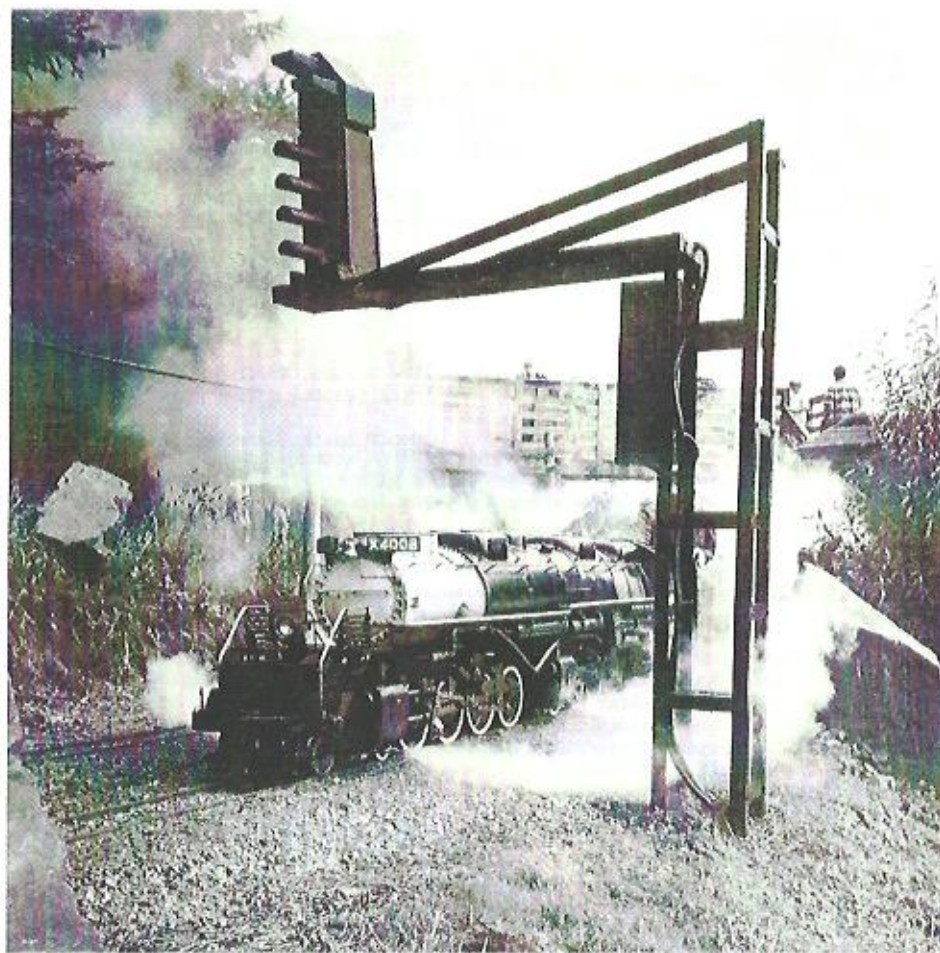




ON SHED

The Magazine of the 8E Association



Issue 42

Summer 1996

CONTENTS

Graham Roughsedge

Colin Worrall, Frodsham
TEL: (01928) 732607

Mike Lenz, Northwich
TEL: (01606) 44959

Chris Simon, Crewe
TEL: (01270) 68401

Alan Ashurst, Warrington
TEL: (01925) 632995

Paul Yates, Winsford
TEL: (01606) 554159

Vacancy

Tom Walton, Northwich
TEL: (01606) 41708

Geoff Smith, Warrington

11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

FRONT: Summer brings thoughts of holidays for most people and should your travels take you to Cornwall, then one place worth a visit for any enthusiast of steam railways is the Forest Railroad at Dolowalls, near Liskeard, the location of this picture. We see here the only 7 1/4 inch gauge working example, in the U.K., of a Union Pacific 4-8-8-4 'Big Boy' Locomotive, about to depart for the climb to the summit at Sherman Hill. [Photo - M Lenz]

BACK: Another ideal spot for a visit is the Llangollen Railway, with its recently opened extension to Carrog, seen here in June 1993 with the Severn Valley Railway's Standard Class 4 tank 80079 departing from the station at Llangollen. [Photo - M Lenz]

2 CHAIRMAN'S COMMENTS.
3 COMMITTEE MATTERS.
4 INFORMATION OFFICER'S REPORT.
5 OBITUARY - Stan Wilson.
6 PHOTO SPREAD - Austerities at Work.
7 THE 'ROBERT' PROJECT - Tom Walton reports.
8 FREIGHT TRAINS AT BALA - Bob 'Shell' reports.
9 LETTERS TO THE EDITOR.
10-11 PHOTO SPREAD - Northwich Station c1959.
12 RAILROAD NEWS - Mike Lenz reports on the U.S. railscene.
13 NOT JUST A PRETTY FACE! - Award for well known member.
14 EVENTS DIARY JUL TO DEC 1996 - What's happening and where.
15 ADVERTISEMENT.
16-17 PHOTO SPREAD - Shrewsbury 1996.
18-19 TEA BREAK - Puzzle Pages.
20 NORTHWICH MEETINGS.

[illegible]

Welcome to the Summer 1996 edition of the 8E Magazine. The main talking point of the moment seems to be the chance of another summer of drought with a possible ban on main line steam excursions. Nevertheless, the 8E has plenty to look forward to with the start of our restoration of the 0-6-0 locomotive 'Robert'. There is also the 150th Anniversary of the LNWR at Crewe, where a major Open Day is planned for the works.

On a sadder note Alan Carr has stepped down after doing a superb job with the layout of the magazine and we shall miss his considerable input and, as I am also finding work and home pressures a strain, this will also be my last magazine as your editor. I hope that someone out there amongst the membership will come forward to spare a week twice a year to put together a magazine.

I hope you find this issue interesting and useful and I hope you all have plenty of railway adventures during the coming summer months.

Best wishes

[illegible]

CHAIRMAN'S COMMENTS

1996 has started with some excellent meetings. January saw Colin Whitfield (ex Frodsham lad - can't be bad!) give us a superb slide presentation with accompanying witty repartee (no pun intended) followed by two more very knowledgeable speakers in Ian Smith, from the Middleton Railway, and Nick Patching, from the Llangollen Railway with presentations on industrial locos and signalling respectively. Unfortunately our speaker for April, Stan Wilson was unable to attend due to failing health and, sadly, has since passed away, our sincere condolences going to his wife and family. Alan Carr and Ian Haselgrove, who were both instrumental in getting Stan to publish his stories, attended the funeral on behalf of the Association. Colin Ratcliffe was a very able substitute with his North Yorkshire Moors and Coast audio visual presentation, which proved very popular. The May meeting was also a change from the advertised programme, due to a bereavement to the speaker's family the evening before the meeting, and at extremely short notice Alan Ashurst and Mike Lenz put together a slide presentation which was well received. Well done to you both.

Alan Carr, due to pressure of work, has reluctantly had to step down as our Fixtures Officer and also as Magazine Technical Editor, and thanks go to him for the excellent work he has done in both respects, he will be a hard act to follow. If anyone would like to have a go at the Fixtures Officer position please do not hesitate to contact me or any of my fellow committee officers.

The project to restore the Austerly locomotive 'Robert' has started with site clearance and cataloguing the various parts. Tony Mosley, General Manager for Waterman Railways North West, who lease the site from the Crewe Heritage Trust, has offered us an area alongside the exhibition hall where the restoration can take place, and we are most grateful for his co-operation on the site. We are currently waiting guidelines for members working at Crewe so that we can work in a safe and responsible manner, alongside Waterman Railways who, you must remember, are a commercial business and could prove very helpful to us in the restoration project, so a good working relationship is important for the future of both our own project and that of the Heritage Centre itself. I have every confidence in the working membership achieving this aim. The SE Association is represented on the committees of both the Railway Age and the Heritage Trust by your Chairman and it is my intention to do all I can to ensure that the Association and the Railway Age continues to be successful. Any SE members will be welcome at Crewe to help with the restoration whether skilled or not, as the tasks are many and varied and all help is greatly appreciated.

Colin Worrall

Committee Matters

Since the AGM your committee has continued to meet every first Tuesday in the month, but has seen a number of changes during that time.

First of all our Archive Officer, Ian Haselgrove, found that due to other commitments he was unable to continue in this role and we thank him for his valued contribution over the past few years. Next, Alan Carr, our Magazine Technical Editor announced that due to commitments at work he would be unable to continue to assist Paul with the production of the magazine. The committee would like to thank Alan for all the work he has done, not only in helping to produce an excellent magazine, but also for his former work as our Fixtures Officer. At the same time Paul Yates, our Magazine Editor, being unaware of Alan's announcement, expressed the wish to step down from his position due to pressure of outside commitments. In the event, upon learning of Alan's departure he volunteered to stay on and produce the summer issue but nevertheless we are now seeking a new editor. The position would suit somebody with a Personal Computer with Desktop Publishing software so as to maintain the high standard of the last two issues. Again thanks go to Paul for all his hard work over the last few years in producing an excellent magazine. Finally, Mike Lenz has stepped down from his position as Sales Officer, but since the committee feels that there is no longer a need to maintain a sales operation for general funds this position will not be replaced. Many thanks go to Mike for his sterling efforts with our sales for the past ten years and more.

In order to balance the loss of some of the above committee members, Geoff Smith has been co-opted onto the committee in a general position. Nevertheless, we are still seeking a person for the role of Fixtures Officer and if you feel you might have something to offer in this position then please contact any committee member.

The other main topic discussed at committee meetings has been the 'Robert' Locomotive restoration project which has now finally started. The officer in charge of this project is Tow Walton, with Chris Simon acting as Secretary/Treasurer of this aspect of our activities, for which a separate bank account has been opened. Colin Worrall will continue to serve as Chairman of the Association and the 'Robert' Project.

On the membership side, we are continuing to maintain the level at about that of a year ago with a current membership of 59 with 3 overdue at the time of writing. This can be broken down into the following categories: Life Members - 10; Ordinary Members - 41; Family Members - 3; OAP - 5. Hopefully once the 'Robert' project becomes more established we will see an influx of new members from the Crewe area.

Our finances are currently showing an improvement on the figures in the Annual Report, although we still have a considerable amount of sales stock remaining, but as this is mostly in the form of American railroad videos and badges etc., our former Sales Officer, Mike Lenz, will take these along to the monthly NYRA meetings which he normally attends and these will continue to provide us with a source of income until stocks are exhausted.

STAN WILSON

It is with much sadness that I report the death, in April, of Stan Wilson, 73, who will be known to most readers of this magazine. He was the guest speaker at our Northwich meeting in May 1994, when we were entertained with stories of his days at Newton Heath shed. A collection of these tales was finally published in book form last year - many years after they had appeared in the Manchester Evening News, and been read (by Stan) on BBC radio. 'Steaming Eccentrics' is a wonderful book and it was a privilege to have been involved in a very small way by taking the cover photograph.

Stan was most kind in acknowledging the 8E's assistance in finding him a publisher. Ian Haselgrove and I kept in touch with Stan during and after the publication of his book, and a telephone call would often result in another gem from LMS days being retold - he must have had an excellent memory.

Stan's career as a fireman with LMS / BR lasted twenty years, all at Newton Heath which became the fictional Clanky Junction of his stories. After leaving BR he took up a career in sales, retiring in 1987. Not content with one book, Stan had just finished his second - a novel provisionally titled 'The Brickfield Entrepreneur'. I know it is a good one as he told me so himself on several occasions! His wife Vera will hopefully succeed in the difficult business of finding a publisher.

Ian Haselgrove and I attended the funeral - a secular service at Failsworth Crematorium. It was very appropriate that the reading was the closing paragraphs of 'Requiem' - the final story of 'Steaming Eccentrics'. Stan will be greatly missed by those who were fortunate to have known him (in my case all too briefly) and the Association extends its condolences to his widow Vera, his son, daughter and the rest of the family of which he spoke so proudly.

Alan Carr

Reporting to the 8E magazine for the first time as your "Information Officer", I find that my role over the last 6 months since the AGM has changed little from that of recent years. What has altered is that Alan Carr has been getting to grips with some of the publicity & PR work which force of circumstance has prevented me from doing justice to for quite some time. Two notable examples in this respect have been with the article featuring the Association in the local Northwich press in late March and the superb month - long photographic and publicity display at Northwich Library throughout April. Both of these will have brought our name to the attention of a wide range of people within Vale Royal and other parts of Central Cheshire which we hope may bring others to our meetings and perhaps ultimately aid membership recruitment. I am convinced that there are still many people in the near vicinity who are not aware of our presence, so anything we can do to bring the Association to the attention of some of these folk has to be to our advantage. Promoting knowledge and understanding of your society is perhaps the major duty of a Publicity Officer but, as stated, I have been unable to do this sort of work full justice of late which is why I feel that a change of name to "Information Officer" so far as I am concerned more accurately conveys the scope of the role which I now play through editing the bi - monthly "Member's Notes" newsletter and gathering in railway information literature, timetables and such like for dissemination at our indoor meetings and elsewhere. So hopefully this is how the pattern will now develop with Alan Carr looking to publicise our activities to the wider circle of enthusiasts and the general public, whilst I concentrate on the more enclosed aspects of dealing with those who are already within the body of the membership. There will of course continue to be considerable overlap, especially with subjects like the mounting of external displays (as I retain possession of most of the archive 8E photographic material, etc), giving talks and lectures to other groups, and such like. Now that Alan has relinquished his duties as Fixtures Officer (and at the time of writing we still need a replacement for this very important task---are there any offers?) we can hopefully find more time to work together on projects which will keep the 8E firmly in the public eye whilst not forgetting to continue with the provision of up-to-date information & advice for the existing group members. Please help us to help you by keeping us both aware of any opportunities which we can make use of in our respective fields, for the wider benefit of you all.

Perhaps I might finish with another brief word about our evening fixtures in Warrington, promotional aspects of which I will be maintaining responsibility for. We are continuing to meet as before at St. Hilda's Mission Church Clubroom, Slater Street, Latchford (off the A50 Knutsford Road near to Victoria Park), on the last Friday of alternate months with forthcoming dates being 26th. July, 27th. September and 29th. November. We have enjoyed some excellent events in the early part of 1996 which I intend to review more fully in the next magazine. At the moment the Autumn programme is awaiting verification but you can be assured of a warm welcome and plenty of 8E conviviality if you can manage to come along to our still fairly sparsely attended gatherings. Fixture details for Warrington will of course be advised at Northwich meetings later in the year, with appropriate information also in the September "Member's Notes", but whatever the subject matter you are sure not to regret a visit to our subsidiary venue if you can manage to join us.

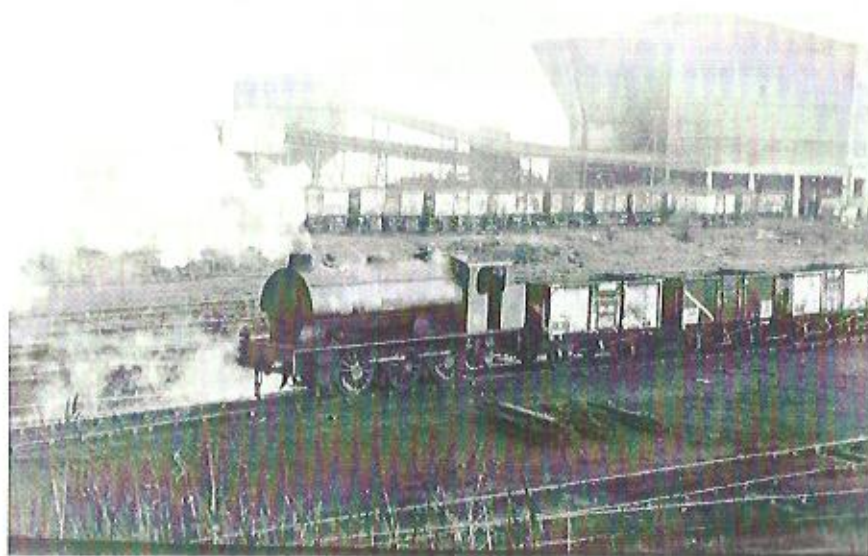
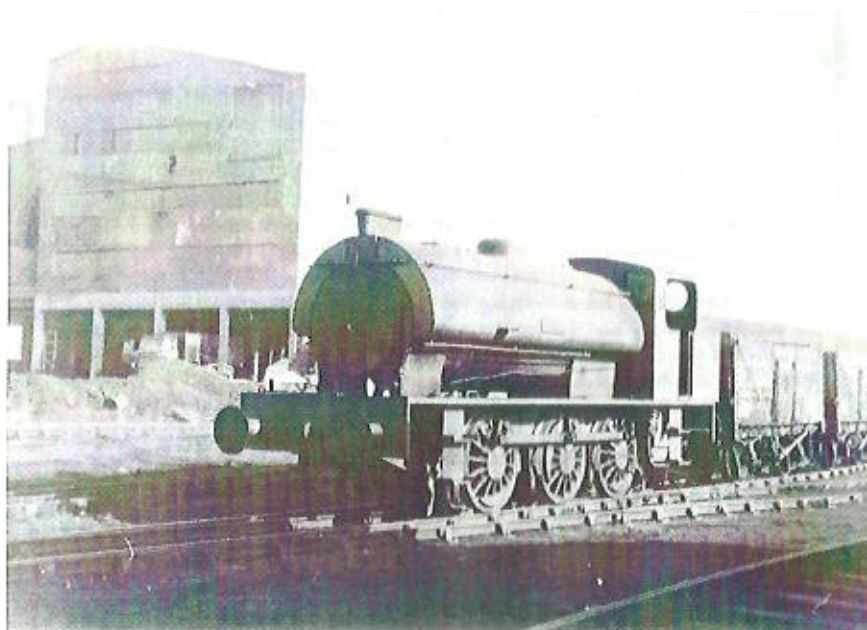
Alan R. Ashurst
8E Information Officer

WANTED

IF YOU HAVE ANY OLD RAILWAY BOOKS OR VIDEOS
IN GOOD CONDITION THAT YOU NO LONGER WISH
TO KEEP, PLEASE CONSIDER DONATING THEM TO
THE ASSOCIATION AS WE CAN ALWAYS MAKE USE
OF THEM FOR RAFFLE PRIZES AT OUR MEETINGS



THANKYOU



THE "ROBERT" PROJECT

Not much to report yet as the agreement was not signed by the Trust until the end of April. However, three site visits have been made by the team, during which we have completed the following work:-

- Cleared all diesel spares from "our" GUV, leaving the whole vehicle at our disposal as a parts store come work shop.
- Made repairs to the leaking roof on the portakabin supplied to us as a mess room.
- Catalogued all components identifiable to date. This will develop further as components are checked during dismantling.
- Removed the cab roof from on top of the water tank and placed on its own timber base for painting.
- Moved water tank from wall and placed on new timber base for inspection.
- Cleared a mass of old diesel components from around the working area.

Our next job is to cut and stack timbers to receive the boiler and frames. When this is done the "lift" will be carried out by the "Railway Age" for us.

By the next issue I should be better able to advise you of the general mechanical condition of the loco.

Any members who would like to join us would be more than welcome and are invited to contact me on 01606 41708 for more details.

Finally, may I remind all members that we will soon be arranging a car boot sale to aid fund raising. Any junk you have no further use for but which you think might be saleable would be appreciated.

TOM WALTON

THE PHOTOGRAPHS OPPOSITE SHOW AUSTERITY LOCOMOTIVES AT WORK IN ONE OF THE MANY LOCAL COLLIERIES THAT COULD BE FOUND IN THIS PART OF THE NORTH WEST UP UNTIL QUITE RECENTLY. NOTE THE GIESL FITTED EXAMPLE. [PHOTOS - G SMITH]

FREIGHT TRAINS AT BALA

Freight trains seem to be getting more and more popular at the moment, judging by the space given to them in the various publications I have seen.

The Bala Lake Railway is fortunate in this respect that for many years we have had at the railway five Hudson bogie open wagons, a Hudson bogie flat wagon and a staff van built on a Hudson bogie underframe. We are now proud to have at our disposal four ex-RNAD box vans all restored and repainted over the winter period. All these wagons are at the Bala Lake Railway courtesy of Pete Briddon of the Yorkshire Engine Company. To compliment this line-up of ex-MoD stock we have Pete's ex-MoD Bagueley-Drewery diesel "Bob Davies". These vehicles together with our quarry Hunslet steam locos mean we can put out a very attractive MoD freight train with either steam or diesel power. Put this rich variety of stock in some of North Wales most photogenic scenery and add our half mile 1 in 70 climb up Ddolfawr Bank and I think we could certainly cater for the freight photo enthusiast groups.

At the end of March on the day of the boiler inspector's visit we took the opportunity of running our box vans from Llanuwchllyn to Bala and back both as a trial freight train and also to publicise Maid Marian in her new black livery. Shares are still available in Maid Marian from the Maid Marian Fund telephone 01407 730298 for details.

For enquiries about Bala Lake Railway and our freight trains please contact our manager Mr. Roy Hardiman (Tel: 01678 540666).

As this is being written I am given to understand that the railway is to get a number of MoD flat wagons and a brakevan. These should enhance our variety of freight trains even further!

Bob "Shell" Greenhalgh
Publicity Officer
Bala Lake Railway

Bala Lake Railway

JOURNEY TIMES

Single - 25 minutes Return - 1 hour
Break of Journey allowed
LENGTH OF RAILWAY: 4.1 miles
TELEPHONE: Llanuwchllyn (01678) 540 666

25 mins on the line from the start of the Bala Lake Railway. Therefore it is not possible to make a return trip in the last 25 minutes from Bala.

PRINCIPAL RETURN FARES

Adult £5.50 (Single £3.50)
Senior Citizen Return £5.00
Child £3.00 (Single £2.00)
Family (1 adult plus 1 child £6.50)
12 adults plus 1 child £12.00
Each additional child £1.00

Llanuwchllyn and Bala (Llyn Tegid)		FACILITIES		From Llanuwchllyn		From Bala	
Days	Days	Morning	Afternoon	Morning	Afternoon		
5 April - 14 April	Daily	1115	1250 1425 1600	1150	1225 1300 1625		
15 April - 5 May	Mon/Fri Excepted	1115	1250 1425 1600	1150	1225 1300 1625		
6 May - 12 May	Not 10th May	1115	1250 1425 1600	1150	1225 1300 1625		
14 May - 23 May	Mon/Fri Excepted	1115	1250 1425 1600	1150	1225 1300 1625		
25 May - 2 June	Daily	1115	1250 1425 1600	1150	1225 1300 1625		
4 June - 27 June	Mon/Fri Excepted	1115	1250 1425 1600	1150	1225 1425 1625		
29 June - 1 September	Daily	1115	1250 1425 1600	1150	1225 1425 1625		
1 September - 29 September	Mon/Fri Excepted	1115	1250 1425 1600	1150	1225 1425 1625		

SPRING (MAY) 1995

20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.63.64.65.66.67.68.69.70.71.72.73.74.75.76.77.78.79.80.81.82.83.84.85.86.87.88.89.90.91.92.93.94.95.96.97.98.99.100.

20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.63.64.65.66.67.68.69.70.71.72.73.74.75.76.77.78.79.80.81.82.83.84.85.86.87.88.89.90.91.92.93.94.95.96.97.98.99.100.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXX
X LETTERS TO THE EDITOR X
X X
XXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Helshy
Warrington
Tel: 01928 723855

23 April 1996

Dear Editor,

I am writing to you as Publicity Officer for the Bala Lake Railway Society. Our railway is one of the Great Little Trains of Wales and is situated in a most scenic and beautiful part of North Wales.

The last two years we have, in August, held a special LADIES DAY which has proved to be a popular event both with our lady volunteers and our visitors.

It is on this day that the lady volunteers take over the complete running of the railway where they act as driver, fireman and guard on the train; staff the signalbox, ticket office and, of course, the cafe at Llanuwchllyn.

We mere males are very proud of our Ladies and the first class event they stage. We also very much enjoy what is a fun day with a difference.

The Ladies Day 1996 will be Sunday 18 August. On this day only any Lady accompanied by a full fare paying passenger can get a return ticket for the price of a single. Trains will run as per our normal timetable.

Is it possible you could mention this event in your publication? Should you want any further information please don't hesitate to contact me or our Manager, Mr. Roy Hardiman (Tel: 01678 540666).

Yours faithfully,

Bob "Shell" Greenhalgh,
Publicity Officer Bala Lake Railway

XXXXXXXXXXXXXXXXXXXXXXXXXXXXX

* PUBLICATION DEADLINE FOR CONTRIBUTIONS TO *
* THE WINTER 1996 ISSUE OF THE MAGAZINE IS *
* TUESDAY 12TH NOVEMBER *

NORTHWICH STATION SEEN FROM THE FOOTBRIDGE CIRCA 1959



PHOTOGRAPH FROM THE SE ASSOCIATION ARCHIVE COLLECTION

Railroad News

It has been some time since my last report on activities stateside, and I will endeavour to bring you details of some of the recent happenings.

Previously I mentioned about the spate of merger proposals, of which the Burlington Northern and Santa Fe merger has been concluded, and currently forms the largest Class 1 railroad in the states, but this may not be for long (see below). Another merger of sorts was that involving the Union Pacific and the Chicago and North Western, with the latter now rapidly disappearing into the folds of the Union Pacific system. One merger which did not proceed was that involving the Illinois Central and the Kansas City Southern Railroads. However subsequently the Illinois Central announced that it would acquire the 850 mile Chicago, Central & Pacific, a railroad spun off from the Illinois Central Gulf railroad in the mid 1970's.

However the biggest, though not perhaps the most unexpected merger proposal, has come from the Union Pacific with its bid to merge with the former Southern Pacific Railroad which will, subject to approval, make the Union Pacific the largest Class 1 railroad with over 35000 miles of track and some 6500 locomotives given the size of the present individual railroads. This would mean that the western United States would have just two major railroads, the Union Pacific and the Burlington Northern Santa Fe, where less than twenty years ago there were some seven or eight class 1 railroads covering the western half of the U.S.

A railroad of which many of you will now have heard is the Wisconsin Central, which was successful in buying, first the Rail Express Systems operation here in the UK, and then subsequently the Loadhaul, Mainline and Transrail freight operations. To give you some background to the railroads stateside operation, it currently operates 2800 miles of track, with some 223 active locomotives of average age 26 years. The railroad continues to expand and has proved to be one of the most successful regional railroads in the U.S.

Over the past twelve months several major class 1 railroads have found that the amount of freight traffic has been so great that they have had to lease extra motive power to cope with the demand, to such ends that the Union Pacific has even leased some Amtrak F40PH passenger units which have been out of use pending repairs on the train heating/lighting equipment, to assist in freight consists. The railroad has even made use of its historic collection: DDA40X Centennial diesel loco and Passenger EB locos for freight operations, such has been the demand. Union Pacific, Southern Pacific and Burlington Northern Santa Fe continue to receive new locomotives from both General Motors and General Electric of both AC and DC traction motor types. Union Pacific will soon be receiving its first 6000 hp units, with versions due from both manufacturers.

There is certainly plenty of interest for the modern image enthusiast to be had across the pond!

Mike Lenz

NOT JUST A PRETTY FACE!!!

As many of you know our Vice-Chairman Mike Lenz has a large interest in North American railroads, but not all are aware that he also models American railroads in HO Gauge. He is a member of the National Model Railroad Association British Region, which is currently celebrating its 50th Anniversary Year. Mike's layout is done on the modular concept which is quite common in the U.S.A., and he attended the 50th Anniversary British Region Convention in Poole at the end of October last year where his two modules were on display as part of a larger club operation. Because of the significance of the 50th Anniversary the event was attended by the President and Vice-President of the N.M.R.A. national organisation in the U.S.A. and at the convention both the U.S. and British Presidents chose Mike to be the recipient of the Ellis Award for the best group modules at the event. Not bad for his first attempt at modelling U.S. railroads don't you think.

Since then he has built a third module which adds on to the existing pair and he currently has plans for a further two modules which will eventually give a display some twenty feet in length. It has been suggested that he brings his modules along to one of the future SE meetings where members will have a chance to see his handiwork. In the mean time however we have the photo below which shows Mike operating his modules at the convention last year.



 + EVENTS DIARY JULY TO DECEMBER 1996 +

JULY

9 - 14 International Eisteddfod, Llangollen Railway.
 20 - 21 Diesel Gala, Midland Railway Centre.
 21 Teddy Bears Picnic, Llangollen Railway.

AUGUST

3 - 4 1960s Weekend, Severn Valley Railway.
 Vintage Military Weekend, Llangollen Railway.
 17 Crewe Works Open Day.
 17 - 18 Family Fair Weekend, Keighley & Worth Valley Railway.
 24 Swapmeet, Northgate Arena, Chester.
 31 - 1 Friends of Thomas the Tank Weekend, Severn Valley Railway.
 2nd Beer, Steam & Folk Festival, Llangollen Railway.

SEPTEMBER

14 Swapmeet, University Buildings, Stoke on Trent.
 14 - 15 Transport Extravaganza, Llangollen Railway.
 21 - 22/9 Autumn Steam Gala, Severn Valley Railway.

OCTOBER

5 - 6 Diesel Gala, Midland Railway Centre.
 Steam Gala, North Yorkshire Moors Railway.
 Warley National Model Railway Exhibition, NEC, Birmingham.
 12 - 13 Wheels in Motion Weekend, Keighley & Worth Valley Railway.
 13 Vintage Vehicle Rally, Severn Valley Railway.
 19 Swapmeet, Northgate Arena, Chester.
 19 - 20 Diesel Gala, Llangollen Railway.
 20 Vintage Train, Keighley & Worth Valley Railway.
 21 - 25 Heritage Diesel Service, Keighley & Worth Valley Railway.
 21 - 27 Friends of Thomas Week, Llangollen Railway.
 26 - 27 Wartime Weekend, North Yorkshire Moors Railway.

NOVEMBER

30 - 24/12 Santa Specials, Llangollen Railway.

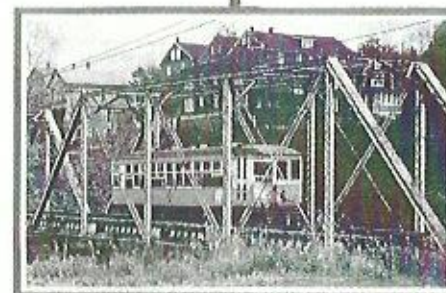
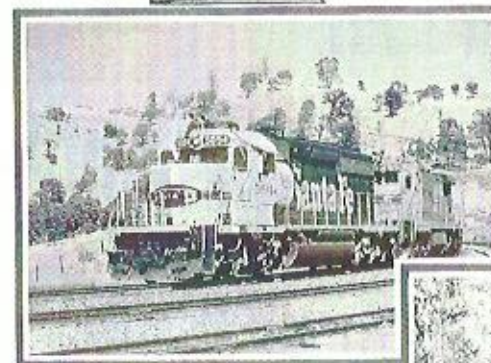
DECEMBER

7 Swapmeet, Northgate Arena, Chester.
 7 - 24 Santa Specials, Severn Valley Railway.
 26 - 31 Mince Pie Specials, Severn Valley Railway.
 26 - 5/1 Mince Pie Specials, Llangollen Railway.
 28 Swapmeet, University Buildings, Stoke on Trent.

FOR OVER 11 YEARS
 THE SIGN OF



PROVEN QUALITY
 AND SERVICE



VIDEOS

CDS

ATLASES

GREETING
 CARDS

TIMETABLES



STEAM POWERED VIDEO

Dawes Road, Dunkirk, Nr. Faversham, Kent ME13 9TP, United Kingdom

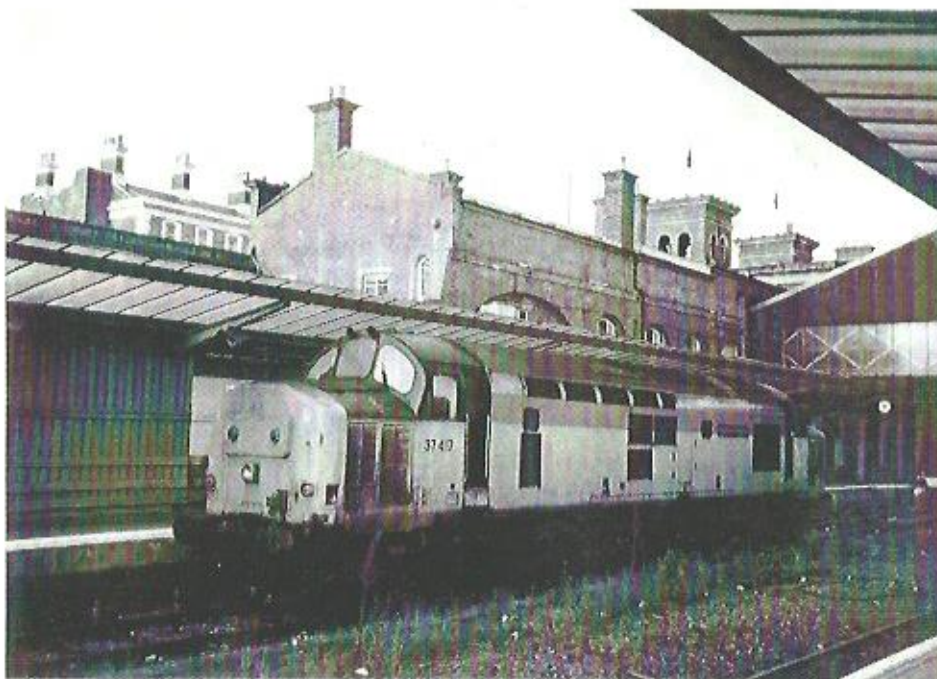
• Tel: (01227) 752525 • 24-Hr: (01227) 752526 • Fax: (01227) 752555 • International +44 (1227)

Shrewsbury station, once the regular haunt of castles, manors and other western region classes still has much to offer the modern rail enthusiast. As these photos show semaphore signalling is still in evidence but modern colour lights are already in evidence and it can only be a matter of time before the semaphores are fully replaced. [Photos - A Ashurst]

Below: Class 37 number 37417 Highland Region awaits its next turn of duty in the bay platform at the southern end of the station.

Top Right: An unidentified sprinter unit receives a clear signal with a local service to Wolverhampton. Note the Severn Bridge Junction signalbox which dominates the background and is currently the largest lever frame box still in operation on the network.

Below Right: Class 158 sprinter number 158760 is seen in the same bay platform as the unit in the top photo awaiting departure with a local service to Wolverhampton. The semaphore is giving the all clear to a sister unit standing at the main through platform, which can just be seen under the station canopy.



Tea Break

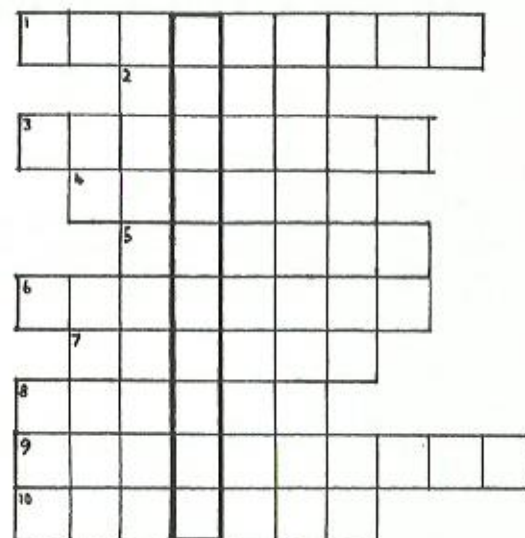


S & D Wordsearch

Since 1996 marks the 30th Anniversary of the closure of the Somerset & Dorset Railway what better than a wordsearch featuring stations found on the old S & D. Hidden in the grid below are 20 names, of which 19 are stations and one is a name long associated with this particular railway. See if you can find them all. Solution: in the winter issue.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | E | G | D | I | R | B | H | G | I | H | M | W |
| E | S | S | S | B | W | A | O | Y | T | A | E | I |
| S | T | R | H | N | E | T | L | M | S | N | R | M |
| N | A | E | A | O | L | H | V | B | H | O | A | B |
| O | L | T | P | T | L | G | U | C | W | T | G | O |
| M | B | E | W | P | S | R | E | T | I | G | E | R |
| A | R | P | I | M | Y | E | D | T | N | N | N | N |
| H | I | O | C | O | R | E | R | O | C | I | I | E |
| N | D | V | K | C | L | N | O | C | A | S | B | E |
| R | G | I | R | L | S | P | F | H | N | S | L | N |
| U | E | E | Y | I | R | A | D | S | T | O | C | K |
| B | V | P | S | H | L | R | I | A | O | C | P | T |
| E | E | L | O | C | Y | K | M | P | N | D | A | J |

A Western Quiz



The following clues give the names of different 'Western' locomotives which when placed in the above grid will reveal the name of another member of the class. As a clue to some of the answers I shall say that preservation plays its part.

- 1) Was this western the pirate of the class?
- 2) This western never associated with a tramp!
- 3) Could this western have been the winner?
- 4) This western has something Britain no longer has.
- 5) Could you find this western on a reserve?
- 6) This western no longer fires the shots!
- 7) A western with street cred in London, perhaps!
- 8) There is no princess for this western.
- 9) Was this western destined for the stars?
- 10) No doubt this western carried many parcels!

The solution will appear in the Winter issue of the magazine.

1996 Fixtures

NORTHWICH MEETINGS

Tues Sept 10th

PETER JOHNSON (To be confirmed)
A Gricer's Guide to the Ffestiniog

Peter is a respected narrow gauge author, photographer and 'Steam Railway' correspondent on n.g. matters. He is also editor of the Ffestiniog magazine so there could be no better guide to this spectacular line.

Tues Oct 8th

PETE WATERMAN
An evening in conversation

The well known supremo of Waterman Railways will be talking about his many and varied interests in, and views on, Britain's railways.

Tues Nov 12th

TREVOR BOOTH
Steam in India and Eastern Europe

Trevor has previously given a presentation on the local railway scene, but he has also travelled to various parts of the world filming steam action on 16mm colour film, some of which forms the subject of this show.

Tues Dec 10th

A.G.M. followed by ALAN ASHURST
A Selection from the SE Archives

Following the business part of the evening, Alan will give an illustrated talk featuring some of the material used by the Association for presentations to other rail enthusiast societies.

Venue: 'The Lion & Railway' (opposite Northwich Station)
7:45 pm start. Non-members most welcome





Published by the 8E Association