A possible site was located nearby in Church Street, although this may well not be followed through. Anyway, do check with Simon or myself before making a visit to C.D.S. especially if travelling in from other districts.

Finally, a quick personal note. I have now been appointed to a post with Railtrack West Coast Zone as Public Timetable Editor for Table 65 and associated routes (this may sound important but isn't really, being similar work to that which I have been involved with in recent years). The new base for this function will be Stanier House at Birmingham and, whilst for the time being we remain at Rail House at Crewe pending allocation of new accommodation, the move to the West Midlands could take place almost anytime within the next three months. The daily travelling will of course produce extra difficulties in respect of my involvement with evening activities not only with the BE group but in some other areas of my busy social life. This may lead to my having to re-assess my role on the BE Committee in due course, although I hope to remain involved in some capacity.

Alan R. Ashurst. Warrington Area Officer.



## CREWE AREA GROUP REPORT

This is likely to be the last time that this section heading appears in the 8E Magazine, other than in respect of our member's physical activities at the 'Railway Age' site. We have finally decided to discontinue promoting social fixtures in South Cheshire and have advised the management at the 'Crewe Arms' that we no longer wish to utilise their facilities. As nobody else from within our ranks or the Heritage Supporter's membership has offered additional organizational support we feel that we have reached an impasse.

Declining attendance figures also had a bearing on this decision, a mere £10.70 was raised at the December 1993 meeting and, with a £10 room hire charge latterly in force, the economics of the operation could no longer be justified. Personally I am much saddened that it has come to this, but the meetings never attracted much support from either our own people or the Heritage Supporter's membership. We had to ask ourselves whether or not we wished to continue promoting evening events for the benefit of the general public, who do not otherwise contribute either financially or physically to the well-being of both groups.

We enjoyed some excellent evenings at the 'Earl of Crewe' and 'Crewe Arms' Hotels over the years, but it would be foolhardy to continue something that has become a burden to us, when obviously our resources are better focussed where the membership's main interests lie and the financial return is better. To those who took the time to attend our Crewe meetings, we thank you for your support. Anyone in the Crewe area who would still like to participate in 8E evening fixtures, we would be pleased to see you at any of our Northwich and Warrington fixtures if you are able to come along.

Meanwhile, plans are afoot for the Association to become involved with the restoration to running order of a J94 'Austerity' type 0-6-0 locomotive currently based at the 'Railway Age'. Whilst ownership of the loco would continue to be with the 'Railway Age' the scheme would largely be managed and funded by the Association. The Committee feels this would give us a positive focus at Crewe again, after a few years of declining interest by our members there. However, the costings of the project will need careful assessment to ensure that a financial burden is not undertaken. Members will be kept informed of developments at future Northwich and Warrington meetings.

Alan R. Ashurst. Publicity Officer.



## PROGRAMME OF EVENTS. JUNE - JULY 1994

(for details please ring 0270 212130)

*The following details were transcribed from a Heritage Centre handout covering events from April - July. In case of alteration to this schedule since it was published, it may be worth ringing the site for confirmation before attending a specific event (phone no. above).*

<b>JUNE</b>	(Throughout June, there will be an exhibition in the Hall relating to railway owned canals.)
11th/12th	Railway Extravaganza - Videos, films, paintings, books, souvenirs, relics, models, layouts etc - something for all.
15th	Evening - Ad lib with retired signalling staff.
18th/19th	Steam footplate experience courses. Fathers Day (19th) activities.
22nd	Evening - steam footplate experience course.
25th/26th	Model engineering and steam traction weekend. Signalling training weekend (Exeter West Box). Main line diesel brake van rides.
<b>JULY</b>	(Throughout July there will be an exhibition in the Hall relating to the North Staffordshire Railway)
2nd/3rd	Guides & Girls Brigade weekend. (reduced admission and free brake van rides for uniformed guides & Girls Brigade members). Invited model shop supplier and 'show you how' demonstrator.
6th	Evening - steam footplate experience course.
9th/10th	FRIENDS OF THOMAS WEEKEND Steam brake van rides. Invited miniature railway loco operation and display.
13th	Evening - Ad lib with retired footplate staff.
16th/17th	Steam footplate experience courses. Sponsored 'Pull' (16th) in aid of Granada Telethon Appeal.
20th	Evening - steam footplate experience course.
23rd/24th ) 30th/31st )	Main line diesel brake van rides.



## FROM THE ARCHIVE

### 10 YEARS AGO

#### Main Line Steam.

As a result of its' sale to the Severn Valley Railway, ex-LMS 'Jubilee' 4-6-0 45690 Leander will work a special from Sheffield to Hereford via the Hope Valley line, Manchester, Northwich, Chester and Shrewsbury in order to get the loco from Butterley to the Severn Valley. The SE Association watering crew will be in action on this day (28th January) at Chester where the loco is expected to make a short stop. On the same date, the ex-GWR 'King' 4-6-0 6000 King George V will work into Chester from Hereford, so there will be two locos for us to attend to.

#### The SE Coach.

The last report on the Coach appeared in the Summer 1983 issue (writes Mike Lenz) and toward the end of his report, Pete Sheridan remarked that we were also spending Tuesday nights working on the Coach. Well, we found that attendances at the evening work-ins were far better than those on Sundays and since there was usually only Pete and myself showing upon Sundays and as a result of a suggestion from our chairman (Graham Roughsedge) to 'come and have a look at what goes on at Llangollen', we decided to finish the Sunday work-ins on the Coach in favour of work-ins at Llangollen.

However this is not to say that work on the Coach has decreased, just the opposite in fact, since with an increased number of volunteers we have been able to proceed a lot quicker. A large debt of gratitude must go to Len Clarke, who together with Geoff Cooke has provided the necessary incentive for us all to put our backs into the project. With Len's expert guidance, the Coach bodywork has been rubbed down, then body filler applied to cover some of the holes and scratches before further rubbing down and painting with undercoat. Before we started on the Coach sides however, Len and Geoff spent a couple of Tuesday evenings cleaning and then painting the Coach roof, a job which necessitated the Coach being dragged outside the shed on each occasion and which also gave us the opportunity to fill the water tank for the central heating and washing facilities. Work continued steadily throughout the Autumn evenings with average attendance being a dozen members. By the end of November (1983) the first coat of gloss paint was being applied to the Coach at the compartment end of the vehicle. However, because of the onset of damp, cold nights it was decided to postpone further work until the Spring. The suggestion was made that we continue to meet every Tuesday evening, but in the bar of the 'Lion and Railway' instead, an idea that was readily agreed upon by all those present!

#### Visit of 'Leander'.

On Friday the 27th of January (writes Graham Roughsedge) we received our first steam visitor of 1984, our old friend 'Leander'. She arrived light engine on her way from the Midland Railway Centre at Butterley to her new owners, the Severn Valley Railway.

The arrival was some 35 minutes late at 12.25pm on a cool clear day and although she had a plentiful supply of coal in the tender, only 1000 of the original 4500 gallons remained. As usual, she was stabled on No 1 road and the crew immediately set to, de-clinkered the fire and emptied the ash-pans, aided by SE members. During this process, Richard Bass' shoes caught fire, but I think this was due more to the effects of hot ashes than the speed at which he was working! We put the hose in the tender and with the ten or so members that were present proceeded to clean both locomotive and tender. By 3.00pm the light had almost gone but the engine looked superb, well up to our usual SE standard. The motion had been cleaned and oiled before leaving Butterley so this meant that we had been able to concentrate on the boiler,

cab and tender. After tidying up, the engine was run into the shed and we all repaired to the 'Lion and Railway' to wash away the coal dust.

What a gathering there was in the pub! We had representatives from the Severn Valley Railway, Midland Railway Centre, Leander Locomotive Limited, Princess Elizabeth Locomotive Society, Llangollen Railway, Steamtown Carnforth, Plym Valley Railway, Dart Valley Railway, Somerset and Dorset Railway Trust and dare I say it, the 6000 Locomotive Limited as well as numerous SE members. The evening was a great success and the visiting crew were both entertained and themselves entertaining. Big Al spent much of the time explaining in his usual quiet shy manner about how the LMS were the only people who knew anything about railway engines, but I don't think that our visitors were completely convinced!

About half a dozen people were accommodated in our coach overnight, including the visiting crew. The following morning the fire was built up and the engine prepared for the road. She departed from Northwich at 9.00am on the first leg of her journey to Hereford. A number of our members drove to Chester with the hoses so as to be ready to top up the tender when she arrived, in order that there would be a full tank of water when the locomotive left with its' train. The next scheduled water stop after leaving Chester was to be Dorrington just to the South of Shrewsbury.

A very pleasant 24 hours was enjoyed by those who took part and let me take this opportunity to thank all those who turned up at Northwich and at Chester and helped to send 'Leander' on her way 'Northwich Clean'!

#### Summer Steam

It is most pleasing (writes Alan Ashurst) to report the success of the Fort William - Mallaig steam services which are now operating on a timetable basis for the first time in over 20 years. Carnforth-based Black Fives 44871 and (415407 are involved, along with Falkirk-based 'J36' 673 (BR 65243) Maude. Loadings are reported to be extremely heavy and additional workings are being suggested. Next year (1985) it is hoped to have 'K1' 62005 from the North Yorkshire Moors Railway and 'K4' 3442 (BR 61994) The Great Marquess from the Severn Valley Railway at work on this line, a route familiar to both classes during the 1950's. But don't forget the only main line steam on our doorstep at present: LNWR Coal Tank 1054 (BR 58926) from Dinting, which will work out of Manchester Victoria every Wednesday during July and August at 11.00am on the 'Wilsons Brewery Special', returning to Victoria at 2.30pm. Surely worth more than a just a passing glance!

#### Autumn Steam

Our servicing teams have been in action again following a nine month lay-over, attending to the needs of King George V, ex-LNER A3 Pacific 4472 Flying Scotsman and ex-SR Merchant Navy Pacific 35028 Clan Line. The King was scheduled to work light engine to Chester over the North and West route in order to take over a special 'Jules Verne Voyager' train, alas it was not to be owing to failure at Shrewsbury with a 'hot-box' on the tender. Saturday 29th saw the working of the other two locos into Chester, Flying Scotsman working Manchester-Chester-Manchester via Northwich (but without a stop-over, unfortunately) on a special charter for Wilsons Brewery. It is especially pleasing to welcome 'Scotsman' into Cheshire for the first time in many years, particularly so as the loco is now in the care of our own stalwart member Pat Mullee, at its' Carnforth base. It is a pity that the working could not have been devised to bring 4472 actually 'on shed' at Northwich. Mind you, it is reported that certain undercover SE members are standing by with a quantity of paint cans labelled 'Brunswick Green' and 60103 smokebox plates etc. just waiting for the loco to stand still long enough for certain alterations to be carried out! Perhaps this is the reason for the straight run through, who knows?



#### LION SALTWORKS PROJECT

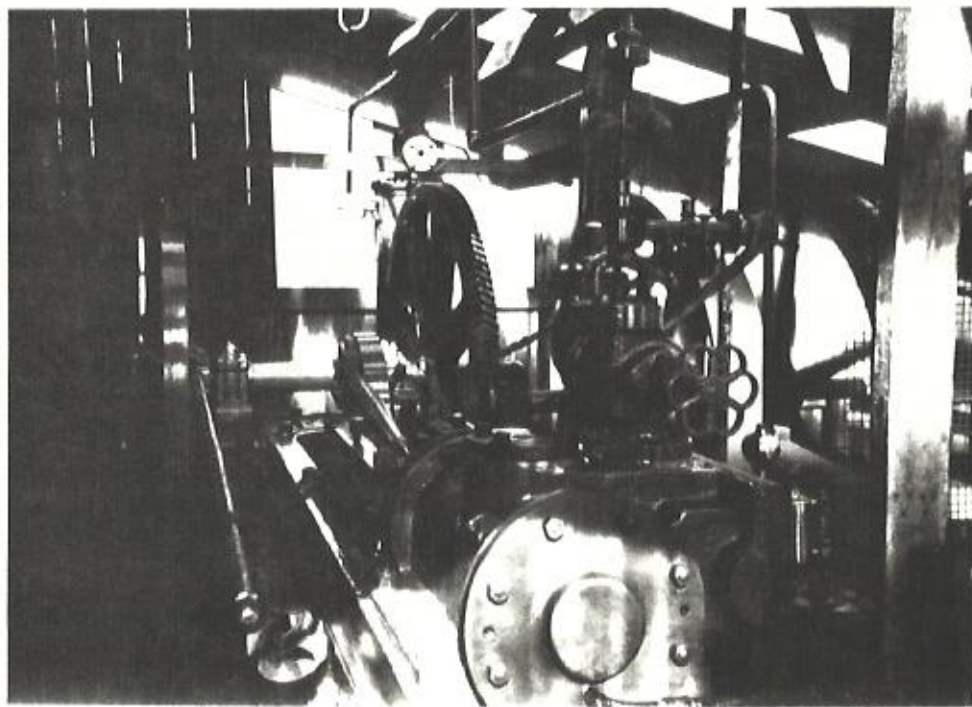
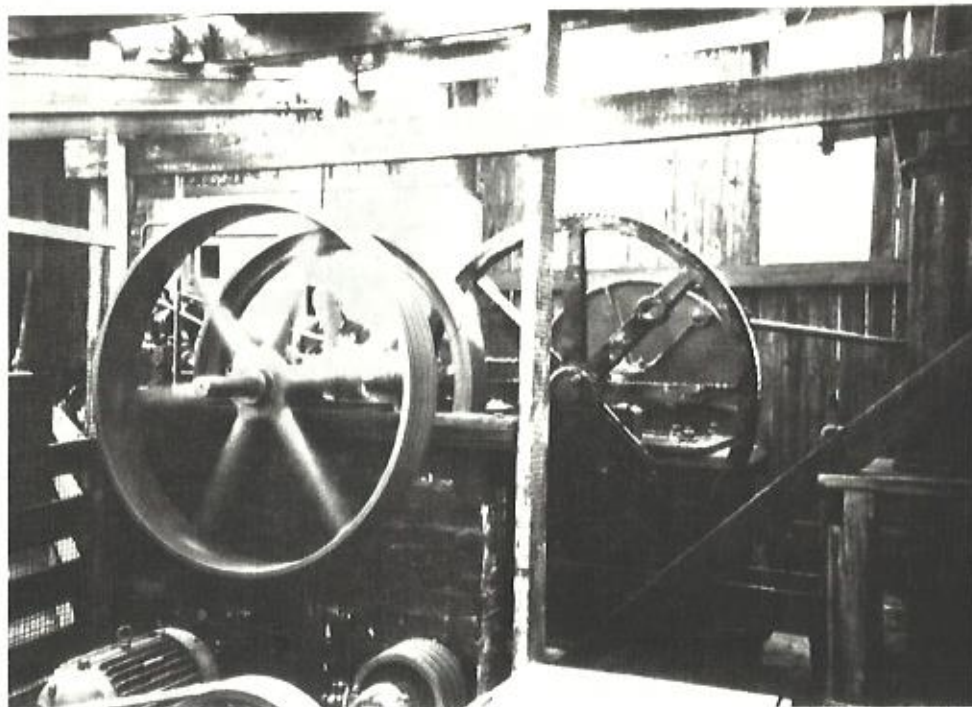
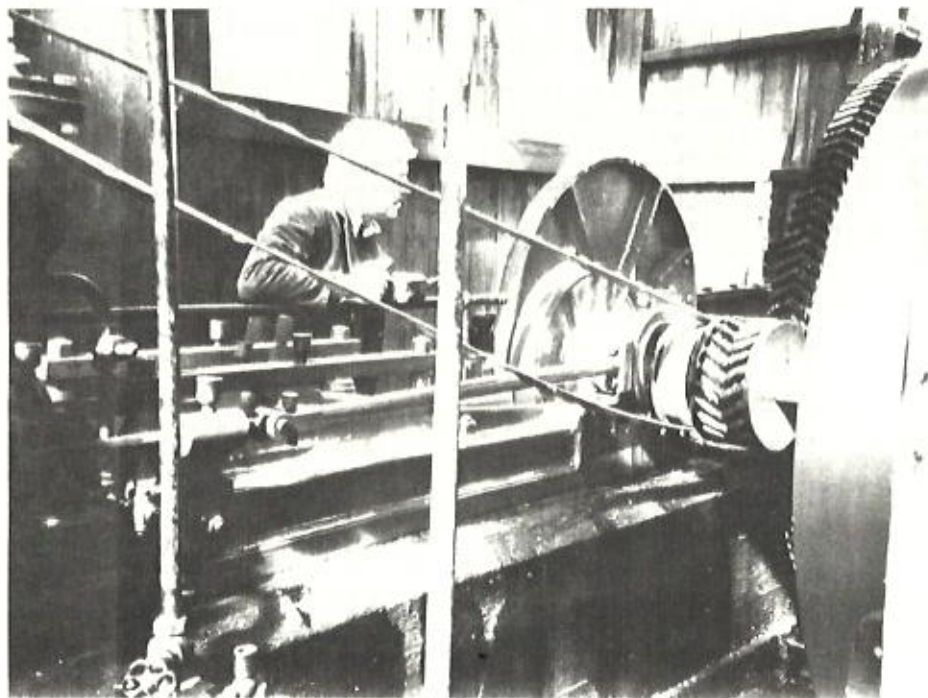
The stationary steam engine is now fully operational once again. Following the re-metalling of the main bearings and the fitting of a new drive belt for the governor. New trimmings have been fitted all round and the engine now runs very well indeed.

The engine can be seen running any Sunday afternoon from 1.30pm to 4.30pm and any offers to assist in running and maintaining the engine are most welcome. Please contact either Mike Lenz, Colin Worrall or myself if you have a free Sunday afternoon to spare.

Tom Walton.

#### PHOTO FEATURE.

The photos show the stationary engine in operation with Projects Officer Tom Walton keeping a watchful eye on the proceedings. (Photos - R. Lenz.)





I recently discovered a small booklet of railway poems when browsing through a 'twenty pence box' at Haworth. The inspiration for the poetry, which was published in 1980, was the forthcoming 'Rocket 150' celebrations. The author drew on her family background, which included numerous steam locomotive drivers (father, grandfather, great-grandfather, brother, uncle) to produce some gems. The one I have chosen chronicles the sad demise of the steam age in the first verse, and the rebirth of steam through preservation in the second.

#### CHAMPIONS OF THE PERMANENT WAY

White wisps of smoke  
Tunneled in memory fly,  
Whisk like clouds  
Across the summer sky,  
Grassed deep  
The dark gullies lie,  
And cattle graze  
Where once the mighty giants  
Blazed their fiery trails  
At night, on rails  
Of silver, glowing red,  
As swiftly through  
The dark they sped,  
Te-te-tat-tum, te-te-tat-tin,  
Something evocative about that din,  
Hissing, puffing across valley and hill,  
Now those huge hearts inert  
Stand still, in this museum chill  
Fireboxes, shiny black and cold,  
Resplendent, sturdy, far from old ...

Hear the clear clang of shovel on hard coal,  
Feel keen fierce blast from that firehole,  
The beat of boyish heart in driver's breast  
Open up the regulator,  
Steam will do the rest,  
Like a bridegroom newly wed  
Wreathed in white about his head,  
In that gleaming livery  
Free from dust,  
Those massive pistons thrust  
The engine from the shed,  
And chugging out to cheers  
The Big Black Five appears,  
Enthusiasts with children full of fun  
Climb quickly aboard for a pleasure run,  
Gone that axeman who once said  
Steamers had had their day,  
These magnificent giants ever stay  
The Champions of the permanent way.

Lillias Catterall



In a recent radio talk about classic films with a railway interest (eg 'Brief Encounter', 'The Ladykillers', 'The Telford Thunderbolt' etc), John Huntley identified a GPO documentary as a film which remains extremely popular almost half a century after it was released.

"The one which remains the most watchable of all times with all audiences is that old 'Night Mail' (1936). It is so atmospheric, so steam orientated, and yet it is packed with errors.....there's one shot where there are three continuity errors in a row. You see a standard Royal Scot approaching Crewe station. Then it cuts to a top shot of one of those old tapered boilered Scots - completely different from the one you've just seen. When it comes into the railway station it is a 'Baby Scot'; 5515 - I still remember the number (see footnote). And you know it doesn't matter one little bit, because the magic of the film is so absolutely fantastic by then that you are held completely by it.

Even those routine businesses of getting the mail ready and sorting it at night, and then putting it into bags and pushing them out of the side of the train - to be scooped up by the net at the side of the track - it just goes on being magical."

The Baby Scot was 5513. The film is available as one of 'The GPO Classic Collection' of videos.

#### NIGHT MAIL

This is the night mail crossing the border,  
Bringing the cheque and the postal order,  
Letters for the rich, letters for the poor,  
The shop at the corner and the girl next door,  
Pulling up Beattock, a steady climb -  
The gradient's against her but she's on time.

Past cotton grass and moorland boulder,  
Shovelling white steam over her shoulder,  
Snorting noisily as she passes  
Silent miles of wind-swept grasses;  
Birds turn their heads as she approaches,  
Stare from the bushes at her blank-faced coaches;  
Sheep dogs cannot turn her course,  
They slumber on with paws across,  
In the farms she passes no one wakes,  
But a jug in the bedroom gently shakes.

Dawn freshens, the climb is done,  
Down towards Glasgow she descends  
Towards the steam tugs, yelping  
down the glade of cranes  
Towards the fields of apparatus, the furnaces  
Set on the dark plain like gigantic chessmen,  
All Scotland waits for her;  
In the dark glens, beside the pale-green sea lochs,  
Men long for news.

Letters of thanks, letters from banks,  
Letters of joy from the girl and boy,  
Receipted bills and invitations

To inspect new stock or visit relations,  
And applications for situations,  
And timid lovers' declarations,  
And gossip, gossip from all the nations,  
News circumstantial, news financial,  
Letters with holiday snaps to enlarge in  
Letters with faces scrawled on the margin.

Letters from uncles, cousins and aunts  
Letters to Scotland from the South of France  
Letters of condolence to Highlands and Lowlands,  
Notes from overseas to the Hebrides;  
Written on paper of every hue,  
The pink, the violet, the white and the blue;  
The chatty, the catty, the boring, adoring,  
The cold and official and the heart's outpouring,  
Clever, stupid, short and long,  
The typed and the printed and the spelt all wrong.

Thousands are still asleep  
Dreaming of terrifying monsters  
Or a friendly tea beside the band at Cranston's or Crawford's  
Asleep in working Glasgow, asleep in well-set Edinburgh,  
Asleep in Granite Aberdeen.  
They continue their dreams  
But shall wake soon and long for letters.  
And none will hear the postman's knock  
Without a quickening of the heart,  
For who can bear to feel himself forgotten?

W. H. AUDEN.



#### LETTER FROM JAPAN

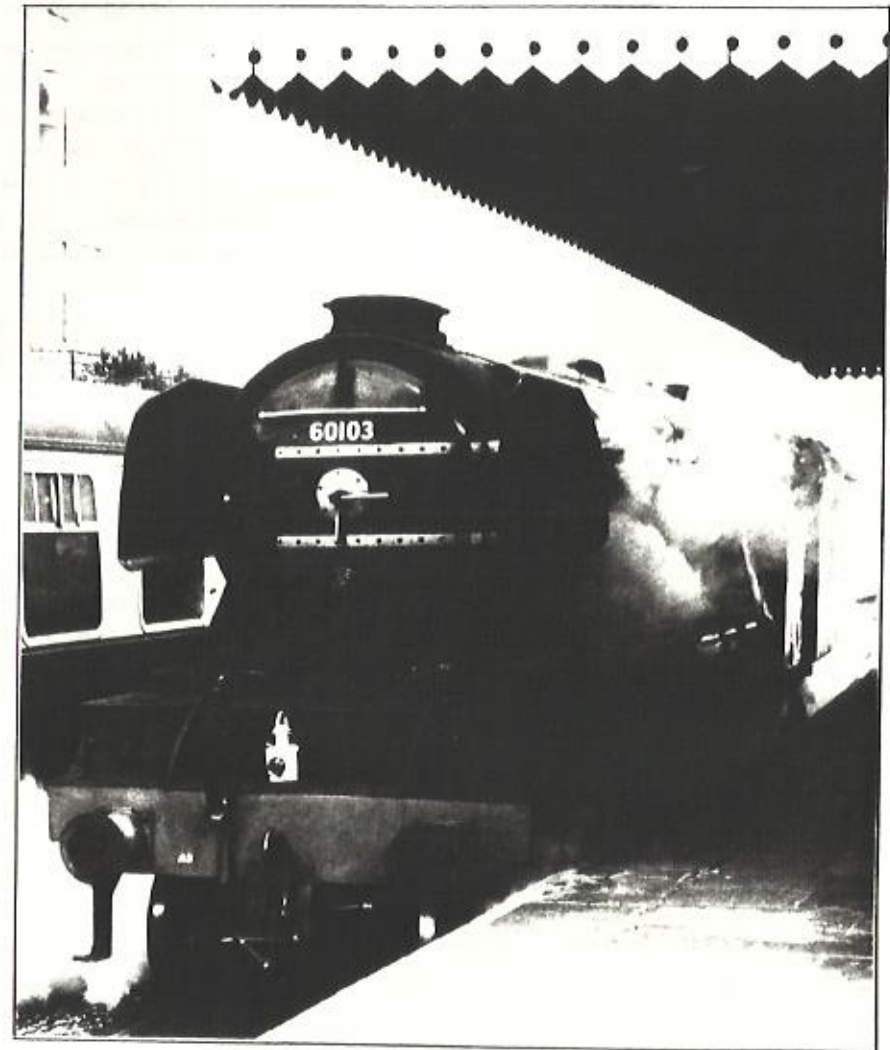
My youngest son, who lives in London, recently spent a few weeks in Japan visiting his girlfriends family. A few days ago we received a letter from him telling us all about his adventures. I thought that you might be amused to read the following extract :-

"On the way down from Tokyo to Fukuoka (in the South) we took the slow trains. It meant changing trains about three or four times and it took the best part of a day (the Bullet train takes only 3½ hours), but it was very much cheaper. There were five of us altogether; my friend David from London, Noriko, his girlfriend from Chigasaki, Kenji who works at our Branch Office in Ebina - and me. I met Kenji last year when he visited London Branch on his way to a holiday in Spain. Anyway, Kenji came down with us on the train as he was visiting his family in Kyoto that weekend. He seemed very relaxed about the idea of all this train-changing and the split second timing involved - but we just put this down to the fact that he's used to it. But at one of these changes, he got onto the train and then said "I'm just going to the toilet", and left his bag with us. We assumed that he'd gone to one of the toilets on the train. However, about ten or fifteen minutes after the train set off, there was still no sign of him and after about half an hour we concluded that either he had a serious stomach problem or that he just wasn't on the train. We checked the toilets and they were empty! Although we were concerned about him, we couldn't help seeing the funny side of it, but what could we do?

Then an amazing thing happened. About an hour further down the line when the train stopped at a major city called Nagoya, Kenji jumped on to join us again! He explained that he had run from the toilets at the station only to see our train pulling off in front of him. He immediately bought a ticket for the Tokaido (Bullet Train), caught the next one out, overtook us, alighted at Nagoya and waited for our train. Well, we had been disappointed with him but he certainly redeemed himself there - that was very impressive."

Tim Busbygrove.

## A LEEKING SCOTSMAN!



B.R. (Ex L.N.E.R.) Class A3 Pacific 60103 Flying Scotsman is seen here in Llangollen station on driver training duties, 10/3/94. (Photo - A. Carr.)



## NEWS FROM ACROSS THE POND!

Following on from last years massive order to the Electro Motive Division of General Motors for 350 new locomotives at a cost of \$675 million placed by the Burlington Northern Railroad, deliveries of which started a few months ago, it seems that the Union Pacific Railroad does not intend to be left out of the picture. They have recently placed an order with EMD rivals General Electric for 140 new locomotives over the next four years at a cost of \$300 million. Both the Burlington Northern and the Union Pacific orders are for locomotives with A.C. traction which has many advantages over the more established D.C. type. Locomotives with A.C. traction take the D.C. from the rectifier and change it back to A.C. by means of inverters, from whence it is sent to the motors. These motors have practically no moving parts, which makes them extremely rugged and very cheap to maintain. Overheating is not a problem as A.C. units under full power can run at very slow speeds almost unheard of, they can even hold a train stationary on a hill without damaging the motors, and A.C. can dig in and pull far better than D.C.

On the passenger front Amtrak's new Genesis locomotives recently commenced service on the 'City of New Orleans' following on from their introduction on the 'Sunset Limited' and 'California Zephyr/Desert Wind' services last year. Following on from last years visits by both the Swedish X2000 and German ICE trainsets for revenue-service demonstrations on Amtrak's North East Corridor and elsewhere, Washington State's Department of Transportation has now leased a Talgo trainset from RENFE, the Spanish national railroad. This is a preliminary stage in an ambitious \$314 million plan to bring 125mph service to Burlington Northern's 337 mile Portland-Seattle-Vancouver (British Columbia) route.

On the commuter front the Los Angeles Metrolink has outshone itself in the wake of the January 17th Northridge Earthquake, which brought havoc to the California Highway system in the area. Within a few days ridership had peaked at 30,000 daily and the Metrolink planners worked quickly and smoothly to double, then triple seating capacities on various routes, including extending services to other areas not yet regularly served by the system. In order to cope other passenger cars were leased from the San Francisco-San Jose CalTrain operation plus others from GO Transit in Toronto. By late February ridership had stabilised at 17,000 daily for all four routes.

Michael Lenz.

## DAVID MURPHY

Following a relatively short illness our former member David Murphy passed away in the East Cheshire Hospice at Macclesfield on the 23rd April.

From the mid-1980's until about a year ago (when he took early retirement), David had been involved in various aspects of train planning as a senior manager for both InterCity and Regional Railways at Crewe when, for a considerable time, he was my boss. A career railwayman of 40-plus years standing, he began his professional involvement with railways at Waterloo where this cheerful Londoner was responsible for diagramming on the Somerset & Dorset amongst other things. Always a great champion of the corporate railway, David's renowned appetite for work combined with his affection for the steam locomotive led to his expending much backroom energy upon his arrival in Crewe (from Glasgow Train Planning Office), along with Jan Glasscock and others, in getting the "North Wales Coast Express" off the ground.

Appreciating the role which the RE Association might be able to play in this, he was keen to become a member of our group. Although only an irregular visitor to evening meetings, he was most supportive of the Association in other ways and spoke up on our behalf whenever appropriate. Although his restless energy often put us under pressure at work, he became as much of a friend as a boss as the years progressed. Sadly a long retirement, which would doubtless have been spent in pursuit of his sporting and railway interest, was to be cruelly denied and I am sure you would all wish to convey with me the deepest sympathies of the RE membership to his widow Ann and the extended family.

Alan R. Ashurst.

ALL CONTRIBUTIONS FOR THE WINTER ISSUE OF THE MAGAZINE SHOULD BE SENT TO THE EDITOR AT THE FOLLOWING ADDRESS; 99 MIDDLEWICH ROAD, CLIVE, WINSFORD, CHESHIRE, CW7 3NH, FOR ARRIVAL NO LATER THAN MONDAY 21ST NOVEMBER.

## SALES REPORT

Since my last report we have continued to attend the Chester and Stoke on Trent Swapmeets with the exception of the March swapmeet at Stoke, which clashed with the monthly NMRA meeting at Broadheath, and since the NMRA meets are the most profitable for us then these take preference naturally. As well as the monthly NMRA meets at Broadheath we have also attended the NMRA Winter Meet at Padgate (January), the NMRA Central Division meets at Rugby (March and June) and the NMRA Black Diamond Division meet at Shardlow (May). These have all proved to be successful events including the swapmeets, where we have now returned to booking 2 x 6ft stalls once more.

The one disappointing item concerns the Warrington Model Railway Exhibition in September, an event we have attended for the past 3 years with great success, for there has been major changes to the club committee resulting in no traders being invited to this years show, ourselves included.

To list our full sales stock in the magazine would take up too much space, however I list below the various videos, books and miscellaneous items which are likely to be of interest to members. Since we now carry mostly items which relate to North American railroads, any members who are interested in this range of stock are asked to contact me for a catalogue and price list. As always members receive a 10% discount on all purchases of books and videos.

Michael Lenz - Sales Officer.

### STOCK LIST AND PRICES:

#### VIDEOS:

Railscene No.19 - Summer 1989.	£22.50
Newsviews No.5 - Autumn 1990.	£9.50
Video Track Issue 21 - April/May 1991.	£9.50
Depot No.2 - Stratford.	£16.00
Westerns - The story of the Class 52's.	£18.50
Travelling Britain by Train. Vol. 1 - The West Country.	£14.50
HST Far West.	£19.50
By Southern to the West.	£18.50
New Horizons 4 - U.S.A.	£18.50
Santa Fe to China.	£15.50

## STOCK LIST AND PRICES CONTINUED.

#### BOOKS:

Steam Portfolio 1 - Great Western Revival.	£4.95
Steam Portfolio 8 - West Somerset Railway.	£7.95
Rail Portfolio 8 - The 24s and 25s.	£6.95
Rail Portfolio 11 - The 56s and 58s.	£6.95
Rail Portfolio 12 - The 37s-Second Series.	£7.95
Rail Portfolio 13 - The AC Electrics.	£7.95

#### DAPOL MODELS:

B.R. (Ex G.W.R.) 43XX Mogul 2-6-0 532B in black livery.	£30.00
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### FORTHCOMING SALES FIXTURES

N.M.R.A. Calder Northern Division Meets at Bardsley Hall, Broadheath, Altrincham on 16th July, 28th August, 17th September, 9th October, 12th November and 17th December.

Swapmeets at Northgate Arena, Chester on 24th September and 3rd December.  
Swapmeets at Northwood Stadium, Hanley on 10th September and 5th November.



## VIDEO REVIEWS

NEW HORIZONS 4 - U.S.A. from Tele Rail Productions. £18.95.

Although I may be accused of bias because of my existing interest in American railroads, I would recommend this tape to anyone who feels they would like to find out a little bit more about North American railroad operations. The remarkable thing about this programme is that it is a British production completely, including the narration. With a running time of 110 minutes this tape provides excellent value for money and features a wide variety of present day operations in the United States. It covers all aspects of railroad operations from commuter operations of Cal Train, MARC, Metra, and Amtrak to long distance passenger trains of Amtrak; freight operations in yards as well as out on the main line featuring the following railroads, Union Pacific, Southern Pacific, Santa Fe, Rio Grande, Burlington Northern, Norfolk Southern, Conrail, and many more at famous locations such as Cajon Pass, Horseshoe Curve and Sand Patch Grade to name but a few. It also features preserved steam operations with the Norfolk & Western class J 4-8-4 locomotive out on the main line. The narration is very detailed with explanations of the different American terminology and also provides very good information for those planning a visit to the United States for a holiday. Picture and sound quality are first rate and this tape should prove interesting even to those with little knowledge of railroads across the pond!

AMTRAK'S CALIFORNIA ZEPHYR from Steam Powered Video. £14.95.

This Emmy award-winning 48 minute programme covers one of Amtrak's most well known long distance trains on its journey from Chicago, Illinois to Oakland, California, and features scenes of head-end cab action through the canyons of Western Colorado, and exciting aerial photography over the peaks of the high Sierras as well as other lineside shots along the route. During the 2400 mile trip you meet some of the fascinating people including a Rocky Mountain medicine man and a rodeo star they call the "One-Armed Bandit", as well as Amtrak's most interesting and colourful crews. The film also makes a special tour to Utah's historic Golden Spike Monument and inside the California State Railroad Museum. This is a programme that would even interest your wife or girlfriend with excellent picture and digital stereo Hi fi sound.

Michael Lenz.

## TOOTHLESS GEARS

It was all so simple for the platform-end experts. Modern LMR engines had Walschaerts valve gear, recognisable by its complex geometry. Western locos had the simpler, more elegant arrangement which the ABC told us was Stephenson Link motion. Then there was Caprotti, an experimental and very different-looking system which had been specified, randomly perhaps, for a number of Black 5's together with double-chimneys and roller bearings. Of course, Caprotti appeared eventually on the Duke of Gloucester, too. Not for schoolboys questions of weight or ease of access!

But who were Caprotti, Walschaerts and the rest?

Arturo Caprotti (1881 - 1938) was an Italian engineer. His valve gear employed a rotating camshaft to operate valves as in internal combustion engines. This method was first used in Britain in 1926 on an LMS Claughton.

Egide Walschaerts (1820 - 1901) was a Belgian engineer who worked at Malines. His valve gear was first used in Europe and the USA in the 1870's.

And the Stephenson Link motion? This was invented by William Howe (1814 - 1879) who worked for Robert Stephenson & Co. at Gateshead. It is said that the idea of two eccentrics and a curved link were suggested by an apprentice. The device was first used in 1843.

My family's contribution to all this? In the 1920's a number of Prince of Wales class 4-6-0's with inside cylinders, had outside Walschaerts valve gear (with a lever link through the frame), you will find this documented in the book Locomotive Panorama by E.S. Cox. My father was an apprentice fitter at Crewe working on this development, when a minor accident cost him his two front teeth!

Chris Simon.

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SOLUTION TO PAUL'S PUZZLE.

Diesel. Injector. Shedcode. Thomas the Tank. Alan Carr. Northwich. Taw Valley. Silver Link. Ivatt. Glasgow. Nimbus. Ashurst. Llangollen. Puzzle words: Distant Signal.





# Photo File

**R**ailway photography is a difficult enough pursuit, but a recent 'Photographers Newsletter' from the KWVR warned of a new hazard - snipers! Apparently youths with air rifles have been having pot shots at lineside photographers, and we were warned to be on the lookout during the Spring Gala. I didn't hear of any such incidents during the weekend, but it is a worrying development.

Some of the slides which I took during the April gala were unfortunately lost by Kodak. They returned just 10 slides from a 36 shot roll of Kodachrome, with no note of apology or explanation. My subsequent enquiries produced the information that there had been a malfunction with a splicing machine, and my missing slides would never be recovered. I accepted four free rolls of Kodachrome as compensation which they then 'forgot' to send - I had to ring again to remind them. I have discovered that Kodak are now trying to achieve a 48 hour turnaround on Kodachrome in the UK, although this isn't advertised. I must admit that the last few films that I have sent have been returned very quickly. This improved turnaround is a very welcome, but I do hope that the quality of service doesn't suffer as a consequence.

The May edition of 'Practical Photography' contains a 5 page feature on steam railway photography, including an article by David Wilcock. The same edition of P.P. has a free 'photo facts' supplement which contains a profoundly stupid piece - '5 Ways to Spot a Train Photographer'. I won't repeat that rubbish here, but it does seem odd that Steam Railway's sister publication should be both friend and foe to the 'gricer' in the same issue.

Finally for those who think that photography begins and ends with the release of the camera shutter, here is a much condensed extract from the postscript to NYMR footplateman Brian Cooke's book 'The Fall and Rise of Steam' (1982), in which he describes his black & white printing techniques. *"I use every piece of equipment and technique available to me to dramatise a picture and make it visually as strong as possible, even if it means distorting something - perspective or image tone. It usually does. I am quite happy to add smoke and other effects from different negatives if I think it will help. Whilst making the basic exposure, I lighten darker areas like the wheels with a dodger (a small black piece of paper fixed to a length of wire which blocks off light selectively for part of the exposure). The sky and exhaust are given a longer exposure.... up to ten times greater than the overall image and twenty times more than that given to the wheels. By retouching with dyes and bleaching with reducer, conventionally 'finished' prints can be respectively darkened or lightened to an enormous degree."* If you want the full text to that article and an appreciation of the results of his labours (very impressive), the book is available from Northwich library.



Alan Carr



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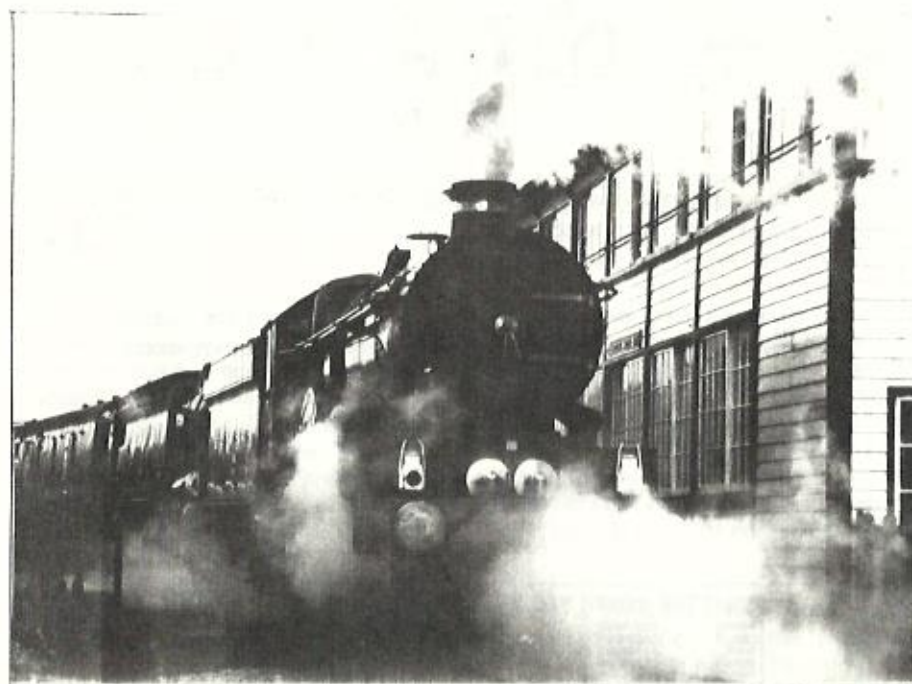
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