

On Shed

Issue 47

Christmas 2000



The Magazine of the 8E Association



THE 8E ASSOCIATION

Honorary President Graham Roughsedge

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Chairman	Colin Worrall, Frodsham	01928 732607
Vice Chairman	Mike Lenz, Northwich	01606 44959
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Advertising/Publicity	Bob Greenhalgh, Helsby	01928 723855
Projects Officer	Tom Walton, Northwich	01606 41708
Membership Secretary	Geoff Smith, Warrington 2 Bramhall Street WARRINGTON WA4 1AT	

Your Editor for the 2000 issue of *On Shed* is Chris Simon

COVER PICTURE FOR ISSUE 47:

A Brush with the past: Restoration work underway in the Exhibition Hall at Crewe Heritage Centre on Class 47 No.47192 (to be outshopped as D1862)

[Mike Lenz]

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EDITORIAL

When this column appeared last year (1999) there was already an unhappy state of affairs in the national railway system of this country. Regrettably, there has been no improvement in public perception or confidence.

As hobby rail enthusiasts, our interest is sincerely held, but insignificant. However I believe that we all sympathise with passengers and the people at the "sharp end". Their daily task is to get on with implementing whatever changes are necessary to raise the perception and instil that confidence, by running trains as efficiently as possible and at all times maintaining a professional attitude.

Each day's news seems to bring another set of reported problems, it may be incidents, it may be the weather. **Let's hope that the worst has passed and the rail industry can start to fulfil its rightful role in the structure of the nation.**

Now to domestic matters. The magazine is presented again for your delectation. The 8E Association has had a good year, read further to hear of progress with Robert, excellent meetings, a better venue, and a whirl of visits and outdoor events which were enjoyed by all who took part.

8E (or whatever name we might adopt in the future) is giving people what they want. *On Shed* aims to do the same.

Last year a questionnaire brought responses from quite a large number of people who were in favour of keeping the magazine going, and we will do that.

This time the magazine is slightly slimmer than last year. I did that to avoid the situation that Alan Carr (a former editor) warned me of, where eventually the editor ends up writing more than half of the magazine. *We don't want to give you that.*

Please let me have contributions from a wider membership. They don't have to be literary gems - indeed we could construct pieces together as 'interviews'. It's the input from you that I need, and there is no reason why it cannot be collected throughout the year. News, views, photographs... Don't leave it all to the committee, who have got work to do already behind the scenes.

Don't let *On Shed* become the one-man band type of magazine we see from some other groups.

Very Best Wishes

Chris

The Magazine of the 8E Association

CHAIRMAN'S COMMENTS

Colin Worrall reviews the year

Looking at last year's *On Shed* we had just moved to Lostock Social Club, and we were looking forward to a settled period. The term *déjà-vu* springs to mind.

Due to serious financial problems in November 1999, with warnings coming to us only through other members of the Social Club (and at very short notice), we were left with no meeting room for the second time in a year. However, thanks to Tom Walton's introduction, a visit to the Gladstone Club proved favourable and an exceptionally high attendance at the AGM gave the 8E Committee a vote of confidence and supported our arrangements for meetings at the Gladstone.

On behalf of The 8E Association I would like to thank the committee of The Gladstone for their enthusiasm and help over the past year.

The new Millennium started badly, with the sad loss of two of our long-standing and popular members. Paddy Smith and Allan Bennett were two characters far apart in the social spectrum, so to speak, but as one in their aims to preserve our heritage for the future generations to enjoy. Both men will be sadly missed by all who knew them.

Monthly meetings have continued to be well supported. The raffle (*no, it's not only for the Committee to win!*) has proved very profitable, thanks to members' patronage (as well as donations and the contribution of prizes).

Bill Foster is to be congratulated for his fixtures. He holds an unenviable position. He is always enthusiastic and his address book bulges with so many contacts. His success in finding so many speakers is a big factor in keeping the membership so buoyant. Keep up the good work, Bill.

Alan Ashurst (How does he do all that writing?) has kept us up to date with all aspects of the railway scene as well as organising outings:

Llangollen land cruise

Marble Arch Brewery

West Midlands Rail Ramble

Greater Manchester Ramble

and for good measure the **Allan Bennett Convention**, not content with stewarding at **Crewe Works Open Day**. Everyone who joined these outings will be looking forward to next year. Brilliant effort, Alan.

The Robert project continues at Crewe with frames completed, cab mostly refurbished and primed. The small regular team of Steven Worrall, Joe Butcher, Colin Worrall and Ian Haselgrove, works under Tom Walton's watchful eye; they are now concentrating on foot framing and bunker fabrication. We are indebted to Hughie from Crewe who has cleaned out all the grease and dirt from the wheels, ready for painting.

Of course, we must thank all who contribute to the Robert Lottery every month, a vital source of funds.

The magazine has been ably edited by Chris Simon, an onerous task, but I am sure a rewarding one. I know members look forward to reading *On Shed*.

The rest of my squad:

Geoff. Smith, Membership Secretary, Paul Riley, Treasurer, Mike Lenz, Vice Chairman and Bob Greenhalgh, Publicity. They all work hard on your behalf.

To the Membership...thank you for your support. Best Wishes for the future and the continuing success of The 8E Association.

Colin

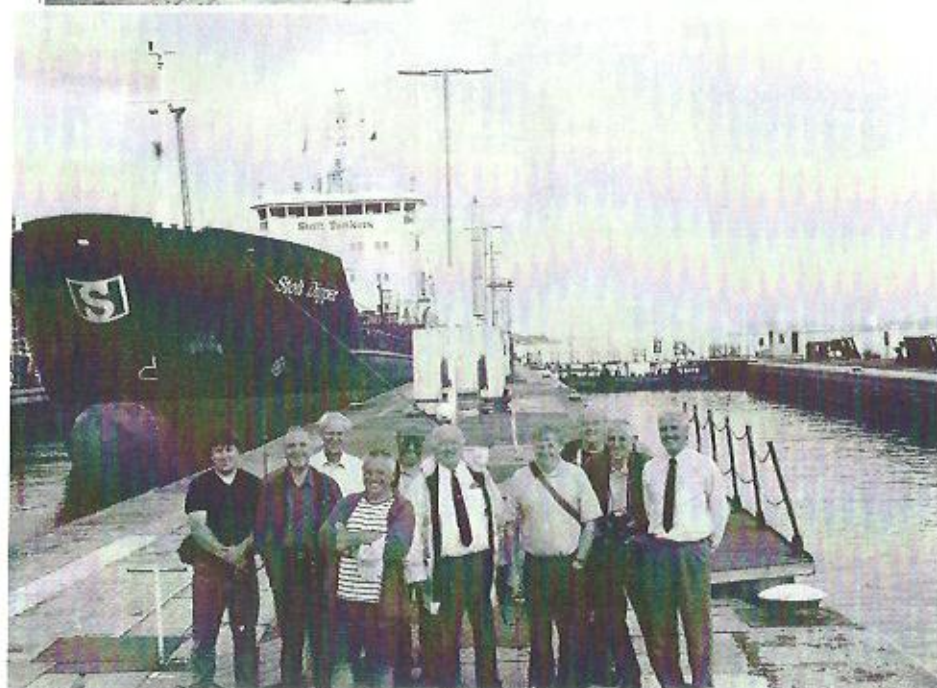
We open a railway enthusiasts' magazine with a marine subject. Steve Worrall writes about a visit to Manchester Ship Canal



Our visit to Eastham was early on a Friday morning to coincide with a high tide and a good flow of traffic on the canal. Our guide for the visit was harbourmaster Captain Beswick. He gave us a short introduction to the canal and its history, then a guided tour of the locks and answered our questions as we watched the ships pass through. The morning was topped off with a cup of tea and dinner in the company canteen. A thoroughly good visit and very informative.

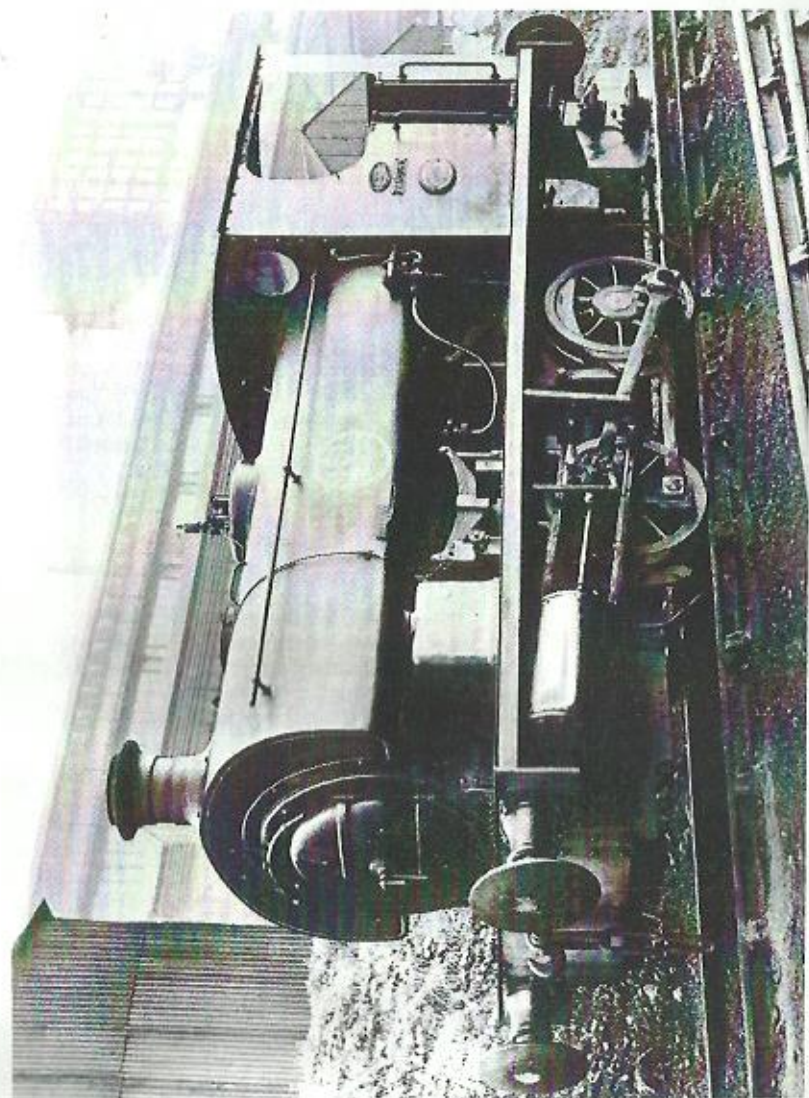
Ready, aye, ready:

MSC tugs *Viceroy* and *Volant* await duties at Eastham
[Steve Worrall]



On the waterfront:

A group of happy 8E members at Eastham Locks, with *Stolt Dipper* tied up alongside. There is evidence of a definite marine influence on visits and meetings recently
[C. Heywood]



Ready for service:
0-4-0 ST *Pursons* stands clean, smart and available. Note the ICI logo on the tank side. Find the details in the list on Page 6
[Tom Walton collection]

AN INTERESTING GIFT

A chance visitor to Llangollen gave Tom Walton a pile of RCTS journals. Quite unknowingly, he gave him an exciting piece of local industrial data. Amongst them was one reporting a September 1956 visit by the London group to see the industrial railways in the Cheshire salt and chemical belt.

As this is so relevant to the 8E locale, the list of engines has been edited for presentation in this issue of *On Shed* (please see the next two pages). A list of engine builders has been added.

The covering article is informative even if a little dated in style. It looks for railway motive power policy in a chemical industry which was about to give up one its senior executives to apply commercialism to the main railway network.

"Sunday morning saw the first visit by a railway society to ICI General Chemical Division's works at Widnes. The locomotives at the Gaskell-Deacon, Marsh and Muspratt Works are painted Midland red and those at the Pilkington-Sullivan Works are light green. All are beautifully kept and certainly give a splash of colour to the drab surroundings. There was no intention yet of changing to diesels, which indicates that the various divisions of ICI have their own policy with regard to motive power."

The covering article points out that the locomotives at ICI's Lostock Works are equipped with short wave radio telephone for traffic control purposes. It goes on to report that at Warrington-Wallerscote Works the policy of diesel replacement was so well underway that one day in August 1956 the whole of the raw materials and finished product handled on the single railway system serving the expanding works was handled by diesels with no

steam assistance. Details are given of the 'new' line to Wallerscote Works from the LMR Crewe to Carlisle main line and also of the 44 ton bogie hopper wagons. Several of the Andrew Barclay steam locomotives and the English Electric diesels are, we are told, fitted with vacuum brakes for use with these wagons.

The situation found by steam enthusiasts at the Lever Brothers plant was not so depressing as that at Warrington. There steam locos. were expected to continue hauling coal trains to Bromborough Power Station, until an oil pipeline from Stanlow was commissioned. The article makes no comment about the topical situation of oil - the Suez Crisis was about to break when the article was being published.

Members who attended the October meeting will remember Angus Tilston's archive films of the Lever Brothers plant at Port Sunlight. The list of engines overleaf omits any reference to the narrow gauge engines which amused us in Angus's film.

The writer of the article seemed to think that the Kerr Stuart 0-4-0ST at Middlewich Salt had been built for a narrow gauge line! By the way, we think that this engine was called Witch. It was sister to the Stoke Gas Works engine which 8E members will remember arriving as Airfix Kit No 5 at Crewe Heritage Centre.

Note that the British Soda Co. of Sandbach was situated at Rookery Bridge until the mid-sixties when they became British Salt at the new site at Cledford Bridge; this was adjacent to the former Middlewich Salt plant, which had in turn changed its name to Cerebos by then.

Industrial Locomotives listed by RCTS - September 1956

Name	Type	Maker	Date Built
I.C.I. LTD (ALKALI DIVISION), LOSTOCK WORKS			
<i>Priestley</i>	0-4-0WT	KS	1912
<i>Hemming</i>	0-4-0WT	KS	1916
<i>Boyle</i>	0-4-0WT	KS	1917
<i>Crookes</i>	0-4-0WT	KS	1920
<i>Ramsay</i>	0-4-0WT	KS	1920

I.C.I. LTD (ALKALI DIVISION), WINNINGTON & WALLERSCOTE WORKS

<i>Ludwig Mond</i>	0-4-0WT	KS	1912	
<i>Roscoe</i>	0-4-0WT	KS	1916	
<i>Dyar</i>	0-4-0WT	KS	1916	
<i>John Brunner</i>	0-4-0WT	KS	1920	
<i>Rutherford</i>	0-4-0ST	HC	1940	
<i>Parsons</i>	0-4-0ST	HC	1940	
<i>James Watt</i>	0-4-0ST	AB	1946	FOR SALE
<i>Trevithick</i>	0-4-0ST	AB	1946	FOR SALE
<i>Solvay</i>	0-4-0ST	AB	1948	FOR SALE
<i>Thomson</i>	0-4-0ST	AB	1948	FOR SALE
<i>Stephenson</i>	0-4-0ST	AB	1948	FOR SALE
<i>Cavendish</i>	0-6-0DE	EE	1949	
<i>Davy</i>	0-6-0DE	EE	1952	
<i>Newton</i>	0-6-0DE	EE	1952	
<i>Joule</i>	0-6-0DE	EE	1953	
<i>Perkins</i>	0-6-0DE	EE	1953	
<i>John Brunner</i>	0-4-0DE	YE	1956	
<i>Ludwig Mond</i>	0-4-0DE	YE	1956	
<i>Wallace Akers</i>	0-4-0DE	YE	?	
<i>Rayleigh</i>	0-4-0DE	RH	1952	

I.C.I. LTD (GENERAL CHEMICALS DIVISION), GASKELL DEACON WORKS, WIDNES

<i>Taff</i>	0-4-0ST	HL	1927
<i>Sir Holbrook</i>	0-4-0ST	WB	1943
<i>Victory</i>	0-4-0ST	HL	1918

I.C.I. LTD (GENERAL CHEMICALS DIVISION), MARSH WORKS, WIDNES

<i>Kemet</i>	0-4-0T	HL	1919
<i>Wallace</i>	0-4-0ST	AB	949
<i>Muspratt</i>	0-4-0ST	AB	1951

I.C.I. LTD (GENERAL CHEMICALS DIVISION), MUSPRATT WORKS, WIDNES

<i>Tay</i>	0-4-0ST	HL	1894
		rebuilt	1925
<i>Gaskell</i>	0-4-0ST	WB	1934

I.C.I. LTD (GENERAL CHEMICALS DIVISION), PILKINGTON SULLIVAN WORKS, WIDNES

<i>Kestrel</i>	0-4-0ST	HL	1917
<i>Osprey</i>	0-4-0ST	HL	1917
<i>Merlin</i>	0-4-0ST	HL	1918
<i>Falcon</i>	0-4-0ST	HL	1928

Industrial Locomotives listed by RCTS - September 1956

Name	Type	Maker	Date Built
I.C.I. LTD (ALKALI DIVISION), MIDDLEWICH WORKS			
<i>Dalton</i>	0-4-0WT	KS	1929
<i>Moulton</i>	0-4-0WT	KS	1929

MIDDLEWICH SALT CO. LTD

<i>Silstone</i>	0-4-0ST	HE	1889
<i>[Witch]</i>	0-4-0ST	KS	1922

BRITISH SODA CO. LTD., SANDBACH

	0-4-0ST	P	1897
<i>Bobs</i>	0-4-0ST	HC	1901
		rebuilt	1924

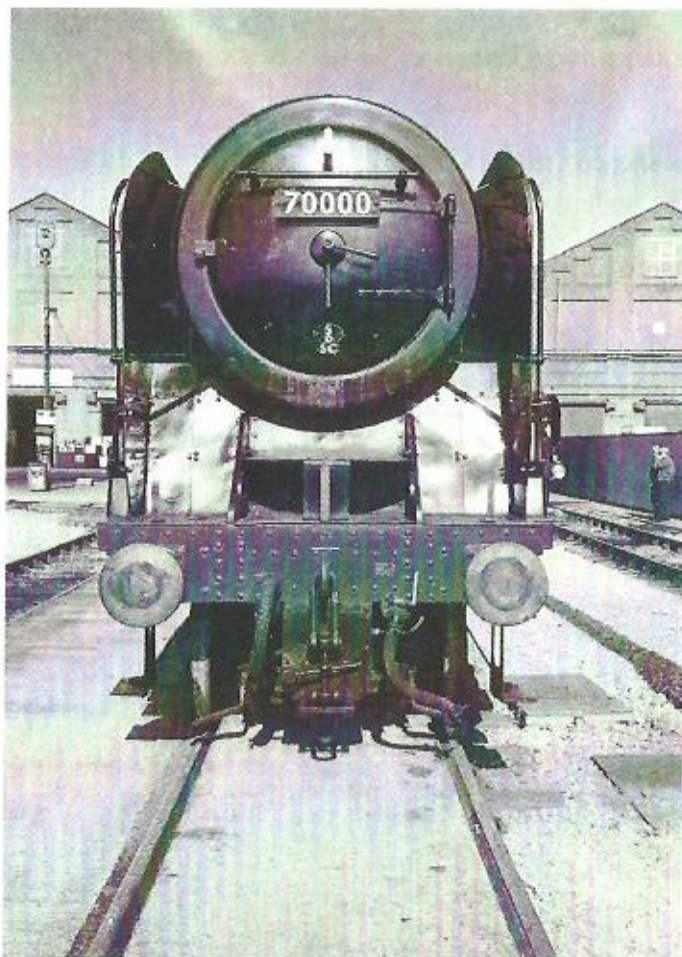
LEVER BROTHERS (PORT SUNLIGHT) LTD.

<i>King George V</i>	0-4-0ST	AB	1910
<i>Alberta</i>	0-4-0ST	AB	1913
<i>Prince of Wales</i>	0-4-0ST	AB	1916
<i>Prince Albert</i>	0-4-0ST	AB	1918
<i>Prince John</i>	0-4-0ST	AB	1918
<i>Australia</i>	0-6-0T	AB	1919
<i>Canada</i>	0-6-0T	AB	1919
<i>India</i>	0-6-0T	AB	1919
<i>Princess Elizabeth</i>	0-4-0D	AB	1948
<i>Princess Margaret</i>	0-4-0D	AB	1948
<i>Prince Charles</i>	0-4-0D	AB	1951
<i>Princess Anne</i>	0-4-0D	AB	1951
<i>Lord Leverhulme</i>	0-4-0D	AB	1953
<i>Lady Leverhulme</i>	0-4-0D	AB	1953
<i>Duchess of Kent</i>	0-4-0D	AB	1955
<i>Duke of Edinburgh</i>	0-4-0D	AB	1956
<i>Montgomery of Alamein</i>	0-6-0DE	WB	1951
<i>Trenchard</i>			[Details required]

All the steam locomotives listed are shown as having outside cylinders.

List of Builders

AB	Andrew Barclay
EE	English Electric
HC	Hudswell Clarke
HE	Hunslet Engine
HL	Hawthorn, Leslie
KS	Kerr, Stuart
P	Peckett
RH	Ruston & Hornsby
WB	W G Bagnall
YE	Yorkshire Engine



Here's one we cleaned earlier: BR's first standard locomotive, No. 70000 *Britannia* at home in Crewe Works a little over 49 years after her first appearance from there (clearly remembered by some!)

8E members had the privilege of being invited to clean the engine at the Heritage Centre a couple of days earlier in preparation for the Open Weekend. Flaking paintwork and poor weather on the night made the finish less than satisfactory

[Mike Lenz]

Eastern promise (opposite page): No. 60532 *Blue Peter* delights visitors of all ages at Crewe Works. Don't mention the paintwork on this one!

[Mike Lenz]

Both engines stand in front of the east end of the 1927 Erecting Shop.

MILLENNIUM SUMMER

by Steve Worrall

The statutory 8E outdoor programme began with an excellent weekend at the rail event of the year - Crewe Works Open Weekend. A number of 8E Members had answered the call to assist in stewarding of the event. Prepared to help with unglamorous jobs, those answering the call found that the duties bestowed upon us were more than acceptable. Our sole task was to walk around the site keeping an eye on the locomotives on display.

The locomotives on show ranged from a Pannier Tank to a Peak whilst exhibits included the largest display of nameplates ever seen.

The 8E stand was present situated next to the frames of 6201 Lizzie on her way to Bury. The stand proved quite popular attracting some new and some familiar faces. The highlight of the week end for me was a rare opportunity to walk around the site photographing the exhibits in the early morning sunshine before the public were allowed entry. The atmosphere was excellent, with loco. crews cleaning their 'pride & joys' and the smell of steam drifting across the works as the engines simmered away. Hardest job of the day? Prising Mike Magnetic Boots Lenz from Green Arrow's footplate. An excellent weekend was enjoyed by all.

[Photographs of the event seen in a magazine in Canada actually showed ML on Green Arrow - Ed]



BRASS & COPPER

Chris Simon recollects Crewe Works Open Weekend

We had heard that an Open Weekend was planned at Crewe Works in May 2000 a year or two before the event. As my family depended on the Works for a living for much of the eighteen hundreds and nineteen hundreds, I had an ambition to be there in the year 2000 for personal reasons. In the event, with The 8E Association providing Stewards on the two days and helping to prepare 70000 *Britannia* on a rather wet Wednesday evening, and Llangollen Railway arranging for 0-6-0 PT No. 7754 to make an appearance on its way back from an appearance in the south, I felt that I was part of the event. With a variety of attractions and a wide range of people to meet, it was fun!

7754 arrived by road in a rather sorry state. The Scottish-built ex-GWR engine had to be smartened up for this occasion. With the exterior quickly wiped down and the footplate swept, things began to improve. The logistical difficulties of a coal supply and getting a check by a qualified fitter during a Llangollen Gala Weekend meant that raising steam was a luxury we had to forego. However, the constant stream of visitors who enjoyed access to the cab with very little risk made it worthwhile. It was while stewarding in the cab, using the time to restore a shine to the brass fittings, that I enjoyed brass band music from the nearby podium (a Fruehauf road trailer, to be truthful). With Kenneth J. Alford's march *The Middle* mingling with the sounds of escaping steam and a cheerful

throng, I felt quite content. Perhaps steam loco. domes proved more attractive than the one at Greenwich.

In Ten Shop (the Erecting Shop to be more formal), the very welcome presence of Lizzie (more formally ex-LMS Pacific 6201 *Princess Elizabeth*), or at least the frame and wheels of that most famous Crewe built engine, proved a major attraction, carefully watched over by Colin Worrall, who was told at least once by former works men that the engine was in the wrong place under the rules of the belt (production line) system that was so successful in the works heyday. I had the pleasure of introducing Colin to Eric Manley, who fitted the head light to ex-LMS 6220 *Coronation* (identity changes apart) prior to the pre-war US tour.

Sunday evening and the close of the weekend soon came round. With it a sweep round the site by BT Police, heartened with the recovery of a number of modern image nameplates from the exhibition (or so the story went). There was your editor, recovering his empty sandwich bag from the footplate of 7754, when challenged with a slight variation to the copper's traditional opening line:

"Excuse me sir, is this your engine?"

Incidentally, I can reveal that the price of the commemorative tee shirts, which plummeted like dot.com share prices, seem now to have stabilised and may well be creeping up.



8E ON TOUR IN 2000

by Alan Ashurst

What a tremendous year it has been for outings!

Following on from our involvement at the Crewe Works Open Days in May we hardly seem to have been still during the summer and early autumn as event has followed event in rapid succession. It could well be that the sad deaths at the turn of the year of Paddy Smith and Allan Bennett acted as a catalyst. Both of these gentlemen, so active before illness restricted their mobility, typified the essence of involvement in railways as a serious but most enjoyable pursuit and their passion served to remind people that things are out there to be done now whilst the chance is available.

May be it was with this in mind that we set to work with gusto in February planning the programme for this summer. Much of "Big Al's" collection of memorabilia came into our possession. The opportunity of combining a display of this with a walk along the track bed to end Grappenhall Church (Al's final resting place) roughly on the fifteenth anniversary of the closure of the Arpley-Lymm-Skelton Jct. line led to our Memorial Convention. Twenty members and friends enjoyed a splendid day with slides and refreshments at Latchford in the evening. It was as if the man himself urged us on with "Get a move on, fool" as we completed the course in fine spirit.

Prior to this event came the Evening Land Cruise at Llangollen in June. This year 7822 *Foxcote Manor* was in charge of the train so ably provided by George Jones and his colleagues at Llangollen Railway. With much better patronage this year the event was a financial as well as an operational success and the twenty 8E folk certainly enjoyed their night out. We hope to do the same again next year but should also have the added bonus of George's guidance around some of the remaining Cheshire Lines sites in

Liverpool with a proposed rail ramble to Merseyside next summer.

In late July we embarked on a new venture with an exploration of some of the railways and waterways in the West Midlands. Our guide was John Rishton, one of my Virgin Trains colleagues from Birmingham, who pointed out some of the more obscure aspects of transport history and geography which we would otherwise have missed. After a splendid lunch at the Great Western pub in Wolverhampton (*worth the trip for its memorabilia alone*) a ride on the new Midland Metro tram system took us to Snow Hill en route to Tyseley mpd where we were received well by the staff members and volunteers on duty (*and Alan got a footplate trip - Ed.*). A great day out at a modest cost on Central Trains West Midlands Rover which we shall certainly use again.

With a wedding to organise in August we had a lull from outings. There was still transport interest here as preserved ex-Crosville Lodekka fleet no. DFG157 was used to convey Neil & Julie's family and friends. The bus has had attention from several 8E members over the years.

September found me making various outings, planning another Greater Manchester ramble for early October and joining the AERPS coach trip to Lakeside Railway & Coniston (a super day spoiled by torrential rain). A few of us enjoyed visits to Crewe (to see Exeter West 'box in operation) and to the SVR for Bridgnorth/Kidderminster Beer Festival. Does it make you exhausted just reading it? Then think what it's like organising it! If you have the stamina join us for more of the same in 2001.

Has Alan forgotten the Marble Arch - or is it something he prefers not to mention? Another excellent visit....

Chris Simon's holiday report

So it is a place worth visiting and it is possible to do so by using rail transport. There's an hourly service from North Station, Boston (which lies close to the home of the Boston Bruins Ice Hockey team).






On arrival at Salem, a diminutive single platform (with a bus shelter), the first thing that I saw was a plumbing warehouse, F W Webb & Co. This is where US plumbers go for jointing compound.

We explored the town, gravitating to the harbor. Just the place for lunch, a smart restaurant overlooking the marina. Can this be the entrance? "Victoria Station, Salem". In we went, a quick double take at the railway memorabilia decorating the hallway being interrupted by our server seating us. A visit to the bathroom (*US terminology*) reveals totems from Vauxhall, Apsley, an LMS Waiting Room sign, a station nameboard from Wrexham, sundry Way Out and other direction signs, a signal box sign Kirkby Station Junction and, finally, an LMR enamel sign "To Platforms 3, 3a, 4, & 4a" (from Stockport Edgeley perhaps). Quite a surprise in the surroundings of Pickering Wharf, with expensive masts singing in the breeze.

I'm sharing one piece of US Railroad memorabilia with you. On the left is an onboard fare receipt (at most unmanned stations you are advised to go to a local store to buy a ticket, otherwise a surcharge is applied). A bookmark, handed out at stations, shows a list of safety tips. For example:

Always exit the train at the location of a conductor.

Never operate a door by yourself in an attempt to board or leave a train.

 MBTA COMMUTER RAIL													
SOUTH SERVICE						NORTH SERVICE							
FAMILY FARE						ROUNDRIP							
MONTHLY PASS PRESENTED						2	3	4	5				
OUT						IN							
PASSENGER'S RECEIPT Valid for round trip and family fare only on date punched. Otherwise, not good for passage.													
FORM A				Series 2									
CHILD				BOSTON									
SR. CITIZEN				ZONE 1B									
SP. NEEDS				ZONE 1									
STUDENT				ZONE 2									
17	1	JAN		ZONE 3									
18	2	FEB		ZONE 4									
19	3	MAR		ZONE 5									
20	4	APR		ZONE 6									
21	5	MAY		ZONE 7									
22	6	JUNE		ZONE 8									
23	7	JULY		ZONE 9									
24	8	AUG		SPECIAL									
25	9	SEPT		SURCHARGE \$1.00									
26	10	OCT		SURCHARGE \$2.00									
27	11	NOV		BOOK No.									
28	12	DEC		24178				SHOW FARE COLLECTED					
29	13			CHECK No.				080					
30	14												
31	15												
32	16												
\$ Tens	1	2	3	4	5	6	7	8	9				
Dollars	1	2	3	4	5	6	7	8	9				
c Tens	1	2	3	4	5	6	7	8	9				
Cents	0								5				

A dark, grainy photograph showing a person inside a small, circular opening, possibly a tunnel or a large pipe. The person is visible through the opening, which is illuminated from within. To the left of the opening is a large, textured structure, possibly a wall or a large pipe, with some indistinct markings. The overall scene is dimly lit, with the primary light source coming from the circular opening.

This photograph by Colin Worrall catches the spirit of the steam locomotive footplate from an interesting angle, including that most essential piece of enginemen's equipment, the brew can. Taken from the trackside at the Deeside photo stop.

This year summer was used as a loose term. The date was June 22nd and in keeping with tradition it poured down all day and the evening looked as if it would be a washout. As we crossed the Welsh border however, the sun broke through and the rain subsided. Walking down the ramp to the entrance of Llangollen Station, we were surprised at the number of travellers and even more surprised at the turn out of 8E members. Publicity for the event had really paid off. The traction for the evening was none other than No. 7822 *Foxcote Manor*, which performed effortlessly all evening, even obliging with two run pasts for the photographers amongst us. Some keener cameramen had to be reprimanded for crossing the line without the steward's permission (not 8E members it should be said).

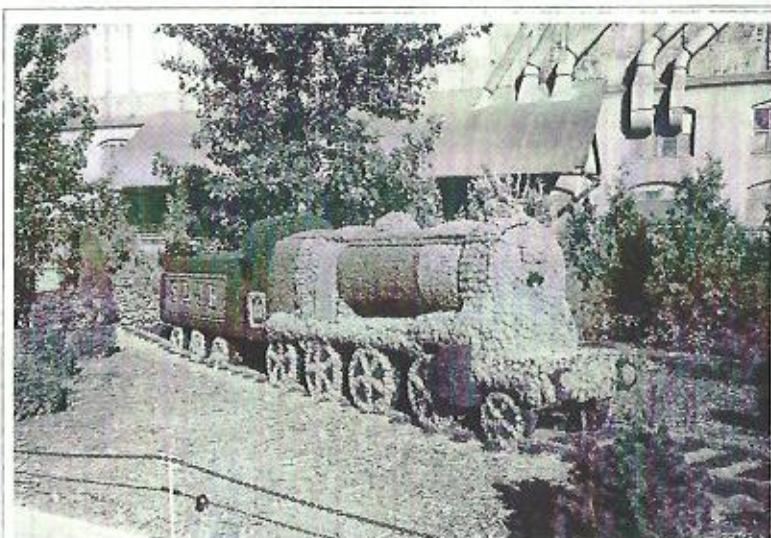
A cup of tea and a cake at Carrog, posing for the now famous group shot and it was time to return to Llangollen. A highly enjoyable evening was had by everyone on the train and a big Well Done to the organisers and patrons who made the event such a great success.

Steve Worrall goes "Round the Marble Arch"

The annual 8E Ale Event was a visit to a pub! But this was no ordinary pub, but one which brewed all its own ales in the cellar. Mark Dade, our guide for the evening, greeted us with 24 half pints of three different beers laid out on a table (guess how many people went) and the more thirsty members of our party (you know who you are) were the first to taste the products (it was all in the line of research you understand). The facts and figures of the micro operation run by one person were expertly pointed out to us by Mark and we were shown round all three rooms. But from these three rooms comes one of the most sought after

guest beers around and those pubs which have the privilege of selling this beer must meet a strict cellar keeping standard. The visit was in stark contrast to last year's Robinsons Stockport visit. As usual, a good time was had by all proving (1) it doesn't have to be railways all the time, and (2) the diversity of 8E interests and (3) it was good beer!

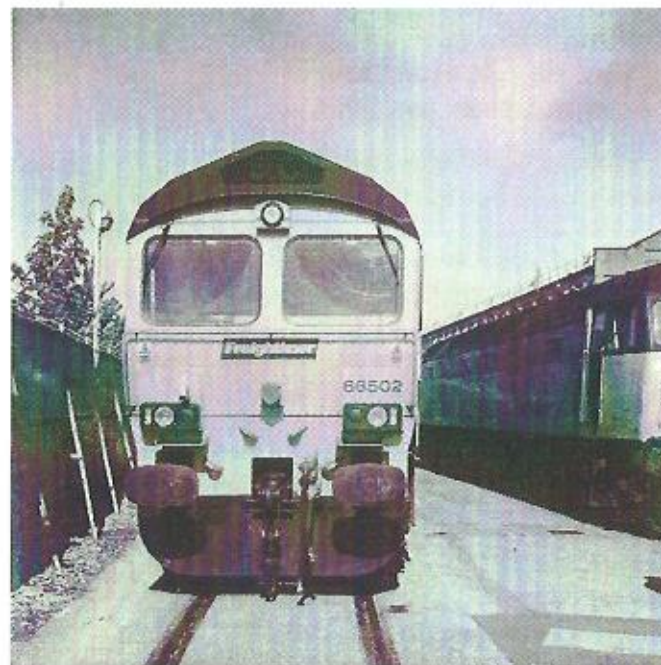
The Marble Arch Inn was built in 1888 by McKenna's Brewery. It is a magnificent example of Victorian splendour, with glazed brick walls, a sloping mosaic floor and a barrelled ceiling. It can be found at 73 Rochdale Road, Manchester 4.



and we find a loco made of succulents: Yes, this reproduction of an S&D2-8-0 engine represented Bath at the MOSAICULTURES INTERNATIONALES MONTREAL 2000. It was a marvellous model (about 2/3 full size) and the accompanying explanation (which regrettably did not photograph clearly enough) explained both in French and English that the engine was used to haul heavy through trains from Manchester to Bournemouth beyond Bath (Green Park), often double headed. Being a floral exhibition, they had naturally chosen The Pines Express.

The exhibition was held in an area formerly dockland, the background building is Silo No.5 which may well be preserved as a piece on industrial heritage. CN diesels still make guest appearances just to the rear of the exhibits, necessitating crossing keepers at the exhibition gates.

[Chris Simon]



Crewe exhibits wearing the green:

[Above] Freightliner green-liveried Class 66 No. 66502 stands beside the Chester line fence [Mike Lenz]

[Below] The first V2 No. 60800 *Green Arrow* stands before the stores complex (no, not Morrisons) with the old Iron Foundry building visible behind the tender. [Mike Lenz]

A further look
at Crewe Open
Weekend

RESULTS

Total raised for Charity
may be £40,000

20,000 visitors

Next planned event in 2003

THE 8E ASSOCIATION PROGRAMME FOR 2001

NORTHWICH -

at The Gladstone Club, Station Road on the second Tuesday of each month (except where shown) at 7:45pm

January 9th, 2001

Millennium Steam on the Main Line

The return of Karl Jauncey(Preserved Steam on Video)

February 13th, 2001

"The Withered Arm" (Devon & Cornwall), Scottish Region and L&Y

Colin White visits us again with archive 8mm film

March 13th, 2001

Around the World with Aladdin and his Wonderful Lamps

Charlie Heywood brings slides and cine

April 10th, 2001

Railways of the Manchester Ship Canal

Don Thorpe

May 8th, 2001

Off the Beaten Track

The return of Bill Chapman (Steam, Industrial and Diesel)

June 12th, 2001

"Living with my wife's Loco."

Liz and Bert Hitchen - the story of *Taw Valley*

July & August: Summer recess, watch out for social activities elsewhere

September 11th, 2001

Experiences of a Rail User Group Chairman

Andrew Macfarlane of MCRUA, featuring Metrolink and First North Western

THURSDAY October 11th, 2001

A Job made in Heaven

Richard Gibbon, Head of Engineering Collections, National Railway Museum

November 13th, 2001

To be arranged

December 11th, 2001

Annual General Meeting
followed by Guest Speaker

THE 8E ASSOCIATION PROGRAMME FOR 2001

WARRINGTON -

at St Hilda's Clubroom, Slater Street/Carol Street, Latchford on the last Friday of each month (except where shown) at 7:30pm

January 26th, 2001

John Ramsbottom

Robin Pennie

February 23rd, 2001

Great Western Society (North Western Group) AGM

March 23rd, 2001

Railway Miscellaneous

Bob Meredith

April 27th, 2001

The Wirral Railway

John Gahan

May, June, July & August: Summer recess

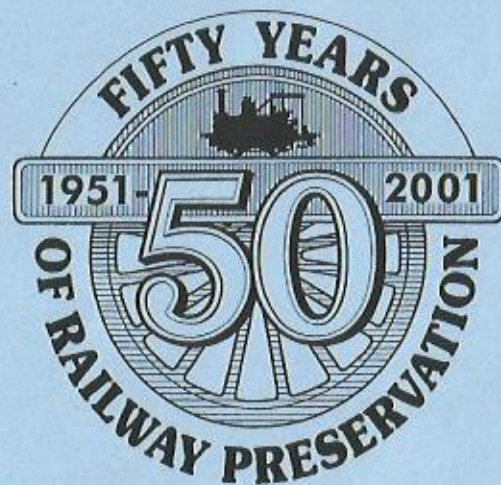
September 28th, 2001

To be arranged

Warrington Meetings are jointly promoted with the
Great Western Society (North Western Group)

BACK COVER:

Golden Jubilee: A logo which you will see frequently in the next year. The Heritage Railway Association is determined that the start of the preservation movement half a century ago at the Talylyn Railway is not overlooked. There will be events as well. The HRA (8E is a member) is assisting the NRM with an exhibition, at York, from the end of May to the end of September 2001.



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