



On Shed

The Journal of the 8E Railway Association



£1

Summer 2023

Welcome

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

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Front Cover: A scene that will not be with us for much longer. Lostwithiel signal box is one of several boxes destined to go when the semaphore signalling in Cornwall is replaced later this year when Exeter Panel takes over control of the rail routes in Cornwall. Seen here in May 2006. (Photo: Mike Lenz)

This page: The former entrance to Northwich station now being replaced by a new building following the collapse in May 2021. (Photo: Mike Lenz)

From the Editor. Mike Lenz

Once again the time has come for another issue of 'On Shed'. I would like to thank Dennis Flood and Dave Hawkes for their contributions to this issue. If any of you are visiting preserved railways and have suitable images and text then I would be pleased to feature them in future issues.

All contributions for the winter issue to reach me by December 21st 2023.

Chairman's Report. Mike Lenz

We have enjoyed a successful season of meetings since the beginning of the year and at the time of writing I am looking forward to our two summer outings (Stalybridge in July and Chester in August) before starting the 2023/24 season in September.

My thanks go to Andrew MacFarlane who has been tasked with assisting with our fixtures programme and has put together an interesting selection of speakers for the first half of our new season (see below).

It is good to see work now being undertaken to replace the damaged section of Northwich station and hope that the end result will compliment the remaining part of the original building. I have recently met with the new Community Rail Officer for the Mid-Cheshire Line, Sarah Muir, who is looking to set up a Friends of Northwich Station group. She would welcome support from any 8E members who are interested. If you are interested in helping then please contact Sarah on the following email address: sarah.muir@midcheshirerail.org.uk for more information.

Membership Report. Brian Burgess

Membership currently stands at 50 overall. Membership renewals are due at the beginning of September.

Fixtures Programme 2023.

Tuesday 12th September - UK Independent locomotive manufacturing in the 19th Century by Dr Michael Bailey.

Tuesday 10th October - Rail Safety by David Maidment.

Tuesday 14th November - BR Steam; The Splendid Years Part 2 by John Sloane.

Tuesday 12th December - People and Places 1 by Paul Shackcloth.

Tuesday 9th January - AGM and slide presentation.

Tuesday 13th February - To be confirmed.

Tuesday 12th March - To be confirmed.

Tuesday 9th April - To be confirmed.

Tuesday 14th May - To be confirmed.

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.

Answer at the bottom of page 14.



News from Crewe Heritage Centre. Mike Lenz

Due to arrive at the Heritage Centre in early August will be the LNWR Coal Tank #1054 as part of the Crewe Works 180 Exhibition which is currently taking place in the main exhibition hall from July 1st to September 10th, although the locomotive will remain at the Centre until early November. It is seen here at Chester in the 1980s being attended to by an 8E watering team. (Photo: Mike Lenz)



Memories of Birkenhead Mollington Street MPD, the Men and the Area. Part 6. Dennis Flood

In Part 5 of these articles I mentioned the 'Mersey Ballast' diagram that we had at Mollington Street and what work was carried out, in particular, during the construction of the 'Liverpool Loop' line in the mid-1970s.

It is worth mentioning that in my time at Mollington Street there was only one serious incident to occur involving the 'Mersey Ballast' and it occurred in 1976 between Hamilton Square and Liverpool James Street Stations. The exact location was on the 'up' line (Liverpool direction) between the 'River Bed' and James Street Station. The ruling gradient on both 'up and down' lines is 1 in 27. I cannot now recall who the driver was but the guard was Brian Arkle, of Mollington Street, who is now sadly no longer with us but who became the most important 'player' in this incident. The Class 08 shunting locomotive had arrived 'on-site' with two 'Salmon' type bogie vehicles and the brake van. The rear 'Salmon' vehicle had a single 60ft track panel on it and the plan was to use this replacement track panel to replace an 'in situ' track panel with it on the 'up' line. This meant that the brake van was detached and secured about 25 yards to the rear of the train. This was done to make the 'lift' easier for the driver/operator of a Twin-Jib Tracklayer, which had been brought in earlier by a Class 47 locomotive on the 'down' line. It was to work under its own power for the 'lift' with the Class 47 locomotive left stabled in James Station 'down' platform. The Twin-Jib Tracklayer was to work independently on the 'down' line and would lift out the redundant track panel on the 'up' line between the brake van and the rearmost 'Salmon' vehicle (the one with the replacement track panel on it) and then lift this panel over the replacement panel and place it on the other 'Salmon' vehicle nearest to James Street Station and the Class 08 locomotive.

The lift went well but as the Twin-Jib Tracklayer lifted out the redundant track panel from the ballast on the 'up' line it suddenly started to move towards the 'River Bed' on the 'down' line, complete with the track panel secured to both the out swung jibs and in the air, about 12ft above the ballast. It ran out of control towards the 'River Bed' and what happened next was quite dramatic, to say the least! The Hamilton Square end of the out swung track panel struck the stabled brake van on the 'up' line and, in doing so, the momentum of the out of control Twin-Jib Tracklayer caused the rails on the out swung jibs to pass through the windows of the brake van quite literally from one side of it to the other, causing the sleepers to be piled up on the brake van veranda at the James Street end. The force of this impact caused the track panel to be completely detached from the out swung jibs of the Tracklayer. The Twin-Jib Tracklayer eventually came to a stand at the 'River Bed' after 'see-sawing' back and forth a few times! The brake van itself now resembled a Sedan Chair, with sleepers piled up on the veranda. Amazingly the brake van was not derailed by the force of this violent impact. The concern after the incident was the whereabouts of guard Brian Arkle because had he been inside the brake van and sat down in a seat near the side window 'blisters', as they were called, then it is quite likely he would have been decapitated. Thankfully, after the initial panic of the incident, Brian was found quite safely sat with the signaller in James Street signal box, having a cup of tea and wondering what all the fuss was about! The brake van was eventually removed from the tunnel section complete with the track panel rails still inside it and stabled at Birkenhead Duke Street for an internal investigation to be carried out.

Brian Arkle took a photograph of this brake van at Duke Street and gave it to me a few years later. I was hoping to find it for inclusion with this article but to no avail. When I eventually find it I shall share it in a future article. There will never be a photograph quite like the one Brian took of his 'Sedan Chair' brake van – I just hope I can find it as it is certainly worth sharing with members!

This was a major incident but, thankfully, nothing quite like this occurred in my time at Mollington Street.

Derailments occurred to wagons and occasionally locomotives but this was no surprise given the condition of the permanent way in sidings and yards at that time. The surprise was that there was not a lot more. Some of the derailments which occurred were 'self-inflicted'. An example of this would be during a shunting movement at Birkenhead Duke Street when propelling a long train into 'Klondyke' sidings and the controlling shunter would tell the driver to stop when 'you feel the block'. When the 'block was felt' this usually resulted in flattening it with the leading vehicle, which would then be derailed, and the stop block was then shattered into several pieces! The stop blocks in 'Klondyke' sidings were made from pieces of redundant bull head rail, they were not designed to withstand the impact of a very slow moving train, to say the least! However, when this occurred the 'offending' wagon which had become derailed was simply detached from the rest of the train and left where it stood. A red tail lamp was placed in rear of it and the rest of the train stabled close by. The breakdown gang from Mollington Street were then advised and they dealt with it when they could. The shunter and driver both submitted reports and that was about it.

The Mechanical Foreman in my time at Mollington Street was a man of the highest calibre – Harry Williams. Harry was a real gentleman who could fix anything and was always unfailingly polite when he spoke to anyone. However, he was always more than a little concerned if a class of locomotive not normally seen at Mollington Street during my time there turned up at the depot, such as a Class 37 or even a Class 20 as he was never conversant with those types.

I remember being on night duty as the Deputy Train Crew Supervisor once and he came into the office at about 0700 to enquire of any locomotive repairs, or of 'A' or 'B' examinations which needed to be carried out and I told him that there was a Class 37 on the depot which had failed and required his attention at the depot almost immediately. Poor Harry looked very concerned indeed at this news. 'Blimey, that's all I need, where is it?' enquired Harry. 'It's on my desk!', I replied. 'What?' said Harry, looking more than a bit puzzled. I then produced an 'OO' gauge model of a Class 37 locomotive which I had hidden beneath a few sheets of paper. 'It's got an earth fault on number two traction motor Harry, can you sort it out in time for it to leave the shed at 07.30?' (This was about the time I was to be relieved by the day turn Train Crew Supervisor.) Harry, ever the gentleman, replied 'It will be ready to go at 07.25'.

Harry was well respected by everyone who knew him and this respect was magnified even more so when we found out that he was a Lancaster bomber pilot in the Second World War. He survived numerous bombing missions and was awarded a DFC and Bar. We only found this out because a driver who was a keen aircraft enthusiast saw a photograph in a book of Harry and his crew standing next to his Lancaster bomber. When he showed this to Harry in the privacy of the Mechanical Foreman's office and asked if it was him, Harry's reply was very humble and he simply replied 'I think so'. What a special man Harry Williams really was. Harry had some first class maintenance staff working with him at Mollington Street. There was Alan Daniels, Les Williams and Des Moye, to name but three, and also fitter's mate Gerry O'Leary, who was once a fireman at Mollington Street.

I had an event with Des Moye one Saturday afternoon at Mollington Street that was quite both remarkable and hilarious at the same time. I was carrying out duties as a Deputy Train Crew Supervisor and in the early afternoon I sent two drivers to Chester depot to bring back a two-car Derby lightweight diesel multiple unit (DMU) coupled up to another two-car Park Royal DMU to Mollington Street, after repair, for use on the Helsby and Chester services on the Sunday. The drivers travelled to Chester and reported to the Mechanical Foreman at Chester depot for instructions. They were told that the two-car Park Royal DMU was not yet ready to release from maintenance but the two-car Derby lightweight DMU was ready to take back to Mollington Street. They decided that one would take the Derby lightweight set to Mollington Street and the other would wait for the Park Royal set to be released. So far so good! The driver who was to return the

two-car Derby lightweight set to Mollington Street duly carried out his preparation duties and departed Chester depot empty coaching stock (ECS) for Birkenhead, leaving the other driver to wait for the two-car Park Royal DMU. However, his preparation duties were not quite as they should have been on this occasion and I will not name him here as he is still, thankfully, very much with us. The other driver was Brian Henshaw, a DMU driver instructor, who had spent many years in the DMU link at Mollington Street and knew as much as anyone there about DMUs. Brian sadly passed away earlier this year. I was waiting the arrival of the first two-car DMU to arrive at Mollington Street, having been advised by Operations Control at Lime Street as to what was happening. I left the office and set the route from the Green Lane end of the Shed towards No.14 road on the former Great Western steam shed and then awaited developments back in the office. The former Great Western steam shed at Mollington Street was always used to stable DMUs in my time there. I received a telephone call shortly afterwards from the signaller at Green Lane Junction that the first of the two-car DMUs would arrive shortly. I asked him to stop and tell the driver that the route was set and to come straight into the former Great Western steam shed. This the driver duly did and disposed of the DMU upon arrival in the correct manner by stopping the engines, applying the handbrake, switching off all lights and removing his control key. Battery isolation switches were never switched off on DMUs. The driver was now required to walk to the office and advise me of the unit numbers for the depot traction sheet, which was always kept on the Train Crew Supervisor's desk and was a true record of what traction was actually stabled on the shed at any one time. It was a simple clipboard with a sheet of paper on it and it had replaced the 'Engine & Train Arrangements Board' which was a feature of all Motive Power Depots in steam days. (I will write more about the 'Engine & Train Arrangements Board' we had at Mollington Street in the next article.) The driver came to the office but had forgotten to note the two vehicle numbers so I said 'put the kettle on and I'll have a walk outside and get them myself. The exercise will do me good!' I walked out to the 'Western' shed, as it was always known, and noted the first vehicle number, which was M50927 (the power car) and then noted number M52040 next to it (the trailer vehicle). It was then I noticed something was missing. The non-driver side of the leading vehicle, M52040, just had two leather straps hanging from where the door should be with a couple of screws still secured to the leather straps. The only problem was that the whole door was missing! It had clearly been knocked off after it had somehow opened en-route between Chester and Birkenhead. I quickly returned to the office and told the driver to follow me back to the DMU, which he did. I then pointed up from the ground and asked him where the door was, with some incredulity, it must be said. His reply? 'Well, it was definitely there when I left Chester shed!' My response was less than that expected of a Deputy Train Crew Supervisor and I will leave the reader to use his own imagination what I said but it went something like 'well it isn't now is it?', or something similar to that! I returned to the office much quicker than I had sauntered out from it earlier and rang Chester depot to see if my second driver had left with the two-car Park Royal DMU, for Mollington Street. Fortunately, he had not. I told him what had happened and asked him to keep a good look out for a DMU door somewhere on the line between Chester and Mollington Street and, if he were to spot it, stop and pick it up as it's needed at Mollington Street! The driver, Brian Henshaw, was highly amused at this turn of events and said he would 'keep a sharp lookout for it!' After about an hour or so, Brian turned up with the offending door in the cab of the two-car Park Royal DMU. 'Here it is!' he proudly announced. 'I found it just beyond the overbridge near the site of Ledsham Station, that's where it must have been knocked off. It doesn't look too well at all!' It certainly didn't, that was for certain.

Now was the time to speak to Mollington Street fitter Des Moye and use his expertise. I called Des out of his cabin (fitters did not have offices) and let him have a look at the offending door, telling him what had happened as he did so. He couldn't contain his laughter and said it wasn't a fitter that was wanted to fix the door but a glazier and a panel beater! 'Leave it with me and I'll see what I can do' said Des.

After about two hours of banging and hammering in the diesel depot workshop Des had not only knocked out most of the dents in the door panel but had replaced the 'drop leaf' window with a spare he had 'found' on top of his locker. It's best not to ask what it was doing there! He refitted the door back on the vehicle and had also found some BR corporate blue paint to cover up most of the dents he had hammered out! Des was a fitter (panel beater) par excellence.

For those Association members who travelled by DMU in those days, you may recall seeing a two-car Derby lightweight set occasionally at Liverpool Lime Street as this particular DMU was based at Allerton Depot but was often at Chester for use between there, Rock Ferry and Helsby and what made it stand out was where Des Moye had carried out his 'panel beating' job, as he had placed over the slightly visible 'ripple' dents on the door a small white BR 'double-arrow' corporate transfer to further hide the dents!

This DMU was in service for many years with the 'double arrow' transfer on just that one door and when I went to work on the Western Region some years later I saw it at Swansea Landore Traction Maintenance Depot, as it was then being used in West Wales and on the Central Wales Line, having been transferred from the London Midland Region. The legacy of Des Moye lived on long after he carried out that excellent piece of work and I was the only Western Region Manager who had any idea how it came to be there! My link with Birkenhead Mollington Street was always there every time I saw this DMU in service in West Wales. This incident was never reported to Operations Control at Lime Street because of Des Moye's skill in repairing a door which would have been 'written off' under normal circumstances. As far as the driver was concerned, I had a 'suitable conversation' with him at the time and I left it at that. The door was clearly 'on the catch' when he left Chester and he had failed to notice it for the simple reason that he had not walked around the DMU during his preparation of it at Chester. A lesson learned, but with grateful thanks to Des Moye.



Swansea Landore based Class 108 DMU (Photo: Richard Bywater)

I'll have another escapade to inform readers about involving Des and another DMU arriving on the former Great Western steam shed at Mollington Street, only on this occasion concealing it from the Depot Shedmaster Jack Barford (Assistant Area Manager Train Crews) did not quite work out as planned!

At home on the Prairies. Photos by Mike Lenz



BR(W) Class 4575 #5552 seen at Bodmin General station in lined BR Green livery with late crest. June 2010.



BR(W) Class 4575 #5553 also at Bodmin General Station in BR Black livery with early crest. June 2023.

Not Just Standards. Dave Hawkes

I am sure we are all well aware of the extensive building programme for standard designs of steam locomotives which British Railways embarked upon during the 1950s. Robert Riddles, as Chief Mechanical Engineer, oversaw the production of 999 'Standards' from January 1951 with 70000 (Britannia) until 92220 (Evening Star) appeared from Swindon in March 1960. However, we may not have realised just how many locomotives were built after nationalisation in 1948 to the designs of the 'Big Four' - GWR, SR, LMSR and LNER - the last appearing in October 1956. Using Hugh Longworth's comprehensive compilation 'BR Steam Locomotives - Complete Allocations History 1948-1968' I make a total of 1535 of these entering service after 1st January 1948. Quite impressive! I have seen a slightly higher figure quoted, so I apologise if I have missed some.

As part of their recovery after World War II each of the 'Big Four' companies resumed their building programmes to update their stock to cope with heavier trains and to replace worn out engines and this was continued by the British Railways Regions. Most of the new locomotives were to designs by the last one or two CMEs of each company, with a few exceptions, as we will see.

Great Western Railway (GWR)

The GWR had settled on the 0-6-0PT as its preferred small shunting engine, with capabilities for trip working and local passenger trains. At the beginning of 1948 there were still almost 300 of assorted tanks in service, dating from the 19th century and designed by William Dean, who retired in 1902, and by Joseph Armstrong, who died in 1877. The GWR had also acquired a lot of locomotives from smaller companies at the grouping. Although suited to their work these were, of course, non-standard and ripe for replacement.

1500 class (Hawksworth)	1500-1509	Total 10	August 1949 - September 1949
1600 class (Hawksworth)	1600-1669	Total 70	September 1949 - May 1955
5700 class (Collett)	6760 - 6779	Total 20	November 1948 - December 1950
	9662 - 9682	Total 21	April 1948 - May 1949
7400 class (Collett)	7430 - 7449	Total 20	August 1948 - April 1950
9400 class (Hawksworth)	3400 - 3409	Total 10	December 1955 - October 1956
	8400 - 8499	Total 100	August 1949 - November 1952
	9410 - 9499	Total 90	February 1950 - July 1955

Although the first 10 (9400 - 9409) were completed at Swindon in 1947 the remainder were constructed by outside contractors. With hindsight it seems extraordinary that the last pannier tank was delivered as late as 1956 when production of the 350 hp diesel-electric shunter was already well under way. However, there had been severe shortages of materials, coupled with full order books for the contractors. The first withdrawals of the 34XX series were in 1962. That hardly represents value for money!

The Churchward large prairies (3150 class) were also becoming a bit long in the tooth and a batch of the Collett development of these was built to replace them.

5101 class (Collett)	4160 - 4179	Total 20	September 1948 - December 1949
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The GWR had embraced the 4-6-0 wheel arrangement during the Churchward era and had built numerous examples of the Saint and Star classes, which were developed by Collett into the Hall

and Castle classes, respectively. Hawksworth developed the Halls further to the Modified Halls. In addition there were still examples of Dean's Duke of Cornwall 4-4-0s operating along the Cambrian lines, Collett's Manors being the obvious replacement.

4073 Castle (Collett)	7008 - 7037	Total 30	May 1948 - August 1950
6959 Modified Hall (Hawksworth)	6981 - 6999 7900 - 7929	Total 19 Total 30	February 1948 - February 1949 April 1949 - November 1950
7800 Manor (Collett)	7820 - 7829	Total 10	November 1950 - December 1950

There were also lots of Dean Goods 0-6-0s and Cambrian '15' 0-6-0s still plying their trade mainly along the secondary routes in Wales. Rather than produce more of Collett's '2251' class 0-6-0s the last 25 of the Ivatt 2MT 2-6-0s (46503 - 46527, built at Swindon between November 1952 and March 1953) went to the Western Region, 22 to Oswestry and the remainder to Bristol (St. Philips Marsh). This could be seen as an early attempt by British Railways to introduce some kind of standardisation since a number also went to the Eastern and North-eastern Regions, formerly LNER territory.

Southern Railway (SR)

Here the situation was much simpler. The last CME, Oliver Bulleid, had produced two designs of 4-6-2, the Merchant Navy class for expresses and the West Country / Battle of Britain class for everything else.

Merchant Navy	35021 - 35030	Total 10	September 1948 - April 1949
WC / BB	34071 - 34110	Total 40	April 1948 - January 1951

However, as with the three other companies they had a large stock of pre-grouping locomotives and requirements for replacements of lower power than the Pacifics. Again LMSR designs were employed, this time in the shape of the Ivatt 2MT 2-6-2T (41290 - 41319, appearing between September 1951 and June 1952) and the Fairburn 2-6-4T (42066 - 42106, built at Brighton between September 1950 and June 1951).

London, Midland and Scottish Railway (LMSR)

As befitted the largest of the Grouping companies the LMSR designs amounted to the highest number of new engines (640). They had the most diverse collection of locomotives in 1923 simply due to the number of companies involved, from the London and North Western and the Midland in the South to the Caledonian and Highland railways in the North. Stanier had produced a set of standard designs with a great deal of success and his successors continued the process, but there were still many ageing examples in action in 1948, including some from the previous century. These ranged from HR and Lancashire and Yorkshire 4-6-0s to assorted 2-4-2 tanks. So it seemed logical to continue the natural cycle of new construction and withdrawal. As we have seen above, and will see below, not all of the work was for or by the London Midland Region.

'Princess Coronation' (Stanier / Ivatt)	46257	Total 1	May 1948
Black Five (Stanier)	44658 - 44757	Total 100	February 1948 - December 1950
4MT 2-6-0 (Ivatt)	43003 - 43161	Total 159	January 1948 - September 1952

2MT 2-6-0 (Ivatt)	46420 - 46527 Total 108	November 1948 - March 1953
2-6-4T (Fairburn)	42050 - 42186 Total 137 42190 - 42199 Total 10	April 1948 - June 1951 January 1948 - March 1948
2MT 2-6-2T (Ivatt)	41210 - 41329 Total 120	August 1948 - May 1952
0-4-0ST (Stanier)	47005 - 47009 Total 5	October 1953 - January 1954

The reason for constructing more dock tanks has evaded me so far. Perhaps there was an upsurge in traffic, since the five new locomotives went to Birkenhead (4) and Preston (1), which might provide a clue. The five original engines (47000 - 47004) were scattered over the London Midland Region, two being allocated to Bank Hall shed (Liverpool). Bank Hall also had a number of Aspinall 'Pugs', but none of those present in 1948 were withdrawn until the late 1950s. Did these tank engines operate on both sides of the Mersey?

London and North Eastern Railway (LNER)

Gresley had settled on the 4-6-2 'Pacific' wheel arrangement for his express locomotives and this philosophy was continued by his successors, Thompson and Peppercorn. Thompson also designed the B1 class 4-6-0 to provide a standard mid-range engine to compare with the Stanier Black 5, and the L1 class 2-6-4T for heavy suburban traffic. Peppercorn developed the K4 class 2-6-0, which was designed for the rigours of the West Highland line, into the K1 class 2-6-0, none of which went there initially! Despite building these the Eastern and North Eastern Regions also acquired 102 Ivatt 4 MT 2-6-0s (43050 - 43111 / 43122 - 43161 July 1950 - September 1952), some of which were tried on the West Highland line. As with the Western Region a number of the Ivatt 2MT 2-6-0s were built for the Eastern, North Eastern and Scottish Regions mainly at Darlington (46460 - 46482, May 1950 - October 1951).

A1 4-6-2 (Peppercorn)	60114 - 60162 Total 49	August 1948 - December 1949
A2 4-6-2 (Peppercorn)	60526 - 60539 Total 14	January 1948 - August 1948
B1 4-6-0 (Thompson)	61274 - 61409 Total 136	January 1948 - April 1952
K1 2-6-0 (Peppercorn)	62001 - 62070 Total 70	May 1949 - April 1950
L1 2-6-4T (Thompson)	67702 - 67800 Total 99	January 1948 - September 1950
J72 0-6-0T (Worsdell)	69001 - 69028 Total 28	October 1949 - May 1951

The decision to build some tank engines to the design by Worsdell which were introduced in 1898 seems odd. There were certainly many locomotives in need of replacement, but to pick such an old design suggests that none of the more recent efforts were deemed suitable. Unsurprisingly, perhaps, most of them (24) were allocated to the North Eastern Region. No doubt some one will know the background to this decision.

Whilst this plethora of steam engines was being constructed other forms of motive power developed by the Big Four, mainly diesel and electric, were being explored and continued to be produced by the newly created Regions. But that is another story.

Railriders at Crewe Heritage Centre. Photos by Mike Lenz

In June Crewe Heritage Centre hosted the first Railriders Model Railway Exhibition which proved a great success and feature several visiting locomotives including DB Cargo Class 66 #66175 'Railriders Express' and DRS Class 68 #68034 which was named 'Railriders 2020' on the Saturday of the event weekend.



DB Cargo Class 66 #66175 'Railriders Express'



DRS Class 68 #68034 'Railriders 2020'

Summer at Woody Bay in OO9 scale. Mike Lenz

My interest in the Lynton & Barnstaple Railway has now extended into my modelling with a 009 layout in my box room at home, which features the last three stations on the line on a u-shaped layout.

The stations are Woody Bay, Caffyns Halt and the terminus at Lynton & Lynmouth as seen in the photos below.



Woody Bay station

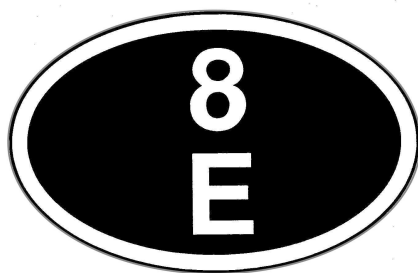


Caffyns Halt



Lynton & Lynmouth station

Photo Puzzle: The photo shows the old Motorail Dock at Okehampton in Devon. The station has recently been reopened to passenger traffic.



The 8E Railway Association

Founded 1981

President	Graham Roughsedge
Vice President	Alan Ashurst
Vice President	Colin Worrall

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Vice Chairman	Dennis Flood
Vice Chairman	Roger Morris
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Membership	Brian Burgess
Fixtures Officers	Jon Penn/Andrew MacFarlane
Publicity/Webmaster	Mike Lenz
Additional members	Steve Blakemore Paul Tench

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: The National Transport Trust 'Red Wheel' plaque recently unveiled at Crewe Heritage Centre and located on the remaining section of the original 'Spider Bridge' commemorating the Crewe Works Narrow gauge. (Photo: Mike Lenz.)



Spider Bridge

Crewe Works was once served by an 457 mm (18 inch) gauge tramway system for the internal transportation of goods, with construction beginning in 1857 under the Locomotive Superintendent John Ramsbottom. Over the following years the system was extended from the Old Works to Crewe Railway Station; this involved the construction of the 'Spider Bridge' in 1878.

The bridge itself was a foot bridge that ran from the Old Works to the Railway Station with the inclusion of the tramway, this allowed spare parts to be transferred from the works to the Station for onward transport to wherever they were needed on the network.

Unfortunately it could only be accessed from the Station using steps from the platform, making the transfer of goods from the tramway challenging and eventually leading to this method being abandoned. However for many years following, the bridge continued to give pedestrians access to the works until it was demolished in 1939.

The brick structure you see here is the last surviving section of the bridge and was restored in 1987 as part of the newly formed Heritage Centre after nearly 60 years of neglect following the construction of the current North Junction Signal Box.

In 2020 this remaining section of the bridge was awarded a Red Wheel by the National Transport Trust, recognising the last remains of the tramway.

More information

