

ON SHED

The Journal of the 8D Association

Volume 7 Number 4 – December 2017



TANHOUSE LANE STATION

A view looking west along the up platform at Tanhouse Lane station in 1964. This was the last year that the station was operational as passenger services ceased on 5 October 1964. All trace of the station was subsequently swept away.

Photo by Gordon Howarth

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Editor



Left: A class 304 EMU at Liverpool Lime Street in December 1989. These units entered service from 1960, and were built specifically for the Liverpool, Manchester and Crewe electrification project. Photo by Doug Birmingham

I continue to be both amazed and delighted at the information that comes to light through the membership of the

8D Association. Whenever members gather together something new seems to come to light. All of this adds greatly to the collective knowledge of our organisation.

One of the main reasons for the existence of the On Shed journal is to record as much about our local railway history and heritage as possible. To that end, if any member feels that they have something of value that they wish to contribute, then please do put pen to paper, or finger to keyboard, and send it in to me.

We have once again reached the end of another year so I would like to wish you all a very Merry Christmas and a Happy New Year.

Paul Wright



Members of the 8D Association during their visit to the Alstom Halebank Rail Technology Centre on 12 October 2017.

8D Visit Alstom Halebank

On 12 October 2017 8D Association members enjoyed a trip around the new Alstom facility at Halebank. Members were given a talk about the site and the future aspirations that Alstom have for it. They were then taken on a tour, and saw a Virgin Pendolino being prepared for painting.

Alstom have two ex-BR class 08 shunting locomotives at Halebank which are painted in the BR corporate blue livery. These locomotives proved to be popular subjects for photographs.

The 8D Association AGM 2018

The 2018 AGM will take place at the Select Security Stadium on Saturday 27 January 2018 at 10.00. The AGM will be followed by a railway quiz and a buffet lunch.

If there are any members who would like to stand for any of the committee posts please send your nomination to the Secretary at the_8d_association@yahoo.co.uk or telephone Paul Wright on 0151 630 5132.

Tanhouse Lane station totem sign joins its Widnes Central counterpart in 8D Member's home



British Railways totem signs for Widnes Central and Tanhouse Lane on display at the home of 8D Association Member Paul Wright on Sunday 19 November 2017. Photo by Paul Wright

A British Railways totem sign from Tanhouse Lane station featured in the *Great Western Railwayana* auction that was held at Pershore school on Saturday 18 November 2017. Tanhouse Lane was one of two stations situated on the Great Central & Midland Joint - Widnes Branch Railway, which ran between the Widnes East Junction and the Hough Green Junction of the Cheshire Lines Committee Liverpool and Manchester main line. Tanhouse Lane had opened on 1 September 1890 and it closed on 5 October 1964. The station served the Moss Bank area of Widnes.

8D Association member Paul Wright already owned a totem from Widnes Central and took the opportunity to bid for its Tanhouse Lane counterpart so that he could add it to his collection.

The once common British Railways totem station sign has in recent years become a highly collectable item.

News Round Up - by Chris Hollins

Rail Tour along the Low Level - Again

On Saturday 28 October 2017 yet another rail tour traversed part of the Low Level line between Arpley Junction and Fiddlers Ferry Power Station. Pathfinder Tours "The Fiddlers Five" started at Westbury and also took in the Dallam Royal Mail terminal, the Ravenhead glass works siding and two separate routes through Crewe Basford Hall Yard. The 11 coach train was top and tailed by Colas Rail Class 56 number 56105 and DB Cargo Class 66 number 66 183.

New Rail Link for Liverpool 2

Peel Holdings are set to build a new rail link into the Liverpool 2 container facility at Seaforth. When completed trains will be loaded directly from the container ships on their berths. It is hoped that the facility will be open next year with the first trains being run from Seaforth to the West Midlands.

Ethelfleda Bridge Works

More repair works have started on the Runcorn - Widnes railway bridge. Network Rail has constructed two scaffolding gantries on either side of the river. They will be used by contractors who will repair stonework on both of the bridge approaches.

Major Works and a derailment within the City Region



Saturday 30 September marked the commencement of two major rail projects in the local area, the implementation of the four track layout between Roby and Huyton Junction and, the commencement of the Liverpool Lime Street improvement works.

When completed next year the Liverpool Lime Street works will see two new platforms, numbered 8 & 9, open at the station. The present platforms 8 and 9 will then be

renumbered 10 and 11. Platforms 2 and 3 are to be extended so that Virgin Trains 11 car Pendolino sets can use them when platform 7 is unavailable. At present platform 7 is the only one that can take these sets. A new junction layout has been created at the throat of the station enabling the running lines from the new platforms to be connected to the up fast line out of Platform 7. Further work will take place over this coming Christmas with another major closure planned for 2018 which will enable the new signalling to be brought into use. Once this has been completed both Lime Street and Edge Hill signal boxes will close, with operations being taken over by the new Manchester Railway Operating Centre at Ardwick.

To enable the works to go ahead all train services were suspended from operating into Lime Street from 30 September 2017 until 9 October 2017 when a limited



On 12 October 2017 class 319 EMU number 319 376 is seen on the new up slow line at Huyton station on a Preston working. Photo by Doug Birmingham

service commenced operation from Lime Street to Manchester Victoria, and Preston. This was made possible because the work at Huyton had been completed by then. All other services recommenced running to and from Lime Street on 23 October 2017.

During the Lime Street closure Liverpool South Parkway station became the terminus for services from Birmingham, London, Norwich and Scarborough. The Norwich and Scarborough trains ran to Downhill Sidings for servicing, while London Midland's Birmingham trains terminated in Platform 2 before doing a shunting move over the crossovers, enabling them to depart from Platform 3. It was this move that led to a derailment of unit 350 246 on the evening of Friday 6 October. The Down to Up Slow line crossover had not seen use for a long time, and special authorisation was required from the Department of Transport for passenger trains to use it during the blockade. It's a mystery as to what caused the derailment as Virgin had used it without problems during the week (their London services, having arrived at Platform 4, departed Northbound en-route to Euston, before stopping and then taking the said crossover before passing southbound through Platform 3 at Parkway).

Freight train services affected by the Roby to Huyton closure where diverted via Liverpool South Parkway and Runcorn, the majority of the trains where the Liverpool to Drax bio mass along with the Tinsley to Seaforth steel trains. Once the Huyton line had reopened these services reverted back to their normal route. Passenger train services operated only between St Helens Central and Preston along with Newton-Le-Willows to Manchester Victoria. The Trans Pennine Express service from Liverpool to Newcastle ran only between Leeds and Newcastle. All services resumed their normal routes once the new four track layout between Huyton and Roby was opened.

Stopping Passenger train services on the Cheshire Lines route were also affected as they terminated at Hunts Cross, with Arriva Merseyside providing a replacement bus service to Liverpool South Parkway station. They also provided a replacement express bus service to Moorfields for any passengers who did not want to use the Merseyrail Electric service into the city. All Southport services were run with 6-car formations to cater for the increased number of passengers using them from Liverpool South Parkway, where the service arrived and departed from during the blockade. Passengers from stations on the Southport line who wanted to travel to Hunts Cross used the replacement bus service from Parkway. A variety of operators provided rail replacement bus services including Arriva Merseyside, Warrington Borough Transport, Visions International of Widnes, several Cumbrian coach operators and most notably Lloyds of Machynlleth.

Arriva Bows Out

Arriva Trains Wales have withdrawn from the bidding process for the new Wales and Border Franchise. They are the first ever incumbent to do this since Rail Franchising began. the withdrawal of Arriva leaves 3 competitors in the bidding process. they are Abellio, Keolis and MTR of Hong Kong. Whoever wins this franchise will be the company that implements the new Liverpool Lime Street to Chester via Runcorn service that is due to commence in December 2018.

New Merseyrail units to be class 777

Network Rail has allocated the new class number for the Stadler Electric Multiple Units that are currently under construction for Merseyrail Electrics. They will be known as Class 777.

Alstom Repainting



At the time of writing four Virgin Trains class 390 Pendolino sets had left the Alstom Rail Technology Centre at Halebank wearing their new livery. All of the Pendolino fleet will pass through the Halebank works. The first repainted Pendolino set to emerge from Halebank was.390 010 *Spirit of Cumbria*.

The works is expecting to paint one Pendolino every two weeks.

Left: Virgin Trains Pendolino number 390 009 stands at Edge Hill Traincare Depot on 26 November 2017. The unit is wearing its new livery having passed through the Alstom Halebank works. The unit was waiting to depart as train 5A09 an ECS working from Edge Hill to Liverpool Lime Street. Photo by John Wilson

A Derailment in Victoria Tunnel - by Rod Dixon



Looking east out of the Victoria Tunnel towards Edge Hill station on 7 December 2015. This is the point at which the Item 41 train should have been brought to a stop. Photo by Chris Iles

I was a driver based at Garston Locomotive Depot for a number of years and I was required to cover a variety of work. Sometimes I would be tasked to engineering jobs that involved moving trains loaded with new material, or taking empty trains to recover redundant equipment. For example, I was involved in the recovery of track and other materials from Walton-on-the-Hill in the 1970s.

On Sunday 15 January 1989 I was rostered to book on at 00.01 to take a class 47 locomotive number 47194 to Edge Hill Tue Brook sidings to work Item 41, which was a train to Warrington Central station. This train would consist of 30 grampus wagons, with a brake van at either end for easy run rounds at Warrington. The 'grampus' were an old type of wagon that did not have vacuum brakes hence the need for brake vans. These wagons were also low sided so they could be loaded from rail level at Warrington, with spent ballast from between the rails in the Central station platforms.

After my locomotive was attached to the brake van at the leading end of the train in Tue Brook sidings, both the shunter and my guard had checked that it was ready to go. The next move was to propel the train out of the sidings, with the guard on the leading brake van controlling the move with his hand lamp, and with me driving from the cab facing him. The idea of the move was to propel the train into the Victoria tunnel and stop clear of hand points, which I would turn to take me to a signal which would then give me access to the up slow line out of Edge Hill station. From there we could go to the Cheshire Lines route via Allerton and Hunts Cross.

The Victoria tunnel is on the Waterloo branch a 2 mile 23 chain line that had originally linked Edge Hill to Waterloo Goods station. It was the line that had been used by the express trains that had run to Liverpool Riverside station. The line was mostly in two tunnels the Victoria at 1 mile 947 yards and the Waterloo at 852 yards. The branch had been closed on 19 December 1973 but a half-mile section of the up line at the Edge Hill end had been retained as a shunting neck. The Waterloo branch was steeply graded falling from Edge Hill down to Byrom Street cutting. Until 1895 the up line had been cable worked.

I propelled the train very slowly out of the sidings and over the hand point, keeping in mind the fact that the train was loose coupled, and I did not want to stop suddenly and throw the guard about. I came to stop, with my train in the tunnel, and then started to change driving ends with the intention of reversing the points so that I could draw forward to the outlet signal. But when I was on the ground I could hear that my train was still moving down the steep grade down the tunnel. I checked the brake van coupling between it, and where the train should be and found it to be intact. There was no piece of the wagon coupling on the drawbar hook which meant the wagon coupling had broken. I put my hand lamp on the brake van to give me a little head lamp and warn my guard I was moving because it was pitch black in the tunnel, I got into the cab facing my train and leaning out of the cab window I propelled the van towards my train.

So I am following my train down into the blackness hoping that the guard will be able to stop it on that steep grade. As I moved down I could see him giving me a red signal. He thought I was still on the train and he was concerned that he was getting near to the end of the line.



The long shunting neck inside the Victoria tunnel looking west on 15 June 2015. The light in the distance is from the Byrom Street cutting which is where the western portal of the Victoria Tunnel is located. To the right of the photo a tunnel gong can be seen.
Photo by Terry Callaghan



Left: The remains of a wagon from an earlier runaway train seen on 15 June 2015. Photo by Terry Callaghan

Eventually I got near the train and stopped clear of it to be met by a very angry guard asking not very politely what was I playing at going so far after he had given me a stop signal. It was then that he saw that we were not coupled. We checked the couplings on

both the wagon and the van, and they were both intact. He told me he had checked every coupling, and all the hand brakes when he had prepared the train, and he was very shaken up because he thought I would have stopped the train sooner, and his van had run off the line because the stop block that had been installed after the branch had closed in 1973 had been knocked down by a previous runaway.

We decided the best thing to do was to detach the derailed van, attach the locomotive to the rest of the train and then go back up to the sidings.

Meanwhile the shunter had come to the tunnel mouth to see what the delay was, after talking to him it was decided that I should draw my train forward to the outlet signal and then the shunter would put another brake van on the back of our train using another locomotive that was in the sidings for another job.

We left Edge Hill for Warrington with no other problems and to this day I have no idea what happened, both the shunter and my guard were competent men. I had trusted that the train was in order and believed it to be so until I pushed it into the tunnel. I can only guess the shackle coupling was so rusty that it lifted off the drawbar hook as I started to push the train. I have heard of this happening before but fortunately in this instance no one was hurt. **Rod Dixon**



The end of the line. The point inside the Victoria tunnel where the item 41 train brake van came off the rails on Sunday 15 January 1989. After the Waterloo branch had closed in 1973 a stop block had been erected at this point. It was demolished by an earlier runaway and it appears that it was not replaced. This view was taken on 7 December 2015. Photo by Chris Iles

Warrington Dallam Locomotive Shed 1888 to 1968

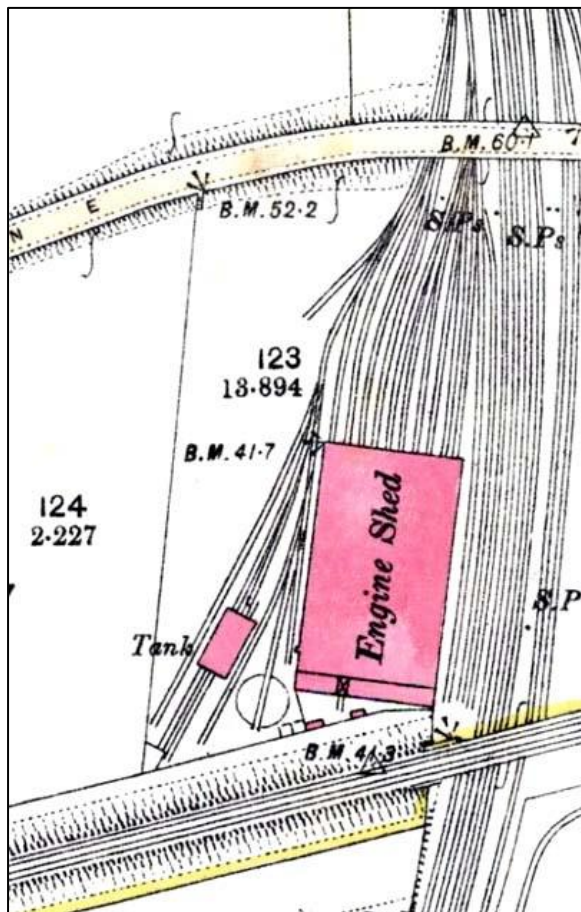
by Roy Dixon and Colin Turton



Warrington Dallam Shed on Monday 3 July 1967. At that time the shed had only Stanier Black 5 and BR 9F locomotives allocated to it. Standing on number 5 road is 45455 one of Carlisle Kingmoor's best machines. She has a well coaled tender ready to work the 8.17pm to Carlisle which was known as the 'Butter Train'. At this time the service was routed via Blackburn, Hellifield and over the famous Settle – Carlisle. Photo by Bob Witnall from the Colin Turton collection

Looking back it's hard to believe that it is over fifty years since Dallam shed closed to steam on Monday 2 October 1967. The shed remained open for the stabling of diesel locomotives and to provide turning and watering facilities for visiting steam locomotives until 11 August 1968, the last day for main line steam on British Railways.

Warrington was first served by a railway from 25 July 1831 when the Warrington & Newton Railway (W&NR) opened a 4¼ mile branch from the Liverpool & Manchester Railway. The town became even more important as a railway centre when Britain's first trunk line, the Grand Junction Railway (GJR) opened between Newton-le-Willows and Birmingham on 4 July 1837 (the W&NR having been absorbed into the GJR and its route brought up to main line standards). From 16 July 1846 the GJR became part of the London & North Western Railway (LNWR). The LNWR provided Warrington with a locomotive shed as early as 1850. It was a five road shed just to the north of the Liverpool Turnpike Road at Whitecross. By 1888 the five road shed was inadequate for the levels of traffic that was then operating and a new facility was opened at Dallam.



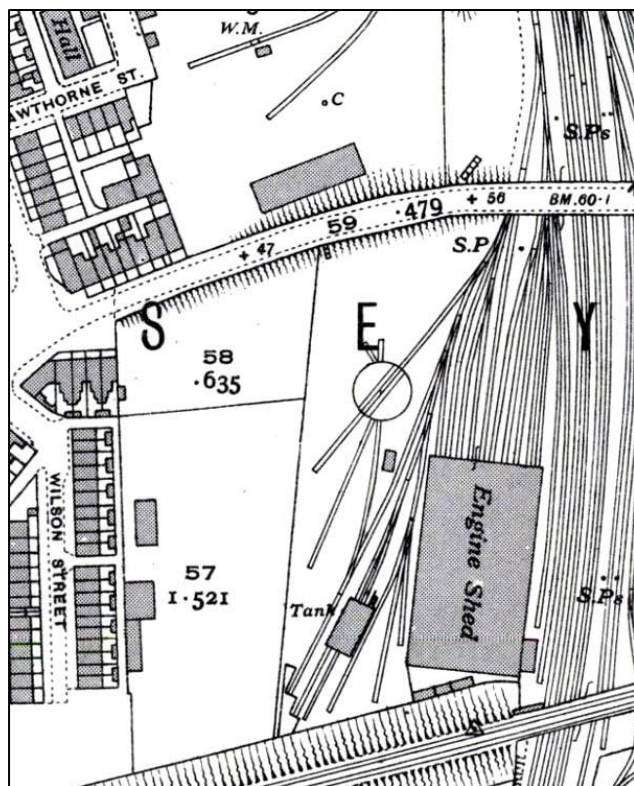
Left: Warrington Dallam Shed shown on a 25-inch scale map from 1891. The map shows the original layout of the shed.

The new shed was located on the west side of the former Grand Junction Railway main line which had become part of the LNWR's Anglo-Scottish main line. Running from west to east at the rear of the shed was the Cheshire Lines Railway (CLC) Warrington avoiding line. The CLC line was at a higher elevation and there was no connection between it and the LNWR shed. Road access was from Folly Lane which passed over the main line on a bridge. Opposite the shed on the east side of the line was the junction that served the Dallam branch, which followed the course of the original W&NR line.

Dallam was a brick built, straight, dead end shed with ten roads and a 'northlight' pattern roof. Offices, stores and a fitting shop were located at the rear of the shed, as was the 1921 LNWR War Memorial which was positioned outside the shedmaster's office. On the west side of the shed was the coal stage with a water tank above. A 42ft diameter turntable was installed on the centre road between the shed and the coal stage. Dallam was built to house forty locomotives and it became LNWR shed number 23.

From 1 January 1923 the LNWR became part of the London Midland & Scottish Railway (LMS). During the LMS days many new locomotives were built and they were bigger than their LNWR predecessors. Because of this, a 65ft diameter turntable was provided nearer to the front of the shed. From 1 January 1935 new shed codes were introduced and Dallam became 8B.

On 1 January 1948 British Railways was formed. All of the former LMS locomotives had either a number 4 or a 5 put in front of their original number. Dallam shed was



Left: Warrington Dallam Shed shown on a 25-inch scale map from 1937. The map shows the larger turntable which was installed by the LMS. There had also been significant housing development since 1888.

refurbished in 1957, it gained a louvre-style roof and it had the number of roads reduced from ten to nine (there being eight roads in the shed with number 9 being a very short road that stopped in front of the shed). A plaque was fitted in the centre of the front shed wall inscribed with the year 1957. The plaque is still there today.

After closure on Sunday 11 August 1968 Dallam was derelict for a few years and then passed into industrial use. **Roy Dixon** and **Colin Turton**



Ivatt 2MT locomotive number 46520 stands on one of the roads at Warrington Dallam shed on 18 February 1967. At that time the engine was based at Northwich from where she would be withdrawn in May 1967. This engine entered service with British Railways on 9 February 1953. She was first allocated to Oswestry shed where she remained until 31 October 1959. Photo by Alan Robinson

Tanhouse Lane 1965 to 1982



The derelict goods shed at Tanhouse Lane seen on Monday 3 March 1980. The shed had last been used in the early 1970s by British Road Services. They had started an operation from Tanhouse Lane after it had closed to public goods by rail. Less than two years after this photo was taken rails were laid on the site of the goods shed as part of a new connection that was put in to the Widnes deviation line. That connection allowed the 1961 chord connection to the St Helens line to close. Photo by Brian Roberts

On 6 December 1964 the former Great Central & Midland Widnes Branch Railway (the Widnes Loop Line) which ran between Hough Green Junction and Widnes east Junction via Widnes Central was closed completely. The main goods facility for the line was at Tanhouse Lane, and it remained open to serve traffic into the nearby UASC and the Blue Circle cement works. Tanhouse Lane was able to stay open without its main line because from 1961 it had been connected to the former St Helens & Runcorn Gap Railway via a chord that ran from the yard to Widnes No. 1 signal box. This article will look at the period between 1965 and the closure of the chord line on 18 April 1982.

By 1965 British Road Services had taken over the goods shed from which they operated a fleet of lorries and vans, but the only rail traffic that still ran were the anhydrite and the cement trains. The former came into Tanhouse Lane direct from Long Meg, via the St Helens line, whilst the latter was worked from Widnes Hutchinson Street as a trip working (the wagons having travelled from Hope in Derbyshire to Widnes). The Long Meg anhydrite trains were usually worked by class 9F steam locomotives, which in 1965 would come off their trains at Tanhouse Lane sidings and then travel to Speke shed for servicing. Smaller locomotives were then used to move the wagons into the USAC works.

Track lifting along the main line commenced in the early months of 1965 and it had been completed by 1966. As well as the main line all of the sidings that had been on the southern side, which included those that served the goods shed, were taken up.



During the 1970s and early 1980s the BR class 08 diesel locomotive was the mainstay of rail operations at Tanhouse Lane. In this view from 1980, an 08 is seen at the eastern end of the yard standing on the branch that connected to the Blue Circle Cement works. The USAC traffic had finished in 1973 leaving Tanhouse Lane with only the Blue Circle traffic. Photo by Graham Earle

All that was left at Tanhouse Lane were three long loop sidings which connected at their western end to the 1961 chord line. At the eastern end, the sidings connected to the single track branch that ran into the USAC works, and in this period the Blue Circle Cement Works. Two short dead end sidings were also retained at the eastern end where a ground frame controlled the sidings and the level crossing that carried the branch across Tanhouse Lane. A signal, controlled from the ground frame, protected the level crossing.

After the demise of steam in 1968 the Long Meg trains were all worked by mainline diesel locomotives. The cement trip workings were hauled by class 08 locomotives that were stabled at Hutchinson Street for the purpose of handling all of the Widnes trip workings. In the late 1960s Hutchinson Street was provided with two class 08 locomotives but in the latter half of the 1970s one machine was adequate.

The Long Meg anhydrite trains finished in 1973 leaving only cement traffic to the Blue Circle works.



Left: The eastern end of the Tanhouse Lane yard seen in 1966 a year after the main line had been lifted. A BR class 9F locomotive had just arrived with an anhydrite train and it can be seen drawing forward so that it can run around and go to Speke shed for servicing. To the right wagons for the Blue Circle Cement works can be seen. Photo by Richard Mercer

The cement trains continued to be worked in the same way as trips.

By the mid-1970s Tanhouse Lane yard was a shadow of its former self with large areas of the site lying derelict. The goods shed was abandoned by 1975 and was it had been demolished by 1981.

In 1981 British Rail announced that it wished to close the Widnes and St Helens line as a through route, and completely to the south of Clock Face. As regular cement trains were still running to Blue Circle, part of the St Helens line at Widnes would have had to remain open. The solution was to create a new link to the Garston and Warrington line, which passed very close to the western end of the Tanhouse Lane site. Work commenced on the new link, and three new sidings were installed in the early part of 1982. The new connection opened on 18 April 1982, and the 1961 chord, along with the Widnes and St Helens line between Widnes No.1 and Widnes No.7 signal boxes closed.



Left: Tanhouse Lane yard was in poor condition when this view was taken in February 1982. The view is looking east from the western end of the yard. The main line had been to the right of the sidings. Photo by Paul Wright

The sidings that had been retained after 1965 were lifted shortly after the 1961 spur closed. Only a short section of track from the original yard



Left: Empty anhydrite wagons leave Tanhouse Lane behind a BR 9F locomotive in 1965. The train is seen going onto the 1961 chord which connected to the Widnes – st Helens line. Photo by Eddie Bellas

remained. It was one of the short sidings at the eastern end of the yard and it was connected to the new sidings so that it could be used by crippled wagons.

Cement traffic continued to run to Tanhouse Lane until 2000. The 1982 sidings then lay disused until June 2008 when they were lifted. By 2014 the site had been partly developed with a public park (Moss Bank Park) and a fitness centre. **Paul Wright**

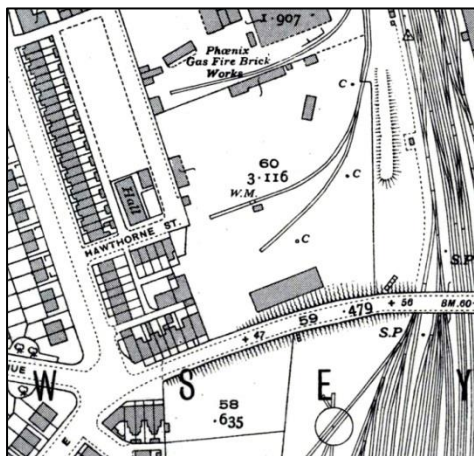


Looking west at Tanhouse Lane yard in 1965 during the period when track lifting was taking place. The main line had been out of use since 6 December 1964 and the signal box had closed on the same day. A crane engaged in the lifting of the up main line can be seen in the distance. Photo by Gordon Howarth

LNWR Private Siding at Warrington Folly Lane



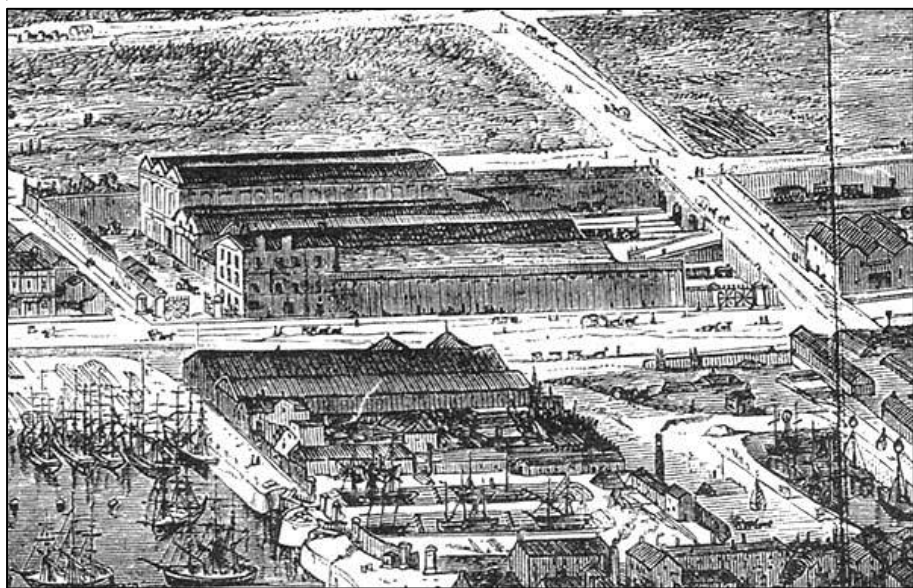
The removal of an advertising hoarding from the end of a property at Folly Lane Warrington has revealed an interesting piece of railway history in the form of an advert for a local metal merchant who had a private siding provided by the LNWR. The advert can be seen on the photograph above which was taken by Neil Wilson in November 2017.



Private sidings were once common throughout the land. This particular advertisement must have been painted before January 1923 and it a remarkable survivor.

The 25-inch scale map to the left was drawn in 1937 and it shows the private siding in LMS days. There are actually two sidings with three lifting cranes and a weighbridge. The large open area was probably used for the storage of materials which in this case would have been steel and iron.

Brunswick CLC Passenger Station



An image showing Brunswick station as seen from the air in 1865. The image was drawn from a balloon that was tethered above the River Mersey. The passenger facilities were those nearest to the road adjacent to the three storey office building, which can clearly be seen. Adjacent to the passenger station is a goods warehouse. The south Liverpool docks can be seen in the foreground.

Readers will be familiar with Liverpool Central which was the Cheshire Lines Committee's (CLC) principal station in Liverpool and the place where they had their head offices, but it was not their first Liverpool terminus. For a decade before Liverpool Central opened in 1874 the CLC terminus was at Brunswick in the southern dockland area of the city.

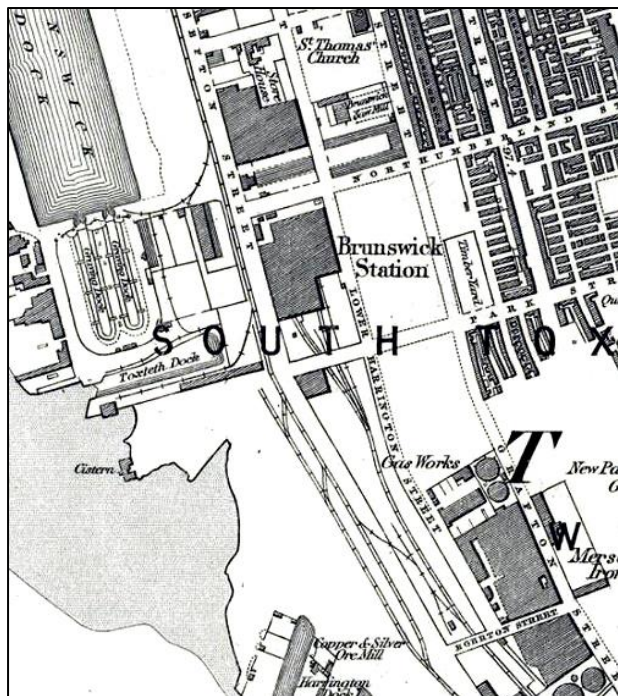
Brunswick station was opened by the Garston & Liverpool Railway (GLR) on 1 June 1864. The GLR was born out of the railway politics of the 1850s. During that decade there had been fierce competition between different companies, and the largest of the local concerns, the London & North Western Railway (LNWR), had fought tooth and nail to keep competitors out of Liverpool. In the 1840s the LNWR had failed to keep the Lancashire & Yorkshire Railway (LYR), and the East Lancashire Railway (ELR), out of the town. Further proposals were put forward in the 1850s, backed by the Great Northern Railway (GNR), who also wanted some of the lucrative port trade. In actual fact the GNR began operating train services into the region in 1858 through running agreements with the Warrington & Stockport Railway (W&S) and the St Helens Canal & Railway Company (SHC&RC). Those services only got as far as Garston which was the westernmost terminus of the SHC&RC. From Garston, passengers travelled to Liverpool by steam ship or horse omnibus.



The original Brunswick station office block inscribed with Cheshire Lines Railway and Brunswick Station seen in the early 1960s. The large warehouse that was built in the late 1890s dominates the view. The large goods warehouse had been built over the footprint of the original passenger station platforms and train-shed.

The SHC&RC had always wanted to extend its line into Liverpool but it enjoyed a good relationship with the LNWR and many thousands of tons of valuable traffic passed between the two systems. For that reason the SHC&RC, a much smaller concern than the LNWR, had not wanted to displease its larger neighbour. However the SHC&RC found themselves caught up in the fight especially after they had agreed to through running of GNR services.

Another expansionist railway company the Manchester Sheffield & Lincolnshire Railway (MSLR) got involved at this time, as they also wanted access to Liverpool. The result was the forming of the GLR as a means of creating a route from Garston Dock station to Brunswick. The GLR obtained an Act to build the line on 17 May 1861. The LNWR had not been idle during this time. On 21 July 1859 they had supported the SHC&RC to obtain an act to build a line from Garston to Edge Hill. The act gave the SHC&RC access to Liverpool but on the LNWR's terms as the proposed line fed traffic onto the LNWR system. On 1 July 1860 the LNWR took out a lease on the Garston and Warrington line of the SHC&RC and on 1 January 1861 they absorbed the W&S. This gave them control of the route to Garston Dock but the act allowing them to obtain these lines ensured that the MS&LR and the GNR had running rights.



Left: Brunswick station shown on a 6-inch scale map from 1864.

The G&L line opened on 1 May 1864 just over two months after the route to Edge Hill opened (on the 15 February 1864). On 29 July 1864 the LNWR absorbed the SHC&RC.

Out of the complicated railway politics of the time Brunswick station came into being. It was located on the east side of Sefton Street close to its namesake dock. The station had two platforms which were protected from the elements by a train-shed roof of iron

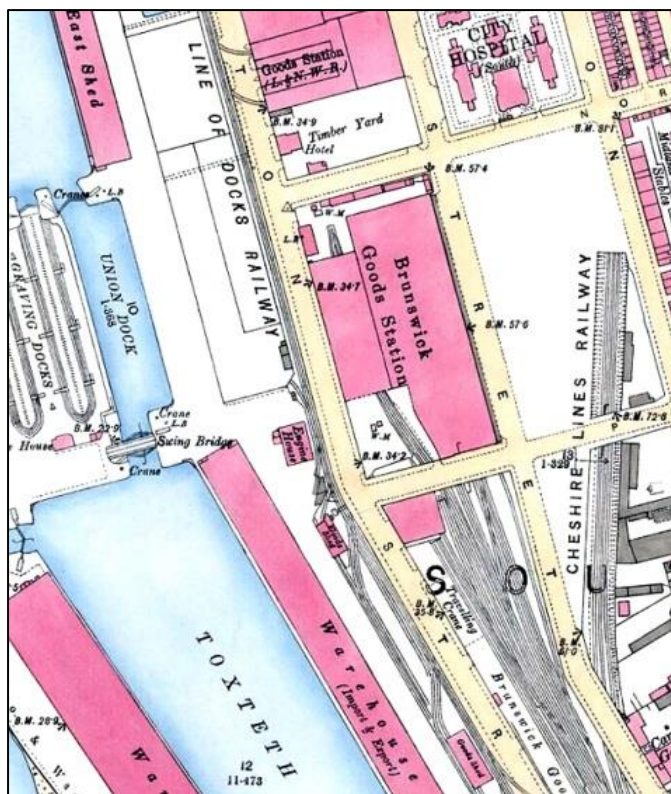
and glass. A three storey office complex was erected at the main entrance. There were also extensive goods facilities which included covered goods warehouses on the eastern side of the passenger station, and a large yard to the south. Connecting lines ran into the dock estate.

Typical of the stations of that era, one platform was designated for arrivals and one for departures. At the north end of the station there was a turntable which could be used to turn engines, and also to switch them from one track to the other.

At the time of opening, Brunswick was served by trains of the GNR and the MSLR. Local services and long distance expresses ran to and from the station. On 5 July 1865 the two companies became partners with the creation of the CLC, and a year later, on 18 July 1866, they were joined by the Midland Railway (MR). The CLC had rolling stock but no locomotives, as the partners had agreed the MSLR would provide them. That meant that trains running on the CLC network only, were hauled by MSLR engines. This included the Manchester service which had to run over LNWR metals between Garston and Broadheath. For long distance services of the three partners, each would provide its own locomotive and rolling stock. Brunswick station therefore saw express locomotives of the GNR the MSLR and the MR.

As Brunswick station was over a mile from the central area of Liverpool omnibus services ran between the station and the town. These services were operated to connect with arrivals and departures. The arrangement was never totally satisfactory

and put the CLC partners at a disadvantage when compared to the LNWR, who had a centrally located station at Lime Street, and the LYR who had one at Liverpool Exchange.



Left: On this 25-inch scale map drawn in 1889 the former passenger facilities at Brunswick were still as they had been when the station closed in 1874. The passenger facilities were those to the left of the station.

Although the LNWR had to allow the CLC partners to run over their line between Garston Dock and Broadheath, they did so with bad grace, and constantly frustrated the train services of its rivals. As early as 29 July 1864 (only

3 months after Brunswick had opened), an act had been obtained for a 1 mile 43 chain line called the *Liverpool Central Station Railway* which would provide a passenger terminus right in the heart of the city. On 6 July 1865 the CLC obtained an act to create its own route to both Manchester and Stockport. In the hope of stopping the Manchester line, the LNWR became more cooperative as the act was pursued, but it was too late, it passed through parliament and work commenced.

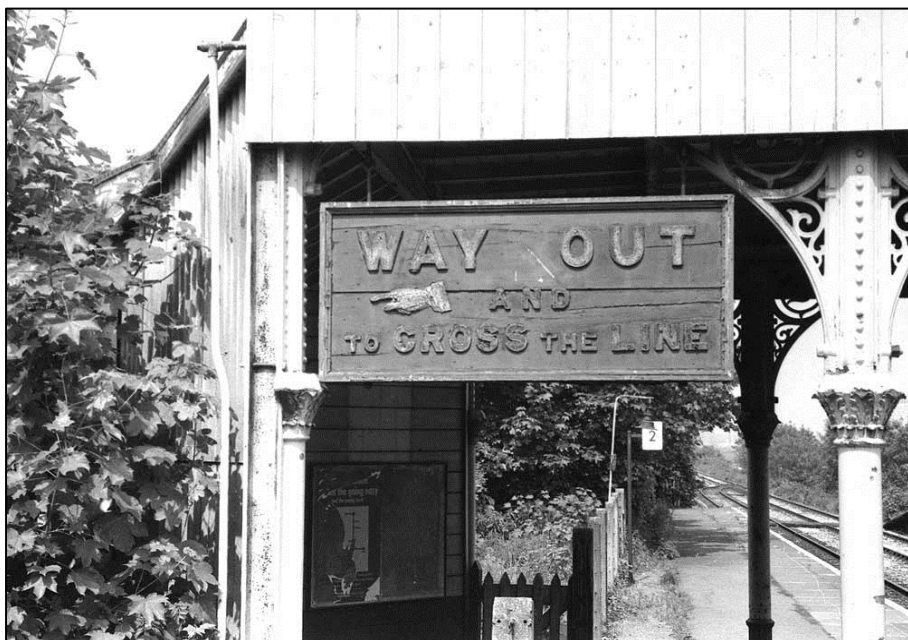
On 1 August 1873 the CLC route to Manchester opened, and Brunswick services started to use it. *The Liverpool Central Railway* was almost entirely in tunnels, and it took a considerable time to build. It opened on 2 March 1874, and Brunswick was closed to passenger services. The passenger facilities were handed over to the goods department who made use of them. In the late 1890s the passenger trainshed was demolished and a large goods warehouse was built over its site.

As a goods facility Brunswick lasted until the early 1970s. **Paul Wright**

From the Archive



On 6 June 1974 class 50 number 50 021 heads east having just departed from Fiddlers Ferry Power Station with a train of empty MGR wagons. Photo by Brian Roberts



A way out sign at Gateacre station seen in June 1970. Photo by Brian Roberts

Events Programme

10.00 – Saturday 27 January 2018 – The 8D Association AGM – The groups AGM which will be followed by a railway quiz and a buffet lunch. **Select Security Stadium, Lowerhouse Lane, Widnes**

19.00 – Thursday 8 February 2018 – 100 Years of Warrington Transport – An illustrated talk by Ron Phillips. **Select Security Stadium, Lowerhouse Lane, Widnes.**

19.00 – Thursday 1 March 2018 – The early Days of BR Steam Days – An illustrated talk by Derek Phillips. **Select Security Stadium, Lowerhouse Lane, Widnes.**

19.00 – Thursday 23 March 2017 – The Railways of East Africa – Another talk by the much travelled 8D member Chris Lewis. This time Chris will be taking us on a tour of the railways of East Africa. **Select Security Stadium, Lowerhouse Lane, Widnes.**

10.00 – Thursday 5 April 2018 – Liverpool's Goods Stations – An illustrated talk by Paul Wright. **Select Security Stadium, Lowerhouse Lane, Widnes.**

Where is This Competition



'Where is this' competition? (Answers to pwright964@btinternet.com) Photo by Doug Birmingham. The September competition was correctly guessed by James Mackenzie. The location was Earlestown East Junction.

NEXT JOURNAL PUBLISHED 1 March 2018