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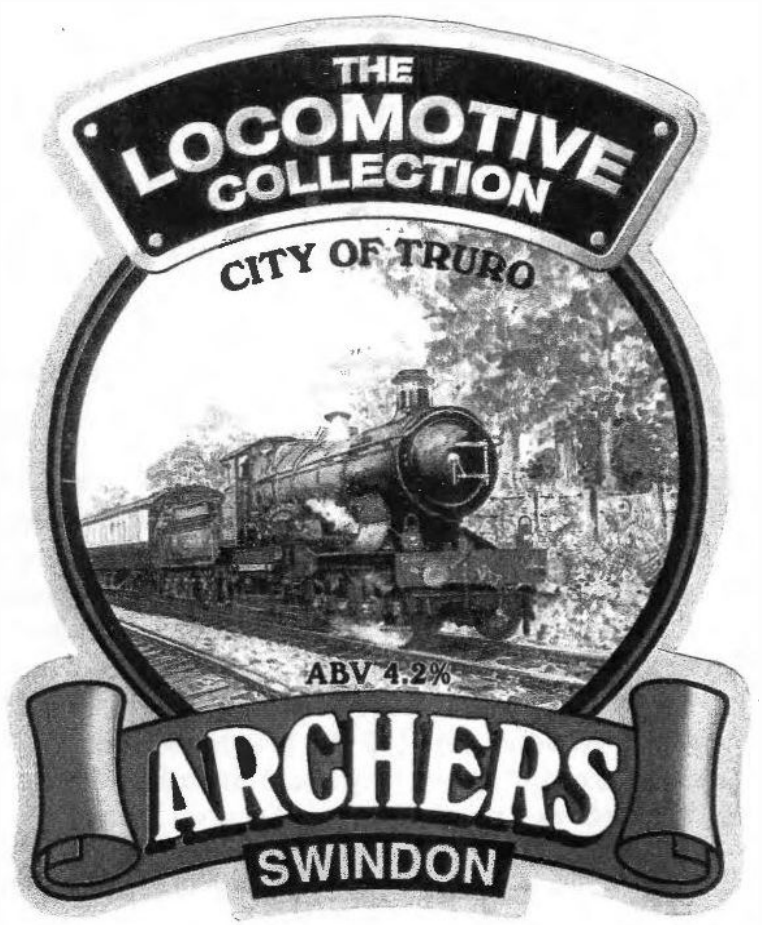
Barrowmore Model Railway Journal



Number 7

June 2006

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 September 2006, and contributions should get to the Editor as soon as possible, but at least before 1 August 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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The **cover illustration** for this issue is from a beer hand-pump badge ('pump clip' in the trade) for a real-ale brew from Archers Brewery, Swindon. This is just one badge from a collection of 15, generously donated by Karen Murphy. She is licensee of "The Stork Hotel" in Price Street, Birkenhead, where we hold the local area H.M.R.S. meetings. A group of us have been regulars there off-and-on from our Merseyside M.R.S. days – so Karen is aware of our interest in railways. Archers Brewery started operations in 1979 in an industrial unit in Swindon, but expansion of demand led eventually to the transfer to a much larger modern plant located in the former Weigh House of the former Great Western Railway locomotive works in Penzance Drive, Swindon. Since 2001 the brewery has become one of the larger producers in the south of the country: in 2004 they produced over 190 ales to individual recipes. As well as what can be considered as 'standard' brews, they also from time to time produce a range of bitters named after locomotives – mostly G.W.R. of course! The badges donated by Karen are for:

City of Truro 4.2% ABV; Cornishman 4.2%; County of Wiltshire 4.2%; Firefly 4.3%; Flying Scotsman 4.4%; The Great Bear 5.0%; Hagley Hall 4.5%; Henry Oakley 4.2%; Iron Duke 4.8%; Ivanhoe 3.9%; King George V 4.3%; Lydham Manor 4.1%; Madge Wildfire 4.2%; Sir Nigel Gresley 4.0%; Sir Walter Scott 4.0%.

What really surprised the Editor was the relatively high standard demonstrated in the depiction of the railway scene: pub signs, etc. showing railways are notorious for their inaccuracy, but this artist has taken on board the fact that "Great Bear" was a goods engine, for instance.

Forthcoming events

(2006)
27/28 May 2006: Railex Aylesbury show
3/4 June 2006: demu show, Burton-on-Trent
1 July 2006: Llanbedr 7mm running track. (See Editor for details).
16 July 2006: Gauge 0 Area 4 'Get-together', Gresford Memorial Hall, Wrexham.
22/23 July 2006: Welsh National Railway Exhibition, Llandudno Conference Centre.
5 Aug. 2006: Llanbedr 7mm running track. (See Editor for details).
5/6 Aug. 2006: Porthmadog show.
9/10 Sept. 2006: ExpoEM North, Slaithwaite.
16/17 Sept. 2006: Woking show ("**Mostyn**" is appearing).
23/24 Sept. 2006: Halifax show.
7 Oct. 2006: Llanbedr 7mm running track. (See Editor for details).
20/22 Oct. 2006: Blackburn show.
27/29 Oct. 2006: Merseyside M.R.S. show (Pacific Road).
11/12 Nov. 2006: Hull show
18 Nov. 2006: Llanbedr 7mm running track. (See Editor for details).
24/26 Nov. 2006: Wakefield show
2/3 Dec. 2006: Warley (NEC) show.

(2007)
20 Jan. 2007: Llanbedr 7mm running track. (See Editor for details).
27/28 Jan. 2007: Normanton show (**"Mostyn"** is appearing).
17/18 Feb. 2007: Bolton show (extended **"Johnstown Road"** is appearing).
3 Mar. 2007: Llanbedr 7mm running track. (See Editor for details).
7 Apr. 2007: Llanbedr 7mm running track. (See Editor for details).
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)

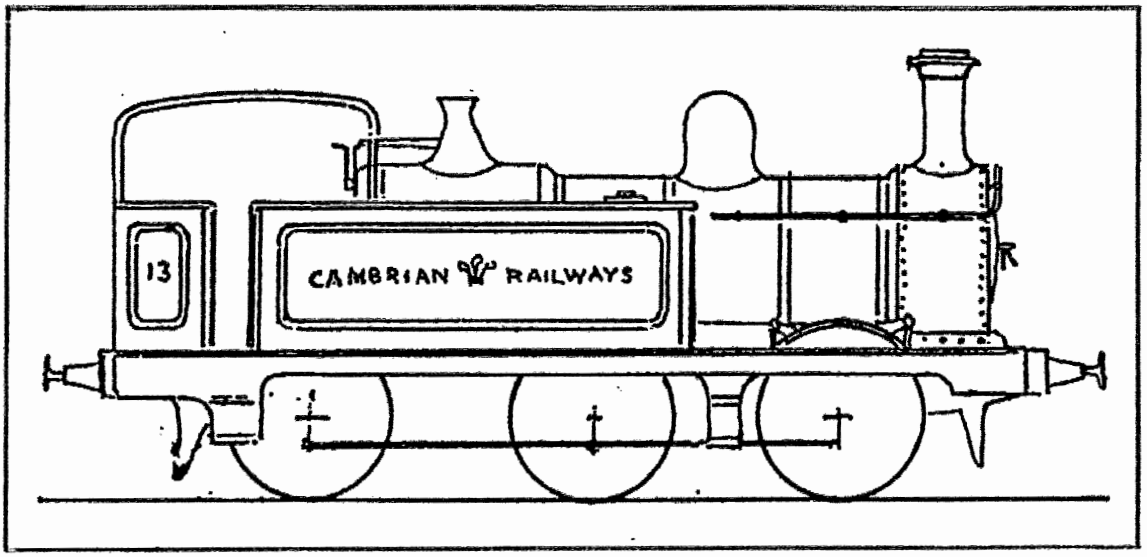
Our web-site address is: www.barrowmoremrg.org.uk

Part 4 of The locomotives of "Johnstown Road", by Emlyn Davies

(continued from the March 2006 issue: Emlyn's models of Cambrian Railways locomotives are described in the chronological order in which he built the models ...)

Cambrian Railways 0-6-0T No.13

Built by Sharp Stewart in 1875, Works No.2542 and first named "Talerddig" after the long steep bank on which she originally worked as a banking engine. Unfortunately the locomotive soon became too light for the job and was subsequently used as a shunter in and around Oswestry.



When scrapped in 1920 the boiler was sent to raise steam for Aberystwyth pumping station and the motion bolted down in Oswestry works to drive additional machinery - the Cambrian wasted nothing!

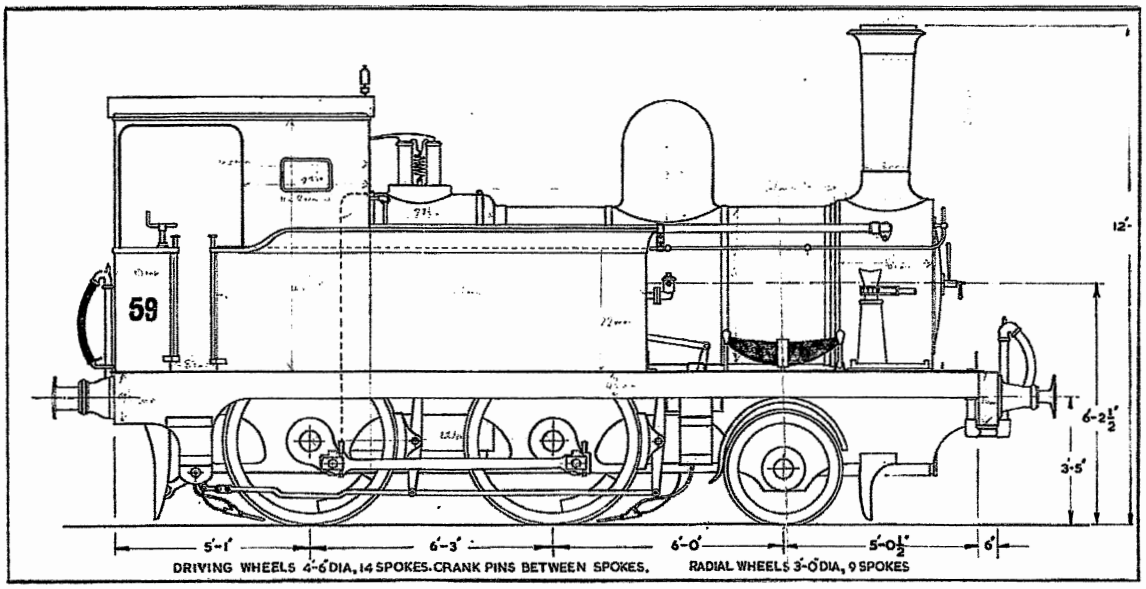
The model: Built in 1985 the model has Slater's wheels and a Mashima 1833 can motor driving a very nice milled brass gearbox which I bought at a Gauge O Guild show, maker unknown unfortunately, because I would like to be able to get some more as it is so much superior to the fold-up gearboxes.

The chassis is brass, the body nickel silver; the rivets are punched in this time. The chimney, safety valve casing, whistle and handbrake column turned in a lathe I gained access to. The dome, buffers, handrail knobs, and gauge-glasses in the cab are commercial fittings. The chassis is un-sprung and the pick-ups are phosphor bronze strip pressing upon the backs of the wheel flanges.

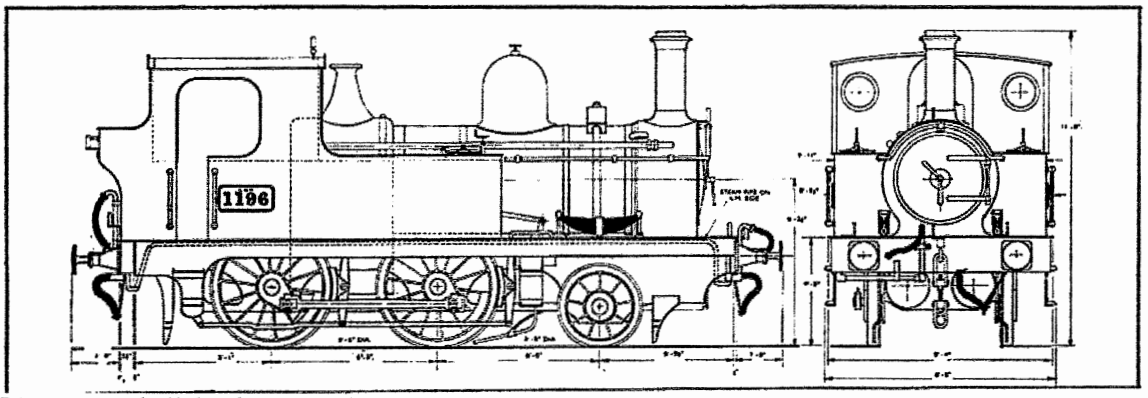
Not being vacuum fitted this loco is used for freight only.

Cambrian Railways 2-4-0T No.57

The 'Seaham' class of three locomotives was built by Sharp Stewart in 1866 for light branch work on the Cambrian. "Seaham" was Works No.1683; the other two, "Maglona", Works No.1681 and "Gladys", Works No.1682. As built the locomotives had wrap over cabs like No.13 the Talerddig banker but proper cabs were fitted later by the Cambrian.



These were long lasting engines, all three were taken over by the G.W.R and rebuilt with new cab and extended coal bunker and G.W.R. boiler fittings. The first to be scrapped went in 1929 but the other two lasted until 1948 - there is a kit available in 00 for this loco in its G.W.R.- rebuilt form.



[No.58, as rebuilt by the G.W.R.]

The model: Built in 1986 this is powered by a Mashima 1833 motor with C.C.W. gears and is fitted with a representation of the inside motion driven by four cams on the leading driving axle - having managed to make this work I am in awe of those who can do this in 4mm scale, as for 2mm, that's way beyond my level or even my eyesight.

The chimney was turned on a lathe whilst the dome, safety valve and usual fittings were purchased.

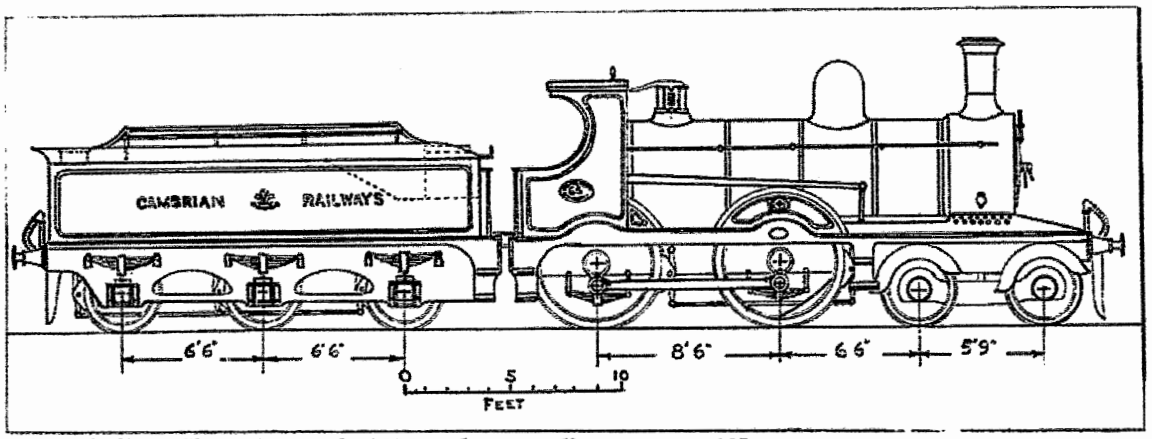
The locomotive although small, is very much mixed traffic and is used on passenger, goods and mixed trains.

Cambrian Railways 4-4-0 No.19

This locomotive was built at Oswestry works in 1901 and another, No.11, built there in 1904.

Oswestry works re-built or modernised many of the locomotives in the Cambrian lists, but these were the only two built there, although possibly the boilers were supplied by R.Stephenson who had built the previous four engines of the same class. No.19 became G.W.R. No.1082 and was cut up before April 1934.

The model: Built in 1988, the chassis of this locomotive prompted much lateral thinking because of the splashers over the bogie wheels. The solution I came to eventually was to solder the splashers to the frame and make the whole front section of the chassis (just ahead of the leading driving wheels) pivot - this works well but I developed a more workmanlike system when I came to build the 0-4-4 tank later.



[No.65, built by Sharp Stewart in 1893 to the same diagram as no.19]

Power is supplied by a large Pittman motor and C.C.W. gears and again I had to build a box on the footplate to hide the worm gear, but with the crew on board it is not too noticeable.

The chimney, dome, safety valve, buffers etc., are commercial fittings, the tender axle boxes were from some superb castings produced for Cambrian models by the late Gordon Heywood, sadly no longer available. Loco and tender are again of nickel silver, the tender constructed in exactly the same way as the one on 0-6-0 No.80.

This engine is far too big for "Johnstown Road", but it does appear from time to time when the Inspector is not around!

LNER STEAM RAILCARS in the NORTH-WEST

Bob Miller

Actually the first steam coaches on what became LNER lines in this area were Great Central vehicles that did not last long enough to become LNER as they had all been withdrawn in January 1921, before the Grouping. Looking very like the later GWR steam railcars, one was built at Gorton in December 1904 followed by two more, which had a different style of windows, in 1905 (one in February, the other in November). One worked on the GCR Brymbo branch from Wrexham Central, another from Chester Northgate to Connah's Quay & Shotton. Enclosed within the carriage body was the vertical boiler mounted over one bogie; this bogie had the wheels coupled like an 0-4-0, driven by outside cylinders mounted on the bogie frame and with outside Walschaerts valve gear. The steam coach, which was 61ft. 6in. long, could be driven from either end and was capable of towing a six-wheel trailer carriage.

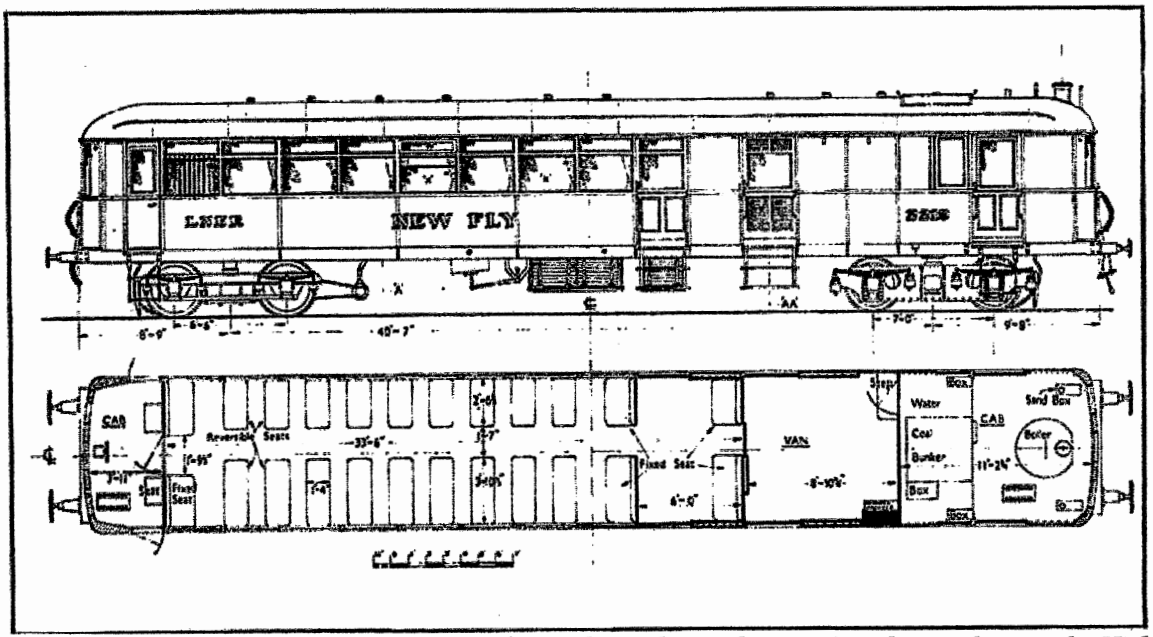
Bradshaw's timetable for 1910 shows all trains on the Brymbo branch on Mondays to Fridays being worked by "motor cars", as they were called, also on Saturdays before 2.0 pm. There is no mention of any "motor cars" on any of the trains serving Connah's Quay; perhaps they had ceased running by 1910. I have a copy of the GCR timetable for October 1914 and the only reference to "rail motor cars" I can find is in the Grimsby Town to Louth service, which will have been operated by the Great Northern. The difficulty is that these GCR steam motor cars carried 1st as well as 3rd class passengers. The later LNER railcars were 3rd class only so the timetables had to distinguish them in some way.

Seven of these later "steam coaches", as they were called at the time, operated in the North-West. The engine portions were built by the Sentinel Wagon Works (1920) Ltd in Shrewsbury; three had the carriage portions built by Cammell Laird & Co Ltd at their Nottingham factory with the other four built in the same works but the builders' name had from February 1929 changed to Metropolitan-Cammell Carriage, Wagon & Finance Co Ltd (known as Metro-Cam for short). The water-tube vertical boiler worked at a high (300 lbs) pressure and the six cylinder, high speed engine was mounted under the carriage floor as in modern Diesel practice, with the drive via gears and shaft to the second axle. They were normally operated by a crew of two – a driver who did his own firing and a guard. The vehicles were numbered in the coaching stock but were operated by the locomotive department. They were painted in an attractive green and cream livery, unlike the CLC cars [Editor's note: I hope to persuade Bob to write a similar piece on the Cheshire Lines railcars.] which were an unimaginative two shades of brown. Like the GCR cars they were capable of towing a six-wheel coach or a couple of horse boxes.

The first in the area was Nº 51913 "*RIVAL*" (most had the names of old stagecoaches) which came to Chester brand new in August 1929 and was put to work on the service to Connah's Quay on Mondays to Fridays, and on Sunday mornings. She was Sentinel Nº 7797 and stayed at Chester until transferred to Colwick in May 1935. She was eventually withdrawn in 1946.

Her replacement at Chester in 1935 was 51909 "*WATERLOO*", which came from Hitchin and remained at Northgate until her transfer to Copley Hill in May 1941. She was Sentinel Nº 7409 and new in January 1929; she also lasted until 1946.

The second Sentinel car in the North-West was Nº 51908 "*EXPEDITION*" which arrived at Wigan (Lower Ince) from Lowestoft in August 1930. Her Sentinel works number was 7408 and she was new to the LNER in December 1928. She worked on Mondays to Fridays only on the services between Wigan and Glazebrook or just to Lowton S^{T} Mary's plus an early morning workmen's' train to Partington over the Cheshire Lines. Two return trips were also worked to S^{T} Helens Central. She left Wigan in April 1933 evidently for overhaul in Gorton works as she next appears on exhibition in Southend on 20 June 1933. She lasted in service another ten years until 1943.



[51912 "Rising Sun" of 1929 was very similar to this railcar; drawing based on a diagram by Nick Camplin in "MRN" of May 1967. See below]

The next railcar at Wigan was 51914 "*ROYAL FORESTER*" which arrived from Copley Hill in April 1933 but only stayed a short time, being despatched to Hitchin in July 1934. Her details are Sentinel No 7799, new in August 1929 and withdrawn in 1943.

Nº 51915, like the CLC cars, had no name and arrived at Wigan in July 1934, having previously been on exhibition in Doncaster. She was different from the other cars being longer at 61ft. 6in. like the GCR cars compared with a body length of 58ft. 6in. of the standard Sentinels. She had an interesting history as she was ordered by the Axholme Joint Railway (LMS & LNER) as their Nº 44 (in the LMS carriage stock series), new in December 1930 as Sentinel No 8228, built December 1930. The car was operated by the LMS on behalf of the joint owners until passenger services ceased from 17 July 1933. She was due to be renumbered as 29987 under the LMS 1933 renumbering scheme but this never happened as she was sold instead to the LNER in November, sent to Gorton where she was fully repaired, fitted with a reconditioned boiler off one of the CLC cars and repainted in the new livery, entering LNER service in January 1934. The car remained at Wigan until April 1940 when sent to Annesley, but had moved on to Hitchin before the end of the year. She lasted until 1944.

Another service operated by the steam railcars was the "Bollington Bug", the shuttle service between Macclesfield and Bollington over the North Staffordshire and GC (LMS & LNER) joint line on Mondays to Fridays only, plus one working extended to Romiley. Although the LNER had an engine shed in Macclesfield it is believed that the steam coach travelled empty to and from Gorton each day. The car concerned was Nº 43301 "*COMMERCE*", built in November 1928 as Nº 45 (Sentinel 7399) and renumbered 43301 in June 1931. She was transferred from Colwick to Gorton for this service in August 1935 and remained until January 1939 when she was sent back to Colwick and not replaced. She lasted until 1940.

Of course the railcars needed to go to Gorton Works from time to time for regular maintenance and when that happened the spare Sentinel car was sent to keep the services going (what a good idea – perhaps one of our present train operators might consider it!). This was Nº 51912 "*RISING SUN*" which was Sentinel 7798, new in August 1929 and finally withdrawn in 1946. For example, she was working from Chester Northgate during May and June 1932 and she is known to have also deputised at Wigan.

As far as is known these are all the LNER steam railcars that operated in the North-West at any time; indeed it would be most surprising if any of the other 74 Sentinel and 11 Clayton cars ever worked locally.

[Editor's note: I hope to persuade Bob to write a similar piece on the Cheshire Lines railcars.]

Letters (and e-mails) to the Editor

(from Laurence Wheeler of Chester M.R.C.): "Dave, I have been reading the Barrowmore MRJ that finds its way to our clubroom via Roy every so often. What an excellent read - well done! Thanks for publishing the railtour details. I really must get round to writing that history of the CMRC - promise!

Turning to Mickle Trafford. To be pedantic, the present day track layout is missing just one panel of track on the old CLC line to Chester that is hidden in the undergrowth and at the bottom left of the diagram. This panel of track is essential, as it is track circuited and must detect clear before trains can be signalled to/from Mouldsworth. Presumably following the closure of the CLC route to Dee Marsh the track was lifted, but the signal interlocking never altered. The section to Mouldsworth is operated by 'acceptance lever', which is a modern version of a Great Western system still in use between Kidderminster and Bewdley, and doubtless elsewhere. Our 'Waverley Express' railtour returning from Edinburgh back to Hooton on 9th October 2004 was halted late at night at a red signal at Mouldsworth owing to a failure of this system. It is notoriously unreliable, being susceptible to electrical surges, and its replacement is one of the drivers for the removal of Mouldsworth 'box. Anyway following frantic phone calls to Control, one of our members was about to 'sign-on' to act as a Pilotman over the affected section, when Technicians at the other end managed to effect a repair and we were on our way.
The section of line from Mickle Trafford to Dee Marsh was sold by the BRB to the Local Authorities, initially for a guided busway, and latterly a cycle/footway. However that sale was something of an enigma. Under the Railways Act 2003, operating railways were vested in Railtrack plc, whereas disused railways remained with the BRB (Residuary), a public body. However it is said that on vesting day (1st April 2004) the staff was still in Mickle Trafford 'box and the line still 'available for traffic'. If that was indeed the case, it was not BRB's to sell, and the sale null and void. There was huge and well organised opposition to the guided busway proposals, that eventually fell for

financial reasons. I understand the opponents were well aware of the possible defects in the sale, but were keeping their powder dry for a further round of opposition.

With regard to Chester to Whitchurch. In the early 60's, my Father was a Chartered Accountant working for the Highways Dept. of Cheshire County Council. He was appalled to find that plans for road widening on the A41 at Chowley, just north of Broxton, included a new girder bridge over the three lane road, even though by that time the line was only used for empty wagon storage. British Railways apparently insisting that the line was 'required' despite some string-pulling from the County Council. The wagons were cleared away, and the new bridge built, but the line was never used again. The new red-brick abutments can be seen today, as a monument to folly. Of course my father used this story for years after to demonstrate the failings of the management of British Railways!

Keep up the good work, Laurence"

(**from** Richard Oldfield, following "Mostyn's" appearance at the Glasgow show:
"Dear all, A satisfied customer. Cheers, Richard:

-----Original Message-----
From: Vivian Hughes [mailto:vivianhughes@eircom.net]
Sent: 28 February 2006 21:38
To: info@barrowmoremrg.co.uk
Subject: ModelRail Glasgow - Mostyn
Hi there, Just a quick line to say how much I enjoyed the layout "Mostyn" at the Glasgow show. Also to say a big "thank you" for allowing me "behind the scenes" to talk to Eddie about the DMUs etc! I was certainly inspired to get detailing my own Lima 101's and building those DC Kits 105's!

Any further info you could email me on detailing and building heritage DMUs would be most welcome - in the meantime I will keep an eye on the superb Rail Express modelling section.

Thanks again, Best regards, Vivian Hughes
Co. Clare
Ireland"

[And, coincidentally, the next pages are also of Irish interest! The Chester Club's narrow-gauge (3ft gauge) "Dingle" layout was invited to be exhibited in the far South West of Ireland, in summer 2005 ...]

"Dingle" in Ireland, by Simon Starr (Chester M.R.C.)
After a successful tour in the South I suppose it is only fair to repeat things for the North and as such we will be travelling over to Cultra, the Ulster Folk and Transport Museum, just South of Belfast on the coast line to Bangor - no not that one! The place is a cross between Beamish and York railway museum but on a smaller scale. To whet your appetite there are a few pictures at http://myweb.tiscali.co.uk/stkhc/new_page_5.htm , and officially at http://www.uftm.org.uk/ [Editor's note: this museum is well worth a visit - even for non-enthusiasts!] This is a one day show on November 18th. It follows their theme of bi-annual Model Railway Days in the Museum's "Irish Railway Collection" gallery which houses narrow- and broad-gauge exhibits from all over Ireland, including the prototypes for some of the models on Dingle. In 2004 "Adavoyle" was the star (not Starr) exhibit and we have been pleasantly surprised to have been chosen to be 2006s. Final

arrangements have yet to be made, but I suspect despite the comments below, Norse Merchant will take the layout over, the rest of us will either go with them, fly or swim!

I am delighted to report that last year's visit to Ireland with our model of Dingle Station and Lispole viaduct was a resounding success. The reaction from local people was tremendous and it was a great privilege to be given, first hand, tales of the railway from those who knew it before closure 52 years ago.

"MORE than a thousand people visited the Dingle train exhibition on display at the Dingle marina centre over the weekend. And demand for entry was so great that for a time on Sunday afternoon people were obliged to queue outside....
.....Along with personal recollections, the weekend's events included a series of lectures and a photographic exhibition. "People didn't really know what to expect before they came to the exhibition, but they got a lot more than they expected," Dingle Historical Society's PRO, Tom Fox, told The Kerryman."
Ted Creedon - The Kerryman 020605

"It was a fascinating display that pleased all those who came to look and stayed to admire"
Padraig Kennelly - Kerry's Eye 020605

The tour was nearly scuppered from the start when Norse Merchant Ferries decided to cancel both of the ferries, one at only 48 hours notice (apparently the Belfast ferry had broken down and as they value this route higher than the Dublin one, they took that ferry for the Belfast route and ***** any inconvenienced traffic), but fortunately Stena had

[Preserved Tralee & Dingle Railway no.5T, at Tralee on 5 September 1998 – the only original locomotive still running. I have read somewhere that this engine has been 'poorly' recently, but I'm told that it should be back in operation this summer; more details in a later issue. Photo by the Editor]

space, despite it being bank holiday weekend and we managed to arrive on time. The van party of John, Andy and Robert left on Friday morning, with Jim, Steven and me going in the evening. The van drove the 220 miles (carefully) to Dingle that day, setting up on arrival. The rest of us stayed overnight in Limerick Travelodge before finishing the journey with a spot of gricing, on the Saturday morning!

It was decided to ignore our normal operating 'timetable' and run a predominantly Tralee and Dingle one with occasional visitors from other lines just to break up monotony of the same stock appearing all the time, but a far better frequency of service was had to the entertainment of the public. Fortunately I had just finished (well good enough for running at the show) my third T&D loco (No 3T) and No 2T had been 'ripped apart' and been given a new gear box which needed running in. Fortunately both ran well enough from the start and by the Monday seemed to have become well settled! Replacing the gear box on these locos is not something taken on lightly as it requires much dismantling of the chassis and running gear – I fear it will never be quite the loco it was when first built – however I think it has run more miles than any other on the line ("Phoenix" might come close).

Listening to the many tales told; including those from engine driver's son Billy Hanlon about how he sat in the cab whilst his dad took him down the harbour branch, often shunting a goods van, in the 1950's to drop off light goods at the harbour goods shed was a shock as this line was supposedly out of use from the 1930s; talking to ganger Thomas Hanafin about his work repairing the line and many others who spent 6d to travel to school in Tralee, was probably the most enjoyable part of the weekend, though exhausting and in retrospect we should have been taking more notes than we did. There is a coal cart that we put in the station yard which caused some discussion. The 'merchant' – I can't remember what inspired the name on the wagon - is 'Padraig Kennely'. Apparently there was a coal merchant called Padraig Kennedy, though the chap who pointed this out was Padraig Kennelly (two l's) who happens to live at Driscoll's Cottage which we have modelled on the corner board (some coincidence). He recognised it and was able to tell us about its internal layout and he invited us to call round – sadly we ran out of time - a visit I much regret not making the time to do. He wrote a favourable piece about us in 'Kerry's Eye' newspaper – I thought he was just a journalist though have since found out he actually owns the paper! We also found out that the 1920s tractors we had carefully dated and built to put on the layout didn't get to Dingle until the 1950s and were therefore 'wrong'. They're nice models though and I think will remain in future shows. We were also told that there were never any sheep in the field under the viaduct by those who 'knew'. This until the current owner of the field turned up and forcefully exclaimed, "well I've put sheep in that b****y field." We also found out that the turntable pit at Dingle (even before closure) was a favourite spot for courting couples, as was the area under the station roof! An interview was also given to Ted Creedon for Radio Kerry who was really after sea stories as this was for a nautical program! I failed to mention that the girders for Lispole Viaduct had arrived at Dingle by sea and also that for some reason those for the Camp (Curraduff) diversion were also brought in there. What the locals must have made of such 'enourmous' structures offloading on to their quayside would have been interesting to note. The two spans for Lispole were 50ft each which would make an interesting model train in itself!

There were a few pints of Guinness drunk in the evenings and some serious gricing done on the Sunday evening when there was no talk to listen to (or do). We travelled over to Castlegregory Junction via Lispole (by special arrangement we were allowed access to the

viaduct itself which meant John was in seventh heaven, as he built the model), Annascaul, Glenagalt, and both of the Camp bridges and finally to arrived at the Junction where we were royally treated by Michael O'Neill landlord of the Railway Tavern. We were shown a sample of his collection of memorabilia (and given a sample of his wares) and given a tour of what is left of the station site. We had already visited Dingle station site in small groups at lunch time and, again by special arrangement, had been given keys to study the inside of the building, so it had been a good day!

Monday was not a bank holiday like it was in the UK so children were at school, so the morning was largely given over to about 400 local children coming down to see the layout. It survived, though it was the most intense experience of the weekend. Encouraging the pupils not to touch too much as things would get broken, yet allowing them to feel the 'grass' and 'water' and getting them to engage with the layout didn't do stress levels too much good but seemed to be appreciated by the clientele! "No, the cars don't move, please don't push them." "Why not, the engines do?" "Because we like trains moving not cars" "But ....." And so the interrogations went on. 'How much did it cost?' and 'How much are the trains worth?' were the most common questions, along with their astonishment that we had taken ten years to build it "You're slow then". The irony is that all 32 + 6 miles of the real thing only took just short of three years to build!

Monday was also a 'half' day for us (well we'd packed away and eaten lunch by about 4pm - it was Ireland) and some of us were treated to a guided tour of the Dingle Peninsula whilst others griced in Dingle, examining rail and other artefacts around the town. We ate very well that night though I had to leave slightly early to get organised for the talk, having tried, but largely failed, to get some preparation done in the afternoon. This was going to be in the library but took place in what was the Convent and is now a home to Gaelic studies, An Diseart, as it had a bigger hall! Talking to the people of Dingle about their railway did rather feel like taking coals to Newcastle. It was also somewhat nerve racking and became more so as the hall filled up, especially as there was no screen for the slide show initially. Eventually a member of the audience said they had one, ran off to get it and we got started. After considerable introductions in Irish (I am sure it was very polite) the show began about half an hour late. Nerves and the fact that I needed to get on with a bit meant that I forgot half the script, most of which was written too small to read in the dark anyway! I was going to rewrite it but ran out of time chasing up ferries the week before we left! However it seemed to be very well received from the hundred or so people that had turned up (Dingle only has a population of 1500 so this was a wonderful response) and the evening turned out to be an emotional climax to a wonderful tour and one that none of us will ever forget.

A word of thanks must go to Tom Fox of the Dingle Historical Society and his colleagues who helped organise a fantastic weekend. It has given us the chance to give a degree of validation to the model, which was so appreciated by those who really knew it. Apparently, in the weeks following, a lot of people have expressed regret that they didn't go to see it and "when is it coming back?" So we are looking forward to our next visit! Perhaps the layout should go back and stay!

Incidentally, call in to 'Browns Barn', home of the first Bianconi 'cars' in Ireland, on the N7 just outside Dublin for food if you can. Fantastic food for under 10 euros – amazing. Even a gratis pint glass of water waiting for you as you queue up!

Oh, and just for fun ...! Seen advertising the completion of a new road (or impending road works - didn't look that far down!) between Castleisland and Newcastle West; "Inane Road Development"! Mind you there's one near me that could qualify for that sign!

The re-birth of the Dolgarrog Works Railway Siding

by John M Willis

The Society and its development.
The Dolgarrog Railway Society was originally formed in 1994, but was known then as the Anglesey Traction Group. Its purpose at that time was the provision of locomotives and rolling stock for the proposed reopening of the Gaerwen-Amlwch line, on the Island of Anglesey

Whilst awaiting the deliberations of the Anglesey County Council, the Society decided to acquire and restore a diesel shunter in order to maintain members' interest. The loco was stored on a rented site in the former goods yard at Tal y Cafn adjacent to the Conwy Valley line. After a lot of hard work, which included repairs to some minor accident damage, and replacement of a failed gearbox, the loco was eventually brought back to life.

Three items of goods rolling stock were also acquired and restored at the same base. In the meantime the Anglesey Council had decided it didn't want to get involved with railways and the scheme to re-open the Central Anglesey Railway Line collapsed. Shortly after this, the Foot and Mouth outbreak led to the closure of the Cattle Market, which was adjacent to the Society's plot of land at Tal y Cafn, and which was owned by the same organisation.

The land, including the plot occupied by the Society was then put up for sale. The Society had two options, either to vacate the site, and with nowhere to go, this would have meant the winding up of the Society, or to buy the site. A proposal to turn the Tal y Cafn site into a small railway centre was considered and a feasibility study into this was commissioned, but just as the study was completed the site was sold for housing, at a price the Society could never have afforded.

Fortunately, the new landlord was in no hurry to get vacant possession. Although the feasibility study was now of no use for the Tal y Cafn site, it did prove the idea of a Railway Centre to be a viable proposition so a search was made in the immediate area for a similar site. The next station down the Conwy Valley Line proved to have the answer in the shape of the trackbed of the former Dolgarrog Works Railway Siding.

The first time the Society enquired about renting the old trackbed the request was turned down, the reason becoming apparent when Alcoa, the company which then owned the land, announced its intention to close the factory. However a successful rescue attempt was made by the Conwy Council and the Welsh Development Agency, and a company, now known as Dolgarrog Aluminium Ltd, under the direction of Mr. Roy Johnson, took over the factory. The next approach, to Mr. Johnson, now very sadly deceased, produced a letter from him, saying that he was very interested in railways, and would be delighted to offer the society a thirty year lease on the old trackbed, at a very reasonable rent.

Planning permission was applied for and, after satisfying objections from the Countryside Council for Wales and the Environment Agency, was eventually approved.

The Birth of Dolgarrog

The village of Dolgarrog lies in the valley of the River Conwy, a little distance from the west bank of the river, and about 15kms south of Llandudno. Prior to 1910 it hardly existed, but it came into existence as a result of the planning and building of a hydro-electricity station and an aluminium works. Smelting of aluminium started at Dolgarrog in 1907/1908 by the Aluminium Corporation Limited using electricity from Cwm Dyli, as the Llyn Eigiau dam to supply a power station at Dolgarrog was not completed until 1911. A rolling mill was added in 1916.

It became for a time the centre of an important commercial empire, whose activities included not only the production of aluminium but, also from where the management of a number of narrow gauge railways, including the Ffestiniog, the Welsh Highland and the Snowdon was directed.

In 1925 the Eigiau Dam failed and the village and works were devastated by water and rocks, with the loss of 16 lives. The subsequent reconstruction of the Aluminium Corporation resulted in it disposing of its holdings in its railway empire and resuming its independent existence.

During the Second World War the plant was under the control of the Ministry of Aircraft Production; and it was towards the end of this period that actual smelting on the site ceased.. In 1949 the British Aluminium Co. Ltd. became the major shareholder, and increased investment in modern plant and techniques. Other changes of ownership ensued, until acquisition by Alcoa in 2000. This firm announced the rationalisation of their U.K. businesses, including a proposal to close the Dolgarrog Works by June 2002. But with the successful rescue detailed on the previous page, the Works has entered on a new phase of success under the ownership of Dolgarrog Aluminium Limited. Today, the works mainly operates as an aluminium rolling mill, producing a range of sheet, plate and coil, from ingot brought in by road. Nowadays, the finished product also uses road for outward transport.

How the Dolgarrog Works Railway Siding came into existence.

Transport to and from the works was a problem from the beginning as the Llandudno Junction to Blaenau Ffestiniog railway ran along the opposite, (Eastern), side of the valley and the local roads were in poor condition. In 1907 the Aluminium Corporation produced several schemes, both standard and narrow gauge, to build its own railway connection. The proposals came to nothing and instead the company invested in a five ton Foden steam wagon and an electric car used for staff transport.

Further proposals were put forward by local people in 1911 for a standard gauge line, leaving the Chester - Holyhead main line at Conwy and running through Dolgarrog and Trefriw to terminate at Llanrwst. Rather than wait for the outcome of this scheme the company decided to use the River Conwy as a transport route from Conwy harbour, and later the LNWR's Ynys Quay siding at Llandudno Junction. An old Russian whaling ship, the "Anna Olga", was purchased for use as a floating warehouse in Conwy harbour and a 40 ton steam boat, the "Pioneer", was used for the river traffic, later

joined by other vessels. A 2 foot gauge tramway was built to connect the works to the river, the wagons on which were hauled by an electrically powered winch. In 1914 a canal leading from the river to the works was opened, although the tramway continued to be used for some traffic. (See the diagram on page 17, which shows the relative positions of the works, the canal and the tramway).

The Company decided it would have to build its own railway connection and in 1916 it finally opened the short standard gauge line which is the subject of the Dolgarrog Railway Society's project. Leaving the LNWR Llandudno Junction to Blaenau Ffestiniog railway at a point just over ½ mile south east of the works, where interchange sidings were provided, the works line turned through 90 degrees on a sharp curve which climbed steeply to an impressive girder bridge over the River Conwy. Leaving the bridge the curve continued as the line descended to the level of the surrounding land. Having gone through an almost 180 degree turn the railway then ran in an absolutely straight line alongside the road now known as 'Station Road' (see diagram), to the works. Outside the works entrance was a run-round loop and a branch along Clark Street to the foot of the incline and a coal yard.

Operation

The system seems to have been operated on an as required basis, with one engine in steam and the other as spare. Ten 12-ton wagons were acquired at the time the line opened for business but it is not known if these operated over the main line.
Shortly after opening for goods traffic, the company decided to operate a passenger service for the benefit of its employees. A basic platform constructed of timber was provided by the LNWR from where passengers had to walk across a level crossing to join the Company train at its own low platform. There was a further platform just outside the works entrance. To operate the service the Company acquired two second hand coaches, a bogie coach and a four wheeler. Little appears to be known about the bogie vehicle but the four wheeler came from the North London Railway and the builders plate survives today in the Conwy Valley Railway Museum.

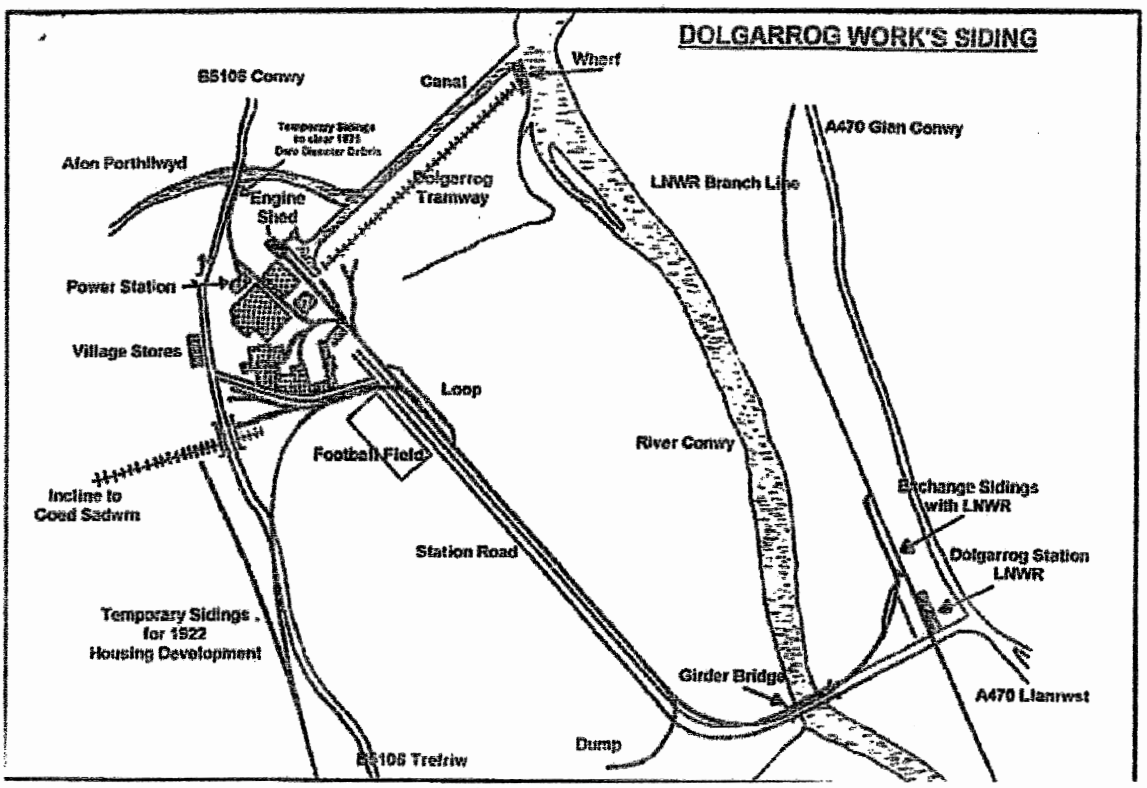
The passenger service must have been a haphazard operation, as only the 'blue collar' workers were conveyed by train, this connecting with the early morning Conwy Valley train; the office staff had to walk! This was withdrawn in about 1932 but the coaches found further use as changing rooms for the works swimming pool and sports facilities. Goods traffic continued and reached a peak during the war years but declined in the 1950s, the system finally closing about 1960.

When this writer came to North Wales, in 1966, the rails were still present on the girder bridge over the river, although they had been removed from the trackbed. The track on the bridge disappeared after a fire on the bridge in the late 1960s. The only piece of track still remaining can be seen in Station Road, adjacent to the Society's present depot, (see photo of "Uxbridge"), although it is understood there are still some vestiges of track remaining inside the Aluminium Works.

The Society's proposals for the line

The Dolgarrog Railway Society aims to re-establish a small industrial railway line (with a rural flavour), at Dolgarrog, utilising the old trackbed. The lease held by the Society

only covers the trackbed from just outside the factory entrance, down the straight part of the trackbed, and as far as the bend where the line turns to go over the girder bridge.



[The map shows the situation in the late 1920s]

The bridge is not included in the lease, and at present, there are no plans to carry the line across the river. Indeed, the bridge is now in the ownership of Welsh Water, and carries a water pipe across the river.

It is also the intention of the Society to preserve locomotives and rolling stock appropriate to the line. Unfortunately, none of the locomotives used on the line have survived, nor to our knowledge, have any items of rolling stock.

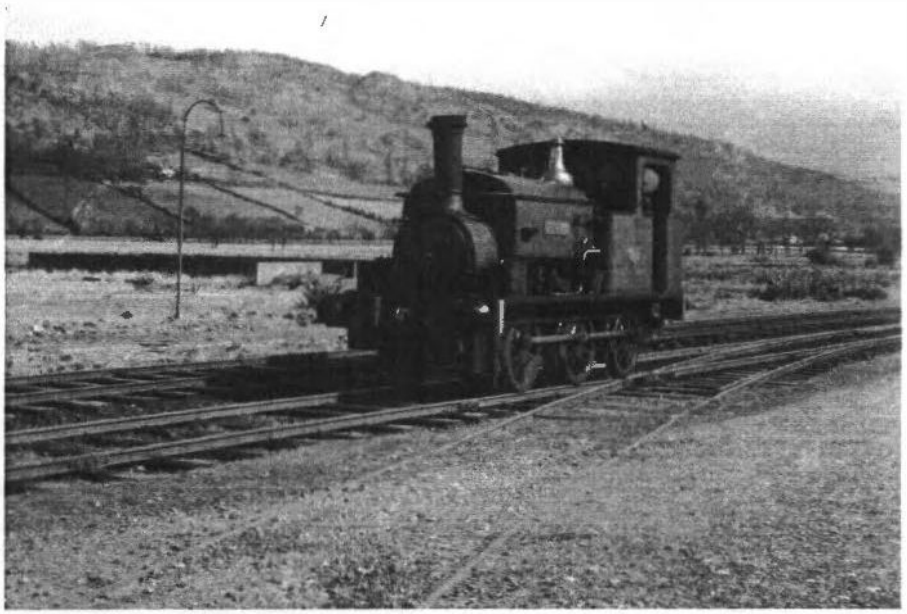
Locomotives used on the line

The identity of the motive power for the opening of the line in 1916 does not appear to have been recorded. However, two 0-6-0 saddle tanks handled traffic from the early days.

The first of these to be recorded was an inside cylindered machine built by the Hunslet Engine Company of Leeds in 1902 (works number 761). It was named "Uxbridge", (See photo 2), having previously worked on the Harrow-Uxbridge Railway and carried this name throughout its time at Dolgarrog. The loco was bought by the Aluminium Corporation in 1917 but had previously been at Dolgarrog whilst working on the Llyn Eigiau reservoir railway between 1907 and 1911.

For this contract "Uxbridge" was brought by rail to Llanrwst station and then taken to Dolgarrog on a trailer pulled by a steam traction engine. It was then hauled up the steep

incline to reach the reservoir railway. After the reservoir was completed the loco was sold for service on other contracts before returning to work on the Dolgarrog siding where it remained until scrapped in 1952.



"Uxbridge" on the Dolgarrog Works Siding by the run-round loop. The rails diverging towards the bottom of the picture are still visible in the road by the Dolgarrog Railway Society's new depot, and are the only part of the original track remaining, outside the Aluminium Company's premises (photo, probably from the 1920s, by Alan Pratt).

Working alongside "Uxbridge" was a Manning Wardle locomotive built in 1901 (works no.1507). This engine may have worked the siding from 1916 although there is no record of it until 1928 when spares were ordered. One of MW's class K locos, it is recorded as having been built for the Isle of Axholme Light Railway and originally named "Haxey". It came to Dolgarrog via a Wolverhampton contractor and was named "Dolgarrog", (see photo, by Alan Pratt). Eventually it was sold to Cudworth and Johnson of Wrexham who had previously carried out repairs to the loco, the date of sale not being known but could have been at the time that the Corporation acquired its last loco in 1943. After a period working at Birkenhead docks it was broken up in 1950.

The only locomotive to be bought new by the Aluminium Corporation was "Dolgarrog

No.1", (Alan Pratt photo), an outside cylindered 0-6-0 saddle tank built by Robert Stephenson & Hawthorns Limited (works no.7074 of 1943). This loco apparently worked all traffic after "Uxbridge" was scrapped. The possibility of replacing "Dolgarrog No.1" with a diesel shunter was considered but in the event nothing was done and the steam loco was cut up at the works around about 1962, after the closure of the line.

The present state of developments at Dolgarrog

Since moving onto the site at Dolgarrog, the Dolgarrog Railway Society has set up a depot near to the factory entrance, on the area occupied by the run around loop, shown on diagram 1., (adjacent to the football field), and almost exactly where the locomotive 'Uxbridge' is seen in the photo. The main developments on the depot site have been the construction of a security compound to house our locomotive and rolling stock, and the installation of a Portakabin on site as a mess room. There has also been a container placed on site, as a store for equipment and tools.

A most important addition has been a toilet block, with a septic tank to accept waste, and the installation of mains water. The toilet block was built with grant aid from 'Grants for All - Wales'. Mains electricity has also been installed on site.

These paragraphs take but a few moments to write but of course the developments described represent many months' work. Before this could happen, the accumulated vegetation of decades had to be removed, the site needed levelling and hard core had to be applied and spread to provide a good base for further work.

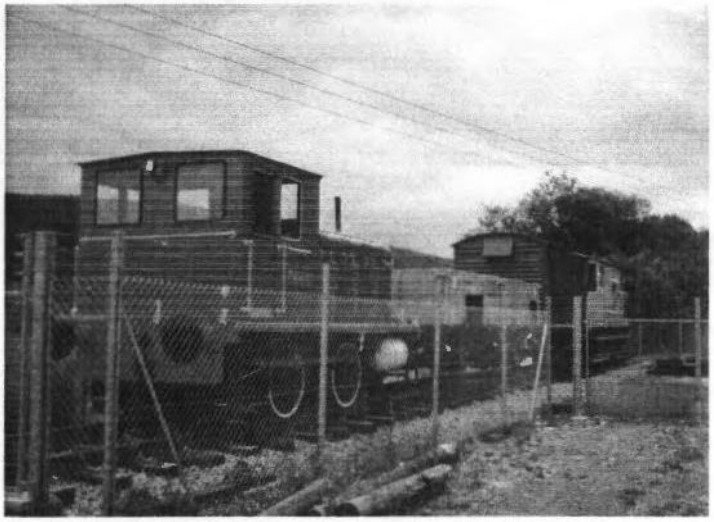
The culmination of Phase One was of course the transporting of the Society's locomotive and rolling stock from Tal y Cafn to Dolgarrog, and its locating securely on track laid in the new compound.

Phase two will involve the fencing of the entire site, to ensure safety, and to satisfy the requirements of the Railway Inspectorate. Further track will then be laid, from the compound up to the top of the site, and a platform will be provided.

Phase three will then be the extension of track down the side of Station Road, for the approximately half mile distance to the end of the parcel of land held by the Society. These developments will obviously take some years, and will follow inevitably on a considerable amount of fund raising, to provide the wherewithal to finance the project.

The Society's Rolling Stock

The Society's locomotive is an 0-4-0 Diesel Mechanical locomotive, named "Taurus".



it was built at Vulcan Foundry (No. D139/1951), by Drewry Car Co. (No.2273/1951). It worked at Purfleet Deep Wharf & Storage Co. Ltd., Erith Wharf, London, then at Otis Transport Services Ltd., Salford, from where it was purchased by the Society in 1995. It is in full working order. *(Margaret Norwood photo).*

The Society also has a B.R. standard 20 ton goods brake van No. B953411, a B.R. standard 12 ton ventilated goods van No. B770804, and a B.R. 13 ton pipe wagon No. B740928. The Society is now on the lookout for a five-plank wagon, a type which was used on the Dolgarrog system. Also urgently required is trackwork to add to that which we have already acquired.

The Society always welcomes new members, and offers of cash, or other help are also most welcome. In addition, photographs of the Dolgarrog Railway line are in very short supply, so if you have any appropriate photos, a copy would be very much appreciated. If you would like to get in touch, or wish to know more, full information can be obtained from the writer on 01492 650835, or at johnmwillis@tiscali.co.uk.

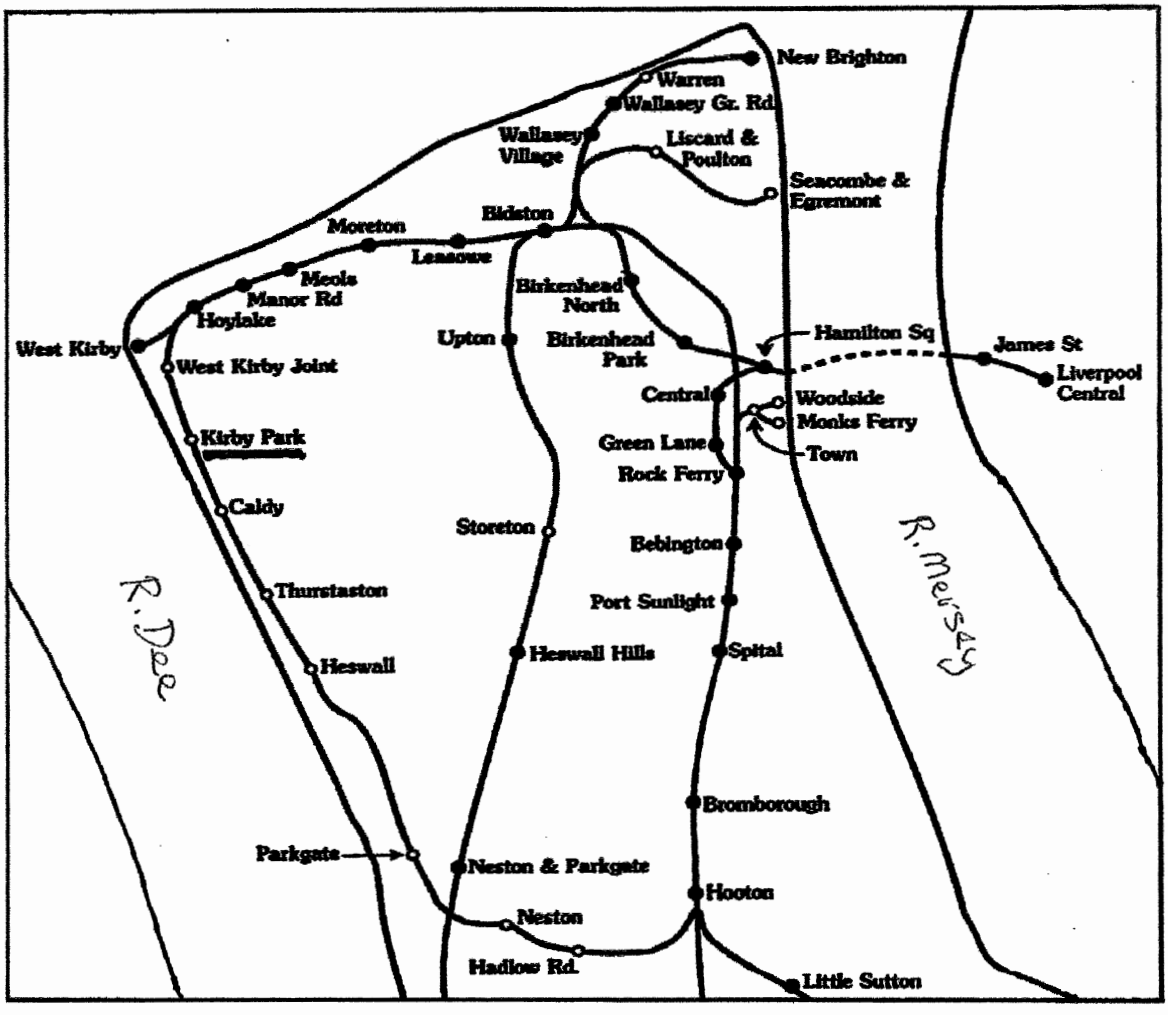
Notes

1. *Industrial locomotives of North Wales*, compiled by V.J.Bradley. I.R.S., 1992. ISBN 0 901096 72 5. Contains details of locomotives operated by Dolgarrog aluminium works and associated railways in the area.
2. *Dolgarrog: an industrial history,* by Eric Jones and David Gwyn. Gwynedd Archives, 1989.
3. *Narrow gauge railways in North Caernarfonshire, vol.3*, by J.I.C.Boyd. Oakwood, 1986.

'Artist-in-Residence' Eric Power lives in West Kirby, and has a long-standing interest in local railways and in the Hooton-West Kirby Branch in particular. For some years he has been recording the memories of elderly local residents who had anything to do with the line. As the first in a series, here is a brief summary of some of Eric's friends' memories which relate to coal – an extremely important part of the railway's business, when most stations would have had a coal siding, often with an adjoining coal office. In the 1940s (before the days of natural gas and oil fired central heating) domestic coal would have formed the major proportion of many stations incoming traffic ...

Recollections of Kirby Park coal yard in the 1940s and early 1950s

by Coalman Don Temple



Temples were an old established firm of West Kirby coal merchants dating back to pre-Second World War days when all of their coal was delivered by horse and cart to domestic users in the Caldy and West Kirby areas, and Don was the eldest son of owner Dick Temple. Their horses were stabled in the old village.

After the war they used Bedford motor lorries, apart from one solitary Ford motor, their livery was a medium blue.

Temples bought their coal from agents J.P.Higginson, Montague Higginson and Settle Speakman. Don remembers the weekly visits made to them by Mr Scott, who

(An early (1904) coal wagon operated by coal distributor J.P.Higginson. Wagons like this would have been taken over as 'war transport' at the beginning of W.W.2 – and nationalised with the rest of the railway fleet in 1948)

was a commercial traveller working for Montague Higginson, who wore a bowler hat and a pinstripe suit as he travelled by train to cater for the needs of all of his coal merchant clients. Commercial traveller Mr Caldo was also remembered by Don. Mr Caldo had his own car to travel around his various coal merchants.

Most of Temples coal arrived from the Midlands coalfields, with very little coming from Yorkshire, except excellent household coal from Grimethorpe colliery. Florence nuts came from Staffordshire and were very good. Whilst surprisingly little Welsh coal was bought due to the slate content in it, although coal from Hafod, Gresford and Llay Main collieries was occasionally bought in.

Some customers insisted on buying the large soft lump coal which came from Foxfield Main colliery near Cheadle, North Staffs. Some of the larger lumps could weigh as much as ½cwt. and would be weighed out as separate lumps to the customers.

Holly Lane coal, selling for ls9d cwt., was the best of all for household burning and would leave only a brown ash in the grate.

Coke and anthracite came from Mountain Ash in South Wales along with Phurnacite bricks and ovoid coal bricks, which were made from compressed coal dust and cement.

The average weight of coal arriving in each railway coal wagon would be around 10 or 12 tons, depending on the size of available wagons at the colliery. Usually, there would be 4, 5 or 6 coal wagons being off-loaded at Kirby Park siding but in the cold winter months as many as 10 or 12 wagons could be seen on occasion being shovelled out by the various firms. The men could each shift about 10 tons of coal a day in winter.

There were two shunts a day at Kirby Park, although in latter years before closure this had been reduced to just one. The first shunt arriving around 10:15 a.m. with another in the afternoon.

Other coal merchants at Kirby Park as remembered by Don Temple as follows:- Abe Smith of 37 South Road, West Kirby, was a self employed coalman with a pre-war dark green painted Ford lorry, who worked from Kirby Park until he died soon after the war. There was a purpose built stable at the rear of the shop premises in Banks Road, where Abe Smith stabled his horse (down an entry alongside 1 South Road).

(Advertisement from a contemporary West Kirby Official Guide)

Billy Green was also a self employed coalman. His white horse attached to its cart could usually be seen waiting in South Road while Billy was having his mid-day meal at his daughter's house. The horse would also be having its mid-day meal of oats from its own nose bag. Billy eventually sold his coal round to Ted Fowler, a Liverpool coal merchant, in the early 1940s.

Old Jimmy Lawrence was another coal merchant working from Kirby Park coal yard. As a small business man with his own horse ('Mike') and cart, he was often asked to do a few general haulage jobs around the locality, whereupon he charged a shilling (5p) for himself, a shilling for the horse and a shilling for the business. The highlight of his equestrian year was three days in May, when he would finish his round early in the day and rush off to Chester Races on the train from Kirby Park. In his haste to arrive in time for the first race he always overlooked having a quick wash and change of clothes, and went just as he was, covered in coal dust!

(to be continued)

Letters to the Editor

(From Simon Caldwell of Pennine Wagons:)
"1st March 2006. Thank you for sending us a copy of the 'Barrowmore Model Railway Journal'. Thank you also for printing the information about Pennine Wagons [page 14 of March issue]. I hope your readers found it interesting to hear about us. I enjoyed reading the Journal and would like to receive future issues. Please find enclosed a cheque to the value of £5.00 to cover the copy which you have just sent, plus the next three issues.
Incidentally, we have recently created a 'Links' page on our website [www.penninewagons.co.uk], and I have added a link to www.barrowmoremrg.org.uk . Hopefully some of our customers will take the opportunity to have a look at your site. Given the assistance which you have so kindly provided to us with regard to wagon liveries, we hope that this may be of some small value in return. Best regards, Simon Caldwell"

++

Workshop notes, no.8:

The firm of **Shesto Ltd** was founded in 1907 under the name of 'Nathan Shestopal' by an immigrant from the Ukraine. The firm started life selling tools and materials to craftsmen in the watch- and clock-repairing trade, and expanded their market in the 1960s and 1970s to include the modelling and hobby market, as well as precision engineering, electronic, dental and optical trades. One consequence has been dealing with high-quality hand-tool manufacturers on the continent, whose products form a large part of the Shesto Ltd (as the firm is now known) catalogue.

I first came across them at a "Model Engineer" show in the 1970s, and bought several items from the stand, including spade drills and high-quality piercing saw blades. But the tool I mostly remember was a very fine **miniature all-square section needle file.** Across the flats, it varies from 0.3mm at the tip, to 0.95 at the shank. Total length (including handle) was 80mm. In other words: very thin, very breakable, expensive, but **invaluable.** I use it most for enlarging draw-hook slots in head-stocks (both etched brass draw-hook pockets, and plastic mouldings).

Eventually, after years of careful use, I managed to snap it, of course! Luckily, a few years ago, I came across the Shesto stand at another exhibition (? Warley ?), and they took a mail-order for a replacement. I can't remember the price now: I know it was expensive enough to use *very* carefully. But worth every penny!! An equivalent today on their web-site is 'FL1480/2/4 Vallorbe miniature file – square, 50mm, cut 4' and this costs £8.95.

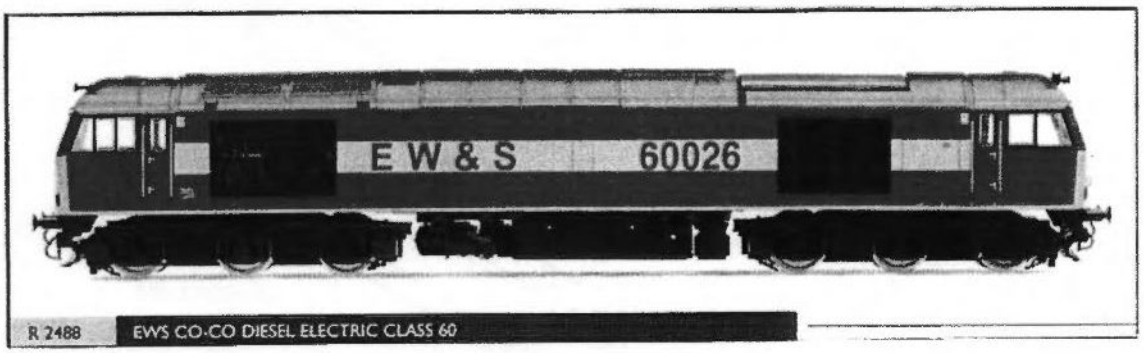
They also market a similar size miniature rat-tail file. But of course this does have substitutes as long as you want a 'round' hole – small twist drills or thin broaches spring to mind. But this file can be useful for 'drifting' (= enlarging a hole on one side only) a small hole before enlarging it with a bigger drill or broach.

Look at their web-site for a selection of the tools in their range - www.shesto.co.uk – or pay £5 for a copy of their "Essential tool & reference guide", which details the complete range. A big problem may be that you end up with a far larger shopping list than you started with!

Contact details: Shesto Ltd., Unit 2, Sapcote Trading Centre, 374 High Road, Willesden, LONDON NW10 2DH; tel. 020 8451 6188; e-mail sales@shesto.co.uk (web site is quoted above).

"A quick and easy P4 conversion for the Hornby class 60"

by David Faulkner



The locomotive fleet on "Mostyn" represents the traction that would have existed on the North Wales coast in summer 1977, namely a mixture of classes 24, 25, 40 and 47. So the recent purchase of several class 60s has raised a few eyebrows amongst fellow modellers. The reason for this odd behaviour is down to the quality of the recently introduced Hornby [1] class 60. Initially available in LOADHAUL, MAINLINE and EWS liveries, the model provides a sound base on which to build, starting with conversion to run on 4mm track (18.83 mm / P4).

After purchasing the LOADHAUL version of the locomotive, the present writer found that the usual source of P4 conversions, 'Ultrascale' [2], had yet to introduce a suitable conversion kit as they were awaiting an example class 60 on which to work. So for the time being a 'homebrew' solution had to be found.

The wheels on the prototype are specified as having a diameter of 1118 mm which equates to 14.67 mm in 4mm scale; not a common size. However, if you are prepared to accept 14 mm coach disc wheels as a suitable alternative, the solid nickel-silver wheels imported from Australia by Branchlines [3] provide an easy route to a P4 class 60 (unlike the class 50, Hornby have made use of a 2 mm axle on the class 60). The opportunity to perform the conversion came during "Mostyn's" most recent outing at the Kidderminster Exhibition.

Removing the original wheels

The most tedious part of the conversion was removing the original wheels from the class 60 bogies. These are kept in place by a keeper plate held in place by 6 clips. The

best way found of removing this plate is inserting a small flat-bladed screwdriver between the side if the internal bogie sub-frame and each of the clips; this might take a little time as the clips have a tendency to re-engage and are best prevented from doing so by using an small wedge (additional small screwdriver or cocktail stick) inserted in one end of the keeper-plate whilst each of the clips are progressively eased apart (see Figure 1). Once unclipped, the wheels should pull free from the bogies.

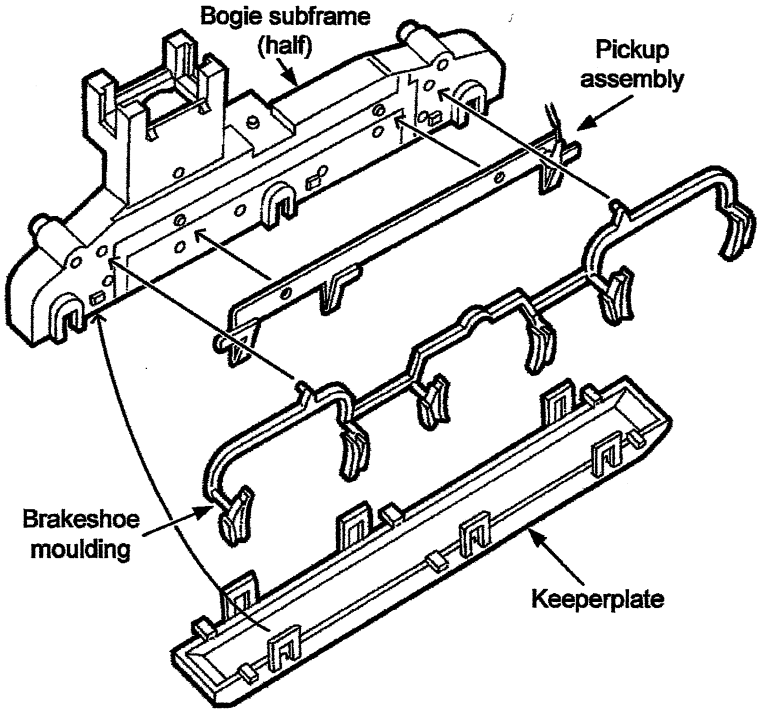


Figure 1 – Hornby Class 60 bogie sub-frame

Next, prise one of the wheels off each of the original axles and remove the gearwheel; keep these for later in the conversion.

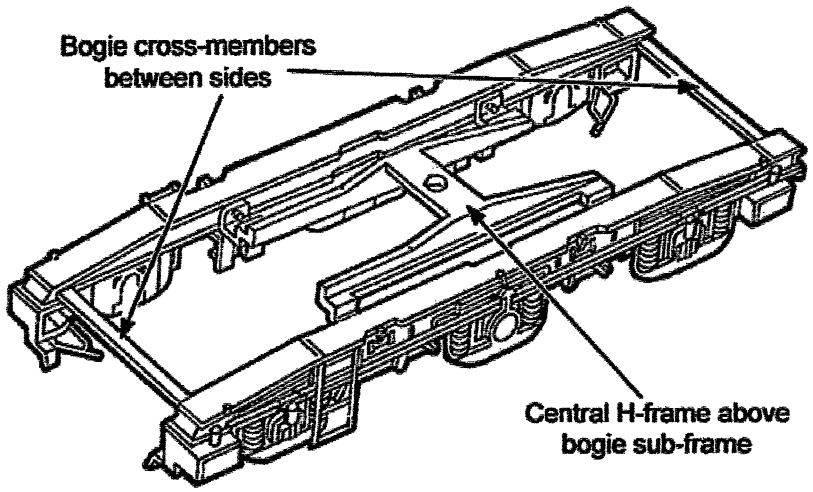


Figure 2 – Hornby Class 60 bogie sides and H-frame

It may help later in the conversion process if the bogie side-frames are also removed. Each side-frame is glued at two points to cross-members between each of the two bogies' sides (see Figure 2) that hold them together. The bogie side-frames are retained on the model by a press-fit to an H-shaped frame that fits between the bogie sub-frame and chassis. To pull apart the side-frames from the cross-members might require a little force and there is a chance that the cross-members may fracture during this process; be careful and be prepared to repair these should they break.

Whilst doing any work on the bogies, take great care not to damage the delicate sand-pipes at each corner of the bogie; if disturbed these will require re-gluing in place.

Hornby Service Sheet No.286, issued November 2005, shows the construction of the class 60 chassis and bogies.

Adding the new wheels

Unfortunately, the brake-shoes are designed to line up with the outermost part of the rim on the 'OO' wheel-sets; this means that there is a chance that they can press against the flange of P4 wheel-sets unless a little packing is added between the brake-shoe moulding and bogie sub-frame. However, using 14 mm wheels means that the brake shoes barely make contact with the flanges on 14 mm wheels so the brake-shoes can remain in their original position for the time being.

The Branchlines wheels consist of one solid wheel and one on a plastic bush. Remove the wheel on the bush from the axle; if the bush comes loose from the wheel re-secure it with Loctite. Now slide the original gear, a short length of sleeve (approx. 2 mm long) and a 2 mm brass washer over each of the new axles and replace the wheel and set at the correct back-to-back.

The gear, sleeve and washer need positioning such that the wheel-set sits centrally in the bogie sub-frame. These can be lined up visually without worrying about the precise dimensions and position, as the axles should be allowed some side-to-side movement. Figure 3 shows how the new axles sit within the side-frames of the bogie.

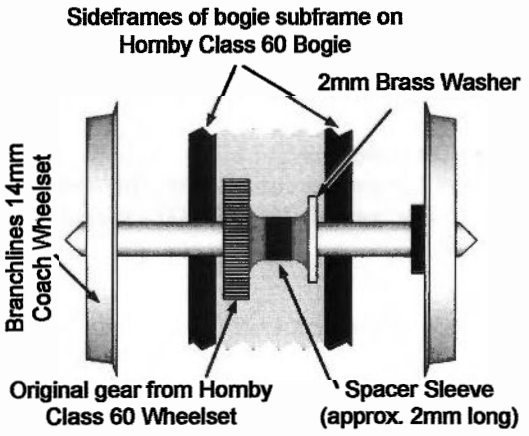


Figure 3 – New P4 wheel-set

The gear, washer and spacer sleeve should be kept in place using a retainer (e.g. Loctite 601 or similar).

Before securing the new wheels in place, all that is required is to adjust the pickups such that they wipe the rear faces of the wheels – a couple of pairs of small pliers or tweezers are needed for this. The keeper plate then simply clips back in place.

Finally, carefully replace the bogie side-frames. Each side-frame will line up with the central H-frame and should be a push fit on that and the bogie cross-members; a small amount of solvent might be required if they were broken during removal. Hey Presto! One P4 class 60.

[Two Class 60s seen on "Mostyn" during a freak time warp in 1977]

Notes

[1] Hornby Hobbies Ltd - Hornby PLC
Westwood Industrial Estate, Margate, Kent, CT9 4JX
Helpline on +44 (0)1843 233525
http://www.hornby.co.uk

[2] Ultrascale - Gear Services (Letchworth) Ltd.,
The Wynd East, The Wynd, Letchworth Garden City, Hertfordshire, SG6 3EL
Tel: +44 (0) 1462 685327 / Fax: +44 (0) 1462 677821 / E-mail: enquiries@ultrascale.co.uk
http://www.ultrascale.co.uk

[3] Branchlines
Andrew Mullins, P.O.Box 31, Exeter, EX4 6NY
Tel: 01392 437755 / Fax: 01392 437755 / email: sales@branchlines.com
http://www.branchlines.com

Book review:

G.W.R. wagons before 1948, vol.1

compiled by R Tourret

Cheona Publications, 2005. ISBN 1 900298 29 5

This little book seems to be intended to give an overview of the complex subject of the GWR's wagon fleet. On the whole, in the reviewer's opinion, this aim is met.

The book is well filled with a varied selection of photographs, mainly from company days but also drawing from preserved vehicles on heritage lines. On the plus side the use of some coloured photographs is to be commended, though it would have been more intellectually honest to point out more clearly that all the vehicles illustrated were preservation society restorations. It is a pity that none of the coloured illustrations dates back to GWR days.

The text accompanying the illustrations is clear and informative.

There were, however, some aspects of the book that were less informative than I suspect the author intended. In particular I felt that the section on brake systems could have benefited from some diagrams. This section also would have been more complete had it included explanations of the importance of vacuum fitted stock, through piped stock, and how such vehicles were marshaled in trains in order to maximize braking efficiency.

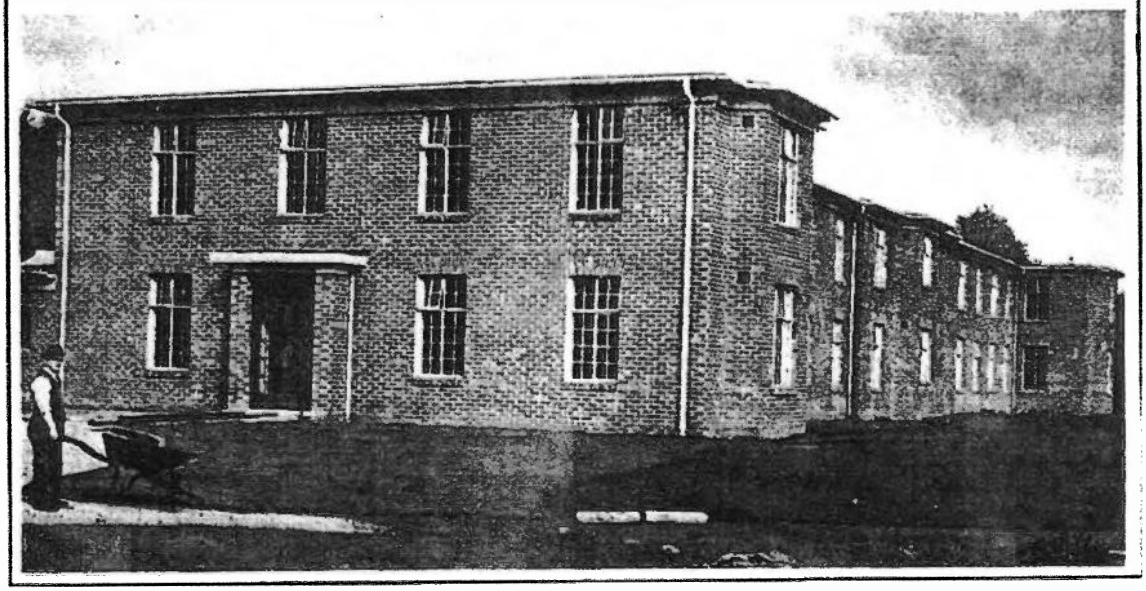
A very obvious deficiency in the consist of the book is the total lack of a bibliography. It is clear to the reviewer that the author is at times quoting from a book which he co-authored (*A History of GWR Goods Wagons* by A G Atkins, W Beard, D J Hyde, R Tourret; David & Charles, ISBN 0 7153 8725 1). Indeed the author makes reference to a book *GWR Goods Wagons* which presumably is the same publication, but in the absence of a bibliography one cannot be sure.

However this is but volume 1, perhaps the bibliography is planned to be part of volume 2; and at £9-95 this little book fills a useful niche in the beginner's library.

(Reviewed by Richard Stagg)

Eric Power came across two photographs of **Barrowmore** in a small booklet first published in 1943 by the Liverpool Daily Post and Echo Ltd., and now long out-of-print. It bore the title *Bombers over Merseyside* and the major part is photographs of Merseyside during the 'blitz' early in the 2nd World War. Barrowmore is hardly 'Merseyside', but I suppose it could be argued that the damage to the Hall was very likely caused by German aircrew wanting to get rid of the bombs that they had failed somehow to unload on more important industrial targets in Birkenhead or Liverpool! Anyway, such pictures are rare today, so perhaps we should be grateful for 'small mercies' and they are reproduced on the next page …

The bombing of Barrowmore Hall, November 1940



Barrowmore Hall, near Chester, home of the East Lancashire Tuberculosis Colony, blitzed in November, 1940, and (below) the modern new Sanatorium.

On the early morning of 29 November 1940, a German warplane dropped bombs over the Barrow area, starting fires on several farms but also seriously damaging Barrowmore Hall and killing 18 patients and two staff. A new sanatorium was built and opened in stages during 1943 and 1944.

Book review:
British railway air braked stock, volume 3, compiled by Tom Smith. Cheona Publications, 2004. £9.95. ISBN 1 900298 31 7. (Modern railways in profile series, no.3).
Reviewed by Richard Oldfield

The slim A5 books by Cheona Publications are a mine of useful information for the railway enthusiast and many of the wagons and coaches running on our P4 layout, "Mostyn", were directly modelled from photographs in the 'Railways in profile' series. Cheona have also embarked on a 'Modern railways in profile' series covering (so far) air-braked freight vehicles and this is the third volume compiled by Tom Smith and covers china clay, calcium carbonate, chemical, carbon dioxide, petroleum and water tank wagons.

Tom Smith has privileged access to railway facilities and it is to his great credit that he has taken thousands of photographs in locations that are inaccessible to the average enthusiast and made collections of them available in books such as the one being reviewed. Detailed shots of wagon features like buffers and brake gear are a boon for 'rivet-counting' modellers and the early pages of this volume contain five photographs of various buffer types – although, interestingly enough, none of them are depicted on wagons covered by this book.

The main limitation of the book (perhaps you would consider it an advantage if your interests are 'north of the border'?) is that 116 out of 120 photographs are taken at Scottish locations with Mossend Yard, P & D Stirling at Mossend and E.G. Steele at Hamilton predominating. This means that unless the wagon has run in service in Scotland or was repaired or stored there then you are very unlikely to see it in this volume. For this reason some batches of wagons are amply covered whereas other larger batches may be entirely absent – there are no ESSO- prefixed tanks for instance.

On a very positive note the author has included photographs of the same wagon taken at different times (for example STL 54863 plates 43/109/110) so that the impact of weathering, repairs and re-painting can be identified. Some wagons are photographed from both sides (such as ICIM 70819 plates 37/38 and BPO 53742 plates 70/71/85) or from different angles on the same side (such as CAIB 51958 plates 10/16, TRL 86901 plates 21/22 and 33 70 7899 002-1 plates 53/54) so more valuable modelling information can be gleaned from them.

Like the other volumes in the 'Modern railways in profile' series, this volume shows signs of being hurriedly put together before publication. There are quite a few captioning and grammatical errors and I'm not a great fan of photographs that have been cropped to exclude buffers and other detail. Caption 85 belongs to plate 84, caption 84 belongs to plate 86 and caption 86 belongs to plate 85. Plate 57 is captioned as 23 80 7995 009-7 but the wagon actually is 33 80 7995 004-8 and plate 59 is captioned as 33 87 7990 002-3 but should be 33 87 7997 002-3.

Despite the minor irritations identified above, it has to be said that this book represents a useful addition to the armoury of railway enthusiasts of the last ten years. Tom Smith

is to be applauded for his efforts to share his images and hopefully Volumes 4 and beyond will soon be with us.

Workshop notes, no.9

I met up with Dave Millward from Leek at our clubrooms recently, and he was using a tool similar (in effect) to the Olfa 'Scrawker'. I asked Dave for details ....

"You requested information on the cutting scriber for the Barrowmore magazine -
The tool is made by Bare Metal, is available from Hannants of Lowestoft (tel.01502 517444) at a price of approx £12 (inc p&p). Its proper title is a plastic cutting scriber. The specially shaped tip cuts into the plastic and guides the cut material away as the tool is drawn across plastic sheet, producing a very neat groove. Pressing on harder removes more plastic and produces a deeper, wider groove.

I have used it to reproduce the gap across the top of the Class 45 and 46 ('Peak') nose, which Bachmann forgot to do. If you need any more information, just ask. [His details are on our 'contacts' list – Ed.].

Regards - Dave"

Making LMS 50ft passenger brake vans for "Mostyn"

by Richard Oldfield

It is one of the aims of the "Mostyn" project that we will eventually have a representative cross-section of all traffic that ran on the North Wales Coast main line in Summer 1977. Parcels train formations are no exception and they are a particular favourite of Dave Goodwin and myself. There is something about the sheer variety of pre- and post-nationalisation parcels stock that is very appealing so it should come as no surprise that our fleet is steadily expanding.

The latest vehicle type to receive our attention is the LMS-designed 50ft gangwayed Passenger Brake Van (or BG for short) which was easily the most numerous type of LMS-designed hauled coaching stock still in revenue service in 1977. The RCTS 1978 Coaching Stock book [note 1] lists 366 LMS 50ft BGs in use at the end of 1977.

The complete story of the LMS 50ft BG is beyond the scope of this article – here we are firmly focussed on the final survivors and the condition they were in during the late 1970s. People wanting an overall view are recommended to read Chapter 14 of *An illustrated history of L.M.S. coaches 1923-1957* by Bob Essery and David Jenkinson [2].

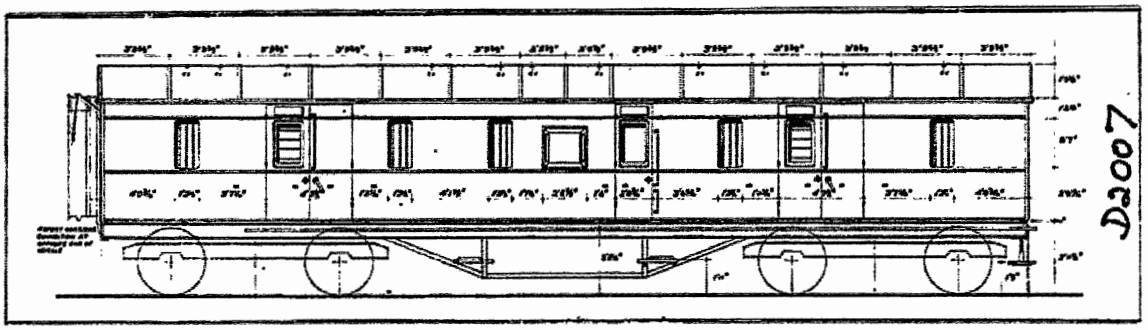
By "Mostyn's" time period only the last two Diagrams, 2007 and 2171, were still in existence. As you would expect the earlier pre-war Lot Numbers show most losses whereas the later BR-built batches were barely touched by withdrawals.

LMS 50' BGs in revenue stock (as per *RCTS Coaching Stock 1978*)

Diagram	Lot No.	Built By	Date	Total Built	End 1977 Stock
2007	1096	Wolverton	1938	25	8
	1097	Wolverton	1938/39	25	14
	1198	Wolverton	1939	25	19
	1260	Derby	1940	20	16
	1261	Wolverton	1939/40	50	37
	1304	Derby	1940/41	50	36
	1305	Wolverton	1941	50	40
	1357	Wolverton	1941	110	96
	1358	Wolverton	1944	4	3
	1444	Wolverton	1947	25	23
2171	1508	Wolverton	1949/50	25	23
	1563	Derby	1949	25	24
	1579	Derby	1950	15	12
	1588	Wolverton	1950	15	14
Totals				464	366

Note: There were also 26 LMS BGs built to Diagram 2100 Lot 1359 still in service at the end of 1977. However, these were built on 57ft underframes and are therefore outside the scope of this article (although they might make an interesting scratch-building project at some point in the future).

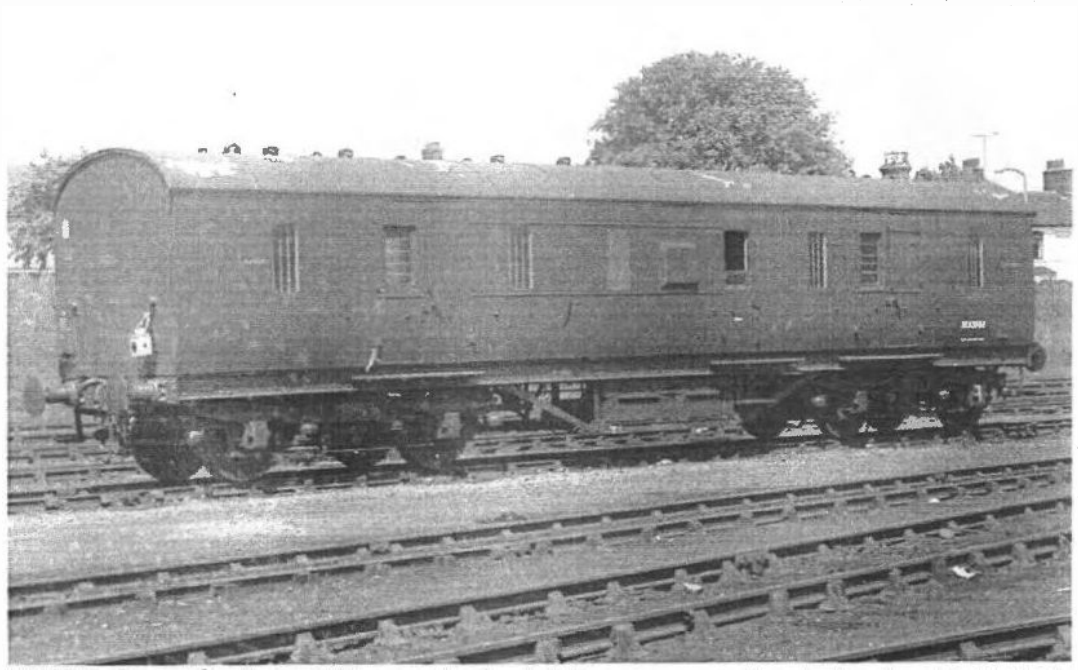
Differentiating between Diagrams 2007 and 2171 is not straightforward (at least not as far as this writer is concerned!). When built, Diagram 2007 vehicles up to and including Lot 1305 had body-side beading, but corrosion and subsequent re-skinning meant that many vehicles from these Lots had lost some, if not all of their beading by the late 1970s. The later Dia.2007 Lots plus all the Dia.2171 Lots had plain body-sides without beading. Roof vents give more of a clue with ridged dome and shell vents originally fitted only on Dia.2007 vehicles whilst torpedo vents were used on all Dia.2171 vehicles. Prominent roof seams are also a feature of the earlier Dia 2007 Lots but disappeared from Lot 1357 onwards.



As a rough guideline to identifying these later LMS BGs:
- if it has body-side beading, prominent roof seams and shell or ridged dome vents then it is an early Dia. 2007 up to Lot 1305;
- if it has smooth sides, smooth roof and shell or ridged dome vents then it is a later Dia.2007 from Lot 1357 onwards;
- if it has smooth sides, smooth roof and torpedo vents then it is Dia.2171.

By the time of "Mostyn" the LMS BGs had done 30-40 years hard work and the effect of running repairs and cannibalisation of parts had given them a lot of character. This is irresistible to 'rivet-counters' like Dave and myself. Our checklist of detail variations includes the following:

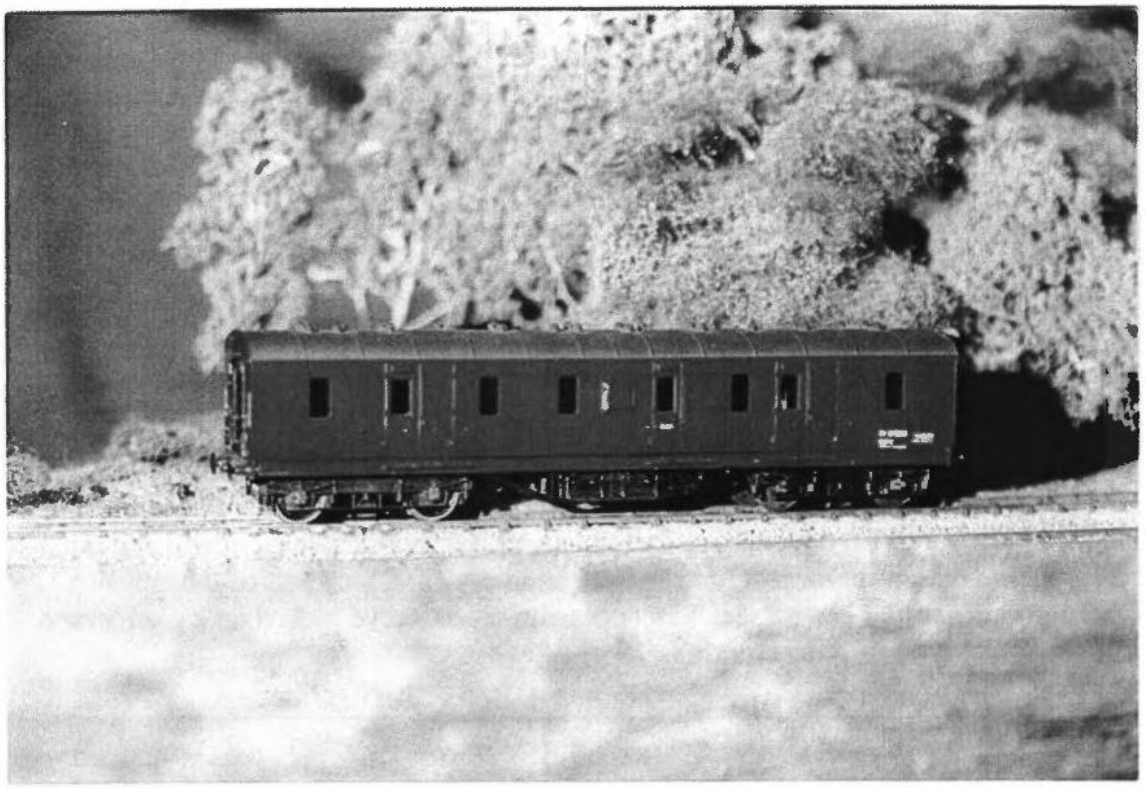
- plain blue, and blue-grey liveries;
- prominent roof seams or smooth roofs;
- shell, ridged dome or torpedo vents (and mixtures of them);
- Dia.2007 beading partially or mostly removed;
- removal of gangways (either new end skin or patched);



M30966 at Lowestoft in Spring 1975 – some beading left, but no gangways (Dave Larkin photo W 5031/DL)

- body-side patching;
- window surround re-enforcement (at least two styles);
- types of voltage regulators and fittings;
- battery box variations;
- corner footstep variations (angled and straight supports);
- headstock footstep variations;
- end handrail variations;
- label clip positions.

First impressions were not favourable. Thick paintwork, an over-wide under-frame, excessive body height, recessed glazing and over-prominent roof vents gave the ready-to-run model an odd appearance but we soon came round to the view that all of this could be corrected. A quick search of various stock-boxes yielded eight models, and



Dave Faulkner soon made this up to twelve when he found a further four.

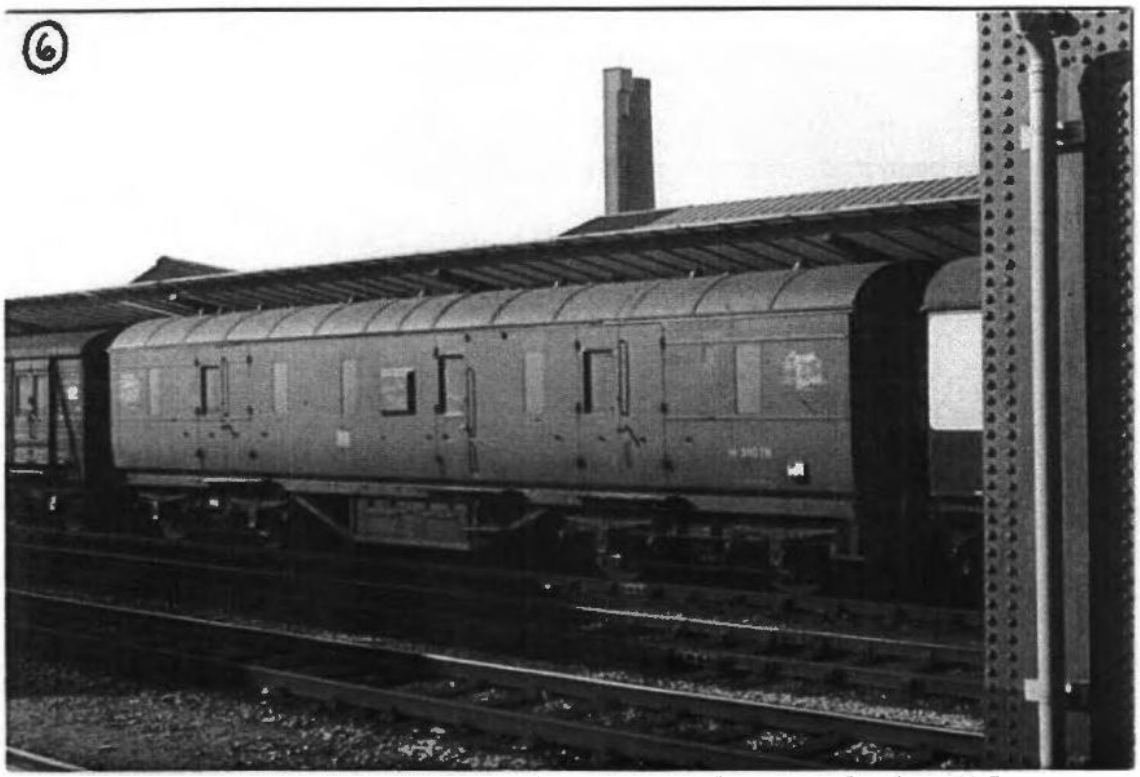
How did we choose which prototypes to build? Looking through books, magazines and photographs we came up with a production list that was representative of our time period and yet also gave us the opportunity to model the myriad detail differences.

Running no.	Dia./ Lot	Livery	Gang-ways	Roof Vents	Roof Seams	Beading	Repairs
M30966	2007/ 1096	blue	no	rd + t	yes	some	patching and repairs to bottom of body-side
M30999	2007/ 1097	blue	no	rd	yes	little	repairs to bottom of body-side
M31010	2007/ 1097	blue	no	rd	yes	little	repairs to bottom of body-side
M31054M	2007/ 1260	blue	yes	sh	yes	some	repairs to bottom of body-side
M31060 (see below)	2007/ 1261	blue	no	t	no	none	patching
M31076	2007/ 1261	blue	no	rd	yes	some	patching
M31164	2007/ 1305	blue	no	sh + rd	yes	most	patching and repairs to bottom of body-side
M31214	2007/ 1357	blue	no	rd	no	none	repairs to bottom of body-side and window rims

M31340	2007/ 1444	blue	no	sh	no	none	patching and repairs to bottom of body-side
M31366M	2171/ 1508	blue-grey	no	t	no	none	patching and repairs to window rims
M31374	2171/ 1563	blue	yes	t	no	none	repairs to bottom of body-side and window rims
M31389M	2171/ 1563	blue-grey	yes	t	no	none	None

Note: M31060 was modelled directly from a photograph and appears to be an oddity in that it has no beading, a smooth roof and torpedo vents and yet, apparently, it comes from the same Lot as M31076 which has (as expected) beading, prominent roof seams and ridged dome vents. It says M31060 clearly in the photograph but perhaps it was mis-numbered and should have been M31360 – for which its details would be correct.

It might seem strange to some that this article is now well underway and, despite this fact, we have yet to lift a modelling knife in anger. For both Dave Goodwin and me research into the prototype is a fundamental and very enjoyable part of the entire modelling process – I cannot recall any occasion when we've picked up a photograph and a kit and simply started working.



[Yet another example with some beading left in place – M31076 photographed in the 1970s]

Armed with a basic grasp of the prototype, having selected the vehicles to re-create and chosen the modelling route to go down, we are now in a position to start the basic butchery. The Mainline/Bachmann model is dismantled with the body and under-frame kept to one side whilst the bogies, vacuum cylinders, weights, glazing, gangways and buffers are disposed of.

By using Phoenix Precision Superstrip we rapidly removed all the thick paint from the body and revealed a finely-detailed moulding which gave us a lot of confidence that we were going down the correct route.

Initial work on the stripped body included:
- remove handrail from roof and make good to leave smooth surface;
- remove torpedo vents where they would be replaced by other types;
- remove roof seams from smooth roofed vehicles;
- fettle ends of roof to make finer appearance;
- remove upper three footsteps from each end;
- remove end handrails;
- remove lamp-irons;
- remove carriage lighting cable moulding;
- fill in space where gangways had been removed from some vans;
- remove buffer shanks and draw-hooks;
- remove body side door vents;
- remove body-side door handles and grab handles;
- remove beading at corners of vehicles where appropriate;
- remove locating clips inside body (which secure it to under-frame);

Initial work on the under-frame included:
- remove solebar footsteps;
- pare down thickness of plastic on top of solebars (so as to cause the body to sit lower on the under-frame);
- remove bogie pivot moulding;
- clean up trussing to remove excess moulding flash.

Notes:
[1] *Coaching stock of British Railways 1978*, by P.Mallaband and L.J.Bowles. R.C.T.S., 1978. ISBN 0 901115 44 5.
[2] *An illustrated history of L.M.S. coaches 1923-1957* by Bob Essery and David Jenkinson. OPC, 1977; ISBN 0 902888 83 8.)

(to be continued)

Editor's page: running out of space, so just a note of recent book purchases ...

Industrial wagons: an introduction, by David Monk Steel. Industrial Railway Society, 2005. £12.00. ISBN 1 901556 33 6.

British railway air braked stock, vol.3: china clay & calcium carbonate, chemical, petroleum & water tank wagons, compiled by Tom Smith. Cheona, 2004. £9.95. ISBN 1 900298 31 7. (Modern railways in profile series no.3).

G.W.R. wagons before 1948, vol.1: diagrams A Pollens to P ballast wagons, compiled by R.Tourret. Cheona, 2005. ISBN 1 900298 29 5. (Railways in profile series no.15).
(See review on page 29)

Private owner wagons: a fourth collection – Welsh anthracite, by Keith Turton. Lightmoor, 2005. £19.95. ISBN 1 899889 19 1.

An illustrated history of LNER wagons, vol.1: LNER Southern Area (ex-GN, ex-GC and ex-GE wagons absorbed by the LNER), by Peter Tatlow. Wild Swan, 2005. £34.99. ISBN 1 905184 03 4.

The London and North Western Railway: a selection of 7mm locomotive drawings, compiled by M.Sharman. Oakwood, 1986. ISBN 0 85361 315 X. (Portfolio series, vol.2).

British Railways mark 1 coaches: supplement, by Keith Parkin. H.M.R.S., 2006. ISBN 0 902835 18 1. £9.95 (discount for members).

An introduction to modelling narrow gauge railways, by David Cox. Irwell Press, 1995. ISBN 1 871608 45 7. £10.95. ('Modelling Railways Illustrated' handbook no.5).

Who are you? (Richard Oldfield)

On the 10th January 1957 the quiet married life of my parents was changed forever when I arrived hurriedly on the floor of the bedroom of a small flat in a quiet village called Dorrington which used to have a station on the Shrewsbury to Hereford line. My earliest meeting with trains, so I am told but I have no recollection, is when my Mum used to take me in my pram to watch the passing trains.

A couple of years later my family joined the property owning classes with the purchase of a small semi-detached house on what was then a semi-rural new development at Bayston Hill near Shrewsbury. By this time the family had expanded with the arrival of my two brothers, Martin and Nicholas. My father had been a tank mechanic during the Second World War and back in 'Civvy street' he was apprenticed at Sheffield United Tours before joining the Ministry of Transport as a Vehicle Examiner. My father was a skilled mechanic but wasn't worried about appearances and our family cars tended to be old, second-hand and high mileage but nonetheless reliable. He kept this approach throughout a successful career in the Civil Service where he rose to the level of Chief Vehicle Examiner but sank to driving around in an ex-GPO bright yellow diesel van – a source of amusement to many but embarrassment to my mother who, despite having passed her test, chose never to drive the family 'car'.

Promotion in the Civil Service meant moving around and in 1963 our family moved to Walthamstow, East London where we lived in a flat bordering Epping Forest and about 300 yards from Wood Street station on the Liverpool Street – Chingford line. It is here that the magical 8ft x 4ft piece of chipboard appeared on which my first layout was built. This was a joyous mixture of manufacturers, periods and locations with successive birthdays, Christmases and treats usually bringing my father's bargain-

spotting talents to the fore. We had different track types, incompatible couplings and some useless items (anyone remember Playcraft?) but the pride of the fleet was a green EM2 hauling a Caledonian coach and a BR Mark 1 maroon Sleeper.

The next family move took us to Foxbar on the outskirts of Paisley where we soon learnt as children that being Protestant and English did not place you high in the pecking order. Normally the Scottish Protestant and Catholic schoolchildren were too busy fighting one another (an abandoned railway line running towards the Rootes factory at Linwood was the demarcation line) but there was always the attraction of picking on the English newcomers – you soon learnt to defend yourself and your brothers! Schooling was strict (the strap was still applied for minor transgressions) and it seemed that every education programme broadcast on the radio was about William Wallace or Robert the Bruce which tended to make the following play-time very challenging! Most holidays we went to visit my maternal grandparents in Sheffield and I spent many happy hours train-spotting on Midland station

Much to the relief of my family, another job move came quickly and we moved back to London in 1967, briefly renting a flat in Crouch End before moving to a 1930s semi near Bounds Green. By this time the first layout had been dismantled to be replaced by an unsuccessful effort running round the walls of my bedroom and then finally by a big layout in the loft. This was, yet again, an impressive mixture of two-rail and three-rail systems with every type of stock running. It was never completed but I spent hundreds of happy hours working on it with my Dad.

I sailed through my O-levels in 1973 but then allowed the attractions of girls and alcohol to take my mind off studies (and model railways) with the result that my A-levels were well below expectation. Ever practical I got myself a job mixing paint and selling wallpaper in an up-market shop in Muswell Hill before a chance meeting with a teacher at my old school led to the suggestion that, since I liked work, I ought to consider a Business degree. One thing led to another and I found myself a late starter at the University of Salford studying Business Operation and Control (1975-79). Yet again my studies had to compete with sport, women and booze but a year's industrial experience plus a series of part-time jobs enabled me to shine at job interviews and I obtained four firm offers, finally accepting the highest paid one which was from Unilever.

I met my wife, Margaret, through work – she was the Personnel Director's secretary at the first Unilever subsidiary I worked for. In fact she met me at the office entrance and took me to the interview before I even got the job. The term 'sharking' had not entered popular usage at that time but my sharp teeth and fins were certainly on show when I saw her. One year later we were engaged and a year after that we were married at St. Barnabas' Church, Bromborough in August 1981. Promotions and job moves followed with my two eldest children, Edward and Georgina born in Ashford, Kent in 1987 and 1989 respectively. I tinkered with N gauge German model railways for a while but never completed anything and the stock has sat untouched in a couple of drawers ever since.

During my working career I was known affectionately as the 'management rottweiler' and was used for a variety of tougher jobs which culminated in my move to Brazil in

1992 to try and turn round a loss-making business in a country suffering hyper-inflation (48% per month at one stage). By a combination of luck and judgement business boomed and mouth-watering bonuses were paid. By 1996, when I left Unilever, the mortgage had gone and our third child, Francesca, had been born in Sao Paulo. In 1997 I secured another 'big job' with a US multi-national but turned it down when it dawned on me that perhaps there was more to life than just climbing the greasy career pole.

Having settled back in England, my interest in model railways was re-kindled and I soon met Dave Goodwin who quickly corrupted my innocent mind with the challenges of P4. I owe nearly all my modelling skills to Dave's willingness and patience in teaching me – we have spent many thousands of happy hours together in his shed building stock for Mostyn and squabbling amicably about everything from music to politics.

As a person I am not renowned for my patience and have a low tolerance of people who waste my time. I like to 'get things done' and do them to the best of my ability, much preferring to work in teams than work on my own. Hopefully, during the coming years, I'll be able to spend plenty of time working on BMRG projects like "Mostyn" and "Johnstown Road" and whatever comes next.

Contents