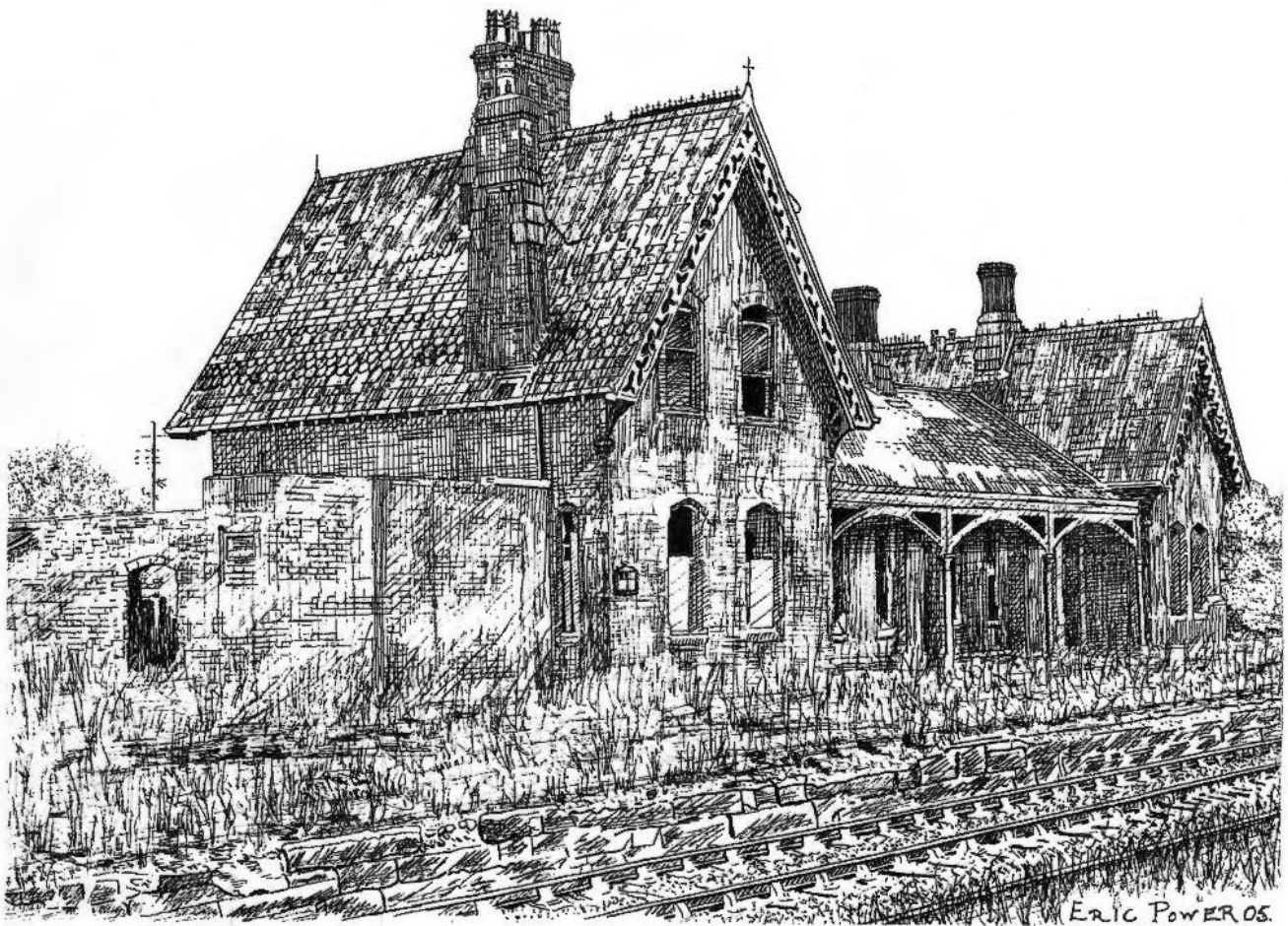


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# Barrowmore Model Railway Journal



Number 2

April 2005

Published on behalf of Barrowmore Model Railway Group by the Honorary Editor:  
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Contributions are welcome: (a) as e-mails or e-mail attachments;

(b) as a 3.5in floppy disk, formatted in any way (as long as you tell me if it's  
unusual!); disks can be provided on request;

(c) a typed manuscript;

(d) a hand-written manuscript, preferably with a contact telephone number so that  
any queries can be sorted out;

(e) a CD.

Any queries to the Editor, please.

The **NEXT ISSUE** will be dated July 2005, and contributions should get to the Editor  
as soon as possible, but at least before 1 June 2005.

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Copies of this magazine are also available to non-members: a cheque for £5 (payable  
to 'Barrowmore Model Railway Group') will provide the next four issues, posted  
direct to your home. Send your details and cheque to the Editor at the above address.

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**Cover illustration** of this issue is again by Eric Power of West Kirby. It shows our  
nearest station (Barrow for Tarvin) in a derelict condition, as photographed in 1961,  
when it had been closed for eight years.

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**Our exhibition engagements for the last half of 2005** (also noted in the  
'Forthcoming events' column on the next page – but remember that the dates DO  
NOT include provision for setting-up – normally on the previous Friday):

"Johnstown Road"	Porthmadog	6/7 August 2005
"Johnstown Road"	Halifax	24/25 September 2005
"Johnstown Road" and "Mostyn"	Newcastle	12/13 November 2005
"Johnstown Road" and "Mostyn"	Warley (NEC)	2/4 December 2005

**PUT the dates in your diary NOW!**

## **Forthcoming events:**

**2 Apr. 2005:** Swapmeet, Northgate Arena, Chester.  
**9 Apr. 2005:** Llanbedr 7mm running track. (See Editor for details).  
**12 Apr. 2005:** "Diesels nationwide", by Edgar Richards. H.M.R.S., at "The Stork Hotel", Price Street, Birkenhead, 8pm.  
**16 Apr. 2005:** Chester M.R.C. 'West Somerset Express' rail-tour.  
**30 Apr., 1/2 May 2005:** Liverpool show.  
**14/15 May 2005:** ExpoEM Bletchley.  
**28 May 2005:** Llanbedr 7mm running track. (See Editor for details).  
**9 Jun. 2005:** "City of Truro" trip – see page 23.  
**11 Jun. 2005:** **S4 Society a.g.m. at Barrowmore.**  
**9 Jul. 2005:** Llanbedr 7mm running track. (See Editor for details).  
**6/7 Aug. 2005:** Porthmadog show ("**Johnstown Road**" is exhibiting).  
**20 Aug. 2005:** Llanbedr 7mm running track. (See Editor for details).  
**24/25 Sept. 2005:** Halifax show ("**Johnstown Road**" is exhibiting).  
**30 Sep./1/2 Oct. 2005:** Manchester show  
**8 Oct. 2005:** Llanbedr 7mm running track. (See Editor for details).  
**14/15/16 Oct. 2005:** Blackburn show.  
**12 Nov. 2005:** Llanbedr 7mm running track. (See Editor for details).  
**12/13 Nov. 2005:** Newcastle show ("**Mostyn**" and "**Johnstown Road**" are appearing).  
**25/26/27 Nov. 2005:** Wakefield show.  
**3/4 Dec. 2005:** Warley show at NEC ("**Mostyn**" and "**Johnstown Road**" are appearing).

**(2006)**

**21 Jan. 2006:** Llanbedr 7mm running track. (See Editor for details).  
**4 Mar. 2006:** Llanbedr 7mm running track. (See Editor for details).  
**15 Apr. 2006:** Llanbedr 7mm running track. (See Editor for details).

*(The Editor welcomes details of other events of railway interest for this column)*

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**Letters to the Editor:** (from Richard Thwaite, Liverpool M.R.S.)

"Thank you for the copy of ... Barrowmore Model Railway Journal ...

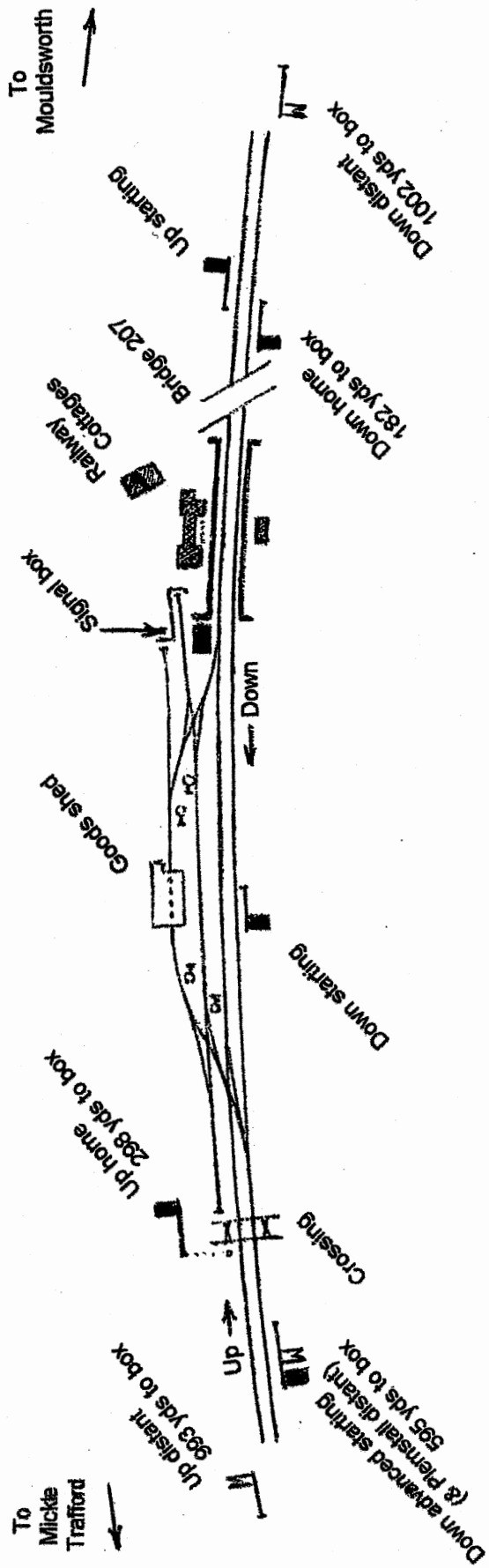
I must confess myself and most of the members of the Liverpool Model Railway Society are a little confused as to the changes that have occurred on your side of the river regarding the model railway clubs. So we appreciate being able to read about all the changes that have taken place direct from the 'horses mouth'.

On behalf of myself and all the club members we wish you well in you new venture and hope ... you are able to settle down soon to some real railway modelling. Best wishes – Richard."

*[More letters – see pages 13, 23, 24 and 26]*

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# BARROW for TARVIN



**Bob Miller** (well-known railway author and Cheshire Lines Committee Railway steward for the Historical Model Railway Society) has kindly contributed this article on 'Barrow for Tarvin' – our nearest railway station before it closed on 1 June 1953 ...

## **BARROW for TARVIN**

Actually the station was called Tarvin and Barrow when it first opened in 1874, the change in title occurring in November 1883. The West Cheshire Railway, soon to become a part of the Cheshire Lines (CLC), which built the line from Northwich to Mouldsworth and on to Helsby, had wanted their main line to continue from Mouldsworth to Chester where they would have joined the Birkenhead Joint line just outside the General station. This line would have gone right through the centre of Great Barrow village but twice – in 1861 and in 1862 – the application to Parliament was defeated mainly due to the opposition of the LNWR and the GWR, the owners of the Birkenhead Joint.

In the end it was a separate company called the Chester & West Cheshire Junction Railway that obtained an Act – on 5 July 1865 – for the Mouldsworth to Chester section but as the Birkenhead Joint still refused access to their General station, a separate terminus near the Northgate in Chester was decided on. This line was to pass through Little Barrow, a mile to the north of Great Barrow and over 2½ miles from Tarvin. This new company was absorbed into the CLC from 10 August 1866 and became known as the Chester Extension, but not before the C&WCJR had signed a contract with Benjamin Piercy to build the line, he having contributed to the cost of getting the Act through Parliament.

The CLC wanted the contract to go out to competitive tender but Piercy refused to be bought out. Negotiations were protracted due to Piercy being in Sardinia and the CLC were not in any hurry; the line through Mouldsworth was not completed until September 1869. Agreement was reached with Piercy at the end of October 1871 that the railway should be built by his nominees – Knight and Rose – at a schedule of prices to be agreed with the Engineers and Solicitors and based on those for the Winsford Extension Railway of 1869. It was reported on 16 November 1871 that Knight & Co had now commenced work. However, getting under way with the mile long embankment from just west of the Barrow goods yard to the east end of Mickle Trafford station seems to have proved difficult. On 21 August 1872 it was reported that the low ground there was almost constantly under water and there was great difficulty in obtaining labour; "most of the men have gone to the harvest field" complained Knight & Rose.

The tender of £19,721-18s-0d for the construction of the stations was awarded to Wade Bros. on 18 December 1872 but when it was discovered that they had gone bankrupt a contract was given instead to Knight & Rose on 15 January 1873. Over a year later, on 18 February 1874, it was stated that 15 chains (about 305 meters) of the mile long bank remained to be completed but the works at Tarvin station were proceeding satisfactorily. On 15 April it was confidently announced that the long embankment will be closed by the end of next weekend and it is hoped that the line will be ready for traffic by the end of July 1874.

July came and went! Eventually goods traffic commenced on 2 November 1874 and it was then stated that the line should be ready for passengers by 1 January. On the 18 November Charles Sacré, the CLC's engineer, stated "we are finishing up the works at the (Chester) passenger station; Messrs Knight & Rose are the slowest contractors we have had to deal with and there is the greatest difficulty in getting them along". On 20 January 1875, when the engineer reported that the Chester Extension will be ready for passengers by 1 February, the Committee decided to apply for Board of Trade sanction to open completely on 1 March.

However it was not just Knight & Rose that were slow. The contract for the signalling had been given to Stevens & Sons and the signals were far from complete when the line opened for goods. There was still work to be done when the line was inspected on 15 February by Captain Tyler on behalf of the Board of Trade. Although the interlocking of points and signals had been completed, block working was not yet possible. As soon as this work was done the line could be opened for passengers, said Capt Tyler, and this at last took place on 1 May 1875. The initial service was five passenger trains each way on weekdays, and two on Sundays.

By October 1902 the number of passenger trains had increased to eight each way on weekdays, one of which did not stop at Barrow, and three on Sundays. In addition there were eight goods trains each way of which only one was booked to regularly stop (at 9.0 am down and at 10.20 am up), one each way called if required, one up goods stopped only for cattle and one down stopped only to detach important traffic but what that might be was not described. There was also just the one down goods train (not stopping) early on Sunday mornings.

29 years later (October 1931) an even better service was provided with 12 passenger trains each way on weekdays and 5 on Sundays, one on both weekdays and Sundays not stopping. A curiosity was the 7.34 am up arrival on weekdays which was allowed three minutes before departure. The number of daily goods trains was now 9 with only one, an up goods at 9.45 am, booked to call at Barrow. In the down direction there was just the one goods allowed to stop to attach or detach cattle only, at 10.0 am.

The signalbox at Barrow in 1899 was open from 6.30 am to 9.30 pm on weekdays but was closed on Sundays. In 1907 the hours had become 6.30 am to 8.30 pm; by 1928 they had been cut down to 6.0 am to 2.0 pm. The cabin was a standard design for the CLC with vertical boarding built by Stevens & Sons like those on the Liverpool main line dating from 1873-74 of which Urmston, Padgate Junction and Garston were late survivors. There were probably about 19 working levers; the diagram is based on the CLC estate plan of 1893 which was produced to show what was CLC property; the positions of signals are a bonus and it seems likely there would also have been ground signals to control the crossover between the up and down main lines, even though these are omitted from the plan. After Barrow station closed to both passenger and goods traffic on 1 June 1953 the box was only open as required (probably not very often) and finally closed on 23 November 1958. All the signals were then removed with the exception of the Plempstall distant, which remained in use until 12 December 1966. The line through the closed station was converted to single track from 7 September 1969.

The station building was the then standard CLC design as used for most of the intermediate stations between Garston and Cornbrook built in 1873-74, but with one important difference. These latter buildings all had the station master's house on the right, when viewed from the platform. At least Hough Green, Farnworth, Sankey, Padgate, Glazebrook, Partington, Flixton and Urmston all did. I can't say how Irlam looked as I have never seen a photograph or drawing of the original station. Chorlton and Heaton Mersey, both built in 1880, also had the house on the right. But Barrow was the exception with the house on the left; I wonder why? Later, in 1893, the replacement stations at Irlam and Partington built by the Manchester Ship Canal Co also had their houses on the left, so Tarvin (later Barrow) was only exceptional for the first 18 years.

The road bridge over the line at the east end of the station, which was CLC bridge No.207, was rebuilt in 1913, presumably to take heavier road traffic. The tender of W H Worthington Ltd to do the work for £1,392.12s.11d. was accepted on 6 May 1913.

From the National Census taken on 3 April 1881 we find that the station master living in the station house on that date was John Noyes Boycott, who gave his age as 48 and his birthplace as Wellington, Salop. His wife Catherine was 54 and was born in Oswestry and their children living with them were William Henry, 22, a railway clerk unemployed; Catherine Edith, 17, a scholar and both born in Wellington; and John Alfred Robert, 16, born in Islington, Middlesex and a railway clerk.

Facing the main road at the entrance to the station were a pair of railway cottages (these are now altered to be one house). They were a standard CLC design; there is an identical pair at Plempstall crossing and there used to be another pair at Delamere. In 1881 the census has the occupants of one as Seth Lloyd, a signalman age 34 and born in Bagillt, Flint with his wife Elizabeth, 26, born Plempstall and daughter Ruth, 3, also born in Plempstall. In the other cottage was William Swan, 32, a platelayer and born in Rosthern, Cheshire with his wife Ellenor, 25, born in Cudworth, Yorks. Their children were Robert age 8, Walter Baily 4 – both born in Altrincham – and Minnie Jane just 1 year old and born in Barrow.

One final note, even into the 1920s the telegraph call-sign for Barrow was **TB** which nicely perpetuated the original name of the station – Tarvin & Barrow.

[Editor's note (especially for any pedantic readers!): the variant spelling of 'Plempstall' and 'Plemstall' are both correct. The first spelling is that of the ecclesiastical district of 'Plempstall' which covers a much wider area than 'Plemstall' which refers to a much more restricted area near the modern occupation level crossing of that name.

Eric Power's drawing of the derelict station building, as it was in 1966, is on the front cover of this issue].



## **On the level?: preparing for Stafford, 2005**

**By Dave Millward**

Greetings to one and all, great to have seen so many of you at the showground, and thank you for the warm welcome.

Speaking as a newcomer, I was impressed by the organisation of the group in terms of suitable transport for the layout, as well as by the labelling and stowage of all parts to aid accurate and speedy setting up. Sitting here in the warmth after a successful event it's also a bit easier to smile about our allotted 'pitch'. What had been presumed to be a level, tarmac floor, became a 2 dimensional slope to overcome. The size of 'Mostyn' was a disadvantage at this point, with an approximate 6 inch fall across the length of the layout, in both directions. Thankfully, everyone quickly agreed with Gavin, the only solution was to 'level' the whole layout, board by board. The event organisers were equal the challenge, and provided timber packing a 'Workmate' and a saw. Roughly two hours, and a smidgen of friendly banter, later, the last section was bolted in.

Preventative maintenance came to the fore at this point with track and locomotive wheel cleaning activities, whilst others finished off constructing the layout canopy, scenery and visual displays. The rolling stock could then be checked and coupled into rakes, structures/buildings put into place, and the various control/electrical connections made.

Testing of the locomotives and track-work revealed a time-consuming faulty point motor and a couple of locos with electrical problems. 'Thumbs up' to whoever provided the hot tea and biscuits at this point.

Only now could test running of the planned train formations begin, and potential flaws be highlighted. As someone with an H&M 'Duette' at home I found the control system quite a handful to grasp. Learning how to start and stop locos gave me no impression of route setting or potential collision hazards, so a considerable time with the 'L plates' on, seems to beckon.

I didn't intend this to be an activity list, but given the amount of hard work and team effort that came together to overcome the odds and produce a viable exhibition layout, there seems little alternative but to recognise it. Small things like working late in very low temperatures did little to dent the obvious enthusiasm that everyone has for their subject, the friendly atmosphere helped to warm each of us and once the trains started running others quickly came to look and remember.

"Mostyn" isn't just the layout, it's also everyone involved with bringing it to life!

[*Editors note:* readers will see from another piece by Dave Millward, later in this issue ("Bradford-on-Avon"), that he is a professional railwayman and keen modeller of the diesel scene, and also a Scalefour Society member. He and his wife Isobel have visited us at Barrowmore, while several of us visited the Potteries a few months back to watch one of his interesting slide-shows]



## **“Who are you?: (Eddie Knorn)”**

For those that don't know me, I am the resident DMU, bus and road vehicle advisor for “Mostyn”. These three interests go back a long way in my life of almost 40 years. . Part of the blame lies with my parents; they chose to move to the house near St Albans with trains at the back (Watford Junction – St Albans Abbey branch) and buses at the front. Before I even started primary school, I recall watching the buses passing the front of the house. At a slightly later age, I started the nightly interrogation of my late father as to which lorries he had seen on the way to/from me the work. Slightly further from home, shopping trips to St Albans gave opportunity to study the buses serving the City, while my late father used to have to



*[Buxton station, 21 December 2003: 'Class 101 Farewell Tour']*

send engineering components to a company near Motherwell and so an occasional treat was to accompany him to the Red Star Parcels office at Watford Junction, which then gave me the chance to pester him for a visit to the platforms. Sometimes I could even pester him for a railway magazine from the station bookstall. On Saturday mornings, I sometimes went with him to work, where I could observe the East Coast Main Line at Potters Bar.

My first train set came at the age of nine, Hornby's GWR Freight Set. OK, so it was steam, but eventually I was able to get my first diesel, the green Hornby 31. The move to secondary school saw me travelling daily to St Albans, initially by bus but then by train. This gave me a daily DMU ride, mainly on Cravens units. Not long after this occurred, I was with the old man on one of his Watford Junction trips; after the customary platform visit, I was able to get him to buy me something from the bookstall. It was the 1976 Ian Allan DMU fleet book. I had realised there was more to DMUs than my local Cravens sets through various railway magazines I had accumulated, but suddenly I was aware of the units built by Derby Works, BRCW, Park Royal and the rest! Thus from March 1977 I was hooked.

A defining Summer holiday was taken in 1977; the old man and I set off for a tour of North Wales, which included my first encounter with the Cambrian Coast line, also a ride from Llandudno to Blaenau Ffestiniog and a visit to Crewe Station. Upon my return, I was able to compare what I had seen with my prized Ian Allan book. The following year, I had my first encounter with the sleek, beautiful lines of the HST; that year's holiday was in Edinburgh, with First Class travel there and back aboard the "Flying Scotsman" service, HST of course. A chance to ride some Scottish DMUs, plus plenty of time spent at Waverley Station.

As time progressed, I realised that even within supposedly identical DMUs, there were subtle differences and that I really ought to record these. One of the first places where I recorded DMUs in greater detail was Royston, then at the end of the electrification from King's Cross, and a convenient ride from father's workplace at Potters Bar.

At school, I became a regular attendee at meetings of the Railway & General Transport Society. I also began to dabble with repainting and modifying OO scale models, particularly the Hornby Metro Cammell DMU. My particular favourite DMU fleet was that based at Chester and used on the Cambrian and North Wales lines. As the 1970s became the 1980s, I began my quest to record detail differences of every DMU car on British Rail, while also rediscovering my interest in the local buses. I even entered the Junior Modeller competition in "Railway Modeller", winning a cup for the best article for my piece on detailing the Hornby DMUs. (If you have "Railway Modeller" from January 1981, see for yourself!). School work took me through O levels and on to A levels, while I also took part in the activities of the school Combined Cadet Force; the latter probably steered me down the path of liking Land Rovers as well as buses and trains.

Beyond school, thoughts turned to further education and career direction. A degree in Mechanical Engineering seemed a good idea (obviously the influence of my father's profession) and I sought the advice from one of my teachers about good Universities. In the end, Birmingham was chosen, partly due to being regarded as a good

engineering course, but mainly due to the proximity of New Street Station, Tyseley Depot and a large fleet of DMUs.

The Student Railcard and PTE Travelcard were put to good use in my search for DMUs locally and further away.

In spite of all of this DMU chasing, I managed to get a degree in Mechanical Engineering, graduating in 1986. Predictably, I joined BR as a Graduate Engineer Trainee; part of the deal was a travel pass "All Stations BR"! The training scheme saw me moving around a bit, with time at York Carriage Works (West Yorkshire DMUs to ride in, plus East Coast diversions at weekends), Crewe Works, ScotRail (ScR DMUs, track-bashing and interesting locos in large quantities) and then the Technical Centre, Derby. Summer 1987 saw me finally track down my last 'unseen' DMU vehicle for detailed noting.

The transition from trainee to proper engineer saw me move to the Southern Region at Selhurst Depot, where I learned to appreciate the SR way of doing things. From there I moved to Wembley Carriage Depot, where I spent three years as a Shift Manager, keeping Intercity West Coast running.

One of my most enjoyable BR jobs was in Intercity Headquarters in Euston, but privatisation saw that entire organisation disappear. Also in this era, I acquired the first of several Land Rovers, and reached the conclusion that I ought to preserve something. It was a toss-up between a Mark 1 RBR carriage and a Routemaster bus, in the end I went for the latter, coincidentally a vehicle that I might well have seen in service in St Albans in the mid 1970s! I also met Tracey, now my wife.

With no more Intercity, I moved to Great Western Trains, and Tracey and I relocated to Swindon. An opportunity arose to join the train leasing company now known as HSBC Rail, so I became a slightly long-distance commuter; a chance for plenty of HST mileage. When Tracey and I married in June 1996, there was a bit of a 'bus' theme: six Routemasters and a 'DMS' Fleetline were present, one Routemaster even playing the role of wedding car.

Within a year we had the opportunity to move closer to my native Hertfordshire; we actually found the house we wanted near to Royston; I may actually live in Cambridgeshire, but Hertfordshire is only a mile away and I have passed by the house earlier in my life by car (trip to Cambridge with father), Class 101 DMU (East Anglian DMU-chasing), and Land Rover (courting)!

As you may have worked out, I had managed to work on four out of the five BR Regions (I know there were once six, but the North Eastern disappeared ages ago!); ScotRail (as a trainee), Southern (Selhurst), London Midland (Wembley) and Western (Swindon). In 2001, I had the opportunity to "cop" number five, when I was invited to join the Engineering Team at GNER, based in York. I suspect that the first HST I ever rode in contained Trailer Firsts 41087 and 41088, which still serve the East Coast Main Line in GNER blue!

Around that time, my friend Philip Sutton of a certain monthly magazine enquired if I had been enjoying the regular "Mostyn" articles; of course I had, recalling my North Wales holiday in 1977, also my interest in the DMUs of North Wales at that time.

“Why not get more involved?” suggested Mr S, so I did. Living in Royston, working in York, joining a model railway group in the Wirral area made sense (!).

Although my active railway modelling ceased to be active many years ago, my activities with the preservation of large vehicles have developed rather, especially since the move to Royston. My collection of preserved buses numbers at least six; this collection includes two Leyland Nationals and a Leyland Olympian that I rode on in St Albans in my schooldays, a Leyland National that I photographed as a teenager and that has had a chequered history, a Leyland Atlantean that could well be the only viable preserved example of that particular variant and an AEC Reliance coach that I rode on to get to and from the first ever bus rally I visited (all of them have a St Albans connection). These do not even include the various other donor vehicles I have accumulated.

I suppose I am technically a railway preservationist, too as I now have my very own railway carriage. Mostyn may have plenty of BR Blue era parcels stock, but I have a full size BR Blue GUV in my garden. (If you have not already seen the article in “BMRJ”, it is ex-Motorail van 96137, an old friend from my days at Wembley). At the recent Stafford show, I was pleased to see it in model form, running in original guise as W86748.

With the emergence of BMRG and the move to the clubrooms near to Chester, there is a tenuous Cheshire link with the history of my family; back in the 1920s (just) and 30s, my mother and my late father both lived in Germany, in an area called Silesia, an area so far east that it is presently in Poland. Apparently they lived within 10 miles of one another but did not meet until they both lived in Cheshire! My late father was captured as a prisoner of war in 1945. Having been brought to England, he ended up in a PoW camp by the side of the present A51 road, not far from the village of Walgherton, south of Crewe. A local farmer employed him during the day, and his background in agricultural engineering came in handy. Mother was a refugee, fleeing from the advancing Red Army and kept heading westwards until she too ended-up in Britain, and it was sometime in 1948 when she settled in the village of Wybunbury, not very far from the old man’s PoW camp. Near the village, there was a large country house call “The Cliffe”, which still stands, which served as a maternity hospital. Mother was a nurse there. Circumstances brought them together, and things developed from there.

So, there we are. At the time of writing (February 2005) I am working on the East Coast Main Line, the one I used to ‘spot’ as a youngster and where I first rode on an HST (even having part of that HST in my custody!), living near Royston where I used to do a bit of DMU spotting, married with no children but four dogs (with only a handful of brain cells between them), satisfying my interest in Land Rovers with one of their products, satisfying my interest in the buses of St Albans with a small fleet of these, and partly satisfying my interest in the BR Blue era with my GUV. Lastly, other interests in real ales and curry are bolstered by my membership of BMRG, not to mention topping-up my BR Blue ‘fix’ and my love of North Wales DMU stock!

## Bradford-on-Avon, 'The Avenue', 1971

As a railway photographer 1981-1990 my idea of heaven was to watch the evening weather forecast for the following day and literally 'follow the sun'.

A regular destination was the Limpley Stoke valley between Bath and Westbury, leaving home at around 0200 and getting in position for 0630 to photograph the first train. A good day would see the last pictures taken around 2030, getting to bed around 0100. This happy state of affairs lasted until around 1990 when too many of the older traction types had been lost, and what was left didn't seem to be worth the effort.

Thankfully, I had dabbled with railway modelling over the years and saw this as an opportunity to 'fill the gap' in my period of interest i.e. 1970-1980, being 5 years old in 1970 had restricted my photography expeditions somewhat.

The next problem was that 9 years of intensive railway photography, in some of the finest scenery of the U.K., coupled with being a BR heavy freight driver (1985-1992), meant that I had an 'eye for detail' which OO gauge didn't satisfy. Enter P4 and the Scalefour Society (shame about the steam engines though). Having this 'eye for detail' didn't mean that I automatically had the modelling skills to achieve the standards that I desired, hence, several years of producing prototypes, honing of modelling skills and collecting WTTs, magazine articles and models in order to produce a series of dioramas through which my period trains could run.

The challenge now is to have the patience to build several 40 wagon freight rakes and passenger formations in order to recreate a typical sunny morning at 'The Avenue' in 1971. If any of you have seen the book "Railway elegance" by the late Ivo Peters you will probably understand the inspiration.

This project has a lot in common with your work on "Mostyn" and I like to think that we can work together. I always enjoy a bit of detective work relating to BR in the seventies, that's how I came to be involved with you guys, and I have a reasonable reference library with which to work. Whilst, it is unlikely that I'll be a regular sight at Barrowmore (probably monthly), due to the sheer amount of work I have to do with my own models (current projects include a rake of 37 heavily modified Hornby HTVs), I'm only an e-mail – [millwarddavid@hotmail.com](mailto:millwarddavid@hotmail.com) or telephone call 01538 383554 away.

Dave Millward

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### Letter (e-mail) to the Editor from Phil Sutton

"Hello - bit of a plug but will be of interest ... I noted a couple of communications referring to my recent article on vintage 'modern traction' posters in the last issue of RAIL EXPRESS (No. 106 March 2005) including works from Cuneo et al.

As you may be aware, the picture library division of the NRM (and Science Museum) are now making these available for purchase on-line and I am trying to encourage them to open up much more of their 'D&E era' archive. They do need to see interest through traffic and, I suppose, sales to support this request. So, if you fancy a nice poster for the office wall, mess room, clubrooms or study then please support this initiative. You know you want to ...

The site can be accessed by clicking on the picture library banner at the bottom of the [www.railexpress.co.uk](http://www.railexpress.co.uk) homepage. This will take you to the SSPL site. You then need to go to the specialist railway gallery link which will take you to a brand new RAIL EXPRESS magazine category that has just been set up for us, including featured posters and a few extras. I hope to add more in the coming months if the response is positive.

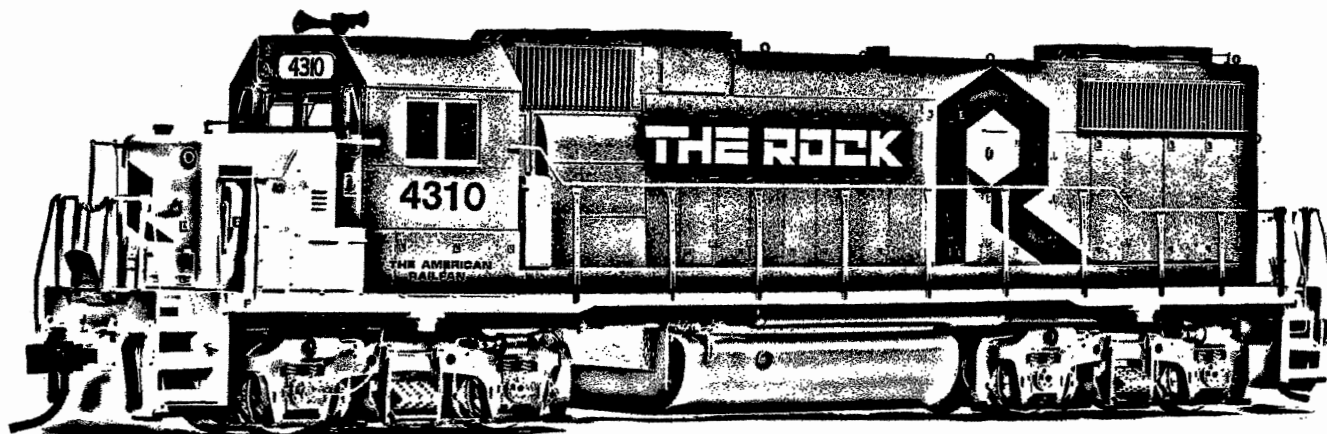
Enjoy ... Tay Bridge EE Type 4 in A0 size on the office wall looks stunning ...

Best regards – Philip". [More letters on pages 3, 23, 24 and 26]



# Star City Yard (working title)

By Gareth Bayer



BARROWMORE MODEL RAILWAY GROUP acquired a third layout in January with the arrival at Great Barrow of two boards of a 'OO' gauge shunting layout owned by Philip Sutton. Things have moved on since Philip first started this project and it is unlikely that it would have ever been finished as it was originally conceived. The two boards together measure around 7ft 4ins by 2ft 6ins and they are completed – including the electrics – up to the trackwork stage. It is fully wired for DC-style cab control based around a console style control panel and fitted with Fulgurex slow-action turnout motors.

The intention is to extend the layout up to 22ft in length and finish the layout as a large 'end-to-end' US-style switching layout based around the Chicago, Rock Island & Pacific railroad (otherwise known as The Rock Island or 'The Rock') in or around East Peoria, Illinois, USA, in the late-1970s. To add operational interest, a second, smaller, railroad, the Toledo, Peoria & Western railroad (TP&W), will also be modelled. The layout will be re-wired for DCC operation using the Lenz system including Expressnet and full control of the turnouts. The project leaders are Gareth Bayer and Philip Sutton.

## The Rock Island

This famous railroad - immortalised in song by Lonnie Donegan - stretched from Minneapolis and St Paul in the North, to Galveston on the Gulf of Mexico, and St Louis and Memphis in the East, to Denver, Colorado, in the

West. Its core was in the mid-west of the United States in Iowa and Illinois.

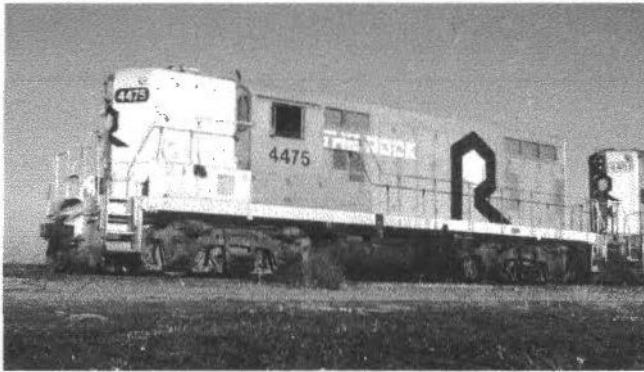
However, the Chicago, Rock Island & Pacific railroad was in poor condition by the end of the 1970s. The company recorded its first deficits in the mid-1960s and decided to seek a merger with the Union Pacific. Approval was subject to a ruling by the Interstate Commerce Commission (ICC) and while this was recommended in 1970, it was not officially rubber stamped and dragged on for the best part of a decade. In 1975, the Union Pacific, which had sat and watched its merger partner disintegrate in the previous ten years walked away from the deal and left the Rock Island in a perilous state. The railroad filed for bankruptcy in the same year. By August 1979, it could no longer even afford to pay its staff and The Rock was crippled by strike action. Just a few months later a fierce winter left the railroad in tatters. The ICC ordered the Kansas City Terminal (KCT) to take over the management of the road while the railroad attempted to reorganise, however, the plan was rejected and on March 31st, 1980, the Chicago, Rock Island & Pacific ran its last train.

The Rock Island was famous for the numerous colour schemes that it applied to its locomotive and rolling stock fleet over the years. By the late-1970s, at least five different liveries were visible, from the plain maroon of the 1950s through the bright red variations of the 1960s to the striking 'The Rock' (otherwise known as 'bankrupt

Table One: Rock Island Diesel Locomotive Fleet - 1979

	Builder	Type	Produced by	Notes
4-axle Switcher	EMD	NW2	Kato	Not currently available
	EMD	SW1	Walthers	Not currently available
	EMD	SW8/900	Life-Like Proto 2000	
	EMD	SW1200	Life-Like Proto 2000	
	EMD	SW1500	Athearn R-T-R	
4-axle General Purpose	EMD	GP7	Atlas Classic & Life-Like Proto 2000	
	EMD	GP9	Atlas Classic & Life-Like Proto 2000	
	EMD	GP18	Life-Like Proto 2000	
	EMD	GP35	Kato	
	EMD	GP38-2	Athearn R-T-R & Life-Like Proto 2000	
	EMD	GP40	Atlas Master Series	Model is DCC-fitted
6-axle Special Duty	EMD	SD40-2	Athearn R-T-R and Kato	
4/6-axle Universal Series	GE	U25B	Stewart	
	GE	U28B	Life-Like Proto 2000	Model due 2005
	GE	U33B	Atlas (kit-bash)	Requires Atlas U33C body
	GE	U30C	Atlas Master Series	Model is DCC-fitted
4-axle Century series	Alco	C415	AHM/Rivarossi	Poor quality model

## Star City Yard (continued)



**Above:** Rock Island GP7 No. RI 4475, in the final 'The Rock' colour scheme, leads a similar unit during the late-1970s

**Below left:** Toledo, Peoria and Western Alco Century C424 No. TPW 800 at East Peoria in late-1981.

blue') scheme introduced in 1974. The latter blue livery was allegedly introduced by an official of the railroad who felt that the then current red livery reminded him too much of red ink on the balance sheet!

The route was, like most at that time, a primarily Electro-Motive Division (EMD) powered railroad, although a small number of General Electric locos could be seen, along with a solitary class of Alco switchers. In the late-1970s, you could have seen the locos listed in the table on the previous page anywhere on the Rock Island system:

The GP7, GP9 and GP18 fleet were cycled through a Capital Rebuild Programme in the mid-1970s, so most would be carrying the 'bankrupt blue' livery by the end of that decade. The first of the GP38-2s arrived in 1976 and in the end the road rostered nearly 70 of these useful and ubiquitous machines.

The layout will require mainly GP7s and GP38-2s with a couple of switchers and a sprinkling of other classes in a range of liveries and exterior condition!

The main commodity moved by the Rock Island was grain, which means that covered hoppers predominated in trains along with the general purpose box car. However, the team track (a general purpose siding which could be used by anyone) on the layout could see flat cars, and other more specialised vehicles.

### Toledo, Peoria & Western

Nicknamed the 'Tip-up', the TP&W was a bridge road that connected Logansport in Indiana with Keokuk in Iowa. The importance of this route was that it bypassed Chicago. Trains entering Chicago for onward movement could take anything up to several days to traverse the city's congested rail routes whereas the TP&W could

expedite loads in a fraction of that time. The line mainly served to link the Atchison, Topeka & Santa Fe (ATSF) in the West with Conrail (CR) in the East and was centred on the busy rail interchange of East Peoria, Illinois. The mighty Santa Fe eventually swallowed up the route in 1983 and its locomotives were scrapped, divested to other smaller roads, or assimilated into the ATSF fleet.

The line did not require a large roster of locomotives and in the end it had less than 20 used for powering main line trains. Most carried pretty much the same livery that had been adopted in the early 1970s of tangerine and white. While the railroad had received the ubiquitous GP38-2 in the same year as the Rock Island, the rest of the fleet was made up of an eclectic selection of locomotives, mainly bought secondhand or in a sale(!). The full roster is listed in the table on this page.

Being a bridge road with only a small number of on line industries, the route did not have a large fleet of its own freight vehicles, these being mainly confined to small batches of covered hoppers and box cars.

Most of the TP&W's motive power requirements for



**Table Two: Toledo, Peoria & Western Railroad Locomotive Roster - 1979**

	Builder	Type	Produced by	Notes
4-axle Switcher	EMD	SW1500	Athearn R-T-R	
4-axle General Purpose	EMD	GP7	Atlas Classic & Life-Like Proto 2000	
	EMD	GP18	Life-Like Proto 2000	
	EMD	GP30	Life-Like Proto 2000	
	EMD	GP35	Kato	
	EMD	GP38-2	Athearn R-T-R & Life-Like Proto 2000	
	EMD	GP40	Atlas Master Series	Model is DCC-fitted
4-axle Road Switchers	Alco	RS2	Life-Like Proto 1000 and Kato	
	Alco	RS3	Atlas Classic & Stewart (kit)	Kit not currently available
	Alco	RS11	Atlas Classic & Life-Like Proto 1000	
4-axle Century series	Alco	C424	Atlas Classic	



## Star City Yard (continued)

the layout have already been acquired in one form or another. But this should not stop any interested parties from taking an interest in this side of the layout.

### What's available

There are huge amounts of locomotives and freight cars available to 'HO' modellers with numerous companies producing equipment in this scale. Average to good quality locos are produced by Athearn, Atlas, Broadway Limited Import, Intermountain, Kato, Life-Like, Stewart and Walthers. Freight cars, meanwhile, can be obtained from A-Line, Accurail, Athearn, Atlas, Branchline, Bowser, Detail Associates, Intermountain, Kadet, Life-Like, Red Caboose and Walthers, as well as smaller craftsman concerns like Rail Yard, Sylvan Scale and Wrighttrak.

Some of the above manufacturers produce several different ranges depending on the level of detail applied. Athearn makes items under both the 'Ready-to-Roll' and 'Genesis' brands. The latter being several dollars more expensive but often with etched details, highly-detailed trucks, finer-scale wheels and air-pipes and/or multiple-working connectors. Atlas, meanwhile, produces models under the Master-Series Gold and Silver lines, the former now being DCC/Sound equipped, and the Classic line, which are Atlas' early releases retooled with separate

**Below:** This picture, taken from the *Morning Sun* book on the Rock Island's last two decades, is the inspiration behind Star City Yard. This is part of the Rock Island route through Fort Worth, Texas in 1979, and either side of the line is a large Ralston Purina feed mill complex – inbound hoppers on the left, outbound box cars on the right. It is our intention to pretty much copy this scene as close as possible. Whether much remains in reality is another question – maybe a field trip is in order! This image shows GP38-2 No. RI 4325 and several units in older liveries heading a long grain train.

grabs and finer handrails. Finally, there is Life-Like, which provides locos and rolling stock under three names, Life-Like, which is basically the toy train range and Proto 1000, which started off being quite basic, but recent releases have featured separate grabs and quite fine details. Then there is the Proto 2000 range, which features DCC sockets, fine wire grabs, see through fans and numerous other bells and whistles (literally in the case of the recent sound-fitted releases!). You will often find with Life-Like that people refer to it by the various brand names only.

Not all these companies produce equipment that is suitable for our late-1979 era. There is also the issue of quality and the dash to R-T-R that has seen the face of HO modelling in the USA change drastically in the past decade. More and more companies are no longer producing kits and only making items available in limited ready-to-run form. This makes it difficult for us in the United Kingdom to buy the items we want in the quantities we require. Sometimes the only way to guarantee obtaining an item is to pre-order it, although if you're happy about taking the risk, almost everything seems to come up on eBay given time.

### Operations

The main industry on the layout will be a Ralston Purina (the manufacturers of Felix cat food!) feed mill. This requires inbound loads of grain and soybean in covered hoppers. The mill will send out feed in box cars. The complex, which is spread either side of the main yard is switched (shunted) by the Rock Island. There will also be a warehouse and team track (see earlier description) served by the Rock Island, as well as the interchange with the TP&W and a small two-road engine terminal. The Toledo Peoria & Western, which has a small yard outloads box cars from the feed mill and also works the



## Star City Yard (continued)

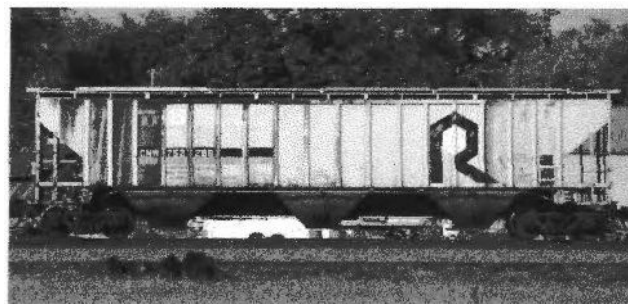
grain elevator complex at the far end of the layout (in front of the hidden sidings). Due to the Illinois Central Gulf diamond crossings (see diagram), the two yards will have to be switched from the left hand end of the layout.

One of the interesting aspects of modelling a location like central Illinois is the sheer number of railroads which occupied the area. In addition to the Rock Island and TP&W, the following roads could be found threading their way through East Peoria: ATSF, Burlington Northern (BN), Chicago & Illinois Midland (C&IM), Chicago North Western (CNW), CR, Illinois Central Gulf (ICG), Illinois Terminal (IT), Norfolk & Western (NW) and the Peoria & Pekin Union (PPU). It would be possible to see odd loco(s) from any of these roads Star City, as they don't start to dominate over the 'home' road!

### What can we do that is different?

The most important aspect of the project is to keep the standard to the same level as that found on Mostyn and Johnstown Rd. There numerous examples of US and Canadian HO layouts that have been built by UK modellers, but only a few really convince. Good examples of these are 37th Street Yard, New York, by Nigel Bowyer; Federal Street, Pennsylvania, by John H Wright; Maria, Illinois, by Peter North and Rock Springs, Arizona, by the Southwestern Prototype Modellers.

So what are the main problems with North American layouts built in the UK? Where do they fall down? What could be done better? Well, often you will find that the scenery is very nice but the buildings are derivative, being based entirely on kits from DPM, Walthers or similar. You may also see that the locomotives and rolling stock are essentially 'out-of-the-box', albeit weathered. This is not to



Above: Amazingly twenty-two years after The Rock finished freight cars are still commonly seen in its colours. This is three-bay covered grain hopper No. CNW 752288.

Below left: Ralston Purina double plug door insulated box car No. RPCX 121. Atlas makes this particular model in 'HO'.

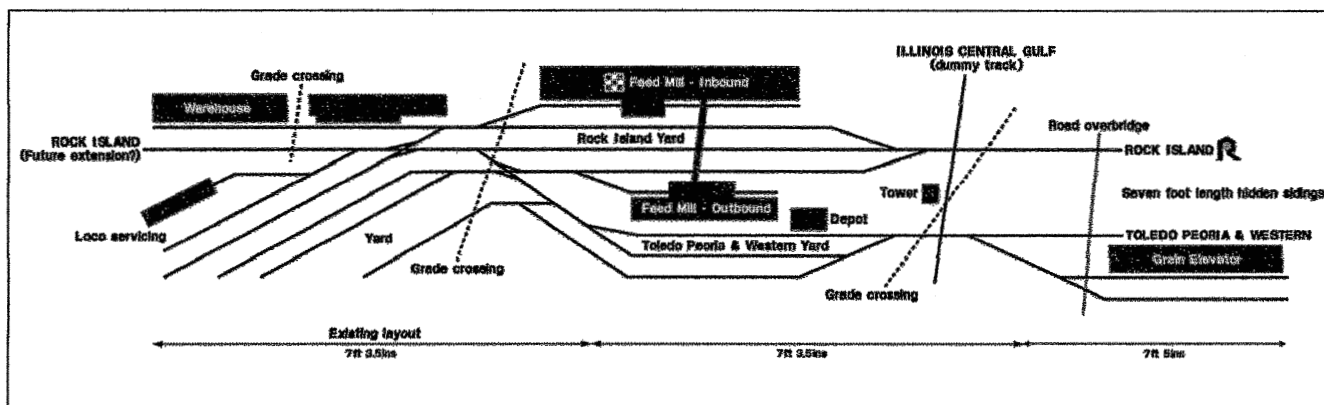
imply any criticism but it can get a little ridiculous when you see two American layouts at shows that both feature the exact same Walthers' flour mill, warehouse and grain elevator buildings! No matter how much you chop them around, they always look the same.

The intention is to scratchbuild structures to represent real-life buildings, with some cross-kitting of more standard parts. Locos and rolling stock will be based as much as possible on actual photos. There will be a minimum standard of detailing but also a maximum to allow for the rigours of exhibition handling and the normal two-three foot viewing distance. Track on the new section will be the new Peco Code 83 line.

### Where do we go from here?

There are two main areas that Barrowmore MRG needs to focus on over the next year – especially if we intend to accept any invites for the project for 2006. One of these is the layout itself, which requires just under fifteen feet of new baseboards.

The second is traction and rolling stock. The Rock Island, especially, requires around ten-fifteen locomotives to enable effective operation – the TP&W is less troublesome. We also need numerous (50+) items of rolling stock, mainly covered hoppers and box cars. We shall go into more details of the required loco and freight car fleet in the next article. ■



### Notes on the trackplan:

The above diagram shows the current plan for the redevelopment of Star City, IL. While some of the minor details are subject to change, the main elements will stay roughly as they are shown here. A Templot version of the layout is currently being produced in order to confirm the size required (width especially) for the new baseboards.

The Peco Code 83 trackwork required for the extension has been ordered but the new #8 turnouts required will not be available until Summer at the earliest.

### Layout at a glance

Scale/Gauge: HO scale/16.5mm gauge  
Size: 22ft x 2ft 6ins  
Description: Rock Island/Toledo, Peoria & Western railroads in Central Illinois (East Peoria area) in Summer 1979  
Project leaders: Gareth Bayer/Philip Sutton

## "An extension for Johnstown Road"

by Emlyn Davies

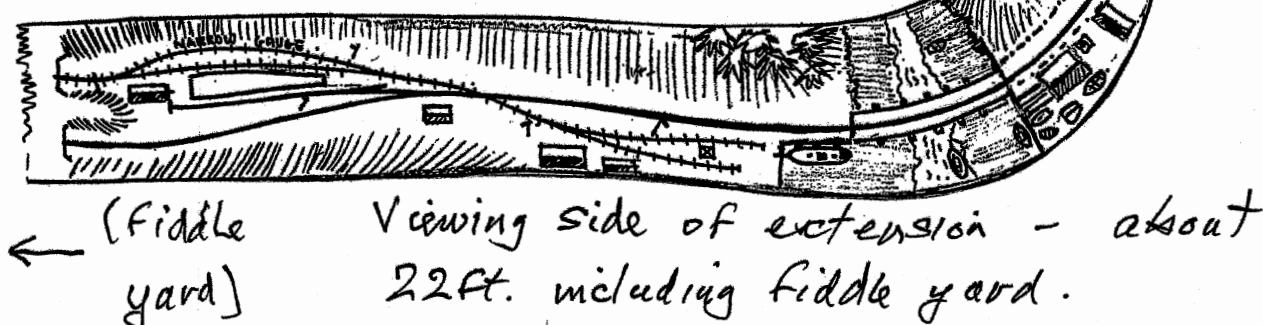
In the unreal-reality of the world of model railways, 'might-have-beens' flourish and un-built branch lines proliferate across the land in all scales and gauges: so why should we be any different?

Now while we may have thought that "Johnstown Road" was firmly located in the geographical area known as the Welsh Marches, unbeknown to us, mighty forces were shifting the tectonic plates of the geology of North Wales, so what was well inland is now within a sea-gull's cry of the sea.

In short, the layout will now represent a line which is heading westwards from Pwllheli towards the almost mythical Cambrian Railways/L.N.W.R. destination of Porth Dinlleyn – yes, another 'might-have-been'.

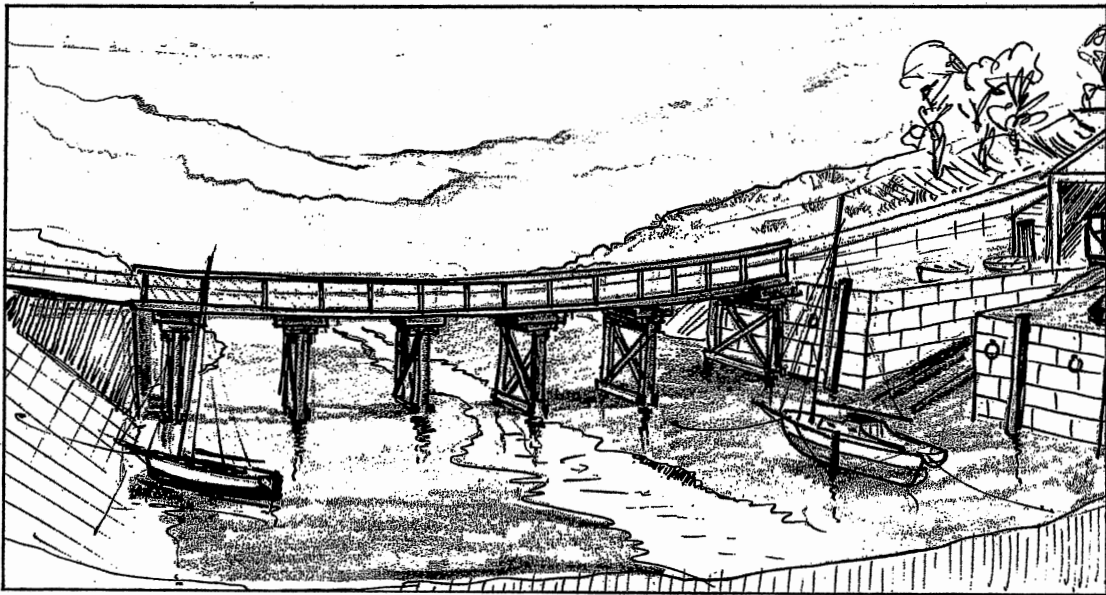
"Johnstown Road" will therefore become a through station, and what was the abandoned branch to the quarries will be re-opened. Shortly after leaving the station the line will re-emerge from a cutting, pass a boatyard and cross over a Cambrian Railways trestle bridge over a narrow estuary. This bridge has already been beautifully built by Richard Stagg.

Once across the bridge, the line will cross a narrow-gauge line (O-16.5mm gauge) which will have a loop, an exchange siding with the main line, and a couple of sidings on the quayside, all this controlled by small signal box/ground frame.



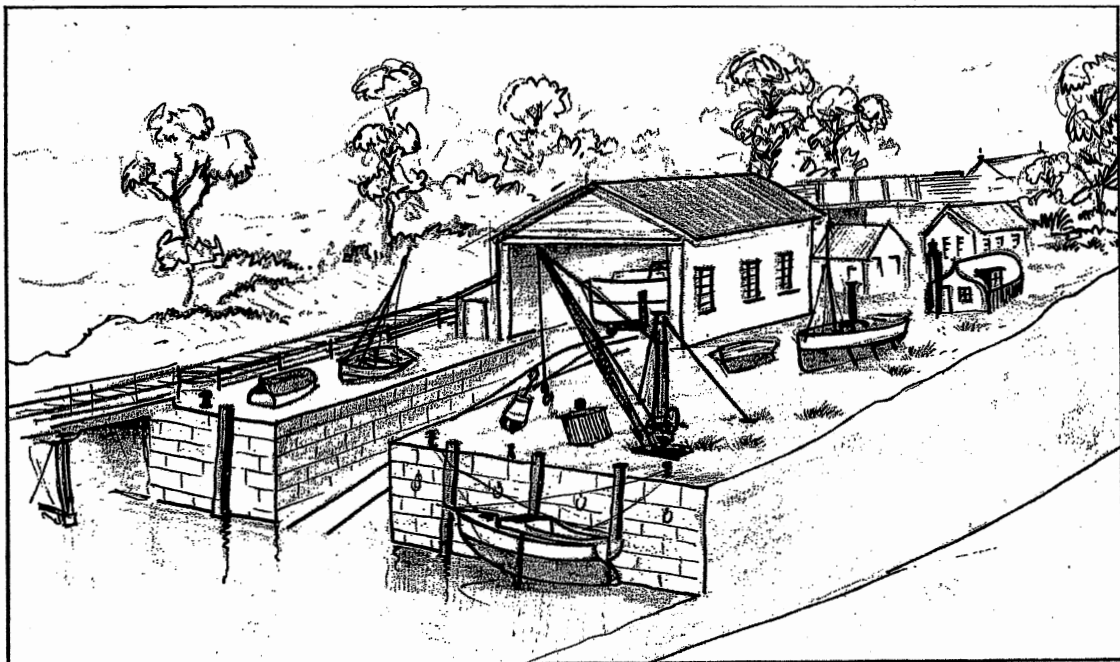
Beyond the narrow-gauge inter-change, both lines will enter cuttings and tunnels to enter the new fiddle-yard which will represent Porth Dinlleyn.

This change of geographical position will alter the traffic patterns on the layout; no longer will the industrial locomotives bring full loads of coal from the mine, for there is no coal to be found in this part of Wales. Instead they will bring loads of stone from the quarries. Richard Stagg's 'cottage-roof' type lime wagons will be very handy for this, since you cannot tell if they are loaded or empty.



[The estuary and bridge]

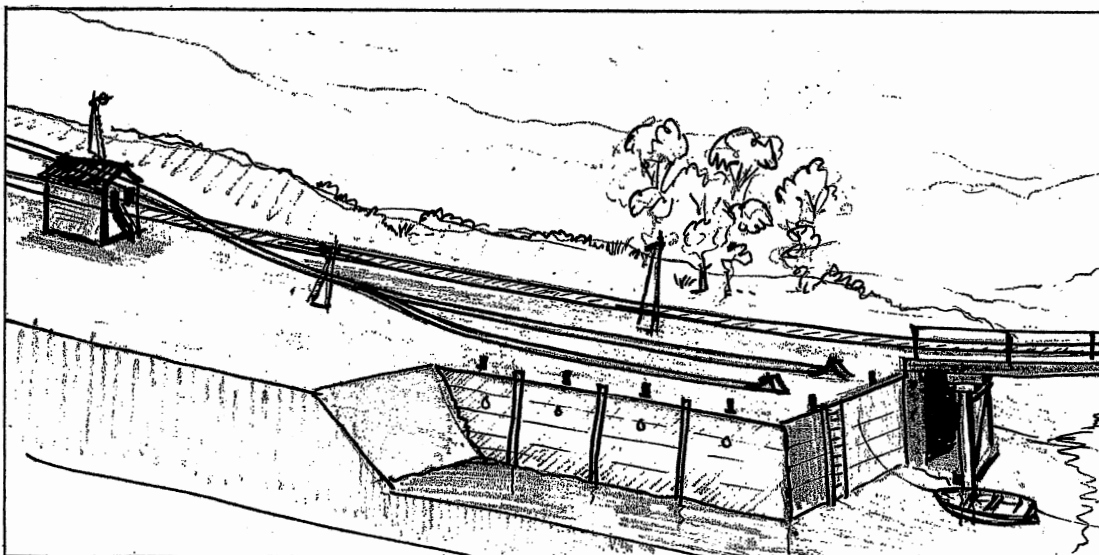
Passenger trains will still come and go, and pick-up goods can call to leave and collect wagons. The full coal and other loaded wagons can now go through to the 'port' fiddle yard and empties return, but someone will have to carry boxes [cassettes?] of wagons to-and-fro between the fiddle yards, to balance the stock.



[The boat yard]

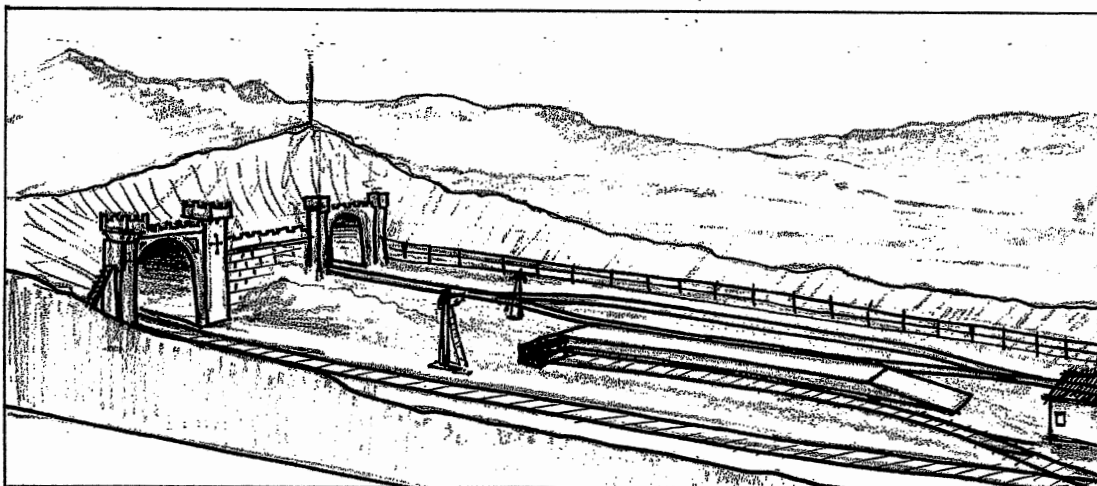
I don't envisage much activity on the narrow-gauge line, for I can't figure out how to bring in full wagons of slate and then take away empties. Maybe we will have to start each session with the sidings full of empties, and full ones in the fiddle yard to bring in.





*[Quay and narrow gauge sidings]*

The drawings which accompany this article show how I imagine the extension might look like, although nothing is definite as yet! They all represent the view from the public side of the layout.



*[Exchange sidings]*

We are going to need tatty sheds for the boat yard, signals and a ground frame or small signal box, sundry offices and store rooms, boats, buoys, and all the paraphernalia of boat yards and narrow gauge slate activities. I hope that we will have a model railway with proper boats, correctly shaped and rigged: not like some of the abominations I see on some otherwise excellent layouts!

[Editor's notes: (1) readers should be aware that before his retirement, Emlyn worked for several years as a professional model builder for the Maritime Museum at Albert Dock - so he knows what he's talking about!; (2) the route through Wales to Porth Dinlleyn - a potential port for Royal Mail ferries to Ireland - was surveyed by George Stephenson in 1839, but rejected by the Chester & Crewe Railway directors who favoured Holyhead. If Porth Dinlleyn had been chosen, railways in North Wales would have seen quite a different traffic pattern!].

**Book review: "GREAT CENTRAL RAILWAY 0-6-0 TENDER AND TANK  
LOCOMOTIVES (Locomotives Illustrated, no.156)"**

This volume (January –March 2005) covers locomotives which were allocated to LNER classes J8-J13 (tender locomotives) and J58-J63 (tank engines).

The Great Central Railway is not a very popular subject with railway enthusiasts in general and railway modellers in particular, so it is perhaps no surprise that it has taken this well-known series until No.156 to cover this extensive group of locomotives. LNER classes J9, J10 and J11 alone account for over 300 engines and I suppose had such a numerically large group been of Great Western origin their appearance would have occurred in the first thirty issues.

It is just not a matter of this being a numerically large group of engines; the J11 was considered for the position as an LNER standard type and could have been produced in hundreds more units. However, in the end the LNER elected for a new design for its standard 0-6-0 tender engine – class J39.

Issue 156 uses much the same format as earlier productions in this series, starting with a reasonably comprehensive history of the classes and lots of detail regarding maker, numbering and re-numbering, dates of re-building and dates of withdrawal.

However, the most significant part of any issue in this series is the large number of high quality photographs of the locomotives (as ever these are mainly front three-quarter or side-on views, but there is at least one shot of the rear of the tender!).

From a purely personal point of view the greatest joy in this volume is the photograph at the bottom of page 20. The main subject of this photograph is class J13, number 5572 at Mexborough shed in September 1932. A common enough, work-a-day scene you will all say, **but**, the real exquisite joy lies behind the tender, number 5386 of class A5. Wow! Yes! Yes! Yes! This is Meg Ryan in a restaurant scene! This is the first time I can recall a photograph of an A5 taken anywhere between Sheffield and Doncaster. It's time to re-wheel the A5.

To any GCR enthusiast this is volume is tremendous value at £3.40. With any luck it will encourage manufacturers to produce some decent kits for GCR prototypes (having said that the DJH kit for a J9/J10 is probably the best kit available for a GCR locomotive).

In the next issue "Locomotives Illustrated" it returns to familiar ground with a review of the Great Western Armstrong and Dean 0-6-0s.

(Reviewed by Ian Clark)

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## **Workshop notes, no.2**

In the previous issue of "BMRJ", we promised a description of useful jigs using some of the stock of metal strip which you have built up with your 'Wire flattening jig'. So here is the first: a **wagon lamp iron making jig**.

Wagon lamp irons are not difficult to make – to my mind, the only problem lies in making more than one to the same shape and size. You need at least two on each wagon, so if you plan to make more than a couple of vehicles, it makes sense to mass-produce them. It also saves time in the long run.

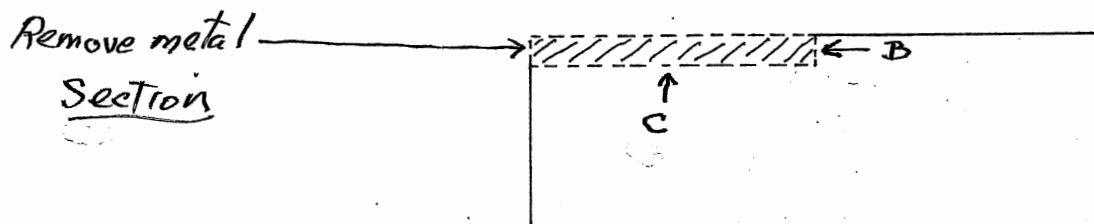
Making the jig entails finding some pieces of scrap steel bar: you will need two pieces about 5mm x 15mm x 50mm; mild steel is adequate. Hold the two pieces together in the vice and drill both ends for locating pegs. Drill one end just under  $\frac{1}{8}$ in (say about 3.1mm) for a press-fit for a  $\frac{1}{8}$ in steel peg; enlarge the opposite hole with a  $\frac{1}{8}$ in drill. Drill the other ends just under  $\frac{3}{16}$ in (say 4.7mm) for an obviously different diameter locating peg; enlarge the opposite hole with a  $\frac{3}{16}$ in drill.

The locating pegs are made from steel rod, the overall length being just less than the total thickness of the jig. Chamfer both ends and gently press them into the base holes. If too much force is required, you risk bending the pegs, so take care! It is better in some ways if the pegs are NOT tight enough in the base: Loctite Bearing Fit or even ordinary Superglue will help in this situation.

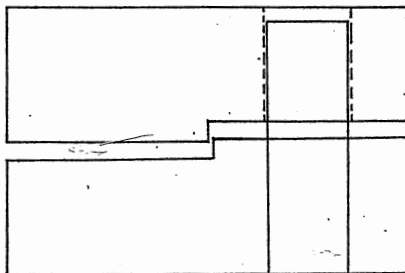
Plan the next steps carefully: it's a lot easier to cut metal off than to cut metal on!!!

With adequate planning, you can make your jig to suit several scales, or several prototype lamp iron dimensions, or both. But plan ahead.

Part of the base has to be milled away, to make this shape (section view):



The 'B' dimension may differ, and could have several values in the same jig: plan! But you may find that for 4mm scale, 0.030in (about 0.75mm) is about right. The top part of the jig will have to have material milled off the opposite face, with a width of cut of 'C' plus about 0.010in (about  $\frac{1}{4}$ mm). The depth of cut is exactly the same. So you end up with a jig with this section (not to scale):



End section

Fabrication: an alternative to milling is fabrication of course, but there are potential difficulties. Firstly, you have to obtain some steel strip with your 'B' dimension thickness; and secondly, you have to fasten the two layers together. Although I haven't tried it, riveting (using aluminium rivets) seems a viable method.

Use: take over-length pieces of your strip (say 12mm);

place the pieces on the jig base, with the centres about over the line of differing thickness;

put the top part of the jig on top, locating the peg holes onto the pegs;

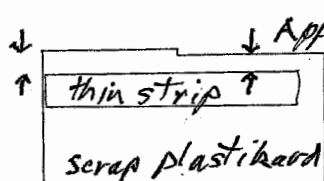
gently tap the lot with a hammer – this will put the initial bends into the strips, but more importantly, prevent the pieces from moving too much in the jig before the next operation;

place the whole assembly (jig plus strips) in a vice and close the jaws;



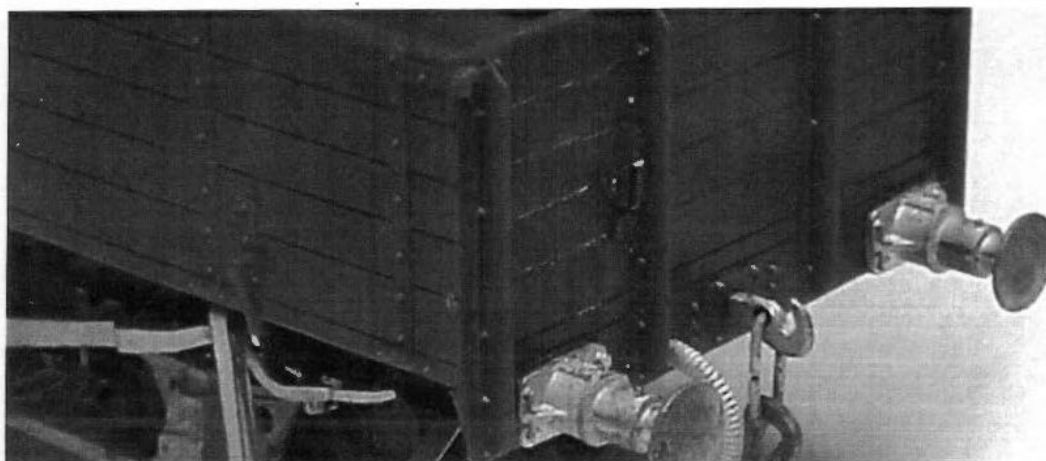
after removal from the vice, the jig should part without too much trouble and you now have the basic lamp iron shape strips, which just need the two legs cutting to size; for this, I use another jig (!), made from scrap Plastikard, as the diagram below:

*Approx 2mm.*



*Dimensions of length-cutting jig  
for 4mm B.R. 'Pipe' wagon*

Use Superglue to attach the lamp iron to the wagon.



#### **Letter to the Editor (from Ian Clark):**

"First may I congratulate you on the first issue of BMRJ. It's so refreshing to see such a broad range of contributors, unlike some society journals where the editor is left with writing 90% of the content himself.

However I do have some deep and troubling concerns about the text on the lower half of page 18 – Editor's page. Having known the editor for around a quarter of a century now I cannot believe that any rational human being could find him argumentative.

A second and far more serious concern is the editor's words condoning fornication (in moderation). I hope that the editor will make it abundantly clear in the next issue that these are his own views and not the official policy of the BMRG or indeed the views of its individual members: a finer group of sober gentlemen of high moral fortitude you are unlikely to meet this side of St. Peter's Gate (the one in Doncaster that is).

May I indeed point out that the editor of a similar publication was hounded from office a few years ago for printing an 'f-word'. We should bear in mind that the BMRJ is distributed to certain public libraries and may easily be read by callow youths of 16 or 17 years (or indeed ladies of a delicate constitution). What are they to think when a senior, much venerated member of our hobby openly condones fornication? How can our generation hope to instil the fine values of John Major's "Back To Basics" policy when previously highly respected members of our society are abandoning the moral high-ground?

Finally I would like to point out that it was moral laxity which finally brought about the decline of fall of great empires (Babylon, Rome etc – but definitely **not** the British Empire).

The editor should be encouraging the younger members of society to take up more rewarding pastimes, such as donning high visibility vests and taking down wagon numbers. I realize that this involves a certain amount of trespassing, but, I am sure that those involved will include in their nightly prayers – “forgive us our trespasses”.

Yours in hope of printing a suitable addendum – Ian Clark.”

+++++

**Letter (e-mail) to the Editor (from David Ellis):**

“I was nosing around on the Sefton council website today looking for some info and stumbled across a document which shows that Sefton wants to redevelop the site of the former power house built by the Lancs/Yorks Rly at Formby to power the Liverpool-Southport line when it was electrified in 1904.

It mentions that redevelopment "will include the complete removal of all redundant buildings, structures and areas of hardstanding and the remedial treatment of any contamination". It also mentions that the height is 20m, which surely must be a mistake unless it's referring to a chimney ... and that will be an interesting demolition job without disrupting the trains! (Actually, just thinking about, I suppose it could be 60ft high as that's about four storeys and I normally only view it from the by-pass which is about ½ mile away.)

I don't know what the access is like at the moment, as I gather that the place is not in use but will probably be locked off. If anyone wants any photos or measurements for historical records then it might be better to try to go and take photos sooner rather than later as things might start to move. There appears to be a footpath running along the opposite side of the railway.

The plan can be read at:

<http://www.sefton.gov.uk/PDF/powerhouse.pdf>

You can get an online map of the area by going to [www.multimap.com](http://www.multimap.com) and putting Hoggs Hill Lane, Formby into the search page. (The powerhouse is the building right alongside the railway where it crosses the River Alt.).

Regards – D.”

*[More letters on pages 3, 13, 23 and 26]*

# LLANGOLLEN RAILWAY (GW) LOCO GROUP

Owners of GWR Locomotives 2859 & 5532

## AN EVENING WITH 'CITY OF TRURO'

9 June 2005

This famous GWR 4-4-0, now part of the National Collection at NRM York, is due to spend a short season at Llangollen from end of May to mid June 2005, when a limited number of steamings are planned for the Summer Gala and Bank Holiday weekends.

However this Group has been able to arrange an extra mid-week steaming to allow an enthusiasts' special to run on the evening of Thursday, 9 June 2005. The train will depart Llangollen at 19.00 hrs heading for Carrog with photo stops en route.

During the course of the lay over at Carrog refreshments will be available and the train will return to Llangollen for approx. 21.30 hrs.

A draw of ticket holders will take place to award footplate opportunities for each of the stages of the journey. Winners will be announced in advance of the evening and foot plate passes will be issued subject to the Rules and Regulations of the Llangollen Railway plc.

Cost of tickets for this special occasion is £7 adult, £4 child – no unaccompanied children. A special ticket and train itinerary will be provided.

Ticket availability will be limited by safety considerations at photo stops and early booking is advisable. Please note that cheques will not be cashed until there is an assurance that minimum numbers have been achieved to ensure viability of the train.

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### BOOKING FORM

**To: George Jones, 24 Fairmount Road, Wrexham LL13 9GX**

Tele No: 01978 352010 (after 6pm please); email: georgeinllan@btinternet.com

I wish to book \_\_\_\_\_ adult places at £7 and \_\_\_\_\_ child places at £4 on the City of Truro Evening Special on 9 June 2005.

I enclose a cheque for £ \_\_\_\_\_ payable to LR(GW)LG.

Name : \_\_\_\_\_

Address : \_\_\_\_\_

Post Code : \_\_\_\_\_ Tele.No: \_\_\_\_\_

Email address : \_\_\_\_\_

Final details will be sent out 7 days in advance of the train. If you wish to receive an acknowledgement, please enclose an SAE or provide an Email address.

\*\*\*\*\*

**Letter (e-mail) to the Editor (from: Tim Shackleton, "M.R.J.")**

"Thanks for the copy of the Barrowmore MRJ. Like its predecessors, I found it interesting and informative and – unlike most of the fanzines and society rags that land on my desk – it's clearly written by and for grown-ups.

In order for the 'other' MRJ to maintain a similar quality, do you think you could give that nice Mr Oldfield a nudge re the Mostyn layout feature he says he's writing for us".

**Letter (e-mail) to the Editor (from Jim Summers, "S4 News")**

"Just trying to catch up with the mountain of paperwork and discovering that I had not acknowledged the magazine you sent me. I had read it though, and found the histories of personalities and places of particular interest; especially as I see a lot of John Crompton nowadays who often talks of his days in that part of the world. The modelling stuff was good too, of course.

Thank you very much – Jim".

[Editor's note: John Crompton's name is a real 'blast-from-the-past' to anyone who was a member of Merseyside M.R.S. in the 1970s and 1980s. John was a skilled EM gauge modeller of G.W.R. prototypes – though he may have transferred his affections to a Scottish railway when he moved north?]

[With acknowledgement for the idea to the May 1986 issue of "Model Railroader"]



## **Scalefour Society AGM – Saturday 11<sup>th</sup> June 2005 – 2.00pm**

The Scalefour Society is an international group of modellers working to P4 standards (like “Mostyn” and “Rockingham Pottery”) committed to developing and sharing their skills and currently numbering about 1800 members. The Society looks to move the venue for its AGM around the UK in order to encourage members to attend who might ordinarily not make the journey if it was always in one location.

Barrowmore Model Railway Group will be hosting the Scalefour Society AGM on Saturday 11<sup>th</sup> June 2005 and we will be using this event to encourage people to visit our clubroom and the Barrowmore Estate. We expect to have three P4 layouts in operation plus a small number of trade stands including Henry Wilson Books who occupy the Unit next to us. Other businesses may also wish to open on the day and take advantage of the fact that there should be many visitors on site.

We have no idea how many visitors this event might attract – some AGMs have been barely quorate whereas others have seen 150 attendees during the day. The more we put into it the more we are likely to attract.

The exact programme is still being put together at present and ideas/suggestions are very welcome providing they come quickly. It has already been suggested that we consider running a preserved bus service from Barrowmore to Chester Station and this may encourage the general public to take part in the day.

Cheers,

Richard

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### **“Who are you?: (Norman Lee)”**

Brought up in Featherstone, Yorkshire, (within earshot of the 'Rovers') but born in 1939 in Castleford because that was where the maternity hospital was. No brothers or sisters. Father was a woodwork teacher and was soon called up into the Fleet Air Arm to repair the wooden biplanes (Swordfish) which were the Navy's main line of attack in those days.

Featherstone was coal. The 1945 election brought jubilation and the subsequent nationalisation of the mines meant an end to the grinding poverty in the town - I had

been thought a cissy when I started school because I wore underpants and several kids ran round barefoot. I knew very few convinced Tories until I left the coalfields - some close friends voted Conservative but were really Liberals who had followed Winston Churchill.

Discovered railways when very young, with regular shopping trips by train to Wakefield and longer trips to visit grandparents near Halifax. Wakefield Kirkgate always stunk of fish - trains from the fish docks at Hull and Goole used to stand over the subway and drip whilst they waited for a path westwards. The local pit had several shunting engines (one driven by a neighbour) and the clanking of buffers on the loose-coupled wagons could be heard in the background day and night.

Started primary school in Featherstone in 1944. Never good at games but soon learnt to swear and that usually avoided trouble. Entered Normanton Grammar School in 1950 and immediately took to science and mathematics - beer drinking waited a little longer (eventually a pub was found where the landlord served lads in school uniform). The Grammar School teachers were excellent - mostly from the 1914-18 trenches, having radical opinions and common sense - but a new headmaster arrived, after which I became a rebel. Specialised in mathematics, with a successful Cambridge entrance examination in autumn 1957. Left school in spring 1958 - the headmaster wrote to complain to college but the dons thought he must be a twit - and worked as a park gardener, a printer and a navvy. Read mathematics from 1958 to 1961 at Emmanuel (unfortunately that was many years before the films were made).

Whilst at school, built model aeroplanes and went train spotting - mostly in York, Leeds and Doncaster but with occasional trips to Manchester and even to Crewe. Featherstone was on the former L&Y line from Wakefield to Goole and traffic was nearly entirely coal trains pulled by Austerity 2-8-0 engines. Gresley Pacifics on the ECML and the line from Doncaster to Leeds were much more glamorous but the Scots on the former LNWR line from Leeds seemed equally impressive. Blue 'Coronations', with sloping tops to the smokebox, were seen at Crewe and eclipsed everything else. However, an article in Meccano Magazine gave lots of pictures of long-gone express engines with names - Precursors, Princes, Claughtons, Jumbos - and an interest in the LNWR started.

University life provided good beer - Wells & Winch was as bitter as ear wax and no one had invented 'fizz'. Learnt lots of rude songs, too. Joined English Electric in 1961, working with computers at Kids Grove, North Staffordshire. The British computer industry was a world leader in those days and the work was exciting - developing operating systems, languages and application systems. In 1961, early machines with valves and with storage based on sound pulses in columns of mercury were still in front line service. Programming those, in raw machine code, gave a thorough grounding to the art. In those days, a BR team from Crewe was developing a superb system at Kids Grove for working out timetables. Unfortunately, by the time they had it running, the Beeching era had arrived and BR's network became simpler. The Crewe system was rejected in favour of something much less complicated from Doncaster. That was an omen. By the mid 1960s, the British computer industry was in crisis and the Americans, led by IBM, were set to take over. Although not realised at the time, the Americans were massively subsidised by the US government through covert projects to monitor Russian aircraft and rockets.

Married Elaine in 1963 and started a family. That and work left no time for any railway interests although we lived for a brief spell next to the Potteries Loop Line in Tunstall. The Potteries in the early 1960s was still a fascinating place with coal-fired bottle kilns and some wonderfully decrepit buildings, with a great mixture of styles all muddled up. Arnold Bennett still makes me feel at home. However, in the first week with English Electric, fizzy beer arrived - along with a bad stomach. Over the coming years, brewers disappeared every few weeks and then the pubs themselves were ripped apart and the remaining walls covered in mirrors - the decline of the computing industry was perhaps reflected in them.

Moved out of English Electric in 1967 to join Cheshire County Council. Motorway building was in high fashion then and Cheshire was at the heart of the planned network. The Counties took the lead in Highway Engineering and the new job was to build a team to develop computing systems for the design the new roads - Counties and the Ministry of Transport co-operated in those days and Cheshire systems helped in design nationally. By 1980, most design was over and improved road maintenance was the aim of new computer systems. However, Local Government's involvement in highways was discouraged during the Thatcher years and much of the business was privatised. By the 1990s, the Counties were in decline and in the closing months of the Major government it was decided to dismember Cheshire leaving a much smaller County as a rump. Early retirement in 1998 seemed a good option.

In the 1970s, as the family grew up, there was time to take more interest in railways. A loft layout was started using ready-made 00 track but it never worked very well and it didn't look right. ProtoFour and Studiolith promised an answer but their documents were quite authoritarian - soon after, the Scalefour Society published some subversive articles and seemed much more attractive. S4 publications explained all about track geometry, buffer locking, structure gauges etc and the reasons for 00 problems became quite clear. Lots of complex track was built, along with a few vehicles and engines - they ran properly but there was little time to spare alongside work.

Moreover, modelling led to an interest in real railways and railway history - the LNWR in particular - and looking for old photographs and for information about the old companies began to take more time. Membership of the LNWR Society followed and in the mid 1980s there was a vacancy for a 'Photographic Officer' - all the Society's records were on pieces of paper (not always legible) and the task of moving the photograph records onto a data base pushed modelling further into the background.

After retirement, lots of modelling time was anticipated but the early years were spent with a computer, developing CAD and data base software. Commercial systems never do quite what is wanted and, to a scratch builder, home grown programs are very attractive (Microsoft is 'Not Invented Here!'). Perhaps meanness is a factor too - the effects of a Yorkshire upbringing last a long time.

[Editor's note: Norman lives in Tattenhall less than 7 miles from our clubrooms as the crow flies - though much further down winding lanes!]

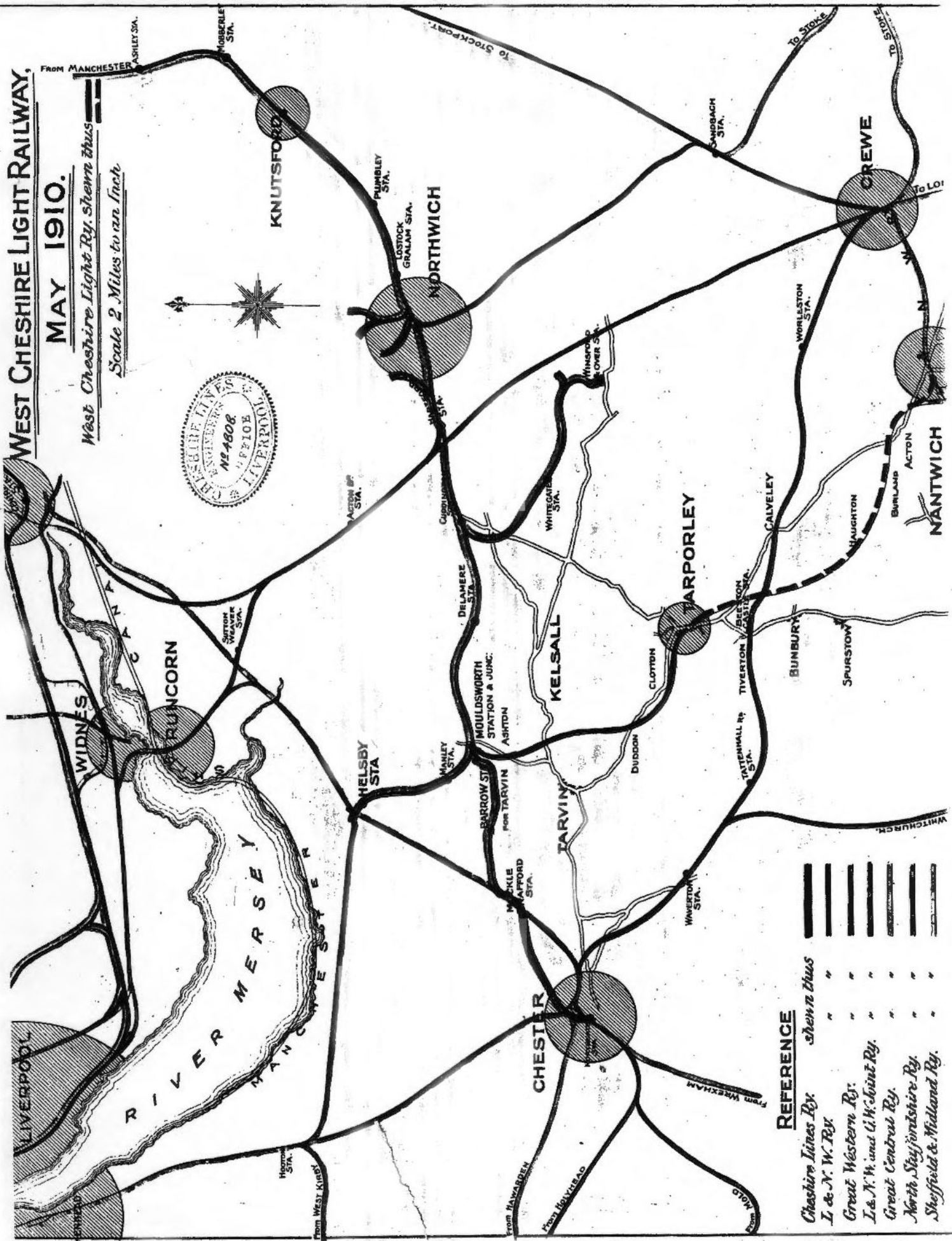
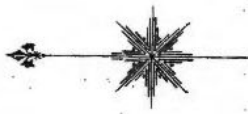


# WEST CHESHIRE LIGHT RAILWAY.

MAY 1910.

West Cheshire Light Ry. shown thus

Scale 2 Miles to an Inch



## REFERENCE

Cheshire Lines Ry.	shown thus
L. & N. W. Ry.	"
Great Western Ry.	"
L. & N. W. and G. W. Joint Ry.	"
Great Central Ry.	"
North Staffordshire Ry.	"
Sheffield & Midland Ry.	"

**On page 30** is a reduced copy of a 1910 map of the projected "West Cheshire Light Railway". The original was discovered some twenty years ago by Paul Rees (Merseyside M.R.S. member) in some Cheshire Lines Committee archives deposited in Liverpool Museums. It was reprinted in the "Merseyside Express" of December 1986, together with a plea for further information.

The railway would have run from Mouldsworth on the C.L.C., through Tarporley, to junctions with both the G.W.R. and L.N.W.R. in Nantwich.

No further information came to light in 1986 – perhaps luck will be better this time?

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### **Editor's page**

Ian Clark, Paul Rees (Merseyside M.R.S.) and I recently spent several days at the Midland Railway Centre at Butterley in Derbyshire, doing some work on the "Plemsworth" P4 layout, built by Merseyside club members. It was last exhibited at Wells in 1995, and then sold 'to a good home': the Historical Model Railway Society had just announced plans to build a Permanent Headquarters at the Midland Railway site, in conjunction with the Midland Railway itself. Various extraneous factors combined to delay the project, but it has now been completed, and the official completion ceremony of the H.M.R.S. Museum and Study Centre will take place on Saturday 19 March 2005. The Society's A.G.M. will take place there on the same day. Unfortunately this is the same week-end as the Epsom show, where we are due to exhibit both "Mostyn" and "Johnstown Road"! The layout had been in storage in a commercial warehouse in Lincolnshire since 1995, where conditions had obviously been damp and with temperature variations. Consequently there were a lot of loose rails, and the method of track construction (ply chairs and copper rivets) did not make repair easy. While Paul and I attended to the track, Ian attacked the scenic side. One advantage of the layout now being 'permanently' erected, is that the problem of the visibility of baseboard joints has disappeared: they could be disguised. A lot of work remains to be done, particularly with regard to motive power: several engines have been built for "Plemsworth" by an EM modeller, using EM techniques. Now I think you can often get away with this with 4-coupled (4-4-2, 4-4-0, etc.) locomotives, but my experience has been that some form of springing/compensation is a necessity for 0-6-0s etc. So a lot of fettling will be needed to attain reliable running.

You may have noticed a couple more of our "Who are you?" series in this issue. It is proving to be a popular feature, with a lot of "I never knew that!" comments.

When we get back from Epsom, we need a large-scale re-organisation and tidy-up in our clubroom, in anticipation of the Scalefour Society AGM on 11 June 2005 (see page 27). The provision of shelves all around the walls just above head height, should take a lot of seldom-used stuff off the floor and tables. An opportunity to 'bin' stuff at the same time, too! Another task that needs attention, is the provision of shelving for our 'embryonic' library, not to mention organising (cataloguing, etc.) the stock.

Further tasks relate to the extension boards for "Johnstown Road" with allied scenic work; and, a bit further down the line, a lot of effort – particularly with model buildings – will be needed on "Star City Yard".

So we are not likely to run out of jobs in the near future.

As far as finances are concerned, we have yet to establish a base-line for our accounts: several members have paid all or some of their subscriptions, as well as some who have set up standing orders. There are even people who hand over real money, and here I have to say that cheques or electronic transfers leave an easier 'trail' for forgetful treasurers! I wouldn't go so far as to say that even wampum is acceptable ... but almost!

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