

## The 22E Society - Loco Spotter's Memories and Photographs 1947-1957



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### ***Reviews***

*Simply no words to spell out. It can be rally fascinating throgh studying period of time. You will not really feel monotony at at any moment of your own time (that's what catalogues are for concerning if you ask me).*

*(Dr. Isabella Turner)*

## THE 22E SOCIETY - LOCO SPOTTER'S MEMORIES AND PHOTOGRAPHS 1947-1957



Hardback. Book Condition: New. Not Signed; The origins of the 22E Society started in the summer of 1946 in Highbridge, a small market town in Somerset. Even in the days of limited private car ownership it was a holiday traffic bottleneck with many delays caused by the S&D level crossing on the main street. The closure of the S&D Burnham Branch in the 1960's and the construction of the M5 motorway turned Highbridge once more into a quiet market town. 22E was the code for the small locomotive shed at Highbridge, the smallest shed in the Bristol division of the LMS motive power department. An outpost of the LMS in the heart of Great Western territory, although only 25 miles from Bristol the route over LMS metals was via Evercreech Junction and Bath a distance of some 60-70 miles. Highbridge shed was home to a small group of ex Midland 0-4-4Ts and 0-6-0 tender engines which handled the traffic between Evercreech and Burnham-on-Sea. The LMS line (always called the S&D by the local population) crossed the GW line at Highbridge, there were in effect two stations at Highbridge linked by a footbridge and at platform level. The author's real interest in railways started in 1946 when he purchased his first Ian Allen ABC and what better place to spot locomotives than at Highbridge station, like most stations it had its complement of loco spotters. Although he did not realise it at the time this was the beginning of the 22E Society. Highbridge Great Western station was a busy intermediate station on the Bristol - Exeter main line with some 8-10 stopping trains per day, local pick-up goods and much through freight traffic. There was a good deal of interchange freight traffic between the GW and the S&D with milk...



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