

THE 8D ASSOCIATION
ON SHED

The Journal of the 8D Association
Volume 3 Number 4
December 2013



Runcorn Bridge 1961

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Editor



The Liverpool end of Garston station on a summer's day in the late 1960s.

As we come to the end of another year it is worth reflecting on just how far the 8D Association has come in the three years that it has been in existence. In that time we have produced a quarterly journal that has expanded in size since the first edition, we have created a website and we have run a programme of talks and site visits. We also have a display stand that has been exhibited at local venues and at events such as the vintage rally in Victoria Park. Our membership stands at 56 and continues to grow at a steady and sustainable rate. We even have our own Flickr page which contains hundreds of photographs.

As well as all of these real achievements I have been impressed by the sense of fun and camaraderie that has developed amongst our group. This was exemplified by our September visit (reported in this edition of On Shed) to the Halton Miniature Railway. The smiles on the faces of all who attended said it all. It was one of our most enjoyable visits to date and will definitely be repeated.

We have a real pre-Christmas treat in store. Richard Mercer has managed to arrange a trip to Allerton Depot on Saturday 14 December 2013 details of which are on the back page. We also have our AGM at the Select Security Stadium (home of Widnes Vikings) on Saturday 18th of January 2014 and I hope to see you there. But for now Merry Christmas and a Happy New Year to you all. **Paul Wright**

News Round Up

Progress with Electrification on the L&M

The electrification of the 1830 Liverpool & Manchester Railway is well progressed and the section from Castlefield Junction to Parkside Junction has now been energised. Work has now shifted to the western end of the line between Earlestown and Edge Hill.

Work has also begun on a quadrupling of the line between Roby and the site of the Huyton Quarry station. The in filled platforms at Roby and at Huyton have been excavated and the subways cleared out. Both stations will have four platforms for the first time since the early 1970s.

The entire Liverpool and Manchester route should be completed by the end of 2014. The Huyton to Wigan line is also being electrified. Journey times between Liverpool and Manchester will be speeded up.

Former MP Michael Portillo visits Runcorn

On the 28th of October 2013 former MP Michael Portillo gave a sell-out talk at the Brindley theatre in Runcorn. In the 1980s as Minister for Transport Michael relieved the Settle and Carlisle Railway from closure something that his is very proud of. In recent years Michael has become a TV personality his Bradshaw's guide series being particularly popular.

Michael travelled to Runcorn by train from London. After his talk he departed for Manchester from Runcorn East.



Michael Portillo with 'On Shed' editor Paul Wright at the Brindley theatre on 28 October 2013.

THE 8D ASSOCIATION ANNUAL GENERAL MEETING – 18 January 2014

The third AGM of the 8D Association will take place on **Saturday 18th of January 2014 at the Select Security Stadium** (Home of Widnes Vikings), Lowerhouse Lane, Widnes at **10.00am**.

The meeting will follow the same format as last year. The business of the Association including the election of the committee will take place followed by an illustrated talk by Bob Martindale. There will then be a buffet lunch and an opportunity for members to socialise.

If any member would like to become part of the committee, or stand for any of the officer positions please nominate yourself by emailing Paul Wright on p.wright964@btinternet.com or by telephone 0151 630 5132. The current officer positions are **Chairman, Secretary, Archivist** and **Treasurer**. We also have a minute secretary and it will be a proposal at the AGM to make it an officer position.

Annual subscriptions will be collected at the AGM.

How the Halton Miniature Railway was created

The 8D Association visited the Halton Miniature Railway on 21 September 2013 and were given an excellent tour by Geoff Johnson *C.Eng., Mi. I. Prod. E. (Ret'd)*, who explained the history of the line. The article below is by Geoff and gives an account of how the railway came into existence.



On Shed editor Paul Wright at the controls of a HMR train on 21 September 2013. Behind is Geoff Johnson founder member of the HMR keeping an eye on the proceedings. Photo by Terry Callaghan

Back in 1978 two strangers, John Goulden and myself, worked in ICI's Pilkington-Sullivan Works in Widnes. I was a Designer in the Drawing Office and John an Instructor in the Apprentice School. We met by chance, but as we both were miniature railway enthusiasts a friendship developed. John had a portable 7¼" line 100 feet long which he used at fairs, and he invited me to join him on his jaunts.

John's locomotive was a 0-4-0 petrol-mechanical shunter named 'Pixie', and mine was a Bo-Bo petrol-hydraulic named 'Robert Stephenson'. We had hour-about turns driving our own locomotives and hauling passengers on the two coaches up and down the line whilst the other sold the tickets, after which we and the locomotives would swap duties. After a number of weekends doing this we were approached by the erstwhile Runcorn Development Corporation (RDC) about building a miniature railway in Runcorn Town Park. The RDC representative was Tom Reti who came with the proposal for a raised 3½"/5" gauge line. That was rejected by John and I as unsuitable for a public open space, and a 7¼" gauge ground line was proposed (for public safety and not vested



***The Callaghan family departing from Mousetrapped Hall station on 21 September 2013.
Photo by Tony Foster.***

interests, you understand), which was accepted. The RDC suggested a free-for-all usage, but we suggested one organisation be set up with sole operating rights and this was accepted. Furthermore, Tom came with the news that if I could design the track so it could be built in the RDC's Youth Employment Scheme workshops we would be given the completed sections, and that was an offer we could not refuse. Tom would also arrange for planning permission to be obtained.

There were three fields in the park rather like a maple leaf in plan, but the southern and eastern fields were unusable because of an easement. The only field available was the northern field which was hilly and wooded. The original intention was run a train service from the station at Stockham Road to Norton Lane, half a mile away on the northern side of the park, but we knew that was too ambitious at the outset, so we decided to start with an oval and then branch off towards Norton Lane.

Due to the YTS Workshop requirement for standardised sections, the line was designed like a model railway. Turnouts (points) were to be interchangeable with curved and tangent (straight) lengths. Instead of an oval a rounded diamond was used instead. The YTS Workshop had a plentiful supply of 1" x 1/2" steel bar which was rather light for our purpose. Nevertheless the track was designed around this material as we could not look a gift horse in the mouth, as the saying goes. The corner of the field where the station would be constructed allowed for a diamond with a maximum of 60 ft. radius. Being built like a model railway it was easy to allow for a passing loop at the station, line into the yard, and a triangle to allow a branch to head northwards.

I planned to stop this branch at a point where the ground was fairly flat so it would be

easy to extend the line in future, and worked with the RDC surveyors as they plotted the elevations and contours which included the steep sides of the ski slope. The terminal point lay 15 ft. below the triangle and the distance between the two was 510 ft. This meant a gradient of 1:29 which was considered too steep, so I had to make the run between the two places 600ft. to reduce the gradient to 1:40. This meant a meandering path through the copse dodging the established trees, and requiring a cutting by the ski slope with the YTS lads being drafted in to cut the track bed. When ready John took charge of track laying.

The run was designed as a single line with passing loops, so arranged it could be doubled later, and ending in a loop and a head shunt. However, we learned there was an easement some 500 feet from Norton Lane which barred our way, so in subsequent years an extension loop was built which joined onto the single line at the terminal loop. Even later, after the local council bought out a farm, another loop was built as a continuation of the first and going as far as the easement before joining on to the end of the head shunt. This gives a total continuous run of approximately 5000 ft.

A club was formed on Sunday 8th April 1979 to which I gave the name 'The Halton Miniature Railway Society', and also designed its badge which is full of railway symbolism. A little later the late Len Hough gave the line itself the name 'Halton Miniature Railway'. The main station has the quaint name of 'Mousetrap Hall' (after a cottage at the far end of Stockham Lane). The line is operated on every Sunday and Bank Holiday between 1.30pm. and 4.30pm and later in summer. The members are safety conscious and despite working in a public area have had an excellent safety record during the 34 years of the Society's existence, but what is needed to continue operating are more willing volunteers who are also practical engineers.

Geoff Johnson C.Eng., Mi. I. Prod. E. (Ret'd)



Roy Dixon ex BR driver at the controls of a HMR train on the section of tramway style track near to Mousetrap Hall on 21 September 2013. This was the first time Roy had been at the controls of a train for well over a decade. Roy had started his railway career at Warrington Dallam in the days of steam. The occasion was a visit to the HMR by the 8D Association. Photo by Tony Foster

8D Visit to the Halton Miniature Railway



Above. 8D Association members at Mousetrapped Hall station during a visit to the HMR on 21 September 2013. Below. Steam locomotive Wren seen on the same day. Photos by Tony Foster



Working Helsby West Cheshire Junction Box – Phil Williams

It was great to see the picture and article of Helsby West Cheshire Junction in vol.3 No. 3 of the On Shed journal. It brought back many memories. In the second half of the 1960s I was a relief signalman. I worked at Helsby West Cheshire Junction box on a few occasions usually for weeks on end at a time.

In 1967/68 when I worked there the signalbox was leaning then as can be seen in the photo, I don't think it had been shored up when I was there. It was one thousand yards from Helsby Station and the only means of access was by walking along the track, no Health & Safety in those days.

The box had no electric, no gas, no water supply and no toilet, and not surprisingly, no regular staff! Two cans of water were delivered daily by the tripper that serviced the British Insulated Cables Helsby factory, which was accessed off the single Mouldsworth line. The water had to last two men for 24 hours on 12 hour turns. I won't go into detail about the toilet arrangements, or lack of them! Lighting was by an Aladdin oil lamp, heating and cooking was a life expired Aga stove, which was hopeless.

The bulk of the rail traffic was oil, empty tanks into Stanlow and Ellesmere Port and loaded out, and a sparse passenger service that ran between Rock Ferry and Helsby. In the photo the home signal on the line from Helsby is behind and to the right of the photographer, the starter signal can be seen in the middle left of the picture.

The box was located in a very open aspect, in the summer it was great, I got a fair bit of sunbathing done there, but in the winter it could be horrendous, freezing, draughts



This view by David Rostance from May 1984 was shown in the last edition of 'On Shed' but it is included again to illustrate the article.

from everywhere, that Aga really was useless, we just kept well wrapped up and got on with it. There was no lino on the floor; the floorboards were so badly worn the knots in the wood were standing proud.

I can recall on some Saturday morning's in 1968 there was a train of dead loco's hauled to somewhere in Manchester, which had come off Birkenhead Shed for scrapping, some of the tenders were piled high with coal.

The single line was electric token worked, as there was no electric supply the token instruments at Helsby West Cheshire Junction and at Mouldsworth were powered by hand operated dynamo's.



The signalmen at each end had to both generate power by "wizzing" the crank handle around at the same time for one or the other to release the "token". Winding the handle with one hand while operating the bell push (to send the train bell code) and releasing the token with the other takes some practice. I can't recall what the arrangements were for BICC traffic going into the works with regard to the token.

When I worked the box at Helsby West Cheshire Junction no traffic went into or out of the nearby power station although the power operated points giving access to it and associated points and trackwork was still in situ.

On a later session at Helsby West Cheshire Junction construction of the M56 Motorway was underway. The groundwork's for this required the earth, which was mostly peat, to be dug out to a fair depth and in excess of the width of a 6 lane motorway, and backfilled with stone. At that time they had not yet reached the track but were rapidly approaching.

I was told by someone from the site that although there was a number of excavators working they were falling behind schedule, as an incentive to catch up the operators were offered a case of Whisky if they caught up by a certain time. One operator in order to speed up was working too close to the excavation risking the machine falling in, he was warned and work continued in the correct manner. However later he went back to his other way of "working" and was promptly sacked. I never did find out if they got the scotch.

Gather facilities did improve in the signalbox later and propane gas was used for heating.

The line to Mouldsworth closed on 14 September 1991 and the signal box met its end when it mysteriously burnt down shortly after. **Phil Williams.**

Princess Arthur of Connaught



In the last Journal Les Fifoot made a remark about a steam locomotive that was called *Princess Arthur of Connaught* and the fact that this was an unusual name for a steam locomotive. Here is the explanation as to how the name came about.

Alexandra Victoria Alberta Edwina Louise Duff was born on the 17 May 1891 and was a member of the Royal Family by the fact that she was a granddaughter of King Edward VII. Alexandra and her younger sister Maud had the distinction of being two of only five female-line granddaughters of a British Sovereign to receive the style Highness. This was a custom which had been started by Queen Victoria for her three female line grand-children.

When her mother was made Princess Royal by her father, King Edward VII on the 5 November 1905 Alexandra became "Her Highness Princess Alexandra of Fife". Around 1910, she became secretly engaged to **Prince Christopher of Greece and Denmark**, a son of **George I of Greece** and **Olga Konstantinovna of Russia**. The engagement was terminated when their disapproving parents learned of the liaison. As Prince Christopher's father was a younger brother of Princess Alexandra's maternal grandmother, the hopeful couple were **first cousins once removed**

On 15 October 1913, Princess Alexandra married Prince Arthur of Connaught at the Chapel Royal. Prince Arthur of Connaught was the only son of Prince Arthur, Duke of Connaught and Strathearn, the third eldest son of Queen Victoria and Prince Albert and thus a younger brother of her maternal grandfather King Edward VII. As such, Arthur and Alexandra were first cousins once removed. This makes you wonder why her parents disapproved of her first fiancé.

After their marriage, Alexandra was generally referred to as HRH Princess Arthur of Connaught, Duchess of Fife. This followed the tradition of a wife taking the style and title of her husband. With her husband, Alexandra also carried out royal engagements on behalf of her uncle, King George V, and later for her cousin, King George VI. She also served as a Counsellor of State between 1937 and 1944.

When the Princess class of steam locomotives was being built they were named after famous Princesses and as such, at the time, there was probably no more famous Princess. While I was researching this article I came across a remarkable Video made in 1935 showing the building of the Princess Arthur of Connaught itself. This can be found at theoldmotor.com/?tag=princess-royal-class-steam-locomotive. The Stanier design 4-6-2 locomotive was built by the LMS at Crewe works in August 1935 and was given the number 6207. In all thirteen locomotives of the Princess class were built. With the formation of British Railways in 1948 6207 was renumbered as 46207. The locomotive was withdrawn in November 1961. **Joe Cowley**

Locomotive workings over the CLC in the 1980s



The 09.45 1E44 Hull service at Liverpool Lime Street station on 14 May 1988. Services to Hull over the CLC route had run from Liverpool Central until 1966. Photo by Terry Callaghan

In the late 19th century the CLC had a proud tradition of running fast loco hauled services between Liverpool Central and Manchester Central and to destinations beyond. At the time this was in direct competition with the LNWR (Liverpool Lime Street and Manchester Exchange) and the LYR (Liverpool Exchange and Manchester Victoria) routes. The fast services continued into BR days but the *Reshaping of British Railways Report* of 1963 (Beeching report) recommended alterations to the service. The alterations included the closure of Liverpool Central and diversion of all main line services to Liverpool Lime Street. This was possible because of the Allerton Chord which formed a link between the ex-CLC line and the LNWR Liverpool and Weaver Junction line. The chord had opened in July 1873 so that goods services could run to CLC depot at Edge Hill. The original alignment of the chord was north of the present day route which was built in 1959/60.

Main line services were diverted away from Liverpool Central from the introduction of the September timetable in 1966. By 1970 the CLC route passenger services were all in the hands of DMU's with a mixture of express and stopping services. In the May 1975 timetable there was an hourly stopping service operating between Liverpool and Warrington Central calling at all station en route. Supplementing this was an hourly express service calling at Widnes, Warrington Central, Manchester Oxford Road and terminating at Manchester Piccadilly. There were 22 eastbound expresses with 14 stopping services per day with 20 westbound expresses and 14 stoppers. On Sundays

there was a basic hourly service with two of these services running through to Sheffield and Hull respectively. In May 1986 British Rail opened the Hazel Grove Chord which connected the LNWR Buxton line to the former MR Manchester Central and Sheffield Hope Valley route. This allowed services running between Manchester and Sheffield to call at Stockport.

With the opening of the Hazel Grove Chord new services were introduced from Liverpool Lime Street to Sheffield and beyond and regular loco hauled services returned to the CLC for a brief swansong for the first time in 20 years. The new services comprised of Class 31/4 locos using MK1 and MK2 coaches. The Class 31's had been converted with an Electric Train Heating (ETH) supply as a stop gap measure between the withdrawal of ageing first generation DMU's and the introduction of the new Sprinter fleet. With short rakes of 4 or 5 coaches they were seen as the ideal solution. In reality they were underpowered for the taxing climb out of Sheffield and through Topley Tunnel, often emerging at under 25mph. There have been tales of drivers turning off the ETH to gain a little extra power whilst climbing.

The September 1986 timetable shows there were 13 eastbound services Monday to Saturday to Sheffield, with four services continuing on to Hull, three continuing to Cleethorpes and one continuing onto Yarmouth. In the westbound direction there were 15 services with five originating in Hull, three from Cleethorpes, one from Yarmouth and the remainder from Sheffield. These express services were supplemented by a stopping service which ran between Hunts Cross and Manchester Oxford Road on an hourly frequency. On Sundays the DMU service was dispensed with and the Class 31/4's operated a stopping service at all stations open on Sundays from Lime Street to Manchester Piccadilly.



On 26 March 1988 service 1E44 departs from Manchester Piccadilly for Sheffield. The train had departed from Liverpool Lime Street at 12.45. For a period between 1865 and July 1877 CLC services running between Liverpool and Manchester had used Piccadilly (then Manchester London Road). This was until facilities were opened at

Manchester Central which allowed services of the MR, the MS&LR and the GNR (the partners of the CLC) to avoid having to use LNWR metals. Photo by Terry Callaghan

With the introduction of the May 1988 timetable Sprinterisation of many services in the North West occurred and the end of the Class 31's on the CLC was in sight.

On the final Saturday of express running I decided to take a trip to Sheffield from Liverpool to savour the final day. Upon arrival at Lime Street, 31439 could be seen standing in platform 4 with its short rake of coaches forming the 09:45 service to Hull. 1E44 set off right time and called at Warrington Central, Birchwood, Manchester Oxford Road, Piccadilly, Stockport and through to Sheffield arriving on time. The near 6 hours spent on the station that afternoon saw a total of 18 loco hauled passenger workings with various other parcels, light engine and HST workings.

Memorable incidents included 31106 pushing a failed 31464 complete with coaches into the station on a heavily delayed service to Nottingham then hauling the whole ensemble out. The final Rhinelander service arrived with 47440 at the helm complete with headboard and the obligatory window hangers and made a fine picture leaving the station. The arrival of the 10:45 from Liverpool brought with it a surprise with no-heat 37212 hauling the stock. The loco was replaced by a Class 31 and came to stand on one of the centre roads. After bagging a shot of 45113 Athene deputising for a failed HST and 31431 on the 14:45 Liverpool to Hull service the 37 was started and moved across to the stock of the 15:40 Hull to Liverpool. Seen as an opportunity too good to miss by myself and many others I packed my belongings and made my way to the train. It was a memorable run home with a fast climb out of Sheffield and a spirited run through to Stockport with all the windows open and occupied. Due to the extra power available to the driver we seemed to have to wait an age in each station for departure as we were so early. After leaving Manchester Piccadilly we had a great run along the CLC arriving back at Lime Street nearly 10 minutes before time. There was just time for a shot of 37212 at the buffer stops before the train home.



A loco hauled service with a class 31 at the head is seen passing under Barrows Green Lane bridge in April 1988. The CLC was perfectly engineered for fast running passenger trains. Photo by Terry Callaghan



In the early days the CLC was no stranger to locomotive haulage and fast mainline trains. In this view from the early 20th century a GCR D6 class locomotive is seen passing west through Hough Green station. Photo by W F Hall from the Terry Callaghan Collection.



On 7 July 1986 a Liverpool to Sheffield service is seen near to the Moorfield Road bridge in Widnes. In the distance can be seen the overbridge of the Widnes and St Helens line which had closed in November 1981. Photo by John Wilson



In 1986 a Sheffield to Liverpool Lime Street service arrives at Widnes (formerly Farnworth) station. Typical of a train of that era it has a class 31 at the head. Photo by Graham Earle



In the period 1966 to 1986 the CLC was not totally devoid of locomotive halage on passenger trains. There were specials of various sorts such as the one seen to the left. Pulling into Warrington Central is a class 40 on a rail tour on 14 April 1982.

Photo by John Wilson

Monday 16th May 1988 saw the end of booked loco haulage with Sprinters taking over, although occasionally a 31 or 47 popped up due to the non-availability of a Sprinter. Today trains still travel further than Manchester and the CLC has an excellent service but sadly none have a loco thrashing away at the front. **Terry Callaghan**

Sutton Oak Locomotive Shed in 1938 and 1961



Above. Looking south at Sutton Oak Shed on the 24th of April 1938. An array of LMS and ex LNWR motive power is lined up outside the shed.



Left. Sutton Oak Shed seen from the western side of the Widnes and St Helens line on the 10th of September 1961.

St Helens line on the 10th of September 1961.

Photo's from the Roger Griffiths Collection

Runcorn East Station – 30th Anniversary



On the 18th October 2013 thirty years after the station had opened a Llandudno to Manchester Piccadilly Arriva Trains Wales service calls at Runcorn East station. Photo by Paul Wright

On the 18th October 2013 a ceremony was held at Runcorn East station to

mark the thirtieth anniversary of the stations opening. The ceremony was organised by John Hobbs of the North Cheshire Rail Users Group (NCRUG). The ceremony involved the sowing of pre-prepared flower beds with a wildflower mix that included poppies. It is hoped that a display of poppies will be seen in 2014 the anniversary year of the commencement of the Great War (1914 – 1918).

The NCRUG ceremony was attended by the Mayor of Halton, the railway chaplain, local councillors, officers of Halton Borough Council.

John Hobbs gave an overview of the history of Runcorn East and the chaplain performed a service of dedication and said some words about the impact of the Great War and its association with railways. A two minute silence was also observed. Attendees then scattered the wild flower seeds after which a reception was held at the nearby Murdishaw Community Centre where further speeches were given and a NCRUG stand was on display.

In preparation for the event many hours of work had gone into making the station look its best. Volunteers, the Community Payback team, Arriva Trains Wales and Halton Borough Council had all contributed to the works and the station looked very smart.

Runcorn East is located on what was the Birkenhead Joint Railway's (LNWR & GWR) Chester and Warrington line which opened on 31st October 1850. In March 1852 following an accident the previous year in the Sutton Tunnel (just to the west of Runcorn East) a station was opened at Norton. It was linked to Halton station, which opened at the same time, by telegraph which was designed to be a safety feature that would prevent a further accident in the tunnel.

Norton station was located to the east of Runcorn East and being in a fairly remote location it closed on 1 September 1952.

By the 1980s the Runcorn New Town Development Corporation had created housing in the vicinity of the railway and they sponsored the idea of a new railway station. The idea was taken up during a period when the railways were still very much contracting and the station opened on 18th October 1983.

Since its opening Runcorn East has become a popular station with commuters and leisure travellers. In 2012 130,000 passengers used Runcorn East and plans are being drawn up to extend the car park which is usually full by 08.00.

NCRUG are dedicated to promoting rail services on the Warrington and Chester and the Helsby and Hooton lines. They are also strong supporters of the Halton Curve and wish to see a Chester and Liverpool service reinstated over that route. They carry out promotional activities (such as the Hooton and Helsby 150th reported in the September 2013 journal) and their volunteers work at stations along the line keeping them tidy and creating floral decorations. Helsby and Frodsham stations are two outstanding examples of their work and both have won awards. They are hoping to add Runcorn East to that list. The NCRUG have a website www.ncrug.org and they are always looking for new members. Membership is only £6.00 per year and members receive a newsletter. The group are also looking for active volunteers to work at the stations.

Interestingly on 28th of October 2013 former MP and government Minister for Transport and now TV celebrity Michael Portillo travelled from Runcorn East on the 22.10 service to Manchester. He did so after he had given a sell-out talk at The Brindley.



The Mayor of Halton Cllr Margaret Radcliffe talks with John Hobbs of NCRUG at the 30th anniversary ceremony at Runcorn East station on 18th October 2013.

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PENKETH MODEL RAIL CENTRE

Events Programme

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).**

10.00 – Saturday 14th December 2013 – Visit to Northern Trains Allerton Depot – A real coup for the association Richard Mercer has managed to arrange a visit to the Northern Trains depot at Allerton which reopened in 2012. Numbers are limited to 15 so the it will be on a first come first served basis. Contact Richard Mercer on 0151 378 9908.

10.00 – Saturday 18th January 2014 – The 8D Association AGM – The annual general meeting of the 8D Association. After the election of officials and formal business there will be a guest speaker and a buffet lunch. **Select Security Stadium (Widnes Vikings Ground), Lowerhouse Lane, Widnes.**

10.00 – Saturday 8th February 2014 – Films – An illustrated talk by a Sankey Canal Restoration Society Member - **Select Security Stadium (Widnes Vikings Ground), Lowerhouse Lane, Widnes.**

10.00 – Saturday 8th March 2014 – Cab Ride – Rod Dixon. **Select Security Stadium (Widnes Vikings Ground), Lowerhouse Lane, Widnes.**



'Where is this' competition? Two views this month of the same location taken twelve months apart. But where?

(Answers to pwright964@btinternet.com) **Photo by Gordon Howarth**

- The September competition winners were John Atherton, Rod Dixon and Arthur Turner. The location was Sutton Oak shed.

