

THE 8D ASSOCIATION

ON SHED

The Journal of the 8D Association

Volume 3 Number 1

March 2013



Norman Road, Runcorn

Locomotive number 71000 Duke of Gloucester heads north towards Liverpool in the early 1960s, It had just passed under Heath Road bridge and would reach Runcorn station within a few minutes.

Photo by Roy Gough.

£1.00 if Sold

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Contents

- 2. Editorial**
- 3. The 2013 AGM**
- 4. Royal Train travels over Halton Curve.....Again.**
- 5. The CLC – North Liverpool Extension Railway**
- 10. The Halton Miniature Railway**
- 14. Mersey Rover weekends in the 1970s**
- 20. Events**

Editor



*Runcorn station in
the 1950s.*

**Photo by Roy
Gough**

On the 26th January 2013 the 8D Association held its second Annual General Meeting (AGM). At the end of the AGM we had 48 members on our list which is an amazing achievement. I remember in our early discussions about forming the 8D Association we thought it would be excellent if we could grow to about 20 members. I think there is a very real prospect that will grow still further.

The AGM this year was held at the Halton Stadium, home to the Widnes Vikings. Everyone who attended thought the venue was a good place to meet and the food that was provided for the buffet was excellent. I have no doubt that we will be returning to the stadium in the future.

The business part of the AGM included reports from the Chair (Joe Cowley), the Treasurer (Lee Woods) and the acting secretary (Paul Wright). The committee resigned and was then re-elected with a new committee member, Les Fifoot, being voted on. Details of the new Committee are given on page 3.

The spring/summer walks programme is published on the back page. There will be two visits to the CLC North Liverpool Extension Line which features as an article in this journal. The line has a fascinating history and played a big part in the local railway scene. There will also be another visit to a section of The St Helens and Runcorn Gap Railway which is always a popular line with our members. I look forward to meeting as many of you as possible over the coming months at one of our events.

Paul Wright

The 8D Association 2013 AGM.

The second AGM of the 8D Association was held at the Halton Stadium in Widnes on Saturday 26 January 2013. The event was attended by 28 members.

A talk about the history of Widnes was given by Bob Martindale. It was well received and provoked a great deal of discussion.

At the meeting members voted in the new Committee which will serve for one year until the next AGM. The Committee is as follows.

Chair – Mr Joe Cowley

Treasurer – Mr Lee Woods

Acting Secretary – Mr Paul Wright

Journal Editor – Mr Paul Wright

Archivist – Mr Richard Mercer

Committee Member – Mr Mark Aldred

Committee Member – Mr Les Fifoot

Committee Member – Mr Peter Murray

Committee Member – Mr David Thomas

Committee Member – Mr Colin Turton

The membership of the 8D Association as at 20 February 2013 is as follows.

Mr J Atherton, Mr J Barker, Mr P Boyland, Master R Callaghan, Master J Callaghan, Mr T Callaghan, Mr J Chapman, Mr P Cosgrove, Mr P Creagan, Mr D Cross, Mr M Currier, Mr Rod Dixon, Mr Roy Dixon, Miss P Draper, Mr R Dwyer, Mr K Evans, Mr D Fearnley, Mr T Foster, Mr S Gibbons, Mr R Gough, Mr Tony Graham, Mr G A Hill, Mr Chris Hollins, Mr S Hughes, Mr C Lewis, Mr P Morville, Mr E Murray, Mr B Nolan, Mr C Oldfield, Mr N Pearce, Mr D Smallshaw, Mr D Simonds, Mr E Smith, Mr A Turner, Mr H Wareing, Mr S Webster, Mr P Williams, Mr J Wilson, Mr N Wilson, Mr J Wood and Mr S Wright.



An excursion train to Llandudno arrives at Warrington Bank Quay during the Easter period 1960.

Photo by Harry Arnold MBE

Royal Train travels over Halton Curve..... Again.



In heavy snow the Royal Train is seen at the northern end of the Halton Curve on 21 January 2013.

Photo by Paul wright

The Royal Train travelled over the Halton curve for the second time in fourteen months on 21 January 2013. The train passed over the curve at 09.30. It was carrying HRH Prince Charles to Liverpool South Parkway. Later in the day Prince Charles re-joined the train at Lea Green station which was possibly the first time that station had been used by the Royal Train.

The 8D Association Website



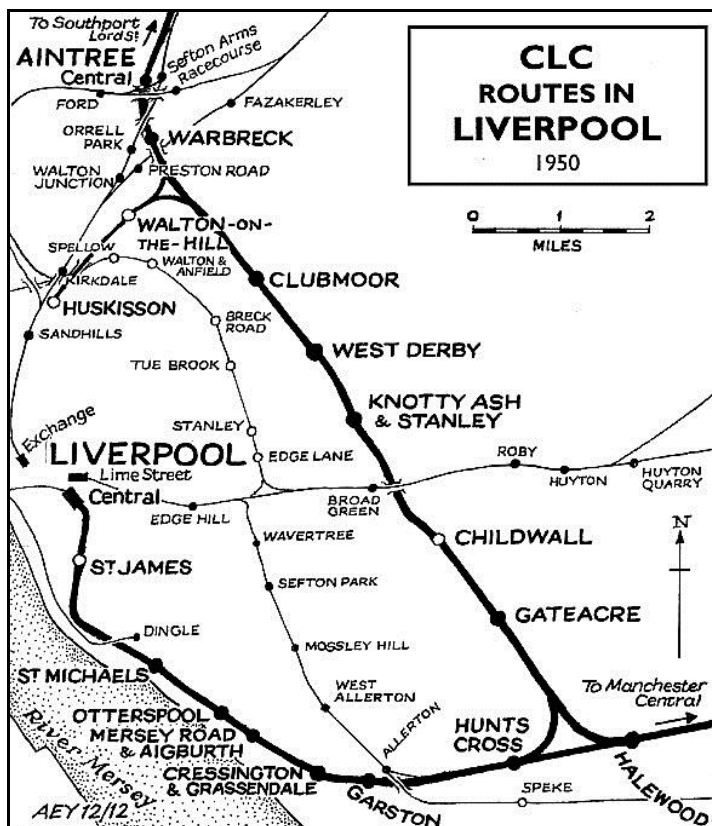
Correction to 'On Shed' Vol 2 No. 4

In the article 'Working the Marsh' mention was made of a shunter being killed at the marsh sidings. The actual name of that shunter was **Ted Clarke**.

Information from Dave Littler (ex 8D Driver)

For those who have not checked out the 8D Association website recently I suggest that you do. The website is now managed by 8D member Terry Callaghan who has made a number of improvements to it. Terry has also added many new photographs and text. The 8D Committee recently recorded a vote of thanks for the work that Terry has done on the website.

The CLC North Liverpool Extension Railway



The CLC in Liverpool as the network was in 1950. Only two years after nationalisation the North Liverpool Extension Line was still as it had been when it had opened. Only Childwall station had closed.

The North Liverpool Extension Line connected the CLC Liverpool and Manchester line via a triangular junction at Halewood and via a branch to the north Liverpool docks at Huskisson Dock. The CLC was a joint railway with three partners, the Great Northern Railway (GNR), the Manchester Sheffield & Lincolnshire Railway (MS&LR) and the Midland Railway (MR). All had wanted access to Liverpool which by the mid nineteenth century had become a major seaport: indeed by 1849 the secretary of the Liverpool stock exchange claimed proudly that his city had become 'the greatest thoroughfare in the world'. This statement was probably, at that moment, true. The CLC Liverpool and Manchester line which opened throughout on 2 September 1873 had given the three companies access to Liverpool but only to the south docks. To north of the city new docks had been built that could take much larger vessels. To the north of the city the new docks had been built to accommodate much larger vessels. The London & North Western Railway (LNWR) and the Lancashire & Yorkshire Railway (LYR) had access to the north docks and the CLC partners wanted the same. The most logical way for the CLC to gain such access would have been for them to extend their Liverpool and Manchester line by three miles from its Liverpool terminus. However this would have involved tunnelling under the city centre which would



July 1961, Walton on the Hill, Liverpool. J.L.&J.D.Rogers s331

Looking south-west towards Walton-on-the-Hill station in 1961. Beyond the station can be seen the three tunnels that carried the CLC line down to Huskisson. To the left is Walton-on-the-Hill Locomotive Shed. Photo by D Rogers

have been prohibitively expensive. The alternative solution was to build a line around the eastern edge of the city using agricultural land that was, by the 1870s, very cheap. The only significant engineering that would be required was at Walton, north of Liverpool. The North Liverpool Extension Line and its branch to Huskisson was authorised on 30 July 1874 and opened from Halewood to Walton-on-the-Hill for passenger services on 1 December 1879.

In 1879 there were five stations on the line at Gateacre, Childwall, Knotty Ash, West Derby and at Walton-on-the-Hill. Walton-on-the-Hill was only a temporary terminus. Between Walton and Huskisson lay Walton Hill a sandstone ridge. The heaviest engineering was required to take the line through the hill in the form of three tunnels which were completed by July 1880. When the tunnels were opened goods trains ran through to a very large goods depot at Huskisson. Passenger services followed a month later. Also in 1880 a station opened at Aintree for excursion trains that were run for the races.

On 1 September 1884 a line opened from Aintree to Southport Lord Street. It was called the Southport & Cheshire Lines Extension Railway (S&CLER) and it was as its name suggests really just an extension of the original line to Southport. With the opening of the S&CLER Aintree station became a public station. Regular passenger train services ran between Southport Lord Street and both Liverpool Central and Manchester Central.

Other stations opened at Clubmoor on 14 April 1927 and at Warbreck on 1 August 1929. Childwall station however closed on 1 January 1931.

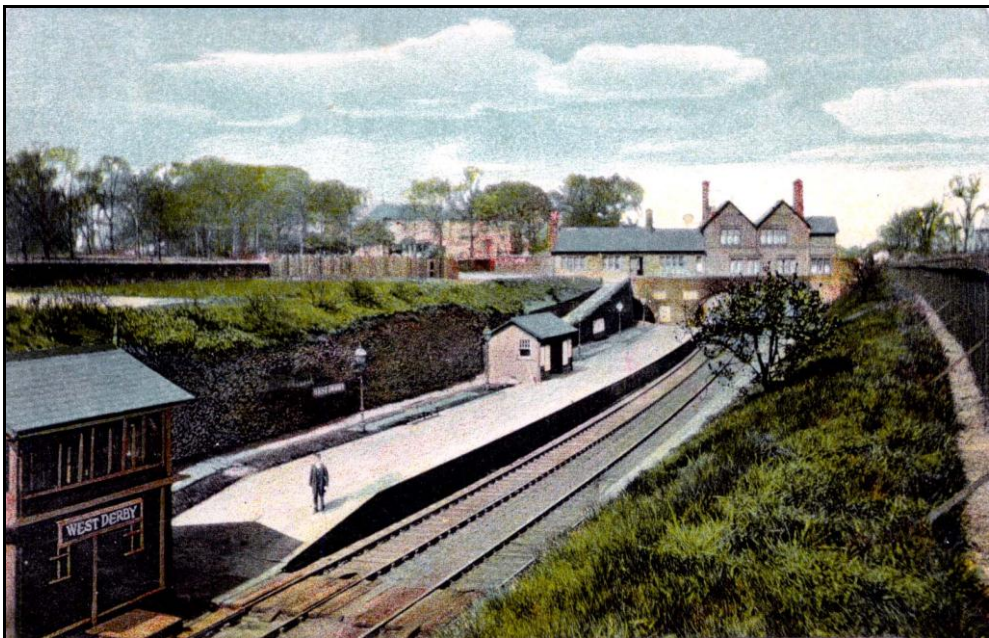
The North Liverpool Extension Line was always more busy with freight services. The original stations all had goods yards and Huskisson was a major depot that sent trains to all parts of the country (although the passenger station had closed as early as 1885).

To serve Huskisson a locomotive depot opened at Walton-on-the-Hill on 13 May 1881. It was originally a four road shed but was enlarged to six roads in 1885 only to be reduced to four again in 1952. Walton-on-the-Hill shed remained busy until the early 1960s. Locomotive crews from Walton-on-the-Hill worked the Long Meg to Widnes Anhydrite trains until 1963. The loaded trains ran to Walton-on-the-Hill via the ex Lyr line through Ormskirk worked by a Preston crew. At Aintree they were routed onto the North Liverpool Extension Line running to Walton. The trains would stable in the sidings of the Walton Triangle which lay to the east of the shed. The next day the trains were taken forward by Walton men running along the CLC line through West Derby down to Halewood where they turned east and ran via Hough Green Junction and Widnes Central to Tanhouse Lane. The Walton men would then work empties back to Walton-on-the-Hill. The shed closed on 15 December 1963. For the last few months Walton-on-the-Hill had the shed code 8R the highest alphabetical code.

As well as Walton-on-the-Hill shed other features of the line were the Halewood and the Walton Triangles (the later already mentioned). Halewood triangle developed into a very large area of sidings that were used to marshal trains. Up until it closed in 1963 Walton-on-the-Hill shed had provided locomotives to work the sidings at Halewood but from 1963 to 14 May 1967 they were worked by Speke shed.



A charter train from St Albans heads north through Gateacre on 29 March 1958. The train, hauled by BR Standards, 75063 and 73002, was on its way to Aintree Central with passengers who would be attending the 1958 Grand National race. Photo by Jim Peden



West Derby station looking north some time before October 1905. The signal box in the lower left corner was replaced on 22 October 1905. The replacement signal box was located on the opposite side of the line. At this time West Derby was very much the country station.

An interesting feature of the North Liverpool Extension Line are the over bridges and tunnels. When the line was built provision was made for a future quadrupling. All overbridges and tunnels were built as double structures so that there would be no need for costly alterations in the future. Even the station buildings at Gateacre, Childwall and West Derby were set back from the track leaving space for the extra lines (those at Knotty Ash and West Derby were at street level above the line). Despite all of this effort the line never was quadrupled.

In its early years the line did enjoy a good level of passenger service. With the opening of the S&CLER in 1884 most trains did run through to Southport but until 1916 there were shorter workings to Walton-on-the-Hill, Aintree and West Derby. Services from North Liverpool Extension line stations ran south to and from Liverpool Central, Manchester Central and Warrington Central. After the Second World War the passenger service deteriorated and by the 1950s there were only a handful of scheduled services. On 7 July 1952 the S&CLER was closed to passenger services Aintree (renamed as Aintree Central in 1951) became the northern terminus and only a few peak hours trains ran along the line north of Gateacre. They mostly ran to and from Manchester Central.

The line came alive on Aintree Race Days and in particular on Grand National day. Services ran from all over the country to Aintree Central. In the 1950s and early 1960s enthusiasts flocked to the stations along the North Liverpool Extension Line which were usually ignored. Race day specials ran along the line until the 1963 Grand National although Aintree Central was used after that date by trains that ran into it from the north. The locomotives that worked these trains were turned and serviced at Walton-on-the-Hill.



Looking north down the southbound platform access ramp at Knotty Ash station in the early months of 1975. A class 40 locomotive on the 9T21 working from Huskisson Dock to Edge Hill can be seen passing through the station. Photo by Norman Daley

The North Liverpool Extension Line died a slow and lingering death. The closure of the S&CLER did not have a massive effect as most of the goods services ran to and from Huskisson. Excursion trains were still run to Southport right up to 1964. However they ran to Southport Chapel Street via the LYR lines north of Aintree Central. These trains even called at Warrington Central and Widnes North. Scheduled passenger services to the north of Gateacre (to and from Aintree Central) were withdrawn on 7 November 1960 although since 1960 a DMUs had been introduced onto trains running between Liverpool Central and Gateacre and the service had been much improved being hourly on weekdays with extra peak hour services.

With a downturn in the trade passing through Liverpool Docks the Huskisson branch was singled between the goods station and Walton-on-the-Hill (Fazakerley West Junction) in June 1966. From 30 November 1969 the line was singled from Walton-on-the-Hill to Knotty Ash (The route to Aintree Central having closed completely). There was a coal yard at Knotty Ash which survived until 1972. Singling from Knotty Ash to Gateacre occurred on 21 October 1972.

British Rail had tried to withdraw the Gateacre service as early as 1964 but a strong local campaign stopped the plans. Other attempts were made but the service survived until Saturday 15 April 1972. The last freight trains ran along the line in July 1975 (latterly a daily Edge Hill and Huskisson trip). The last sections of the former CLC line were lifted in February 1979.

The line should have reopened as part of the Merseyrail network but the recession of the late 1970s/early 1980s ended those aspirations. **There will be two visits to the CLC North Liverpool Extension Line in 2013. See events page for details. Paul Wright**

The Halton Miniature Railway



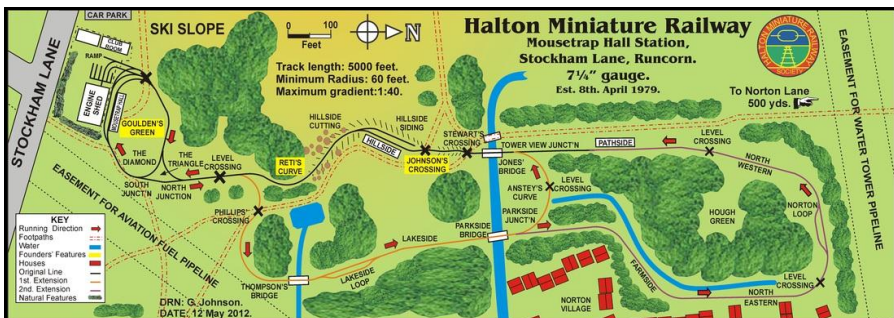
Steam locomotive Wren departs from Mousetrap Hall station on 4 July 2010.
Photo by Paul Wright

One of the purposes of the 8D Association is to record the history of railways within the South Lancashire and North Cheshire area. Often we only think about the main line network and its associated industrial lines. However they are not the only lines that have an interesting history in the region.

In the Runcorn Town Park there is the Halton Miniature Railway (HMR) a 7 ¼ inch gauge railway of almost one mile in length. The line opened to the public in April 1979 and is still going strong. In fact over the last 5 years it has undergone something of a renaissance with new and improved facilities.

The Runcorn Town Park is the largest public park in the Borough of Halton. It was a creation of the Runcorn New Town and was designed to act as a focal point for the new estates that went up in the 1960s and 1970s. The park was laid out on the 'Country Park' principle which favoured a naturalistic approach to the landscape. Town Park was therefore designed to look like a piece of countryside. It was the intention that there would be facilities for the public to enjoy. As well as play areas for children Town Park was also provided with a Ski Slope and a network of Bridleways.

Very early on thought was given to the creation of a miniature railway and the HMR was



formed. The line opened to the public on 8 April 1979. Originally the line ran from Stockham Lane, where there was a loop, to a point just to the rear of the ski slope. During the early 1980s the line was extended twice creating two large loops. When completed it was the longest line of its gauge. As well as the input from volunteers labour was also used from the Manpower Services Commission. This was as part of a job creation programme by central government. Young people (who will now be in their late 40s) gained a variety of skills associated with building the line which has a number of bridges and a cutting.

The HMR went on to be a popular miniature railway with local people throughout the 1980s. The line ran on Sundays throughout the year but also held special events



A busy scene at Mousetrapp Hall MPD in the summer of 2010. A variety of motive power and rolling stock was on display. Photo by John Doyle

during which locomotives would visit from all over the country.

The Runcorn Development Corporation (which after a merger became the Warrington & Runcorn Development Corporation) had extensive resources available to it and in the mid-1980s there were over 20 staff that worked on Town Park. When the Development Corporation wound up the staff numbers dropped to 2 and eventually became none.

In the 1990s the park went into decline and this had an effect on the HMR which saw a drop in passenger numbers. There was also vandalism to infrastructure that by 2004 had resulted in the closure of a section of the line.

Halton Borough Council (HBC) took responsibility for Town Park at the beginning of 1994. At first the park received only minimum maintenance which did not help matters. From 2003 dialogue began between the HMR and HBC which saw a gradual improvement in the park. The HMR had already re-laid sections of its line and with the help of the Council further sections were upgraded. Security fencing was installed at Mousetrap Hall MPD and a new station platform was built. The closed section of line was brought back into use in 2008. Passenger numbers began to increase again which put the HMR on a sound financial footing. The HMR was also able to recruit new members for the first time in years. Plans were drawn up to create a new children's play area adjacent to Mousetrap Hall station using money from



Engineering works on the HMR on 27 March 2008. The section of line at this location was realigned during the winter of 2007/8 and new track was laid. The original track from the early 1980s was being removed from site by a works train. Photo by Paul Wright



The Mayor of Halton at the official opening of the play area and new facilities on 4 July 2010. Photo by Karen Wright

central government. A good quality play area would bring more visitors to the park thereby providing more custom to the railway.

The play area was constructed during the first few months of 2010. It had a railway theme containing a climbing frame in the shape of a locomotive. Other features resembled coaches. Play equipment for older children was installed further into the park and a new station called Hillside Halt was opened to serve it. A formal opening of the facilities along with a re-launch of the HMR took place on 7 July 2010 when the Mayor of Halton, Cllr Marie Wright declared the facilities open. A HMR train broke a ribbon at Mousetrap Hall station.

Since 2010 the HMR have made further improvements. Most of the track has now been re-laid with heavier duty rails. Only the station area and depot retains the original 1979 track. Passenger loadings have been good although the very wet 2012 proved a challenge and train services had to be suspended in the early months of 2013 due to flooding of the track.

The HMR has four locomotives the oldest of which is Norton Priory a Bo-Bo petrol hydraulic based on a Hymek (Class 35) diesel. The locomotive was built in 1982 by pupils at Norton Priory school. Other privately owned locomotives also work on the line. Trains usually consist of two or three coaches the latter being capable of carrying up to 20 people. For more information about the HMR see their website www.haltonminiaturerailway.co.uk or visit them on one of their Sunday afternoon operating sessions. **Paul Wright**

Mersey Rover Weekends in the 1970s



Looking east along the island platform at Bidston station in 1977. At this time Bidston was an interesting place as the Birkenhead Docks to Shotton iron ore trains could be seen passing through the station. Passenger services included the Liverpool and West Kirby electrics and the Birkenhead North – Wrexham Central DMUs. Photo by Alan Young

It was 1976 when I discovered the wonders of the Merseyrover ticket. I often frequented what by that time had become Widnes station (Farnworth in CLC days) in my school lunch breaks and I picked up a leaflet about the Merseyrover ticket. For £1.15 you got unlimited travel from 18.00 on Friday to 23.59 on Sunday on the Merseyrail network. This included Preston in the north and Crewe in the south. You could go as far east as Warrington or Earlestown and west to West Kirby. Chester was also included. Great value indeed.

However £1.15 was a princely sum to me in the second half of the 1970s so the purchase of Merseyrover tickets on a regular basis was not an option. Even when I started a paper round in late 1977 I only earned about £3.00 per week. So I would save my pennies and treat myself to a Merseyrover now and again.

Accompanied by a friend or two we would try to cover as much of the network as we possibly could.

Typically I would finish school on Friday, rush to get my evening papers done, and then make for Widnes station where a Merseyrover would be purchased. The first train available to us in 1977 was the 18.19. We would ride that to Liverpool Lime Street and then walk down to James Street. From there we had the excitement of riding on a former LMS 503 EMU to Birkenhead Central. There was good reason to go to Birkenhead



Widnes station (latterly Widnes North) in the summer of 1977. Photo by Paul Wright

Central and that was Birkenhead Mollington Street MPD. This former GWR/LNWR steam shed had become a diesel depot after 1967 and it was always a good place to see a large number of locos. Especially on a Friday evening. It was also one of those depots where permission always seemed to be given to wander around, and without a shed permit.

After noting down the numbers of class 03, 08, 24, 25, 40 and 47 locomotives we would return to Birkenhead Central. From there we took the train to Hamilton Square and changed for West Kirby. At West Kirby we would remain on the train and then ride it back to Birkenhead North. We changed at Birkenhead North for New Brighton. At this time there was usually a DMU at Birkenhead North because the Wrexham trains still terminated there. They had until 1970 run to New Brighton, having been diverted from Seacombe when that station closed in 1960.

At New Brighton we would leave the railway for an hour which would be spent at the Palace indoor fun fair. Dodgems, ghost train and hall of mirrors would all be explored. It was also during a Merseyrover trip that I first saw just how rough the Irish Sea could be with a strong north-westerly wind behind it. I remember our EMU rocking in the wind as it came onto the coastal section of line between Wallasey Grove Road and New Brighton. Little did I know then that in later life I would have to face those waves head on as part of my RNLI career. But that is another story. After the fun and games of New Brighton it would be back on the train for the journey home to Widnes.

On Saturday I would rise early to get my papers done. Then it was back to Widnes station to catch the 07.55 to Lime Street. From Lime Street we walked across to Liverpool Exchange which was in a very run down condition by that time. It closed



Liverpool Exchange on 11 April 1977. Photo by Robin Lush

completely on 30 April 1977 when the underground loop and link lines opened. When the underground lines opened it made our journeys easier but I missed Liverpool Exchange which is still one of my favourite stations.

From Exchange we rode up to Southport on an ex LMS 502 EMU. As we passed Hall Road depot we would furiously be scribbling down the numbers of the units in the sidings including the departmental de-icing units. At Southport we had a very quick dash to catch the Manchester train which ran via Wigan Wallgate, although on some occasions we would skip that journey and visit Steampoint which was the old Southport Locomotive Depot. The line from Southport to Wigan was a delightful route and one which I have not travelled over since the 1970s. I must make the effort and do so soon. The DMUs used on that line were usually Birmingham RCW types or the Calder Valley Units. Rolling stock that was not so familiar to us.

At Wigan Wallgate we changed trains and made our way back towards Liverpool. On one occasion I did this via Kirkby over the LYR route but that was after Exchange had closed and Kirkby had become an interchange point. It was the only time I ever rode the line between Wigan and Kirkby. More typically though we would walk over the road to Wigan North Western station and travel back to Liverpool Lime Street passing Wigan Springs Branch depot on the way. More furious scribbling.

From Lime Street it was back to Exchange, or after May 1977 to Liverpool Central, for a ride up to Ormskirk and on from there to Preston. Time would be spent at Preston taking in the scene and noting down the locomotive numbers before retracing our steps back to Liverpool. The former LYR main line to Liverpool between Preston and Ormskirk had become a single track shadow of its former self by the 1970s. I only wish I had travelled over it on a Glasgow express at 90mph.



If we had time when we got back to Liverpool we would ride sections of the Wirral line again otherwise we would return home to Widnes.

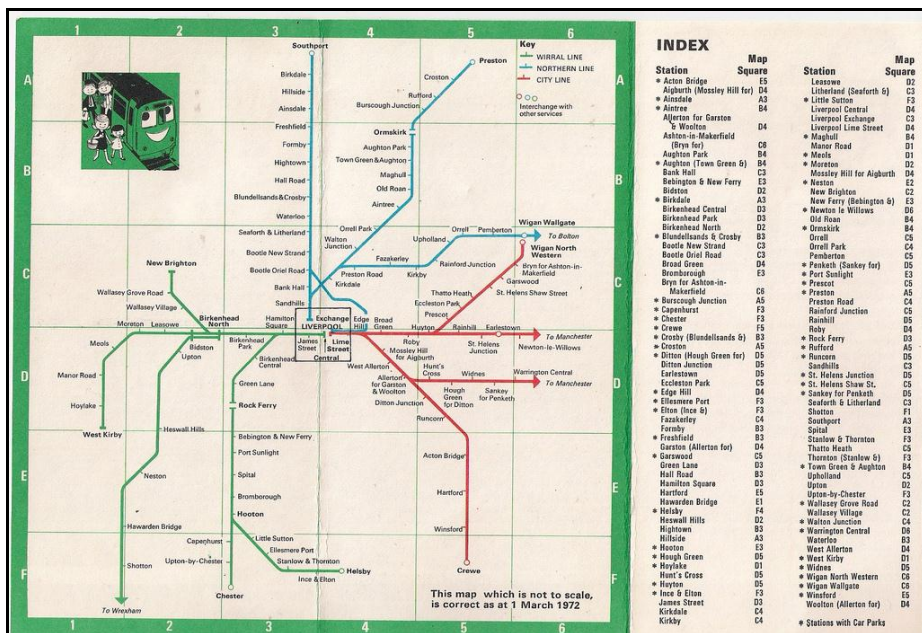
Sunday morning would be another early start for me. The Sunday paper round was hard going. My paper bag was even heavier than on Fridays (Weekly News day) with all the Sunday papers most of which included supplements. Despite this I would still be on the 07.50 train from Widnes to Liverpool.

Train services were less frequent on Sundays and some lines had no service at all. There were usually plenty of trains going via Crewe though so that was usually our first destination from Lime Street on Sundays. Once our train was diverted via Earlestown due to engineering works. This was very exciting as we got to travel over part of the West Coast Main Line that was not covered by a Merseyrover. Because the train was diverted this was allowed. Time would be spent at Crewe.

We would then travel from Liverpool James Street to Rock Ferry. From Rock Ferry we travelled to Chester. At this time Rock Ferry was the interchange point between the electrified



The delights of Birkenhead Mollington Street shed.



Merseyrail line and the former GWR/LNWR main line from Birkenhead Woodside to Chester General. Woodside had closed on 5 November 1967 and trains serving Chester or Helsby terminated at Rock Ferry.

Although there had been rationalisation at Rock Ferry by this time there were still six platform faces (two being out of use to regular passenger services) all of which still had their rails. The lines to Birkenhead docks were still in use at this time although nothing was ever seen on them on Sundays Chester we would go to the depot which was always filled with an amazing variety of what to us was an exotic mix of DMUs. There were also plenty of locomotives to be seen. Chester was one of those depots where sometimes you would be granted permission to walk around and sometimes not.

On one occasion I received a severe dressing down from the shed master in his office. My mates I recall had all scarpered. The office was deep inside the shed so to get to it you had to pass lines of locomotives and DMUs. Noting the numbers as you went. When I got to the office the shed master was eating what appeared to be his Sunday dinner. As can be imagined he was none too pleased to see me. I was lectured about trespass. A long rant about how would I like it if he came into my house and asked if he could look around. I couldn't quite see the similarity but I wasn't going to argue. Once I had been well and truly chastised I was sent packing. On my way out I noted down all of the numbers I had missed on the way in.

After Chester we made our way back to Liverpool via Rock Ferry. There was perhaps enough time for a trip to West Kirby again and then home to Widnes exhausted but happy. I would spend the evening going through my notebook of numbers and neatly underlining them in my Ian Allan Combined Volume. There might be some homework to do as well but that would always be rushed. **Paul Wright**

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Buses run on a regular basis via Warrington Road (A562) between Runcorn, Widnes & Warrington

OPENING TIMES

Monday.....	Closed
Tuesday	10.00 - 4.30
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Thursday.....	10.00 - 4.30
Friday	10.00 - 4.30
Saturday	10.00 - 4.30
Sunday	Closed

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Events Programme

10.00 – Saturday 16th March 2013 – Cab View Films of Rod Dixon – Rod Dixon started his railway career at Sutton Oak and went on to work at Garston and Warrington Arpley. He shot films from the cabs of locomotives and in this meeting will show some of his footage including lines of local interest. **Widnes Library, Kingsway, Widnes.**

10.00 – Saturday 6th April 2013 – The CLC North Liverpool Extension Line (Knotty Ash to West Derby) – Led by Paul Wright. **Meet at Sainsbury's car park, East Prescott Road, Knotty Ash, Liverpool.**

10.00 – Saturday 4th May 2013 – The St Helens & Runcorn Gap Railway (Clock Face to Sutton) – Led by Joe Cowley. **Meet at Sidac Club Car Park.**

19.00 – Thursday 6th June 2013 – The CLC Halewood Triangle – Led by Paul Wright. **Meet at Halewood Triangle Park car park, Okell Drive, Halewood.**

19.00 – Thursday 4th July 2013 – The Garston & Warrington Railway (Sankey Bridges to Fiddlers Ferry) – Led by Richard Mercer. **Meet at Sankey Bridges.**

11.00 – Saturday 13th July 2013 - Rail Ale Tour of Merseyrail – Led by Joe Cowley. **Meet at Widnes station or Liverpool Lime Street. Further details to follow.**



'Where is this' competition? (Answers to pwright964@btinternet.com)

- The December competition was Phil Williams. It was the Widnes Number 1 signal box.