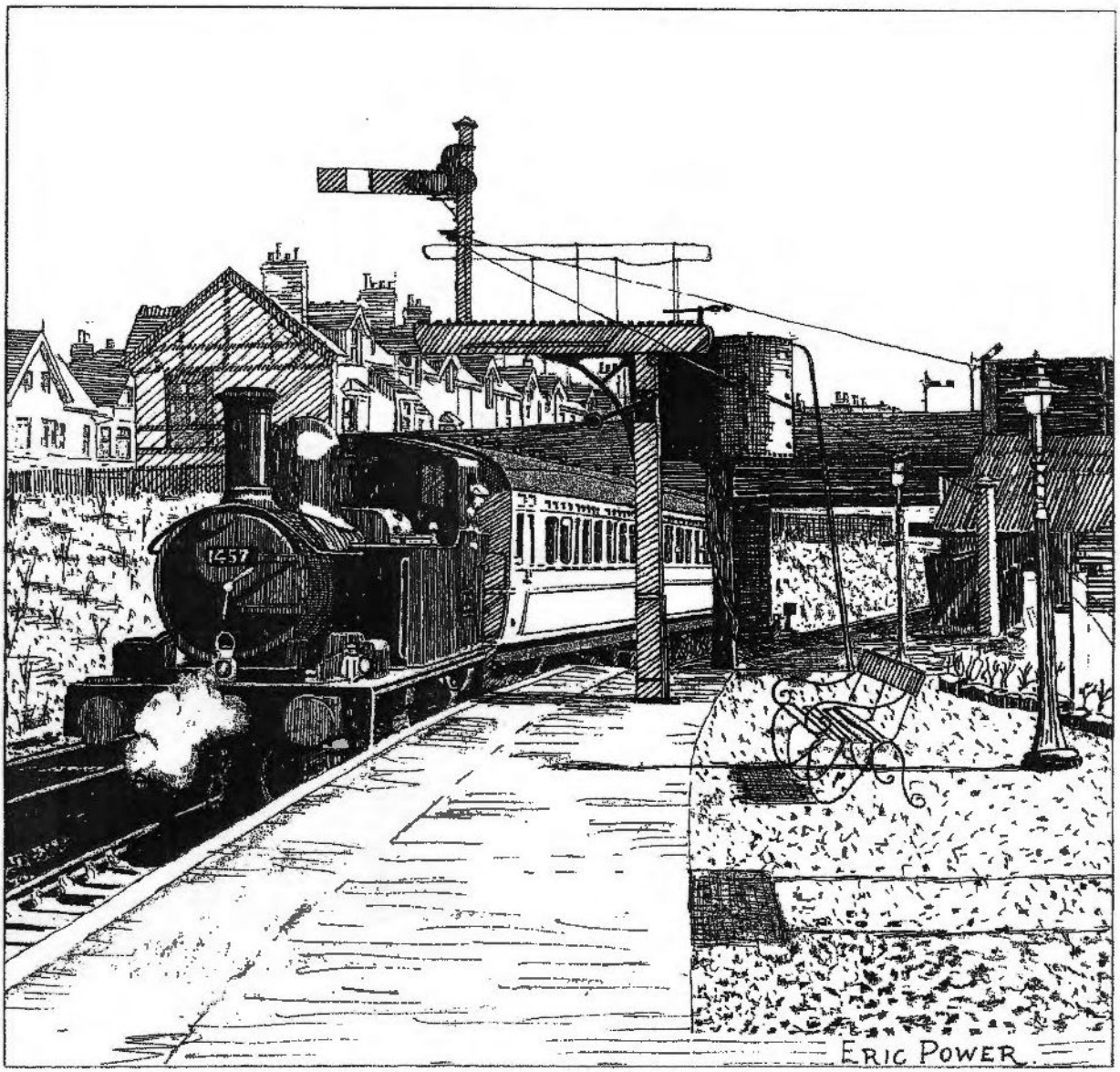
ISSN 1745-9842

Barrowmore Model Railway Journal



Number 4 September 2005

Published on behalf of Barrowmore Model Railway Group by the Honorary Editor: David Goodwin, "Cromer", Church Road, Saughall, Chester CH1 6EN; tel. 01244 880018. E-mail: david@goodwinrail.co.uk

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 December 2005, and contributions should get to the Editor as soon as possible, but at least before 1 November 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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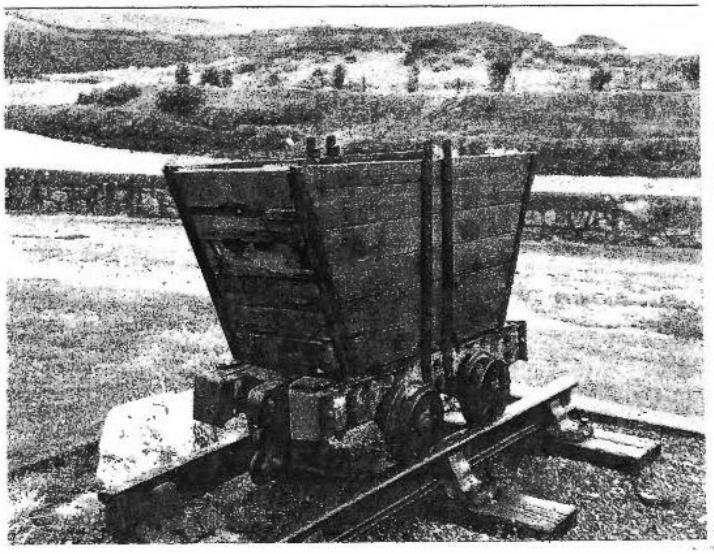
This issue's **cover illustration** is another of Eric Power's excellent pen-and-ink drawings, this time inspired by one of Henry Casserley's railway photographs from 1954, which shows the afternoon autotrain arriving at West Kirby. The train is G.W.R.-built 1457 and autotrailer W212W. Stan Yates' article on the last years of these typical local branch trains begins on page 11 of this issue.

A **replica mining tub** as would have been used in the Bunmahon Copper Mines, on display on a plinth in the village of Bunmahon, Co. Waterford. See article on pages 7-9.



Our web-site address is: www.barrowmoremrg.org.uk

Forthcoming events

(including confirmed appearances for B.M.R.G. layouts)

(2005)

9 Sept. 2005: Merseyside M.R.S. AGM, Brassey St., 8pm.

13 Sept. 2005: "Modelling boats" by Emlyn Davies: HMRS meeting at 'The Stork Hotel', Price Street, Birkenhead, 8pm.

24/25 Sept. 2005: Halifax show (**"Johnstown Road"** is exhibiting).

24/25 Sept. 2005: Scaleforum, Leatherhead.

30 Sep./1/2 Oct. 2005: Manchester show

8 Oct. 2005: Chester (Northgate) Swapmeet.

8 Oct. 2005: Llanbedr 7mm running track. (See Editor for details).

11 Oct. 2005: "The nitty-gritty of painting" by Dennis Morley: HMRS meeting at 'The Stork Hotel', Price Street, Birkenhead, 8pm.

14/15/16 Oct. 2005: Blackburn show.

17 Oct. 2005: "Class 60 in focus": RCTS slide show, 'Town Crier', Chester.

28/29/30 Oct. 2005: Merseyside show.

8 Nov. 2005: "The first transcontinental railway" by Bill Tubey: HMRS meeting at 'The Stork Hotel', Price Street, Birkenhead, 8pm.

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 Dec. 2005: Chester (Northgate) Swapmeet.

3/4 Dec. 2005: Warley show at NEC (with **"Mostyn"** and **"Johnstown Road"**).

5 Dec. 2005: "Thru' the gauges": RCTS slide show, Lever Club, Port Sunlight.

13 Dec. 2005: "Blue diesels" by Edgar Richards: HMRS meeting at 'The Stork Hotel', Price Street, Birkenhead, 8pm.

19 Dec. 2005: "Paddington to Birkenead". RCTS, 'Town Crier', Chester.

(2006)

10 Jan. 2006: "The North West and the North Wales coast in colour" by Paul Harrison: HMRS meeting at 'The Stork Hotel', Price Street, Birkenhead, 8pm.

14/15 Jan. 2006: St.Albans show (with **"Johnstown Road"** and **"Rockingham"**).

21 Jan. 2006: Llanbedr 7mm running track. (See Editor for details).

23 Jan. 2006: "CLC Manchester – Chester": RCTS, 'Town Crier', Chester.

4 Feb. 2006: Chester (Northgate) Swapmeet.

6 Feb. 2006: Railway freight operations since 1973: RCTS, Lever Club, Port Sunlight.

18/19 Feb. 2006: Bolton show (**"Rockingham"** is appearing).

24/26 Feb. 2006: Glasgow show (**"Mostyn"** and **"Johnstown Road"** are appearing).

4 Mar. 2006: Llanbedr 7mm running track. (See Editor for details).

11/12 Mar. 2006: Kidderminster show (**"Mostyn"** is appearing).

15 Apr. 2006: Llanbedr 7mm running track. (See Editor for details).

27/28 May 2006: Railex (Aylesbury) (with **"Johnstown Road"** and **"Mostyn"**).

(2007)

27/28 Jan. 2007: Normanton show (**"Mostyn"** is appearing).

17/18 Feb. 2007: Bolton show (extended **"Johnstown Road"** is appearing).

19/21 Oct. 2007: Blackburn show (**"Mostyn"** is appearing).

(2008)

12/13 Jan. 2008: St.Albans show (**"Mostyn"** is appearing).

(The Editor welcomes details of railway/modelling-related events for this column)

FEDERAL RAILROAD ADMINISTRATION

BUREAU OF RAILROAD SAFETY

RAILROAD ACCIDENT INVESTIGATION

SUMMARY REPORT NO. 6

THE WESTERN PACIFIC RAILROAD COMPANY

WYCHE, CALIFORNIA

FEBRUARY 13, 1969

4

The Accident

About 8:20 p.m., February 13, 1970, an eastbound Western Pacific freight train struck a motor vehicle occupied by the driver and fifteen passengers at a rail-highway grade crossing near Wyche, Calif., a railroad timetable point located 9.3 miles east of Tracy, Calif. The weather was cloudy.

Casualties

The driver of the motor vehicle and seven passengers were killed. Two other passengers were injured.

Cause

Driver moving his vehicle onto the crossing and deliberately stopping it on the track while crossing-warning signals were indicating the close approach of a train.

Damages

The motor vehicle was destroyed. The front of the train locomotive was slightly damaged.

Railroad Operation and Physical Characteristics

The accident occurred on that part of the railroad extending eastward from Tracy to Stockton, Calif., a distance of 21.0 miles. This is a single-track line over which trains operate by signal indications of a traffic control system. In the accident area, trains move northward and southward by geographical directions. The timetable directions, however, are east and west, and such directions are used in this report.

The collision occurred on the main track, 9.3 miles east of Tracy and near the siding at Wyche, where the railroad is crossed at grade by California State Road No. 120.

From the west, there is a compound curve to the left, having a maximum curvature of 1°00' for 5101 feet to the accident point and a considerable distance eastward. The railroad grade in this area is practically level.

State Road 120

This road, a two-lane highway, is tangent and practically level a considerable distance north and south of the railroad crossing. It is surfaced with bituminous material, and crosses the railroad at an angle of 65°06'. Except for planking laid alongside of each rail, the crossing is surfaced with bituminous material.

Crossing Protection

The crossing is provided with floodlights and is protected by two automatic signals of the flashing red-light type with bell. Each signal mast is provided with a cantilever extending above the surface of the road. Two pairs of red lamps are attached, back-to-back, on each signal mast, and another two pairs of red lamps, back-to-back, are fixed to the free end of each cantilever.

The circuits are so arranged that when an eastbound train reaches a point 3409 feet from the crossing, the red lamps of the signals start to flash and the signal bells begin to ring. The lamps and bells continue to function until the train moves over the crossing.

A whistle sign for eastbound trains is 1387 feet west of the crossing.

View at the Crossing

Because of track curvature, and houses, trees and shrubbery in the northwest angle of the crossing, the view between an approaching eastbound train and a vehicle on the crossing is restricted to 740 feet.

Authorized Speeds

The maximum authorized speed for freight trains and highway vehicles in approach to the crossing is 50 m.p.h.

Circumstances Involved in the Accident

Train

Extra 2007 East, an eastbound freight train consisting of 1 road-switcher type diesel-electric unit, 12 cars and a caboose, left Tracy at 8:05 p.m. the day of the accident. About 15 minutes later, while moving at 45 to 50 m.p.h., as estimated by crew members, it approached the point near Wyche where State Road 120 crosses the main track. The headlight was lighted brightly and the fireman, a qualified engineer, was at the locomotive controls.

The fireman said that he began to sound the prescribed signal on the locomotive horn as the train neared the whistle sign west of the crossing, and that he continued to sound the horn throughout the approach of the train to the crossing. When the crossing came into view at a distance of 740 feet, both the engineer and fireman saw that a van-type station wagon was stopped across the main track. The fireman said he immediately applied the train brakes in emergency. A few moments later, before its speed was materially reduced by the brake application, the train entered the crossing and struck the station wagon at the middle of its right side. The station wagon was impaled by the coupler at the front of the locomotive and carried to a point 4318 feet east of the crossing, where the front of the train stopped.

Station Wagon

The vehicle was owned by its driver, a 17-year old boy with a clear driving record and a valid California driver's license. It was a 1961 Chevrolet Corvair station wagon of the van type, having a rear motor originally rated at 95 horsepower, a three-forward-speed manual transmission, and an overall length of 15 feet. It was designed to carry nine persons, including the driver. However, it had only one factory-made seat, for the driver and two passengers alongside. According to a survivor, its rear compartment was furnished with plywood bench-type seats, and cushions or pillows for sitting on the floor. The vehicle had a door on each side of the front seat; double doors on the right side of the rear passenger compartment, and double doors at the rear of that compartment. The handles for the double doors at the rear end were on the outside. All side windows of the rear compartment had curtains made of heavy cloth material.

A service station operator tuned the station-wagon's motor ten days before the accident and, during the course of the tune-up, found that a valve was sticking. He informed the owner-driver that the motor probably could deliver only about three-fourths of its normal power, because of the

sticking valve. He said the owner-driver deferred the necessary repairs in favor of purchasing two used tires.

History of Station Wagon Movement

During the day of the accident, the owner of the station wagon, accompanied by friends, drove his vehicle to several meeting points for teenagers, and to homes of friends in Tracy and Manteca, Calif. Early in the evening, he and a group of friends drove in and around Tracy. They eventually stopped at a high school, where another group of friends entered the vehicle. Some time later, apparently about 8:05 or 8:10 p.m., the station wagon left Tracy and proceeded toward Manteca, a distance of about 14 miles, to take one of the teenagers home. The owner-driver, a 15-year old girl, and an 18-year boy occupied the front seat. Thirteen boys and girls, ages 13 to 17 years old, occupied the portion of the vehicle behind the front seat. The curtains of the side windows for this portion of the station wagon were closed. According to survivors, the driver had experienced difficulty in shifting gears during the day and after departure from Tracy, and the motor had stalled on some occasions.

Best information available indicates the station wagon proceeded toward Manteca, on State Road 120, with the radio playing and with the occupants talking and singing. As it approached the railroad crossing near Wyche, the driver saw that the automatic crossing signals were indicating the approach of a train and stopped his vehicle short of the track. Immediately afterward, while the crossing signals continued to function, he drove the vehicle onto the crossing and stopped it with the wheels straddling the track. According to an autoist stopped short of the track, the approaching train was not visible from the crossing at that time, but the glow of its headlight could be seen.

The driver was reportedly laughing when he stopped the station wagon on the crossing in front of the train, and the indications are that he stopped it there to give his passengers a thrill. In any event, soon after the vehicle stopped, the male passenger in the front seat saw the train come into view on the curve and yelled to the driver, "Let's go." The driver immediately attempted to start the station wagon moving forward, but the motor stalled. He then began to manipulate the gear-shift lever and ignition key in unsuccessful attempts to restart the motor. While this was being done, the male passenger in the front seat called a warning to the other passengers, opened the front door on the right side of the vehicle, and assisted the girl beside him to safety. Four other passengers, from the rear compartment, escaped from the vehicle via the double doors on the right side just before it was struck by the train.

The impact threw four passengers out of the station wagon, killing two and injuring two. The driver and five remaining passengers were not ejected from the vehicle, and were also killed by the collision.

5

The investigation revealed no evidence of the driver having been under the influence of alcohol, narcotics, marijuana, etc. at the time of the collision.

Findings

1. The train was moving in accordance with applicable railroad rules and regulations.

2. When the station wagon was seen to be standing on the crossing and the train brakes were applied in emergency, there was insufficient braking distance for the train to reduce speed materially before it entered the crossing and struck the highway vehicle.

3. The station wagon stopped short of the track in compliance with the crossing signals, which were indicating the close approach of the train. The driver then moved it onto the crossing and deliberately stopped on the track in front of the approaching train while the signals were still functioning.

4. Apparently due to its overloaded condition and a poor condition of the motor, the station wagon stalled on the crossing when the driver attempted to move it clear of the on-coming train, resulting in the collision.

5. The driver's act of deliberately stopping his vehicle on the crossing, while an approaching train was in hazardous proximity thereto, was the primary cause of the accident.

Dated at Washington, D. C., this 21st
day of December 1970
By the Federal Railroad Administration

Mac E. Rogers, Director
Bureau of Railroad Safety

(The United States railway accident investigating body, the Federal Railroad Administration's Bureau of Railroad Safety – part of the Interstate Commerce Commission – issued the Summary Report which is reprinted on the previous pages.

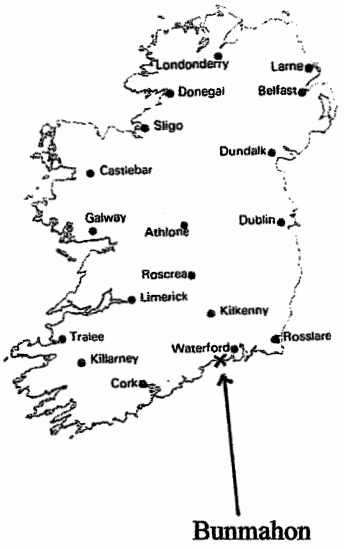
This was at one time in the Railway Collection at Widnes Public Library (part of Halton Libraries). The Railway Collection at Widnes is unfortunately in temporary storage in Oldham, while building work, aimed at greatly increasing the size of the library, takes place.

To check on the current availability of this specialised book/periodical collection, ring the library on: 0151 907 8383. As well as thousands of more general railway books, the library also has invaluable runs of railway and modelling magazines. The Library is situated at the intersection of Kingsway and Victoria Road.

This particular accident was in its way so horrific that the Editor thought the report merited reprinting – he cannot remember reading of anything similar in this country: can you?).

"A wet day in Bunmahon"

by David Goodwin



In May 2005 I made my usual early summer trip to visit my younger son and his family in Drogheda. This time I chose to go *via* Cahir (a long way round from Dun Laoghaire!). The first overnight stop was planned for Waterford, which is where Fr. Richard Walsh, a railway enthusiast friend, is currently based. He suggested that I might like to visit the site of a little-known industrial railway at Bunmahon (Bonmahon), on the coast some twenty-two kilometres south-west of Waterford. He had 'found' Bunmahon by being taken there by a colleague – it seemed that this small sea-side village was his friend's favourite place for a relaxing day out in the summer. Richard himself knew little about the railway. But by chance, years back, I had photocopied a small booklet in the stock at Widnes Library [note 1]. And – *Eureka!* – it had a chapter on "The Bonmahon Copper Mines". The text of this brief description is reproduced below:

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"The Bonmahon Copper Mines, Co.Waterford

It is a remarkable fact that although there are more physical signs remaining of the Bonmahon copper mines railway than of most Irish mineral lines of the last century, yet scarcely any authentic information has survived about it. Despite diligent enquiry the only way the present writer could glean sufficient facts to prepare a brief chapter for inclusion here was by travelling to the site of the line and interviewing the oldest residents of the locality, whose fathers remembered the railway in operation. It has been abandoned since about 1880.

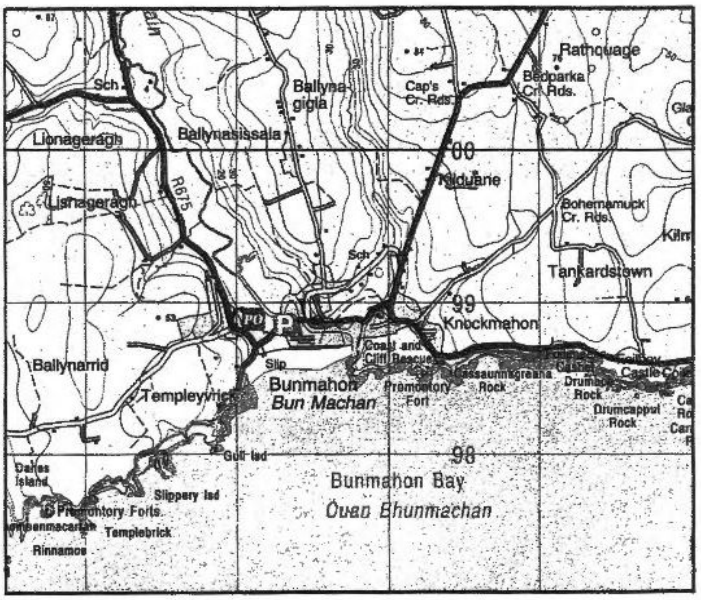
The first thing to be said about it is that these old residents – men who are prepared to talk for hours about Bonmahon's mining past – are emphatic that the railway was always worked by horses and did not have a steam locomotive.

For about a mile-and-a-half the route of the line is today clearly discernible. Starting near a large mine shaft at Tankardstown, a mile east of Bonmahon, the line ran along the edge of a cliff (the sea at this point is almost 100 feet beneath), first on the level and then down a steep decline, still on the cliff edge, to a walled-in enclosure known as the "copper yard". From here another line continued in the opposite direction and ran along by the public road to Knockmahon crossroads, crossed a stream and then headed due north inland to a series of shafts much smaller than the one at Tankardstown .

It has not been found possible to discover the date of construction of this railway but it was in operation in the late 1860s and 1870s.

It was built by the Mining Company of Ireland Ltd., which worked several large mines in different parts of Ireland in the last century. That part of the Co.Waterford coast east of Dungarvan, stretching along by Bonmahon (sometimes spelt "Bunmahon"), Knockmahon, Tankardstown and Annestown, is particularly rich in copper, and the above-named company acquired still older workings there in the year 1824. They remained in possession and in operation for about 75 years. In the year 1845 there were 1,500 people, including 150 women, employed there.

One of the largest borings was at Tankardstown and this gave access to extensive underground passages and caverns which many of the present residents of the district have explored, even in recent years. Other old shafts are dotted around the countryside over a stretch of several miles.



Excerpt from Ordnance Survey of Ireland 1:50000 sheet no.82 (Waterford)

The "copper yard" already mentioned was the place where the ore deposits were washed by water pumped from the nearby River Mahon. As has been said, this yard was near the cliff's edge, a little distance south-east of Knockmahon, and nearby was a rocky cove which small boats could enter when tides and weather conditions permitted. The washed ore was brought from the yard to these boats in leather bags and was then shipped to Liverpool and Swansea. For a time a short "aerial ropeway" existed between the yard and the seashore, the bags of ore being transported on an endless chain.

The yard was the focal point of the railway, the two branches converging on it - one from Tankardstown along the cliff face and the other from Knockmahon. The line, marked "old tramway," was noted in the original 25" ordnance survey of Co. Waterford in 1903 and although this was revised in 1922 the entry was not obliterated and may still be seen on the current 25" and 6" maps, although it is now close on 80 years since the rails were lifted. The two places at which the roadbed of the railway are most apparent are along the cliff, where there is a lengthy cutting about five feet deep running between the road and the coast, and to the west of the "copper yard" where an embankment extends along the side of a field.

Twenty-six years after the Mining Company of Ireland gave up operation of the undertaking, another concern, the Bonmahon Copper Mines Syndicate, started renewed borings but did not work for more than two years (1906 and 1907). No railway was in use, apart from some lengths of underground track. The mines have remained derelict ever since.

In the last ten years or so a number of railway publications have associated a locomotive built by Stephen Lewin at Poole, Dorset, in 1875, with the Bonmahon concern. There does not seem to be any justification for this."

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From this, you can see that it was not well documented: in fact, you could almost say that it is hardly documented at all! Waterford City Libraries, in their index of local newspapers, have a number of contemporary references, mostly to the 1906/1907 operations of course. Perhaps the lack of published information is a function of the fact that there were no steam locomotives involved: horse haulage does not usually (Fintona is perhaps the exception) attract the attention of railway enthusiasts. Anyway, accessing several relevant internet sites [notes 2-4] revealed little more in the way of facts – apart from information on the renovation/restoration work in respect of the ruins of the engine house complex which is still visible at Tankardstown. It seems that many traces of both the railway and the mines were destroyed ('re-developed') in the 1960s and 1970s – after Walter McGrath's booklet had been printed.

Anyway, we drove to Bunmahon (as it is spelled by the Ordnance Survey of Ireland). The weather had been cold and raining when we left Waterford, and now was worse, in that on the coast, the wind was stronger. I managed a few exposures of a mine 'tub' which was displayed on a plinth in the village. But how much of it was 'original', I hate to think!

From a wet Bunmahon, we went to have lunch in a wet Tramore, where the station building of the terminus of the closed Waterford & Tramore Railway is at risk of being 're-developed'. So, in the rain, I took several photographs.

After leaving the car in Ballybeg, we took a bus into Waterford town centre, in search of food and drink. There is no shortage of hostelries in Waterford, and (still in the rain) we sampled several. Almost the wettest day I have suffered in Ireland.

Notes:

[1] *Some industrial railways of Ireland and other minor lines*, by Walter McGrath. McGrath (Cork), 1959.
[2] http://www.copper-coast.com/copper/web/Display/article/28/2/?lang=en
[3] http://www.copper-coast.com/copper/web/Display/article/64/1/?lang=en
[4] http://homepage.eircom.net/~ccgeopark/Mining.htm

*** a photograph of a replica mining tub at Bunmahon is reproduced on page 2 ***

THE MID-CHESHIRE RAIL USERS ASSOCIATION
THE FFESTINIOG RAILWAY DEE & MERSEY GROUP
& THE CHESTER MODEL RAILWAY CLUB
PRESENT

"THE NORTH YORKSHIRE MOORS EXPRESS"

SATURDAY 8th OCTOBER 2005

A SPECIAL EXCURSION TRAIN TO THE YORKSHIRE MOORS AND COAST via Mid-Cheshire and the Pennines

Join us on board "The North Yorkshire Moors Express", a tour which takes you on a memorable trip direct from your local station to the City of York, Scarborough or optionally to the preserved North Yorkshire Moors Railway. Our traditional locomotive-hauled train picks up through Cheshire, before heading for the Pennines, through West Yorkshire to York and the Coast.
Our special class 67 diesel-locomotive hauled train will start from HOOTON (approx. 06.45) and pick up at BACHE, CHESTER (approx. 07.00), MOULDSWORTH, CUDDINGTON, GREENBANK, NORTHWICH (approx. 07.30), PLUMLEY, KNUTSFORD, MOBBERLEY, HALE, ALTRINCHAM (approx. 08.30) and STOCKPORT. Return times are expected to be mid to late evening depending on station.

Our expected time of arrival at YORK is 12.00 for a stay of approximately 6 hours. Frequent open-topped bus tours of York depart from outside the station, which is very convenient for the City Centre. The sites include the world-famous Minster, the Jorvik Viking Museum and the National Railway Museum. Alight at MALTON for the connecting coach to the NORTH YORKSHIRE MOORS RAILWAY at Pickering. (Extra cost option and not suitable for those of limited mobility). This steam-operated railway takes you through highly scenic Newtondale to the Heartbeat village of Goathland (Aidensfield) and on to Grosmont. Alternatively stay on the train to SCARBOROUGH for a stay of about 4 hours and enjoy the sea, shops, cliff railways and so on at this Queen of Resorts.

Fares : Standard: *Adults £40, Senior Citizens £38, Children £30.*
First: *Adults £57, Senior Citizens £54, Children £47, £9 supplement each for table for two.*
NYMR Option: *Adults £14, Senior Citizens £13, Children £8.*

Each passenger will have a reserved seat and a free, detailed route description. First class is in open coaches around tables for two (limited numbers and supplement payable) and four. Standard class is in open coaches around tables for four. There will be a buffet car and trolley service. Passengers are requested not to smoke anywhere on the train.
NB All the timings given above are approximate at this stage.

Tickets, seat reservations and final timings will only be sent out when we have final times from Network Rail. This may be only a **few days before** the trip. If acknowledgement of booking is required enclose an SAE or enquire by Email.

Further information: Laurence Wheeler 01244 678070 (evenings), also (but not for enquiries regarding bookings) David Miller 01606 888093 or Jim Parrish 01244 380504. Booking forms are also available on www.mcrua.org.uk or www.chestermodelrailwayclub.com . Email enquiries to laurence.wheeler@tesco.net.

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____ ch. @ £30 ____	____ ch.@ £47 ____	_____ ch.@ £8
	____ sup@ £9 ____	

Total enclosed = £ _____

CHEQUES/P.O.'s PAYABLE PLEASE TO **"FR, D&M Group"**

MS1

[Editor's note: Stan Yates was born and spent his early years in Birkenhead (Trinity Street Primary and Park High Grammar Schools). He now lives in Rhyl but still has family connections in Birkenhead. He is an active researcher into local railway history, and has had articles published in the "Wirral Railway Circle Journal". Stan will be glad to hear from anyone with further information or comments: communications via the Editor in the first place, please – details on page 2]

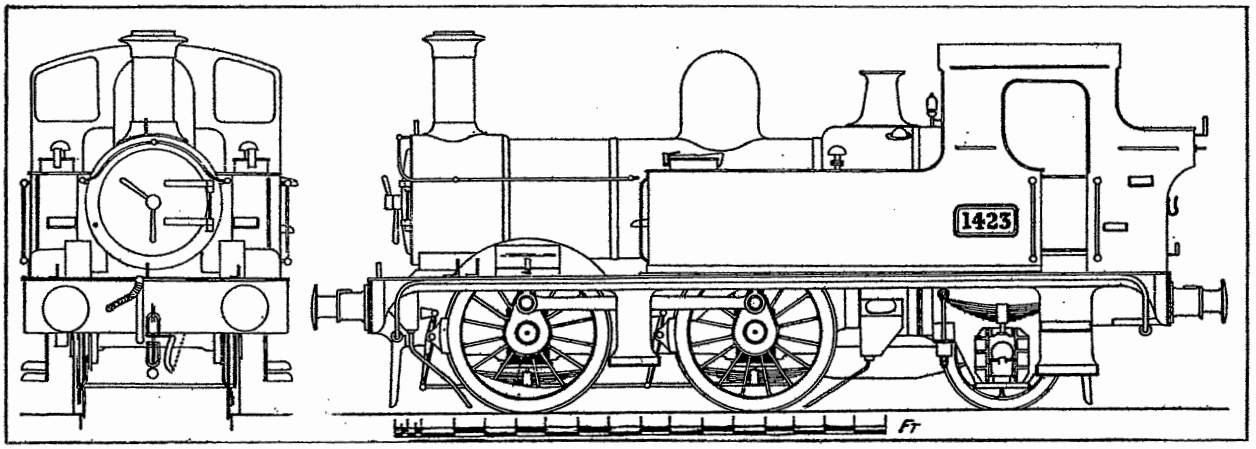
"1417 and 1457"

by Stan Yates

Introduction

This is a tale about two small tank engines stationed at Birkenhead in the early BR period, to work passenger trains on the Wirral peninsula. The engines concerned were nos.1417/57 of the Great Western Railway (GWR) '14xx' class.

Nos. 1417 and 1457 were built by the GWR in 1933 and 1935 respectively. The engines were purpose-built for the working of motor trains. Originally, the engines had been part of the '48xx' class and carried the numbers 4817 and 4857 but the whole class was renumbered in the '14xx' series in 1946.



The GWR had long used small tank engines on local passenger services, beginning with the '517' class, and later with the '3571' and 'Metro' classes. Other engines of the '48xx' class and its sister class, the '58xx' class, were employed on passenger trains on the Wirral, between 1933 and 1938. The engines involved included nos. 4810, 4811, 4828 and 5810.

No. 1417 arrived at Birkenhead from Oswestry in the four week period ending 10th July 1948, with no. 1457 following, in the four week period ending 26th February 1949, from Croes Newydd. The engines were replacements for two GWR '64xx' tank engines, nos. 6404/5, transferred from Birkenhead to Croes Newydd.[1]

Motor Train Services on the Wirral

There had been a long tradition of using motor trains on the Wirral stretching back to at least 1911. Steam railmotors were employed on these duties until 1933. Motor trains were useful in that they enabled

[1] The reason(s) why this exchange took place is unknown but it may be that the greater tractive effort and water tank capacity of nos. 6404/5 were more useful to the BR Western Region on longer distance trains such as those between Wrexham and Bala. There is a photograph in the RCTS collection which shows no. 6404 arriving at Corwen with the 11.20am Ruabon to Bala motor train on 9th May 1949.

the railway companies to provide off-peak services and workmen's trains carrying fewer passengers, at less cost.

In this section, I will concentrate on the period 1948 to 1956, beginning with the arrival of no. 1417 in 1948 and ending with the placing of both engines in store in 1956. While I have many working and public timetables for this period, the series of working timetables is incomplete and I propose therefore to describe the changing pattern of services with reference to the working timetables for summer of 1948, 1951, 1953, 1954 and 1955.
Motor trains in the early BR period formed only a very small proportion of passenger services on the Wirral. In the summer of 1948, there were 52 passenger trains, Mondays to Fridays, from Birkenhead Woodside or Rock Ferry to Chester, Helsby and West Kirby. There were eight additional trains between Hooton and Helsby and seven additional trains between Hooton and West Kirby. These additional trains connected the smaller towns and villages on the Wirral with services on the main line between Birkenhead and Chester. By comparison, there were just six motor trains.

All motor trains stopping at Port Sunlight would use the up fast and the down slow between Rock Ferry and Hooton because of the arrangement of platforms at Port Sunlight. Semi-fast motor services not calling at Port Sunlight would use the down fast, for example the Saturday Ellesmere Port to Rock Ferry service calling at Little Sutton and Hooton only (see later timetables).

Motor Train Services 1948 to 1956

In the summer of **1948**, there were six motor trains on Mondays to Fridays. The Monday to Friday services ran between Rock Ferry and either Hooton or Helsby.[2] All of the services were off-peak services apart from the 5.01pm Rock Ferry to Hooton which followed the 4.35pm Birkenhead Woodside to Chester train, departing Rock Ferry at 4.43pm.

Summer 1948

Mondays to Fridays

Departure Time	From	To
9.15am	Rock Ferry	Hooton
10.02am	Hooton	Helsby
10.35am	Helsby	Rock Ferry
1.15pm	Rock Ferry	Hooton
1.42pm	Hooton	Rock Ferry
5.01pm	Rock Ferry	Hooton

[2] Details of the distances between the stations mentioned above and others referred to later in this article are as follows:
Birkenhead Woodside to West Kirby = 19 miles 7 chains
Hooton to Helsby = 8 miles 79 chains
Rock Ferry to Helsby = 14 miles 35 chains
Rock Ferry to Stanlow and Thornton = 11 miles 41 chains
Hooton to E'mere Port = 3 miles 62 chains
R/Ferry to E'mere Port = 9 miles 18 chains
Rock Ferry to Hooton = 5 miles 36 chains
R/Ferry to West Kirby = 17 miles and 37 chains

One chain = 22 yards and there are 80 chains in a mile.

There were seven motor trains on Saturdays operating a similar pattern of services. The 1.15pm Monday to Friday Rock Ferry to Hooton train became the 12.25pm on Saturdays and after pausing at Hooton continued to Ellesmere Port as a workmen's train (not advertised in the public timetable), stopping at Little Sutton on the way. The return 1.27pm Ellesmere Port to Hooton train was also a workmen's train which after arrival at Hooton became a normal passenger service, forming the 1.42pm Hooton to Rock Ferry. The 5.01pm Monday to Friday Rock Ferry to Hooton train did not run on Saturdays.

Saturdays

Departure Time	**From**	**To**
9.15am	Rock Ferry	Hooton
10.02am	Hooton	Helsby
10.35am	Helsby	Rock Ferry
12.25pm	Rock Ferry	Hooton
12.45pm	Hooton	Ellesmere Port
1.27pm	Ellesmere Port	Hooton
1.42pm	Hooton	Rock Ferry

All services in 1948 stopped at all intermediate stations. For readers unfamiliar with the area in 1948, the intermediate stations between Rock Ferry and Hooton were Bebington and New Ferry, Port Sunlight, Spital, and Bromborough, and the intermediate stations between Hooton and Helsby were Little Sutton, Ellesmere Port, Stanlow and Thornton and Ince and Elton.

Rock Ferry was a convenient connection point with the electric suburban services to Liverpool and other parts of North Wirral. The Rock Ferry to Hooton section of the Birkenhead to Chester main line served a large industrial area and population while the Hooton to Helsby line, provided a vital link with the industries and docks at Ellesmere Port and the oil refinery at Stanlow.

There was a fair amount of empty motor running either to position the train for its next duty or to retire the train between duties to the carriage sidings at Grange Lane, situated beyond Rock Ferry in the direction of Birkenhead Woodside. The train was not allowed to stand at Rock Ferry for more than a few minutes. On Mondays to Fridays, after arrival at Hooton, at 5.18pm, the train would then run as an empty motor direct to Grange Lane. It is apparent from the timetable that only one engine was required to operate all motor trains, any other engine being retained as a spare.

The winter services were almost identical to the summer services, the only difference being that the 10.02am Hooton to Helsby train departed Hooton at 9.45am in the winter timetable.

By **1951**, the number and character of motor train services had changed significantly. There were now only three such trains on each weekday. The Monday to Saturday morning services between Rock Ferry, Hooton and Helsby had disappeared from the

timetable, as had the Monday to Friday lunchtime services between Rock Ferry and Hooton.

The surviving trains were the 5.01pm Mondays to Fridays Rock Ferry to Hooton train and the Saturday Rock Ferry, Hooton and Ellesmere Port service except in this case the passenger service and workmen's train had been combined into a full passenger service, with slightly altered timings.

There were two new services, the 7.20am Monday to Saturday West Kirby to Birkenhead Woodside which required an empty motor working of over 18 miles to position the train, and the 5.52pm Monday to Friday Stanlow and Thornton to Rock Ferry which was a workmen's train not advertised in the public timetable.

Summer 1951

Mondays to Fridays

Departure Time	From	To
7.20am	West Kirby	Birkenhead Woodside
5.01pm	Rock Ferry	Hooton
5.52pm	Stanlow and Thornton	Rock Ferry

Saturdays

Departure Time	From	To
7.20am	West Kirby	Birkenhead Woodside
12.25pm	Rock Ferry	Ellesmere Port
1.20pm	Ellesmere Port	Rock Ferry

The Hooton to West Kirby branch served a more rural and less densely populated area of the Wirral, bordering the River Dee. The branch was for the most part single line with crossing places provided at Hadlow Road (Willaston), Parkgate, Heswall and Thurstaston. The intermediate stations between Hooton and West Kirby in 1951 were Hadlow Road, Neston (later Neston South), Parkgate, Heswall, Thurstaston, Caldy and Kirby Park.

The 7.20am West Kirby to Birkenhead Woodside service did not stop at Caldy, Spital or Bebington and New Ferry, and crossed the 7.24am Hooton to West Kirby train at Parkgate. The 1.20pm Saturday Ellesmere Port to Rock Ferry train stopped only at Little Sutton, Hooton and Rock Ferry (and therefore used the down fast). The 12.25pm Saturday Rock Ferry to Ellesmere Port and the 5.01pm Monday to Friday Rock Ferry to Hooton services stopped at all intermediate stations.

The **1953** timetable indicates a further reduction in the number of motor trains with the loss of the 5.52pm Monday to Friday Stanlow and Thornton to Rock Ferry workmen's

train. All other services continued to run but the Monday to Saturday West Kirby to Birkenhead Woodside departed six minutes earlier.

Summer 1953

Mondays to Fridays

Departure Time	From	To
7.14am	West Kirby	Birkenhead Woodside
5.01pm	Rock Ferry	Hooton

Saturdays

Departure Time	From	To
7.14am	West Kirby	Birkenhead Woodside
12.25pm	Rock Ferry	Ellesmere Port
1.20pm	Ellesmere Port	Rock Ferry

The 7.14am West Kirby to Birkenhead Woodside and the 1.20pm Saturday Ellesmere Port to Rock Ferry services stopped as indicated previously. The 7.14am West Kirby to Birkenhead Woodside service crossed the 6.15am Birkenhead Woodside to West Kirby train at Thurstaston and the 7.36am Hooton to West Kirby train at Hadlow Road. The other services continued to stop at all intermediate stations.

By the summer of **1954**, two new services had been introduced, the 2.20pm Monday to Friday Birkenhead Woodside to West Kirby and the 3.38pm Monday to Friday West Kirby to Rock Ferry.

The 7.14am West Kirby to Birkenhead Woodside and the 1.20pm Saturday Ellesmere Port to Rock Ferry services stopped much the same as indicated previously. However, Caldy and Thurstaston stations on the Hooton to West Kirby branch had closed to passenger trains on 1st February 1954 and Kirby Park would follow on 5th July 1954. All other services stopped at all intermediate stations.

Summer 1954

Mondays to Fridays

Departure Time	From	To
7.14am	West Kirby	Birkenhead Woodside
2.20pm	Birkenhead Woodside	West Kirby
3.38pm	West Kirby	Rock Ferry
5.01pm	Rock Ferry	Hooton

Saturdays

Departure Time	From	To
7.14am	West Kirby	Birkenhead Woodside
12.25pm	Rock Ferry	Ellesmere Port
1.20pm	Ellesmere Port	Rock Ferry

The 7.14am West Kirby to Birkenhead Woodside service crossed the 6.15am Birkenhead Woodside to West Kirby train at Thurstaston and the 7.34am Hooton to West Kirby train at Hadlow Road. The 3.38pm West Kirby to Birkenhead Woodside service crossed the 3.41pm Hooton to West Kirby train at Parkgate.

While on a visit to the Wirral on Tuesday, 20th February 1954, Henry and Richard Casserley travelled on the 2.25pm Rock Ferry to West Kirby service arriving at West Kirby at 3.22pm. The engine and autotrailer in question were no. 1457 and W212, and both engine and trailer were photographed at West Kirby. This is the only evidence we have for the identity of the autotrailer(s) employed on local motor trains at this time. There is the possibility that more than one trailer may have been in use.

It was noted that the engine and its trailer would form the return motor working departing West Kirby at 3.37pm. Neither the 2.25pm ex Rock Ferry nor the 3.37pm from West Kirby had featured in the original 1953 winter timetable and must have been introduced sometime later. But similar services now formed part of the 1954 summer timetable.

By the following year, the 5.01pm Monday to Friday Rock Ferry to Hooton service had been removed from the timetable and the 3.38pm West Kirby to Rock Ferry had been retimed to depart nine minutes later.

All services in **1955** stopped as indicated previously except for the 7.14am West Kirby to Birkenhead Woodside service which now also stopped at Spital.

Summer 1955

Mondays to Fridays

Departure Time	From	To
7.14am	West Kirby	Birkenhead Woodside
2.20pm	Birkenhead Woodside	West Kirby
3.47pm	West Kirby	Rock Ferry

Saturdays

Departure Time	From	To
7.14am	West Kirby	Birkenhead Woodside
12.25pm	Rock Ferry	Ellesmere Port
1.20pm	Ellesmere Port	Rock Ferry

The 7.14am West Kirby to Birkenhead Woodside service crossed the 6.15am Birkenhead Woodside to West Kirby train at Thurstaston and the 7.34am Hooton to West Kirby train at Hadlow Road. The 3.47pm West Kirby to Rock Ferry service crossed the 3.41pm Hooton to West Kirby train at Heswall.

The **1956** summer timetable saw a significant expansion of motor train services on the Wirral, particularly between Hooton and Helsby, but nos. 1417/57 were to play no part in operating these services, both engines being placed in store. There is a photograph from this period showing no. 1457 and trailer approaching Hooton on the up fast circa 1955/6, most probably with the 12.25pm Saturday Rock Ferry to Ellesmere Port service.

Note: No. 1457 and Trailer W212W are illustrated on the cover of this issue.

(To be continued ....)

Thomas Brassey, railway builder: On the 200th anniversary of his birth

by Emlyn Davies

A friend of mine once told me of a conversation he had overheard while walking across the gardens behind St George's Hall in Liverpool: it went something like this:- Boy. "Dad who were all the men these statues are of?" Father:- "Don't worry son, only some filthy rich b******s." Such

is fame. I hope no one has said that of Thomas Brassey for although he did indeed become "filthy rich" (he amassed a £5.5 million pound fortune), he was a giant amongst his contemporaries and deserves greater fame.

The following is a very broad outline of his life; I hope it will inspire some of you to find out more.

Thomas Brassey was born on the 7th November 1805 to John and Elizabeth Brassey. The family had come to England with William the Conqueror and for six hundred years they had lived on a farm at Bulkeley about six miles west of Nantwich. Old records show that by the middle of the seventeenth century they had moved to Buerton, six miles south of Nantwich, but they kept their original holding, and rented further land.

The family had always been hard working and prosperous, long contact with the land is likely to have produced a background of experience which defined that 'the amount taken out of any undertaking can never exceed the amount put in'. This was one of Thomas Brassey's principles in his business dealings and his work.

Success he had in abundance but he worked hard for it.

Not much is known of Brassey's childhood, but he did attend the grammar school at Chester and it is known that he was good at mathematics, although he himself felt that there were gaps in his education.

He left school at the age of sixteen and was articled to a land agent and surveyor called Lawton. It was while working for Lawton that Brassey worked with a surveyor from Oswestry on part of the route of the A5 coach road from Shrewsbury to Holyhead, a valuable experience.

Such was his dedication and hard work that Lawton offered him a partnership at the age of twenty one, which he accepted, and was put in charge of a new office in Birkenhead, then just a small hamlet. While working here Brassey bought a brickyard and some lime kilns on his own account with money which he borrowed from his father for he could see that Birkenhead was ripe for expansion and bricks and lime for mortar would be needed.

It was at Birkenhead that he met George Stephenson, then building the Liverpool & Manchester Railway. Stephenson was interested in buying stone from the Stourton Quarry which Brassey had a connection with and it was while Brassey was giving Stephenson a guided tour that the latter realised that here was a young man with potential and suggested that railway building was the future, and Brassey should be part of it.

Brassey took his advice and submitted a tender for the Dutton Viaduct on the Grand Junction Railway but he was not successful.

In 1831 Brassey married Maria Harrison and it was she who supported him in his ambition to develop the railway contracting business.

At the age of 29 Brassey submitted an estimate for Penkridge Viaduct between Stafford and Wolverhampton on the Grand Junction Railway. This was eventually accepted and Brassey and family moved to Stafford so that he could give his undivided attention to the work, which now included 10 miles of the approach road.

Brassey employed men from Birkenhead whom he could trust: these were the nucleus of an army of 100,000 men which worked for Brassey at the height of his career. These were the roughest, toughest workers the world had ever known but Brassey, fair, honest and gently spoken, who never swore or cursed, and was embarrassed by those who did was followed to the end of the earth by these men, many of whom, when he died, would walk scores of miles to be at his funeral

Thomas Brassey was an enlightened employer who paid his men well above average wages, and at his Canada works in Birkenhead he had a library, a reading room and a canteen: he also provided newspapers for the men to read. He believed in a well educated workforce.

Following on from this initial and successful contact Brassey began to engage in more and more ambitious railway projects which saw him constantly moving house around the country as work demanded.

He was a 'hands on' man who wanted to see for himself how his men lived and worked. His working day was from nine in the morning until ten in the evening. His wife was the anchor of family life, for they by now had three sons who had to attend boarding school to have any sort of regular education so frequently did they move house.

In a few years Brassey assembled a team of trusted agents to whom he handed tremendous responsibility, eventually he could send these men anywhere in the world to survey and estimate a job and accept their estimate and leave them to oversee the completion of the work.

Staying at the hotels and travelling between contracts, Brassey was a prolific letter writer, often working into the early hours of the morning. On one occasion a friend found thirty one letters in Brassey's handwriting waiting to be posted having been written overnight. These letters were mostly to agents and sub-contractors and dealt with points about their work.

At one time he had four French contracts of nearly 500 miles, two English ones at 120 miles, and another dozen in England, Scotland and Wales totalling another 300 miles. Only a superb organisation could work like this.

It is surprising that he never entered into written contracts with his sub-contractors, and he insisted that they specialised, a bridge builder never being asked to do excavations for example.

Brassey's overseas contracts continued to expand and by 1850 he had built three quarters of the French network.

At the same time, hundreds of miles of lines in Britain were constructed, all within the terms of the contracts and to time. He could take pride in the statement "Thomas Brassey's word is his bond". In consequence, if things went wrong or if he underestimated a price, he did the work and stood the loss.

Contracts in Spain, Italy, Norway, Austria, Holland and other countries followed, and such was Brassey's standing and the quality of his work that he was awarded the Legion of Honour, the Chevaliership of Italy and the Austrian Cross of the Iron Crown. He refused the honours offered to him in this country however.

In 1852, Brassey contracted to build the Grand Trunk Railway of Canada. At 539 miles, it was his longest and most difficult contract to date, and one which, while it had avid supporters, also had its detractors who said that such a line was not financially viable, sadly the latter was proved correct.

To build this railway, Brassey, with his partners Peto and Betts, built the Canada Works in Birkenhead where they built locomotives, carriages, wagons, rails and the iron work for the bridges. Indeed some steam operated tools such as steam excavators were also built there but they did not prove a success.

A clue to some of the difficulties of building this line was the Victoria Bridge over the St Lawrence River. The river was nearly one and three quarter miles wide and in the winter the ice could be piled twenty to thirty feet high. This ice, when it melted flowed at speed, so immensely strong and high piers shaped like cut-waters were needed to withstand the pressure. Twenty-five spans were needed, one of 330 feet and the others of just under 250 feet.

This work on the bridge was begun in May 1854 and was not finished until 1859, for no work could be carried out between November and May because of the extreme weather.

Brassey began building the line to European Standards, not an economical approach, although he later used standards more akin to the United States railway builders. Although a financial disaster, this railway must rank as one of the engineering wonders of the 19th century.

A loss of £1,000,000 was made on this contract and, although he built many lines in remote country in the future, Brassey had learnt his lesson and took land as part of contracts and built his lines to lighter specifications, though still well engineered.

One contract which also stands out was the Crimea Railway. The Crimean war was not progressing well, supplies of food and munitions

were not getting through to the troops. Something needed to be done. Thomas Brassey and Edward Betts would build a railway from the coast at Balaclava to the front line and provide the stores, rolling stock, equipment and men needed, all of this for the capital cost and no profit on the deal.

Brassey was used to transporting supplies around the world, which the army was not. Twenty three large steamers, many of them owned by Brassey and Peto were bought or hired and into them were loaded 500 men, 50 horses, rails, sleepers, locomotives, rolling-stock and supplies. Within six weeks 20 miles of double track railway were in use and seventeen locomotives were pulling trains on it: before the end of the siege 39½ miles of railway had been built and connected to every part of the front. Brassey, Peto and their men were heroes [5].

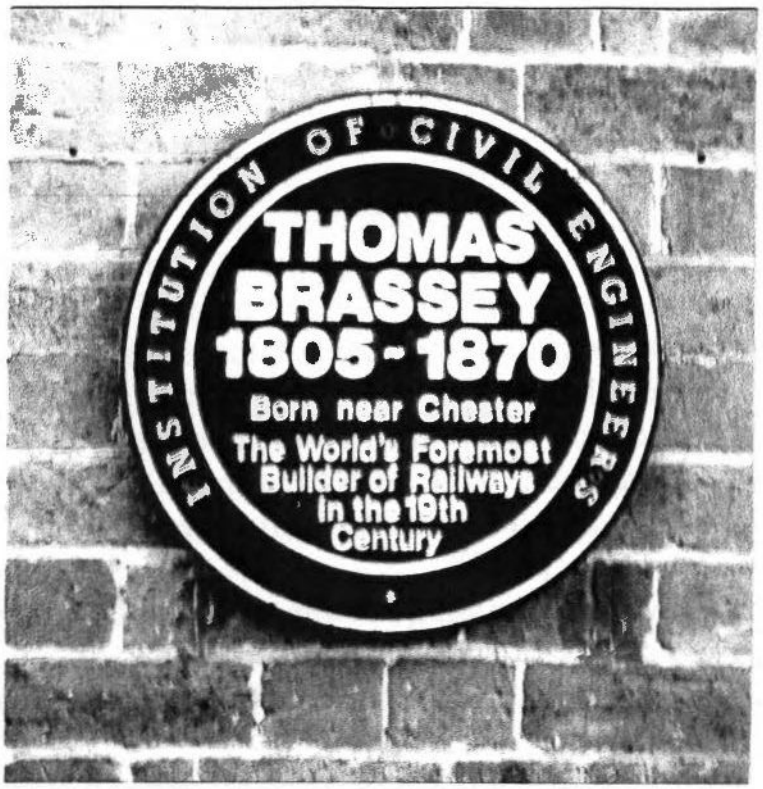
In 1864 Brassey began building railways in India. In the 1860s he also built railways in Australia, but such was the shortage of labour there that he had to ship out 2000 of his men from Britain; it cost £34,000 just to get them there.

In such an article as this, it is not possible to detail all his contracts, which included harbours, warehouses, piers, sewers, the Thames Embankment as well as railways: there were over 90 between 1837 and 1865 in this country and 42 abroad between 1841 and 1870. Notable local contracts included either the whole or parts of the Chester & Holyhead Railway(1848), the Shrewsbury & Chester Railway (1848), the Birkenhead & Chester Railway (1849), Birkenhead Docks (1850), Runcorn Bridge (1865) and the Hooton & Parkgate Railway (1866).

In 1868 he suffered a stroke after exhausting his strength on a gruelling tour of all his European sites but he partially recovered and carried on working, refusing to change his routines despite his disability. In the spring of 1870 on another exhausting European tour he received the news from his doctor that he was suffering from cancer, and, working almost to the end, he died on Dec 8th 1870.

After his death his organisation was gradually broken up. The existing contracts were completed but there was no one to take his place. Alone he had controlled a mighty organisation which had carried out, worldwide, massive works which today, even with modern technology and communications, would need a head-quarters staff of hundreds.

The family home, Bulkley Grange, still stands as does the house he had built for himself and his new wife in Birkenhead Park. In St Erasmus' Chapel in Chester Cathedral there is a bust of Brassey, and the mosaic panels by the altar commemorate the death of his wife Maria in 1879. There is also a plaque at Chester Station and of course, Brassey Street in Birkenhead but I wonder how many local people have ever heard of this giant of a man, one of the greatest railway builders.



Further reading

1. *Thomas Brassey, railway builder* by Charles Walker. Muller, 1969. ISBN 0 584 10305 0. (Includes a useful bibliography).
2. *Work and Wages, practically illustrated* by Thomas Brassey. Bell. 4 editions between 1872 and 1873.
3. *Life and labours of Mr.Brassey, 1805-1870* by Arthur Helps. Bell. Several editions between 1872and 1888.
4. *William Heap and his company, 1866* by John Millar. Millar, 1976.
5. *The Grand Crimean Central Railway: the railway that won a war* by Brian Cooke. Cavalier House, 2nd rev. ed., 1997. ISBN 0 951588 91 5.

(These titles may be available from Harry Wilson).

[Editor's note: this is the first part of a revised version of an article that Emlyn wrote for another magazine. He describes his models in the chronological order in which he built them ...]

The locomotives of "Johnstown Road", part 1

by Emlyn Davies

Introduction

This saga really began in 1977 with the publication of "Cambrian Railways album" by C.C.Green (Ian Allan, ISBN 0 7110 0784 5). I had, for many years, been interested in the Cambrian Railways, having been born and brought up on the northern fringes of their territory in Wrexham, with Oswestry, the Cambrian headquarters, not being too far away. The photographs in this book were the catalyst for all that follows.

I have seen many superb models entered into competitions, immaculately constructed and painted, exquisite little gems which Fabérgé would have been proud of but so perfect that, in my eyes, they just look like very expensive toys and do not represent the reality of steam and oil and dust and grime which epitomised real railways in the age of steam.

If you like these sorts of models then I'm afraid my work is not for you. My approach to model-making is more akin to that of an artist than an engineer. My aim is to give an impression of the real thing using the broad strokes of the Impressionists rather than the work of the super-realist school. Don't get me wrong – I do appreciate those super-detailed, superbly-painted models but only to admire in a display case.

I have no training in engineering or metalwork. I have, by trial and error (lots of error), worked out ways to scratch-build locomotives that I hope give a fair representation of the prototype. One of my engineering friends probably summed up my efforts by saying, "You only build them that way because you don't know it can't be done that way".

I use piercing saws and snips to cut out metal and, in the early days before I had access to a lathe, small parts were shaped with files in an electric drill held in a stand clamped to an old kitchen table. This is a long and noisy process when turning an O gauge loco chimney. Parts like buffers, handrail knobs, motors, wheels and gears, tender springs and some cab fittings are generally purchased.

The locomotive chassis are basic simple 'blacksmith' engineering – the 2-4-0 and 0-4-2 locomotives have the leading or trailing axles lightly sprung and moving in elongated slots in the frames. The six-coupled locomotives have no springing or compensation.

The building of these locomotives has taken just over a quarter of a century although there have been some non-Cambrian ones in between. You will hopefully see some improvement in the quality of work between the first and last.

What will happen next? Well, I have two kits to build - a small Sharpie 0-6-0 and one of the ex-Lambourne Valley Railway tanks. When I started there was nothing at all available for the Cambrian but now a few kits are being produced so I thought I would give them a try – wish me luck!

Manning Wardle 0-6-0 saddle tank No.25

This locomotive, Works No.374, was built in 1871 and came to the Cambrian as one of the two locomotives which were used on the Van Railway – another Manning Wardle, 0-6-0 Works No.668 of 1877, was numbered 22 on the Cambrian but was soon scrapped.

The model: This is the one that began it all way back in 1979. It was built for the Merseyside Model Railway Society layout, "Porth Gwyn Wharf", which didn't start out as a Cambrian layout but soon became one. I have always liked Manning Wardle locomotives and, this being a Cambrian one, I just had to try.

The original motor was a Triang XT60, the only reasonable motor of the time that was small enough to fit. It worked but the slow running was not very good and as soon as a better small motor became available it was fitted. This was a Mashima small round can motor which has transformed the performance of No.25.

In 1979 there were no Manning Wardle style driving wheels available so extra cranks were made from brass strip and cross-sections of brass rod and glued on. A couple of these have fallen off over the years so I will use Slater's wheels if I re-build the chassis.

The fluted safety valve column had the top and base turned from brass rod in the electric drill, the fluted part was shaped with files. It is used on light freight duties on "Johnstown Road".

Cambrian railways locomotives at this period 1895-1910 and onwards were painted black, which was known officially as 'invisible engine green', a greenish black as opposed to the L.N.W.R 'blackberry black' which was a bluish black- no, I'm not kidding!

To paint all the engines in this list I use cans of car spray paint, grey for the undercoat and satin or matt black for the top coat: most cans spray well but the occasional one splutters huge blobs of paint everywhere, don't persist with it, get another one, I know, I've tried and had to start all over again.

Lining is done by hand, the grey or cream brush painted , the thin red lines drawn with a Rotring pen and their red ink. This is a very dense red and covers well over black.

Manning Wardle 0-4-0 saddle tank No.22

This was a fairly standard Manning Wardle Class H, Works No.1523 of 1901. It was bought to cover the temporary shortage of small shunting engines because of the Birmingham Waterworks reservoir building programme in the Elan Valley. The Cambrian sold her in 1916 for war service.

The model: This one was built in 1980, again for shunting the "Porth Gwyn Wharf" layout and was also fitted with an XT60 motor. It now has a small Mashima can motor fitted, but using the original Triang gears which are too high a ratio, which makes it a fairly poor slow runner, its maximum speed however would make it qualify for Formula 1.

Although fitted with vacuum brakes I have never seen a photograph of No.22 on a passenger or mixed train so until I can find evidence otherwise it is used for light freight work only.

[To be continued]

LETTER TO THE EDITOR

BMRJ No. 3 - 'WHO ARE YOU?'

Dear Mr. Editor,

First may I congratulate you on another fine issue of BMRJ

However, your over-zealous use of the 'blue pencil' has dramatically changed the sense of a large part of my article 'Who are you? (Ian Clark).

It would appear from the text on page 12 that my father and I attended Bramhall Lane to watch football - nothing could be further from the truth. In the 1950s and 60s Bramhall Lane was principally a CRICKET ground, although it has to be admitted that Sheffield United used it for football purposes in the winter.

My father was a 'die hard Wednesdayite' and would never have been seen dead inside 'the Lane' other than to watch Yorkshire C.C.C. in action (or the occasional Sheffield derby game).

May I point out to readers that the entirely superfluous parentheses containing the words cricket and soccer (a word I would never use) were placed there by the editor.

The final paragraph of my original text contained the phrase 'the Broad Acres', which is, of course, a regularly used poetic phrase to describe Yorkshire (a bit like' Black Country' or 'Garden of England'). It appears that our editor is one of the few people in Christendom not to have heard of the phrase!

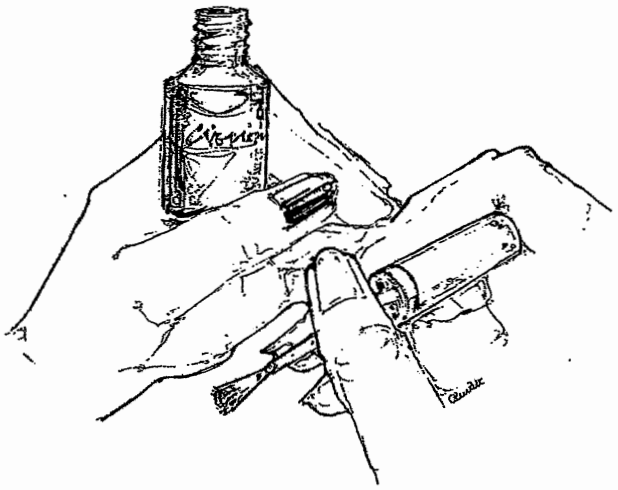
Kind Regards. Ian.

[Editor's response: Ian's somewhat 'tongue-in-cheek' (?) letter, printed verbatim above including orthographic mistakes, demonstrates a lack of understanding of the function of an editor. This particular Editor, during the latter years of his paid employment, had a history of editing books for various well-known publishers such as

Penguin Books, Pelican, Allen & Unwin and others. During this time he learned that the main function of an editor was to make the submitted copy as intelligible as possible to the intended/likely readers. For instance: in the case of "BMRJ" it would not be necessary to amplify "G.W.R." into "Great Western Railway" although in other contexts it might be desirable. So the Editor thought it best to explain "Bramhall Lane" and "Headingley" to make them intelligible to people ignorant of Sheffield. Having had experience of Ian's reluctance to explain his meaning to a 'non-Yorkshire', 'non-sporting', 'non-steam railway' audience, the Editor asked other Group colleagues who knew about these things. Similarly, the excision of the phrase "the Broad Acres" in Ian's original, and the replacement with "Yorkshire" was just a guess. When eight other members of our Group were questioned, not one had heard the phrase, and explanations as to its meaning ranged from "big fields" to the unquotable – the most printable being "a bum disease"!
In short: write what your audience can understand. But – all contributions gratefully received.

Workshop notes, no.5

[A revised version of "Merseyside Model Railway Society fashion page", printed in the "Merseyside Express" no.268, March 1994]



If you work in a factory, workshop or garage, you probably have access to various types of Loctite and similar products - 'glues' used to lock screws, nuts, bearings, etc. These are very useful compounds, but unfortunately most have a limited shelf-life (i.e. like superglue, they go 'off' when stored for too long). So with infrequent use, it is not worthwhile buying even the smallest size container marketed. But if you work in an establishment where these products are in everyday use, it is a simple matter to 'beg' a minute dab! But I have never worked anywhere that used Loctite - so my solution is to use **nail varnish** as a primitive substitute.

It has several advantages over the real thing:
(1) it is free! Once you let it be known that you have a use for old nail varnish bottles, then lady friends will flood you with part-used containers. Accept them all with thanks - unusable bottles can be 'binned' on the quiet. Like mustard pots or toothpaste tubes, they very often have quite a bit left in them - if the contents have become too thick, they can be thinned with acetone or nail varnish remover;
(2) it is produced in many tints from black to white via various shades of red, brown, purple, blue, or green. The most common are various shades of pink or red, of course. (Moral: cultivate the sort of girl who experiments with black or green!);
(3) it dries very quickly, but not so fast that it can't be used to lock to lock screw threads, etc.;
(4) when dry, it does not seem to be soluble with water, oil, or the various solvents (eg. Mekpak) that we use;
(5) I use it for two main purposes: (a) as a mild, fairly easily broken, thread-locking compound; and (b) as a colour-coded identifier for screws/nuts used on locomotives and other rolling stock: I put a dab of one colour of varnish on and around the heads of similar size (length and thread) screws so that they can be refitted easily after taking apart. If a screw has blue nail varnish on its head, you know it must go into a hole which has blue nail varnish around it!
(6) the brushes integral with the bottle tops are also useful but first they have to have the varnish washed out of their bristles with acetone;
(7) it can be used as a 'solder-resist': apply it to the parts of a metal component that you don't want solder to spread onto. [But note that an alternative solder resist will be detailed in a future "Workshop notes"]
(8) Acquiring it can be a good 'chat-up' line, too!

There is one possible disadvantage: you may find yourself with a reputation as a transvestite from asking female friends to pass-on to you their discarded nail varnish bottles!

You can also use it to colour-code various items of workshop equipment Nail varnish has many uses other than colouring finger nails: the poor man's Loctite, in fact!

(Thanks to Crystal Burkitt for coming to my rescue with the drawing. I attracted funny looks in the newsagent's by looking through "Cosmopolitan" and other women's magazines in a futile search for a suitable picture to illustrate this article!).

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A note on some of our "Mostyn" research materials

We have acquired originals or photocopies of a number of British Railways documents covering our modelling period of Summer 1977. Perhaps the most useful have been the following:

(1) British Railways, London Midland Region: *Passenger train marshalling circular, 2nd May 1977 to 7th May 1978.* B.R., 1977 (B.R.31139/3).

[This lists the make-up of all the loco-hauled scheduled passenger trains which ran through Mostyn. For example: the entry for the "13 00 EUSTON TO HOLYHEAD (Mark 2 Air Braked)" was made up of a Tourist second open, 5 Tourist second opens, Restaurant buffet car, First open, First corridor, Brake first corridor, Bogie brake van, Bogie brake van – a manuscript note on the original states that the last Brake was removed from 5/9/77. There are further notes: "R. 06 35 from Holyhead. Works 06 35 (MX) and alternate Mondays 12 41 (alternate Sundays) Holyhead to Euston. S. 06 35 from Holyhead. 12/420 (= 12 vehicles/420 tons) ...". A total of 219 pages, averaging about 6 trains per page, including Post Office services, but not Parcels only trains nor Parcels DMUs.

(2) British Railways, London Midland Region: *Working timetable of mandatory train services ... Crewe Holyhead and branches ... 2 May 1977 to 7 May 1978.* B.R., 1977 (Section CH); about 70 relevant pages.

(3) British Railways, London Midland Region: *Working timetable of conditional train services ... Crewe, Acton Grange Jn., Halton Jn., Chester, Birkenhead and Holyhead ... 4 October 1976 to 1 May 1977.* B.R., 1976 (Section CS); about 25 relevant pages.

(4) British Railways, London Midland Region: *Working timetable of conditional train services ... Crewe, Acton Grange Jn., Halton Jn., Chester, Birkenhead and Holyhead ... 3 October 1977 to 7 May 1978.* B.R., 1977 (Section CS); about 25 relevant pages.

(5) British Railways, London Midland Region: *Trip notice, Stoke-on-Trent Divisional Manager's Area, Chester District. Commencing 3 May 1976 until further notice.* B.R., 1976 (B.R.31142/3). 7 pages.

[Note: the railway obviously printed lots of this sort of thing, usually marked "PRIVATE and not for publication", for the information of its employees. When the next issue was circulated, the out-of-date version would automatically have been binned. And this must be why the survival rate is so low!]

Editor's page: has had to be postponed until next issue, as have reports of the S4 AGM and the Porthmadog weekend, and the next "Who are you?" instalments.

Contents