

# TRANS PENNINE

THE MAGAZINE OF THE PENNINE RAILWAY  
SOCIETY



**No.64 - Summer 1988**

## **EDITORS NOTES**

Welcome to the summer edition of "Trans Pennine". Apologies are due for the late release of the magazine due to late arrival of articles and news, together with Editor's holidays.

During the period since the release of the last "Trans Pennine" we have seen the implementation of the Summer timetable with many new 'Sprinter' services taking over from loco hauled trains, resulting in full trains if nothing else.

Also during this period there has been the announcement by Mr David Mitchell that the Settle and Carlisle line will, after all, close if there is no private consortium takeover bid, After all the time consuming efforts by various parties to keep the line open, it seem it will all be in vain if Mr Mitchell's recommendations are followed. Still it can always be run like the Severn Valley Railway, he thinks!

## **PENNINE QUIZ No.53**

There were four entries to the last quiz and winners were:-

Joint 1st- M. Bell and I. Shenton with 28 and N. Bolland with 27 coming 3rd.

Answers were as follows -: Victoria, Abercrombie, Uganda, Vulture, Magnificent, Sunbeam, Shap, Trinidad, Terrier, Middlesex, Diadem, Dominion, Gibraltar, Comet, Greyhound, Windermere, Bee, Blackpool, Loadstone, Adelaide, Emerald, India, Jubilee, Madras, Scott, Lapwing, Onyx, Rhyl, Rodney and Malta.

## **MEMBER'S SLIDE COMPETITION**

The trial Member's Slide Competition held on June 7th was a success - well for Wattsy anyway. He came 1st, 2nd and 3rd.

Congratulations Andrew.

## **NOTES FROM THE COMMITTEE**

The slide competition held on 7 June 1988 at which all those present judged the entries proved a success and the Committee have decided to make this an annual event although it may be held earlier in the year in 1989.

The annual Sandtoft Transport Gathering will be held on Sunday 31 July. This is always a popular event and although we shall not be having a sales stand this year, many of our members are sure to attend.

Members are always welcome to forward ideas for future visits. Gerry Collins of Lincoln has suggested an evening visit to the new South Yorkshire Transport Garage at Rotherham. If this can be arranged details will appear on the Fixtures list.

The annual Pennine Railway Society Slide Competition will be held on Tuesday 4 October 1988. Make a note in your diary of this prestigious event and get 'out and about' -to take your prize winners.

Now that your Committee has returned from our Summer Solstice celebrations at Stonehenge (did you see our vehicle on TV) we shall soon have to turn our attention to organising the Winter Pennine Shield Quiz competition and plan how to win the Shield from the Sheffield Transport Group which will be far from easy.

## **REMAINS OF THE NORTH STAFFORDSHIRE RAILWAY by Paul Slater**

The North Staffordshire Railway remained independent up to the grouping of 1923, when it became part of the LMS. It was based on Stoke-on-Trent, and its two principal routes ran from Stafford to Stockport and

Derby to Crewe. Both these lines remain open today; the Derby to Crewe line is served by Sprinters and the Stafford-Stockport line is electrified as part of the West Coast Main Line. In pre-grouping days some Euston-Manchester expresses were routed via Stoke, and this pattern has continued right up to the present time; originally, North Staffordshire locomotives hauled the expresses over the route.

Between Stoke and Kidsgrove the potteries loop line ran parallel to the main line, serving Hanley, Burslem and Tunstall. This line has since been closed, and much of it has now been made into a footpath, the Potteries Greenway. Items of Railwayana are dotted along the route, and particularly interesting is a locomotive smokebox mounted on a plinth alongside the main road at Scotia, between Burslem and Tunstall. The locomotive's number is missing, but the smokebox and chimney are of a type that belonged to the Great Western goods engines such as the 2-8-0's.

At Cheddleton, near Leek, a museum of the North Staffordshire Railway has been established. The disused station has been re-opened and is architecturally attractive. A number of steam and diesel locomotives are at the site, a typical North Staffordshire signalbox has been erected, and short train rides can be had in summer. A goods-only BR line runs past the museum.

Connecting with the former North Staffordshire lines are two old colliery railways where steam can be seen in action. The Foxfield Light Railway connects with the Derby-Crewe line at Blythe Bridge, although steam trains no longer run through to the junction; the line's main station and museum are at 'Caverswall Road. There is a large collection of industrial steam and diesel locomotives, and trains run for some three miles through the Staffordshire countryside. At the Chatterley Whitfield Mining Museum, near Tunstall, are two National Coal Board saddle tanks and two diesels.

A number of former North Staffordshire signal boxes remain in use around Stoke. Examples of two designs can be seen. Mow Cop, between Kidsgrove and Congleton, and Cresswell and Leigh, both between Blythe Bridge and Uttoxeter, are of wooden construction and have steeply pitched roofs; Cheddleton is of similar pattern. Stallington near Blythe Bridge, and Sudbury, between Uttoxeter and Derby, are mainly of brick and have flatter roofs with ornamental bargeboards.

A North Staffordshire Locomotive has been preserved at Shrugborough Hall museum near Stafford.

## **BREWERY RAILWAYS**

**by Chris**

### **Tyas**

At the turn of the century the major brewing centre of Burton-on-Trent had twenty breweries which were served by rail. Although only a handful of the breweries still survive today none have retained their railway connections. At one time the day it must have been like a spider's web of railway lines spread across the town. There were 32 level crossings in the town centre alone.

ALLSOPS is one of the breweries which still survive although it is under the banner of Ind Coope who they amalgamated with in 1934. Allsops were the first brewery to brew the famous Burton India Pale Ale. The first experimental brew was brewed in a teapot in the year 1822.

MARSTONS formerly the Mann Crossman & Paulin Brewery, Marstons railway was first opened in 1876 on completion of a cast iron bridge over the Trent and Mersey Canal and was operated by four Hawthorne & Leslie saddle tank locos.

IND COOPE brewery was built in 1858. The first recording of ale being despatched by rail was on 13 March 1865. The company's first locomotive was a R & W Hawthorne of 1885, Ind Coope Number One. It is also interesting to note that Ind Coope's other brewery at Romford had it's own Railway network. BASS, the first consignment of beer from this Brewery by rail was despatched on the 7 November 1862. The company's first locomotive was delivered from the local firm of Thornewill & Warham. It was an 0-4-0 well tank engine

which did most of the heavy work until 1891 when a further 12 engines were delivered. Locomotive number 9 can now be seen on display at the Bass Museum in Burton. Bass were the last of the Burton brewery's railways to close down it's rail network at the end of 1967.

The only surviving brewery railway in England is the A. Guinness & Sons at Park Royal, West London. The Dublin brewery had been supplying its famous Irish stout to England since the 1850's through the port of London, and also through the port of Liverpool from 1872. As demand increased it was decided to set up a new brewery in London. The Park Royal brewery was built in 1936. The brewery was built complete with worker's houses and grazing pastures where cows could be seen until as recently as 1980. The whole area surrounding the brewery was also planted with trees. At the side of the Cumberland gate entrance a single-track railway connection joined up to the Great Western Railway. Motive power and rolling stock was at first provided by the GWR. In 1947 the company investigated into the possibility of a tanker of 40 barrel capacity. The first one being delivered in 1949. Its first journey being to the Thatcher's Bristol Brewery, Newport.

On the 22nd of February 1949 the company's first two locomotives Walrus and Carpenter began work at Park Royal. The two Planet diesels were built by F. C. Hibberd. By 1952 over half the stout being brewed at Park Royal was being despatched in the new 80-barrel capacity stainless steel road/rail tankers. The two 1949 locos remained in service at Park Royal until June 1985 when they were replaced by two ex-BR class 08 shunters, 08022 which is now named Lion, and 08060 which is named Unicorn. Both of these locos are now painted in the company's livery and adorned with the Guinness harp logo on the radiator grill. Anyone who is interested in further reading of brewery railways may like to read 'Brewery Railways' by Ian P. Peaty.

## **BOURNEMOUTH SUCCESS**

Bournemouth depot's first ever open day was voted a huge success as it attracted 4,500 visitors who raised £7000 for Railway Charities. Exhibits included a new 442 Wessex Electric: and a Class 155 Sprinter for the modern image enthusiast, and a Black 5 and Deltic for the 'slightly 'older enthusiast'.

## **POP GOES THE DIESEL**

According to a report in a famous daily 'newspaper', pop mastermind Pete Waterman, apparently responsible for the arrival of a certain Mr Rick Astley onto the pop scene, has bought a Class 25 locomotive. The report says train mad Mr. Waterman has spent £20,000 purchasing the loco and £5,000 having asbestos removed, and it is not known what 'colour' the loco is yet to wear. As yet there is no confirmation that the loco will be named 'RAT ASTLEY'.

## **BEAUTY AND THE BEAST**

Transport Sinister David Mitchell enjoyed a footplate ride on Deltic 55009 'Alycidon' on 23rd April saying it was "Jolly good fun". He was travelling on the North Yorkshire Moors Railway as part of celebrations for 21 years of private ownership. Murray Brown, Press Officer of the Deltic Preservation Society explained the workings and eccentricities of the Class to Mr Mitchell before he clambered eagerly into the cab for the run along the line.

## **PENNINE OBSERVER'S NOTES**

### **SOUTHERN REGION**

The last week of Class 33 hauled Portsmouth-Bristol/Cardiff workings in early May saw the following 'Cromptons' at work-: 33008/9/11/19/27/28/30/9/48/59, 33201/8/11.

Class 155 Sprinters nos. 313 + 330 were noted on the 1010 Cardiff -Portsmouth on May 11th with some diagrams in the hands of Class 47's,

Noted on the region were 33058 on the 16.18 Exeter-Waterloo on May 9th, 33111 taking over from 33117 at Salisbury on the 18.10 Waterloo-Yeovil Jct on the same day, together with 47647 working the, 17.33 Exeter-Waterloo. The, following day saw. 33208 work the 09.10 Waterloo-Exeter, 47647 the 12.03 Portsmouth-Paignton and 47575 on the 11.33 Exeter-Waterloo.

Class 50's spotted at Salisbury on May 12th were 50018 on the 07.00 Waterloo-Exeter, 50007 on the 06.42 Exeter-Waterloo, 50045 on the 08.11 Exeter-Waterloo, 50005 on the 09.10 Waterloo-Exeter, 50028 on the 09.38 Exeter-Waterloo, 50034 an the 11.05 Exeter-Portsmouth and 50046 on the 12.03 Portsmouth-Paignton.

On May 28th 50008 worked the 13.10 Waterloo-Exeter, 50044 the 12.20 Exeter-Waterloo, 33116 the 14.35 Gillingham-Waterloo, 33109 the 14.10 Waterloo-Salisbury, 50017 the 15.10 Waterloo-Exeter, 50028 the 1417 Exeter-Waterloo and 50007 the 1710 Waterloo-Exeter.

## **EASTERN REGION**

The last Class 31 hauled trains into Cleethorpes ex Liverpool were 31452 an the last 15.45 Liverpool-Cleethorpes on May 13th and 31439 on the Saturday(14th) with 31452 working the last 06.10 Cleethorpes-Liverpool.

Noted at Worksop on April 9th were 20013/20/85/130/151/210, 56005/007/013 and 56075. At Sheffield the same day were Black 5 no. 5305 'Alderman E. Draper' on a Marylebone-Sheffield and 97413 on a cement train.

Double headed Class 37's still provide a memorable spectacle on the Iron Ore trains to Scunthorpe. May 16th saw 37083/106 and 37002/225 on such trains with 20066/88 on containers and 20030/102 on a repair train. 56008/69/109 worked MGR trains. 47217 was seen at Doncaster on the sane day on the Breakdown train.

The start of the summer timetable has seen many Sprinter services come into operation and most remaining loco hauled services monopolised by Class 47's. However temporary relief from the ubiquitous 'duffs' can be found on the Derby-Skegness and Skegness-Sheffield Saturday service with Class 20's making a more than welcome return to passenger workings. the 10.15 Skegness-Sheffield saw 20040/143 on May 21st, 20194/170 on May 28th, 20108/215 on June 4th and 20209/190 on June 11th. The same day saw the 12.54 Skegness-Derby headed by 20195/124.

The 'Peaks' have had yet another stay of execution although the elimination of newspaper trains in July will see remaining members withdrawn. They do, however, still see some passenger service and on May 21st 45141 headed the 09.19 Bristol-York with 45110 working the same train the following week. June the 7th saw 45037 replace a failed class 47 on the 16.11 York-Birmingham and June 11th found 45141 again on the Bristol-York. May 21st saw 47203 on the 0917 Pd-York and 47270 on June 11th.

Loco's used on Settle and Carlisle line diversions on Saturday April 30th were 47431/439/474/491/519/522/524/527/564/596 and 47623. 47079 headed the Glasgow-Red Bank vans and 31324/275 the Mossend-Dee Marsh steel coil train.

One class 20 disgraced itself on 18th June when 20029 failed at Skegness an the 10.15 to Sheffield. 20042 worked on its own to Nottingham. Both were replaced by 20182/157, 45037 worked the 20.25 York-Birmingham hauling the Western Region Generator set.

History was made at Doncaster on June 16th when 91001 arrived at 13.00 under its own power at the head of a test train comprising Laboratory coach 6(Prometheus), RDB 975422, test car ADB 975814, Inter City

sleepers 10618/10512, laboratory coach 15(Argus) 975984, HST power car 43014. This is believed to be the first electric hauled train ever into Doncaster.

## **WESTERN REGION**

May 13th saw 33027 arrive at Bristol on the 08.30 Brighton-Cardiff unusually taken forward by 37158. Class 47's and 50's shared the loco hauled services in Cornwall during the last few weeks prior to services being taken over by Sprinters. May 1st saw 50016 head the 08.36 Plymouth-Penzance, 47513 the 09.11 Penzance-Plymouth, 47565 the 06.45 Swindon-Penzance, 50028 the 10.27 Penzance-Glasgow. 50001 the 12.13 Penzance-Plymouth and 15.20 return and 50035 the 13.30 Penzance-Paddington relief. 50048/38 worked the ecs for the 16.00 Penzance-Paddington relief from Laira. 'Bubble' 55009 was at work on the Liskeard-Looe branch.

The first summer Saturday of the summer timetable in Devon saw a notable absence of Class 50's, on passenger trains at any rate. 50020 worked the 07.07 Plymouth-Glasgow and 08.44 Glasgow-Plymouth to and from Birmingham, 50035 headed the 07.25 Plymouth-Paddington Vans, 50030 worked the 09.05 Paignton-Paddington and 08.35 Liverpool-Penzance (don't ask how) and 50032 on the 13.05 Paddington-Paignton and 17.50 Paignton-Paddington return. All other services were in the hands of 47's except the 05.55 Derby-Paignton and 12.10 Paignton-Rose Grove which was headed by 31411 and 31405/283 on the 10.10 Manchester-Paignton. Sight of the year must be 47063 hauling no less than four class 50's to Laira, Nos 9/17/42/8 were the loco's in tow, apparently unbalanced workings due to the new timetable. All have been seen since so there were no mechanical problems. Also on this date 50003/50 worked light engine towards Exeter and 47205/453 also worked in that direction. Quite a day for light engine movements. May 28th- saw 50045 head the 08.17 Paddington-Paignton, 47624 the 07.25 Plymouth-Paddington vans, 47652 the 09.02 Paddington-Penzance, 47482 the 09.05 Paignton-Paddington, 47549 the 10.25 Paignton-Paddington and 50005 the 12.05 Paddington-Penzance, 50042 headed the 13.05 Paddington-Paignton and 47428 the 13.21 Paddington-Newbury.

Class 50 workings in Cornwall are very hit and miss with members of the class regularly working the 08.17 Penzance-Dundee as far as Plymouth, the 11.17 Penzance-Newcastle as far as Plymouth, the 12.30 Penzance-Paddington throughout, the 14.03 Penzance-Old Oak-. Common Vans, the 09.02 Paddington-Penzance and the 12.05 Paddington-Penzance and 08.35 Liverpool-Penzance (10.30 ex Birmingham) although 50's are by no means guaranteed.

June 4th saw 50020 on the 11.17 Penzance-Newcastle and 50031 on the 09.02 Paddington-Penzance, 50010 on, the 12.03 Penzance-Paddington and 50039 on the 08.35 Liverpool-Penzance. June 11th saw 50012 on the 11.17 Penzance-Newcastle, 50002 on the 09.02 ex Paddington, 50016 on the 12.30 ex Penzance and 50015 on the 08.35 ex Liverpool, 50021 worked the 14.03 vans. However on this date 50031 headed the 12.02 Penzance-Liverpool, 50016 headed back on the 20.45 Penzance-Paddington Sleeper. June 17th saw 50020 on the 08.17 ex Penzance, 50007 on the 11.17 ex Penzance, 47660 an the 12.02 Penzance-Liverpool, 50040 the 12.30 Penzance-Paddington, 50025 the 09.02 Paddington-Penzance, 50042 the 14.03 Penzance-Old-Oak Common vans and 50021 on the 08.35 Liverpool-Penzance and the 20.45 Penzance-Paddington Sleeper. The 13.58 Penzance-Old Oak Vans and 19.22 Penzance-Paddington TPO remain regularly Class 50 hauled, with 50002/4/35 and 43 seen over the period June 6th to 16th.

Plenty of activity could be found at Lostwithiel on June 15th with china clay workings in particular. 37673/675/669 and 50149 all worked such trains, 50046 was on a ballast and 47544 was seen on the 12.26 Penzance-Glasgow Vans. The afore mentioned 13.58 Penzance-Old Oak Common Vans was in the hands of 47438. 08844 and 47625 could be seen at St Blazey.

## **PENNINE QUIZ No. 54**

**by ED**

Try your luck at this cryptic quiz. Answers are names of stations, locomotives or engine sheds. Answers and notes to Ed. by end of August please.

- 1) Cathedral city with a ton to remember, steam wise.
- 2) Jubilee with comic or literate connections.
- 3) Fungus splits at this point.
- 4) In the marsh on the southern region.
- 5) North West beauty spot on the line out of Birmingham
- 6) The heat is on for a certain power car.
- 7) A roman 'hoover' standing good.
- 8) Scottish badges collected for electrics here.
- 9) Xmas lunch served at this London outskirts station.
- 10) Golfers dream to be under this station.
- 11) This Yorkshire family surely didn't write about class 47's
- 12) Did this 87 ever run between Coventry and Banbury?
- 13) North West shed was a real grand national place.
- 14) A Holmes Locomotive from across the channel?
- 15) You can lean on a lamp post at this scouse station.
- 16) A 47 on a South West holiday.
- 17) This A4 was not a regular visitor to its namesake station.
- 18) Twin football connections on a Southern shed.
- 19) This Warship was regularly on the move.
- 20) Table 116 has a school after all.

### **MEETINGS LIST No.3 JULY-SEPTEMBER 1988 - Robin Skinner**

All meetings are held at the Corporation Brewery Taps, Cleveland Street, Doncaster, and commence at 20.00.

Tuesday 19 July - Tony Smith Slide Show

Tuesday 2 August - Glyn Gossan Slide Show

Tuesday 16 August - Chris Palmer Slide Show

Tuesday 6 September - Terry Spriggs Slide Show

Tuesday 20 September - A Slide Show by members of the Eastern Region Staff Railway Society

Tuesday 4 October - The Annual Pennine Railway Society Slide Competition.

### **ALL ARE WELCOME - BRING A FRIEND**

### **FIXTURES LIST No.3 - Dave Whitlam**

Sunday 31 July Sandtoft Gathering - Join us at the North of England's transport rally. Beer Tent available

Sunday 2 October - Severn Valley Railway. Travel by preserved bus from Doncaster and Sheffield.

Sunday 23 October - Doncaster Works 11.00. PR4-88/2 (Re-run) Meet Plant Hotel entrance 10.50. Members £2.75; Non-members £3.00

Would the members who were booked on the original visit on 21 February please let me know if they want to go on the rearranged visit, or want a refund of their money if they had paid in advance.

All bookings to Dave Whitlam enclosing SAE.