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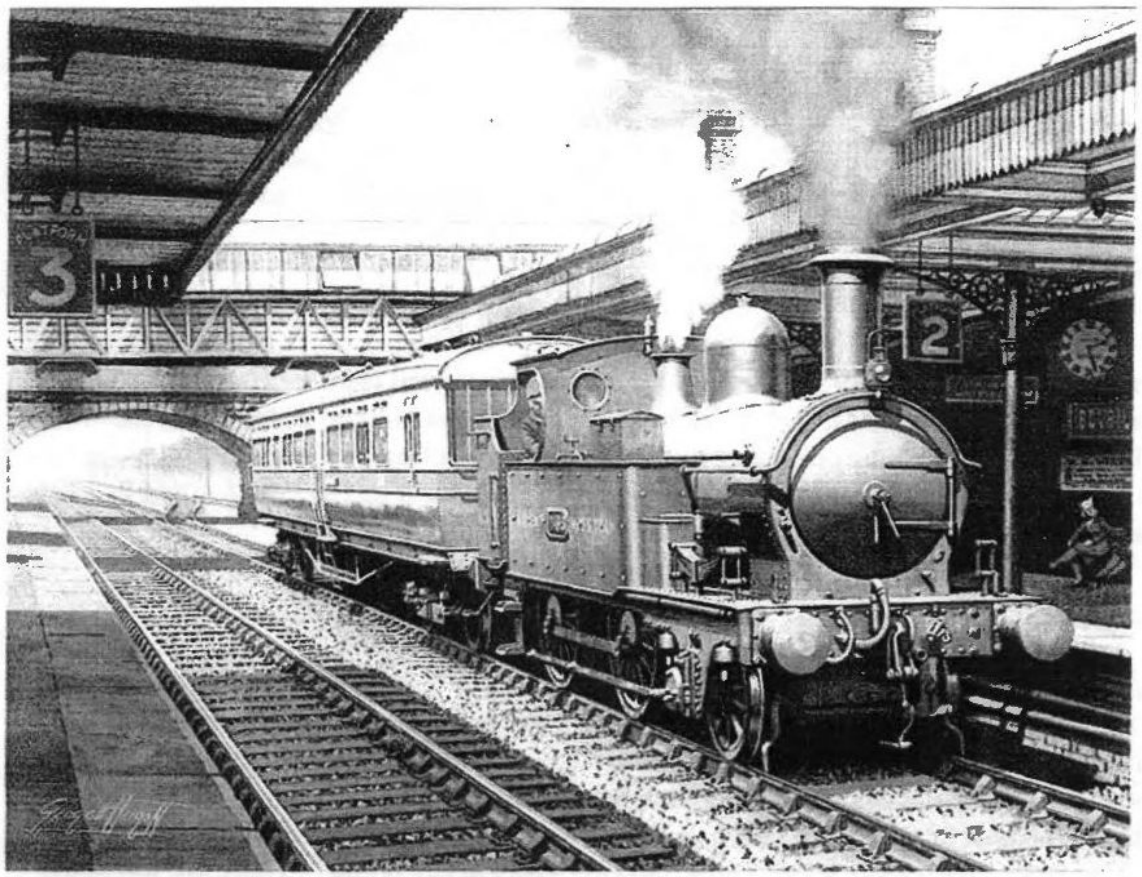
Barrowmore Model Railway Journal



Number 8

September 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 December 2006, and contributions should get to the Editor as soon as possible, but at least before 1 November 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 greetings card (sent by Harry Wilson) featuring G.W.R. 455 class 2-4-0 'Metro' tank no.1495 at Hooton station with the 2.10pm auto train from Rock Ferry in 1931. From a painting by George Heiron, based on a photograph by H.Gordon Tidey. This engine was built in 1892, auto-fitted in 1929, and eventually withdrawn in February 1938.

Editor's page

A recent letter from well known photographer (and professional signalman) Dave Larkin bemoaned the fact that, to his knowledge, no-one was recording photographically the changes that are taking place in colour-light signalling. He has set himself the task of rectifying this!

But his letter raised associated points, buzzing away in my bonnet. There are too many recorded cases of deceased enthusiasts' collections (photographs, books, etc.) ending up in dustbins when ignorant relatives 'clear-up'. And usually only because they left no clear will or instructions as to what should be done with what many people regard as 'junk'. **Moral:** leave multiple copies of a list of what you want doing with your 'stuff' with your relatives and friends. A good 'safety catch' is to leave all your railway things to a body like the Historical Model Railway Society which has (to my mind) a better track record in dealing with such things than the National Railway Museum. York has always been underfunded and is unable to make publicly available what it already has in its store-rooms.

Forthcoming events

(2006)
2/3 Sept. 2006: Welshpool & Llanfair N.G. Gala weekend.
9/10 Sept. 2006: ExpoEM North, Slaithwaite.
12 Sept. 2006: "Modelling LNWR locos …", by Len Arnold (HMRS meeting at 'The Stork Hotel' Birkenhead – see Editor for details).
16/17 Sept. 2006: Woking show ("**Mostyn**" is appearing).
23/24 Sept. 2006: Halifax show.
29/30 Sept., 1 Oct. 2006: Manchester show.
7 Oct. 2006: Llanbedr 7mm running track. (See Editor for details).
10 Oct. 2006: "DMUs" by Edgar Richards (HMRS meeting at 'The Stork Hotel' Birkenhead – see Editor for details).
20/22 Oct. 2006: Blackburn show.
27/29 Oct. 2006: Merseyside M.R.S. show (Pacific Road).
11/12 Nov. 2996: Hull show.
14 Nov. 2006: "A selection of Stan Roberts' slides" (HMRS meeting at 'The Stork Hotel' Birkenhead – see Editor for details).
18 Nov. 2006: Llanbedr 7mm running track. (See Editor for details).
18/19 Nov. 2006: Watford Finescale Extravaganza
24/26 Nov. 2006: Wakefield show
2/3 Dec. 2006: Warley (NEC) show.
12 Dec. 2006: (HMRS meeting at 'The Stork Hotel' Birkenhead – see Editor for details).

(2007)
9 Jan. 2007: "Modelling Irish railways" by Simon Starr and Laurence Wheeler (HMRS meeting at 'The Stork Hotel' Birkenhead – see Editor for details).
20 Jan. 2007: Llanbedr 7mm running track. (See Editor for details).
17/18 Feb. 2007: Bolton show (extended **"Johnstown Road"** is appearing).
3 Mar. 2007: Llanbedr 7mm running track. (See Editor for details).
24/25 Mar. 2007: Alexandra Palace (incl. "**Johnstown Road**").
7 Apr. 2007: Llanbedr 7mm running track. (See Editor for details).
26/27 May 2007: Aylesbury show ("**Mostyn**" is appearing).
11 Sept. 2007: "Colour light signalling" by Dave Larkin (HMRS meeting at 'The Stork Hotel' Birkenhead – 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

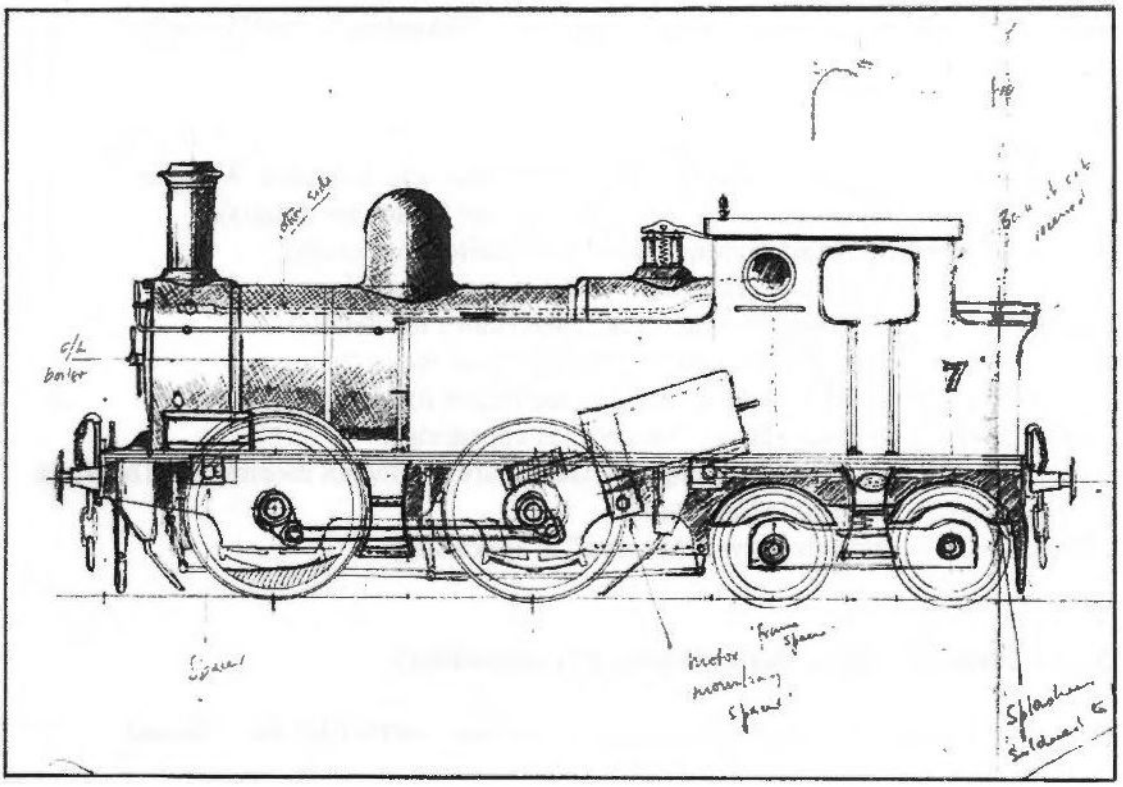
Part 5 of The locomotives of "Johnstown Road", by Emlyn Davies

(concluded from the June 2006 and earlier issues: Emlyn's models of Cambrian Railways locomotives are described in the chronological order in which he built the models ...)

Cambrian Railways 0-4-4T No.7

One of six engines built for the Cambrian by Nasmyth Wilson, three in 1895 and three more in 1899. No.7 is Works No.462 of 1895. These engines were bought for use on the Wrexham and Ellesmere branch and on the coast. They were known as the 'Wrexham tankies'.

The model: Built in 1989, the challenge with this loco was mainly connected with the chassis. The drive is the usual Mashima 1833 and gearbox, the problem lay with the trailing bogie which has very noticeable splashers similar to those on the 4-4-0 No.19. Again this time the splashers were soldered to the main frames with the bogie pivoted just behind the rear drivers. The side play was limited by a peg which juts down

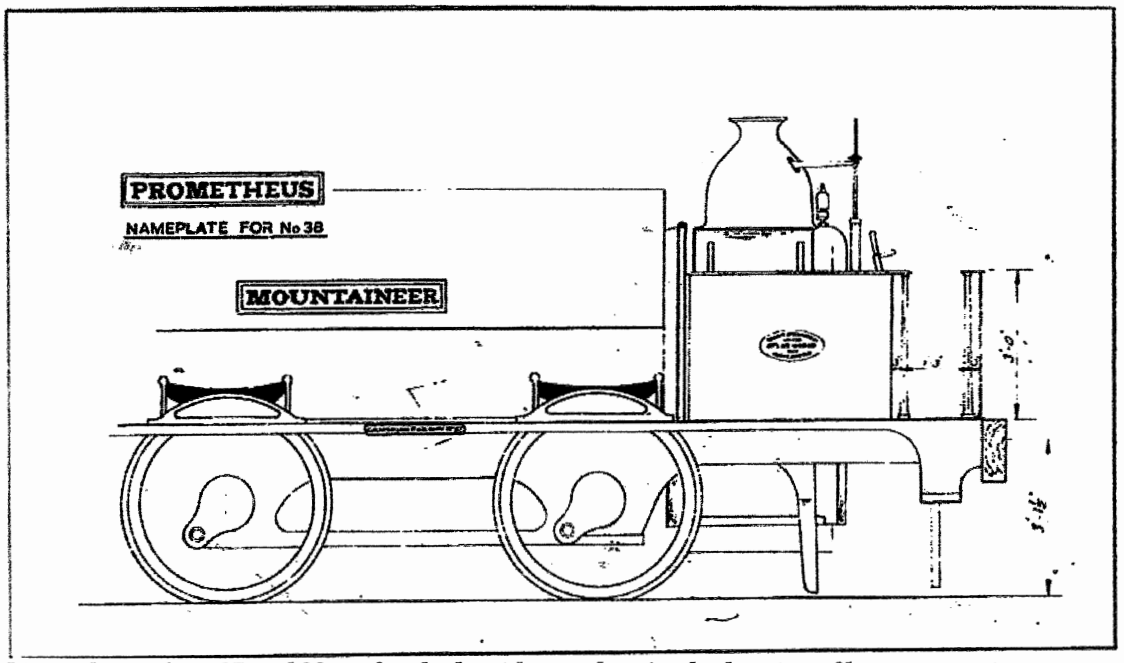


[Part of Emlyn's working sketches for the construction of the model]

through a curved slot in the middle of the bogie so that the wheels cannot touch the inside of the splasher and cause a short circuit.

Cambrian Railways 0-4-0 saddle tank No.37 "Mountaineer"

Like No.36 "Plasfynnon", "Mountaineer" was built by Sharp Stewart in 1863 as Works No.1432. As built these locomotives had no cabs but the Cambrian fitted these exceedingly cramped ones in the late 1800's. They may have been very cosy in the winter but horrid on a summer's day. They were usually used on the Van and Kerry branches.



[Nameplates of nos.37 and 38, as first built, without cabs. A side elevation of her sister engine, "Plasfynnon", was printed on page 9 of our December 2005 issue]

The model: Built in a similar style to "Plasfynnon", but using a riveting machine this time and using a Mashima can motor and fold-up gear box, I have managed to get a little more daylight under the boiler with this one.

The smokebox door, whistle and safety valve casing were turned on a lathe, the latter part by a friend. The chimney is a commercial casting which is the correct Sharp Stewart type for this engine

The coupling rods on all the locomotives are fretted out of the steel frame of an ancient computer and then filed to shape. This steel works beautifully and I think looks more authentic than nickel silver for this job.

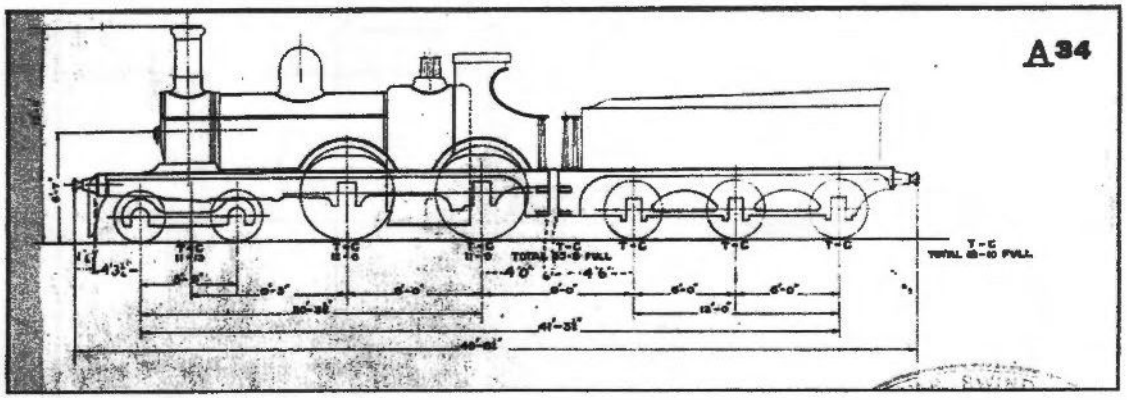
There were three locos in this class and yes I did build the third, "Prometheus", which, in a fit of madness, I sold. I really must get round to building another one.

"Mountaineer" is used with "Plasfynnon" mostly on passenger and mixed trains and sometimes used double headed.

Cambrian Railways 4-4-0 No.20

A very early 4-4-0, this locomotive was built for the Cambrian by Sharp Stewart in July 1886, Works No.3356. There were six engines in this the 'Beaconsfield' class and all were withdrawn by the G.W.R. between May 1922 and October 1930. For many years they hauled the heavier passenger trains and were particularly useful during holiday times.

The model: Fully riveted and beautifully made with split axle pick up, I bought this one. I have since added full cab detail and the rather prominent sand boxes just ahead of the leading drivers under the footplate; also the lubricators on the smokebox sides and the toolbox on the tender.



At the time I model, No.20 had splashers, but with the way the bogie and chassis are made I can't figure out how to fit them, so for the moment it must run as it is.

When the extension to "Johnstown Road" comes into being No.20 will be used on through passenger trains.

Postage rates

Readers may have noticed that from 21 August 2006, Royal Mail revised its rules with respect to the calculation of postage rates. Items are now classified into 'letter', 'large letter' or 'packet'. Generally speaking, these rules govern items weighing up to 1000g or over A3 in size – for details, consult your local Post Office. 'Letters' are defined as being less than 100g in weight and less than C5 in size (roughly A5). 'Large letter' format is classified as less than 750g in weight and under B4 in size (roughly A4 – which is what our magazine is). 'Packets' weigh up to 1000g, or are bigger in size than 'Large Letters'. This is called 'Pricing in Proportion', and will actually make very little difference to our costs: the main factor that will affect our costs is the number of pages in each issue, and since the weight bands are 'wider', in some cases the cost may be less than at present!

NETWORK RAIL

London North Western

SUPPLEMENTARY NOTICE OF SIGNALLING AND PERMANENT WAY ALTERATIONS

Concerning the Abolition of Mouldsworth Signal Box

Operative from:

Monday 22 May 2006

BIRMINGHAM
March 2006

P.Strachan
Route Director
London North Western

Signalling alterations affecting the working of lines between Mickle Trafford and Greenbank Signalboxes. The abolition of Mouldsworth Signalbox and transferring control to Mickle Trafford Signalbox.

INTRODUCTION

From 05.15 on Monday 22 May 2006, new or altered signalling will be introduced as shown on the diagram contained in this notice. In particular ;

SIGNALLING SYSTEM

The present Tokenless Block working on the Down and Up Manchester Line between Mickle Trafford and Mouldsworth will be abolished.

The method of working will be amended and the Track Circuit Block System will apply between Mickle Trafford signalbox and Greenbank signalbox.

There will be no alterations to the method of working between Chester and Mickle Trafford, and Mickle Trafford and Helsby Junction.

New searchlight type LED colour light signals will be introduced as shown on attached signalling layout and as follows:

Signal	Type
MT1R, MT3R, MT10R	2 aspect (Y/G) searchlight type LED signal
MT2, MT9	2 aspect (R/G) searchlight type LED signal
MT1, MT3, MT10	3 aspect (R/Y/G) searchlight type LED signal

Existing Mickle Trafford signals MT6 and MT6R will be renumbered MT14 and MT14R respectively.

The following signal prefixes apply:

CR - Chester
MT - Mickle Trafford
GK - Greenbank
MH – Mouldsworth

AWS will be provided at 180 metres on the approach to for all signals, with suppression fitted as required on Down and Up Manchester single line.

TPWS will be provided for the following signals and PSRs.

Signal	TSS	OSS
MT1	Yes	Yes
MT2	Yes	Yes
MT3	Yes	No
MT10	Yes	No
PSR's		
DM30m62ch	No	Yes

TELEPHONES

Signal post telephones with two way ringing for communication with Mickle Trafford signal box will be provided between 5 and 15 metres (5 and 17 yards) on the approach to each main signal capable of displaying a red aspect. (See attached Sketches).

Point zone telephone with two way ringing facilities will be provided at MT5 points for communication with Mickle Trafford signal box.

Telephones at Farmer Johnsons L.C. (UWC) 34m00ch, will be transferred from Mouldsworth signal box to Mickle Trafford signal box.

Emergency lineside telephones will be provided as tabulated below:

Line	Mileage	Remarks
Down Main	30m 30ch	
Down Main	30m 45ch	MH32 SPT converted to Emergency Use

CHANGES TO SIGNAL BOXES

Mouldsworth signalbox

Mouldsworth Signalbox (31M 05ch) will be closed and Signals MH4, MH5, MH30/31(B)/33, MH32R, MH32 and MH101 will be recovered.

Mickle Trafford signalbox

On completion of the work, the Down and Up Manchester line will be completely controlled by Mickle Trafford Signalbox.

Emergency Alarm facilities will be introduced between Mickle Trafford and Greenbank signalboxes.

Mouldsworth MH16 points (at the junction the single and double lines at Mouldsworth) will be converted to Clamp lock operation and controlled from Mickle Trafford signalbox (and numbered MT5).

Mouldsworth Ground Frame release transferred to Mickle Trafford. Release given by MT6 lever.

CHANGES TO RUNNING LINES

The redundant crossover to the former Down Goods line at Mickle Trafford will be recovered.

Between Mickle Trafford and Greenbank signal boxes

A 25 MPH Permanent Speed Restriction will be introduced at 30 Miles 62 chain on the Down Main line, replacing the existing 25/45 MPH Permanent Speed Restriction. New 25/45 MPH Permanent Speed Restriction will be introduced at 31 Miles 13 chain on the Down and Up Manchester for Down direction movements.

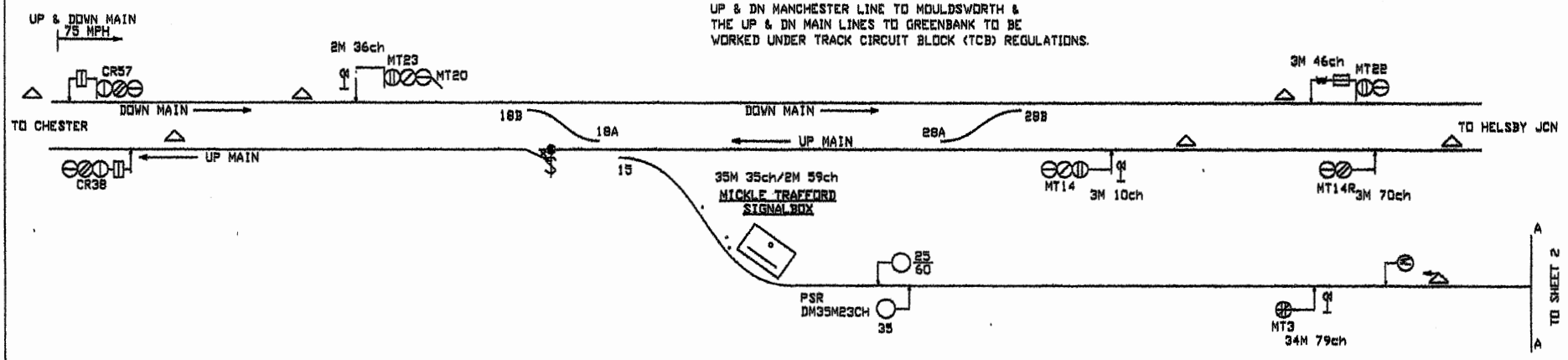
A 2 car stop board will be provided on the Down Platform at Mouldsworth station.

LIST OF ROUTES

Signal	Destination Line	Destination Signal	Type of Aspect	Indication
MT1	Down Main	MT2	Main	
MT2	Down & Up Manchester	MT3	Main	
MT3	Up Main	CR38	Main	
MT9	Up Main	GK20	Main	
MT10	Up Main	MT9	Main	
MT14	Up Main	CR38	Main	
MT20	Down & Up Manchester	MT10	Main	Position 4
MT22	Down Main	Helsby Junction	Main	

TITLE

THE ABOLITION OF MOULDSWORTH SIGNALBOX AND TRANSFERRING CONTROL TO MICKLE TRAFFORD SIGNALBOX FINAL ARRANGEMENT SHEET 1 of 3



NOTE: - MINOR LEVEL CROSSINGS NOT SHOWN FOR CLARITY
ONLY RELEVENT AVS EQUIPMENT SHOWN

SYMBOLS

- SIGNALBOX
- GROUND FRAME
- XX PERMISSIBLE SPEED ADVANCED WARNING INDICATOR
- XX PERMISSIBLE SPEED INDICATOR
- WHISTLE BOARD

LEGEND

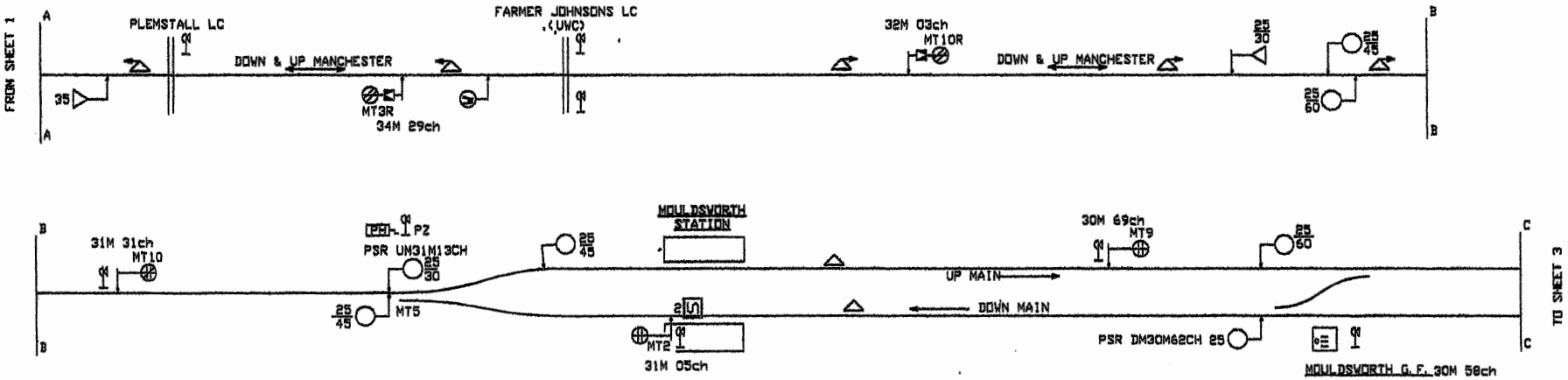
- 2 2 CAR STOP

- COLOUR LIGHT REPEATER SIGNAL
- COLOUR LIGHT SECTION SIGNAL
- COLOUR LIGHT CONTROLLED SIGNAL
- COLOUR LIGHT AUTOMATIC SIGNAL
- SEARCHLIGHT LED REPEATER SIGNAL Y/G
- AUTOMATIC WARNING SYSTEM
- SEARCHLIGHT LED CONTROLLED SIGNAL R/G
- SEARCHLIGHT LED CONTROLLED SIGNAL R/Y/G
- SIGNAL POST TELEPHONE
- PZ POINT ZONE TELEPHONE
- CLAMP LOCK PUMP HANDLE
- AUTOMATIC WARNING SYSTEM EFFECTIVE IN DIRECTION OF ARROW

SHEET 1 OF 3

TITLE

THE ABOLITION OF MOULDSWORTH SIGNALBOX AND TRANSFERRING CONTROL TO MICKLE TRAFFORD SIGNALBOX FINAL ARRANGEMENT SHEET 2 of 3



NOTE:- MINOR LEVEL CROSSINGS NOT SHOWN FOR CLARITY
ONLY RELEVENT AWS EQUIPMENT SHOWN

SYMBOLS

- SIGNALBOX
- GROUND FRAME
- XX PERMISSIBLE SPEED ADVANCED WARNING INDICATOR
- XX PERMISSIBLE SPEED INDICATOR
- WHISTLE BOARD

LEGEND

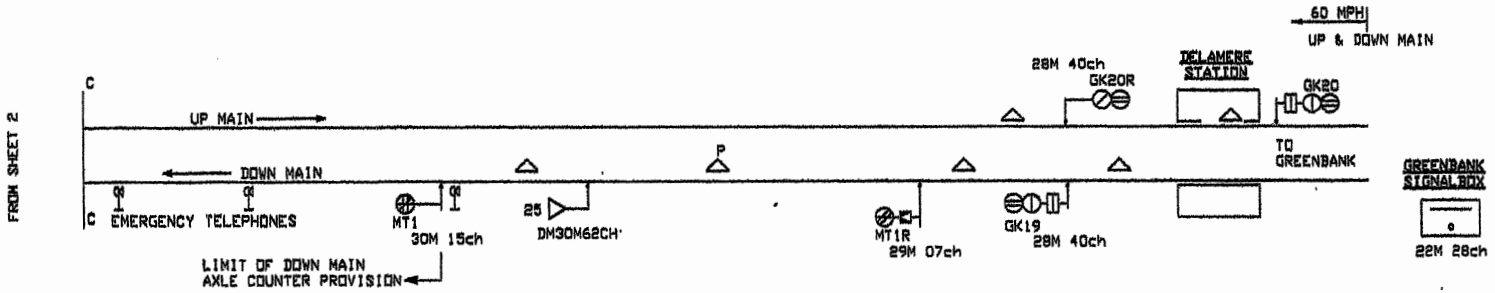
2 2 CAR STOP

- COLOUR LIGHT REPEATER SIGNAL
- COLOUR LIGHT SECTION SIGNAL
- COLOUR LIGHT CONTROLLED SIGNAL
- COLOUR LIGHT AUTOMATIC SIGNAL
- SEARCHLIGHT LED REPEATER SIGNAL Y/G
- AUTOMATIC WARNING SYSTEM
- SEARCHLIGHT LED CONTROLLED SIGNAL R/G
- SEARCHLIGHT LED CONTROLLED SIGNAL R/Y/G
- SIGNAL POST TELEPHONE
- PZ POINT ZONE TELEPHONE
- CLAMP LOCK PUMP HANDLE
- AUTOMATIC WARNING SYSTEM EFFECTIVE IN DIRECTION OF ARROW

SHEET 2 OF 3

TITLE

THE ABOLITION OF MOULDSWORTH SIGNALBOX AND TRANSFERRING CONTROL TO MICKLE TRAFFORD SIGNALBOX FINAL ARRANGEMENT SHEET 3 of 3



NOTE:- MINOR LEVEL CROSSINGS NOT SHOWN FOR CLARITY
ONLY RELEVENT AWS EQUIPMENT SHOWN

SYMBOLS

- SIGNALBOX
- GROUND FRAME
- XX PERMISSIBLE SPEED ADVANCED WARNING INDICATOR
- XX PERMISSIBLE SPEED INDICATOR
- WHISTLE BOARD

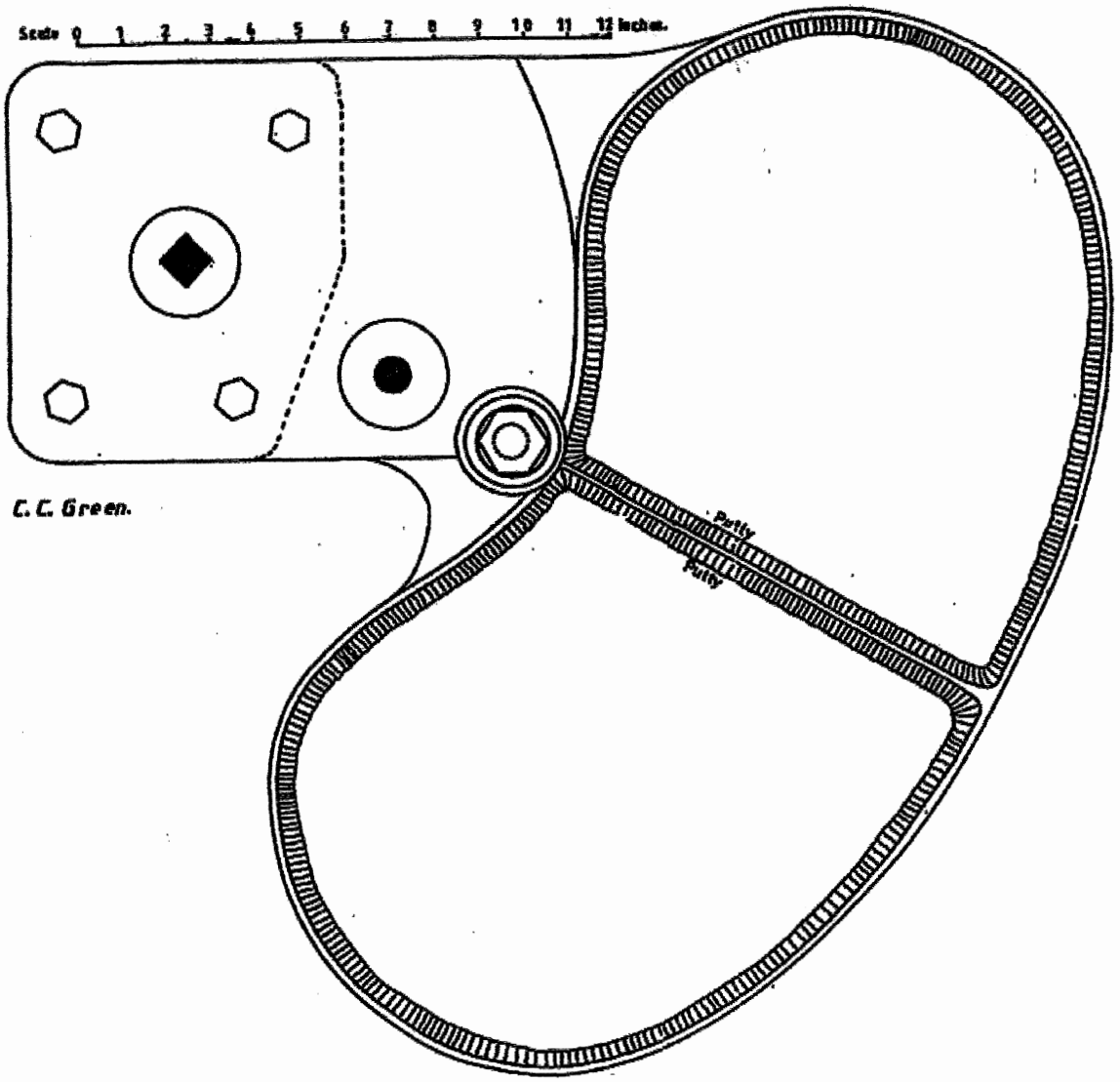
LEGEND

- 2 2 CAR STOP
- COLOUR LIGHT REPEATER SIGNAL
- COLOUR LIGHT SECTION SIGNAL
- COLOUR LIGHT CONTROLLED SIGNAL
- COLOUR LIGHT AUTOMATIC SIGNAL
- SEARCHLIGHT LED REPEATER SIGNAL Y/G
- AUTOMATIC WARNING SYSTEM
- SEARCHLIGHT LED CONTROLLED SIGNAL R/G
- SEARCHLIGHT LED CONTROLLED SIGNAL R/Y/G
- SIGNAL POST TELEPHONE
- PZ POINT ZONE TELEPHONE
- CPH CLAMP LOCK PUMP HANDLE
- AUTOMATIC WARNING SYSTEM EFFECTIVE IN DIRECTION OF ARROW

SHEET 3 OF 3

THE DUTTON SIGNAL ARM CASTINGS AND OTHER DETAILS FOR THE CAMBRIAN

by the late C.C.Green



These were sand castings made from No 2 Pattern which, it may be assumed, was the design accepted by the Cambrian. Sand castings were seldom precisely alike and this drawing has been made as closely as possible to the casting from the Up Home at Pant.

The square hole was for the main pivot which, beyond the main bearing, carried the Back Blinder which concealed the white light at the back of the signal lamp and proved to the signalman that the arm was correctly lowered. The round hole was for the operating rod connected to the signalman's lever and the hole blocked off by the nut was an alternative.

The castings were made by pressing the pattern level with the top of the damp sand in the pattern boxes; removing it very carefully and leaving the sand to set dry. (See the Works Foundry pictures). The molten iron was poured to the correct level, a task for a true craftsman, and it was left to cool and solidify. If all had gone well the thicknesses would all be constant enough for practical use. If otherwise the casting was rejected, sledge-hammered into pieces, and returned to the crucible.

The spectacle frames are a fraction over one and one eighth of an inch deep and the heavy part of the casting is one and three eighths of an inch thick stepping down to half an inch plus where the wooden blade is bolted on. The bolted-on back plate is nearly three eighth of an inch thick in punched tin.

The wooden blade is 58" long at the top and angled down to 55¼" long at the bottom edge. Thickness tapers from 7/8" at the fixed end down to 7/16" at the outer tip. There is a drip groove planed along the top edge. Examination of photographs seems to suggest that these dimensions are not quite constant and some variants may have been caused by replacement.

Distant signal arms have drainage grooves along both top edge and lower sloping point. They and shunting arms seem to vary a bit as do the rings on the shunting arms.

[This diagram and explanatory notes were submitted by Glyn Williams and Edward Dorricott, in response to our plea for help with signals on the "Johnstown Road" extension. Dutton & Co. of Worcester made most of the Cambrian's signaling equipment .]

Workshop notes, no.10: filing tips

Victorian engineers often avowed that it took over three thousand hours of practice before a mechanic was considered proficient with a file, and if you have tried to file a truly flat surface on any reasonably large work-piece, you will probably agree. But there are a few techniques which will help make the task of filing easier.

Hold the work-piece firmly in a rigidly mounted vice, with the surface to be filed at around elbow height and not projecting too far from the vice jaws. Heavy or very, accurate work is best done standing up. When attempting to file a large flat area, be careful not to get oil or greasy finger marks on the work-piece surface, as this can cause 'skidding' of the teeth on the affected area. Don't attempt to file thin sections with too coarse a file. Very thin sections (such as the edges of thin sheets) are best filed using a draw-filing technique, where the file is applied by holding it at right angles with a hand at each end of the file and pulling it towards you along the length of the work. An alternative method, which I often use, is to hold the file on the bench and move the work along it.

In fact, a good way to obtain a straight edge on thin work-pieces is not to file them at all: if you glue a piece of wet-or-dry paper to a sheet of plate glass, you have a very useful abrasive surface plate, which is very handy for truing edges on etched kit components.

"Llangollen Railcar Gala" by Eddie Knorn

The Llangollen Railway has a particularly active Railcar Group, and on 10/11 June they were able to get their toys out, as it was the occasion of the Railcar Gala. In the interests of DMU research, also for another special reason (see below), a small group of BMRG members made the trip to North Wales on the Saturday. Present were Dave Goodwin, Dave Faulkner, Richard Oldfield, my wife Tracey and myself.

["Does the warden know he is out?" – author of this article and BMRG's resident DMU enthusiast Eddie Knorn has enjoyed his ride on the BRCW Class 104 so much, he feels the need to 'flail' at the rest of the BMRG contingent as he arrives back at Carrog. Photo by David Goodwin.]

On the basis that parking in Llangollen was not likely to be easy, Tracey and I went to Carrog, the present day western terminus. We were there in plenty of time to catch the first DMU departure of the day, a Birmingham RCW Class 104 power twin with an additional Derby Class 127 Suburban Motor Brake Second on the rear. I immediately settled for a ride in the 127 car; when I was growing up in Hertfordshire, this type of DMU formed the backbone of suburban services between St Pancras and Bedford, via Radlett and St Albans, both of which boasted stations within reach of home. I wanted to re-live the experience of a Class 127 pulling away from rest; the sound of the two eight-cylinder Rolls Royce engines (238 bhp each, no less) revving up to get the torque converter spinning, brought the memories back!

The Llangollen Class 127 car had for many years operated with a Cravens Class 105 driving trailer to make a two car unit with a cab at each end. The Cravens car is at present stored pending a decision on what to do with the asbestos contamination. Upon arrival at Llangollen, Tracey and I transferred to the Class 104 power twin unit. When it was departure time, things went horribly wrong as the 104 unit refused to

respond to the controls; the Class 127 car at the front was manfully revving its heart out but the train stayed put. A lot of railway officials did a lot of standing around and the train was 'tinkered with' until all vehicles decided to respond to the controls in the leading cab.

The 104 has one of those traditional railway interiors with lots of real wood panelling, while the seating has reasonably high backs, adding to the quality ambience. What really set this unit apart was its vocal exhaust note; with both cars powered, there were four exhausts to contribute to the sound effects, especially if you stood in the inter-car gangways! In the same way that the Class 127 recreated the experience of the St Pancras line, this Class 104 brought back memories of dozens of similar vehicles rasping their way out of Manchester Victoria.

Although this was a "DMU Gala", there was a steam train operating as well. When we crossed, Tracey ended up right next to the cab of the steam locomotive. Its driver suggested that she should be riding on his 'proper train'. She missed the opportunity to retort that as a non-smoker, she had no need for an ashtray! Upon return to Carrog, Tracey and I met the rest of the party. We selected the 127 for the opportunity of more Rolls Royce thrash.

At Llangollen, the 104/127 formation was taken out of service and in its place appeared

["Let there be lightness" - the Wickham DMUs featured a unique method of construction with aluminium framework and panelling, allowing a light weight combined with a profusion of external glazing. On Saturday 10th June, the sole example remaining out of the five Class 109 units built leads the Derby Works interpretation of an aluminium DMU, a Class 108, into Llangollen. Photo by Dave Faulkner]

a four car formation of Derby Lightweight Class 108 power-trailer and Wickham Class 109 power-trailer. The latter unit was one of five such sets used on the Eastern Region,

that featured a novel aluminium structure with lots of bodyside windows. Although the Wickham units were withdrawn relatively early as 'non-standard', this unit lived on as the General Manager's saloon. Once withdrawn from this role, the Llangollen Railcar Group carried out a stunning transformation to return the unit to as close to an as-built condition as possible. A ride in this unit was a must, and we all travelled back to Carrog aboard it.

In view of the expected arrival of the Bachmann Class 108 DMU model some time this year, it seemed appropriate to ride on an example of the real thing. All of the units ridden in so far had been in lined BR green, but the Llangollen 108 is notable for being preserved in its BR blue/grey livery, as worn until its withdrawal. Dave Faulkner and I were able to note the necessary interior details as we rode along.

A guest vehicle at the Railcar Gala was the North Norfolk Railway's 'Waggon und Maschinenbau' railbus, BR's attempt at cost saving in the 1960s. We had debated the possibilities of having a ride on this, but were worried at the prospect of being stranded due to the Railbus' limited capacity. As we passed the Railbus en route, we noted that it was not totally full, so opted to disembark from the Class 108 at the architecturally interesting station at Berwyn, from where we could admire the architecturally less-interesting extension to the Chain Bridge Hotel. During the 20 minute wait for the Railbus, there was time for a cup of tea in the station refreshment room.

Upon arrival, we found some seats aboard the Railbus for the ride back to Llangollen. The four-wheel under-frame gave a lively ride, and the whole thing was totally bizarre in comparison with the more normal DMUs. These Railbuses were ordered from five different manufacturers, including W.&M. in Germany. All of the designs were different, indeed only the W.&M. design had proper buffers to enable two vehicles to couple!

At Llangollen, we were able to sample the station footbridge, which is cantilevered out over the fast-flowing river. The formation of the DMUs had been shuffled so that the Class 104 had been coupled to the Class 108, ready for the next Carrog service. As Richard and the two Davids had yet to experience this snorting, rasping monster, that became the unit of choice for the ride to Carrog and back. This was for research purposes, of course, as Mostyn is due to feature some units of this type!

Back at Llangollen, we were able to cross the river to enable us to sample the real ales on offer at the 'Corn Mill'. What a way to enjoy the evening – good beer, good company, a pleasant riverside setting and a blue/grey Class 108 visible in the station. It does not get much better…

We returned to the station to catch the 19:00 departure back to Carrog, formed from Class 109, 104 and 108. Admittedly, this six car formation was not as bizarre as the twelve car 'fish and chip' special on the Severn Valley Railway when they hosted the 'Railcar 50' event, but it did form a suitable climax to the day. Needless to say, we opted for the Class 104 again!

When I opened this article, I mentioned a "special reason" for visiting this event. It seems that one of the themes for a 10th anniversary is 'Aluminium'; 8th June this year

saw Tracey and I celebrate 10 years of marriage, and her rides on the Class 109 and 108 hopefully fulfilled the Aluminium aspect!

Back at Carrog, it was time for food and more socialising, so a visit to the 'Grouse Inn' was made to round off a most enjoyable day.

[Appendix: the units - in service:
Class 104: 50454 + 50528 : Lined BR Green
Class 108: 51907 + 54490 : BR Blue / Grey
Class 109: 50416 + 56171 : Lined BR Green
Class 127: 51618 : Lined BR Green (This vehicle added to the end of the Class 104 to form a three car hybrid set)
Railbus: 79960
Stored (seen from passing trains): Class 104: 50447 : Lined BR Green (Presume this is correct number - info from www.railcar.co.uk); Class 105: 56456 : Lined BR Green]

Book review by John Dixon ...

The last Merseyrail signal boxes and their heritage, part 2 - The Northern Line. Merseyside Railway History Group
A4 Softback 80pp £7.95

It is now twelve years since the Integrated Electronic Control Centre (IECC) at Sandhills came into use to control signalling on the Merseyrail routes and which resulted in the demise of the traditional signal boxes, some of which had been in existence for over 100 years.

The first of two publications by the Merseyside Railway History Group depicting these last signal boxes covered the Wirral lines and was published in 2004 and this latest coverage of the northern routes was published in early 2006 although neither volume provides a publication date. The routes covered in the main section of this volume are those north from Liverpool Central to Southport and Ormskirk. The Kirkby line had no surviving boxes to show in 1994 and the Hunts Cross line forming the southern section of today's Northern line had already lost its signal boxes upon electrification in the 1970s and 1980s.

The presentation style follows that of the Wirral book with photographs and diagram layouts for every signal box existing just prior to the changeover to the Sandhills centralised control system in 1994. Both exterior and interior views are provided, many of the latter in colour which have reproduced very well, and at least two diagram copies of different periods are presented for each box to show the changes that have taken place.

Supplementary information consists of a brief historical background applicable to the Northern lines with mention of the part played by the creation of the Loop and Link lines in the late 1970s and a bonus of a further batch of photographs shows some of the signal boxes that did not survive to the commencement of the IECC. Much detail is

also provided of the IECC commissioning, in two stages, and a useful plan of the whole of the Merseyrail system shows the diagrammatic location of the stations and last signal boxes mentioned in both publications.

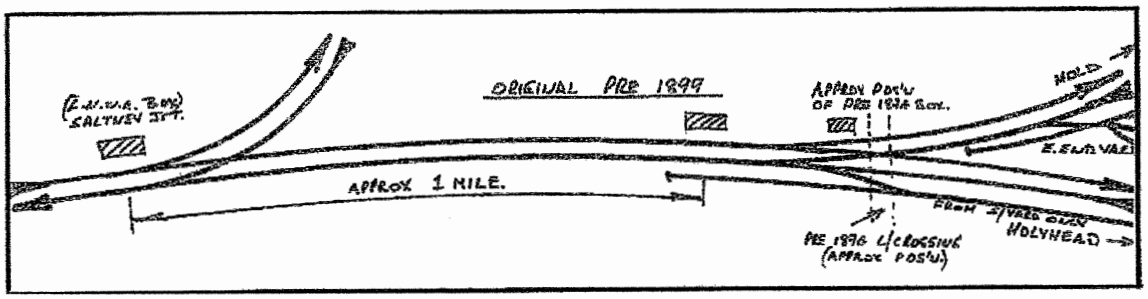
The publication of the two books presents a lasting record of once familiar scenes on Merseyside never to be seen again on its lines. Priced at the cost of just two or three journeys on today's Merseyrail system it represents remarkably good value.

[A few copies of part 1 are left, and cost is £7.25 post paid; part 2 is £8.35 post paid. Contact is Ted Lloyd, 22 Surrey Drive, West Kirby, Wirral CH48 2HP]

MOLD JUNCTION No. 1 SIGNAL BOX – A BRIEF HISTORY.

by Tony Robinson

Prior to 1899, the lines leaving to the west of Chester consisted of just an up and down shared by both L.N.W.R. and G.W.R. trains as far as Saltney Junction, the G.W.R. actually exercising running powers on L.N.W.R. tracks whereupon reaching the latter place they diverged due south onto their own property. From here the L.N.W.R. proceeded westwards as a twin track main line for just over a mile to the next signal box at the Junction of the Mold & Denbigh branch (about three miles from Chester

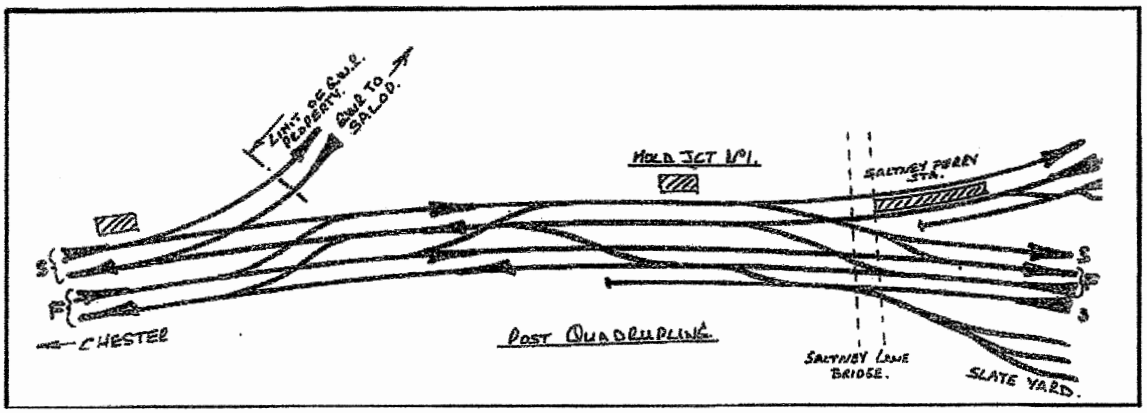


[The first two diagrams are simplified sketches based on the official Derby Drawing Office plans and so do not include trailing cross-overs etc.]

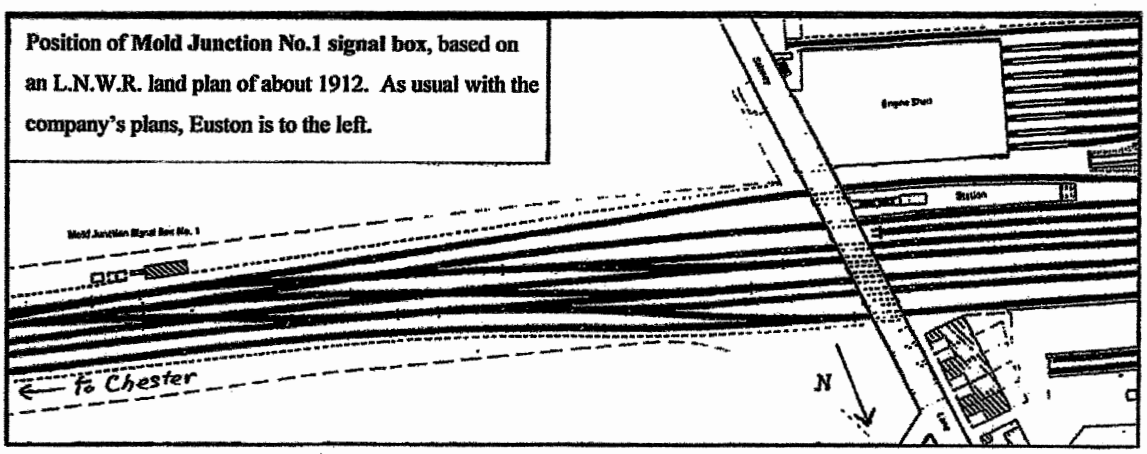
station). Before 1874 there was a level crossing carrying the Saltney to Sandycroft road across the railway, adjacent to this stood a relatively small signal cabin; to date no details of this structure have emerged. This box was replaced in 1877 by a new box named "Mold Junction No.1". Later, "No.2" governed the entrance/exit to the newly constructed marshalling yards and the 1890-built engine shed called "Mold Junction". Saltney Ferry station was a single island platform serving just the Mold branch and not the main line.

Due to increasing traffic levels and the resulting congestion at Chester, an Act of Parliament was authorised in 1893 for widening of the formation to four tracks right

through from Chester to Connah's Quay box some seven and a half miles distant. The new formation was laid and brought into use gradually. A new Mold Junction No.1 box, originally with 60 levers and situated on the down side just to the east of the original box at Saltney Ferry, started work in November 1902. At this point it should be stressed that this new signal box had the role of setting up the four track formations



for the remainder of the widening of the Chester to Holyhead line between here and Llandudno Junction. (There were two twin track sections that remained: Connah's Quay - Muspratts Sidings [Flint] and Llandulas - Colwyn Bay). The new Mold Junction No.1 not only controlled the change of position of the up and down fast and slow lines and the Mold line junction but also controlled the outlets from the East End Yard up side and Slate Yards making it one of busiest boxes on the Chester - Holyhead line. Many track plan changes took place around the shed and yards over the intervening years between the track widening over the turn of the century and the reduction to



just a twin track mainline again by the 1980s, but the basic layout remained mostly unaltered between those years. The format of the junction was interesting in that the up goods trains pulling out of the slate yard had, to cross over both fast lines in order to

gain the new position of the 'up slow' alongside the down slow line and hence be set up to join the G.W. line entering Chester from Saltney Junction. To the best of my knowledge there were never any high speed collisions at this spot although one could argue that the layout was a recipe for disaster! I do however recall that many up goods trains journeyed to Chester on the up fast when pathing permitted. It is interesting to surmise as to why the layout was changed at that point, surely it might have been easier and more economic to carry on down the coast with the fast tracks continuing together on the 'seaward' side of the formation, as at the many minor stations, one island platform would have sufficed between the slow lines rather than the twin single platforms that were then necessary either side of the line.

[Mold Junction box just before decommissioning and demolition, photographed on 11 January 2005 by Cleve Jones. Previously known as "Mold Junction No.1", it became simply "Mold Junction" in February 1978]

In its later years the number of working levers was gradually reduced, but it always

remained a block post. This really started from 1962 when Mold branch use dropped off, and the closure of the engine shed in 1966 brought about a sudden drop in traffic to and from Saltney Junction. Then followed a continual reduction in marshalling yard traffic as new freight handling systems came into play, the last recorded use as a marshalling yard being in November 1979. The yards were then used for stabling of crippled wagons, engineer's trains, etc. until March 1984; the yard was cleared in May 1984. The main line was gradually reduced back to double track in the 1970s and 1980s; the final removal was the down slow to Sandycroft in September 1987. Saltney Junction box was abolished in February 1973. In 1985 the ex-G.W. line was singled from there to Wrexham, control of the junction being exercised from the power box at Chester. Gradually the once proud and vital Mold Junction No.1 was reduced to little more than a block post, its 30 lever frame reduced to just four working levers by closure. The box was decommissioned on 23 January 2005 and demolished by the end of February 2005, along with the one at Sandycroft, another original L.N.W.R. structure. There are now no more signal boxes of any description (on the ex-L.N.W.R. lines) in the vicinity of Chester apart that is, from the Power Box on the up (Crewe) side of the station.

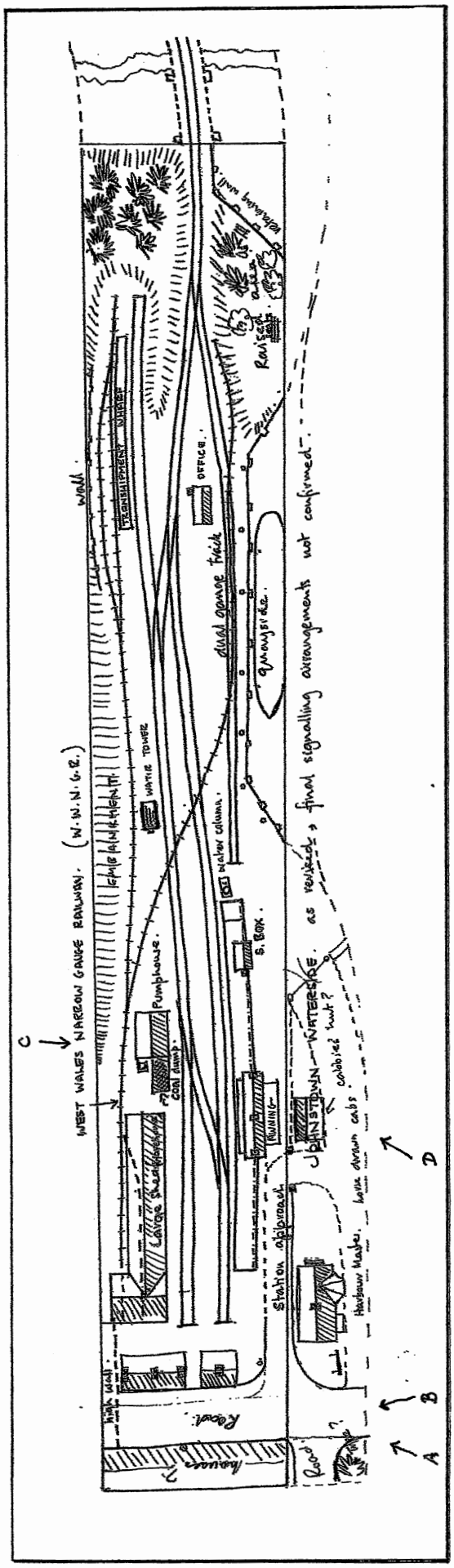
One 'oddity' on the signalling side still remains, reminiscent of World War 2 days: Hawarden Aerodrome Control Tower has an emergency button which controls stop signals on the railway adjacent to the runways for use if an approaching aircraft is having difficulties. This would over-ride Mold Junction No.1 when it existed. Now, the area between Saltney Junction and Rockcliffe Hall is equipped with axle counters, and 3-aspect LED type signals through a single lens. All signals are automatic except for these one signal each way protecting aircraft: CR203 protects the down line, while CR206 covers the up. They will return to 'danger' if the controller in the Aerodrome Tower presses his emergency button. We are grateful to Alan Roberts and John Dixon for this information.

At least I am pleased to report that Max Dunn, who had an uncanny knack of being right, was wrong when back in the mid sixties he gloomily predicted to me, that by the turn of the century (2000) the North Wales main line would be reduced to a single track with passing places at Rhyl, Llandudno Junction and Bangor! Although just double track throughout and despite losing all of its worthwhile freight traffic, it is now carrying more of passengers than it did a few years back.

[This is a revised version, with additions by John Dixon and others, of an article which first appeared in the "The L.&N.W.R. Society Journal"]

An extension for "Johnstown Road": a re-think

by Emlyn Davies



Having seen, and having had some experience of operating a fiddle-yard-to-fiddle-yard layout at exhibitions, the temptation to send a train from one end to the other without stopping for stations or shunting seems to be too great for the operators.

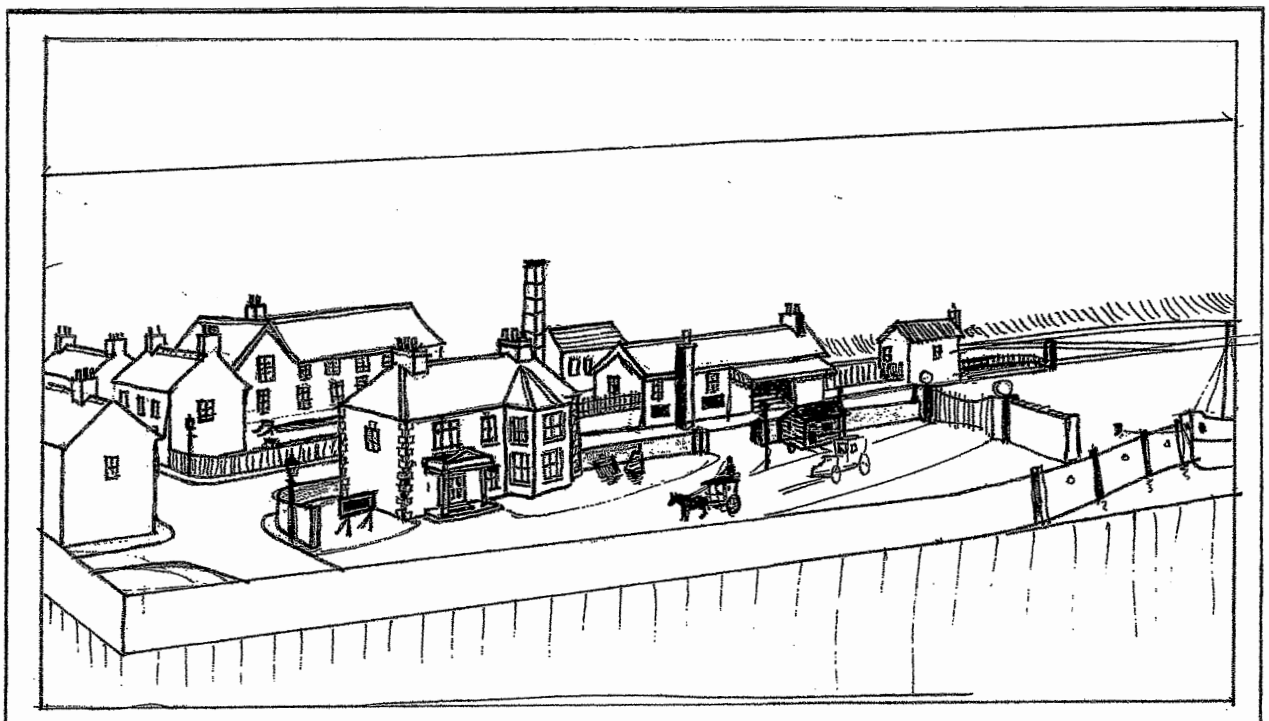
Bearing this in mind, it seemed a good idea to retain "Johnstown Road" as a fiddle-yard –to-terminus type layout. In fact the layout in its new aspect could be thought of as a double terminus. Johnstown Road will still have mineral trains being brought in by the industrial locos, and the full wagons being exchanged for empties. There are still sidings to shunt, and local trains will call there, the more important passenger trains will travel through to Waterside, as will freight trains for the harbour and exchange sidings.

The narrow gauge section will run independently of the main line.

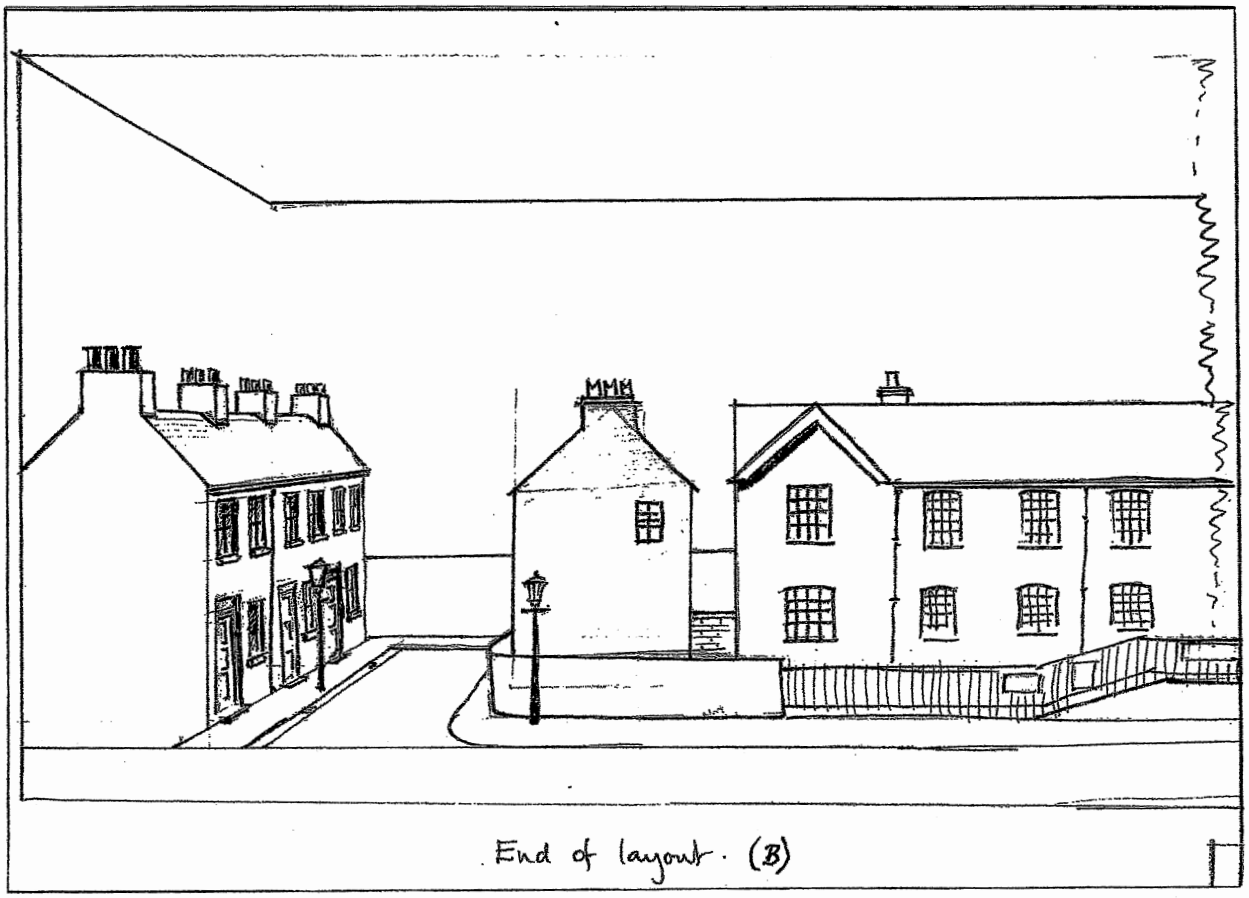
I have not drawn the harbour and boatyard section as they will be basically as they were drawn in "B.M.R.J." no.2 in April 2005. Any changes will be determined by the amount of space which will be available for the boatyard.

[The sketches on the following pages are labelled 'A – D' and you will find similar letters on the plan on this page].

At the moment we are being helped with the signalling arrangements the Cambrian might have used for "Johnstown/Waterside", but as the details have not been finalised I have not drawn-in the signals.

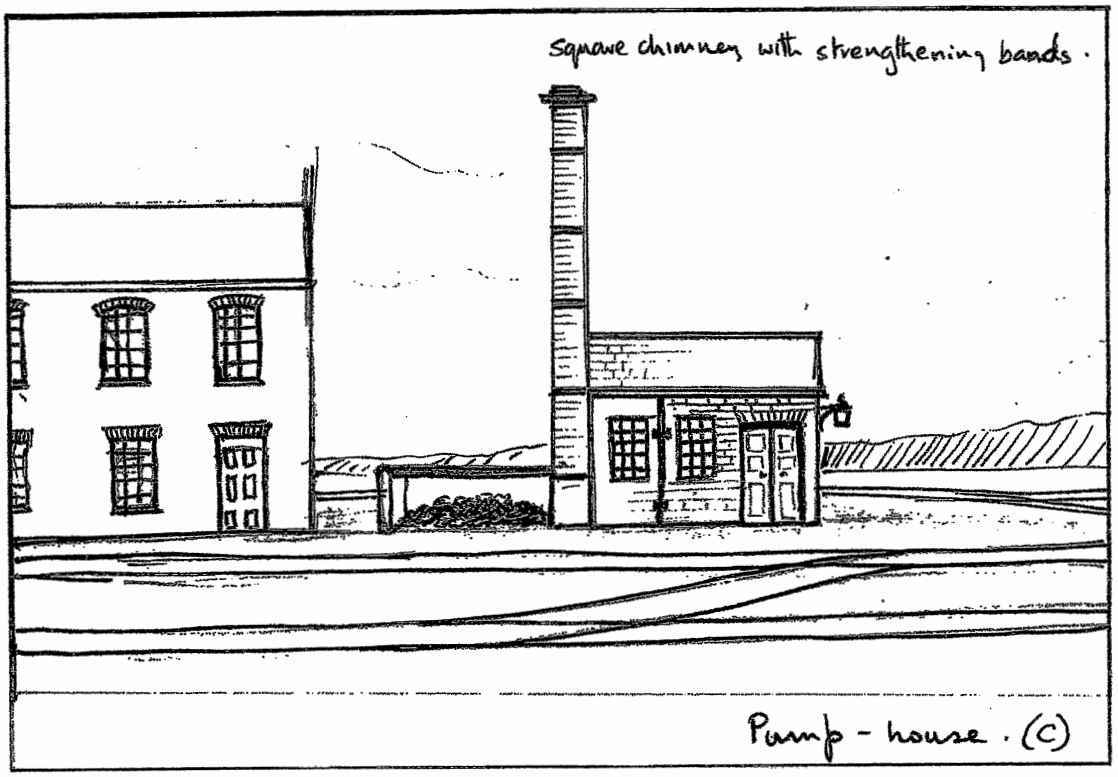


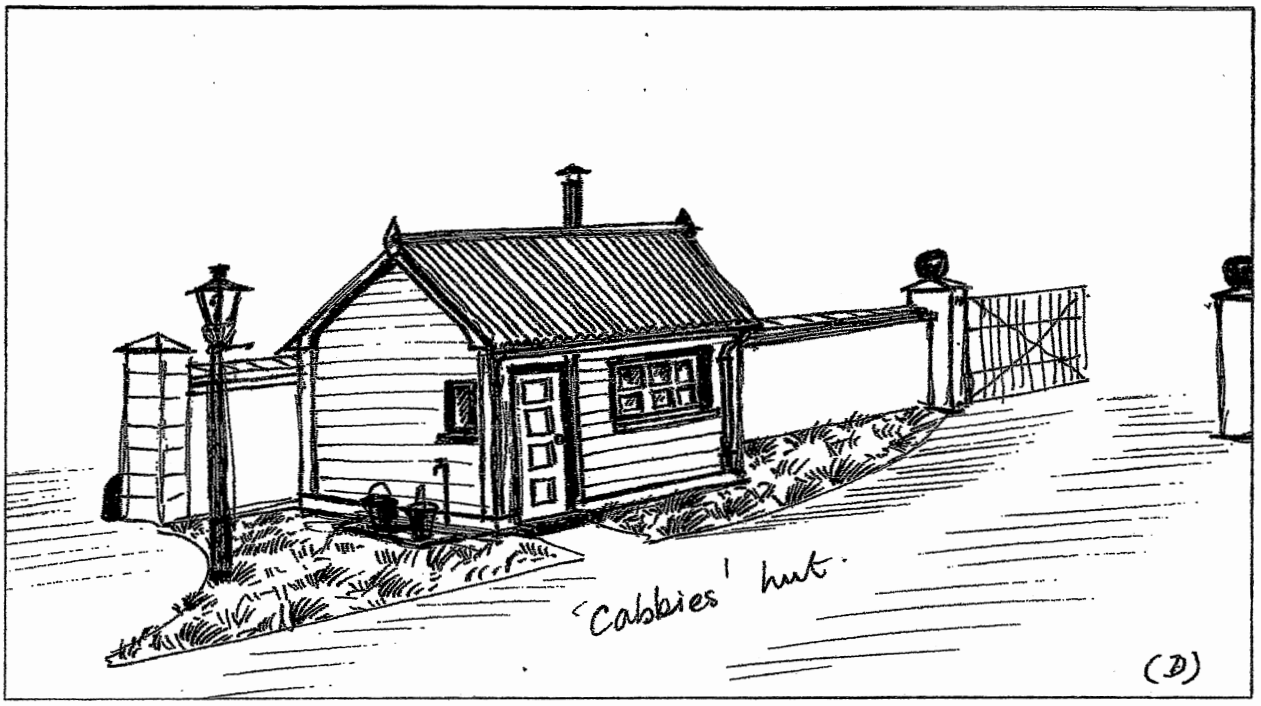
End of layout. (A)



End of layout. (B)

The quick sketches are just ideas I am kicking around, trying to visualise how the end of the layout may look – they are <u>not</u> final.





Letters to the Editor

[E-mail from Philip Hindley of Old Colwyn, a well-known local expert on industrial railways (and an active O gauge modeller)]: **More on the railway at Dolgarrog**

"I first came across the Dolgarrog Works Railway about 1960, noting the overgrown track disappearing over the river bridge when travelling up the Conwy Valley line. One day I decided to alight at Dolgarrog Station to investigate, and some considerable time later, after following the standard and then narrow gauge rails, I found myself on the shore of Llyn Cowlyd. This trip involved the rather perilous ascent of the steps alongside the steepest part of the Cowlyd Railway incline (even worse going down - a continuous flight of steps at about 1 in 1 gradient, with approx 500ft drop and no handrail!). I was later amazed to learn that 4 standard gauge locos had been taken up and down this incline for use on the Eigiau dam construction, including of course the UXBRIDGE later used on the Works Railway. At the time of my visit the works railway was still intact but showed no signs of recent usage, and I doubt if there was much if any traffic over it after that date.

The ten 12-ton wagons referred to in the article were acquired following approval of their purchase in an Aluminium Corporation minute of February 1917, which stated that they were to be used for carrying alumina and coal from Deganway (sic) Wharf to the works. "Deganway Wharf" is assumed to be the LNWR's Ynys Quay near the Conwy tubular bridge rather than Deganwy Dock. In the event the alumina had to be kept dry so was carried in closed vans, the wagons being used for coal and coke, the latter being used for making carbon blocks as part of the works processes. Thus they did in fact work over the main line. The wagons were numbered 101 to 110 and are said to have been painted light grey. However a photo of the works shows three of these wagons with large "ALUMINIUM CORPORATION" lettering in white or a very light colour covering the full length of the upper part of the wagon sides, which appear to be black or a very dark colour. Unfortunately the photo is too indistinct to reveal details of any other lettering on the wagon sides. 4 or 5 of these wagons were sold before World War II, the remainder being requisitioned with other P.O. wagon stock at the start of the War.

According to the book "Dolgarrog: An Industrial History", the works passenger train met the early morning train for workers starting the morning shift at 7.30am, the office staff arriving on a later train for a 9.00am start, by which time presumably the loco was engaged in its normal duties. At the close of work both staff and workers were carried, so staff were not barred from using the passenger train as the article might imply.

The four wheel coach was photographed by Alan Pratt on 7th April 1948 in very derelict condition with all its body panelling and part of the body framework missing, standing on a short length of isolated track adjacent to the works swimming pool. Possibly it was scrapped soon afterwards. The bogie coach was seen in the early 1940s by J.I.C.Boyd, who provided me with the following details: Approx 33ft long with 5 seating compartments plus a short brake end compartment which had no duckets or end windows; the brake

compartment had a vertical handbrake pillar which was the only means of braking; it sat on short wheelbase bogies of American appearance with 4 coil springs between the frame and an equalising bar on each side. It was noted "pushed into embankment of new road", presumably on the siding leading to the bottom of the incline, adjacent to the football field, for which it served as changing rooms. It had probably gone by the time that Alan Pratt took his photos in 1948. Both coaches are said to have been painted Aluminium or light grey (possibly Aluminium weathered to a light grey).

After closure of the railway, the bridge over the River Conwy fell into disuse and there were plans to demolish it. However it was subsequently decided to refurbish the bridge and use it to carry the water main, which crossed the river on a separate bridge alongside. On completion of these works the water main bridge was demolished. Thus while the water main may preclude future rail use of the bridge, without its existence the railway bridge would probably have been demolished.

I am certain that the photograph of DOLGARROG was not taken by Allan Pratt, the actual photographer being unknown. Of particular note in this photo is the oval plate just visible above the brass Manning Wardle works plate on the cab side. From examination of an original print of this photo I am sure that this is a registration plate to allow the loco to work over the lines of the Great Western Railway, rather an unusual item to find on a loco so far from the GWR. The loco was registered by the Great Western in 1913 while employed by Henry Lovatt on the Ealing to Shepherds Bush contract for that railway and prior to its arrival at Dolgarrog. The photograph of UXBRIDGE was taken by Allan Pratt on 7th April 1948, and the photograph of DOLGARROG No.1 was taken by Bernard Roberts on 10th October 1956. Finally with regard to the diesel loco TAURUS, I think it would be more appropriate to describe it as built by Vulcan Foundry to a Drewry Car Co design."

[Letter from Bob Miller of Bolton – co-author of the standard history of the Cambrian Railways and expert on industrial railways in general and Welsh narrow-gauge lines in particular. Readers of pages 24-26 of this issue will see that some of the points raised have already been addressed (in theory, if not in practise!). But the letter is quoted in full, if only to high-light the problem of names ....]

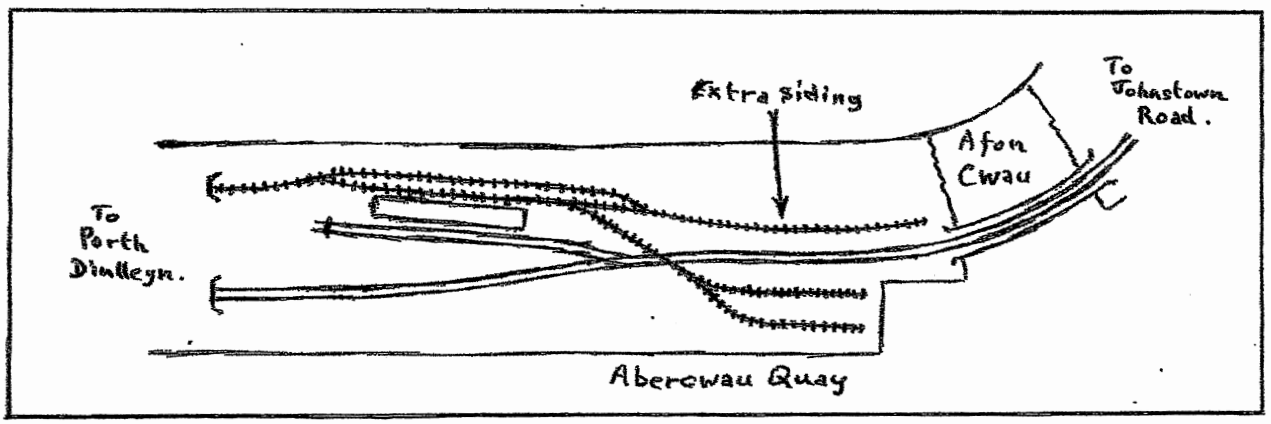
"Thoughts on Johnstown Road's Narrow Gauge: Admittedly a lot of water will have flowed under the bridge on "Johnstown Road's" new extension since the outline plan was discussed in BMRJ No.2 back in April 2005 and I appreciate some things will doubtless have changed somewhat since then but I understand the basic idea for the narrow gauge is to have a loop before the line crosses the standard gauge and splits into two sidings on the quayside.

It would make life much easier for the operator if there was an extra siding beyond the loop which would end just before the river and would not involve crossing the main line, especially so if it is decided to include a brake van with the narrow gauge trains. Consider this scenario: there are three empty wagons in each of the quay sidings and another three at the platform alongside the standard gauge siding. A narrow gauge train of nine loaded wagons appears out of the tunnel and stops just before the loop points. The loco uncouples and runs forward and then propels the three empties into the extra siding, the

loco only returns to where the loaded wagons had been left, couples up and takes them on to the run-round loop (not the platform line next to the standard gauge siding).

The loco uncouples, runs forward over the points and reverses back to the platform line, reverses again and goes to the quay to collect the empties which are placed in the extra siding which now holds nine empty wagons. After this the engine only can now run back through the platform line towards the tunnel, reversing to couple up to the loaded wagons and draw six of them back so as to propel them through the platform line and on to the quay - three wagons on each siding. The loco next returns to collect the remaining three loaded wagons and place them in the platform road, then back via the loop line to collect the empty wagons and take them through the tunnel back to the quarry for loading.

After seven or eight minutes of inactivity by which time a new lot of spectators will have gathered, it is time to change the plot. By this time the wagons in the sidings and platform line have all miraculously been filled with granite which has been unloaded from one of Emlyn's ships from Penmaenmawr. The whole process is now repeated except that it is empty wagons that arrive and loaded ones that are dispatched through the tunnel to some road-stone depot or concreting plant. Then another time gap before the next lot of loaded wagons arrives, and so on *ad infinitum*. Of course it is a little more complicated if the trains are to include a brake van, but can still be done. The point is that such shunting as outlined above would not be possible without this extra siding.



An allowance of three inches should be made for the length of each narrow gauge wagon, and four inches for the loco. Whilst the quay sidings do not have to be much longer than nine inches, the extra siding and the loop would have to be 2ft. 7in. long (or 2ft. 10in. with a brake van). However some space can be saved by having the line to the quay striking off from the platform line rather than from the end of the loop. Clearly some thought has to be given to operations before deciding on the lengths of loops and sidings, as well as the lengths of the narrow gauge trains.

Do we have a name for the river on the extension? How about the 'Afon Cwau' (pronounced Kwai) and the bridge over the river Cwau would be the 'Pontcwau' with the quay and sidings naturally at 'Abercwau'. And whilst thinking of names has any thought been given to a bilingual sign for Johnstown Road. A possible Celtic translation could well be 'Ffordd Hafod'."

[Incidentally, Bob tells me that he has built four mixed narrow-gauge wagons for the layout! I have made one experimental open as well, and Richard Stagg has non-working vertical boilered de Winton which can sit on a siding and look pretty (or 'interesting')! I am still investigating potential wagon kits.
Some thought will have to be given to two working narrow-gauge (steam) locomotives – one as a necessary 'spare'.]

Iain Kirk's website

Now that Ian Clark is no longer a member, we have only the one 'Ian/Iain'. But there are still a lot of 'Daves'! Members with internet access may like to have a look at Iain's website, which features some of his accomplished photographic work: http://www.pbase.com/ham4472 , including some images of "Mostyn

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Welsh 101 Farewell

Eddie Knorn

The reason I am now a member of BMRG stems from getting involved with "Mostyn" which in turn stems from my interest in the railways of North Wales – particularly the DMUs. As you may recall, the Class 101s – the last "proper" DMUs on the main line – were retired from service in the Manchester area at Christmas 2003. Those of us that appreciate these units are glad that they lasted that long – around $3^1/_2$ years before then, it seemed that they were not far from withdrawal. At that time, there were still a couple of 101s booked for daily use in North Wales - so I ought to have one last fling. "Rail Express" magazine had very considerately published details of the diagrammed workings of the 101s then in service (Thanks, Philip!), so I consulted these and formulated a plan.

My selected day was 25th May 2000, and I awoke to discover that it looked as if it was going to be a fine day, but also that I had slept through my alarm clock's wake-up call. The plan was already in jeopardy and I had not yet left home! I set out anyway and conclusively proved that it is possible to get from the Royston area of Cambridgeshire to Watford Junction in a 1000cc Austin Metro through the morning rush hour in around 45 minutes. Of course, I arrived in the car park just as my planned train to Crewe was leaving from Platform 6.

The original plan had been to catch an Inter-City to Crewe, then get a DMU (Sprinter generation) to Llandudno Junction, where I could lay in wait for my first 101 of the day. Consultation of the timetables revealed there was a short wait at Watford for a Liverpool-bound Inter-City that would get me to Crewe, and then I could see what turned up there. The Virgin liveried Class 90 got me to Crewe on time and I was pleased to discover that instead of a Sprinter DMU, there was a Class 37-hauled train that connected. 37 415 in EWS livery hauled three early Mark 2s and a Mark 1, all in Regional Railways colours, across the North Wales coast and got me to Llandudno Junction with a perfect connection for my planned 101.

Set 101 677 pulled in to the station, formed of 51179 and 51496, in Regional Railways livery and still branded as such. To me, 51496 had an association with Bradford Hammerton Street depot, where it was part of a power-twin. 51179 was highly appropriate as it had been Chester-based in the 1970s and early 80s. It stuck in my mind when I saw it on the Cambrian Coast line in August 1980, on our family holiday, due to its distinctive minor collision damage on the second man's side of the cab.

In accordance with my plan, I rode on this unit as the 10.38 Llandudno Junction – Blaenau Ffestiniog, along with a few other DMU enthusiasts, or at least interested members of the public, departing from there at 11.45 and coming all the way through to Llandudno. I left there again at 13.25 on this same set, and rode as far as Llandudno Junction.

At the Junction, I found the other 101 in North Wales that day, 101 680 formed of 53204 and 53163. I must have first met 53204 somewhere on the Eastern Region, while my first encounter with 53163 was at Edinburgh Waverley in March 1981. At that time, BR had a very useful promotion on Student Railcards; once you had bought the Railcard, a part of the application form was officially stamped; this was laid out like a travel ticket and all you had to do was enter start and finish points and the date of travel. Watford Junction to Edinburgh, free of charge, then…

In March 1981, 50163 was still in BR blue livery and still had evidence of the middle and top marker lights that had been removed and plated over. During the latter half of the 1980s, 53163 was notable as being one of the two 101 triple sets with "Bathgate Link" branding, following the recent reopening of that line. When I rode in it in May 2000, I noted that the ex-First Class still had curtain rails and pelmets in place and that the cab still bore a copy of the Scottish Region Fault Guide notice!
I left the Junction aboard 101 680 at 13.39 and went back to Llandudno. After a lunch break, I was able to catch this same unit as the 14.50 departure back to the Junction, where it reversed and set off for Holyhead. Upon arrival at the port, it did not take a lot of time to turn 101680 round as the 16.12 departure back to Llandudno. Here I had some time to kill, in accordance with the plan, so I went off to the yard of Alpine Travel to indulge in my interest in old buses.
The climax of the day was the 19.00 Llandudno to Crewe, formed of 101 677. I made sure that I got the best seat, namely right behind the cab on the second man's side of 51179, the former Chester car! As I had hoped for, a storming run was provided across North Wales and in to Cheshire, with the speedometer on 70 mph for a lot of the time. At Chester, a brief sighting was that of 101 681, 51228 and 51506. The former was another old friend from Scotland, as I recall, while the latter had been in use at Neville Hill for a while, although I had more exposure to 51506 after it moved to Norwich and was formed into a "TBSL" triple set ("Trailer brake second with lavatory") with RETB signalling (radio electronic token block) for use between Ipswich and Lowestoft.
The last leg of the journey, from Chester to Crewe, was notable for taking me past the back of the house where, six years later, I would be living! When the journey was over, I was sad that this may well have been my last ride in a 101 on the main line (it turned out not to be!) but happy to have had such an enjoyable day. In spite of a wobbly start to things, I have to admit that the plan worked. There was still the minor obstacle of returning to Watford Junction, but a Virgin liveried 86 got me to Stafford, where there was time for a quick fast food break, then an Inter-City liveried 90 got me home. At least the Austin Metro had a slightly less stressful journey that night than it did that morning! (What a happy coincidence – another classic vehicle built in Birmingham…)

[This is a revised version of an article which first appeared on the "Railcar" website in 2005: **http://www.railcar.co.uk/features/tales/northwales.htm**]

Book review by Emlyn Davies …

Locomotives illustrated no.162, July-Sept. 2006. ISSN 0307-1804, £3.50.

This is a magazine which I do not buy regularly, but with its large Cambrian content I couldn't resist this issue.
Beginning with a broad outline history of the company, remarkably succinct considering the convoluted early history of this line, each locomotive class is described in detail. The only slight quibble I might have is calling the rear windows of the saddle tanks "Prometheus", "Plasfynnon" and "Mountaineer" large, and not mentioning that (very unusually) they had four spectacles at the front of the cab.
The details otherwise seem to tie in very well with the information given in other publications.

Although some of the photographs have been printed before, there were sufficient new ones which I hadn't come across to make the purchase worthwhile.
The sheer quality of some photographs, particularly the early ones, makes one wonder just how much benefit we receive from modern photographic equipment and technology – will the digital images taken now still be around in more than one hundred years?
The coverage of Cambrian locomotives in post-grouping days is very good, and the coverage of all the classes at various stages in their lifetimes is excellent except for the three saddle-tanks mentioned earlier, there are no photographs of these. I thought that this might be because they didn't survive to the grouping, but there are photographs of the early 0-4-2 tender locos, and they didn't survive beyond 1900.
I had hoped that there might have been some photographs from the C.C.Green collection which is reputed to have been auctioned recently, but I couldn't find any.

The second part of the magazine deals with the locomotives of the Midland & South Western Junction Railway. Now I must admit to knowing little about this line, but the photographs of some quite exotic looking locomotives has certainly made me want to find out more. The quality of the photographs is again very good, and the 4-4-4 tanks and small wheeled 2-6-0 locos would make lovely models. It is a pity the Cambrian and M.S.W.J.R. were so far apart – we could have had loco exchanges!

The magazine concludes with detailed lists of all the locomotives of both companies, giving building dates, numbering, re-numbering and withdrawal dates.

If you fancy something a bit different from the larger railway companies, then this is the one for you. At £3.50 this publication is excellent value for money – buy two, one for the workshop and one for the library. There are approximately 83 photographs: bought from dealers @ 50p each, that is £41.50, so this magazine is value for money!

"Wartime on the Hooton to West Kirby branch line: Milk traffic to West Kirby"

as told to Eric Power by a 76-year old acquaintance

The West Kirby morning milk train

The first daily consignment of milk arrived at West Kirby Joint station carried in the rear brake van of the arriving passenger train (a 'D' set of Chester Division), hauled by one of Birkenhead's G.W.41XXs; it departed Woodside at 10.05am, arriving West Kirby 11.12am. Milk in churns was collected off the platform at Hooton.

Up to 12 churns ex-Cookes dairy at Tattenhall were off-loaded on to the platform at West Kirby, with crated bottles of TT (tuberculin tested) milk with gold foil tops despatched from Dones (rhyme with 'Jones') dairy of Malpas. Cigarettes from James Street station were also carried on our milk train after travelling via the Mersey Railway to Rock Ferry for onward carriage to West Kirby.
[Please note that train times are from memory of over 60 years ago and may vary from actual time-tables!]

The afternoon Joint milk trains

Also remembered were the afternoon 'Joint milk' trains which arrived Monday-Friday 3.23pm, and 2.23pm on Saturdays, with interesting and very varied patterns of rolling stock. These wartime trains ran to seven coaches plus a Siphon G, H of J at the rear of the arriving train with a Chester G.W. 51XX for motive power. 5174 was the usual engine on this working, whilst 5173 may also have been used. 5176/9 were used on other trains to West Kirby, but were not seen on the milk.

One day a rake of all L.M.S. corridor stock plus Siphon.
One day a rake of all G.W.R. corridor stock plus Siphon.
One day a rake of mixed L.M.S./G.W. corridor stock plus Siphon.
One day a rake of all L.M.S. corridor/compartment stock plus Siphon.

- could any railway be more jointer [sic] than this one?

All of these sets were widely travelled as was borne out by their side-mounted destination boards some of which had been left in situ, as follows: Lancashire or Midland destinations on occasion, including "Kenyon Jct. – Bolton Gt.Moore St.", and further south: "Bristol Temple Meads – Newton Abbot" were two which came to mind. G.W. boards were longer.

"A lot of clerestory coaches were used in these rakes, and Southern corridor brakes with periscopes were used a hell of a lot."

List of dairymen:

2 churns for Parkes dairy, Church Rd., West Kirby
4 churns for Butterworth's dairy, 11 Banks Rd., West Kirby
4 churns for Hales dairy, Bridge Rd., West Kirby
2 churns for Griffith's dairy, Irby.
2 churns for J.W.Batho dairy, Irby.
? churns for Begg's dairy, Newton.
3 churns for J.Smith's fm., Hoylake
? churns for Greenheyes dairy, Upton.

8-10 churns were loaded onto a four wheeled platform trolley and trundled across to the Wirral station where they were loaded into the guards compartment of the first available electric train. Three of these churns were dropped at Hoylake station by a waiting porter who rolled them through the Parcels Office where they were loaded onto a waiting vehicle and delivered to John Smith's, New Hall Farm, Carr Lane, Hoylake, where the milk was used to supplement the yield from their own herd.

My friend thinks that some of the remaining milk may have been dropped off at Upton on the Great Central line [i.e. L.N.E.R.], changing trains at Bidston.

Snippets ...

Un-pasteurised milk: during the Second World War before milk was pasteurised, John Smith's farm at Hoylake would sieve their milk before it was bottled to remove cow hairs, etc.

Bottling: after collecting their own quotas of milk from the station each dairyman then had to spend hours accurately pouring, measuring and sealing every bottle with a waxed cardboard top (or 'skimmer' as we kids called them).

Bottles: some dairies had their own bottles made with their names impressed onto the glass. I have a photograph of a 'Parkes Dairy' milk bottle – 'Church Road, West Kirby, tel.HOY xxxx'.
No more churns: the last collection of milk churns by the Milk Marketing Board in England and Wales was made on 31 July 1979. Some 2000 dairy farmers went out of milk production altogether rather than change to bulk collection.

"Who are you? (Dave Faulkner)"

Dave Goodwin has decided that it is my turn to write a little something about me for the club magazine. So, here goes (in rough chronological order).

My earliest memories are of camping with parents. Although I vaguely remember a large tent with clear plastic windows, what sticks in the mind most as that I used to fit in an orange washing up bowl for washing. In fact now I think about it, it was common for both my brother and I to fit in the kitchen sink at home for washing! Anyway, I'm just old enough to remember that all children used to get a daily drink of milk at school that used to arrive in cream-coloured cartons with red lettering at about 11am.

Keeping with the subject of education for a moment, once at secondary school (Park High in Birkenhead) I was definitely more science orientated than art with two exceptions. The first was Biology where the only experiment I can remember us doing was setting fire to a peanut and determining the amount of energy in it by measuring the temperature increase a test tube full of water held above it. The second was music.

As a youngster I'd been subject to the usual pop music of the time such as that by Gary Numan and remember trying to record the few songs that featured on Top of the Pops or Noel Edmond's 'Swap Shop' (01 if you're outside London 811 8055 – I wonder what this number is used for now, I last saw it being used on 'Crime Watch'...) by using a portable cassette recorder with the mike pointed at the speaker of the television set. Anyway, prior to high school I'd heard a few of the more popular classical pieces for various reasons so when at the age of 12 a relative started passing on some of his classical record collection, including Arthur Fiedler and the Boston Pops Orchestra, I became interested in 'serious' music. Over time more records where passed over to me and a chance purchase of a copy of Vaughan Williams 'London' symphony (the LP cover looked good) led to an interest in 20th century English orchestral music. So, amongst the Maths, Chemistry, Physics, Geology subjects etc, I also did O-level music. On the performance side, the option of a Trumpet to play during the O-level, has led to membership of a brass band on and off over the years and I currently play Cornet and Flugel Horn in Lyceum Brass of Port Sunlight. Playing trumpet did come in useful - on one occasion as I was going to school; I had to use my mute as a defensive weapon when someone tried to have a go at me! As this caused quite a dent in the end of the mute, when I reported the incident at school I was of course sent down the woodwork department to have the dent knocked out.

Moving on to railways – Well as per most people, it started with a train set, in my case on Christmas day 1976. I remember that after opening every other present in Santa's sack the large box wedged in at the side was found to contain a Hornby blue Hymek, a few wagons including a Cadbury's chocolate van and a NE brakevan. The set even

had a siding with a point which had a clear plastic top so you could see the coloured components moving within (anyone else remember those?).

As a mere child I was wasn't allowed to play with the new electric train set by myself; apparently this required adult supervision, in the shape of my dad also playing with the set. To compensate for this obstacle I vaguely remember that a wind-up set was involved somewhere although this didn't seem to last long. Anyway, having a dad who was interested in the trainset was quite useful as after he had tried laying the track out in different ways (a circle plus one very long siding using all the straight pieces) enhancements to the basic set soon appeared - a passing loop and a Triang green DMU.

Up to this point, multiple units must have been the only type of train I'd actually seen as the local underground in Liverpool had class 503 EMUs and one set of grand parents had a holiday cottage in Betws-y-Coed which meant frequent trips, by DMU of course, to Llandudno. Looking back at these trips, most must have been in classes 101 or 108 as pictures drawn by me at this time included the raked back front and usually had the right combination of windows for these classes even if the early ones lacked bogies (they did have the right number of wheels though!). Variations in DMU drawing style only occurred after a family trip to relatives in Doncaster where the first outward bound trip was in something with three wrap-round windows at the front and compartments inside (a trans-pennine set). As I can't recall seeing a locomotive up to this point the trans-pennine set must have made an impression as the resultant drawings had rather more than the two cars of previous drawings and involved a fair number of pages from a notebook laid out end-to-end across the floor.

In railway modelling terms, a lull followed my parents' divorce. However, my mum tried to ensure that we made frequent trips to friends and relatives by train. It was about this time that I spotted a small pocket-sized book with the picture of a DMU on the front; as well as more pictures inside it contained a lot of numbers. Soon I found other similar sized books for locomotives and coaches. So, it followed that a few years of train spotting commenced – not just locos, but coaches and multiple units as well.

Railway modelling was reawakened in 1985 when I happened upon the doorway of a building in Chester Street. Although even then well past its prime, seeing the old LMS "Blea Tarn" in the room at the top of the stairs created an immediate impression and I soon became a member of the Merseyside MRS. Only having OO stock I obviously joined the group at the top of the building who had just erected their newly-built "Millsbridge" layout and who had plans to build a large OO tail-chaser. It was in the Merseyside MRS that I first came across the members of the S4 group including David Goodwin and Brian Eves.

Academically, after an abortive attempt at a Chemistry degree and a visit to Bryan Eves' place of work in Wakefield made me realise that there was more to railway signalling than coloured lights and relays and so I started university life again by changing subject to Electrical Engineering. During this, the lucky offer of a year out in industry working for BR in the S&T department specialising in signalling failure investigation was followed by the offer of a job working in the same department on completing academic life.

I've tried to use some of my knowledge of electronics for railway modelling and early on there was an incident when George Winterburn and I managed to get too high a voltage across a power supply resulting in a bang, lots of smoke, and a 2" capacitor flying across the room striking me in the crotch – I quickly learnt that I had to explicitly

describe to others what I was doing! The closest that I got to some form of computer control on was on "Hel-yn-Bach" when I used a PC and interface to allow members to change the points by clicking with a mouse. Although this worked reliably, a conventional panel eventually took its place as this would always be easier for more people to understand.

Once earning a salary during my year in industry, I decided that it was time to give photography a go without compromising on camera equipment too much. So, a visit to Universal Studios (no not that Universal Studios, the one in Dale Street Liverpool that started trading before the movie maker!) furnished me with a secondhand SLR and a source of photographic advice. I was therefore well equipped to photograph my first visit abroad, to New Zealand. This country has a different system of rail travel that's basically one train a day between each starting and finishing point. The rail system in NZ also offers operating practices that are different to those in Britain, it took me a few moments to get used to the idea that rail and road share the same single lane-width bridges in some places and both trains and road vehicles have to look for others coming the other way before commencing across, and bear in mind that these bridges can be 200 metres or so long, so getting it wrong means lots of reversing. One of these days I will get round to looking at the pictures of NZ again.

Before I finish, I'll quickly mention an interest in HiFi. No, not going to HiFi shops every other weekend and dribbling over the latest gadget in "What HiFi?", more being able to play recorded music well and musically. This must be a natural extension to my music interests and over the years I've managed to collect equipment suited to replaying records and CDs well. Now that DVD has arrived on the scene and there is available at last a cheap robust medium for playing films that doesn't wear out, collecting CDs has partly given way to a DVDs.

Winding up I'll mention that although I'm still living in the Northwest area, most of my time is presently spent in London working as part of the team creating modernisation or refurbishment designs for 144 of London Underground's stations.

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