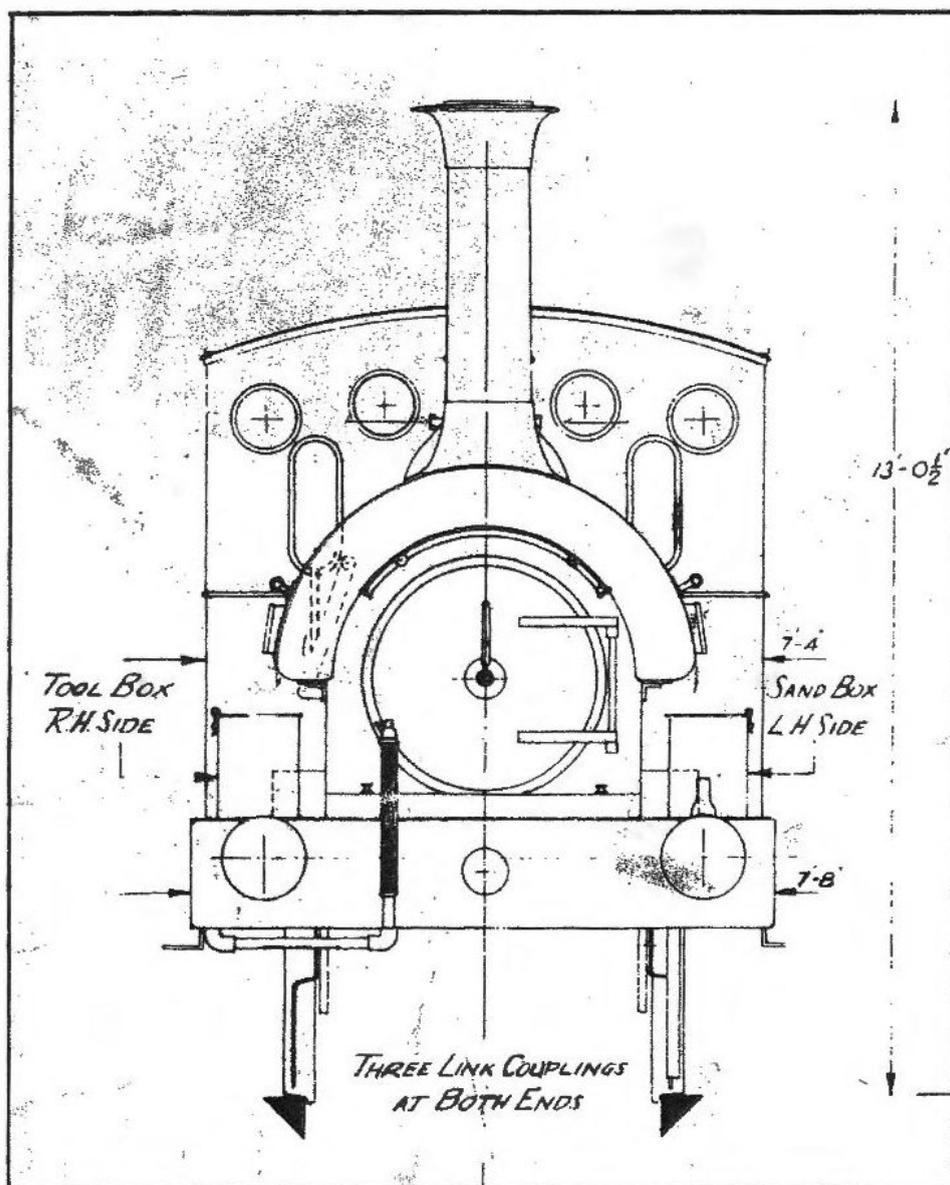


Barrowmore Model Railway Journal



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 March 2006, and contributions should get to the Editor as soon as possible, but at least before 1 February 2006.

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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 a front elevation of Cambrian Railways 0-4-0 saddle tank no.36 ("Plasfynnon"), of 1863. This is the prototype of one of the models made by Emlyn Davies which run on "Johnstown Road". For further details, see pages 9-10 of this issue.

The original drawing was by Mike Morton Lloyd, well-known for his 7mm-scale Cambrian Railways models. Mike died, age 72, in 2001, and had lived in Herefordshire for the previous three decades or so. But in the 1950s/1960s he lived on Merseyside and was a prominent member of Merseyside Model Railway Society when the clubrooms were in 102 Chester Street. Emlyn himself joined M.M.R.S. just after Mike moved south to his native Herefordshire, but of course they were acquainted.

The Editor became a member at Chester Street later still - some time in the early 1970s - when our local branch of the Protofour Society (predecessor of the current Scalefour Society) was offered space in Birkenhead for the building of the first "Adavoyle". This 21mm gauge (the Irish standard 5ft3in in 4mm scale) layout is still around, in a re-built and much-enlarged form, now named "Adavoyle Junction". It lives, permanently erected, in a purpose-built room above a double garage, at Tony Miles' Shropshire home. The facts that it is not stored at ground level (how lucky we are in this respect - no humping baseboards up and down stairs!) together with the advancing years (Tony is in his middle 80s) and decrepitude of the operating team, means an understandable reluctance to accept exhibition invitations.

Forthcoming events

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

(2005)

3/4 Dec. 2005: Warley show at NEC (“**Mostyn**” and “**Johnstown Road**” are appearing).

5 Dec. 2005: “Thru’ the gauges”: RCTS slide show, Lever Club, Port Sunlight.

10/11 Dec. 2005: Wigan show.

13 Dec. 2005: “Blue diesels” by Edgar Richards: HMRS meeting at ‘The Stork Hotel’, Price Street, Birkenhead, 8pm.

19 Dec. 2005: “Paddington to Birkenhead”. 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.

14 Feb. 2006: “B.R. in the 1980s” by David Millward: HMRS meeting at ‘The Stork Hotel’, Price Street, Birkenhead, 8pm.

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).

14 Mar. 2006: “Impression of Japanese railways” by Ted Talbot: HMRS meeting at ‘The Stork Hotel’, Price Street, Birkenhead, 8pm.

1/2 Apr. 2006: S4 North, Wakefield

11 Apr. 2006: “TOPS for beginners” by David Millward: HMRS meeting at ‘The Stork Hotel’, Price Street, Birkenhead, 8pm.

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

29/30 April 2006: Liverpool show.

3/4 June 2006: demu show, Burton-on-Trent

9/10 Sept. 2006: ExpoEM North, Slaithwaite.

(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 other events of railway interest for this column)

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

The second and concluding part of:

“1417 and 1457”

by Stan Yates

Engine and Men’s Workings at Birkenhead

Paperwork relating to the engine and men’s workings at Birkenhead is scarce and the only example I have seen relates to the period commencing 18th June 1951. The document provides a glimpse into the daily routine of the engine and the crews involved in preparing the engine and working the motor train services in 1951.

Mondays to Fridays

Departure Time		From	To	Arrival Time
5.40am	LE	Mollington Street	Grange Lane	
6.05am	EM	Grange Lane	West Kirby	6.55am
7.20am	MT	West Kirby	Birkenhead Woodside	8.16am
8.36am	EM	Birkenhead Woodside	Grange Lane	8.41am
	LE	Grange Lane	Mollington Street	9.01am
4.35pm	LE	Mollington Street	Grange Lane	
4.50pm	EM	Grange Lane	Rock Ferry	4.52pm
5.01pm	MT	Rock Ferry	Hooton	5.17pm
5.20pm	EM	Hooton	Stanlow and Thornton	5.35pm
5.52pm	MT	Stanlow and Thornton	Rock Ferry	6.30pm
6.37pm	EM	Rock Ferry	Grange Lane	6.40pm
	LE	Grange Lane	Mollington Street	7.00pm

EM = Empty Motor; LE = Light Engine; MT = Motor Train

Saturdays

Departure Time		From	To	Arrival Time
5.40am	LE	Mollington Street	Grange Lane	
6.05am	EM	Grange Lane	West Kirby	6.55am
7.20am	MT	West Kirby	Birkenhead Woodside	8.16am
8.36am	EM	Birkenhead Woodside	Grange Lane	8.41am
12.20pm	EM	Grange Lane	Rock Ferry	12.22pm
12.25pm	MT	Rock Ferry	Ellesmere Port	12.54pm
1.20pm	MT	Ellesmere Port	Rock Ferry	1.38pm
1.40pm	EM	Rock Ferry	Grange Lane	1.43pm
	LE	Grange Lane	Mollington Street	2.03pm

EM = Empty Motor; LE = Light Engine; MT = Motor Train

The engine shed at Mollington Street and the carriage sidings at Grange Lane were situated between Birkenhead Woodside and Rock Ferry stations, on opposite sides of

the main line. No time was specified in the document for the light engine movement between Mollington Street and Grange Lane or vice versa.

From Monday to Friday, it was the responsibility of Turn 484 to prepare the engine and work the early morning service from West Kirby. This was a relatively short turn, starting at 4.10am and finishing at 9.16am. This turn also had responsibility for preparing a '57xx' tank engine, before departing Mollington Street with the '14xx' at 5.40am to pick up the autotrailer and run as an empty motor to West Kirby.

In the afternoons, it was the responsibility of Turn 639 to prepare the engine, in advance of Turn 485 who would work the late afternoon and early evening services. The crew of Turn 485 would book on at 4.20pm and depart Mollington Street with the '14xx' at 4.35pm. The crew would return the '14xx' to Mollington Street at 7pm and then relieve Turn 628 on the Birkenhead Docks South Reserve shunt (a '19xx' tank engine duty) before booking off at 12.20am.

On Saturdays, it was the task of the men in Turn 445 to prepare the engine, in advance of Turn 486 who would work all of the services on that day. Turn 486 booked on at 5.25am, depart Mollington Street with the '14xx' at 5.40am, return to the shed with the engine at 2.03pm and book off at 2.18pm.

Storage and Disposal

Neither engine saw much use in 1956 but it was not until 3rd June that both engines were officially placed in store, at Birkenhead. In March 1957, both engines were moved to the former Great Central/London North Eastern shed at Bidston, along with a number of other former GWR engines, nos. 2008, 2069, 5393, 6346, 6350 and 6376.¹

In July 1957, no. 1457² was returned to service and ran a further 1,164 miles before being returned to store on 25th August 1957, at Birkenhead. Thereafter, both engines remained in store, no. 1417 at Bidston and no. 1457 at Birkenhead until both were transferred to Kidderminster in November 1958, initially on loan in the week ending 8th November 1958, the loan being made permanent in the week ending 3rd January 1959.

Both engines were withdrawn from service in February 1959. No. 1417 was scrapped at Swindon Works in April 1959 while no. 1457 resided at the Swindon Dump. In September 1959, no. 1457 was sold to J. O. Williams of Barry and moved to Barry Docks where it languished until being scrapped in November 1960.

Overhauls and Repairs

In 1949, no. 1417 underwent a 'heavy general' at Stafford Road, Wolverhampton where it acquired its new BR livery, that of lined black. It was photographed in this livery at Birkenhead Shed in March 1950. No. 1417 was one of only a handful of engines of its

¹ The engines were moved to Bidston between the 10th and 17th March 1957.

² The Engine History Card for no. 1457 held by the National Archives of Scotland refers to 24th July as the date of return to service. Bill Peto in his Register of Great Western Railway Locomotives Volume 3 suggests that it may have been 21st July.

class to be so adorned. No. 1417 also underwent a 'heavy classified' at Stafford Road in May/July 1955. In 1957, the engine was photographed while in store at Bidston. The unlined black livery had long faded and the words GREAT WESTERN could just be made out on one tank side.

No. 1457 underwent a 'heavy intermediate' at Stafford Road in 1950 and a 'heavy general' at Stafford Road in 1955. I do not know if no. 1457 ever acquired the unlined version of the BR black livery but in February 1954 the letters G W R were very visible on at least one tank side. During the 'heavy general' in March/April 1955, no. 1457 received a new coat of paint and acquired the BR lion and wheel emblem. There are several photographs dating from 1956 showing the engine and emblem.

Both engines carried the same reconditioned '517' class boiler no. 1164 at some point while at Birkenhead. No. 1457 carried the boiler from 1946 until 1955 when it was transferred to no. 1417. It is also apparent from the photographs available that neither engine acquired the somewhat ugly top feed introduced in 1944.

No. 1417 was also fitted with a deconcentrator (a device which filtered the boiler water), in common with many other ex-Great Western engines allocated to Birkenhead, but in this case the engine had been so fitted while at Reading in the late 1930s.

In their final year of full service both engines spent a large amount of time out of service, as the following table indicates:

Year 1955	WEEKDAYS OUT OF SERVICE			
	Classified Repairs	Running Repairs and Exams	Not Required	Totals
1417	46	40	92	178
1457	38	17	101	156

Sundays did not count as weekdays and there were no motor trains on Sundays anyway. No. 1417 appears to have spent more time out of service than in service and no. 1457 about the same amount of time in service as out of service.

Mileage

No. 1417 ran an average of 10,000 miles and no.1457 ran an average of 10,100 miles each year between 1951 and 1955.³ The total mileage at withdrawal for no. 1417 in twenty-six years of service was 439,412 miles and for no. 1457 in twenty-four years of service was 413,967 miles.

By comparison, nos. 1424/40/51 of the same class achieved mileages of over 900,000 miles and most engines in the '14xx' class achieved mileages in excess of 550,000

³ Figures in miles rounded to the nearest hundred miles.

miles. No other engine in the class is known to have achieved fewer miles than no.1457.⁴

Year⁵	1417 Annual Mileage	1457 Annual Mileage	Total Mileage
1951	9,704	8,538	18,242
1952	8,192	7,002	15,194
1953	10,018	9,134	19,152
1954	11,536	14,220	25,756
1955	10,472	11,629	22,101
1956	2,549	865	3,414

Autotrailer W212

The autotrailer was condemned and withdrawn from service in May 1956 but unlike nos. 1417/57, it was not scrapped but instead converted for use as a work study office at Stafford Road, Wolverhampton. The autotrailer was then acquired by the Great Western Society in the 1960s.

W212 had been constructed by the GWR as a steam railmotor (no. 93) in 1908 but was converted to an autotrailer in 1934. It is the aim of the Great Western Society to restore the autotrailer back to its original state, as a steam railmotor, and this work is currently under way at Tyseley. Further details of progress of restoration may be found on the Great Western Society website.

Acknowledgements

I acknowledge the assistance of the following individuals with the preparation of this article: Richard Casserley, the late Jim Peden, Eric Power, Bill Rear, Edgar Richards, Richard Strange and Trefor Thompson.

Main Sources

BR Engine History Cards (ERO. 3666) for nos. 1417/57 held by the National Archives of Scotland⁶

Birkenhead: Steam Locomotive Allocations from 1st January 1948 published by Steam Archive Services

Great Western auto trailers, Vols.1 & 2, by John Lewis. Wild Swan, 1991-4.

⁴ The engine history sheets for nos. 1432/59 are not available at the Public Record Office, Kew and are presumed lost. [Information obtained from Peto's Register of Great Western Railway Locomotives Volume 3].

⁵ The annual mileages for the years up to and including 1950 are not recorded on the Engine History Cards.

⁶ The Engine History Sheets for nos. 1417/57 held at the Public Record Office, Kew have not been consulted and may provide further information.

Peto's register of Great Western Railway locomotives, vol.3: 14xx and 58xx 0-4-2Ts by Bill Peto. Irwell Press, 1998.

Various public and working timetables for the period between 1948 and 1956

Records of locomotives seen on shed at Birkenhead 6C and Bidston 6F between 1948 and 1958 (supplied mainly by Edgar Richards and Steam Archive Services)

BR (LMR) Birkenhead Engine and Men's Workings commencing June 18th 1951 (ERO. 46857)

The website of the Great Western Society: www.didcotrailwaycentre.org.uk

[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", etc. 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]

[See also letter on page 12]

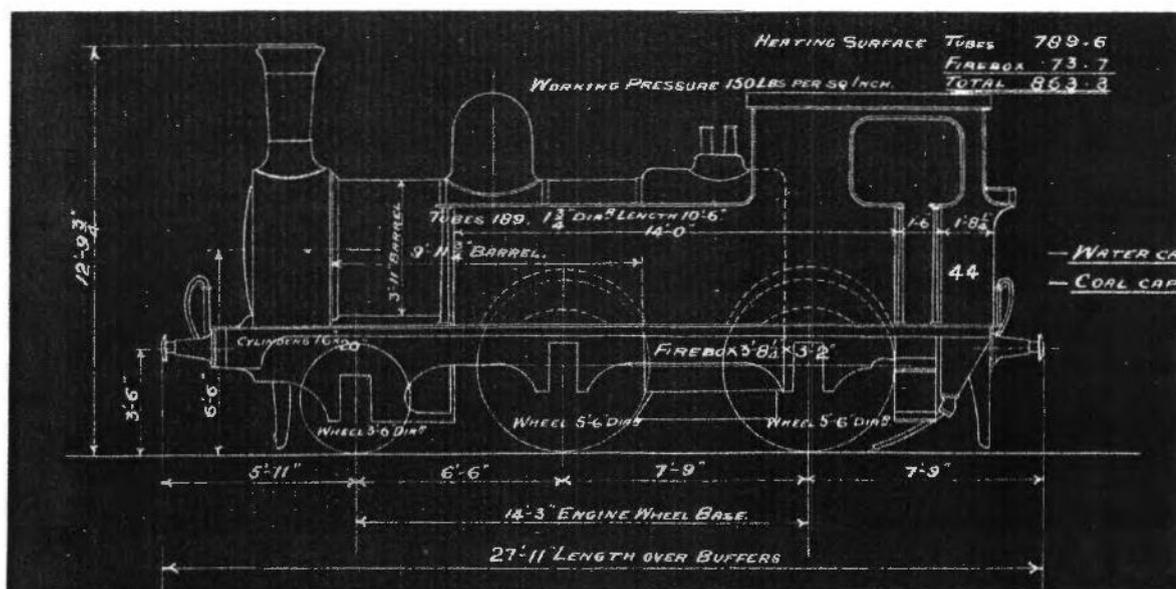
The locomotives of "Johnstown Road", part 2

by Emlyn Davies

(continued from the September 2005 issue: Emlyn's models of Cambrian Railways locomotives are described in the chronological order in which he built the models ...)

Cambrian Railways 2-4-0 tank No.44

In 1907 two of the '28' or 'Albion' class 2-4-0 tender engines were converted in Oswestry works into rather ungainly side tanks for use on some of the lighter laid



branches when needed. They were also used with an 'autocar' on the Wrexham to Ellesmere branch.

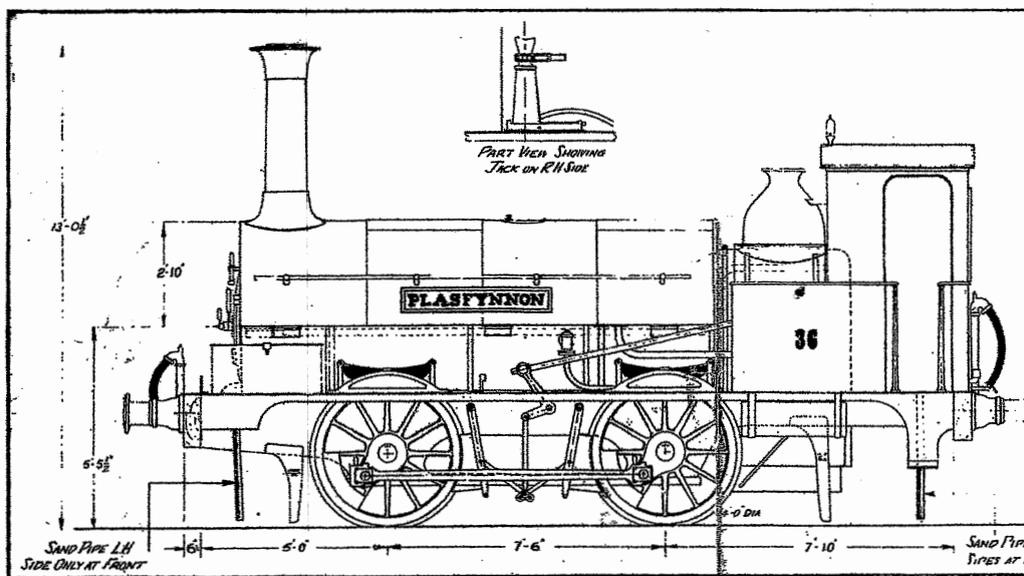
The model was built in 1980 and was the first of the passenger engines for "Porth Gwyn Wharf". I used a large Pittman motor with C.C.W. gears for this one although I had to construct a box behind the firebox back-plate to cover the worm gear. Chimney, dome, safety valves, buffers and handrail knobs were purchased, the whistle and cab fittings were produced at home either turned in the electric drill or soldered together from small section brass bar or rod. The leading wheels are lightly sprung and run in elongated slots in the brass mainframes. The bearings of the driving axles are now well worn and will soon need re-bushing, but, for the moment, No.44 runs well and is used on branch passenger and mixed trains.

Cambrian Railways 0-4-0 saddle tank No.36 "Plasfynnon"

The prototype was one of a class of three built by Sharp Stewart and company for the Porthywaen, Van and Kerry branches in 1863, the other two being No.37 "Mountaineer", and No.38 "Prometheus". As built they had no cabs, not even weatherboards. The Cambrian did provide cabs later, but they look extremely cramped.

The model was built in 1981 and is constructed from brass for the frames and nickel silver for the body. The rather unusual dome/safety valve cover was made using a small white-metal dome for the base and the top is the flared base of a brass chimney, cut off, turned upside-down and glued on - I don't have a lathe.

The chimney itself is turned from brass rod held in the chuck of an electric drill and shaped with files, a long noisy process, the whistle was turned the same way.



(The best drawing I could find, but which doesn't reproduce very well. The scale is about 4.9mm:1ft. Based on the drawing by Mike Morton Lloyd in "Model Railways", December 1976)

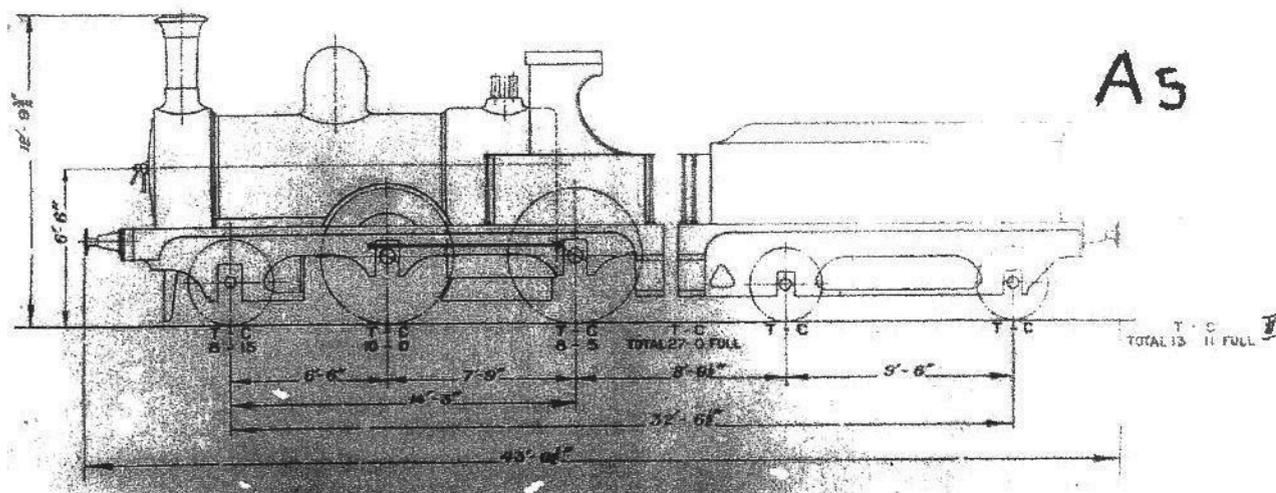
In 1981 the only reasonably efficient motor available was the Triang XT60, so one of these was fitted. This was later replaced with an Airfix five pole which was an improvement, but when new axle bushes were needed, a small Mashima round can 16mm x 28mm was fitted at the same time. What a difference a modern motor and gear-box make, at 24 years old No.36 is going better than it did when new.

The 'rivets' on this locomotive are made by applying small drops of white PVA glue with a very fine darning needle - do this after the model is painted for the glue dries clear. I wondered how long these would last. Some time later I re-painted the saddle tank and either through gross incompetence on my part or a duff pot of paint I made a complete hash of it. I didn't want to strip the whole body and re-paint it so I attacked the tank with a fibreglass brush when the new paint was thoroughly dry. Much to my amazement the new paint came off but the 'rivets' were untouched and that is the way the locomotive is now. I do have a riveting machine now and access to a lathe which makes life much easier.

With its third motor and new wheel bearings, "Plasfynnon" travels up and down the branch equally happily on short passenger, goods or mixed trains, in fact its hauling power is in excess of the prototype.

Cambrian Railways 2-4-0 No.43

These locomotives were built by Sharp Stewart from 1863 (four locomotives) to 1864-65 (six more), were all named, and known as the 'Albion' class. They were the mainstay of the Cambrian passenger fleet until the 'Beaconsfield' class of 4-4-0s was introduced in 1886.



This was the first of the tender locomotive models built and was completed in 1982. I had a drawing of the tender from the late Mike Lloyd but I had to make my own drawing of the locomotive using dimensions such as wheel spacing, wheel diameter, boiler length and diameter and as many photographs as I could find.

The model is powered by quite a large open framed Pittman motor with C.C.W. gears, it was quite a squeeze to get it into a very small engine, I had to build a box at the back of the firebox back-plate to cover the worm gear. The boiler was rolled out of a thin sheet of tinfoil on the padded top of an old kitchen stool using part of an old broom handle as the form tool. Chimney, dome, safety valve, handrail knobs, buffers and springs were purchased. The whistle, lubricators, cab fittings and handbrake column were shaped and turned in an electric drill using files.

The bodywork was made up of nickel silver, the toolbox on the tender does open and there is a set of tools inside. After more than 20 years on "Porth Gwyn Wharf", "Johnstown Road", and travelling many miles on a friend's garden railway No.43 is well worn but still performs its duties as a branch passenger engine.

Note: the weight diagram drawings on pages 8 and 10 were provided by the H.M.R.S. Cambrian Rys Steward Glyn Williams.

(to be continued ...)

Letters to the Editor

(E-mail from Steve Dennett at Ellesmere Port Library – a former professional colleague of the Editor from many years back):

"Glad to know you are still up and around. We've received the BMRJ Number 4 [at Ellesmere Port Library], which I always find worth dipping into myself. Must be the years at Widnes which have done this to me!

Anyway, I've called this e-mail "Pedant's Corner", because having read your bit of banter on pp25/6 with Ian Clark I need to tell you that, as all lovers of Cricket and Football should know, it is Bramall Lane, not Bramhall Lane. See any Football Yearbook in your local Library for confirmation!"

(E-mail from Tim Shackleton at "Model Railway Journal"):

"Issue 4 of BMRJ is the best issue of a railway fanzine I've ever seen. There's nothing in there that wouldn't find a place in any magazine I'd edit and you've clearly stolen the piece on nail polish directly from my in-tray."

(From: Frank Dineen, at "HMRS Newsletter"):

"Thank you for ... the magazines. I consider it £5 well spent. Truly enjoyable. Incidentally, my wife is a Yorkshire woman and even she had never heard of the county being referred to as 'The Broad Acres'"

(E-mail from Stan Yates of Rhyl

"David,

Just a small point of criticism. The caption on page 2 to the cover illustration [of BMRJ 4] is incorrect. As Henry and Richard Casserley travelled on the train to West Kirby they clearly could not have taken photographs of it arriving at West Kirby! See page 16 of the Journal for further information. I also have details of their itinerary on the day to hand courtesy of Richard Casserley.

Neither is the train departing. Careful scrutiny of the negative numbers on the back of the photos and the activities on and off the platform indicate that the engine is reversing to take water. The next photograph in the sequence shows the engine taking water from the column in the illustration. See "Merseyside & District Railway Stations" by Paul Bolger (The Bluecoat Press 1994/5) at pages 76 & 77 for confirmation of this.

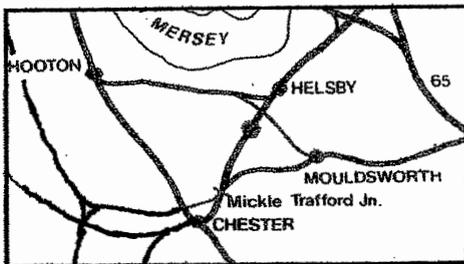
I'm not being picky. I just like to get things right. Honest!

Best wishes - Stan"

[The Editor is happy to print this correction before the error becomes folklore! BUT Eric Power points out that his drawing was "inspired" by Casserley's photograph, and differs from it in several aspects (the signal position, etc.). 'Pedant's corner' part 2!]

"David - What can you tell me about **West Cheshire Junction** in the 1930s and 1940s? Where was it exactly and is there map or plan available showing its location and the extent of the CLC sidings? Stan"

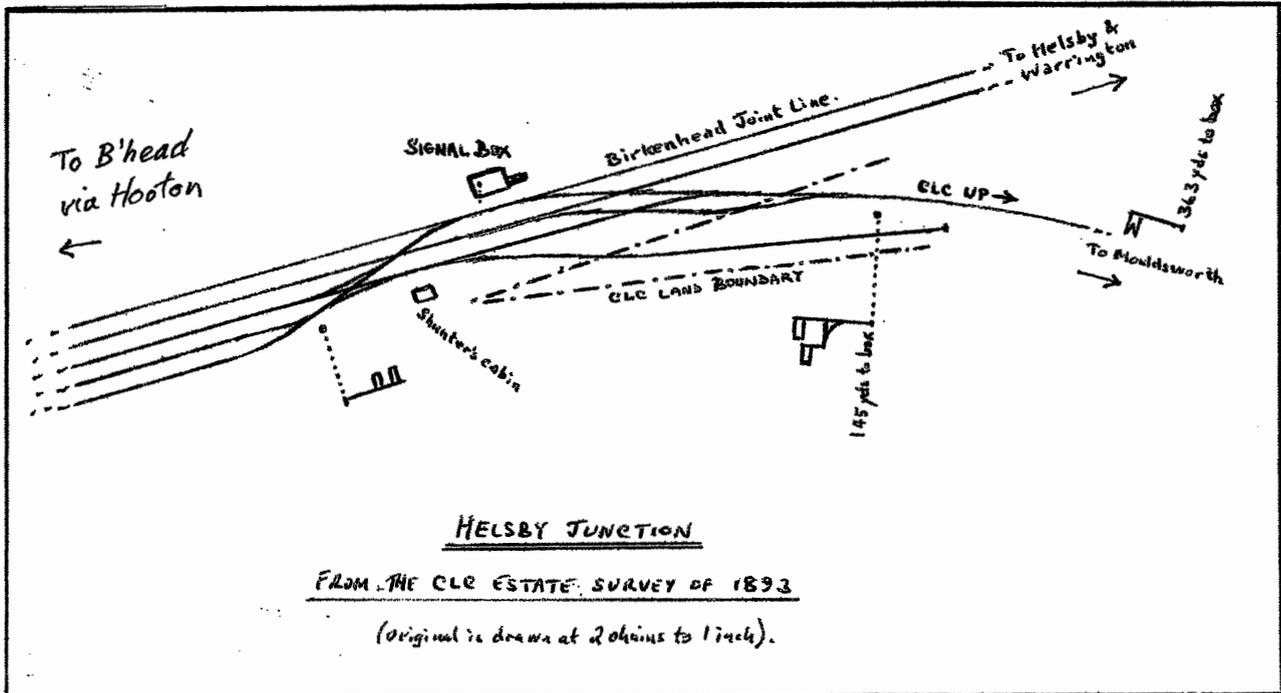
[This is not really a 'Letter to the Editor' in the usual sense, but it was a query which came the Editor's way - and the answer was thought to be of general interest, in that it seems not to appear in readily available published sources: the Editor very seldom travelled by train along the Hooton-Helsby stretch of line - he can only ever remember it in B.R. days, as overgrown sidings containing occasional Grampuses or Dogfish. So he asked a man who was likely to know: the H.M.R.S. Cheshire Lines expert Bob Miller, and this was his response ...]



"Herewith [next page] my copy of the copy I made of the 1893 CLC survey plan [in Cheshire Record Office] of West Cheshire Junction, which I see was called Helsby Junction in 1893 according to the CLC.

There seem to be 3 goods lines alongside the Joint line going towards Stanlow, I presume these are loops but the CLC survey does not show the other end. Also I presume there were more signals but presumably the CLC only showed the ones they were interested in. I understand that CLC trains were not allowed to go onto the Birkenhead main lines, but could only run into (and leave from) the goods loops. The Birkenhead Joint always worked any passenger trains onto and off the CLC line."

[Bob Miller's copy of the Cheshire Lines estate plan of 1893. There were, of course, two 'Helsby Junctions': one was this C.L.C./Birkenhead Joint junction; the other is the current joining of the Hooton-Helsby and Chester-Helsby lines at Helsby station. The C.L.C. one was commonly known as 'West Cheshire Junction' as well as the official 'Helsby Junction'.]



“Bye-Bye Daisy”: the end of ‘Proper’ DMUs on the main line

by Eddie Knorn

Christmas Eve 2003 was destined to be the last day of ‘Proper’ DMU operation on Network Rail, but on Sunday 21st December that year *first* North Western ran a special train to signify the end. By that time, only a handful of Metro Cammell Class 101 power twin units remained in service at Manchester’s Longsight Depot, typically used on local services to Rose Hill.

In May 2000, I had concocted my own “Class 101 Farewell” tour that included Llandudno, Holyhead, Blaenau Ffestiniog and Crewe, and I never felt the need to plod around the Manchester local services. But for this special occasion, I thought I ought to make an effort to pay my last respects to the survivors.

“Rail Express” magazine had given advance warning of the special tour, but for various reasons I did not obtain the ticket application details until after the closing date.

B%££%ck\$!! It was suggested to me: “Do you know anyone in *first* North Western?” I remembered that I had many dealings with their Engineering Director in the days when he was a Shift Manager at Wembley Depot, just after I had left there. The begging e-mail was sent and a few days later Andy rang me to tell me that I was very much in

luck; I was being sent a free 'VIP' ticket, allowing me to ride in 101 685, the lined green unit known as "Daisy"!

On the Saturday of that memorable weekend, I had volunteered to help my GNER colleagues at King's Cross in the morning, as they were rather over-run with passengers. From there, I was able to ride a Midland Main Line HST through to Manchester Piccadilly (very civilised). I was lodging with my long-term friend (and fellow DMU enthusiast) John and his wife Alison, who live conveniently close by. Sunday morning saw John and I travel to Piccadilly Station in readiness for the special train, although he was not actually riding on it. There was an air of expectant excitement on the station and eventually the six car special train arrived. "Daisy" was at the buffer stops, which meant she was the rear unit on the first leg out to Buxton. She even had her name applied behind each cab door. A lot of *first* North Western people were out that day, including my 'man on the inside' Andy. I never realised that a former colleague from my last job in London was a DMU fan until I saw him there. Fellow VIPs aboard "Daisy" were Phil Sutton and David Russell from "Rail Express". Also aboard was somebody with whom I had been in contact through the internet but never met before, Editor of www.railcar.co.uk, Stuart Mackay.

For the record, the farewell train comprised set number 101 676 (51205 – 51803) in Regional Railways blue, 101 693 (53266 – 51192) in 'Strathclyde red' and of course 101 685 "Daisy" (53160 – 53164) in lined BR green. All vehicles were powered. 51803 was notable in being a former 'Strathclyde red' vehicle that was formed in a unit that had gained this livery at Swindon Works; on its way back to Scotland, the unit had been 'borrowed' to work on Birmingham's Cross City Line!

The multicoloured DMU had no difficulty climbing to Buxton, where there was a short break. Back down the hill and through Piccadilly on the lines to Oxford Road, (my friend John obtained some photos from the UMIST buildings) then on through Lancashire to Preston. During the short break there, I bumped into John Nolan, who provided the vintage bus for the Scalefour Society AGM last Summer; he had made the trip across to get a few final photos.

From Preston, it was time for a good fast run along WCML to then branch off to Morecambe. "Daisy" was in the lead and I had bagged a good seat in the front saloon. From Morecambe, we flitted across to Heysham and back and then with "Daisy" at the rear we left the branch taking the northern curve to get to Carnforth and on to Barrow in Furness. Three power twin units means six motor coaches which means twelve engines – in theory. For most of the day we had been running on ten engines, but leaving Morecambe, one of the indicator lights went out, so we were down to nine – would we complete the trip? Barrow Station on a December Sunday evening would normally be a desolate place, however the presence of the special made the place seem a bit more civilised, but it was cold. The gentle tick-over of the engines and the warm glow of the lights through misted-up windows was something us DMU enthusiasts had taken for granted for years, but now it was about to end. There was an 'atmosphere' on the station, probably on account of the large number of DMU well-wishers that had alighted from the train.

At the appointed departure time, we all climbed aboard for the final leg of the tour. Once again, "Daisy" was at the front of the train; even with only nine engines running, the six car train reached its maximum speed of 70 miles per hour without any problem. Even at this speed, there was no drama, just the background hum of the engines and the gentle rattle of the sliding sections of the windows. After mile upon mile of fast running, we were back at Manchester Piccadilly's Platform 13. Many of the DMU

faithful swarmed around the eastern end of the platform as the six car empty train departed for Longsight Depot.

So, for me, that was it. I did not have a suitable slot in my diary to do the last ever runs to Rose Hill on the night of Christmas Eve, but I was pleased that I had been able to enjoy the farewell special, and that I had been able to see "Daisy" and friends off in such style.

[Dennis Morley is from Crosby, Honorary Secretary of the West Lancs Gauge O Group, and well-known as a model rolling stock painter. Several years back, Dennis gave a demonstration/workshop on lining to our local H.M.R.S. Group, and wrote a piece on the topic for the "Merseyside Express". He was recently persuaded to give a talk on painting (in general) to the same group, and it transpired that he had available an up-dated version of the first article. So here it is ...]

"PAINTING AND LINING"

by Dennis Morley

PRELIMINARY

These notes assume that the model to be painted is plastic or metal, rather than wood or card. However, the details of transfers, lining and finishing apply in all cases.

Firstly, the model must be clean. Jif/Cif is useful here; I use an old toothbrush to scrub the model, and then rinse off the soap with warm water. When the model is completely dry - I leave it overnight in a large box in the airing cupboard - it is ready for primer - or, if a metal model, a burnishing with a brush with soft brass bristles.

A trick I find useful is to leave the model in the aforementioned large box in front of a fan heater before paint of any description is applied. The primer or paint will then dry more quickly, thus reducing the possibility that dust or other contaminants will fall onto the surface and become fixed as the paint dries. If, however, the model becomes too hot to touch or, if plastic, melts, then you have probably forgotten about it! This very real possibility is avoided in my case by sitting the box on the floor by my feet; when I become uncomfortably hot, so has the model!

The primer can now be applied. I find Halford's car sprays ideal; there are two main kinds of primer - plain 'primer' for metal, and 'plastic primer' for anything else. I find the best way to use these spray-cans is to hold them about a foot away from the model and move the spray briskly along the model. Two or three passes on all surfaces should be enough.

When the primer is dry the model should be examined for blemishes - little hairs, fluff, flies, etc., can get caught. Sometimes a needle or a wooden toothpick will do to scrape the blemish off gently; sometimes a sharp knife will do the trick. If an orange-peel effect is present, this usually means that the can was too far from the model, and the little pellets of paint were almost dry when they hit the model. If there are 'curtains' of

paint where the paint has run, this can mean that the spray was too close to the model, or that too much paint has been applied.

The remedy in the latter two cases is to emery the surface until the blemish has gone. I find that a curved knife-blade scraped carefully along the ridge of the 'curtain' may also help. When I am satisfied, I re-spray the primer. Sometimes, of course, it is necessary to strip the paint entirely and start all over again: as I hate this procedure, I only do it when all else fails!

It is always a good idea to practise on spare material if there is any doubt as to the final effect.

FINAL COATS

The top coats may now be applied. I prefer to use a suitable Halford's (or other appropriate) car spray, as this gives a good, hard, glossy surface on which to apply lining and transfers, and also dries quickly. At least two coats should be applied, in the same way as for the primer, and when I am satisfied with the colour I leave the model for a day before the next stage.

When I am using proprietary enamels such as Humbrol for the top coats, I prefer a gloss finish if possible. I thin the paint to the consistency of milk, or a little thicker if the weather is warm, and use a Badger 150 to spray the paint. The same strictures apply as with aerosols, however; not too close or far away, and not too thick! It should, however, be remembered that, with an airbrush, the paint comes out in much finer globules and is much more controllable than with an aerosol; it is therefore much easier to see how the paint is actually landing on the model and adjust accordingly - i.e. pull back with the gun or give another coat in a particular area if necessary. I then let the model dry off before giving another coat, but I quite often find with enamels that one coat is enough. I was interested to read that Steve Barnfield applies a second coat of enamel before the first coat is dry, so that the second coat 'melts' into the first, so to speak.

If the model is plastic and has a coat of plastic primer, it is better to use enamels for the top coat; there is always a risk that coloured car spray will attack the plastic even if very sparingly applied.

Incidentally, if you do not have an expensive airbrush, the basic Humbrol spray gun gives decent results. I use mine in emergencies, or when painting large-scale models. In addition, Humbrol, Railmatch and Precision all produce spray-can versions of their most popular colours.

LINING

One method of lining is to use transfers, of which there are several kinds:

a) waterslide - perhaps the simplest form to use, known as 'decals' in the U.S. and redolent of our younger days with Airfix kits ! These transfers need to be applied to a

high gloss surface so that the carrier film does not show through. If the surface of the model is not gloss, it is best to spray a coat of gloss varnish first..

It is possible with this sort of transfer to make your own, by painting the required design onto blank transfer paper, which is available from Fox transfers. I normally make all my boiler banding in this way. It is advisable with both home-made and bought-in waterslides to paint an additional coat of gloss varnish over the design, as some are so fine that they curl up into unusable spirals as soon as they hit the water. Leave the varnished transfer until the following day before use.

b) Pressfix - very useful, but lining is awkward because of the stickiness of the transfer. I find that, in order to keep the lining straight, it is preferable to apply it to waterslide paper and varnish over (as already noted), so that I have more control over application when I eventually use it as a waterslide transfer. A trick I have learnt is that, if the surface to which the Pressfix transfers are to be applied is damp, I can move the transfer about easily before pressing it down in the right place. This is very useful for numbers, so that 23456 can be applied in that order, straight from the sheet, and then rearranged in situ into 42536. This is particularly helpful with coaches, where the same number might have to be applied four times!

c) methylated spirit transfers (sold as 'Methfix') - the oldest form of transfer, as used by the old railway companies for their coats of arms, etc. The great advantage of these is that they are extremely fine and do not project from the surface of the vehicle as much as (a) and (b). They take longer to affix than the above, however, and care must be taken not to slosh too much meths about to remove the backing paper, as this can mark the paint.

d) Rub-on. 'Letraset' was the originator of this form of transfer, which was at one time produced in a huge variety of styles for the graphics industry. Since the introduction of computer graphics, however, the range of transfers on offer has almost dried up, but a limited variety of letter faces can still be found in specialist shops.

Another method of lining is to use a draughtsman's lining pen, which has sadly also fallen victim to the march of progress, firstly due to the invention of the Rotring pen, and then to the advent of the computer. Drawing straight lines with a lining pen charged with paint and drawn along a ruler is not difficult with a little practice. A steady hand helps, but this is more important for small curves.

The most difficult thing about using one of these pens is acquiring one in the first place. Specialised art or stationery shops can sometimes order Staedtler or Rotring (this firm does also make lining pens, curiously enough) lining pens, but I have found that these usually require some work with emery paper before they are successful. The Swiss firm of Kern used to make very fine, high quality pens, but went out of business some five years ago; there are rumours that they have re-started production, but I have not found a supplier. French supermarkets usually have reasonable stationery departments selling the old-style maths instrument set; if the pens are plastic, ignore them, but I have often found that there are sets containing brass drawing instruments which require less work than the ones available in this country, and which are far cheaper. Next time you are in

France, search round! Finally, of course, it is possible to come across instruments in antique or junk shops. These are often usable straight from the box, but do not pay exorbitant prices for them.

The blades of the pen need to be springy rather than solid, with the tips neither a sharp point - these tear the surface of the paint - nor too round, when the necessary capillary action will not easily take place. Seen from the side, so that you see both blades in outline, the shape should not be fat, nor skeletal, and should both be the same length. If these criteria are all met, all you need to do to paint a line is to charge the blades with paint using a paintbrush, wipe the outside of the blades clean, practise on paper to test the dilution, and then draw the pen steadily along the work against a metal ruler or straight-edge.

One point to remember is that paint can always be removed, at any stage. If the top coat has dried with a blemish, try fine emery to clear it; if this fails, paint stripper will be necessary. If the lining is unsatisfactory, either wait until it is dry and use the lining pen to clean up the line, using the topcoat colour; or, before it has dried, use a wooden toothpick to prod the excess in to place, or remove it. On more than one occasion I have successfully drawn a toothpick along the ruler to thin the whole length of lining.

Perhaps the most difficult part of lining is in forming curves and corners. I find that French curves - which I like to think are so called in honour of Brigitte Bardot! - are very helpful for the sweeping curves of varying radii, on cab side cutouts for example, while the single-radius curves on splashers and wheels are more suited to the bow-pen. As for corners, I prefer to use a lining-pen (not the bow-pen) freehand for these, though others use a brush. Sometimes it is easier to use transfer corners, which can then be joined using the lining pen.

FINISHING

I usually airbrush two coats of varnish over the finished job. This protects the model and evens out the finish. I use Ronseal Satincoat (not the quick-drying variety, which is water-based) unless a gloss finish has been requested. For this I use Humbrol gloss varnish, cut with 5% satin, as Ian Rathbone suggests. I have found it possible to add various makes of varnish together to create greater or lesser degrees of 'satin', without the final result curdling. It is essential, however, to mix only one type of varnish or paint - it is not possible to mix acrylic and enamel, or water-based and acrylic, for instance. If a dead matt finish is required - I would only recommend this for wagons, or locos which will be weathered to represent near-dereliction! - I find Railmatch to be the best. I have also tried the proprietary varnishes produced by the big DIY firms, and have found them to be useful; they are usually a little thinner than Ronseal, which is no problem for airbrushing, as they simply require less thinners.

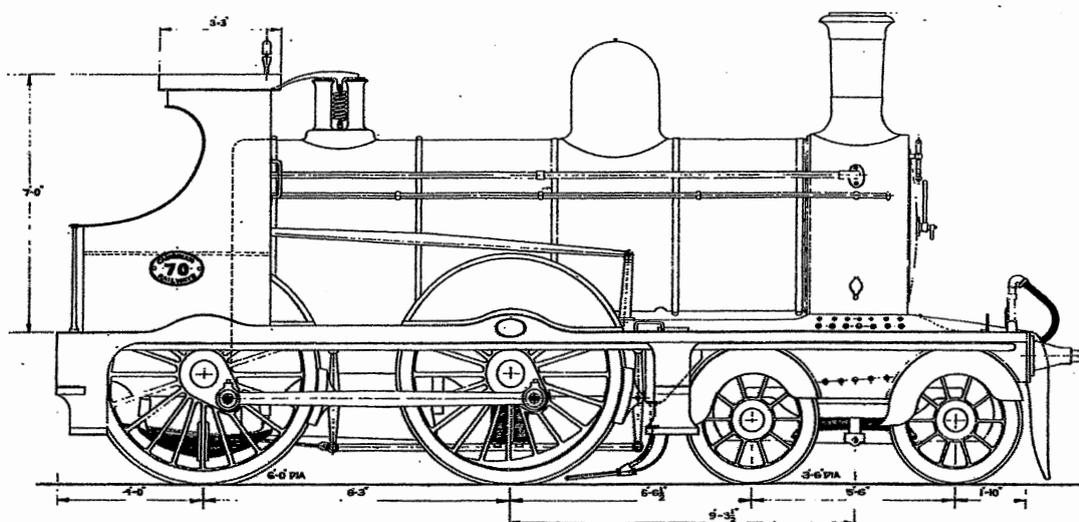
Mention of weathering leads me to emphasize that, no matter how well or lightly done, this process almost always significantly reduces the value of a model, unless it can be easily removed. To this end, I prefer to use water colours or powders after the final varnishing. The "weathering" can then be washed off if required. I am always happy to

buy these models at reduced prices - I can restore them to their proper finish quite happily!

CAR-SPRAYS AND RAILWAY EQUIVALENTS

Rover damask red	- M.R./L.M.S./B.R. red
Rover Brooklands green	- G.W.R./B.R. loco green
Ford laurel green	- ditto
Land Rover Coniston green	- S.R. dark olive green*
Ford highland green	- B.R. diesel light green band
Rover russet brown	- G.W.R. or Pullman coach brown (to go with
Rover primula yellow	- G.W.R. coach cream
Ford rosso red	- B.R. coach carmine (to go with
Vauxhall gazelle beige	- B.R. coach cream
Peugeot antelope beige	- B.R. coach cream (well worn)
VW Pargas blue	- L.N.E.R. garter blue/B.R. diesel blue*
Ford fjord blue	- ditto (but slightly more blue, less green)
Daewoo dark red	- L.N.W.R./L.Y.R. coach plum lower panels*
Daewoo Casablanca white	- L.N.W.R. coach bluey-white upper panels
Peugeot royal blue	- C.R./B.R. steam loco, Stanier Coronation blue
Rover pageant mid-blue	- L.M.S. Coronation blue (my preference)
Rover midnight blue	- S.D.J.R. blue; C.R. dark blue
Halford's plastic bumper	- Any roof grey
B.M.C. tan	- Stroudley L.B.S.C. ochre*
Vauxhall Brazil brown	- L.B.S.C. umber
Vauxhall Gambia red	- N. Staffs maroon; N.E.R. coach red
Vauxhall mustard yellow	- B.R. loco yellow warning panel
Plastikote nut brown	- L.Y.R. coach upper panels

* Alas, no longer available from Halford's, but they will mix it for you; it then costs just over twice the normal price.



Cambrian Railways 4-4-0 no.70 of 1894

Widnes Library Railway Collection

Regular readers of our magazine will have seen reports of progress (or even 'lack of progress'!) of the public availability of this valuable reference source for transport history enthusiasts. The basis of the problem was building/refurbishment work which was undertaken Victoria Square, Widnes, aimed at greatly increasing the size and facilities of the library. Unforeseen problems arose with alterations to this Victorian building, which resulted in flood damage to part of the basement. Luckily, most of the railway collection stock was still in store miles away in Oldham. The Editor wrote to Halton Council to (mildly!) complain about the delay in the re-housing of the collection, and received the reply which is reproduced below:



Our ref
If you telephone
please ask for
Your ref
Date
E-mail address

Paula Reilly-Cooper
x4096
6th October 2005
paula_reilly-cooper@halton.gov.uk

Mr H. D. Goodwin
"Cromer"
Church Road
Saughall
CHESTER
CH1 6EN

Dear Mr Goodwin,

Following your letter regarding the Railway Collection, Howard Cockcroft has asked me to give you a progress report on the timescale for its relocation back to Widnes.

As you are aware the collection was put into storage whilst the "old" library was refurbished. The intention was for it to return when the building reopened last September. However, this was delayed due to the flooding which affected the basement. There was extensive damage and all the materials which were recovered had to be relocated elsewhere in the building. This had a knock on effect on storage in the building and meant that the room identified to house the Railway Collection (crèche room) on the first floor could not be released.

I am pleased to report that the conversion of space on the ground floor to accommodate the crèche is now complete. This means the "Railway Room" is at last available and over the course of the next few weeks it will be shelved and furnished so we will finally be able to bring this valuable collection back to Widnes.

I apologise for the delay in restoring the collection to site but the severity of the flood damage, subsequent drying out, repair and conversion work has taken far longer than we expected. I appreciate the collection is valued by transport historians and enthusiasts throughout the North West and hope that you will find the new room to be a vastly improved facility. I will contact you again to let you know when the collection is back on site at Widnes.

If you would like to discuss this matter further please do not hesitate to contact me.

Yours sincerely

Paula Reilly-Cooper
Library Services Manager

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INVESTOR IN PEOPLE

Richard has also mentioned the subject in his regular column in "Rail Express". I will keep readers informed when I hear news of progress.

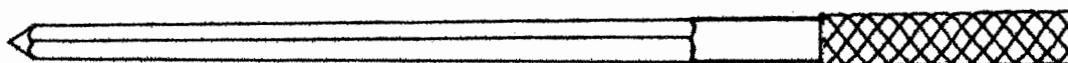
Workshop notes: no.6, Broaches

One of the most expensive items in many modellers' toolkits is that set of 'number' drills — usually from numbers 61 to 80 (middling small to horribly tiny), which will now cost somewhere between £10 and £40 depending upon quality. Replacements for the inevitable breakages are similarly costly, with the smaller — and hence more breakable sizes up to £1 each, and not easy to come by. And of course you break that no.63 drill (you don't have a spare) just when you need it! These imperial drill sizes are now basically obsolete, which is one reason for the high cost, and metric drills of similar diameter are often around half the price. Given that we modellers are usually drilling sheet material to suit a wire or fitting, then a modest selection of metric drills and a set of taper broaches will allow us to make any size hole we like, a policy long advocated in Iain Rice's writings. Here we consider the broach, a useful tool that deserves to be better known in modelling circles.

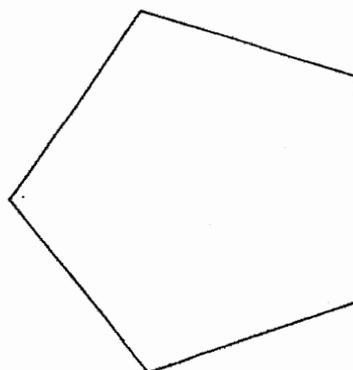
A straw poll of my local model club members several years back revealed that sixty percent of them did not own a broach. In fact, nearly half had never even seen one. Bad news for Ratners, you may think, but we are not talking jewellery here. The broach in question (a simple watch-maker's hand-tool) is an essential part of the modeller's armoury - and one that could do with a public relations job.

We ignore here the other sort of 'broach' used in engineering trades — a press tool which makes an irregular-shaped hole in sheet metal. In the traditional clock- and watch-making trade, two types of broach are commonly used. There is the **cutting broach**, used primarily for enlarging holes, and the **smoothing broach** which polishes them. Here, we'll deal with the cutting variety, which is the one of most use to modellers. Although you will often find that they are manufactured in Switzerland they are readily available here, and I give some sources below.

What a broach is: Imagine a piece of tapered steel rod between three and six inches in



length, with five equal flats ground on the sides. Where each flat intersects its neighbour there is a sharp edge, and it is this which does the actual cutting (see diagram). Diameters range from 0.3mm (about 0.010in) up to about 6mm (about 0.25in). The nominal sizing of individual broaches is usually by metric measurement of diameter or by twist drill number gauge, using the even numbers only. In each



enlarged
section
through
broach

case, the measurement is taken from a point 10mm from the thick end, and represents the largest diameter of cut available from that broach. And that's all there is to the broach, apart from a knurled finger grip at the top - the diagrams should make all plain.

Using the broach: If you have ever used the tang of a file to open out a hole in sheet metal then you have already used a very crude broach. In effect, the broach is a sort of tapered reamer, and its purpose is to enlarge an existing hole in sheet metal or plastic. You simply drill a hole smaller than you require and use a broach (or series of broaches) to open it up until it is just right. However, it cannot be used in a blind hole. (A 'blind' hole is one that does not go right through the material, and in which the tool will bottom before completing its cut.)

To use, insert a suitably sized broach into the hole which is to be enlarged up to the point where it is about to jam. Then simply rotate it with the fingers while at the same time pushing it further through the hole, thereby removing small amounts of plastic or metal by the shaving action of its corners. Remember to keep testing the enlarged hole for size in order to avoid making it too big - it's difficult to put material back! That's all there is to it.

Care and precautions: As with all small tools, be careful not to overload a broach; if it should jam or stick, ease it out gently, and try again. A little oil or soap for lubrication is a good idea, especially in 'sticky' materials like white-metal. Try to avoid using your broaches in hard metals such as stainless steel as these will quickly blunt the cutting edges. You can, of course, sharpen a blunted broach using a slip-stone or grinding wheel, rubbing each flat along the stone to restore the angle where it meets the next flat. Lightly oil the broach before putting it away, both to prevent rust and to provide an element of lubrication next time it is used.

Conclusion: From the foregoing you will realise the potential value of these tools to the modeller: apart from anything else, they can save a lot of money in broken small drills, as well as enabling you to get away with far fewer drills in the first place. It is probably sensible to buy your broaches as a set from watch-makers' or modellers' suppliers. As a start, I would suggest a set of six, from about 0.75mm (0.030in) to 3mm (0.12in). These should cost you about £11. Now this may seem like a lot of beer money but when you consider that commonly available number and metric twist drills covering the same size range could cost you at least £40, you begin to see what a bargain broaches are. Individual broaches are priced from less than £1 for a number 80 (0.3mm) to nearly a fiver for a number 10 (4.9mm), so you can see that in the smaller sizes they can be cheaper than twist drills.

Now we come to the vital bit - **where do you get them?** They are a specialist tool, so you won't find them stocked by your local DIY Superstore. In the larger sizes (when they are sometimes listed as 'Lancashire broaches') they can often be obtained from engineering firms advertising in *Model Engineer* and similar magazines. The most useful smaller sizes of broach are sold singly or in sets by suppliers to the clock and watch trade, the better tool dealers, or a few model-maker's suppliers. Try the following, some of whom attend the larger model railway shows such as IMREX, Manchester, Warley, and also specialist events such as ExpoEM, Guildex and Scaforum. If all else fails, you can try mail order - possibly via the internet - but it must be admitted that seeing exactly what you are buying is hard to beat! All these firms

listed below can supply a telephoned order.

Shesto, Unit 2, Sapcote Trading Estate, 374 High Road, Willesden, London NW10 2DH. Tel. 020 8451 6188. Website: www.shesto.co.uk

Squires Model & Craft Tools, 100 London Road, Bognor Regis, West Sussex PO21 1DD. Tel. 01243 842424. Website: www.squirestools.com

Eileen's Emporium, PO Box 14753, London SE19 2ZH. Tel. 020 8771 3366.

Mainly Trains, Unit C South Road Workshops, South Road, Watchet TA23 0HF. Tel. 01984 634543. Website: www.mainlytrains.com

“Who are you? (Emlyn Davies)”

Well, that's what the label says, but after three score years and ten, I am probably less sure of who I am now than I have ever been.

In life we all play so many parts: as son, brother, friend, colleague, lover, husband, father, grandfather – as well as model maker, artist, poet, sailor. A right mixed-up old curmudgeon. One of the problems is that the outside may say ‘seventy-plus’, but the inside is only ‘thirty-something’.

All this began however back in June 1935 when I was born in Wrexham. My father was Deputy Head of a local secondary modern school where he taught history, although his life-long greatest interest was music. He always said that to try to teach music to the uninterested and untalented would destroy it for him

I spent all my formative years in Wrexham except for holidays with an aunt and uncle in Birkenhead, where trips down to Woodside and on the ferries developed in me an interest in ships and the sea. First attending the Wrexham Victoria Road infant and junior schools, I was fortunate enough to win a scholarship to Grove Park Grammar School at the age of ten. Here I basically idled my time away but found a group of friends with a like-minded interest in railways, although none of us had the remotest desire to become engine drivers, or work for or on the railway.

At that time (in the late nineteen forties and early fifties) there were still many locomotives dating back from the previous century in daily use: I can still vividly remember the ‘Dukes’, ‘Bulldogs’, ‘Saints’, ‘Stars’, ‘Dean Goods’ and just the one ‘Aberdare’, plus pannier tanks of all ages. It was a similar story on the old L.N.E.R. line into Wrexham Central, and of course ex-Cambrian Railways locomotives came into Wrexham Central from Ellesmere on goods trains almost daily

In those far-off innocent days when this country seemed to be a much-less dangerous place than it is now, our parents didn't worry if we went off to Chester, Crewe,

Oswestry or Shrewsbury train spotting. We just had to go to Crewe for there were still brand new locomotives to be seen coming out of the Works.

Why I have had this great and abiding interest in railways I don't know, but it has always been there. My mother used to tell me that when she put me in the pram to go out I would point up the road and say "trains!" – our house was only five minutes walk from Croes Newydd shed and the shunting yards.

My earliest recollection of 'toy trains' is being taken to a toy shop in Ruabon to buy a new truck, sometime near the beginning of the War. To see a window almost full of those red Hornby boxes was amazing. My Hornby set was never particularly impressive, the largest locomotive being an 0-4-0 tender loco, the nearer scale and more expensive models being out-of-production and too expensive anyway.

After the War I met a friend who had a three-rail gauge O set, with models by Bassett Lowke, Leeds Model Company and Hornby; many a day was spent setting out ever more complex track plans on the floor of the attic.

My first OO set was one of the early Graham Farish ones, an oval of track, a Black Five and a few wagons and a brake van, with a battery controller; I never did have Hornby Dublo. My interest faded when Farish didn't bring out any points (well if they did, then I didn't find any) and anyway girls suddenly seemed to be very appealing.

School days ended, and having by some miracle collected sufficient 'O' levels to select from a number of careers, I decided that I would follow my other great interest, ships. I applied to go to Conway, the Merchant Navy training school on Anglesey. Sadly, I wasn't accepted because I had suffered from mastoiditis following measles as a child. The same reason however caused me to be rejected for National Service.

At that period in my life, a teaching career had a certain appeal so I went to Bangor Normal College in 1953 and two years later left with a teaching certificate having had a wonderful time – despite lectures five-and-a-half days and three evenings a week, and back in college with lights out at 10. Unbelievable in these days, and don't forget that most of the students had done two years National Service and were over twenty years old.

From there I went to teach in London, visited my first model railway exhibitions, and began dabbling in OO, building Peco wagon kits and locomotive kits by Wills and K's when they appeared. Here I also met and married my wife, started a family and bought a two-bedroomed maisonette. When a girl, then a boy, appeared we started looking for a house, but each time we found one we liked we were beaten back to the agents by viewers who had cars: we used buses. In the end we gave up, and I got a teaching post in Ellesmere Port and settled in Wirral, living at that time in Eastham.

We moved up here in 1962 and I joined the Merseyside Model Railway Society when they had just one house in Chester Street – this must have been the mid 1960s. I never did join a group in those early years at Merseyside, but began to scratch-build wagons and locomotives in OO gauge. Many of these locos were built from drawings in *The chronicles of Boulton's Siding*, by Alfred Rosling Bennett [a book describing the work

of Boulton & Watt] and used early Farish 'N' gauge motors. I used to enter the club competitions but the judges, rightly, rejected my efforts – they were bad, but at least I tried.

Two seemingly simple events ended up altering my entire modelling life: the first was an article in "Model Railway News" about building an O gauge model of a Peckett saddle tank on a Lima 0-4-0 chassis; the second event was being offered such a chassis for £1 by Jerry at City Models & Toys in Liverpool. Needless to say, I just had to have a try and so built a small outside-cylindered industrial and took it to the club. That evening in the library, Jim Sullivan, John Staneke and the Rev. Bob Varley all looked at the model and each said that he had been building gauge O wagon kits and wouldn't it be nice if the club had a gauge O layout again. That model which started it all soon warped (I have no luck with Plastikard) and was re-built in metal as a side-tank based upon a Lowka Foundry prototype.

After much discussion and drawing of plans, a 16ft x 2ft self-contained layout was decided upon, and so "Porth Gwyn" was born: a quayside layout with the fiddle-yard hidden behind a cliff and gravel-loading facility. Jim, John, Bob and myself all made buildings for the layout and fired by enthusiasm I began building Cambrian Railways locomotives. So "Porth Gwyn" became Cambrian almost by default

For its time "Porth Gwyn" was a bit of a ground-breaker being very compact for gauge O, scenic and well-detailed, so invitations to exhibit were received from all over the country. This eventually led to the layout's downfall as we all became fed up with attending exhibitions, so a few years later it was sold and the money put towards a large, permanent, and I think, not so successful layout.

Meanwhile I continued to build Cambrian locos, coaches and wagons with the help of drawings by the late Mike Lloyd, for a layout of my own – still not even begun!

On the work front I was becoming increasingly disenchanted with the way education was going, so at the age of 50 I took early retirement, and a much reduced pension. After two years happily retired I was approached by my good friend (and later boss) Chris Moseley to see if I would help out at the Maritime Museum in Liverpool for three months preparing ship models for an exhibition. With some trepidation I said "yes", for this was a new challenge for me. That three months contract led to more and eventually a permanent post and promotions, and twelve and three-quarters years of a second career cleaning, repairing and generally preparing scores of glorious ship models for exhibitions. They even sometimes asked me to make models for the collections – what a job! And I was paid as well. When I came to 65 I found that I didn't want to retire: I was having too much fun. But rules are rules, and I had to go.

The rest you probably know: the fact that John Staneke asked me to look after and finish off his layout together with some modellers who knew what they were doing, and the founding of the Barrowmore Group, bring the saga up-to-date – well almost.

I am still making models of small boats, and I still have quite a collection of kits still to build: two Cambrian locomotives, and several wagons, plus signals and all the bits for a boat yard. Well, it's supposed to keep me out of mischief.

As I didn't follow in my father's footsteps as a musician, so my son has no interest in railways; he shares my love of sailing though. I have nine grandsons and a grand daughter. Some of the boys are definitely showing an interest in model boats and trains, so there is hope for the future yet.

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“Thurstaston: prototype coaching stock”

by Bryan Johnson

Part of my research into the prototype for my model of Thurstaston station involves identifying the rolling stock requirements.

The main part of the layout operation is based on the prototype operation in 1951, and my aim is to make this as accurate to the prototype as possible. There will be an additional period running up to 1962 that will feature mainly prototypical trains, plus some others to allow me to run models that I like, which would still be suitable might-have-beens for the line.

In order to do all this, I have tried to identify the types, and where possible the numbers, of locomotives, coaches and freight vehicles that ran on the branch during the British Railways period. This article documents the results of this for the coaching stock; a later article will cover the locomotives and freight stock. Much of the information has come from detailed study of published photographs, although some has come from other sources. The order of the items in the articles mainly reflects the order in which the models have been / will be / may be built.

Regular Service Trains

GWR Autotrain

This train made occasional forays to West Kirby. In my period, 1951, this was restricted to an empty stock working from Blackpool Street sidings, Birkenhead, returning as the 7:24am from West Kirby to Birkenhead Woodside.

The only identified coach is W212W, a diagram A26 trailer coach which was converted from steam railmotor No. 93, Diagram R, Lot 1142 of 1908 in May 1935. This coach has been identified in earlier publications, and reinforced in the recent articles in the Barrowmore MRG Journal. It features in the H. C. Casserley photographs taken at West Kirby station in 1954 shown on page 27 of Railway Stations of Wirral². These photographs show a single livery, which I believe to be all over carmine.

The coach is still in existence at the Didcot Railway Centre. Work is in progress to reverse the 1935 conversion back to a self-propelled steam railmotor.

LNWR / LMS 3 coach rake

This rake of three coaches appears in two photographs, probably taken on the same day in 1954. One photograph on page 51 in Past & Present Part 6³ shows the train heading through Kirby Park towards Hooton hauled by an ex-GWR 2-6-2T. The other appears on page 26 of Railway Stations of Wirral² and shows the train running in the opposite direction.

I believe that the three coaches are, from the Hooton end:

1. LNWR D146 57' Lav Composite
2. LMS Period II Composite
3. LMS Period II Brake 3rd

The LNWR coach has been identified by being the only LNWR coach with a 4 compartment / toilet / 4 compartment layout. The centre coach is a steel panelled composite, shown by the wider spacing of the windows in the 3 centre compartments. The final coach is also steel panelled, with 6 narrow compartments indicating third class. The brake coach shows a light above the guard's ducket, which was discontinued early in the production of Period III stock.

A more detailed examination of the photo gives clues and questions to the livery of the coaches. The Brake 3rd has its number at the right hand end, 1 compartment in from RH end, roughly halfway between the waist and bottom of the side. This is consistent with the British Railways maroon livery, un-lined for secondary stock, introduced in 1951. The composite has its number at the left hand end, and appears to be a lighter shade. This is consistent with the first British Railways livery of un-lined carmine for secondary stock, introduced in 1949. The LNWR coach has its number at the right hand end, just under the window. This would be appropriate for LMS livery. As there is no indication of class numbers on the door exteriors, it would appear to have been de-classified, otherwise the LMS class numbers should have been visible on the compartment doors.

Although the photograph is slightly later than my exact period, I have painted the coaches as above, using LMS coach numbers with an LMS style M prefix on the D146 to represent the change applied at nationalisation. A coach showing this form of numbering appears on page 51 of the Foxline book on Bangor station⁸.

GWR 4 coach rake

The Great Western had a number of 4 coach rakes allocated to the Chester District, which seem to have operated around the Wirral for a number of years. These appear in a number of published photographs.

Eric Power has kindly provided me with a table of the coach numbers making up the rakes.

Coach Type	Set 1	Set 2	Set 3	Set 4	Set 5	Set 6	Set 7	Set 8
Brake 3 rd	5501	5503	5505	5507	5509	5611	5613	Unknown
Composite	6624	6626	6628	6630	6632	6724	6734	Unknown
Composite	6625	6627	6629	6631	6633	6731	6744	Unknown
Brake 3 rd	5502	5504	5506	5508	5510	5612	5614	Unknown

From this, sets 1 through 5 are made up of coaches from diagrams D98 and E131, with sets 6 and 7 of coaches from diagrams D109 and E141. The photograph at Hooton, on page 17 of the Railway Stations of Wirral ² book, although before my period, clearly shows the set number for “Chester Division N^o 7” painted on the end of the rake. This supports the identification as the guard’s door is inset from the carriage side, which was a feature of diagram D109 vehicles but not those from diagram D98. This photograph also shows that the two pairs of coaches were coupled as mirrored pairs, as the ventilator hoods over the compartments are only visible for the rearmost 2 coaches.

This contrasts with an undated photograph from the Ted Hancock collection of a Stanier 2-6-2T with a 4 coach GWR rake, from sets 1 – 5, at Neston. Here, the compartment ventilators for 3 of the 4 coaches are on the same side, so the second coach must have been turned around from the ‘standard’ arrangement.

The 1954 photograph on page 24 of the Railway Stations of Wirral ² book showing the token exchange shows a 4 coach set, which I assume to either set 6 or 7 as the guard’s door handrails visible behind the signalman’s back appear to be at the side of an inset guard’s door.

The photograph in The Hooton to West Kirby Branch booklet ¹ taken at West Kirby on the 28th of December 1955 shows a Stanier 2-6-2T with a 4 coach ex-GWR set with an ex-LMS Composite immediately behind the loco. I assume that this has been added as a strengthening coach. (It is interesting to compare that the current trains on the nearby Bidston to Wrexham line formed by Class 155 Sprinters have fewer seats (72) than were being added (96) to what was already a 4 coach train fifty years earlier.)

An undated photograph from the Hugh Davies collection shows a Stanier 2-6-2T coupled to the guard’s end of a D98 coach at West Kirby. The coach would appear to be in unlined maroon livery.

The Colour-Rail photograph BRW 1318 ⁷ showing a train at Parkgate station also shows one of sets 1 - 5 in un-lined carmine.

An unpublished photograph shows coach W5612 at West Kirby. This shows a single colour livery with the coach number at the left hand end, and therefore shows the un-lined carmine livery. This is how I intend to build and paint this rake as Set 6 (although the other side may be in faded GWR livery).

Later LMS 3 coach rake

The photograph on page 44 of Past & Present Part 6 ³ shows an ex-GWR 2-6-2T at Hooton waiting to leave with a 3 coach train for West Kirby. I believe that the three coaches are, from the loco end:

1. LMS Period III Brake 3rd

2. LMS Period II Composite Lavatory
3. LMS Period II All 3rd

The photograph dates from August 1954, and all the coaches appear in a dark livery, so I assume these had been painted in British Railways unlined maroon by this time.

LMS 4 coach rake

The video sequence in the On-Line Video ⁵ of a train passing through Thurstaston behind a very clean ex-GWR 2-6-2T is a rather motley collection of old coaches. Through freeze framing the tape, checking the sequence of doors and windows, and squinting at the coach numbers that are visible, I think this train is made up as follows:

	Diagram	Lot	Built	Running Number
1. LMS Period I Brake 3 rd Lav				
2. Midland Railway 48' Brake 3 rd	603	847	1913	22975
3. Midland Railway 48' Composite	602	846	1913	17368
4. LMS Period I Brake 3 rd Lav				

All the coaches are in a slightly faded maroon livery, and the numbers on the Midland Railway coaches are in the LMS style.

GWR Corridor Rake

The photograph on page 25 of the Railway Stations of Wirral ² book shows an ex-GWR 2-6-2T with a rake of corridor coaches running into Caldy station with a train from West Kirby. This is thought to be a Saturday morning train, with a schoolboy going to Parkgate.

I think that the three coaches are, from the loco end:

	Diagram	Lot	Built
1. GWR Corridor Composite	E162	1639	1941
2. GWR Corridor Brake 3 rd	D127	1594	1938
3. GWR Corridor Third	C67	1509	1935

I suspect that corridor stock in normal service was rare on the branch, so this may well have been a scratch rake.

GWR Full Brake

The photograph published on both page 25 of the Railway Stations of Wirral ² book and page 49 of Past & Present Part 6 ³ shows an ex-GWR 2-6-2T at Caldy. The passenger coaches are one of the GWR sets 1 to 5 identified above, however immediately behind the engine is an ex-GWR full brake.

I have been unable to identify exactly what this coach is, mainly as although they were few in number, there were a number of diagrams, and also each coach was significantly different on each side. None of the reference photographs I have exactly match the coach side visible in the photograph.

LMS Auto train

In the last few weeks of passenger operation, LMS style auto trains were used on the branch, in conjunction with the BR Standard 2 tanks in the 84000 series. I have no details on these, and have no suitable photographs in my collection, so I am unable to identify them specifically.

Special trains

At various times, special trains ran on the branch, and would provide very different stock to that normally seen. This included the period after the closure of the passenger service when the branch was operated for goods traffic only. For completeness, the ones that I have been able to identify are outlined below.

Enthusiast Special

On the 26th of March 1960, an RCTS enthusiast special ran down the branch hauled by an Ivatt 2-6-0. This train was made up of 5 coaches of ex-LMS corridor stock.

Military Special

On at least one occasion, a military special was run on the branch. This was possibly one of the largest trains seen on the branch as the photograph I have seen shows at least 8 coaches, hauled by a single Stanier 2-6-4T. The coaches are British Railways Mark 1 corridor coaches.

Royal Train

This was possibly the ultimate passenger train to travel over the branch. The Royal Train ran on the 11th of July 1957, hauled by two 2-6-4T's. The Queen was taken by this train to Wallasey Grove Road, the Duke of Edinburgh having left the train at Ledsham. The coaches included the ex-LMS Kings and Queens saloons, plus other coaches. A photograph is shown in The Hooton to West Kirby Branch booklet¹ and there is a sequence in the Railways of the Wirral video

EMUs

The branch provided a convenient outlet for taking the ex-LMS Mersey Electric stock to and from their works visits at Horwich. To achieve this, a converter wagon was required at each end of the 3-coach unit as these were fitted with buckeye couplings without buffers. A brake van would be attached at the rear and the ensemble hauled by a steam loco from Birkenhead North and onto the branch at West Kirby. After reversal at Hooton, the train could continue to Horwich.

There is a photograph from the Jim Peden collection showing this, although it is not of the best quality by any means.

DMUs

Whilst the passenger service was steam hauled to the end, following closure to passengers the branch was used for driver training of staff being converted to driving and operating DMUs. There is a photograph in The Hooton to West Kirby Branch booklet¹ of a Derby built DMU running through a run-down Heswall station in April 1961 on one of these trips. Another two photographs appear on page 26 in the A Portrait of Wirral's Railways⁴ book.

Unknown

There are some photographs where I have been unable to identify coach types. As there are more than enough identified above for my modelling purposes, I've included these for the record.

The photograph in the Hooton to West Kirby Branch booklet¹ taken at Parkgate on the final day of passenger service shows a Stanier 2-6-2T with a train of at least 3 coaches. The first coach could be a D109 Brake 3rd, with the guard's end away from the locomotive, as there appears to be 6 passenger compartments and an inset guard's door at the far end. The other coaches appear to match the layout of a diagram E141 coach, but it is difficult to determine if the window spacing of the middle three compartments is wider than those at the end.

The above is similar to the photograph on page 23 of the Railway Stations of Wirral² book where there is a non-brake end of an ex-GWR coach immediately behind the locomotive.

The photograph documenting the closure of the passenger service on page 858 of the Railway Magazine for December 1956 shows a Stanier 2-6-2T with a train at West Kirby. I can't identify these, although the first coach appears to be ex-LMS, probably an all third as the compartment widths seem to be the same. The second coach looks more like an ex-GWR in profile, so it could be another example of a strengthened 4 coach ex-GWR set.

References

Photographs

These identify the sources for the photographs showing trains on the line. Note that some published photographs appear in a number of books or magazines. I have not attempted to identify all such occurrences; the one identified is generally the location with the best copy.

	Title	Author	Date	ISBN
1	The Hooton to West Kirby Branch Line and the Wirral Way	Merseyside Railway History Group	1982	0 904582 04 3
2	Railway Stations of Wirral	Merseyside Railway History Group		1 899241 02 7
3	British Railways Past and Present No. 6 Cheshire & North Wales	Paul Shannon & John Hillmer	1988	0 947971 28 9
4	A Portrait of Wirral's Railways	Roger Jermy	1987	0 907768 172
5	Railways of the Wirral	On-Line Video		

	Title	Author	Date	ISBN
6	Railway Magazine	Colour-Rail	December 1956	
7	Slide number BRW 1318	Colour-Rail		
8	Scenes from the Past 14 - Bangor	Bill Rear	1992	1 870119 18 5

Data

These identify the reference material describing the coach construction used to identify the vehicles from the photographs.

	Title	Author	Date	ISBN
	LMS Coaches	David Jenkinson	1977	0 902888 83 8
	GWR Coaches	Jim Russell	1978	0 902888 04 8
	GWR Coaches Appendix Part 1	Jim Russell	1981	86043 084 X
	An illustrated History of LNWR Coaches, (Including West Coast joint stock)	David Jenkinson		
	Midland Carriages An Illustrated Review	David Jenkinson and Bob Essery		

Further details

I have set up a web site showing plans and progress in detail, this can be accessed at http://www.thurstaston.fsworld.co.uk/layout_head.htm. This includes photographs of stock, including coaches, constructed so far.

I would be happy to hear any corrections or additional information resulting from this article, either through the e-mail link in my web site or through the editor.

PAB petroleum coke hopper

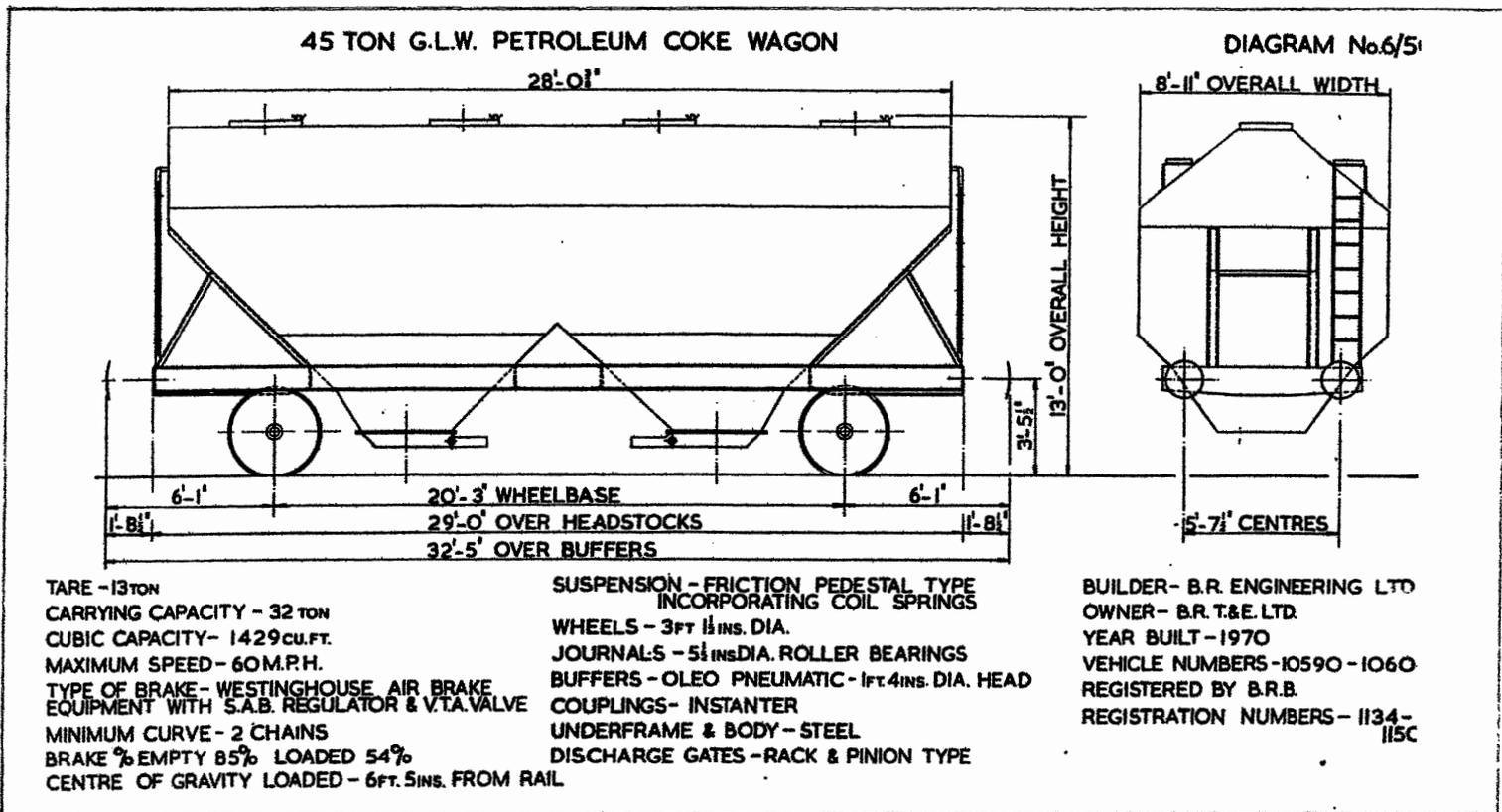
For running on our 1977-era "Mostyn" layout, we have identified a number of trains which were typical of the Holyhead main line at that period, but also some which were not common but which were distinctive enough to be thought of as 'typical'. Certain local traffics spring to mind: for instance, the sulphur hoppers which ran from Mostyn Docks to Amlwch; the trains of special tank cars between Amlwch and Ellesmere Port; the LPG tankers which ran from South Wales to Holyhead; and the petroleum coke hoppers which carried this product (essential for aluminium smelting) between Immingham and Holyhead.

We have commissioned the production of a kit for the sulphur wagon from Peter Heald of Wizard Models, and, aided by Dave Millward, we have made a start on the LPG bogie tanks. So we are left with two problems – the Octel specialised tank cars and the petroleum coke wagons.

Associated Octel had a factory in Anglesey involved in the production of petrol additives, and the product was carried by rail from Amlwch to Ellesmere Port and thence also to European destinations using their distinctive white-liveried RIV ferry wagons. The main modelling problem with these tankers is that they give an impression

of all being to differing diagrams! The only possible help might be HO models from European manufacturers. Anyway, it remains a problem still to be addressed.

The petroleum coke wagons were a rake of 17 hoppers built in 1970/71 at Heywood, originally numbered 10590-10605. Owned by B.R.T.&E., they were hired to Anglesey Aluminium Metals, and for years ran a weekly service between Conoco's Humber Oil Refinery in Immingham and Holyhead. The traffic came an end following contractual problems in about 2001, and the wagons were stranded at Holyhead after supply switched to sea transport from abroad. In May 2002 we visited the A.A.M. site by kind permission of the management, and took several hundred detail photographs of the wagons for future reference. By that time, the running numbers had been changed to 12100-12116. It was rumoured that cutting-up on site was the only likely outcome. This has been reinforced by a report from Pat Webb (from the North Wales Railway Circle) that the siding on which the derelict wagons were standing until recently, is to be re-developed by Bombardier as a maintenance facility for DMUs. By the time we photographed them in 2002, the wagons were old enough to have had numerous small differences incorporated into their bodywork, but we assume that in 1977 they would still have been very similar to one another. The copy of the B.R. diagram book weight diagram shown below will give readers some idea of their appearance, and we would



welcome ideas as to how most easily to make a rake of 17 models! From photographic evidence, it seems that they usually ran together in a train.

“LNWR water troughs”

a note by Norman Lee

The system of picking up water by a moving engine, from a trough located between the rails, was an LNWR invention. The first set of troughs was installed by the LNWR Locomotive Superintendent, Mr Ramsbottom, in 1860 at Mochdre, between Colwyn Bay and Llandudno Junction, and the technique was patented. The locations changed over the years - the Mochdre troughs were moved to Aber, for example - and sometimes there were alternative names (eg Watford Heath for Bushey, Halebank for Ditton Junction). Most troughs were installed in the 1860s and 1870s but the dates have not been traced for several of them.

Clearly, taking water whilst travelling saved time standing at water columns. However, the LNWR eventually installed troughs at regular intervals (roughly every thirty miles) on all its main lines. This had the extra benefit that engines never had to travel very far before being able to refill their tanks on the move and therefore their water capacity did not need to be very great. Other railways eventually copied the LNWR and installed troughs but only the Lancashire & Yorkshire had them at such frequent intervals.

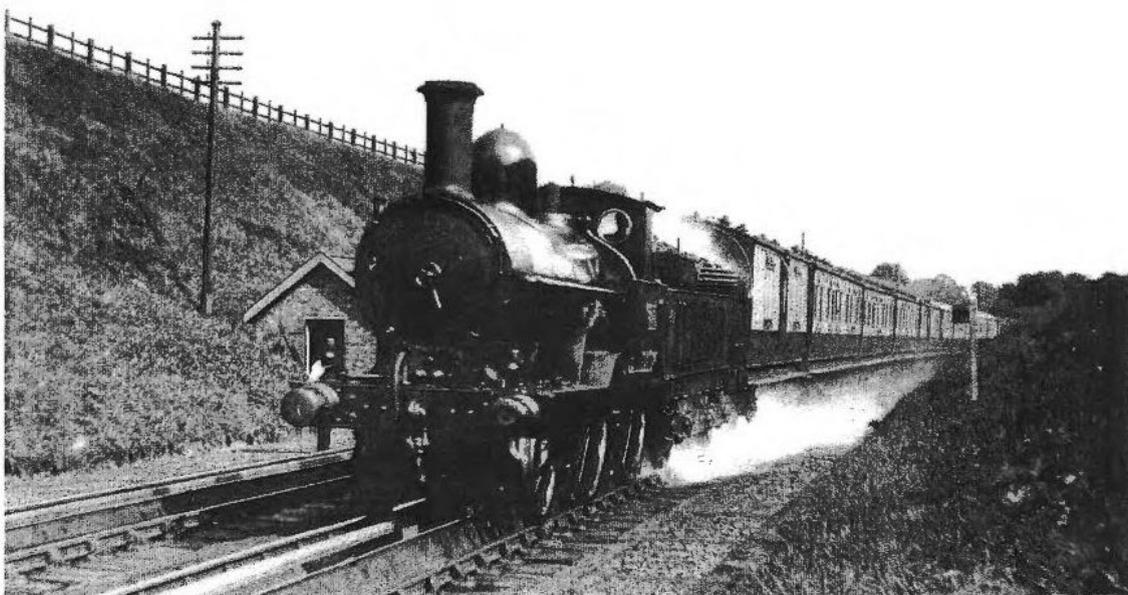
LNWR tenders were therefore noticeably smaller than those of most other companies - they were cheaper to build and the engines did not need to lug un-necessary weight around the network. Mr Ramsbottom's early 'DX' 0-6-0s and 'Problem' 2-2-2s were given 6-wheeled 2000 gallon tenders but he soon standardised on 1500 gallons (still with six wheels) once enough troughs were available.

Mr Webb, Mr Ramsbottom's successor on the LNWR, gradually increased the capacity of his tenders as he introduced larger engines and by the 1890s Mr Webb's later 3-cylinder compounds - 'Teutonics' and 'Greater Britains' - pulled 2000 gallon versions. However, on the Midland, the slim-boilered Johnson 4-4-0 engines of the same era hauled 6-wheeled tenders holding 3250 gallons. Moreover, the Midland (and the LSWR) sometimes used huge 8-wheeled tenders holding 4000 gallons and these often seemed larger than the engines which pulled them! Mr Webb eventually produced a 2500 gallon tender for his 'Alfred the Great' 4-4-0 but the LNWR never built a tender which held more than 3000 gallons, even in Whale and Bowen Cooke days.

The LNWR had a problem in 1910 when 'Experiment' 4-6-0 No. 1471 WORCESTERSHIRE was sent to the GWR to run from Paddington to Torquay as part of an interchange trial. The LNWR Whale tender held 3000 gallons whereas the standard Churchward tender on the GWR held 3500. Mr O S Nock has described the events - the train was scheduled to run non-stop to Exeter but the GW troughs were up to 52 miles apart and the 'Experiment' had to make an embarrassing extra stop on its first few trips. With some experience and with very careful coaxing, the LNWR driver eventually managed to run through without stopping for water but the sparsity of the

GWR's troughs was a severe handicap, particularly for an un-superheated engine such as an 'Experiment'.

The 'Claughton' tender, too, only held 3000 gallons and this was felt to be a problem to the LMS when 'Claughtons' were transferred to the ex-Midland main line in the late 1920s after the 'Scots' were introduced on the West Coast main line. The Midland only had five sets of troughs (compared to seventeen on LNWR lines) and, of these, only two were on the main line from St Pancras through Leicester and Derby to Leeds. The 'Claughtons' would have struggled on non-stop runs. Fortunately the LNWR had bought several ex-ROD 2-8-0 engines from the Government after the Great War ended and these had 3500 gallon tenders - a few were modified to suit the 'Claughtons' and the engines which were transferred to the Midland had the larger tenders.



Christleton Troughs, east of Chester, 4 August 1922: 'Whitworth' class 2-4-0 no. 793 "Martin" picking up water with a train from Crewe to Chester. The mile-post on the right is 178. LNWR Society photograph ref. REID74, courtesy of Mr Simon Reid

North Wales had more troughs than usual - looking at the mileage table, Flint seems to be an extra set since the distance from Christleton to Prestatyn (the troughs either side of Flint) is only 28 miles. Retired footplate men say that the returning summer holiday traffic was once so dense that troughs could be run dry by a succession of trains and the extra set gave a second chance of filling up without having to stop - that is mainly conjecture but the LNWR would not have invested in troughs without good reason. However, the troughs at Flint were installed before those at Prestatyn.

Table 1 - Locations of LNWR water troughs in 1921

Main Line and Branches (showing distance from Euston)

	Miles	Date Authorised	Date Installed
London to Carlisle via Trent Valley:			
Bushey	15	1864	
Castlethorpe	54	1862	
Newbold	84		
Hademore	114	1871	1872
Whitmore	148	1871	1872
Moore	179	1876	
Brock	216		
Hest Bank	234	1876	
Dillicar	261	1869	
Rugby - Birmingham			
Holbrook Park	86		
Crewe - Liverpool			
Halebank	183		
Crewe - Holyhead			
Christleton	178		
Flint	189		1895
Prestatyn	206		1901
Aber	233	1869	1871(moved from Mochdre)
Liverpool - Leeds (showing distance from Lime Street)			
Eccles	28	1876	(moved from Parkside)
Diggle	47	1877	1878 (inside Standedge tunnel)
Joint Lines			
Lea Road (Preston & Wyre - joint with L&Y)			
Ludlow (Shrewsbury & Hereford - joint with GWR)			

Table 2 – Water troughs on British railways in 1921

LNWR	17 (plus 2 on joint lines)
GWR	13 (plus 1 on joint line)
L&Y	9 (plus 1 on joint line)
Midland	5
GNR	4
GCR	2
GNR	2
NER	2
GSWR	1

(Further troughs were installed after the grouping.)



[See
next
page]

TALACRE

POINT OF AYR COLLIERY-Point of Ayr colliery is a hard hat area and hard hats must be worn by all staff when in the colliery. In addition, eye and ear defenders must be worn in the hopper area.

The Guard of an arriving train must advise the signalman when his train, complete with tail lamp, is inside clear on the Neck siding.

The Driver and Guard will each be handed a radio handset and a spare battery by the Signalman at Talacre. This will be used to control movements during shunting and during loading and the Driver must obey the instructions of the Guard or Hopper Operator as appropriate. The Driver must drive from the cab at the Hopper end of the locomotive during all shunting and loading operations.

The Signalman at Talacre will obtain an assurance from the Hopper operator that the line is clear and that all safety barriers and the internal level crossing barriers have been closed and locked before clearing the signal for the train to proceed from the Neck siding to either the North or the South siding. The Guard must ensure that all handpoints are in their correct positions before authorising the Driver to proceed and must control the movement by radio. He must not permit any vehicle to enter the loading hopper until authorised to do so by Hopper Operator.

Inwards trains must use the North siding and trains of up to 34 wagons will be loaded on the North siding. If a train conveys more than 34 wagons, 22 wagons must be placed on the South siding via the middle crossover; the wagons on the North siding must be loaded first. After loading the wagons on the South siding they must be drawn through the middle crossover to the Talacre end of the North Siding prior to the locomotive running round.

Before loading commences the Guard must hand his radio handset and spare battery to the Hopper Operator who will use it to instruct the Driver during the loading operation using the following terms :-

STOP
PUSH IN (move towards the hopper)
PULL OUT (move away from the hopper)

After loading is completed, or if further shunting is required, the radio handset and spare battery must be returned to the Guard. During loading operations speed must not exceed ½ m.p.h. and the locomotive must not pass the STOP board at the entrance to the hopper. If either radio is defective all loading of wagons must STOP.

After loaded weighing, the Guard must uncouple the locomotive which must then draw clear of the weighbridge so that it can be calibrated.

After loading is completed and the Guard has prepared the train, he must advise the Signalman that the train is ready to depart. When the outlet signal has been cleared, the Guard must instruct the Driver, by radio, to set back to the Neck siding. The radio handsets and batteries must be returned to the Signalman on departure.

Wagons must not be stabled in the Neck siding.

(TLF York) (5-12-92)

MGR wagon loading instructions for Point of Ayr Collieries

The Editor came across the British Railways circular, reproduced on the previous page, when he was researching the Point of Ayr Collieries, preparatory to writing an article (first published in the "Merseyside Express" in March 1994) on the pre-war private-owner wagons which were operated by the mine. But where this turned up from??

In 1977 the load for a slow-speed fitted Class 47 was 26 loaded HAAs from the colliery to Fiddlers Ferry power station.

Phil Sutton has 'bitten the bullet' with regard to our provision of a train of HAA merry-go-round coal hoppers for "Mostyn", by buying several dozen of the recent Hornby r-t-r model. The Hornby replica is not perfect, but a lot better than anything else currently on the market and a vast improvement on Hornby's previous offering.

All we have to do now is to convert them to a state which replicates the wagons as they were in 1977! Following up a suggestion from Jim Smith-Wright of DEMU, we have experimented with Exactoscale P4 wheel-sets, and discovered that they will fit between the W-irons of the Hornby model (the tyres are thinner than equivalents from Alan Gibson etc.).

This is just the first step of course: watch this space (but don't hold your breath)!

Editor's page

This issue has turned out to be larger than average – notwithstanding the non-appearance of several (promised!) articles. And luckily, the page total is just approaching a multiple of four.

Recent books: it occurred to the Editor that a relatively brief listing of recently purchased railway books might be of interest to group members – just to inform them that a title exists and that one of our members has a copy. These are not necessarily new titles, but ones recently acquired. So here is a first batch of seven titles, all in the Editor's collection. What do you think?

London & North Eastern Railway passenger train vehicles: a monograph on the details and history from 1924 until 1979, vol.3, by C.J.G.Bishop. Bishop, 2005. Includes PMVs, CCTPs, BGs, BZs and CKs: with withdrawal dates. [hdg]

London & North Eastern Railway passenger train vehicles: a monograph on the details and history from 1924 until 1979, vol.4, by C.J.G.Bishop. Bishop, 2005. Includes HBs, CCTs, Ts, Fs and BCs; with withdrawal dates. [hdg]

Irish broad gauge carriages: a pictorial introduction, by Desmond Coakham. Midland, 2004. ISBN 1 85780 175 X. Includes Northern Irish companies, up to today. [hdg]

The allocation history of BR diesels & electrics: part 5, by Roger Harris. 3rd ed., Harris, 2005. Includes classes 04, 11, 12, 14-17, 21-23, 28, 29, 35, 41-43, 52, 53, 70, 77 & 80. [hdg]

Irish Railways traction & travel, by the Irish Traction Group. 4th ed., ITG, 2004. ISBN 0 9521496 1 3. Invaluable A5-size booklet listing locomotives, multiple units, coaching stock, trams etc. owned by Irish Rail, N.I.R. etc. [hdg]

Bulleid and the Turfburner, and other experiments with Irish steam traction, by Ernie Shepherd. KRB, 2004. ISBN 0 9542035 8 5. Fascinating story of one of the 'dead-ends' of steam locomotive development. [hdg]

Railways across mid-Cheshire: Knutsford-Northwich-Chester-Helsby, Winsford and Middlewich, by Alan Wilkinson. Foxline, [1999]. (Scenes from the past series, no.41/1). ISBN 1 870119 66 5. Includes 3 photos of Barrow station etc. [hdg]

An article on **Mickle Trafford Junction** (the railway junction nearest to our clubrooms) is still planned. Eric Power has already drawn a picture of one of the signal cabins at one time located at the Junction, and I have accumulated several signalling diagrams/track diagrams to illustrate its history. This 1971 photograph is of the box built in 1969 by British Railways – this is still extant.



Another interesting 'snippet' that I came across recently, is this table comparing **British Railways, L.N.E.R., L.M.S., S.R. and G.W.R.** standard third-class coaches:

Particulars	L.N.E.R.	L.M.S.R.	S.R.	G.W.R.	British Railways
Length of body over ends ...	61 ft. 6 in.	57 ft.	64 ft. 6 in.	64 ft.	64 ft. 6 in.
Length of body over corner pillars ...	60 ft.	57 ft.	63 ft. 6 in.	63 ft.	63 ft. 6 in.
Bogie centres ...	43 ft. 6 in.	43 ft. 6 in.	46 ft. 6 in.	44 ft. 6 in.	46 ft. 6 in.
Body framing ...	Timber	Timber	Timber	Timber	Steel
Type of bogie ...	Double bolster	Single bolster	Single bolster	Double bolster	Double bolster
Bogie wheelbase ...	8 ft. 6 in.	9 ft.	8 ft.	9 ft.	8 ft. 6 in.
Dia. of wheels ...	3 ft. 7 in.	3 ft. 7½ in.	3 ft. 6 in.	3 ft. 7½ in.	3 ft. 6 in.
No. of third class compartments	7	7	8	8	8
No. of seats, three-a-side ...	42	42	48	48	48
No. of seats, four-a side ...	56	56	64	64	64
No. of lavatories ...	2	2	2	2	2
Type of drawgear ...	Auto-coupler	Screw-coupling	Auto-coupler	Screw-coupling	Auto-coupler
Type of gangways ...	Pullman type	British standard type	Pullman type	British standard type	Pullman type
Weight of steel underframe ...	5 tons 7 cwt.	4 tons 14 cwt.	5 tons 16 cwt.	5 tons 18 cwt.	5 tons 9 cwt.
Weight of body framing with steel panels ...	3 tons 17 cwt.	3 tons 19 cwt.	5 tons 19 cwt.	3 tons 14 cwt.	3 tons 10 cwt.
Tare weight (empty) ...	32 tons 18 cwt.	30 tons 8 cwt.	34 tons 5 cwt.	31 tons 6 cwt.	32 tons 10 cwt.

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