

THE 8D ASSOCIATION

ON SHED

**The Journal of the 8D Association
Volume 3 Number 3
September 2013**



Runcorn Folly Lane 1961

A view of the Runcorn Folly Lane branch taken from the Weston Point Power Station in 1961. The wagons at the bottom of the page would have been worked to the power station from Widnes as Target 92. **Photo by Roy Gough.**

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Volume 3 Number 3

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Editor



Widnes North signal box (formerly Farnworth) seen from an eastbound train in the early 1960s.

The box had opened on 20 November 1904 replacing an earlier structure that had opened in 1873.

It was a CLC type CL2a box with a 28 lever frame. It closed on 8 October 1967.

What a summer it has been. The hottest since 1976 and some really interesting 8D events. The visits to both the Halewood Triangle and to Sankey Bridges proved to be popular and most enjoyable. The visit to Sankey Bridges had plenty of railway interest including the passage of a Freightliner coal train but it was also of interest to those of us who like to see some wildlife. On the banks of the River Mersey a fox was more than happy to parade along the beach for us.

The rail ale tour organised by Joe Cowley took place on 13 July and was also a treat. Using the Merseyrail Northern Line, the first main line in Great Britain to be electrified, we visited some excellent real ale pubs in Southport, Birkdale, Freshfield and Waterloo.

There was a return visit to Fiddlers Ferry Power Station on 3 August and what a visit it was. Gemma and her colleagues did us proud. We were not only able to observe a coal train unloading in the bunker but most of our members present also got to have a look in the cab of 70 010 which was the locomotive hauling it.

On 11 August a recreation of the 15 Guinea special, the steam hauled service that marked the end of steam on BR, travelled over the CLC line through Widnes. Members lined the route and a selection of their photographs are shown in an article in this edition of On-Shed. The creation of the 8D Association has made all of this possible. Long may it continue.

Paul Wright

News Round-up

Busy year for the HMR

The Halton Miniature Railway has had one of its busiest years in decades. The 7¼ inch gauge Runcorn Town Park based railway which began operation in 1979 has been running every weekend and on Thursdays during school holiday periods during 2013.

In recent years the railway has undergone something of a renaissance. The permanent way has been almost entirely re-laid with a heavier rail and only the station area and yard remains to be done.

The HMR is well worth a visit especially with children or grandchildren.

There will be a formal visit to the line for 8D members on 21 September 2013 (see events on back page). Members will visit the shed at Mousetrap Hall station and special trains will operate.

1T57 Nearly Routed Wrong Way.



Special train 1T57 passes through Edge Hill station on 11 August 2013. Photo by Stewart Daniels

Good observation by the driver of 1T57 prevented the recreation of the 15 Guinea Special missing the CLC leg of the journey. Signallers had set the road at Allerton Junction for the main line towards Ditton instead of the curve to the CLC. The driver was able to bring the train to a stop and report the error saving a great deal of embarrassment for Network Rail. Occurrences of that nature occur more frequently than is realised. It is a drivers duty to keep a watch for them.

Special train over the Halton Curve for Hooton – Helsby 150th



The special working at Hooton
Photo by Lee Woods

On Saturday 6 July 2013 the Halton Curve saw the passage of two passenger trains in one day. As well as the usual parliamentary train (Ghost Train) between Chester and Runcorn there was a special working between Hooton and Liverpool Lime Street.

The Special train was put on by the North Cheshire Rail Users Group to celebrate the 150th Anniversary of the Hooton to Helsby line. The train allowed passengers to travel direct from Hooton to Runcorn for the first time in 50 years. It was scheduled to call at all stations between Hooton and Liverpool South Parkway but due to driver error it missed Frodsham.

The train had run to Hooton from Liverpool Lime Street via Warrington Bank Quay and 8D Members travelled on it.

Early Railway Memories – Les Fifoot

The Bongs line



Looking south from Halton View Bridge on 10 January 1962 as ex LMS 'Jubilee' class locomotive number 45581 passes through Appleton station with a train of empty coal wagons. **Photo by J M Tolston**

It is interesting fact that those of us who love railways gain that love from our earliest years.

Born in 1948, I spent my formative years living in Reay Street, off Peel House Lane. The area was surrounded by railways, and you couldn't go far without seeing or hearing a train. There were plenty of open spaces to explore, and things to do in the area, and we often ended up watching trains at Farnworth station or on the St. Helens line. The latter was the nearest attraction, as it was also a short cut to the Bongs, where we often used to mooch about.

I never remember it as a passenger line, as I was only 3 when services were withdrawn. It carried a lot of freight in those days, much of it coal, so I never thought it would ever disappear. Occasionally something more interesting than the average freight loco would appear, and I can still picture how stunning ex works Bushbury Jubilee 45688 "Polyphemus" looked, as it hauled a fitted freight towards St. Helens. This was also the location where I first saw many of the 8D locos, as they were regularly employed on the line.

Occasionally we would put the odd halfpenny or penny on the rail head to stretch them a bit. Good fun at the time, except that one of my mates used to say "It's illegal to deface the queen's head". Not that we cared.

Going to Liverpool

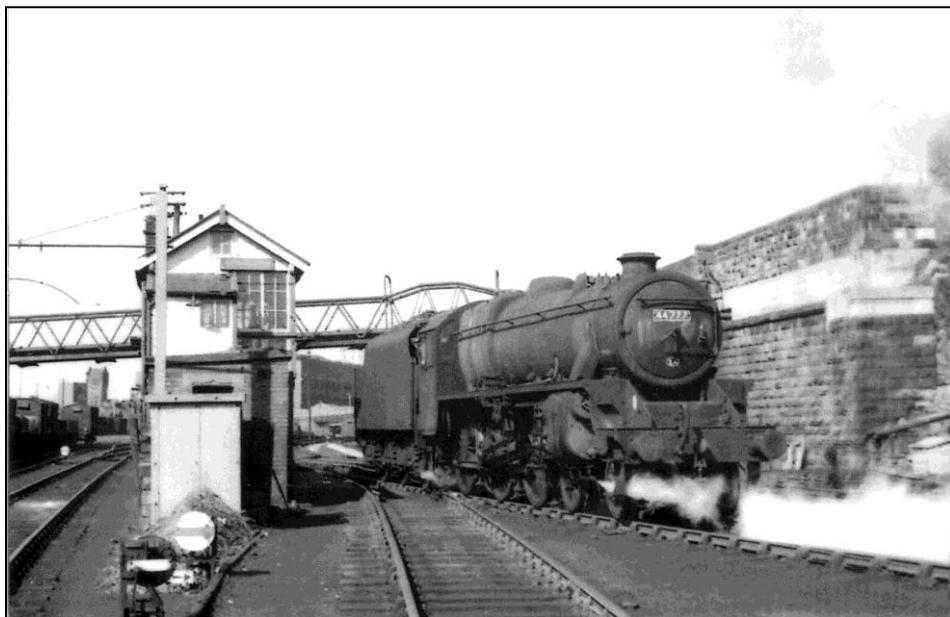
From our house, you could often hear the passenger trains blasting out of Farnworth Station for Liverpool, or Warrington, and a trip on the line was always something to look forward to. One of my earliest railway memories was the sight of a huge class 4 tank engine storming into the station as if it wasn't going to stop. It filled me with a mixture of excitement and fear.

The journey was timed at 17 minutes to Liverpool, and 15 minutes back, if you caught the non-stopper, and it was one of the fastest suburban passenger journeys in the country. For some of the faster expresses, which included stops at Warrington and Widnes, the journey time was 45 minutes from Manchester to Liverpool.

I always used to ask my dad if we could go for the fast train if we went to Liverpool, as the speed was more exciting. The journey was particularly interesting nearer to Liverpool, as we passed the dock railways, the Overhead Railway as it plunged into a tunnel above the line for Dingle, and Brunswick loco depot.

What intrigued me most was passing through the filthy, smoke blackened remains of St. James Station, which was, and still is, located in a deep cutting just before Liverpool Central. I sometimes asked my dad about it, but he couldn't tell me anything, other than he had never remembered it being open. Not surprising really, because it closed in the same year he was born, 1917. I always thought it had a haunted look about it.

A loco that I always remember on the line was class 4 2-6-4 tank 42598, a Brunswick loco for most of the 1950's. It was a very regular performer on the Manchester trains.



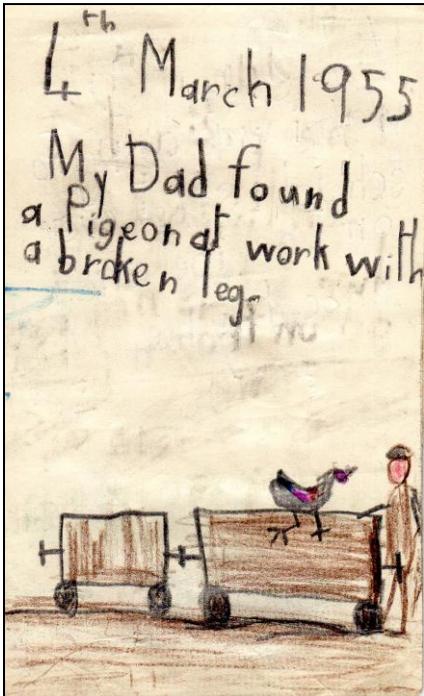
On the journey into Liverpool a glimpse was had of the extensive railway facilities at Brunswick. A Stanier 5MT 'Black 5' locomotive number 44777 is seen there in the early 1960s. Photo by Graham Earle

The Pigeon and Jubilee Sidings

My father worked at ICI Marsh Works as a Laboratory Sampler during the 1950's, a job which entailed collecting and preparing laboratory samples for analysis. When he came home one day and told me that he had found an injured pigeon in a railway wagon at Jubilee sidings, I was intrigued enough to ask him more about his job, and where he worked. My curiosity was only rewarded a few years later, when he was on holiday, and needed to go in to work to collect his pay packet. He asked me if I would like come with him. Never to refuse an adventure, I jumped at the chance.

I was about 10 at the time, and although I had already ventured as far as Widnes baths, and 8D, I hadn't been any further south on foot. We walked down the town, eventually passing under the railway bridge at the junction of Croft Street and Ditton Road, just a couple of hundred yards from Widnes Central Station, and then past Widnes LMS station, as my dad called it, and beyond the baths. This was now new territory to me.

With a new interest for train spotting at the time, I was always keen to see different locos, but when I saw "Pyrites" at Waterloo crossing, I was a little confused, as it wasn't in my ABC book. My dad soon confirmed that it belonged to ICI, and he often saw it at work. It was a Barclay 0-4-0, which shunted the local ICI sites, and like its sister loco, "Wallace", was allowed to run between sites via the national network. I also remember another ICI loco, a Bagnall 0-4-0 called "Gaskell", which I saw on another occasion, but never at the crossing. On the day, I couldn't resist the temptation to cross the grimy looking footbridge that traversed the crossing, and we were soon at the corner of Hutchinson Street, where the Computer Junk shop used to be.



Above. Andrew Barclay locomotive 'Pyrites' which was seen by Les Fifoot at the Waterloo Crossing during his outing with his Dad in 1958. Industrial locomotives of this type could often be seen running along the main line railways of Widnes due to historic running rights that had been agreed between local industrialists and the main line railway companies.

Right. A page from Les Fifoot's diary dated 4 March 1955. This was the day that his Dad found an injured pigeon in a railway wagon.

Drawn by Les Fifoot



The yard at Hutchinson Street was an extensive railway facility. At the western end of the yard was Widnes West Deviation junction which is seen in this view from the air in 1928. Photo by A. W. Hobart from the Ernie Brack Collection.

What I didn't know until recently was that part, if not all, of these buildings were once part of the Hutchinson Street goods yard complex. The northerly of the 2 buildings was a stable for the horses used for shunting duties until 1962. Rounding the corner, we carried on along Hutchinson Street, but not before the doss house was pointed out to me. It was an extremely run down building, and there were several dubious looking characters outside. It intrigued me how anyone could live there.

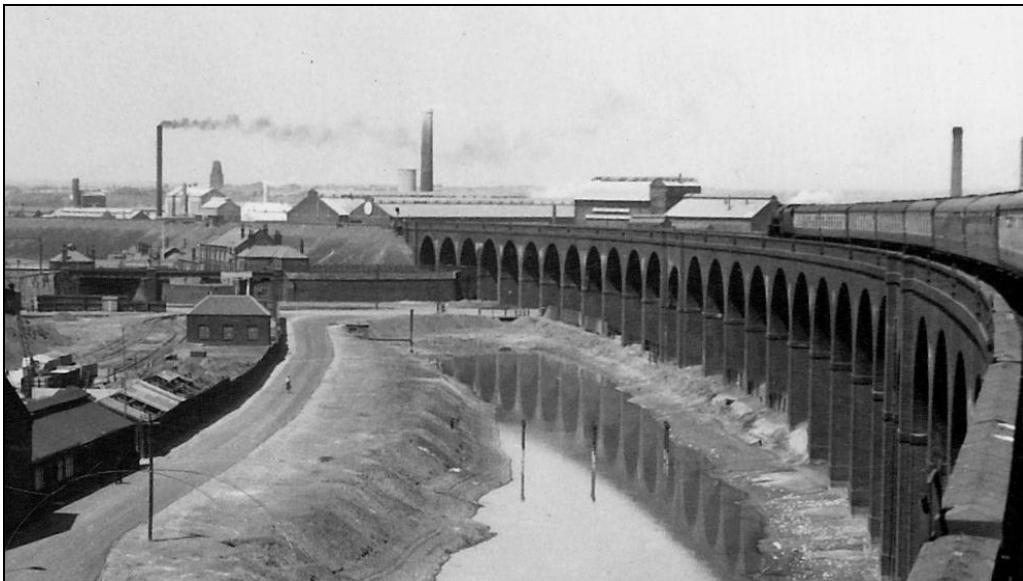
The goods yard was to the right, and a lot of shunting activity was apparent, and it was possible to see more activity once we had crossed a couple of lines at the end of the road (the lines down to Hutchinson's dock estate which connected in to the Hutchinson Street complex). To the left was a huge tip, which my dad informed me was pyrites (iron sulphide). This was used for making sulphuric acid at Marsh Works. At the time, I couldn't understand why ICI had named one of their locos after such an uninspiring heap, which just looked just like one of the many waste tips in Widnes.

We soon arrived at Desoto Road, which crossed the railway complex from Ditton Road at the west end of the deviation line. The road provided access to the many industrial complexes on the marsh area. As we approached Ditton Viaduct, I spotted unrebuilt Patriot 45507, "Royal Tank Corps", slogging its way up the viaduct towards Runcorn with a passenger train. Brilliant, I hadn't seen it before, so that was good.

Proceeding towards ICI Marsh Works, there were some railway lines to the right, and my dad took me over them and beyond the Ditton Marsh line, which passed above the entrance to the works. Here, I got my first view of Jubilee Sidings which curved round from the industrial estate, to join the line to Ditton. There were plenty of wagons there, some of them destined for ICI. They contained a waste material derived from town gas purification, which my dad called “spent oxide”. As it was rich in sulphur compounds, it was bought in cheaply by ICI, and the sulphur extracted to make sulphuric acid. I thought briefly of the injured pigeon my father had told me about several years earlier, but I was more interested in seeing the works.

After walking under the Ditton Marsh railway branch again, we proceeded into the works where my dad collected his pay. He then took me into the laboratory building, as he needed to speak to one of his work mates. The lab was on the first floor, adjacent to the embankment of the London to Liverpool main line. I looked out of the window for any signs of railway action while my dad talked for what seemed like an endless period, and I was soon rewarded with the sight of a couple of freight trains. Then just as I was thinking that nothing of any real interest would turn up, 46207 resplendent in LMS crimson livery drifted past on a Liverpool express. Now that was a name that that puzzled me, “Princess Arthur of Connaught”. Why give a princess a boys’ name? Never mind, perhaps someone had made a mistake.

Eventually, it was time to leave on the long trek back to Reay Street, so we retraced our steps back up through Widnes again. Unfortunately, my dad always wanted to walk everywhere, “It’s good for you” he would say. More like it would save some money. **Les Fifoot**



Looking towards the ICI Ditton Marsh Works from the Ditton Junction and Weaver Junction line in the 1950s. Passengers travelling along this line in the period between the late 1860s and the 1960s were presented with a scene reminiscent of Dantes Inferno. It will be noted from this view that the area is devoid of any form of vegetation. Not even a blade of grass can be seen in this heavily industrialised scene. Photo by H D Bowtell from the S Wolstenholme collection

Working a Spare Turn in 1958 – A Footplate Memory

Life for the locomotive crews at Widnes Shed 8D was fairly predictable with a diet of local trip workings and freight turns to locations that by today's standards would not be considered to be very far. From time to time though there would be workings that were a little less ordinary.

In 1958, there was an epidemic of Asian Flu which laid low a significant number of people in England.

At that time I had just become a fully-fledged Fireman and had spent some time on local shunt and freight jobs. Absenteeism rose rapidly as the Flu spread and we, at 8D, began to get requests from surrounding depots to fill the vacancies created by the disease.

The link I was in at the time contained a 'Spare' designation which meant that the driver and fireman were available for any sundry jobs which arose. Often, this meant loafing around the shed, waiting for work. However, on this particular day, my mate (driver) and I were sent as passengers to Edge Hill to man an Express Goods train bound for London. However, because my driver (I think it was Larry Wycherley) didn't 'Know The Road' beyond Stoke, it was arranged that we would be relieved at the main line station in the city.

At Edge Hill, we managed to find our way round the unfamiliar shed arrangements and duly coupled our 'Black Five' to the train in the sidings. I'd never fired such a fine engine before so it was a little daunting for me, but when we got the 'green light' I was shocked when the driver pushed the regulator fully open. Off we went, through the uphill tunnels at Edge Hill at a



*A goods train heads north through Runcorn in early 1960s. Although the wires were up by this time steam haulage was still a common sight. At the head of the train is a 4-6-0 5MT 'Black 5' locomotive of the type that Barry Nolan would have fired during the Liverpool to Stoke run of 1958. **Photo by Roy Gough***

cracking rate. Since I'd been used to travelling at a more sedate pace, it was alarming to the fire burning away rapidly and even more of a shock to discover that the water level in the boiler was dropping as I watched.

Larry gestured to indicate that I needed to leave one injector on permanently (normally we topped up the boiler on an 'as required' basis) then mimed shovelling to give me the message to build up the fire. Easier said than done, because we were now travelling at a serious speed and it was difficult to stand up, let alone shovel coal. I discovered that (apart from the deafening noise) a locomotive travelling at speed developed a side - to - side rolling motion which made firing very difficult. My experience to date had involved intermittent feeding the fire and topping up the water in the boiler, but on this trip, I was constantly shovelling and needing to use the second injector to top up the boiler.

After what seemed a few minutes of this, Larry indicated that we'd take on water from the troughs at Ditton. 'Ditton, already', lowering the scoop was easy as the weight of the device helped, but when Larry indicated 'up,' I had a hell of a job to wind it up because of the combined weight of the water and the scoop. I'd heard tales of Firemen failing to raise the scoop in time and filling the tender with ballast, so this lent urgency to the task, but it was a race against time which I thankfully won.

Ditton Bank was negotiated at high speed, then came the long, downhill (relaxing) run to Sutton Weaver and beyond. We had to slow down to get through Crewe, then back to full speed for the sprint to Stoke where our relief crew were waiting. This was my first (and only) experience of travel at express speed and although it was exhausting, it was a truly exhilarating experience.

Barry Nolan



Looking east at Speke Junction in the 1950s along the up slow line. This would be the view seen by the driver of the London Express Goods train fired by Barry Nolan in 1958. The Ditton troughs lay only a few miles distant. Photo from the Richard Mercer Collection

The 15 Guinea Special (1T57) travels over the CLC

On 11 August 2013 *The Railway Touring Company* operated a rail tour from Liverpool Lime Street to Carlisle which was a recreation of the 15 Guinea Special that ran on 11 August 1968, 45 years ago. The 15 Guinea Special was intended to be the last steam hauled train on British Rail a ban on steam working coming in the following day. The train was put on by British Rail who charged those wanting to ride on it 15 Guineas. It was from the price that the train gained its unofficial name. The reporting number of the special train was 1T57.

Five locomotives were used on the 1968 tour including three Black 5s, numbers 45110 (Liverpool to Manchester leg and return Manchester to Liverpool leg), 44871 and 44781 (Carlisle to Manchester Victoria leg), and Britannia class locomotive number 70013 *Oliver Cromwell*, (Manchester Victoria to Carlisle leg).

The re run of the famous service carried the same reporting number as the original 1T57 and it used one of the same locomotives, 70013 *Oliver Cromwell*.

Originally the first leg of 1T57 had been Liverpool Lime Street to Manchester Victoria via Rainhill. Owing to electrification work on that route the 2013 recreation had to use the CLC line through Widnes (Farnworth) and Warrington Central . This provided an opportunity to see a steam hauled train pass along the CLC for the first time since 1970. *Continued on page 15.*



*The 15 Guinea Special picks up speed as it passes through Hunts Cross. Regular steam hauled main line passenger trains had ceased to be a feature of this section of line in 1966 when services were diverted away from Liverpool Central to run to and from Liverpool Lime Street via the Allerton curve. The line here had been quadruple but the encroachment of trees over the last few decades makes that seem hard to believe. **Photo by Paul Wright***



At Hough Green station 1T57 had really picked up speed and looked an impressive sight as it passed thundered through. As can be seen many people had turned out to savour the moment.

Photo by Bob Martindale



*The sight of a Stanier 5MT 4-6-0 Black 5 passing through Hough Green station would have been a regular occurrence in the 1950s and early 1960s. Trains such as the Liverpool Central to Harwich Parkestone Quay boat train would have seen this type of haulage. Over 50 years later the sight and sound of an express train with a steam engine at the head was all too real at Hough Green for a brief moment. **Photo by Colin Wright***



Widnes station (formerly Farnworth 1873 – 1959 and Widnes North 1959 – 1968) witnesses the passing of 1T57. A large crowd had gathered at Widnes and they were not disappointed. **Photo by Peter Murray**



Looking west from the down platform at Widnes at 1T57 as it speeds through. Locomotive number 45305 looks magnificent at the head of the 15 Guinea Special recreation. Who could not be moved by the sight of such a fine locomotive coupled to vintage coaches. It is not surprising that locomotive crews loved these machines so much. **Photo by Tony Foster**



The 15 Guinea Special seen from Moorfield Road bridge. The CLC main line was a good straight route with relatively easy gradients. Although longer than the LNWR route between Liverpool and Manchester (via Rainhill) in the early years of the 20th century the CLC was able to offer an express service between the two cities in only 40 minutes. This view of 1T57 is a

reminder of the days when the CLC had a reputation for fast and punctual train services.

Photo by John Wilson



*Passing close to the site of Widnes East Junction 1T57 continues at speed towards Warrington Central and on towards Manchester. **Photo by Mark Aldred***



Moving at speed 1T57 heads towards Warrington having passed over the South Lane bridge.
Photo by Lee Woods.

The CLC line had opened in 1873 and saw scheduled steam hauled workings on passenger trains until 1966. It was a good straight line with gradients that were not too taxing which allowed fast speeds to be recorded. From the start it was able to compete with the LNWR route (the original Liverpool and Manchester railway of 1830) even though it was longer.

The 11 August 2013 1T57 departed from Liverpool Lime Street at 09.54 with Stanier 4-6-0 5MT (Black Five) locomotive number 45305 at its head. It then ran along the former LNWR main line to Liverpool South Parkway where it took the chord line to the CLC at Hunts Cross West Junction.

The train then travelled over the CLC to Manchester where it passed through Manchester Oxford Road and Piccadilly to reach Longsight. At Longsight number 45305 came off the train and was replaced with 70013 *Oliver Cromwell* which hauled it to Carlisle via the former Settle & Carlisle line.

1T57 returned to Liverpool via the same route that it had taken on the outward leg but darkness had fallen by the time it ran over the CLC.

The timing of 1T57 was ideal for west facing views of it on the CLC leg. Members of the 8D Association were out in force at various points along the line to record the significant event which has been worthy of six pages of the September 2013 'On Shed' journal.

Paul Wright



The CLC line passes through the centre of Warrington on Sandstone arches and bridges. The 15 Guinea Special is seen on the approach to Warrington Central from an elevated position. A view well worth allocating a full page to. **Photo by Martin Pears**

With thanks to all of the 8D Association Members who sent in their photographs.

Helsby – Hooton 150th Anniversary



Hooton station on 6 July 2013. Standing at what had originally been the down main line platform is the special train that ran as part of the 150th Anniversary Hooton – Helsby line Anniversary event. The train was formed from two class 156 Diesel Multiple Units. Although electrified the platform at which the train is standing see's little use as most trains use the platforms to the left. Photo by Paul Wright

On 6 July 2013 the North Cheshire Rail Users Group held a day of celebrations to mark the 150th Anniversary of the opening of the Hooton to Helsby line. As part of the celebrations a special train was run from Liverpool Lime Street to Hooton via Warrington Bank Quay. The special train departed Lime Street at 09.42 and arrived at Hooton at 11.09. Upon arrival at Hooton the train ran to Helsby and then returned to Hooton. It then departed Hooton at 13.07 and ran back to Liverpool via the Halton Curve. Other attractions on the day included stalls at Helsby station.

The Hooton to Helsby line opened on 1 July 1863. It was promoted by the Birkenhead Railway and authorised in 1859. The primary aim of the line was to provide freight trains with a shorter route between Birkenhead Docks and Warrington by avoiding Chester. The company's main lines were the routes between Birkenhead and Chester and between Chester and Warrington. In November 1860 the Birkenhead Railway became a joint company of the London North Western Railway and the Great Western Railway. The take-over resulted in delays in the construction of the Hooton and Helsby route. Work finally began in 1861.

The line was dead straight for almost its entire length of six miles.

Although primarily built for freight stations were provided at Sutton (later Little Sutton), Whitby Locks (later Ellesmere Port) and Ince (later Ince & Elton). At the time of opening there were four passenger trains in each direction.

On 1 September 1869 the Cheshire Lines Committee opened a line from Mouldsworth to Helsby. A connection to a junction with the Hooton and Helsby line at what became Helsby West Cheshire Junction opened on 14 June 1871. This was another line built primarily for freight and it gave the Cheshire Lines Committee access to the docks at Birkenhead via running rights over the Birkenhead Railway.



Helsby West Cheshire Junction on the Hooton – Helsby line on 31 May 1984. Passing the LNWR signal box is class 40 number 40 060 with a down oil train from Stanlow. Curving off to the left is the former Cheshire Lines Committee line to Mouldsworth. Photo by David Rostance

Over the years industries developed along the route of the line in the Ellesmere Port and Stanlow areas bringing a great deal of traffic. The oil refinery at Stanlow brought about particularly heavy flows and to cater for the large workforce a station, called Stanlow & Thornton, was opened for them on 23 December 1940. It gained public status on 24 February 1941.

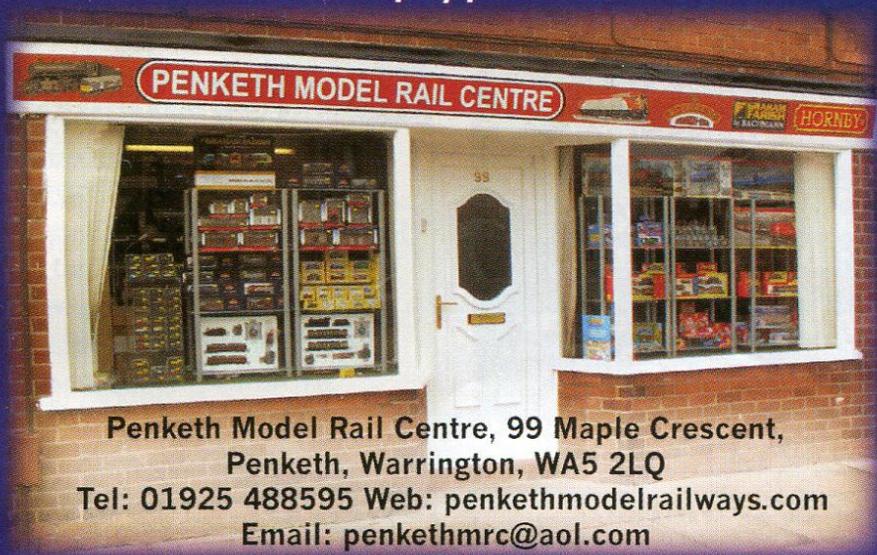
Passenger trains in the period after the Second World War ran mostly between Birkenhead Woodside and Helsby but there was an interesting working that ran from Ditton Junction to Woodside. It departed Ditton at 6.05am and was an 8D turn as far as Helsby. There was also a Birkenhead Woodside to Liverpool Lime Street train.

On 5 November 1967 Birkenhead Woodside closed and passenger services were altered to run between Helsby and Rock Ferry where passengers could change for the Merseyrail electric service that ran to and from Liverpool Central Low Level. During the 1970s there was a good level of service over the Hooton and Helsby line. The 28 July 1975 timetable showed eighteen trains in each direction Monday-to-Friday. This changed with the extension of electrification south of Rock Ferry. Live rails were extended first to Hooton in 1985, to Chester on 3 September 1993 and to Ellesmere Port on 26 May 1994. The western end of the Hooton to Helsby line gained a half hourly electric service and a new station had opened on 15 August 1988 in anticipation of it. At the eastern end of the line between Ellesmere Port and Helsby the service was allowed to wither away and by the end of the first decade of the 21st century there were only four trains in each direction at peak times. The North Cheshire Rail Users Group has been campaigning since the late 1990s to improve this situation.

The line also saw a massive decline in freight in recent years. The decline of the Birkenhead Docks system in the 1970s resulted in the first reductions. Oil traffic kept the line busy until the early 1990s when a switch to moving oil by pipelines resulted in the closure of the Ellesmere Port signing on point and almost no traffic east of Ellesmere Port. The Helsby west Cheshire Junction to Mouldsworth line closed on 14 September 1991. More recently freight has picked up with the opening in 2007 of a coal terminal at Ellesmere Port to serve Fiddlers Ferry Power Station and sand trains started running a few years ago. **Paul Wright**

PENKETH MODEL RAIL CENTRE

*The new model shop for Warrington, Widnes, Runcorn & St Helens
"Website fully functional"*



Penketh Model Rail Centre, 99 Maple Crescent,
Penketh, Warrington, WA5 2LQ

Tel: 01925 488595 Web: penkethmodelrailways.com

Email: penkethmrc@aol.com

Model Railways bought & sold. For best prices please call into the shop.

DIRECTIONS: Maple Crescent is conveniently situated just off the A562 between Warrington & Widnes. From the A562 turn into Inglenook Road then left into Ash Road then right into Maple Crescent.

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

OPENING TIMES

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



FREE UNRESTRICTED PARKING OUTSIDE THE SHOP



Events Programme

10.30 – Saturday 21st September 2013 – Halton Miniature Railway Visit – The Halton Miniature Railway (HMR) will be hosting the 8D association at their Mousetrap Hall Depot. We will get chance to see behind the scenes at this fascinating little railway that runs for nearly a mile through the Runcorn Town Park. Trains will also be run especially for us. The HMR has been in operation since 1979 making it a significant part of our local railway history. **Meet at the Ski Centre on Stockham Lane, Runcorn. It is well signposted from the Murdishaw Expressway.**

10.00 – Saturday 12th October 2013 – St Helens and Runcorn Gap Railway Walk – Clock Face – Another visit to an 8D favourite. This time we will be walking from the Sidac Club to Clock Face. **Meet in the Sidac Club car park.**

10.00 – Saturday 9th November 2013 – The Sankey Canal – An illustrated talk by a Sankey Canal Restoration Society Member - **Kingsway Learning Centre (Widnes Library).**

10.00 – Saturday 7th December 2013 – South American Steam in the 21st Century – An illustrated talk by Chris Lewis one of our members who has travelled extensively in search of steam. **Kingsway Learning Centre (Widnes Library).**



'Where is this' competition? (Answers to pwright964@btinternet.com) Photo by Jim Peden

- The September competition winners were Colin Turton, Rod Dixon, Roy Dixon, Arthur Turner and Ian Ratcliffe. The location was Warrington Dallam Shed.