



On Shed

The Journal of the 8E Railway Association



£1

Winter 2023

Welcome

to **On Shed**, the official journal of the
8E Railway Association.

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[Front Cover: A wintry scene at Woody Bay station on the restored section of the Lynton and Barnstaple Railway in North Devon. (Photo: Desi Halliday)

This page: Freightliner Class 57 #57012 'Freightliner Envoy' approaches Acton Bridge station light engine in August 2006. (Photo: Mike Lenz)

From the Editor. Mike Lenz

As 2022 draws to a close it is pleasing to report that the Association has returned to its normal routine of monthly meetings following the 2 year break caused by the pandemic. I am grateful for the contributions received as a result of my last editorial and hope you enjoy the content of this winter issue.

All contributions for the summer issue to reach me by March 21st 2023.

Chairman's Report. Mike Lenz

We had a successful summer outing to Stalybridge Station in the summer and this was well attended and enjoyed by all present. We have started off the 2022/23 season of meetings with several excellent presentations and look forward to next year when hopefully we can manage further summer activities as well as our monthly meetings.

By the time you are reading this issue our AGM will have taken place and your committee re-elected for another term. However we would welcome some new faces to join the committee especially to assist the fixtures officer with the programme of meetings.

As I informed those present at the AGM, 2023 will be my last year as Chairman as I intend to step down at the 2024 AGM. That gives the membership a year to find a replacement to take over the role. I will only retain the Journal editor's role thereafter.

I send best wishes for 2023 to all our members.

Membership Report. Brian Burgess

At the time of writing our membership renewals show that there remained around a dozen outstanding memberships with 25 members having renewed.

Fixtures Programme 2023. Jon Penn

Tuesday 10th January - AGM followed by film presentation by Jon Penn.

Tuesday 14th February - Merseyside Electrics by Charles Roberts.

Tuesday 14th March - Edge Hill Motive Power Depot by Dennis Flood

Tuesday 11th April - To be confirmed

Tuesday 9th May - To be confirmed

We are looking at having a couple of summer visits and details of these will appear on our website and Facebook page when they have been finalised.

PLEASE NOTE THE CHANGE OF START TIME AS AGREED AT THE AGM.

All meetings start at 7.30pm in the Gladstone Club, Station Road, Northwich, Cheshire, CW9 5RB.

Photo Puzzle.

Can you identify the location in this photograph. (Photo: Ray Towell collection)



Answer at the bottom of page 14.

News from Crewe Heritage Centre. Mike Lenz

The latest attraction to arrive at the Heritage Centre is Class 91 #91120 which is on long term loan courtesy of Europhoenix Limited. This represents one of the last class of locomotives to be built in Crewe Works 1988-1991 for use on the East Coast Main Line. It was originally #91020 and was named 'Royal Armouries'.



Memories of Birkenhead Mollington Street MPD, the Men and the Area. Part 5. Dennis Flood

I mentioned guard Les Thompson at the end of Part 4 of these articles and how I worked a train of Class 502 EMU empty coaching stock (ECS) from Birkenhead North Traction Maintenance Depot, hauled by Type 2 diesel locomotive (Class 25), to Hall Road Carriage Shed, just north of Liverpool, on the Liverpool to Southport line, in 1974, with him as my guard. The move was needed upon arrival at Edge Hill Waterloo Sidings (opposite platform 1 and the up slow line at Edge Hill Station). This movement could also be carried out at the foot of the grid iron at Edge Hill, but would still require the train to be propelled towards Waterloo sidings to allow it to then move forward and depart via Tuebrook Sidings, Edge Lane Junction and then the Bootle Branch. Inevitably, the shunters at the foot of the grid would want this type of train out of the way quite quickly, so the signalman at Picton Road Junction Signal Box was asked by them to signal the train towards Waterloo Sidings, as it travelled down from Exhibition Junction, and upon arrival at Edge Hill. The locomotive was detached upon arrival at Waterloo Sidings and was then `run-around` via Waterloo Tunnel Mouth and then back `light engine` towards Picton Road Junction Signal Box and then back again to re-attach to the train. When this was completed departure was then via Tuebrook Sidings, Edge Lane Junction and the Bootle Branch. The maximum speed of this train was 25 mph so it is no wonder that it took almost 8 hours to travel from Birkenhead North to Hall Road Carriage Shed, via Heswall Hills, Dee Marsh, Mickle Trafford, Helsby, Frodsham Junction, Runcorn, Wavertree Junction, Edge Hill Circular Goods Line, Exhibition Junction, Foot of the Grid, Waterloo Sidings, Tuebrook Sidings, Edge Lane Junction and then the Bootle Branch to Bootle Junction and forward to Hall Road – with numerous signal checks on the way. Contrast this today with an ECS movement from Birkenhead North to Kirkdale via the `link` line just beyond James Street (Wirral Line) to Liverpool Central (Northern Line) and then to Kirkdale. This movement can now be carried out in about an hour but it certainly won't be as interesting!

However, back to Hall Road and the shunting moves which were needed upon arrival from Birkenhead North with Class 502 EMU ECS. As the train was propelled towards Hall Road CS, the leading brake van (the one leading the shunting movement) was berthed at the side of the shed and, when this was done, the train would draw forward clear of it and then propel once more to berth the Class 502 EMU ECS inside Hall Road shed, on whatever road it was required by Hall Road staff. When this was done the brake van next to the locomotive was then attached to the berthed brake van at the side of the shed and they were then usually secured and stabled at Hall Road for use in a return ECS movement to Birkenhead North. This was usually within a week or so, or if they were needed, they were returned to Edge Hill by the same Birkenhead men who had brought them in earlier. How did Les Thompson come to knock his head against the stove pipe and damage himself...and wreck the stove pipe?

I had completed the shunting movement involving the first berthed brake van at Hall Road and had completed berthing the Class 502 EMU ECS within the carriage shed. All that then needed to be done was to attach the brake van, which was still attached to the locomotive to the brake van which had been stabled earlier...what could go wrong with such a simple movement? As both of the brake vans were going to be left at Hall Road for future use, the shunter asked me to `hit-up` the brake van in the sidings to allow it to travel under its own momentum towards the stabled brake van, whereupon Les Thompson would control it using the handbrake to gently roll against it. That was the plan, however the shunter didn't tell Les about this `master plan` of his beforehand and he only realised this when the brake van set off, after being detached from the locomotive by use of his brake stick, at a reasonable rate of knots towards the stabled brake van. Les happened to be asleep in this van as it approached the berthed brake van, the shunter shouting to Les to `get the brake on!`, or similar words of encouragement! Les woke up and realised where his brake van was heading and started to wind the hand brake on somewhat frantically, to say the least, but there was not enough time to stop it colliding with the berthed brake van and as it struck the buffers of this

brake van and then 'bounced' away, Les was flung forward from his brake van handbrake wheel and promptly 'head butted' the stove pipe and split it in two as he fell to the floor, it was just as well the fire wasn't lit! I don't think he was at all too impressed with this turn of events! I got off the locomotive and was able to reach Les in the brake van before the controlling shunter. I picked him up off the floor and sat him down in the guard's seat of his brake van. He had a large soot mark directly across his forehead and a slight cut above his right eyebrow, he looked like a chimney sweep after being attacked by a cat!

I obtained the first aid box from the office and cleaned his cut forehead and gave him the inevitable cup of tea. This was the miracle cure and he was soon back on his feet. I am unable to repeat, for inclusion in this article, for readers of the 'On Shed' Journal, what he actually called the controlling shunter but it can be safely said that it wasn't really very complimentary! He entered the details of his injury in the Hall Road Carriage Shed accident book and then travelled back with me on the locomotive to Edge Hill, where I stabled the locomotive on the depot. I put my own report in when I arrived back at Birkenhead Mollington Street. Les was on sick leave for four weeks and he 'milked' this event for all it was worth! He claimed compensation for his injury and was ultimately awarded £100. He bought me a Milky Bar for treating his cut head and he probably thought, 'I was tough and strong'! His wages at the time, as a guard, were about £40 per week. I recall the day he came into the office at Mollington Street, as I was the duty deputy Train Crew Supervisor at the time, with his final sick note prior to resuming duty and it was a sight I have never forgotten. Les came into the office wearing a cream three-piece suit, with a straw boater on his head and he was wearing George Raft style 'spats' type shoes and carrying a cane! 'Welcome back, Les', I said. 'It's been very quiet without you in recent weeks.' 'How do I look, man?', said Les, twirling himself around for all to see. 'Like Frankie Vaughan on a bad day!', I said. There was never a dull moment for any Birkenhead Mollington Street driver when Les Thompson was your guard that was for sure!

When the Liverpool 'Loop' line was being built in the mid-1970s, we had a job at Mollington Street known as the 'Mersey Ballast'. Booking on time for this job was 2200 and it was primarily to be available with whatever train and materials contractors required to assist them in their work building the 'Loop' line, and other work. I always found this job quite fascinating as you could see what work was being done at Hamilton Square, James Street and at other locations as the building work progressed. After booking on duty both myself and the booked driver, on this occasion driver John Welsh (who was a 'gentle giant') travelled 'as passenger' from Mollington Street to Birkenhead Park Station. Upon arrival at Park Station we then walked to Birkenhead Duke Street to take charge of the locomotive. John Welsh was not only a 'gentle giant' of a man but he had a very dry sense of humour. It was always fun to work with John. Our locomotive at Duke Street was the stabled 'Target 26' 350hp shunting locomotive (or, as it was always known '26 Shunt'). '26 Shunt' was the locomotive used on days and afternoons shunting at Duke Street, Cavendish Sidings, Morpeth Dock, the New Sidings and the Cheshire Lines Yard near Canning Street North Signal Box, and anywhere else it was needed to shunt at Birkenhead Docks. It did not work at Bidston Dock North Side as all the shunting of the iron ore traffic for John Summers steelworks was carried out by the locomotives that worked the trains forward. The locomotive diagrammed to the 'Mersey Ballast' job was always a 350hp shunting locomotive (now known as Class 08) and it was used as the 'Mersey Ballast' locomotive because there was no night shunting turn at Duke Street, although shunting staff were available there to deal with incoming and outgoing freight trains. The locomotive was stabled there and it was ideal for this type of 'as required' ballast work as it could be returned back to Duke Street before commencement of the day shunting turn at 0600. The 350hp shunting locomotive was eventually replaced by a 2-Car 'Battery Unit' which was a former 3-Car EMU used on the Euston-Watford services. After preparation we would take the 350hp shunting locomotive to Bidston Yard, where the 'Mersey Ballast' traffic was normally stabled. The trains used were composed of no more than about four wagons because of the gradient of 1-27 between Hamilton Square and Liverpool James Street. This included the brake van. They only usually consisted of wagons which were required by the contractors, such as an open wagon carrying, or for the removal of, building materials, or a 'Weltrol' wagon for the carriage of a cement mixer or an item which would normally have been 'out of gauge' on a conventional

wagon. Upon arrival at Bidston yard, we would shunt and attach the train and when the last Mersey-Wirral EMU was safely stabled at Birkenhead North and an electrical isolation was confirmed in the area where we were to work, (usually Birkenhead Park, Hamilton Square or James Street) we would draw out of Bidston Yard onto the 'down' Wrexham line and then propel the train through Bidston Station on the 'up' Liverpool line, towards our eventual destination.

At the time of the building of the Liverpool 'Loop' (Merseyrail now call it the 'Wirral Loop' which it most certainly is not. It is a 'Loop' line beneath Liverpool City Centre, not the Wirral and named as this by BR) most of the work involving the 'Mersey Ballast' was at either Hamilton Square (As seen in the photo here by Mike Lenz), or James Street. There was a period of only about five hours between service shutdown and recommencement. That was between 0015 and 0515, so any work had to be ready to start and be completed by that time. We had to be out of the tunnel sections with the 'Mersey Ballast' no later than 0500. We always managed it but there were a few close calls! When we arrived at either Hamilton Square or James Street, the train was stabled and secured and the engine of the shunting locomotive shut down for the obvious reason of being within a confined space and, more importantly, because of men working. Both myself and my driver usually watched the work which was going on or ,which I was to do subsequently many times, walk through the tunnel to James Street, if we were at Hamilton Square, or Hamilton Square if we were at James Street.



I came across a few things in the tunnel that I never knew existed when I did this and always looked forward to the next occasion. I have been in the signal cabin (called a cabin, rather than a signal box by the Mersey Railway) situated on the upside of the line on the 'River Bed' of the tunnel between Hamilton Square and James Street. How on earth a signaller worked in there during steam days, prior to electrification of the Mersey Railway in 1903, is quite beyond me, even with steam locomotives fitted with condensing apparatus working through the tunnel! This individual would have to walk to the river bed signal cabin from either Hamilton Square or James Street and then walk back again at the completion of his shift. I wonder if he was a non-smoker! It was quite possible, when a large oil tanker was being berthed at the Tranmere Oil Terminal, to stand at the river bed near the signal cabin and hear the propellers of both the tanker and the Mersey River tugs rumbling in the water as the big ship was being berthed. It was always a very sobering thought that the bed of the River Mersey was always just 30 feet above the tunnel roof! John Welsh, my driver, said to me when we were stood there once 'If an anchor comes through the tunnel roof it's time to get out of here and make the tea, sharpish!'

Mann Island Junction where Merseyrail trains now diverge towards James Street was not a new junction when the Liverpool 'Loop' line was being built. Work had commenced there many years previously and the makings of a tunnel could be clearly seen in the exact spot that Mann Island Junction now is by a person walking through the tunnel. I myself had actually been fortunate to see it. This original 'cut' was an attempted extension by the Mersey Railway Company in the mid-1870s to reach Liverpool Exchange and the Lancashire and Yorkshire Railway and then continue on the

surface towards Sandhills. Given the short distance the current Moorfields (Wirral Line) station is from Mann Island Junction, via James Street, the idea of the Mersey Railway building a line to Exchange Station has some credence to it. I was told, however, by the site engineer that this initial work by the Mersey Railway commencing the boring of a tunnel at what was to become Mann Island Junction saved some £600,000 in the mid-1970s from the final bill for the Liverpool 'Loop'. This amount was not inconsiderable sum of money in those days!

Another interesting item in the tunnel between James Street and Hamilton Square is the existence of another tunnel heading having been bored. This one is on the down side about fifty yards into the existing tunnel from the down platform at James Street. The remarkable thing about this one is that it is a full sized tunnel entrance at the start which then tapers off to almost nothing within about 50 yards of entering it. The thought behind this 'cut' is that the Mersey Railway Company apparently had plans to ultimately reach Herculaneum Dock and the Liverpool Overhead Railway. An interesting item which can be seen on the upside at James Street Station is a small inscribed stone tablet, situated just at the top of the platform ramp at the Hamilton Square end of the up platform. This commemorated the conversion of the Mersey Railway from steam to electric operation in 1903. The stone tablet is still there but the inscription on it has long decayed. I did take a pencil etching of it using grease proof paper on one occasion but, unfortunately, this has now been long lost.

One of the funniest things I got involved in at James Street on the 'Mersey Ballast' was with driver Bob Warburton. This was during the time that the platforms at the Liverpool Central end of James Street Station were being extended and brickwork from the arch of the tunnel was being removed to allow room for the steelwork for the new James Street power signal box to control both the 'Liverpool Loop and Link' lines. We had stabled the locomotive and train at James Street and the contractor's had assembled a scaffolding tower on the 'Weltrol' wagon and were working under the mouth of the tunnel removing brickwork. This work would occupy all of the time we were there. A wooden hut had been provided for staff and contractors near to what was then the existing James Street Signal Cabin and myself and Bob were sat in this hut having a cup of tea and listening to Peter Hansford's excellent ARGO TRANSACORD recordings of steam locomotive sounds. The one we were listening to at the time was called 'Britannias and the Clans' and one such recording on the record was of a Britannia picking up speed on the falling gradient towards Scout Green and Tebay and giving out the unmistakable sound of a Britannia 'chime' whistle as it stormed down the bank towards Tebay Station. This gave us an idea and a cunning one it was too! The tape recorder I had in those days used a cassette so it was portable and quite easy to carry. We went into the Station Supervisors office on the downside at James Street, as this office was left open during the night to allow use of the telephone by the contractor's staff, when needed. We found what we were looking for, it was a megaphone! I picked it up and both myself and Bob then went onto the station footbridge, which was 'open' in those days, and the track below could be easily viewed below head height. I balanced the megaphone on the top of the bridge and, as we both crouched down, Bob held the tape recorder and turned the sound up on our chosen recording as the contractor's staff were busy working away below about twenty yards away. The recording of the 'Britannia' started off quite leisurely to begin with and all that could be heard was the sound of a bird twittering away in the summer sunshine then the beat of the locomotive could be heard in the distance. This sound was, of course, amplified in the confined spaces of a deserted James Street Station at about 2am in the morning. It was at this point that one or two of the contractors started looking nervously towards Hamilton Square. I saw a few of them clearly do this as I peered over the top of the footbridge. As the sound got increasingly louder I could see one or two of them start to climb down from the scaffolding tower as others stopped work and wondered what was going on. Bob and myself were laughing so much at this time it is remarkable that we did not drop either the tape recorder or the megaphone! As the beat of the locomotive got even louder one or two actually got off the scaffolding tower and pointed towards Hamilton Square, just then came the unmistakable sound of the magnificent Britannia 'chime' whistle and the thunderous roar of the Britannia was heard all over Liverpool James Street and eight contractor's staff disappeared off the scaffolding tower in all directions! When the noise tapered away silence reigned at James Street

once more and some very choice language was heard coming forth and myself and Bob rapidly disappeared up towards the long James Street Station exit towards Water Street. We sensibly stayed up there until the language had subsided, there were some rather big physical contractors working at James Street and we thought it best not to antagonise them any further! We eventually returned to the wooden hut and kept a low profile, whilst having a very good laugh, it must be said. Afterwards, a few of the contractors came into the hut for their break and took it all in good grace and, amazingly, they did actually believe that a train was coming from Hamilton Square. Good fun was to be had on the 'Mersey Ballast' that night!

Referring to driver John Welsh once again and another hilarious moment in the saga of the 'Mersey Ballast'. There was one occasion when we had completed the work at Hamilton Square, stabled the wagons at Bidston Yard, and then returned the locomotive to Duke Street and set off on the long walk to Mollington Street to book off duty. We were walking along Arrowe Park Road when we heard a woman's voice shouting 'Help! Help!'. She was standing outside one of the large Victorian houses on this road and, after spotting us both, motioned with her arm to come over to her quickly. We did this and John asked her what the problem was. 'My mother has fallen out of the bed!', was the reply. 'Can you help get her back into it for me, please?' 'No problem at all, love' replied John. We took our boots off and went upstairs to find the unfortunate lady wedged between the bed and the adjacent wall. John said 'What a funny place to read a Mills and Boon book that is, love!' We all started laughing. I climbed over the bed and got behind the lady, with my back against the wall and John stood at her feet. The plan was to lift her and, literally, swing her back onto the bed. I put my arms under the shoulders of the unfortunate lady, who was rather large, to say the least, and John took hold of her legs at the calves, 'right, after three' said John. 'One, two, three' we lifted her and slung her onto the bed as laughter went on all round! The lady was very grateful and insisted we have a cup of tea before we went, railwaymen never refuse tea, and we didn't! We finally got back to Mollington Street at 0650, when we should have booked off at 0600. John tore up the 'driver's ticket' he had made out earlier at James Street, booking just the 8 hour duty diagram length, and he then proceeded to make out another one. The information on a 'driver's ticket' showed what duty diagram had been carried out and what overtime had been worked, if any. He booked an hour's overtime for both himself and me and made an entry in the 'remarks' column, for the information of the wages clerk, which read as follows; 'One hour's overtime booked on this Mersey Ballast diagrammed turn due to late shunting at Duke Street'. 2200-0700. We were gainfully employed in 'shunting' all right, not at Duke Street but in a house on Arrowe Park Road! 'That's worth a bag of chips and a couple of pints!', said John. Indeed it was.

A Merseyrail Class 508 unit seen here at Hunts Cross station in August 2018. (Photo: Mike Lenz)



The Stanier 8F Locomotive Society. Ian Chapman



(Photo: No 8031 in Crewe Basford Hall Sidings in 1936. Andrew Biwandi collection)

If you've visited the Severn Valley Railway in the last ten years or so, in particular the Engine House at Highley, you may have seen 8F number 48773. It's on display awaiting an overhaul.

What you may not know is that this locomotive and the Society have strong links with the Northwich area.

Back in 1967 when steam was being withdrawn, two students, Alan Wilkinson and Bill Murray who had previously attended Winsford Grammar School decided to start an appeal to preserve a Stanier 8F since none were scheduled for the proposed national collection. They thought that the Stanier 8F deserved recognition in view of their efforts during the Second World War, both overseas and at home. Not to mention they saw them locally on the hoppers. As they were both not of legal age (21 at the time) and thus not able to sign legal documents they approached one of their former teachers, Ian Moss, who agreed to be the 'responsible person'. Ian's wife, Joan became the treasurer and thus the 8F Preservation Society, as it was then known, was born. Sadly Alan Wilkinson, Ian Moss and Joan Moss are no longer with us.

The first public appeal was in the Northwich Guardian, which was followed nationally by the Daily Telegraph and the funds slowly trickled in. Bill Murray recalls that Ian Allan ran some adverts for the Society, but remains convinced that the Society was never invoiced for them!

BR were asking for £3250.00 for an 8F in 1968. A not inconsiderable sum given that the average weekly wage in 1968 was £22.30. Captain Peter Manisty negotiated a reduced price with the British Railways Board of £3000.00 for the Society. With help from an anonymous donor the Society was able to complete the purchase in August 1968.

Although Alan and Bill had intended to save one of Northwich's 8Fs, Geoff Dentith, at the time District Motive Power Superintendent at Chester, helped to select 48773. At the time it was considered 48773 was probably one of the best surviving 8Fs having had a recent overhaul in 1965 at Crewe and spent a lot of the time in store. The rationale for selecting 48773 being that in 1968 the facilities for repairing and overhauling steam locomotives were not what they are today. 48773 was suggested as being a locomotive that would give a reasonable amount of service before major repairs or overhaul would be required. There were locomotives with better boilers and locomotives in better mechanical condition, not both. 48773 was thought to be in the best overall condition. And so eventually 48773 made its way to the Severn Valley Railway and into preservation in September 1968.

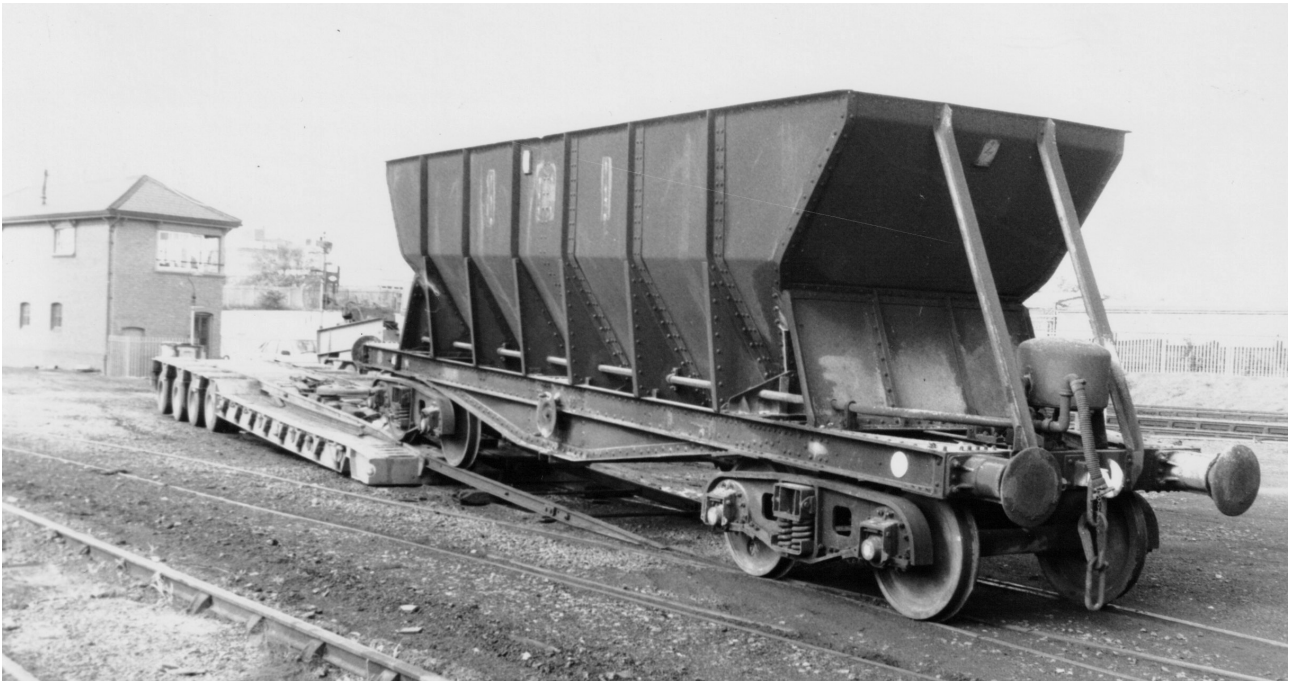
Back in 1968 little was known about the engine's history. We were told the locomotive's correct identity wasn't really its BR number 48773. With the editor's permission I will provide another article detailing more of the locomotive's fascinating history and its escapes from the scrap men.

48773 herself never visited Northwich in BR days as far as we know. It did call at Northwich on the 1st February 1992 when it headed the Lancastrian Railtour outward leg between Shrewsbury and Blackburn as seen in the photo below. (Photo: P H Groom)



Back when it was owned by BR one of our members recorded it working the block chlorine/chemicals train to Port Talbot as far as Crewe from the BP Chemicals factory at Sandbach. It had a 9K (Bolton) shedplate and was ex-works. It has passed through Crewe several times in preservation when it hauled mainline excursions in the 1990s. Its final mainline venture was in 2000. Two further connections with the Northwich area are that David McIntosh, the former Northwich Area Manager, is one of our Trustee/Directors and the Society owns two of the former ICI hoppers which almost certainly made many trips to and from the area. They are numbers 19052 and 19129. 19052 has been cosmetically restored into its 'as built' livery. See photos on page 12.

For anyone interested in the history of the locomotive and a small insight into the early workings of the Society as well as the purchase of 48773 there are two recordings on the Society's website at 8fsociety.co.uk made by Ian Moss and Bill Murray with a contribution by Mike Shackleton, our former treasurer. The recordings last around an hour in total and make interesting listening. We also have a Facebook page and we have a detailed record of 48773 sightings and workings. We would be pleased to hear from anyone who has photographs or can add to our knowledge of the locomotive's history.



Society owned ex-ICI hopper wagon number 19129 is unloaded at Kidderminster on 7th May 1994



The Society's restored pre-war example ICI hopper as restored to its former glory. Numbered 19052 at the time of withdrawal, this hopper has resumed its original number 3252 and ICI grey livery, as built in 1938.

These days, as I mentioned in the opening paragraph, the locomotive is an exhibit in the Severn Valley Railway's Engine House at Highley. It hasn't steamed since its boiler ticket expired on 13th January 2008. Negotiations are taking place about the next overhaul but no date has been set for it to enter the works. The Society is collecting funds as it is quite likely that when the overhaul does take place we will need to make a very substantial financial contribution.

Stanier 8Fs in action.



48151 climbing into Winnington Works with the 10:05 hoppers from Peak Forest. 48643 banking on the rear on 2nd January 1967. Alan Wilkinson



48094 At Crewe station south end with a Class J goods train 20th May 1953. Hutchinson

Winter at Woody Bay station. Mike Lenz

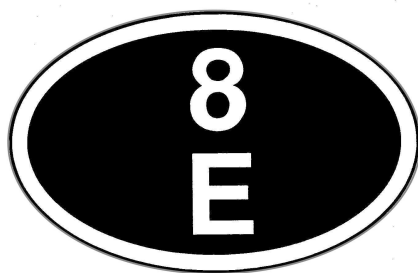
As many members are aware I have long had an interest in the railways of Devon and Cornwall, with the former 'Withered Arm' being a particular favourite of mine. However I have also much admired the long closed narrow gauge of the Lynton & Barnstaple railway and have memories of passing the former stations at Woody Bay and Blackmore Gate whilst on holiday with my parents in the 1960s.

I have watched with much interest the growth of the resurrected Lynton & Barnstaple railway at Woody Bay, and have now become a member and shareholder in the community interest company. As a follower of the railway's Facebook page I was recently delighted by the photos taken during the recent winter spell of weather in the West Country. These were taken by Desi Halliday, owner of the Moorlands Hotel (formerly the Station Hotel), and I am grateful for her allowing me to use these images both on the cover and below.

I am looking forward to visiting the growing railway in the not too distant future but for the time being I am having to settle for my 009 L&B layout which I have built over the past three years.



Photo Puzzle: The photo shows Class 40 #40082 coming off the Middlewich Branch at Sandbach Junction, Northwich.



The 8E Railway Association

Founded 1981

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On Shed Journal

Contributions for future issues are welcomed.
Please submit these to the editor at the monthly meeting or by email to the address below.

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[Rear Cover: Soon to disappear. The pair of down starter signals at Lostwithiel with the shorter arm for the china clay branch line to Carne Point, the former Fowey branch.
(Photo: Mike Lenz.)

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