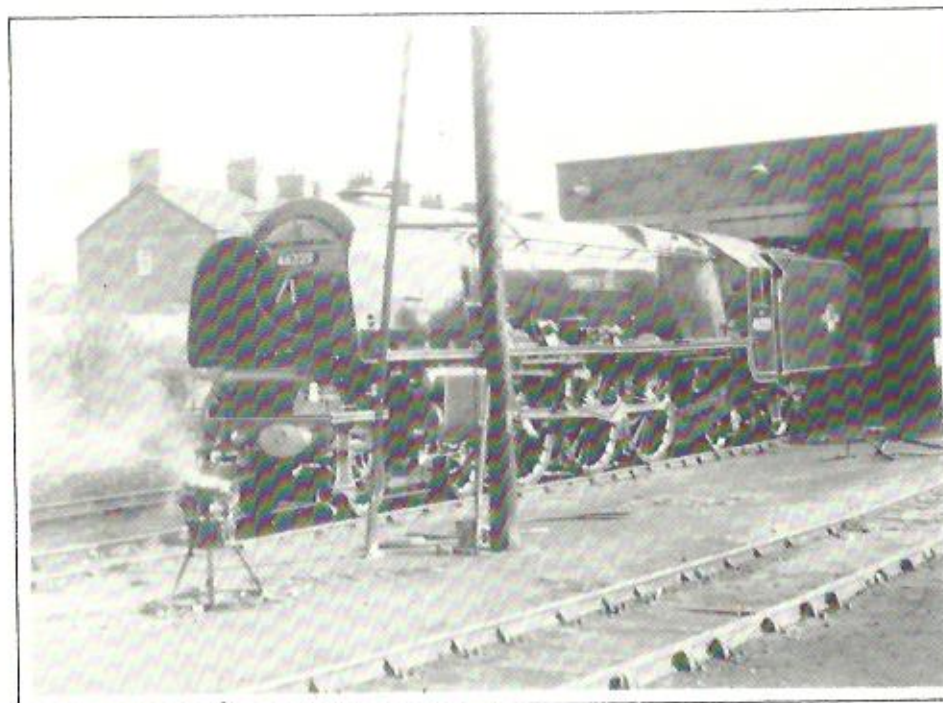




ON SHED

Issue 39

Winter 1994



The Magazine of the 8E Association

COMMITTEE MEMBERS

HONORARY PRESIDENT:	Graham Roughsedge, Northwich ☎ (01606) 782344
CHAIRMAN:	Colin Worrall, Frodsham ☎ (01928) 732607
VICE-CHAIRMAN:	Mike Lenz, Northwich ☎ (01606) 44959
SECRETARY:	Chris Simon, Crewe ☎ (01270) 68401
TREASURER:	Mike Lenz, Northwich ☎ (01606) 44959
PUBLICITY OFFICER:	Alan Ashurst, Warrington ☎ (01925) 632995
MEMBERSHIP SECRETARY:	<i>this post is currently vacant</i>
SALES OFFICER:	Mike Lenz, Northwich ☎ (01606) 44959
FIXTURES OFFICER:	Alan Carr, Northwich ☎ (01606) 41645
PROJECTS OFFICER:	Tom Walton, Northwich ☎ (01606) 41708
8E ARCHIVIST:	Ian Haselgrove, Hale ☎ 0161 928 5914
MAGAZINE EDITOR:	Paul Yates, Winsford ☎ (01606) 554159
NEWSLETTER EDITOR:	Alan Ashurst, Warrington ☎ (01925) 632995

COVER PICTURES

FRONT: 'Duchess Of Hamilton' on shed at Northwich being prepared for the next day's 'Hadrian Pullman' charter to York. On a fine summer day, the brazier is burning in preparation for raising steam on the 8P. (17th July 1981)

BACK: 5690 'Leander' receives admiring glances at Northwich Open Day - 7th March 1982

(both pictures : Colin Worrall)

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EDITORIAL

Welcome to the Winter edition of your 8E Magazine. The committee have decided to experiment with a glossy type of cover while keeping to the A5 size, to adhere to our budget. We hope you will like this format and we would be pleased to hear your views either for or against, so we will know what to do in the future. A small drop in membership inevitably means a corresponding drop in revenue and possible reduction of magazine quality.

On the subject of the committee, the loss of Nigel Lightbown as membership secretary will be keenly felt as he has been most reliable in this capacity for the past ten years. The committee would be very pleased to receive nominations for new faces either for this role or to support the committee in a general role.

This magazine has the usual dates, events and fixtures, articles and puzzle to keep you informed of our activities. I hope you will enjoy it and find it useful.

Paul Yates.

CHAIRMAN'S COMMENTS

Quite a year for British Rail '94, Railtrack starting off with a disastrous strike, in my opinion, a complete waste of time and money with no winners but the customer losing out once again. Let us hope that commonsense prevails and that good relations quickly resume.

Pete Waterman continues to make the headlines with his purchase of the Special Trains Unit, and the much postponed main line appearance of Class 46 Ixion. His latest acquisition being ex GWR 4-6-0 7027 THORNBURY CASTLE from the Birmingham Railway Museum at Tyseley, which is to be restored to main line operating condition at Pete's workshops in Crewe (maybe with a little help from 8E?). Pete Waterman is very positive about the future of railways so let us all take a leaf out of his book and look forward, instead of knocking the present B.R. structure.

Steam has been approved between Crewe and Farringdon Junction so what a mouth watering prospect, my old stomping ground, Acton Bridge, Acton Grange and Bank Quay not a dream anymore.

It has been an excellent year for speakers and slide shows, Alan Carr has done a cracking job and 1995 promises to be even better. On a sad note, membership secretary Nigel Lightbown is seeking pastures new, after 10 years on the committee he will be sorely missed. On behalf of myself and the 8E I would like to take this opportunity to thank him for doing a really professional job and wish him good luck for the future.

On a personal note, work on LMS Pacific 6201 Princess Elizabeth continues apace and by December the boiler will have been parted from the frames, all the brake gear, sanders and most of the connecting and coupling rods removed; she really does look a sad sight. However Roy Kerry, Steve Blakemore and myself, all 8E members, are committed to making sure Lizzie returns to the main line in pristine condition, so look out for us in 1996, maybe at Acton Bridge, Acton Grange or Bank Quay, where else!

I would like to finish by taking this opportunity to wish you all Seasons Greetings and to thank you for your loyal support throughout the past year, and I look forward to being able to serve you in 1995.

Colin Worrall.

PAUL'S PUZZLE

Here are eight quotes from the 1950 British Railways Rule Book. Can you write in the missing words?

- 1) No passenger train must be started before the _____ the timetable.
- 2) The driver and fireman must _____ at such time as the Motive Power Superintendant may require and satisfy themselves that the engine _____.
- 3) In the absence of a red light _____ denotes danger.
- 4) Every guard must obey the instructions of the _____.
- 5) A driver must have with him on his engine a complete set of _____, not less than _____ detonators, two _____, a _____ when necessary and such _____ as may be ordered by the Motive Power Superintendant.
- 6) The Railway Executive may at any time -
 - i) Dismiss without notice/ an employee/ for any of the following -
 - a) _____.
 - b) _____ of _____.
 - c) _____ or _____.
 - d) _____ without leave.
- 7) Signals.

The _____ indication is given by -
The disc being turned off, or the arm being lowered or raised, or two white lights at an angle of 45 degrees or by a green light.
- 8) Either arm moved vertically up or down above shoulder level denotes _____.

Solutions on page 20.

WARRINGTON AREA GROUP REPORT

Meetings continue to be held in Latchford on the last Friday of alternate months, as has now been the case for some years past. Playing to relatively modest audiences, the meetings maintain a rather tentative foothold in the BE calendar of events at present although the encouraging comments from the small band of regulars, augmented by the occasional visitor from further afield, provides a sufficient enough spur to carry on with these meetings for the foreseeable future. In the main, entertainment is provided on a "self-help" basis with our own group members taking it in turns to offer slide shows or video presentations of their own material. In this vein both Phil Creaghan and Mike Lenz, along with myself, have produced the goods at recent shows.

It would be very rewarding to see one or two more people from within the general membership at these events to help bolster support. Our usual selection of backup sales and publicity services is also on hand, and we meet in an informal and friendly manner to chat over topics of mutual rail (and bus!) interest whilst enjoying tea, coffee and other refreshments provided by my wife as much as to watch a slide show or whatever. Future dates to note are:-

Friday 27th January.

Slide show and talk by our own member GEOFF SMITH featuring a selection of steam and diesel views from Geoff's extensive personal collection.

Friday 31st March.

Our traditional annual joint fixture with the Great Western Society North West Branch will on this occasion be at THEIR venue of the MASONIC HALL, WINMARLEIGH STREET (Warrington Town Centre); Subject to be advised.

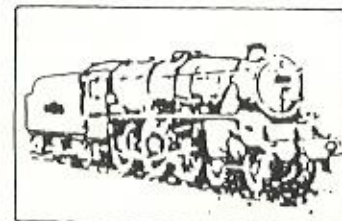
Friday 26th May.

A Railway Video Show back in our usual meeting room featuring topics of current interest.

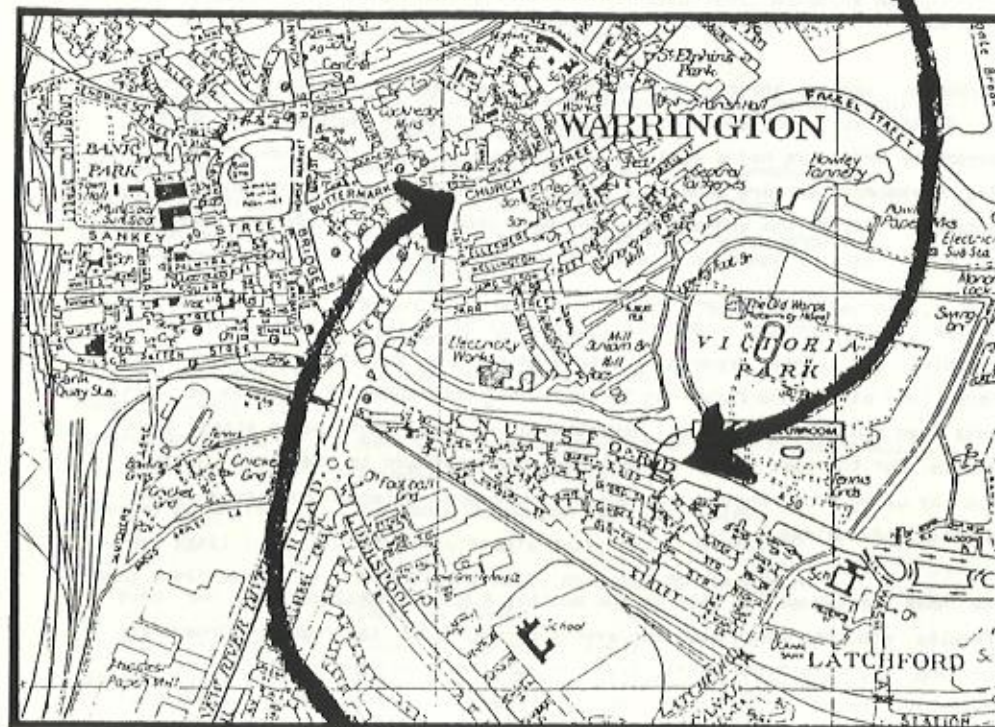
We look forward to seeing any members, plus their friends and relatives, who can find the time to come along and support this convivial series of meetings.

Alan R. Ashurst. Warrington Area Officer.

THE 8 E ASSOCIATION



WARRINGTON AREA GROUP
ST. HILDA'S CLUBROOM, SLATER ST/CAROL ST, LATCHFORD.
BI-MONTHLY; FRIDAYS AT 7.45pm



WE ALSO STOCK RAILWAY VIDEOS, SELECTED BOOKS AND MAGAZINES AND CAN ORDER ALMOST ANY PUBLICATIONS.

LOCOMOTIVE KITS, WAGON KITS, DETAILING AND CONVERSION PARTS TOGETHER WITH PAINTS AND TRANSFERS TO ENABLE THE ENTHUSIAST TO CREATE MODELS TO EXACT REQUIREMENTS.

SALES REPORT

It hardly seems like six months since I was putting together my last report but although we have had the summer holidays our sales activities have continued apace.

During the summer months trading was confined to the regular monthly N.M.R.A. meetings at Broadheath where takings continue to be good. On the August Bank Holiday weekend we attended the Crewe Basford Hall Rail Fare which was an outstanding success and my thanks go to Colin Worrall for his work in obtaining us a free stall at this event.

September saw the start of the regular swapmeet season with events at Stoke on Trent, at a new location at Northwood Stadium in Hanley, and Chester Northgate Arena. We had a good day at both events and at the time of writing, 2nd November, we are booked at Stoke for November 5th, and at Chester on December 3rd. At the end of September we attended our first Sunday swapmeet at a new venue in Sandbach, where attendance was good but takings were poor.

October saw us return to our old location in Stoke (King's Hall) where a new promoter has started organising swapmeets and this was the second such event here (we missed the first one in July), but unfortunately attendances were well down and so were takings, nevertheless we shall continue to attend these events for the time being. October also saw us return to the Crewe Swapmeet run by Crewe Model Engineering Society, but again attendances were poor and so were our takings.

We have continued to rely on the monthly N.M.R.A. Meetings for our best results and this month sees two events of this kind, the regular Broadheath meeting and the twice yearly Shardlow meet. We have also got two more new swapmeet venues this month one at Birchwood, Warrington and another at Stockport.

In response to members comments at last year's AGM I have endeavoured to reduce the level of stock carried by the Association and this has been brought about by reducing the level of American railroad video and other connected stock. However we continue to have a large selection of material on offer which I intend to reduce still further in the coming year.

M. Lenz, Sales Officer.

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X X X X X X X X X X X X X X X X
X                                     X
X      SALES FIXTURES LIST          X
X      DECEMBER 1994-JUNE 1995      X
X                                     X
X X X X X X X X X X X X X X X X
  
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Saturday December 17th - NMRA Calder Northern Division Meet, Bardsley Hall, Broadheath, Altrincham.

Thursday December 29th - Swapmeet, Northwood Stadium, Hanley.

Sunday January 8th - NMRA Calder Northern Division Meet, Bardsley Hall, Broadheath, Altrincham.

Saturday January 14th - NMRA North East Division Meet, Knaresborough.

Saturday January 21st - Swapmeet, King's Hall, Stoke on Trent.

Sunday January 29th - NMRA Winter Meet, Community Centre, Padgate, Warrington.

Saturday February 4th - NMRA Calder Northern Division Meet, Bardsley Hall, Broadheath, Altrincham.

Saturday February 11th - Biddulph Model Railway Show.

Sunday February 12th - " " " "

Sunday March 12th - NMRA Calder Northern Division Meet, Bardsley Hall, Broadheath, Altrincham.

Saturday March 18th - Swapmeet, Northwood Stadium, Hanley.

Saturday April 1st - Swapmeet, King's Hall, Stoke on Trent.

Sunday April 2nd - NMRA Spring Meet, Michelin Sports Centre, Stoke on Trent.

Saturday April 8th - Swapmeet, Northgate Arena, Chester.

Saturday April 15th - NMRA Calder Northern Division Meet, Bardsley Hall, Broadheath, Altrincham.

Saturday May 6th - Swapmeet, Northwood Stadium, Hanley.

Sunday May 14th - NMRA Calder Northern Division Meet, Bardsley Hall, Broadheath, Altrincham.

Saturday June 3rd - Swapmeet, Northgate Arena, Chester.

Saturday June 10th - NMRA Calder Northern Division Meet, Bardsley Hall, Broadheath, Altrincham.

NOTE: Entries in bold text are National Model Railroad Association British Region organised events not normally open to the general public.

VIDEO REVIEWS

GREAT NORTHERN VOLUMES 1 - 3
STEAM POWERED VIDEO £18.95 EACH

These three volumes, each of 45 minutes duration, cover a period of some 40 years of the Great Northern Railway covering the route from Superior to Seattle and feature a vast selection of steam and early diesel motive power. Volume one covers the Iron Ore operations from Kelly Lake to Allouez, St. Paul and Superior and includes both the mines and the vast ore docks and features the mighty N-3 class 2-8-8-0s in action. Volume two covers the early diesel years of the 40s, 50s and 60s with scenes from the last days of the independent Great Northern and the very early days of the present Burlington Northern. In addition the film also features Gas Electrics, Buses and Railcars, Maintenance of Way and the magnificent Cascade Electrics, which finished in 1956. Volume three returns to steam locomotives from the smallest 0-8-0 switchers, through 2-8-2s and 4-8-2s to 2-10-2s 2-6-8-0s and the mighty 2-8-8-2s. These are seen in a wide selection of locations on the railway and are a delight for all lovers of steam operation. Shot on 8mm colour and black and white film by Anthony DeRosa, himself an employee of the Great Northern, these three videos make an impressive set but allowances must be made for a little jerkiness in the old 8mm film. Nevertheless well worth a look. [ML]

IMPERIAL VALLEY SUGAR BEET TRAINS
STEAM POWERED VIDEO £21.95

At last, a video which does not comprise endless runbys, but instead tells a story. This one hour program covers the end of an almost 100 year tradition on the Southern Pacific, when its famous sugar beet trains made their final runs in 1993. The program starts literally at ground level with the harvesting of the beet crop itself, showing loading into road trucks, transfer to the railhead and loading into SP's old wooden gondolas with their friction bearing trucks (these being the reason for the end of these trains having been banned from 1994 by the Federal Railroad Administration). We then follow the gondolas as they make their way from the Imperial Valley in south east California, around Los Angeles and up the Coast Line to Guadalupe where they are handed over to the shortline railroad, Santa Maria Valley, for the last leg of the journey to the Holly Sugar Plant at Betteravia. Here we see not only the discharging process, but also follow the sugar beet process itself to the end product. A truly fascinating program I can recommend. [ML]

RAILWAY LINES

a browse through the bookshelf

The late L.T.C. (Tom) Rolt, the man who saved the Talylyn Railway by forming the first railway preservation society in 1950, was also a prolific author. Reproduced below are extracts from two of his books which give a flavour of his descriptive talent. *'Railway Adventure'* has been published in many editions over the last 40 years. The latest hardback reprint (Alan Sutton Publishing - 1993) is available from most railway book outlets (or the Talylyn shop), and would make a delightful Christmas present for anyone who hasn't read it. It really is an excellent read, and one to return to again and again.

AJC

Extract from 'Lines Of Character' (1952)

One of the featured 'Lines Of Character' is the Shropshire and Montgomeryshire Railway which was originally constructed with the intention of connecting the Potteries with Porthmadog via the Tanat valley, Llangynog, Llandrillo, Bala and Blaenau Festiniog. The line was initially promoted as the West Midland, Shrewsbury and Welsh Coast Railway in 1860, and revived again five years later as the Potteries, Shrewsbury and North Wales under which title it was constructed - hence it being locally referred to as 'The Pots'. Setting out from Shrewsbury, it only just succeeded in crossing the Welsh border, and was destined to remain a Shropshire railway.

"I have before me as I write a special form of ticket issued by the old P.S. & N.W.R. which announces that it is for the use of 'Soldiers, Police on Duty and Shipwrecked Mariners'. The possibility of the appearance of shipwrecked mariners in the heart of Shropshire seems remote, and in any case it is not clear how the booking clerk could have been expected to satisfy himself that such applicants were genuine. But perhaps these tickets were printed in optimistic anticipation of the railway reaching Porthmadoc where a mariner might conceivably have presented himself at the ticket office still undeniably dripping seawater."

Extract from 'Railway Adventure' (1953)

Tom Rolt's personal account of the events leading up to the formation of the Talylyn Railway Preservation Society, and his experience in running the railway during the first two summer seasons in 1951-2. The railway opened in 1866, and was operated with just two locomotives - Talylyn (1863) and Dolgoch (1866) - until well into its preservation days. Both locos are still working at Talylyn.

"But in this western valley, so much more remote than it is today, the uneventful years slipped gently by with little to record their passing but the recurring patterns of the changing seasons; the colour of the mountains changing from the brown of the curled bracken frond to the heavy green of high summer and the bronze of autumn; the human activity in the valleys below following its own ordered sequence of seed-time, haysel and harvest, of lambing time and wool clip. In this small, tranquil world bounded by sea and mountain, where the great waves of change and conflict in Europe beat with no more effect than the ripples on a mill pond, the two little locomotives of the Talylyn Railway clanked their impeturbable way through the most momentous and distracted years in human history."

MDR THEME DREAM

The ambitions of Market Drayton Railway Preservation Society seem to have grown since 'On Shed' readers were last updated. The 14th Oct (94) edition of the 'Market Drayton Advertiser' ran the headline 'THEME PARK FOR DRAYTON' with a story, revealed by society chairman Rodney Pitt*, detailing MDRPS plans to build a 90 acre tourist attraction theme park on the outskirts of Drayton. The scheme would include

- A gingerbread theme playground.
- Canalside development based around the children's TV canal characters Rosie & Jim.
- A railway and canal wildlife visitor centre.
- An agricultural museum.
- Seasonal agricultural and equestrian events.
- Themed retail and catering outlets.
- Horse-drawn canal boat trips.
- Restoration of the original GWR Nantwich & Market Drayton railway (initially within the site confines).
- A narrow gauge gingerbread theme railway for children (to be called 'The Knotty') - leading to the gingerbread playground.

Rodney Pitt stated "If this gains the support of the town, inhabitants and organisations it is totally feasible. A total leisure facility has much more potential for success than just a railway would have on its own."

These revelations must have caused red faces within the MDRPS committee judging from the letter from their secretary, Martin Brinkman, in the following week's edition of the 'Advertiser'.

"Your article quite correctly referred to the feasibility study which recommended a far more extensive leisure development with steam railway attractions as the main feature.

Such a project would require approximately 90 acres of Sych Farm land on the north side of the A53 road, as opposed to the relatively modest 20 acres for railway operations alone.

Unfortunately we have not had the opportunity to discuss this much larger venture in any detail with Sych Farm and, due to a misunderstanding within the society, they were not consulted prior to publication of the article. I know that seeing the possible future of their farm displayed for all to see in the local newspaper, without any warning, has caused upset and embarrassment. On behalf of MDRPS, I should therefore like to apologise to the occupants and owners of Sych Farm, for any distress caused."

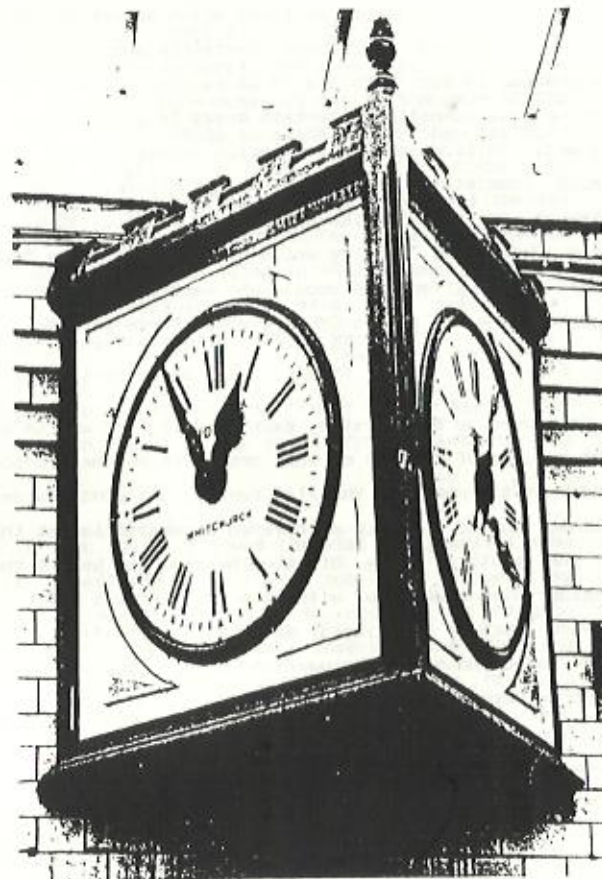
* 8E readers may remember Rodney Pitt. He was due to address the 8E / CHC joint meeting at the Crewe Arms in April 1993. He didn't turn up - my only defaulter since organising Crewe & Northwich speakers - and never subsequently made contact. I do wish the Drayton scheme well, but they must get their act together rather swiftly if any of their plans are to come to fruition!

TWO-FACED JOYCE

'Railway Collectors Journal' is the leading railwayana publication, produced monthly by John Mander's Birmingham Railway Publications. It has recently been running a feature on railway clocks, and in discussing the various manufacturers, Joyces of Whitchurch was mentioned - with the Northwich two-sided station clock being illustrated. The article commented "still in situ in the mid eighties and perhaps still there". I felt that I should provide confirmation of its continued existence, so after checking on its condition I sent the following letter (complete with photograph), which was published in the October magazine.

"The enclosed photograph (June 94) testifies that the two-face Joyce platform clock at Northwich station is still in place. The rest of the news is not so good. Firstly, the clock has now been converted to electric, with the original movement having been removed and returned to Joyce's. Secondly, it doesn't work any more! It is fitted to a part of the station building which is no longer in use, and therefore has no electricity supply. Finally, vandals have bent the hands quite grotesquely (especially on the face which looks towards Manchester) as you may be able to see from the photograph. The Northwich station canopy has recently been refurbished at great expense. What a pity that Railtrack couldn't do something about the clock!"

AJC



Footnote:

Joyce of Whitchurch is still in business, after 300 years of clock making. The company has merged with William Polls (Leeds) and John Smith & Sons (Derby), two well known manufacturers of railway clocks, to form the 'Smith of Derby' group - still making clocks.

TWO NOTEABLE CREWE EVENTS

The focus of the railway enthusiast fraternity moved sharply into Cheshire in the late summer with two events which were guaranteed to appeal to a wide range of both train watchers and the general public alike. Open days at rail installations can be a mixed bag these days: an ever declining B.R. locomotive fleet can often mean that relatively little in the way of currently active motive power is available to put on display and many 'preserved' locos which visit these venues seem to be drawn from the same group of ten or twenty machines which appear to turn up with monotonous regularity almost everywhere. Certainly the variety which enthusiasts took for granted in the 1960s and 1970s is now very much a thing of the past, with the regional identity of certain areas (e.g. Diesel Hydraulics in the West of England, Deltics at Eastern Region venues, Sulzer Type 2s in Scotland etc.) almost completely eliminated as the 'Sprinter' revolution has swept the railways on a nationwide basis since the mid 1980s. However, exceptions do occur from time to time which stand out from the "run of the mill" rail events and, given the people who were likely to be involved with putting together the two recent Crewe events, these were both anticipated as likely to be worthy of attention.

So it proved to be. Firstly, Basford Hall Yard was to admit the public to its vast acreage of sidings on what proved to be the gloriously sunny late summer Sunday afternoon of the 21st August, the good weather being particularly welcome due to the lack of covered accommodation at this rather exposed site to the south of Crewe. Of late the area has become the resting place of a considerable number of withdrawn locos from a wide area and these were to provide much of the display material for the day. These were augmented by a good selection of active machines drawn not only from Crewe Diesel and Crewe Electric Depots, but from other sheds in the Midlands and North West as well. A number of railtours brought in others from even further afield, the assemblage being topped off by a good cross-section of preserved items both from the Waterman/Crewe Heritage fleet and other individual owners. Sadly due to commitments elsewhere I was unable to attend this event, but many thousands did do so which provided Mike Lenz and the SE Sales stall with a steady stream of customers throughout the day. It is understood that over £27,000 was raised for local charities, including the Condover Hall (Shropshire) Blind School which is supported avidly by Jan Glasscock and other local Railtrack and B.R. Managers who were involved in the event. A Class 47 was named "Condover Hall" at the show in recognition of the railways

long support for this institution.

And so the summer turned to autumn with local railfans anticipating the second major Crewe event as each golden leaf fell from the trees. The morning of Saturday 15th October dawned dull and misty but there was the promise of better weather to come as I made my way along to Bank Quay Station for the short journey from Warrington to Crewe. Many other railfans (including quite a few familiar SE members and friends) were already thronging the platforms in anticipation of an entertaining day out at the Electric Depot, now styled as "Crewe International" in view of the recent allocation of the newly built Class 92 Channel Tunnel freight locos to this m.p.d. Located on a short spur off the Chester line to the south of Crewe Works, the shed's rather secluded location has, over the years, kept the place somewhat out of the gaze of the enthusiast fraternity. Built in the late 1950s to maintain the then new 25Kv electric locos and multiple units for use on the Crewe to Manchester/Liverpool electrification, part of the site was previously the old L.N.W.R. Crewe Carriage Works. Public events have been few and far between at the shed, the last formal 'Open Day' as such being in 1972 (I can't believe it is 22 years since I last visited this depot: it seems like yesterday!). Retrenchment in the railway industry in the 1980s, especially with the withdrawal of many of the early 25Kv locos of Classes 81 to 85 which were based here, led to an uncertain future for the former '5H' depot, but hopefully this is now passed with the take over by Railfreight and renewed investment in the site.

After spending a few hours in work (which allowed the mist to clear!) I made my way down to the depot in mid-afternoon, in lovely sunshine, to renew my acquaintance with the site. It was obvious from just approaching the entrance gate that a special effort had been made to put on a comprehensive show and so it proved to be. I will not bore the reader with tedious lists of loco numbers, but suffice to say that an extensive collection of engines had been gathered together, all of which were displayed very effectively for photography and general viewing. Except for preserved Class 71 E5001 which was booked to attend but did not make it, there was at least one example of every class of electric loco still in existence in the U.K. from the early Woodhead pioneers right up to the latest "state of the art" Channel Tunnel Class 92s. In total over 40 locos were observed at the depot, a very creditable quantity bearing in mind the 90% electric bias and service commitments on the road for the relatively small B.R. electric loco fleet. We must be grateful, once again, to Pete Waterman for providing a good number of

All the usual side-shows and complimentary attractions were to be found on the day, although the £50 fee asked by the organisers for a 5ft indoor stall was felt to be too much for the 8E Association to lay out and so we were not to be officially represented at this particular show. Despite this, many 8E members were found to be visiting the event and everyone was passing favourable comments as to the effectiveness of the display. Altogether this was a splendid day out and, even with the total absence of steam, provided a most entertaining insight into an otherwise fairly sheltered aspect of rail operations in the North West today.

Alan R. Ashurst.

25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40

NOTE TO READERS

My intended "Days out on the Cheshire Lines" article has, once again, been held over until the next issue, to make way for the more topical article above.

Alan R. Ashurst

Alan R. Ashurst

11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26

X X

X

X THANKYOU X

X		X
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X Many thanks to everyone for goodwill messages X

X following (yet another!) short admission to X

X hospital at the end of October. Things appear X

X to be settling down o.k. again so by the time X

X that these notes appear I should be back into X

X the swing of things once more. X

X X

X Alan R. Ashurst. X

X

X X

NEWS FROM ACROSS THE POND!

It would appear to be merger mania year in the railroad industry stateside as following on from the Burlington Northern/Santa Fe merger announcement, two of America's smaller Class 1 railroads, Illinois Central and Kansas City Southern, announced plans to merge their operations. However this is not the end of it as it now seems very likely that two major eastern class 1 railroads, Norfolk Southern and Conrail could well be seeking a similar arrangement, and even over the border in Canada there is talk of Canadian Pacific and Canadian National moving toward a single system for at least the eastern part of the country. These mergers will certainly create some very large railroad systems with Burlington Northern/Santa Fe the largest with over 30,000 miles of railroad.

Whilst Southern Pacific has single-tracked a couple of sections of its route over Donner Pass in Northern California, the opposite is the case on its Sunset Route where increased traffic is resulting in more sections being double-tracked and more CTC (Centralised Traffic Control) in a 3 year program between Tucson, Arizona and El Paso, Texas.

Once again Union Pacific has seen fit to paint one of its units in a special colour scheme. This time the unit, SD40-2 3300, wears a paint scheme of the United Way, reminiscent of Milwaukee Road's Bicentennial SD40-2 156. It was painted at the road's North Little Rock, Arkansas shops and was teamed with sister 3301 on an employee passenger special from there to Omaha, Nebraska on August 22, 1994. The unit will be appearing systemwide for a period of three months.

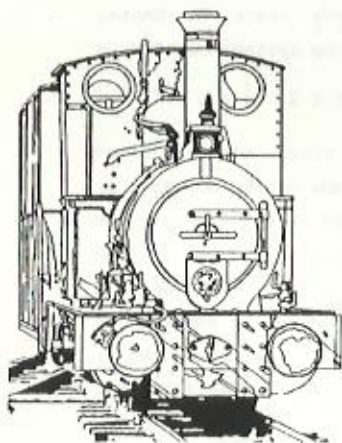
One of America's most well known preserved narrow-gauge lines, the East Broad Top, looks to have won a reprieve with a secure future now on the horizon, in the form of a \$30 million matching state grant approved over the summer by legislators in Pennsylvania. This 3ft gauge coal hauling road closed in 1956 but was re-opened four years later as a tourist line, with all six of its Baldwin 2-8-2 locomotives intact, four being operable. A 4½ mile stretch of the original 33 mile main line has been operated privately ever since but in recent years ever increasing costs have threatened continued operation. Ways had been sought to preserve the railroad in other hands including public ownership, that would involve the National Park Service or the State. This season was to have been its last but the state funding bill seems to have come just in time.

Mike Lenz.

1995 Fixtures

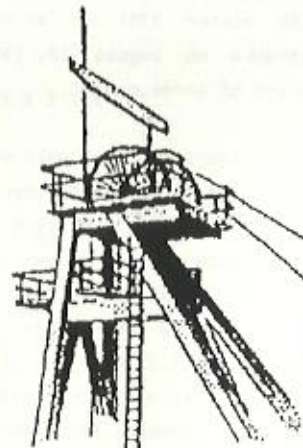
NORTHWICH MEETINGS

DATE	SPEAKER	TITLE
Tue Jan 10th 95	Nick Dodson	Railway Archive (Past & Present) - Video
Tue Feb 14th	Alan Castle	Rails To The Khyber (AV)
Tue Mar 14th	Glynn Parry	Of Rail & Steam
Tue Apr 11th	Mike Walker	Chinese Interlude
Tue May 9th	Steve Powell	Talylyn Railway Since 1950
Tue Jun 13th	Dave Donkin	The Foxfield Railway
July / August	SUMMER BREAK	



DOLGOCH the Talylyn's veteran well tank

The headgear at Foxfield colliery



'The Lion & Railway', opposite Northwich Station
7:45 pm start. Non-members welcome

AUTUMN STEAM EXTRAVAGANZA - REPORT

On September 21st Diane, Ben(4), Kirsty(6) and myself visited the Severn Valley Railway for their Autumn Steam Extravaganza. The Severn Valley lead the way in working Steam Special days, and this day was no exception. There was both quantity and quality and despite the overcast drizzly weather the day was thoroughly enjoyable.

We booked at Bridgnorth and saw a tremendous array of locomotives in steam advertised on the blackboard. We departed at 10.30 am behind Pannier Tanks 4630 and 5764. We only journeyed as far as Highley when we were held up. We were told there was a broken piece of track ahead and we would have to wait for it to be inspected. One hour later we left at 5 mph to cross this track, the decision taken was that it would not be replaced at that moment. We were kept well informed and refreshments were available but it was not a good start to the day. One wag said that the last engine to pass was 6023 King Edward II and Kings always broke up the track.

We passed 60103 Flying Scotsman, then 60009 Union of South Africa both pulling down trains. At Kidderminster Ivatt locomotives 46443 and 43106 followed us into the station. We returned behind 6960 Raveningham Hall to Bewdley where we spent an hour watching War Department 600 Gordon and an Ivatt in steam and looking at many of the restoration projects. Our visit to the model railway was popular with the youngsters and we saw an almighty pile-up, exactly what happened on our last visit three years earlier. We waited in vain at Bewdley for 60009 to return so finally we travelled back to Bridgnorth behind 42968. On Bridgnorth shed 3442 The Great Marquess, No. 1 Thomas the Tank and 75069 were on the move and in steam. Jinty 47383 moved out and freight engines 2857 and 48773 were being coaled. Highlight was the 4.15 pm departure of GWR 6023 King Edward II in real style. A large crowd gathered for this spectacle. We remained at Bridgnorth until 6.30 pm hoping to catch a real glimpse of 60009, but in vain. It eluded us all day.

There is so much to see and do at the Severn Valley that a day is hardly long enough and the workers ensure that despite the crowds everyone is well looked after. I was disappointed not to be allowed to enter the engine shed as I had in previous years. I hope a balance can be found between safety and tolerance so this will be possible in the future. We all had a great day and I would recommend this venue for everyone.

Paul Yates.



Photo File

A much-published railway photographer recently told me of his falling from favour with the organisers of some of the 'freight specials' which appear in the steam press with great regularity. Apparently the editor of the big steam glossy had told this group of gricers that they need to make news to get published - hence freight specials which the public never get to know about, and the common practice of changing a locomotive's identity. After attending one of these specials, my informant was asked if he had sent any of his photos to the 'big glossy'. He had, and that didn't please the 'organisers'. He was told that he would not be invited on any more of these outings unless he promised not to submit his photos (leaving the way clear for the 'organisers' to get published). Clearly he wouldn't agree to that, so now he runs his own 'specials' on his local line (I was even promised an invite) - which the 'organisers' find it politic to avoid! Whatever the truth of the story, it does illustrate what a cut-throat business railway photography can be. I think some people are very anxious to protect their membership of an exclusive club - made up of a small band of photographers who are regularly published by the steam press. I know how difficult it is to get published for those outside this group - I've been trying long enough! Nigel Harris assures me that there is no such thing as a 'favoured list' incidentally - he says it is just a popular lineside myth! I am yet to be convinced that there are no favourites. As a separate issue, can anyone tell me what is newsworthy about disguising a loco and giving it a few empty trucks and a breakdown full of photographers to haul? I wonder if the steam press will eventually lose interest in 'manufactured' news too?

I occasionally attend other society meetings to 'scout' for likely speakers for our own gatherings. Some weeks ago, having been tipped off by our Secretary of a slide show at Crewe Photographic Society (*Crewe Library - Wednesday nights 8:00 pm if you're interested*) entitled 'Of Rail & Steam', I went along and quietly slipped into the back of the darkened room - the show was already in progress. After watching several minutes of slides illustrating a variety of pillar-boxes - domestic and abroad, it dawned on me that something was amiss. It turned out that the Photo Society were not the only people with a slide show in the library that night - I was in the wrong lecture room with the philatelists! Eventually I did manage to find the right room in time to catch all of Glynn Parry's show. If you look at the fixture list you'll see that he's coming to Northwich in March with a show that contains a photographer's view of a variety of rail related systems of transport - steam being a significant component - highly recommended.

The other show that I recently attended was Joe Rajczonek's presentation at Chester ('Town Crier') for the Llangollen society. These shows are being organised at present by Doug Birmingham, and he obviously has some 'pull' with the big names in railway photography. Joe Rajczonek (*how do you pronounce that*) had travelled up from Northampton to give his first slide show for 18 months. Along with people like Ian Krause, Laurie Manns and Ian Smith, Joe (twice winner of the 'British Steam Photographer of the Year' award) has been greatly influenced by Colin Gifford - often called the originator of 'The New Approach' movement in railway photography. This method is based around portraying drama and atmosphere rather than rivets and wheel arrangements. Joe used this approach to record the declining years of industrial steam throughout the country in the late 1970s - early 80's, and the results are simply breathtaking. He was almost regarded as one of the crew at Cadley Hill, his local colliery, (sometimes he would get there very early in the morning and light up the loco before the crew arrived - he even drove it out of the shed on one occasion to make the most of an atmospheric sunrise) - whilst at other locations he was chased off the premises. Joe is currently engaged with his local publisher on a project to produce a book (possibly 3 volumes) of his work, but this will take 2 - 3 years he estimates. I have never seen a more impressive collection of railway slides. Watch this space for the book review (1997?).



LETTERS TO THE EDITOR #

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Dear Sir,

It has come to my notice that there seems to be an increasing bias towards a certain red LMS locomotive by several members of your present committee, and this dangerous trait often manifests itself at meetings when slides of this particular machine are shown. Certain committee members seem unable to conduct themselves in a manner befitting the position they hold. I think perhaps it is time that the Great Western, Southern and even the London and North Eastern railway received a more fair representation on your committee. I, therefore, suggest that all future recruits to said committee are vetted as to their leanings so as to give a more even mix of interest and to keep out all those with interest in those horrible machines from outside this wonderful country of ours. I am sure my views are echoed by fellow members of this venerable Association of ours.

Yours sincerely,

C.A. Melford.
Northwich (SE).

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

PAUL'S PUZZLE SOLUTION

- 1) No passenger train must be started before the TIME STATED IN the timetable. (Rule 141)
- 2) The driver and fireman must BE WITH THEIR ENGINE at such time as the Motive Power Superintendant may require and satisfy themselves that the engine IS IN PROPER ORDER. (Rule 126)
- 3) In the absence of a red light ANY LIGHT WAVED VIOLENTLY denotes danger. (Rule 50)
- 4) Every guard must obey the instructions of the STATION MASTER. (Rule 129)
- 5) A driver must have with him on his engine a complete set of LAMPS, not less than 12 detonators, two RED FLAGS, a BUCKET when necessary and such TOOLS as may be ordered by the Motive Power Superintendant. (Rule 127)
- 6) The Railway Executive may at any time -
 - i) Dismiss without notice/ an employee/ for any of the following -
 - a) DRUNKENESS.
 - b) DISOBEDIENCE of ORDERS.
 - c) MISCONDUCT or NEGLIGENCE.
 - d) ABSENCE FROM DUTY without leave. (Rule 4)
- 7) Signals.

The PROCEED indication is given by -
The disc being turned off, or the arm being lowered or raised, or two white lights at an angle of 45 degrees or by a green light. (Rule 35)
- 8) Either arm moved vertically up or down above shoulder level denotes
CREATE VACUUM. (Rule 51)

ALL CONTRIBUTIONS FOR THE SUMMER 1995 #

ISSUE TO REACH THE EDITOR BY MAY 9TH. #

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The sole surviving North Staffs Railway steam locomotive, No.2 ('New L' Class 0-6-2T), on display at Cheddleton Railway Centre. Built in 1923 at Stoke Works, it was outshopped in NSR madder lake livery. Withdrawn from LMS service in the 1930's, No.2 was sold to Manchester Collieries Ltd, in whose service it worked until 1966 (having made an appearance at Stoke-on-Trent's Jubilee celebrations in 1960 - for which it was returned to North Stafford livery). It was then preserved as part of the National Collection and put on show at Staffordshire County Museum at Shugborough, moving to Chatterley Whitfield Mining Museum in 1984. Transfer to Cheddleton took place in December 1993. Currently no plans exist to restore No. 2 to working order.



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