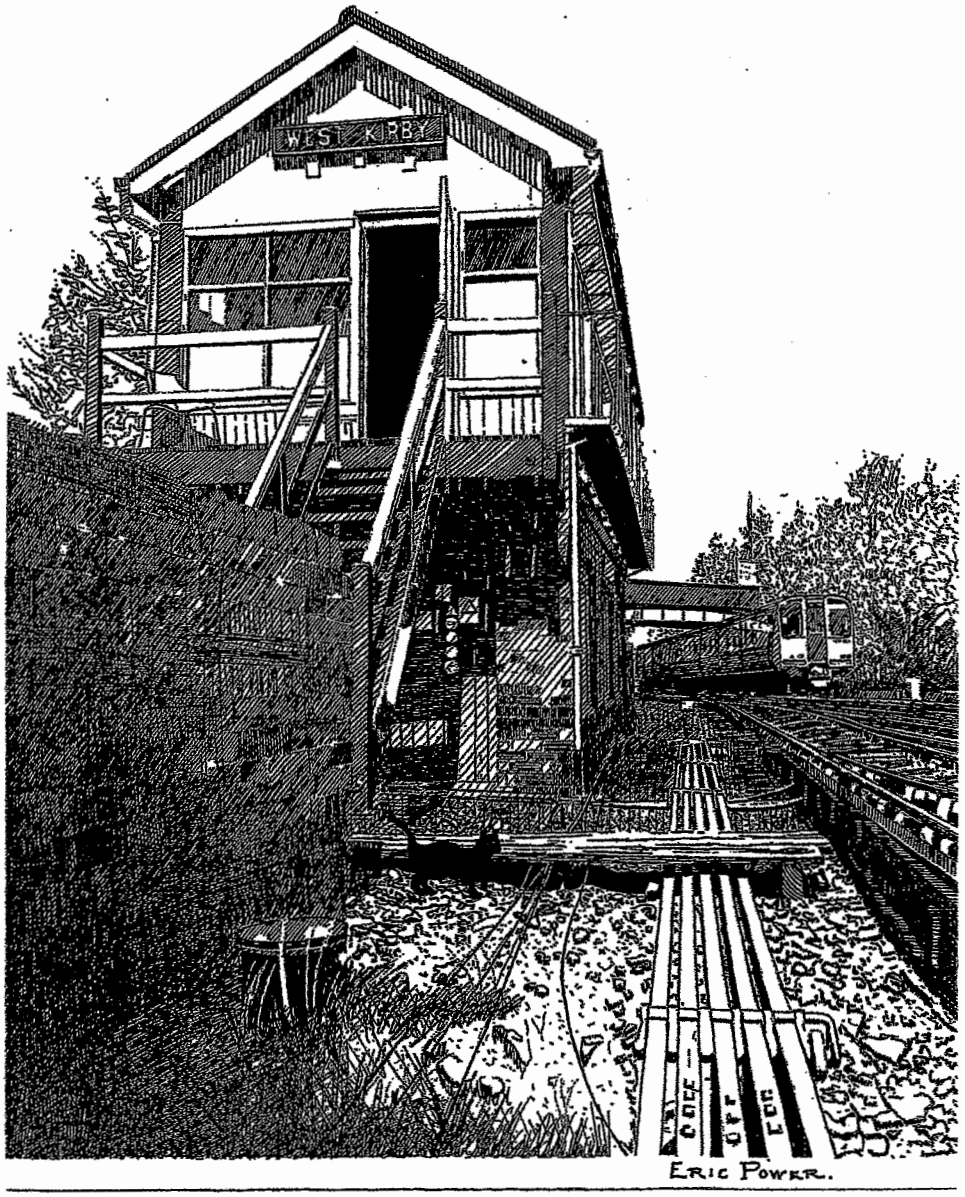
ISSN 1745-9842

Barrowmore Model Railway Journal



Number 9 December 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/DVD;
(f) a USB storage flash drive.

Any queries to the Editor, please.

The **NEXT ISSUE** will be dated March 2007, and contributions should get to the Editor as soon as possible, but at least before 1 February 2007.

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Copies of this magazine are also available to non-members: a cheque for £6 (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 another Eric Power production: this time, showing the signal cabin which until fairly recently stood at West Kirby. This box was opened in 1932 to replace two old boxes – an 1896-built one on the ex-Wirral Railway line and an L.N.W.R. box at the terminus of the Hooton-West Kirby branch of the L.M.S./G.W.R. joint railway. Eric's drawing portrays the box as it was in September 1994, just before demolition.

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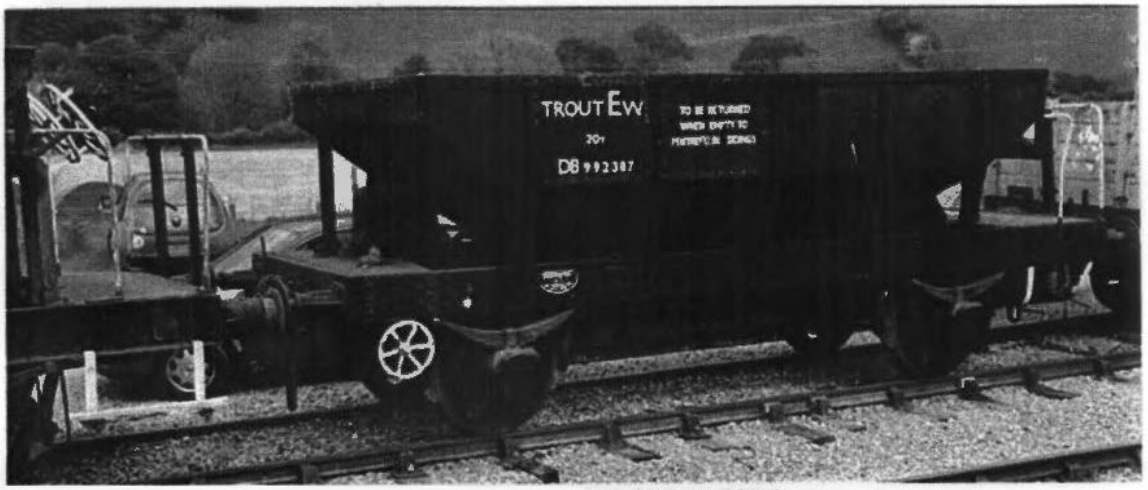


('Trout' DB992387 at Carrog on the Llangollen Railway, 10 June 2006)

Forthcoming events

(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).
13 Feb. 2007: "DMUs, part 2" by Edgar Richards (HMRS meeting at 'The Stork Hotel' Birkenhead – see Editor for details).
17/18 Feb. 2007: Bolton show.
3 Mar. 2007: Llanbedr 7mm running track. (See Editor for details).
10/11 Mar. 2007: Kidderminster show.
24/25 Mar. 2007: Alexandra Palace (incl. **"Johnstown Road"**).
7 Apr. 2007: Llanbedr 7mm running track. (See Editor for details).
7/9 Apr. 2007: York show.
21/22 Apr. 2007: S4 North, Wakefield.
5/6 May 2007: Liverpool show.
26/27 May 2007: Aylesbury show (**"Mostyn"** is appearing).
2/3 June 2007: DEMU showcase, Burton-upon-Trent.
21/22 July 2007: Welsh National Model Railway Exhibition (Colwyn club), Llandudno.
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

I can't recall where I got this photocopy from, but I presume it first appeared in a U.S.A. newspaper. Another example of the perils of e-mail!!

AN amazing story about an e-mail gone wrong, sent to us by John Beaban:
"A Minneapolis couple decided to go to Florida to thaw out during a particularly icy winter. They planned to stay at the same hotel where they spent their honeymoon 20 years earlier.
Because of hectic schedules, the husband left Minnesota and flew to Florida on Thursday, with his wife flying down the following day.
The husband checked into the hotel. There was a computer in his room, so he decided to send an e-mail to his wife.
However, he accidentally left out one letter in her e-mail address, and, without realising his error, sent the e-mail.
Meanwhile, somewhere in Houston, a widow had just returned home from her husband's funeral.
He was a minister who had a heart attack and died. The widow decided to check her e-mail, expecting messages from relatives and friends.
After reading the first message, she screamed and fainted. The widow's son rushed into the room and saw the computer screen which read:
To: My Loving Wife
Subject: I've Arrived
Date: October 16, 2004
I know you're surprised to hear from me. They have computers here now and you are allowed to send e-mails to your loved ones. I've just arrived and have been checked in. I see that everything has been prepared for your arrival tomorrow.
Looking forward to seeing you then! Hope your journey is as uneventful as mine was.
P.S. Sure is freaking hot down here!

"Thurstaston – prototype locomotive and freight stock"

by Bryan Johnson

Part 1: As identified in my previous article ("BMRJ" no.5, December 2005), part of my research into the prototype for my model of Thurstaston station involves identifying the rolling stock requirements.

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

In order to do all this, I have tried to identify the types, and where possible the numbers, of locomotives, coaches and freight vehicles that ran on the branch during the British Railways period. This first part documents the results for locomotives.

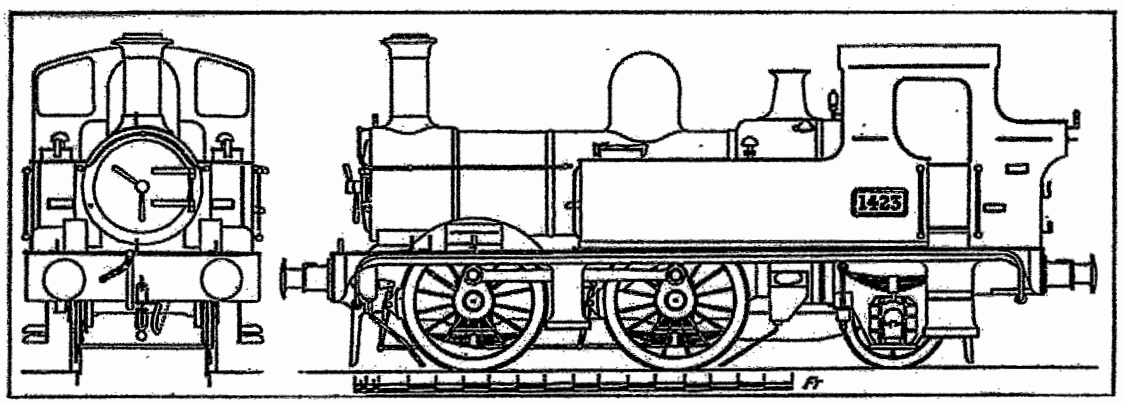
Locomotives overview: As a joint line, the operation of the line was historically shared between the owning companies, i.e. LNWR / GWR, then LMS / GWR after the grouping. Prior to nationalisation, this split was quite rigid, with each company generally operating trains of its own loco and coaches, and the LMS providing the motive power for all the freight. Following nationalisation, this was relaxed, and locos from either company could be seen on any rake of coaches and on either passenger or freight.

Of the classes identified below, a number were regular visitors to the line, others appear to be rare, some with just one recorded visit.

The locomotive classes are identified by the pre-nationalisation company, then British Railways steam and diesel.

GWR 14xx 0-4-2T

Birkenhead shed had two of these locomotives, primarily used for local auto-train workings. The Hooton to West Kirby line was included in one of the diagrams in my chosen period. The locos were numbers 1417 and 1457.



1417 received an overhaul at Wolverhampton in October 1949, and received British Railways mixed traffic lined black livery. Only three locos of this class ever received

this livery. It was regarded as the pride of Birkenhead shed and generally kept in a clean condition.

Both were placed into store after the auto-trains were withdrawn, this included some time at Bidston.

1417 features in a photograph taken whilst in store. The letters for "Great Western" on the tank-sides can be made out under the grime and paintwork. 1457 features in the Casserley photographs of the auto-train at West Kirby.

[see "BMRJ" nos. 4 and 5 for Stan Yates' articles on these two engines].

GWR 41XX 2-6-2T

Birkenhead shed had a significant allocation of these engines for a considerable period. These formed the normal GWR motive power for local passenger trains.

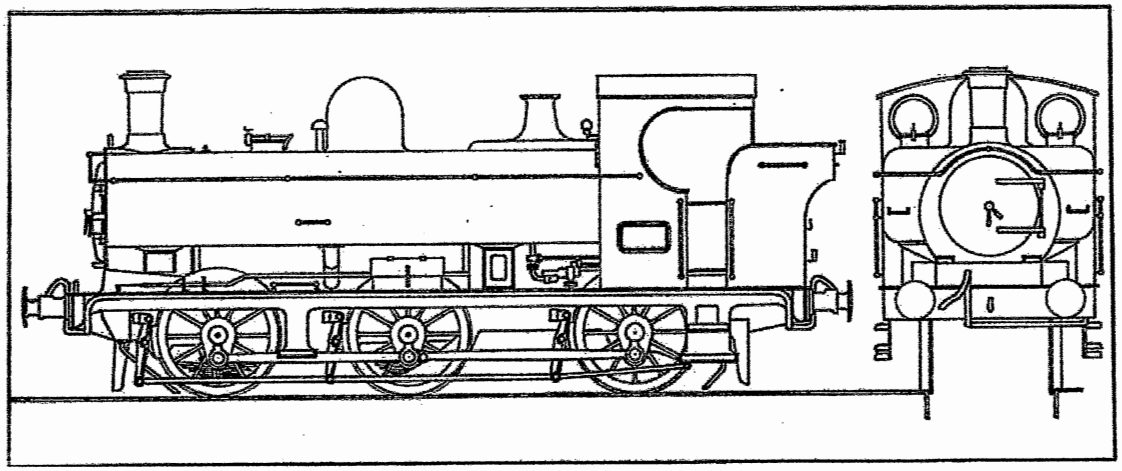
The locomotives included 4120 – 4130, 5175 and 5176. Of these, 4120 – 4130 were long term residents at Birkenhead, being there at the formation of British Railways.

These locos appear in many photographs taken on the branch. Of particular note are 5176 in very clean condition running through Thurstaston on what is thought to be a special train in the "Railways of the Wirral" [7] video. Also, 4129 is shown in Colour-Rail slide number BRW 1318 [8] at Parkgate, with 'G W R' visible on the tank-sides.

Of these Birkenhead locomotives, 4121 is now owned by Rail & Marine and is awaiting restoration at Tyseley Locomotive Works, Birmingham.

GWR 57XX 0-6-0PT

The ubiquitous GWR Pannier tanks appeared on the line on both passenger and freight workings, although may have been more common on freight.



There were half a dozen allocated to Birkenhead, any of which could potentially have worked on the branch. These included 3626, 3742, 7714, 8725, 9651 and 9678.

An unpublished photograph shows 7714 after arrival at West Kirby hauling a GWR B-set. This locomotive has the earlier Churchward cab, riveted tanks, and is not fitted with a top feed. Following withdrawal by British Railways, it was purchased by the NCB and used in South Wales. It was then purchased for preservation and resides on the Severn Valley Railway.

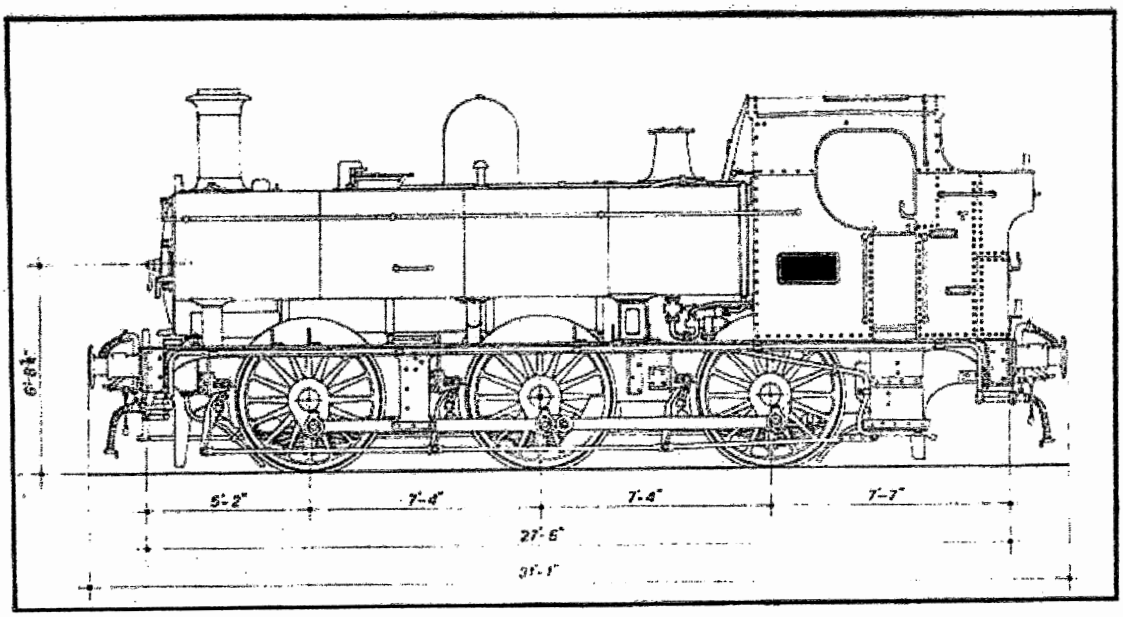
On the freight side, the photograph in the August 1986 *Railway World* [6] shows 3776 standing at Thurstaston on a short freight train heading towards Hooton on 30th April

1952. This is one of the later locomotives with the Collett cab. As 3776 was allocated to a number of sheds in South Wales between 1948 and 1952, I cannot be 100% sure of the caption.

In the On-Line video of *Railways of the Wirral* [7], in the sequence showing the unloading of wagons at Thurstaston, a Pannier tank can be seen moving out of the goods yard, showing that these engines were used for this purpose.

GWR 64XX 0-6-0PT

I am not clear whether these engines worked the branch. Their duties can be comparable with the 14XX engines, as they were also auto fitted. With all-coupled wheels to a smaller diameter, they generally had better acceleration than the 14XX locomotives. Birkenhead shed had 6404 and 6405 allocated.



In the *Shed Side on Merseyside book* [4], there is a report of them being used on trains on the main Birkenhead to Chester line, so they may have also worked down the branch.

LMS Fowler 0-6-0T

These 'Jinties' were the mainstay of the LMS freight fleet for the majority of the British Railways period. Birkenhead had a number of these on its books, which had variations in terms of equipment. The significant areas were the brakes and reverser. Some engines were not fitted with a vacuum brake, which precluded their use on any passenger train. The reversing mechanism would be either a lever or screw reverser. Those with lever reverser were preferred for shunting operations, where there were regular changes in direction. Those with screw reverser were more suited to longer journeys.

Birkenhead's allocation in the period included 47324, 47504, 47507, 47530, 47627, 47628, 47655 and 47674.

The photograph in *The Hooton to West Kirby Branch Line and the Wirral Way* [1] shows a locomotive passing through Hadlow Road with a short freight bound for Hooton. The

photograph on page 10 of *Walking, cycling and riding along the Wirral Way* [5] shows 47627 at Thurstaston following the collision with 84003 on February 2nd 1957.

I have a copy of a guard's record sheet which shows, 47672 and 47324 working a 36 wagon freight double-headed from Hooton to Bidston. The second locomotive was added more for the braking on the approach to Neston rather than the load being too much for a single engine.

One of the Birkenhead allocation, 47324, is preserved at the East Lancashire Railway.

LMS Stanier 2-6-2T

Whilst the 'Jinties' were the mainstay of the LMS freight fleet, the Stanier 2-6-2T's were the mainstay of the LMS passenger operation.

Birkenhead had 40101, 40102, 40104, 40121, 40129, 40131, 40132 included in its allocation.

As with the corresponding GWR 2-6-2T's, there are many photographs showing a member of this class hauling passenger trains on the branch, normally with GWR coaches.

LMS Stanier 2-6-4T

These engines did not appear on regular services, the only evidence I have seen shows them working special trains.

An unpublished photograph shows a military special of at least 8 British Railways Mark 1 corridor coaches hauled by a single Stanier 2-6-4T.

The Royal Train ran over the branch on 11th July 1957, hauled by two 2-6-4Ts, numbers 42375 and 42594.

LMS Fairburn 2-6-4T

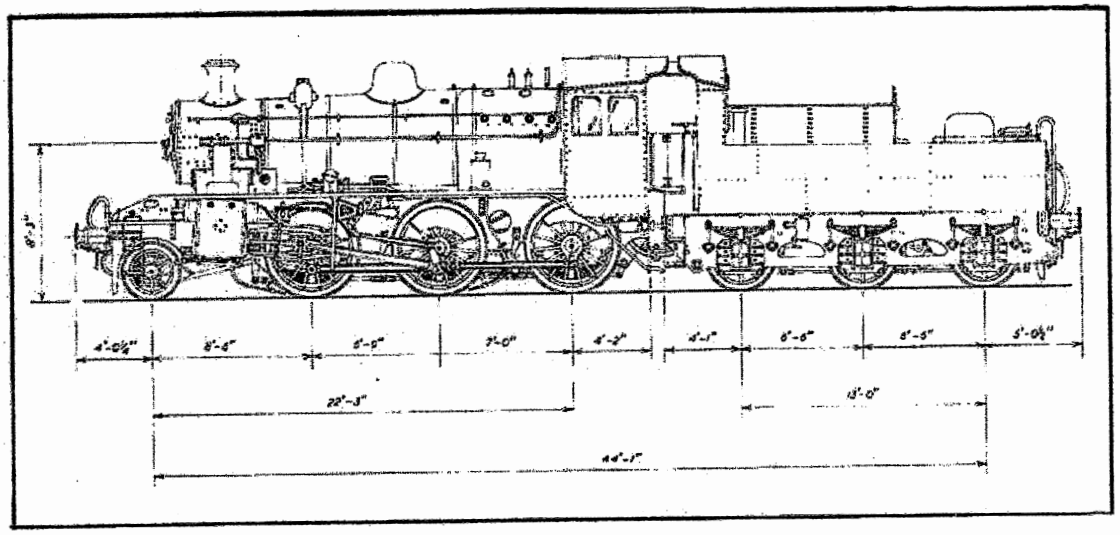
The one occurrence I have seen of this class running over the branch is well documented, being the final freight train from West Kirby to Hooton on 7th May 1962. This was hauled by 42229, and is shown in *The Hooton to West Kirby Branch Line and the Wirral Way* [1] book, both in the section on closure and as the frontispiece.

LMS Hughes 2-6-0

Similarly to the Fairburn 2-6-4T, a Hughes 2-6-0 "Crab" is also documented hauling a final freight, this time from Hooton, crossing with 42229 at Thurstaston. The locomotive was 42923, which had just been transferred from Aintree to Birkenhead. I suspect that the photograph in *The Hooton to West Kirby Branch Line and the Wirral Way* [1] book of this train is incorrectly dated, as the train consist looks similar to other photographs of the final branch freight to leave Hooton.

Ivatt 2-6-0

The one visit I am aware of for one of these locomotives was 46472 at the head of an RCTS special on the 26th of March 1960.



This is shown on page 40 of Roger Jermy's book *A portrait of Wirral's railways* [3].

LMS Stanier 2-8-0

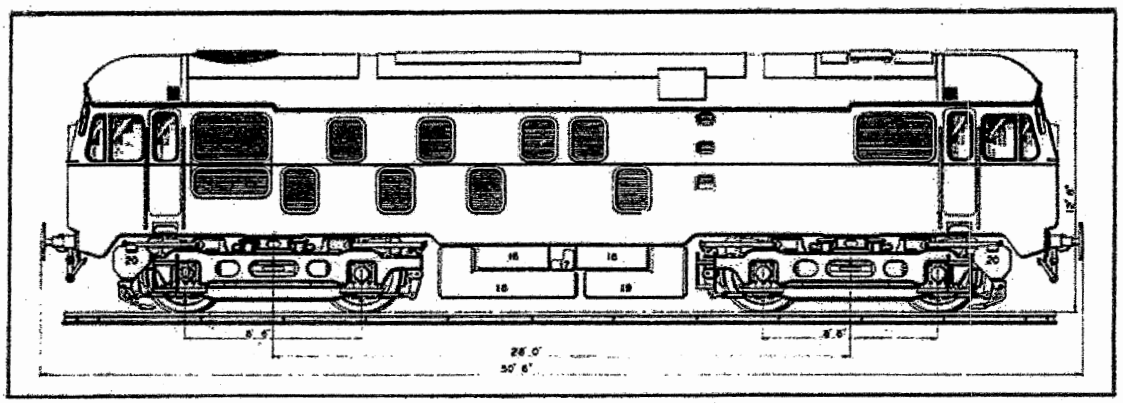
I am not aware of these locomotives operating any service trains, however 48657 was in use with a demolition train collecting redundant track sections after closure. This loco was one of the class running with the narrow Fowler tender.

BR Standard Class 4 2-6-2T

Three of these engines were transferred to Birkenhead in the summer of 1956, and were used in the final months of the passenger service. These were 84000, 84003 and 84004.

Following their brief use in passenger service, they remained at Birkenhead and visited the branch on freight. This is vividly shown by the collision of 84003 at Thurstaston in 1957. I understand the engine was returning to Hooton light engine having piloted the Hooton Docker, the early morning freight from Hooton to Bidston yard. (In earlier days, this pilot locomotive worked the first passenger train from West Kirby using coaching stock stabled there overnight).

BR Class 24



I understand that these locomotives worked on the line just prior to closure. They were used on trains of empty vans heading to the Cadbury's factory at Moreton. This was a one-way journey, as the full vans were routed away via Bidston and Birkenhead.

BR DMU

Whilst not strictly a locomotive, DMUs operated on the branch after the closure to passenger service, but only as crew training runs for service on other lines.

References

These identify the sources for the photographs showing trains on the line.

	Title	Author	Date	ISBN
1	*The Hooton to West Kirby Branch Line and the Wirral Way*	Merseyside Railway History Group	1982	0 904582 04 3
2	*Railway stations of Wirral*	Merseyside Railway History Group	[1993]	1 899241 02 7
3	*A portrait of Wirral's railways*	Roger Jermy	1987	0 907768 17 2
4	*Shed side on Merseyside*	Ken Pearce	1997	
5	*Walking, cycling and riding along the Wirral Way*	Ian & Marilyn Boumphrey	1996	1 899241 06 X
6	*Railway World* article	Rex Christiansen	August 1986	ISSN 0033 9032
7	*Railways of the Wirral*	On-Line Video		
8	Slide number BRW 1318	Colour-Rail		

[To be continued ....]

Who are you? – (Dave Millward)

At the time of going to press I am 40 years old, happily married to Isobel (my wife of almost one year) and working 3 x 12 hour shifts (days or nights) weekly as an assistant traffic controller for Freightliner Heavy Haul (Ferrybridge). We live on the edge of the Peak District National Park in Leek, Staffordshire with our neurotic cat, Jemima. We travel regularly, mainly to remote and picturesque parts of the U.K. Our home is very important to us and we are working steadily to get both the house and garden to our liking. We are regular church-goers and have a wide circle of friends. Despite having a block of 4 days at home each week and Isobel being retired, it is a real squeeze to fit all of our social life in.

Historically, I think a brief description of the important milestones thus far will paint at least part of my picture. Born in Leek hospital in June 1966, mum, dad and I lived briefly on Kingsley Moor (Staffordshire) with my dad's parents, before moving to the nearby small market town of Cheadle (Staffordshire - not Cheadle near Stockport). A sister arrived in 1968 to complete our family.

My dad's interest in all things mechanical quickly brought me into regular contact with all manner of exciting vehicles. We regularly helped both friends and family with farm-work, the highlight of which was the haymaking in the summertime. An early start to prepare the machinery for the days endeavours – the little blue Massey-Fergie to pull the dusty, noisy yellow Bamford baler. Long sunny days spent building bale-forts or using the large wooden rakes to 'rake the backswath' (the loose hay around field margins), before carefully stacking the hay trailers ready for the journey along the lanes back to the barn. The accompaniment to this was the steady beat of an elderly David Brown tractor and the gentle creaking of even older hay trailers on their annual outing. At dusk the last load would be making the wide, swinging turns through narrow gate holes, rocking and swaying, with us on top lifting telephone wires clear of the load, sparks belching from the exhaust stack and the smell of diesel fumes mingling with the sweet scent of the fresh hay. Legs smarting from the constant scratching of the grass stalks. Then later, throwing the load into the barn before the Whiteways cider appeared to 'lay the dust'.

I remember 1970s family picnics next to the London – Bristol main line near Swindon with Westerns howling past at full cry, and hoping to glimpse Concorde just to add more magic to the day.

My primary school days seemed much a part of this rural way of life, in a smallish red brick building where lessons drifted outside on nice days for impromptu nature classes.

Unfortunately, my strongest memory of High school was sitting watching out of the window as the daily sand/gravel train from Cockshute yard to Cheadle arrived with a 24 or 25 and a rake of empties. Tipper lorries would be also be constantly arriving on the massive concrete ramp to deposit their load in the open railway wagons. After a couple of hours shunting the little Sulzer would heave a mighty load out of the yard and head back to Cockshute. With this free show on full view outside, study had little chance.

1977/78 saw our family making regular use of the 3-for-1 offers on the trains. I remember us changing at Bristol Parkway and riding my first HST to Cardiff, then later the cross-country route back home via Hereford and Shrewsbury behind a 25, the Sulzer rasp echoing off the hillsides as we accelerated away from the stops. My bike rides to the lineside in the Stoke area became more frequent, to see 44s on Toton – Crewe freights, 40s on the Stoke – Llandudno or Holyhead passenger services, or else the many little Sulzers on mainly mineral trippers. Swindon 120 DMUs completed the scene as they rattled along on the Crewe – Lincoln services. East Midland ranger tickets gave me full weeks Deltic bashing between Doncaster and Peterborough or chasing rare 31s on the East Anglian holiday trains between Nuneaton and Peterborough.

Leaving school in the summer of 1982 to start work as a technician apprentice for Russell Hobbs (electrical goods manufacturers), I was already writing monthly letters to BR expressing interest in driving trains. It took just over 2 years for this to 'bear fruit' with an early 1985 start at Buxton TMD as a drivers assistant. I remember the surprise that I felt upon discovering that I was actually being paid to learn to drive classic diesel traction through the fabulous scenery of the Peak district. Every day

became an adventure, learning to get the best from the often inadequate traction (for the gradients, rail conditions and/or load involved). The various braking and signalling systems added to the variety. The harder part to accept was the daily loss of a bit more of what I had joined the railway for. Whilst change is inevitable, the speed of it seemed to be on the increase.

Railway photography was my principal hobby during the 1980s and the large number of slides that I now have demonstrate the pleasure that I gained from this activity.

I became a driver in 1987 by passing the MP12 drivers course at Ladywell house, Preston. The first two driving years were then spent at Manchester Piccadilly, this was the price to pay for getting a driver's position quickly. Returning to Buxton in 1989 was quite a shock, hardly any of the vacuum-braked traffic was left and the unfitted trains were a thing of the past. Loco types were dwindling too.

The balance of lack of social life, due to the number of anti-social shifts against interest in the variety of traffic and routes, tipped in 1992 when I knew that I needed something different. Change came in the form of a full-time traction instructor's position at Crewe where I trained trainmen to be drivers, trained drivers on various traction types and spent large amounts of time travelling to various maintenance depots to gain more information and knowledge for future courses.

Time was called on this adventure in late 1994 when the last of the traction courses was taken 'in house' by the train operating companies, to be covered by driver/instructors. I moved onto the chief traction inspector's position with Transrail at this point but only for a year, job satisfaction was becoming a rare commodity.

Girls came and went, I quickly learnt that 2.4 of anything wasn't on my radar so the younger, pretty types were generally avoided. I then spent five years living with a princess but this wasn't explained to me when I volunteered for the job and so I stopped paying homage when I realised that the perks were only for the royal member of the household. Still, I'd learnt to avoid two categories of the fairer sex by this time.

1996 saw a complete change of direction, attempting to regain job satisfaction by continuing the teaching experience so enjoyed as an instructor. This involved doing 'A levels', and achieving three A's in biology, chemistry and physics only served to underline what a waster I had been at high school. These grades easily saw me onto the three-year primary teacher degree course at the University of Derby.

In order to pay the bills I took my PCV (former PSV) test (bus and coach), as this type of work was readily available on the days that I wasn't attending university. I have to say that the amount of pleasure that I gained from the driving was many times greater than the number of digits on the payslip.

Those who are currently working as schoolteachers will quickly admit how teaching changed as the National Curriculum was imposed and individual creativity/flair became nigh on illegal. I began to wonder whether I would find my workplace niche ever again. An invitation in 1997 to join EWS at their new creation, the

CSDC (the EWS control centre) in Doncaster, proved highly attractive and the charismatic Ed Burkhardt appeared to be the new light so needed on the freight railway. Yet again this proved too good to be true and by 2000 EWS was shedding staff regularly. Their policy of employing large numbers of staff with little or no experience (to save money on wages) caused high levels of frustration and stress amongst the dwindling number of experts. I was extremely pleased to return to coach driving later that year.

This time my luck was in, I met my wife on one of these coach holidays. A small age difference of 22 years became insignificant once we started talking and the last six years have been testament to this choice.

With perfect timing Freightliner Heavy Haul offered my current job of assistant controller. This has been an equally wise move, even allowing for the weekly commute of 80 miles, compensated for by the marvellous shift system that gives me large amounts of time with Isobel (now retired).

On the hobby front cycling, golf, walking, church and socialising compete for slots with the considerable pleasure of modelling 1970s BR in P4 with the lads at Barrowmore. Although I will always hunger for an early seventies Westbury area layout, but then there is time yet!

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[Llangollen Railway news: excerpts from the "Newsletter" of the Llangollen Railway Great Western Locomotive Group ...]

1. PLANS to reach Corwen: as reported at the 2006 Railway AGM, it may be five years before the railway reaches Corwen. A very large grant application will be necessary ... There could be a planning enquiry as well as environmental assessments as the site is on the flood plain of the river Dee.

2. BERWYN VIADUCT: this was repaired some years ago and the platform was extended for a total cost of £300,000. This was funded by a loan and the railway has been paying this off. Currently about £230,000 has been repaid and the remainder is being repaid at the rate of £2000 per month.

3. LLANGOLLEN RAILWAY PASSENGER NUMBERS on the UP. In 2005, the passenger numbers were 97,671 and in 2006 the numbers were 42,982 up to July. Typically the railway has had between 70,000 to 80,000 in previous years, so there is a growth of about 23%.

4. RAILWAY PAID employees numbers are up in part to meet extra customer demand and especially to meet the big growth in contract work in the workshops.

5. VISITOR to the RAILWAY: 5643, a GWR 0-6-2 tank (the sort I remember hauling up to ten suburban coaches on the Rhymney Valley line) has come to Llangollen from the Lakeside and Haverthwaite Railway; it appeared in the September Steam Galas and my spend some time at Llangollen before returning to Cumbria.

Letters to the Editor

[part of a letter from **Stewart Glendinning**, of Ayrshire, who saw "Mostyn" at the Glasgow exhibition ...] "Thanks also for digging around for these articles [our articles in "RM" on 16T mineral wagons] and for the supportive emails. I trust that you and your compatriots in the Mostyn crew don't take any notice of the nonsense posted in some forums recently. Having seen Mostyn and talked to the guys at the show everybody has been informative, helpful and encouraging."

[letter from **Edward Dorricott**, of Sutton Coldfield, who is one of our 'consultants' on Cambrian Railways signalling practice ...] "... I am very interested in your Cambrian signaling projects, as I am currently researching the life and work of Samuel Dutton, as I expect Glyn Williams mentioned. If any more discoveries come your way, and you think of me, I should be most grateful to know. I greatly admired "Johnstown Road" at the NEC last December and thought the signaling effects were superb. Many thanks and all good wishes – Edward Dorricott."

RAILWAYS AROUND SALTNEY – A Pictorial Record by John Dixon & Geoff Pickard.

ISBN 0 9553882 0 1. £13.95. Published by Geoff Pickard, 2006. (Available from Harry Wilson).

A brief review by Tony Robinson.

Having purchased a copy of John and Geoff's book *J. Crichton & Co. – Shipbuilders* some three or four years ago I must confess to some excited anticipation when John called me one evening just over a year ago enquiring as to whether I had any plans or photographic material appertaining to Mold Junction. The anticipation increased further when he confirmed that a new book with the above title was in the making! In due course a copy of the new tome arrived in September and I am pleased to say my anticipation has been well rewarded.

The soft cover A4 has some 162 pages (if one includes the introduction and insides of the covers) and whilst essentially an annotated photographic album, contains a great deal of in-depth descriptions with historical notes, maps, track plans and tables where necessary. Detailed notes on engine and train workings can be found alongside the photographs of the actual trains and their locations, e.g. Saltney Junction and yard, and Mold Junction Shed and yard. Naturally the bulk of the information concerns the fifties and sixties steam era and much photographic material is from the esteemed local photographer S.D. (Sid) Wainwright. However the authors have included much of their own material taken in the seventies and eighties and rare views show the Mold Junction yard in its dying days of the early eighties with diesel traction much in evidence. One snowy scene taken in January 1979 brought back memories of that fearsome winter of 1962/63 when my father seemed to spend the entire winter attending to breakdowns (I distinctly remember being awoken by the phone in the early hours of one morning with the duty Running Shift Foreman's voice announcing "Tell Mr Robinson there's an engine on the floor all wheels at the West End, I've called out the gang," then of course it was up to me to wake him - great days eh?)

We moved to Curzon Park in 1963 and so I very quickly became acquainted with Saltney Junction – just down the road and Saltney yard where I spent many a happy hour watching the

comings and goings of the G.W. engines although by that time the Panniers had been displaced by what were then known as "450 H.P." (08) shunters. I was something of a closet G.W. enthusiast, couldn't own up to it though! John and Geoff have done wonders for this forgotten corner of the Great Western, detailing not just the traffic but the old Shrewsbury & Chester Rly Carriage & Wagon works and the Dee branch, wharf and factories served are all shown in detail never before attempted. There are detailed plans of the sidings serving the various factories along the Dee with descriptions of the activities there over the final years of the branch. Of special historical interest are two pre-widening photo's showing an L.N.W. Webb Compound and a G.W. Armstrong replete with trains negotiating Saltney Junction with ex Chester trains.

Plenty of space is allotted for the local people who ran the railway both on the North Western (LMS) and Great Western, the book is a must for the local historian whether inclined to railway history or not. If there are any critical comments they concern a few photographs that bear signs of having been presented to the printer in 'soft' form rather than a 'hard' original print which with today's scanning technology can be improved upon dramatically if presented in that form.

That said the book is essential reading for anyone who like me remembers the areas railways with affection (albeit somewhat rose tinted!). The authors are to be congratulated on their determination to unearth local history in such detail and present it in a very readable and graphically interesting way.

Editor's page

More recently purchased books (all available to anyone who wants to inspect):

The Festiniog Railway - historic drawings: locomotives & rolling stock, by the 7mm Narrow Gauge Association in association with the Festiniog Railway. 7mmNGA, 1997. ISBN 0 9513300 1 2. (Narrow Lines Extra no.8). £8.00.

Steel wheels: the evolution of the railways and how they stimulated and excited engineers, architects, artists, writers, musicians and travellers, by A.F.Garnett. Cannwood Press, 2005. ISBN 0 9550257 0 2.

Railways around Saltney: a pictorial record, by John Dixon and Geoff Pickard. Authors, 2006. ISBN 0 9553882 0 1. £13.95.

Private owner wagons, a fifth collection: readers contributions, by Keith Turton. Lightmoor Press, 2006. ISBN 1 899889 22 1. £19.95.

Glyn Valley Tramway coaches: a definitive guide, by Mike Higgins and Bernard Rockett. Theodore Press, 1995. ISBN 0 9523223 0 7. £4.95.

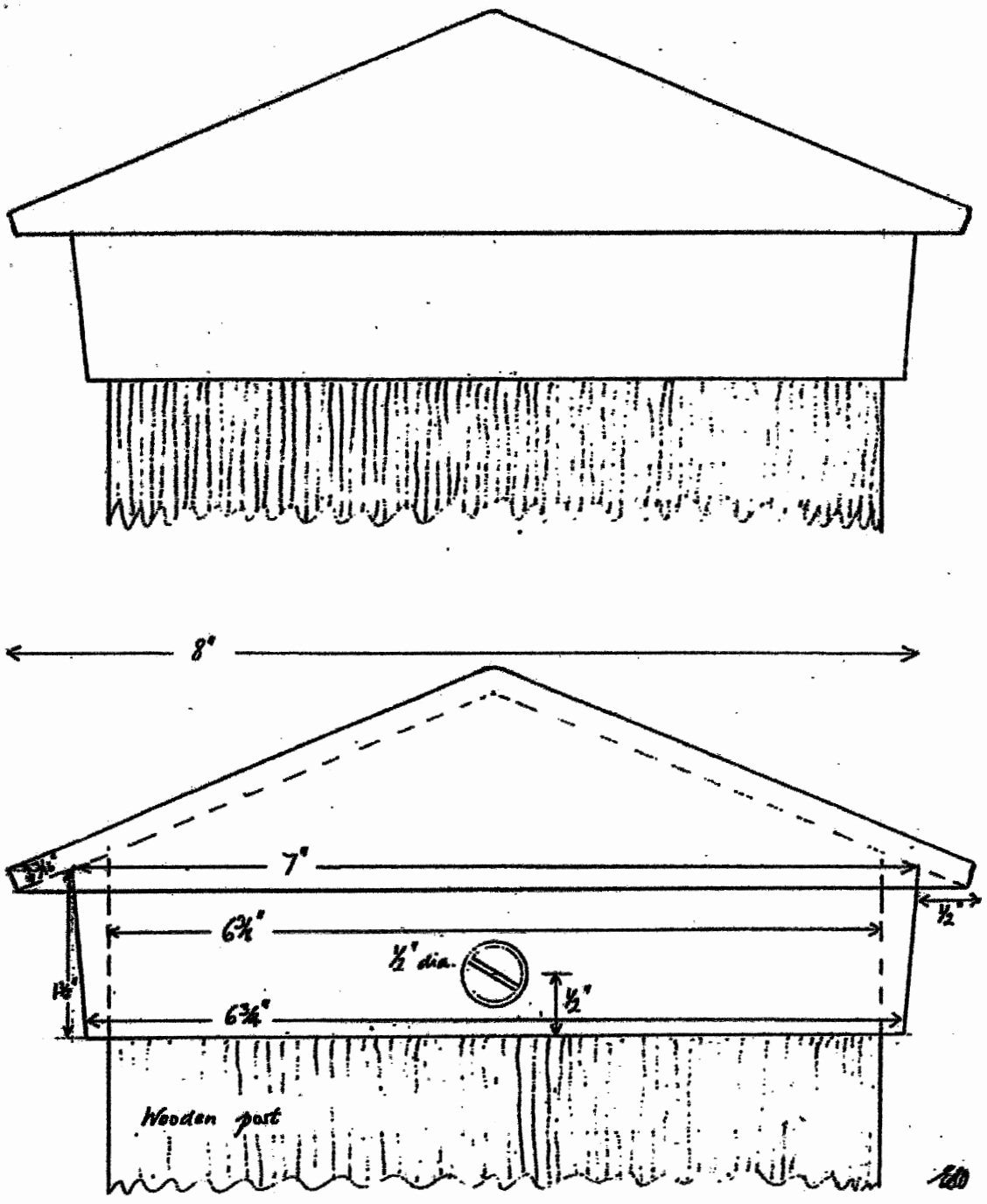
Rail freight since 1968: wagonload, by Paul Shannon. Silver Link, 2006. ISBN 1 85794 264 7. £16.99.

The liveries of the B.R. standard diesel electric shunters in colour (1952-1996), by Steve Jordan. S.J.D. Pubns., 2006. ISBN 0 9541404 1 9. £13.50.

(continued on page 17)

Cambrian Railways: Dutton signal post cap (cast iron)

(reputedly found on Nantmawr Branch; measured at Oswestry Museum, 4.8.06)

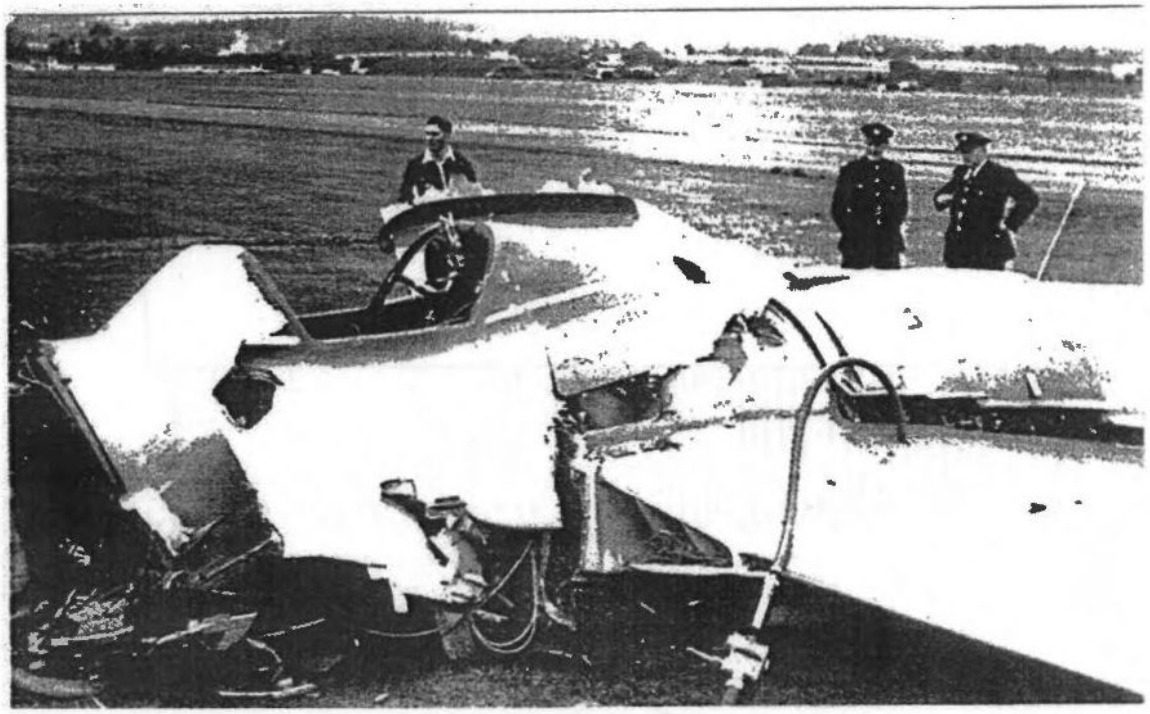


(Measured by Glyn Williams and Edward Dorricott, drawn by Edward Dorricott)

THE SEA VENOM INCIDENT - JULY 16th 1954

By Tony Robinson

One evening in the summer of 1954 my father arrived home from his work at Mold Junction shed at his usual time and reported that earlier that day one of the 'jets' from De Havilland's had collided with the top of an engine's tender, and the aircraft had come off by far the worst in the altercation.



[photo courtesy of the De Havilland Aircraft Museum Trust]

My latter day investigations turned up the above photograph which shows that indeed he was right! The aircraft, a Sea Venom Mk 20 (Reg. WM544, c/n 12627, believed to be for the Indian Air Force) is shown after the crash being de-fuelled in the presence of the company fire officers. A complete 'write off', it was on its final approach to runway 23 when its undercarriage struck the top of the tender of a Stanier 8F locomotive that was standing with its train on the up slow awaiting the road to cross over into the West End yard.

The loco crew were Driver William Williams and Fireman William Roberts of Llandudno Junction shed; the engine number and home shed as yet have evaded detection.

The Venom crew were Test Pilot Jimmy Phillips, who went on to further his career with Airbus Industrie at Toulouse and Observer Tony Chalk who sadly later perished in another accident with Chief Test Pilot Alan Brandon in March 1966 when their Vampire's Goblin engine suffered a 'flame out' over the Berwyn Mountains. As an apprentice I was chosen to be a member of the search party, but local people found the bodies before we had time to get under way.

On both occasions it was known that the flight crews did not wear parachutes, indeed Alan Brandon was so tall that he would not consider ejection from Vampire and Venom jets due to the danger of losing his legs under the dashboards which were very close to the front edge of the ejector seats.

[Editor's note: Tony's father was shed-master at Mold Junction locomotive shed until it closed in the middle 1960s. The shed is at Saltney Ferry (and nowhere near Mold!) and adjacent to the aircraft factory and airfield which was originally 'Vickers' when my father worked there during WW2, later became 'De Havillands' and is now known as 'British Aerospace']

Editor's page (continued from page 14 ...)

The West Lancashire Light Railway: history & stock list, edited by Philip Pacey. W.L.L.R., 2005.

The old Chester canal: a history and guide, edited by Gordon Emery. Emery, 2006. ISBN 1 872226 588 6. £13.95

Great North of Scotland wagons: details of all wagons at the Grouping, by the Great North of Scotland Railway Association. G.N.R.S.A. (Keith Flett, Firhall Village, Nairn IV12 5QA), 2006. ISBN 0 902343 16 5. £3.00p.

Modelling the Great North of Scotland Railway, edited by Keith Fenwick. G.N.S.R.A., 1997.

(continued on page 32)

Workshop notes, no.11

[Previous "Notes" (on miniature files in "BMRJ" no.7, and on filing tips in "BMRJ" no.8) treated particular aspects of the same subject: **files**]

Although primarily intended for metal work, files can, of course, be used on plastics or wood. I suppose that I am like most railway modellers, in that my use of hand tools tends to be very amateurish. Perhaps it is a combination of laziness and lack of knowledge that makes us treat cutting tools indifferently, and a file is just as much a cutting tool as a saw. However, when files are treated properly they not only work better, but last longer and you save money.

Files intended for working metal are generally made of heat-hardened alloy steel. In the days before they were machine-made, each tooth was individually cut by hand, and (even allowing for the poor-wage levels of the early 19th century) the resulting tools were expensive. (Incidentally, the Warrington area of South Lancashire was a centre for the file making industry in the 19th century). So expensive were new files, that Victorian mechanics' text books often quoted various methods for re-sharpening worn out files, most of which involved very hazardous recipes using toxic materials.

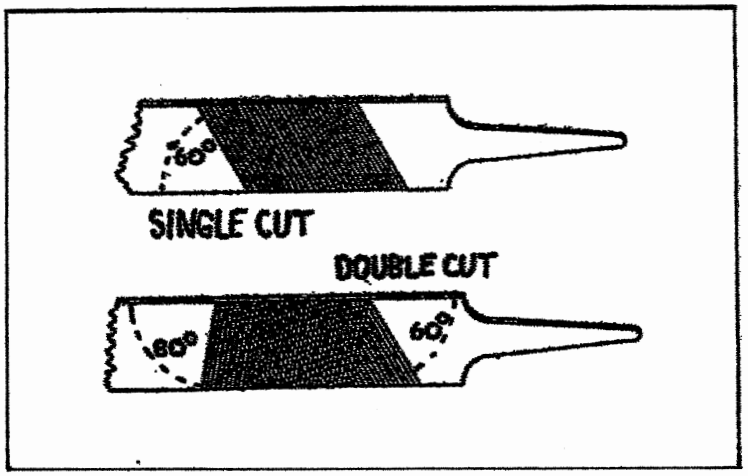
Types of file

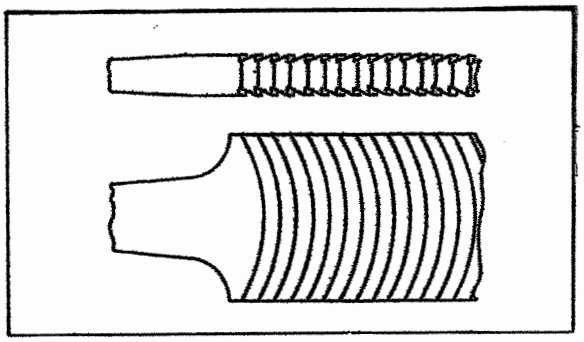
There are a multitude of designs of file, some intended for specialised jobs such as sharpening saws. When buying a file, you should be prepared to quote the characteristics of what you require: the length (which normally excludes the tang), the section (more on this below), the number of teeth-per-inch (tpi - but sometimes given as teeth per centimetre, so be careful), and the 'cut' of the teeth. The 'roughness' depends on the tpi and is graded as follows:

Rough: up to about 20tpi
Middle: about 25tpi
Bastard: about 30tpi
Second cut: about 40tpi
Smooth: about 50 to 60tpi
Dead smooth: over about 72tpi

(Note that a bastard file will not always have 30tpi - this figure will vary according to its length and section.)

The 'cut' is usually described as *single cut* when the teeth are cut parallel with each other across the blade at about 60° to the centre line and *double cut* when there are two sets of teeth at about 60° and 80° at opposing inclinations to the centre line.





Most files are double cut, but it is often said that single cut gives a better finish on soft materials. *Milling files*, with single cut, curved, coarse, teeth, are very effective with materials like aluminium alloys and plastics.

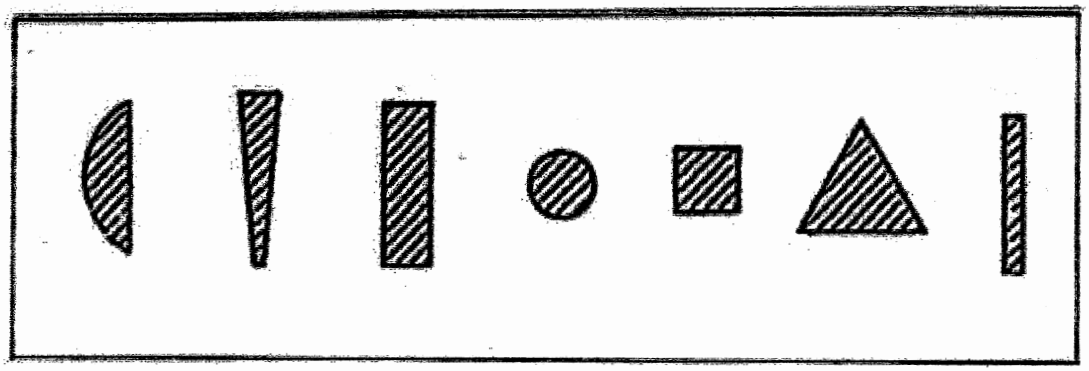
The British Standard [Note 1] has tables of dimensions for most types of file. For instance, a 280mm (l0ins) flat file is 26mm wide and 6mm thick, with 24tpi on bastard, 28tpi on second cut and 42tpi on smooth.

If you don't already have any engineers' files, perhaps the most useful to acquire - certainly the ones that I use most frequently - are a four inch, second cut hand file, and a six inch, second cut, half-round. Expect to pay between £3 to £6 or more for engineers' files, according to type and size.

Note that all the files I have mentioned could be described as 'hand' files: however, in its narrower definition the term 'hand file' also means a file which is rectangular in section, tapers slightly in thickness only, and has one 'safe' (that is, toothless) edge.

Needle files

Of all the files used by modellers, perhaps the most common are the small needle or Swiss files. Most readers will doubtless be familiar with these — they resemble miniature machinists' files - and they are available in sections which include those illustrated below:

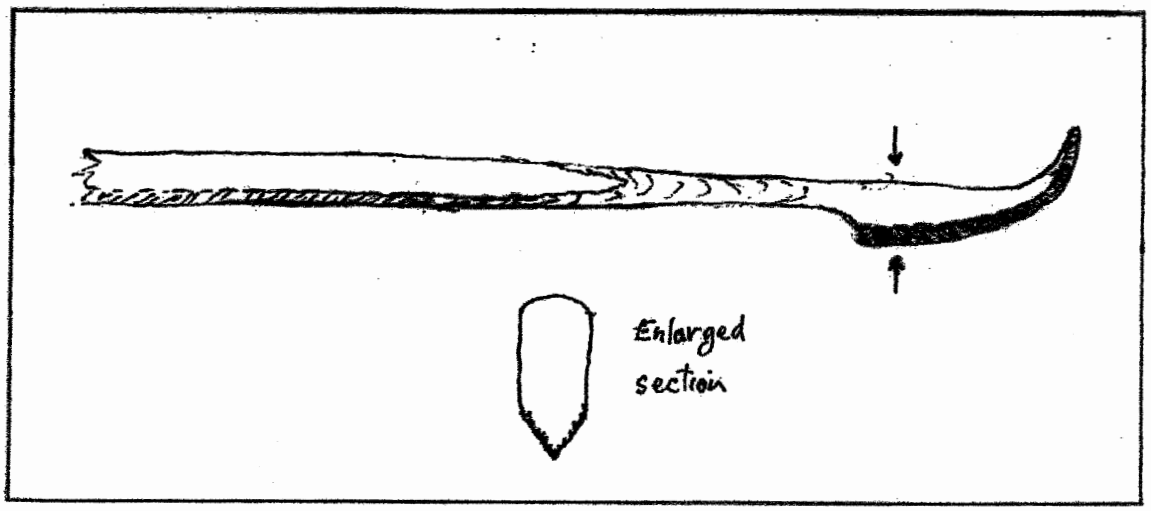


These are the most common cross sections and are termed (from left to right) half-round, knife, 'hand', round, square, three-square, and warding. These files are up to six inches long including the round tang which is not usually pointed and therefore doesn't really require an additional handle. The 'cut' of a needle file (the number of teeth per inch, hence the file's coarseness or smoothness) is graded from number 000 (about 30tpi) to number 8 (over 390tpi, which is pretty smooth!). Probably the most useful grade of cut is number 2 (about 78tpi to 100tpi), and I buy inexpensive sets of six or ten sold in a plastic wallet by many tool dealers for around £4 or £5. For more precise work, buy Swiss made needle files of the same grade (they cost about £6 or £7 each). But the cheap ones are adequate for cleaning up solder, etc. Also very useful are the miniature Swiss square and round files sold by Shesto, and mentioned in "BMRJ" 7. Be careful when using these as they are very thin, very brittle and very expensive. If you can afford it (they cost over £10 each), buy two of each so that snapping one is not too much of a nuisance.

Worn out needle files can have a new life when turned into miniature scrapers or chisels – the subject for a future "Workshop notes", perhaps? And the same thing applies to such specialised files as tungsten-coated, diamond, and flexible files.

Rifflers

Lastly, we come to the riffler, a curved double-ended file which is made in many



shapes, sections, and grades. Very useful for getting into tight spots, it is handy to have at least a second-cut knife section riffler in your toolbox, and buy others as the need arises. These are more expensive than ordinary files, but when you need one, there is often no alternative way of doing the job.

There are other **specialised** sorts of files on the market: bendable, tungsten coated, diamond coated, etc. But they tend to be expensive and also harder to find.

Care of files

You can extend the working life of your files by observing some simple rules.

Don't store files bundled together on a shelf under the workbench. A file tooth has a cutting edge deserving of as much care as that of a wood chisel or any cutting tool, so keep the files separated by storing them in individual pigeonholes or toolbox compartments. This prevents chipping of the teeth of one me by its neighbour.

Don't simply use whichever file of suitable section comes to hand. Individual files will last longer and work much more efficiently if kept to be used on a sequence of materials - first brass, then steel, then light alloy, then white-metal, then plastic. So when a file is worn out as far as brass is concerned, it will still happily cut steel, and then softer metals, finishing its days on white-metal and plastic. You can colour code the files with dabs of nail varnish or a slip of coloured masking tape. 'No colour' means that the file can be used only on brass, red on steel, yellow on light alloy, and so on. Don't fail to remove the accumulation of filings and debris from the teeth regularly. Clean the file after use, using a. brass wire brush, suede brush or proper 'file card'.

You can use a thin piece of brass or copper sheet as an alternative, pushing it across the file parallel with the teeth. In bad cases of 'pinning' (small pieces of materials such as light alloy or white-metal stuck, seemingly inextricably, in the teeth) you can usually remove the offending particles by picking them out with a pin, scriber point or the tip of a knife. But perhaps the best bet is to prevent the clogging in the first place by rubbing a piece of chalk along the file or even dipping it in paraffin, before using it on soft material. An equally successful but messier way is to apply a cutting compound such as 'Trefolex' or 'Rocol' (as used in the engineering industry) to the file teeth; but you then have the problem of cleaning both file and work-piece!

Care of hands

Finally, don't risk using a file which has a sharp tang (the tapered part found at the end of the majority of files) without first fitting a proper handle. File handles work out cheaper than visits to the hospital to get the holes to your palm dressed, quite apart from the loss of valuable modelling time. Besides, all that blood can cause rusting and clogging of the file! No one in their right mind would use a wood chisel the wrong way round, yet using a sharp-tanged file without a handle is nearly as dangerous. Even a home-made handle - a piece of wooden dowel with a hole drilled down one end - is better than nothing. Industrial accidents *don't* always happen to other people.

Notes

[1] British Standards Institute, British Standards House, 389 Chiswick High Road, London W4 4AL. Tel. 020 8996 9001.

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

[3] Squires Model & Craft Tools, 100 London Road, Bognor Regis, West Sussex PO21 1DD. Tel. 01243 842424.

R A I L T R A C K
(NORTH WEST ZONE)

INSTRUCTIONS TO SIGNALMEN AT MOSTYN BOX

METHOD OF WORKING

The Absolute Block System applies on the down and up main lines between Holywell Junction box, this box and Talacre box.

ABSOLUTE BLOCK SYSTEM

Regulation 3

Clause 3.5.1 (c)

You are authorised to send the Restricted acceptance signal to Holywell Junction box for a train not conveying passengers on the down main line provided the line is not occupied within the clearing point by a train or vehicle containing passengers.

Regulation 11

Should a failure of the block instruments occur between this box and the next box open on the up line when Holywell Jn. and Rockcliffe Hall boxes are closed you must instruct the Driver of each up train to pass your starting signal at danger and act in accordance with the Rule Book, Section D, Clauses 4.1.1 (c) and 4.2 at Rockcliffe Hall.

OTHER INSTRUCTIONS

Working of Mostyn Dock Co. Exchange Sidings

You must advise the Mostyn Dock Co. when this box is opened and before closing.

The Mostyn Dock Co. must be advised of an approaching train for the sidings in adequate time to avoid delay.

Whilst this box is open, the Mostyn Dock Co. Shunter will obtain your permission before allowing the Mostyn Dock Co. locomotive to enter Exchange sidings. You must not give such permission if you have cleared your signals or given permission for a train to enter or leave the sidings.

MJC
27.3.95

A copy of a 1995 Railtrack document, supplied by John Dixon of Saltney

"A brief summary of motor cars on the L.N.W.R. and G.W.R. Joint Lines"

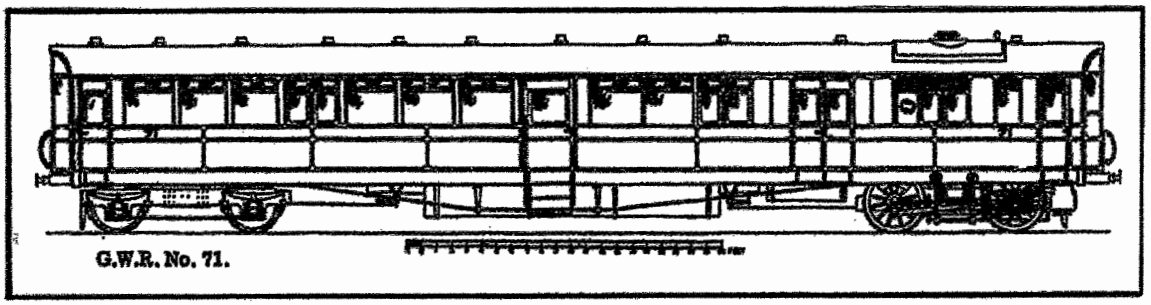
by Eric Power

1911
The first steam rail motor service on the G.W. and L.N.W.R. Joint Lines on the Wirral was allocated to the Great Western shed at Chester around May 1911, with car no.45 (a 70ft version built in February 1905 to Lot 1079 of Diagram M). It had a 9ft trailing bogie fitted at different times with both volute and coil springs. It wore the post-1908 lined brown livery.

1912
Car no.50 was allocated to Chester from mid-November 1912 to June 1915. This car was built in March 1905 to Diagram N and turned out in crimson lake livery. One rather interesting fact was that this car was loaned to the Highland Railway from January 1918 to August 1920 presumably for evaluation purposes, and was allocated to Invergordon where there was a naval establishment.

1914
By the 4 weeks ending 8 August 1914, nos.50 (Diag.N) and 98 (Diag.T) were at Chester shed. Car no.98 had been removed by 26 December 1914, leaving no.50 alone to 'fight the good fight'.

1919
By 30 August 1919 cars nos.40 (Diag.K) and 66 (Diag.O) were Chester based.

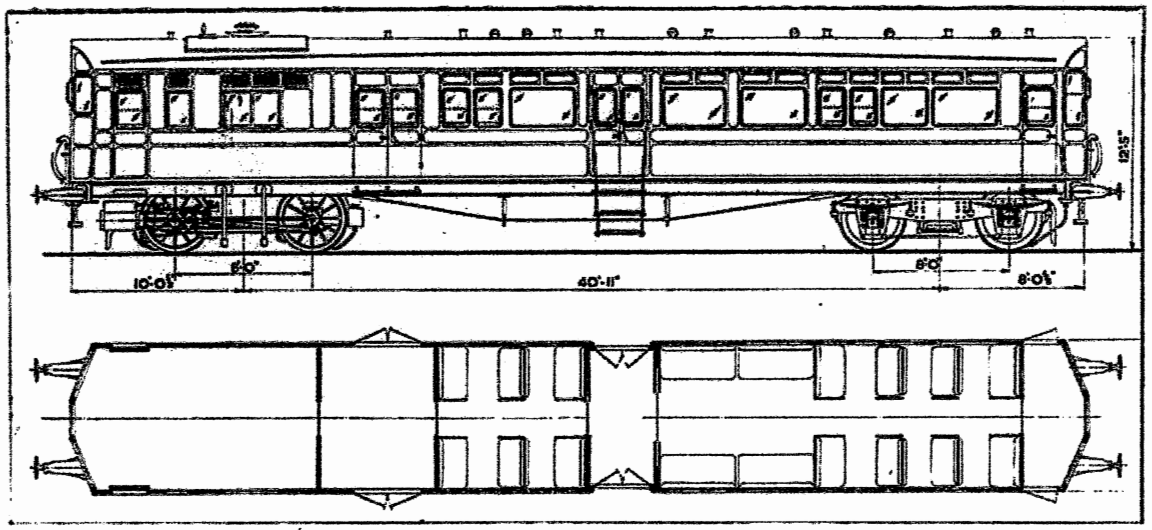


A 70ft rail motor of Diagram O (nos.53-58, 61-72, built 1905/1906). Not to scale.

By 20 December 1919 cars nos.40 and 91 (Diag.R) were Chester based.

1923
Two motors returned to the Joint Lines in July 1923, allocated to Birkenhead. One worked for a short period at Chester during summer 1924.

1924
Chester's last allocation of steam rail motors (with no.74 of Diag.Q) ended on 10 August 1924; Birkenhead's first allocation of them began on the same day, with no.45 (Diag.M), followed by no.78 (Diag.Q) during the four weeks ending 28 December 1924.



One of the shorter 59ft6in Diagram Q steam railmotors (nos.73-83, built 1906-7). Not to scale. Note that the under-floor mounted water tank has been omitted from this drawing.

Unfortunately there are large gaps in the records of G.W. steam rail motors and their workings: so much is missing from our jig saw picture and is now unlikely ever to surface.

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Timetables

1911 timetable: The initial service ran between Chester, Hooton, Ellesmere Port and Birkenhead (Woodside), to the following timetable:

Week days: Dep. 10-45 Chester – Hooton 11-01 Arr.
Dep. 11-03 Hooton – Ellesmere Port 11-12 Arr.
Dep. 11-50 Ellesmere Port – Birkenhead 12-16 Arr.
Dep. 12-40 Birkenhead – Hooton 12-56 Arr.
Dep. 4-00 Hooton – Helsby 4-21 Arr.
Dep. 4-35 Helsby – Hooton 4-57 Arr.
Dep. 5-10 Hooton – Ellesmere Port 5-19 Arr.
Dep. 5-45 Ellesmere Port – Chester 6-10 Arr.

Saturdays only: Dep. 12-57 Hooton – Ellesmere Port 1-06 Arr.
Dep. 1-15 Ellesmere Port – Hooton 1-25 Arr.

1912 timetable brought a small change to the 5-10pm Dep. Hooton, which now ran through to Helsby instead of Ellesmere Port.

1915 Two steam rail motors were on permanent duty from this year onwards.

1917 timetable

Mornings Dep. 6-20am Chester (via Helsby, on the Warrington line) – Ellesmere Port.
Dep. 8-35am Helsby – Birkenhead.
Dep. 10-45am Birkenhead – Ellesmere Port.
Dep. ??? Birkenhead – Hooton 12-35pm Arr.

Afternoon Dep. 4-50pm Hooton – Helsby – Chester.
Dep. 6-20pm Chester – Helsby – Hooton.
Dep. 7-20pm Hooton – Helsby – Chester.

1927 Steam Rail Motor timetable: Mersey Railway connections –
Dep. 6-10am Empty Motor to Ledsham.
Dep. 6-42am Ledsham to Rock Ferry; then eight round trips to Hooton (for Helsby and West Kirby branch connections;
then one trip Rock Ferry to Spital.

The service expanded after this, with:
Dep. 3-05pm Rock Ferry – Hooton.
Hooton – Birkenhead.
Dep. 4-38pm Birkenhead – Hooton.
Hooton – Birkenhead.
Dep. 5-26pm Birkenhead – Heswall.
Heswall – Rock Ferry.
Dep. 7-27pm Rock Ferry – Hooton.
Dep. 8-40pm Birkenhead – Hooton.
Hooton – Birkenhead.
Empty Motor Birkenhead – shed.

1929: Motor car no.98 (Diagram T) was Birkenhead's last allocation, and worked the area between October 1929 and April 1933 when it returned to Swindon pool.

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More interesting facts have recently come to light concerning auto-trailer no.212 which was allocated to Birkenhead during the 1950s [see also Stan Yates' articles in "BMRJ" nos.4 and 5]. I remember it well when my Dad worked at Kirby Park, Caldy and West Kirby stations.
Originally built as steam rail motor no.93 and converted to auto-trailer 212 in May 1935, it was fitted with 9ft American bogies both as a steam rail motor and auto-trailer. Condemned in May 1956, it was relegated for many years to serve as a work study office with the Carriage and Wagon Department at Wolverhampton. It now survives in preservation at Didcot with the Great Western Society, who have plans to restore it to its original form as steam rail motor no.93. [for details, see the G.W.S. web-site listed below].

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British steam railcars, by R.W.Rush. Oakwood, 1971.
G.W.R. railmotors & auto coaches, by Tom Lindsay. IN "Model Railway News", April 1967. (Drawing of Diagram Q, etc.)
Great Western steam rail motors and their services, by John Lewis. Wild Swan, 2004. ISBN 1 874103 96 8.
The locomotives of the Great Western Railway, part 11: rail motor vehicles .... 2nd ed.,, Railway Correspondence & Travel Society, 1952.
GWR steam rail motor and trailer project: http://www.gwsmainline.org/zzrailmotor/

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Book reviews, by Emlyn Davies:

The North Wales coalfield: a collection of pictures, vol.1, by Ithel Kelly. Bridge Books (Wrexham), 1990. ISBN 1 872424 05 8.
Metal mines of North Wales: a collection of pictures, by C.J.Williams. 2nd ed., Bridge Books (Wrexham), 1997. ISBN 1 872424 58 9. £9.99

When thinking of Wales and mining, coal is the mineral which first comes to mind, and if at any time you wish to model a coal mine then the first of these two volumes will give you most of the photographic evidence which you might need to construct a convincing scene.

The photographs of the pit-head gear alone are worthy of study, varying from simple wooden structures to the later, complex steel ones; the mines themselves employed anything from a hand-full of men to over one thousand.

Together with the photographs, the captions and introductory chapter give an insight into the often rocky relationships between the miners and the pit owners. Troops and police had to be called in as long ago as 1912 to a strike in North Wales; some were needed to protect the miners of Brynkinallt colliery who did not strike because their

conditions were much better than those of the workers at neighbouring pits.

An interesting little book, but I was disappointed with the quality of the paper which did the photographs no favours, and there are few photographs of colliery wagons.

The second volume reveals the wide variety of metal mining that happened in North Wales over a long period of history from prehistoric times. Lead, zinc, copper, gold, manganese and iron have all been found in an area from Anglesey in the north, the Lleyn peninsula to the west, Wrexham to the east and Dolgellau to the south. The aerial photograph of Halkyn Mountain, showing dozens of old lead mining shafts is amazing.

The mining activity is dealt with in sections dealing with specific minerals, combining two together if they were found close together, e.g. lead and zinc.

As with the first book there are photographs of pit-head gear (the preserved example on the cover being very modelable), plus water-wheels, stamps and other machinery.

The sheer variety of the mining activity astonished me, and although the various mines are well illustrated by photographs and reproductions of paintings, as with the other volume the quality of the paper and hence the quality of the reproduction is not very good.

Having said that, this small volume is a good general introduction to the history of metal mining in North Wales and the author should be congratulated on finding so many illustrations of the early mining scene: the 18th century water-colours of copper working on Parys Mountain in Anglesey would make health and safety officers cringe!

Both books are certainly worth a look.
[www.bridgebooks.co.uk]

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Woking Model Railway Exhibition – September 2006

Eddie Knorn

The Railway Enthusiasts' Club had invited "Mostyn" to their Exhibition at Woking on 16/17 September, and the offer was accepted on the basis that the layout had not been to that part of the world for around 18 months.

Most of the 'team' set out from Cheshire on the Friday morning, comprising Richard O and Gavin in the van, and new recruit Tracey driving the car, accompanied by Iain and Dave F. On the way, the car picked up guest operator Simon Stephens in the West Midlands area, while Philip made his own way down. I had been collared for a meeting that morning, but at least it was in Chester, and there were suitable trains to get me to Woking.

As Gavin no longer has the use of the works' van, a 'proper' Transit had to be hired; more expense, but rather more rapid progress on the motorway!

By the time I reached the venue, "Mostyn" had been erected and most of the stock was on the layout. Dave was adding some finishing touches to his latest creation, a Class 101 three-car DMU, notable for having the Guard's van in the centre trailer car.

The venue itself was a sports centre, which meant a nice level floor, but also the potential for stuffy conditions, as we were to find out over the weekend. Once we had

reached the stage of getting as far as we could, it was hotel time. The accommodation was some way away, in Aldershot, which would have been a scenic journey, apart from the fact we could not see anything. Checking-in was so nearly a repeat of the fiasco that we had at last December's Warley exhibition; "no rooms available in any of those names", we were told. Then, it transpired that we had already been booked in, and all was well, apart from the fact that the hotel/pub had stopped serving hot food. Tracey, Dave and Iain got as far as the adjacent Tesco, but Philip and I carried on into downtown Aldershot where we dodged the tumble weed to find the one hot food outlet and placed a large order. The pizzas and accompaniments soon sped to the hotel by moped, and we all descended on Richard and Gavin's room for a midnight feast.

The layout was set up in such a way that the repair/demonstration tables were accessible to the public, who were encouraged to sit down and have a chat with whoever was there. Special mention must go to Tracey, who spent most of the weekend painting little people to populate the interiors of forthcoming carriages, DMUs and road vehicles; she was able to get some of the younger visitors involved, indeed when we went to lunch on the Saturday there was one lad painting away and he was still there upon our return! On the Sunday, Tracey sent me on a mission to get "any train body" that I could. The battered Lima 'Western' body that I picked up for a few pounds started out in green livery but soon changed colour to pink and various shades of blue – as you can tell, even the really young were able to be interactive.

The layout itself seemed to operate very well, with a few minor difficulties with odd back-to-back measurements drifting or with wobbly wheels. The co-ordinated efforts of the loco cleaners and track cleaners meant that when the show opened on both days we were ready for our audience. Added entertainment for the operators was the synchronisation with Philip's I-pod sound system, which the public seemed to enjoy, too.

In addition to the younger members of the audience getting to paint things, a few of them even got to drive the layout! At least one lad's father was enquiring about converting their train set to DCC… A few of my colleagues from the full size railway were able to have a test drive of the layout, also the owner of the "Pengwynn Crossing" layout that was also at the show – he posted on the internet that driving "Mostyn" was "awesome".

Some of the experienced operators were not exempt from 'operator error', but at least *most* of these were in the fiddle yard.

A special treat for us came on the Saturday evening – some of us had been to organised 'social' events at other shows and had been heartily disappointed, but the Saturday night social at Woking was outstanding fun. We were entertained by the Woking Miniature Railway, which allowed us to have several trips around their extensive grounds hauled by one of their internal combustion locomotives. They have a complex network of routes around the woodlands, with the added attraction of hundreds of soft toys strategically located by the lineside – how many could you name? There were a couple of barrels of real ale available and those of us that enjoy such things were soon able to take advantage of this facility. A second trip around the miniature railway was undertaken with beer in hand; the aforementioned toys became even more amusing as the beer started to take effect and as it got darker. Apart from the beer and the train rides, other memorable aspects of the evening were the excellent food provided, the enormous hornets buzzing around the miniature railway club building and the full size railway carriage on site! The last mentioned is a driving trailer from a Class 423 '4-VEP' electric multiple unit, stood on a dedicated length of track. These trains have been

taken out of main line use in the last year or two. We were able to try out the second class open saloon area, the first class compartments and even the driver's cab.
Just before the closure of the show on the Sunday evening, the opportunity was taken to couple together every passenger DMU on the layout to make an 11-car lash-up set, which was breathtaking!
When the time came to dismantle everything, the entire layout was ready to load into the van in around one and three quarter hours, possibly the best time to date. Once we were able to get the van to the sports hall door, we were soon loaded and on our way. Those of us in Tracey's car made the slight detour to drop Simon Stephens off in the West Midlands – for some reason we were grounding on every speed hump until Simon got out – is there a message there...? We eventually caught the flying Transit (slightly lighter than it should be due to the attentions of thieving scum on the spare wheel) and followed it to a favourite local eatery, Nantwich's 'Bengal Station' restaurant, where some fine curry was consumed.
When the last of the layout was safely piled in the club room, at around 01.30, we were able to reflect on a most enjoyable weekend away, where once again "Mostyn" had made a good impression, and where we had seen old friends and made more new ones.

Twilight of the Siphons

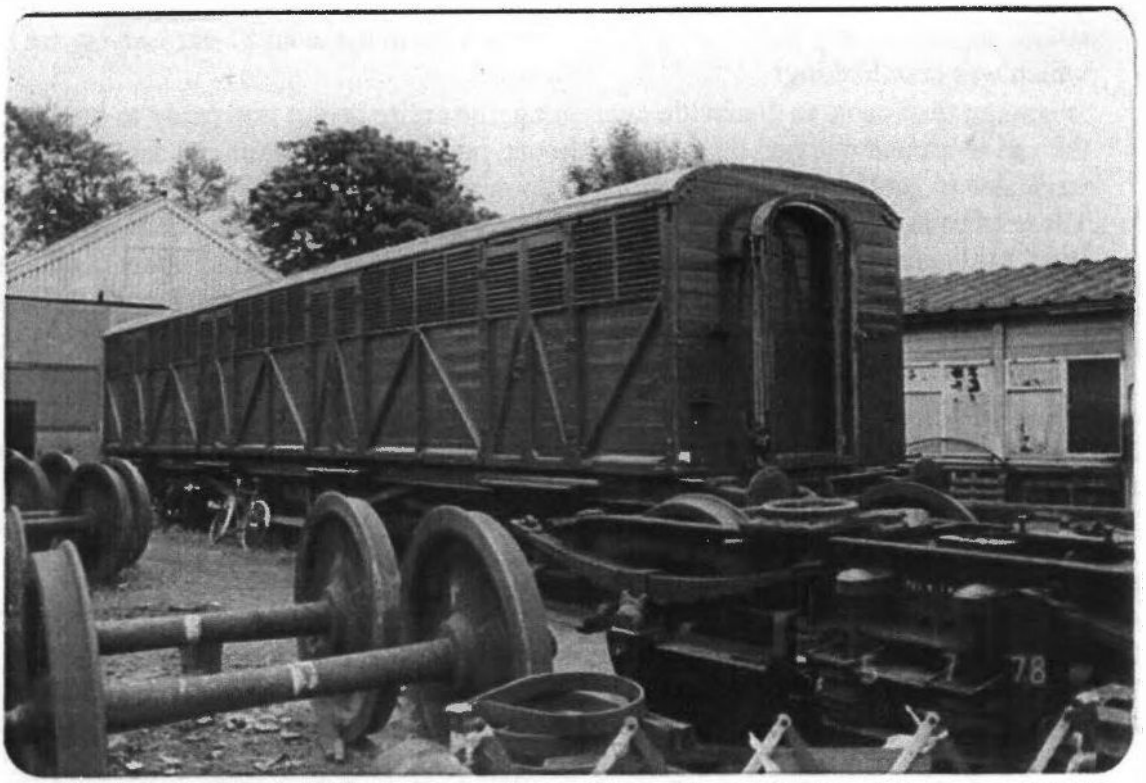
by David Goodwin and Richard Oldfield

Our P4 layout is based on Mostyn in North Wales in 1977. This small station on the Chester-Holyhead line had closed to passenger traffic in 1966, so most trains on the model will be passing through without stopping. Parcels trains are one of the services to be portrayed, and the choice of the 1977 period is particularly interesting in parcels rolling stock terms: while a lot of the traffic would have been carried in British Railways Mk.1 vans (both bogie and 4-wheeled designs), there was still a proportion of pre-nationalisation stock on B.R.'s books. Although by then nearly everything was painted blue, some variety can be introduced by incorporating vans of obviously different designs, such as ex-L.M.S. CCTs and full brakes, various ex-Southern and B.R.-built 4-wheel vehicles, and the subject of this article - Great Western Railway design Siphons. Here we consider improving and detailing a 4mm scale model originally produced by Lima: the inside framed Siphon G.

This first part is an over-view; later instalments will consider the 'basic' Siphon G built to diagram O.33, then the less-common variants built to M.34, O.59 and O.62.

The prototype: starting in 1870 the Great Western Railway built a number of different designs of vans, with the telegraphic code 'Siphon', with milk churn traffic as their main function. Eventually rail-borne milk transport was largely taken over by bulk carriage in tankers, on both rail and then road. But by then the Siphons had proved their worth as general parcels vehicles. Indeed, so versatile were they, that after British Railways was set up in 1948, a derivative of the Siphon design known as diagram O.62 continued to be built until 1955; these were very similar to the diag. O.33 vans, but

with additional louvres (usually eight) low down along each side.



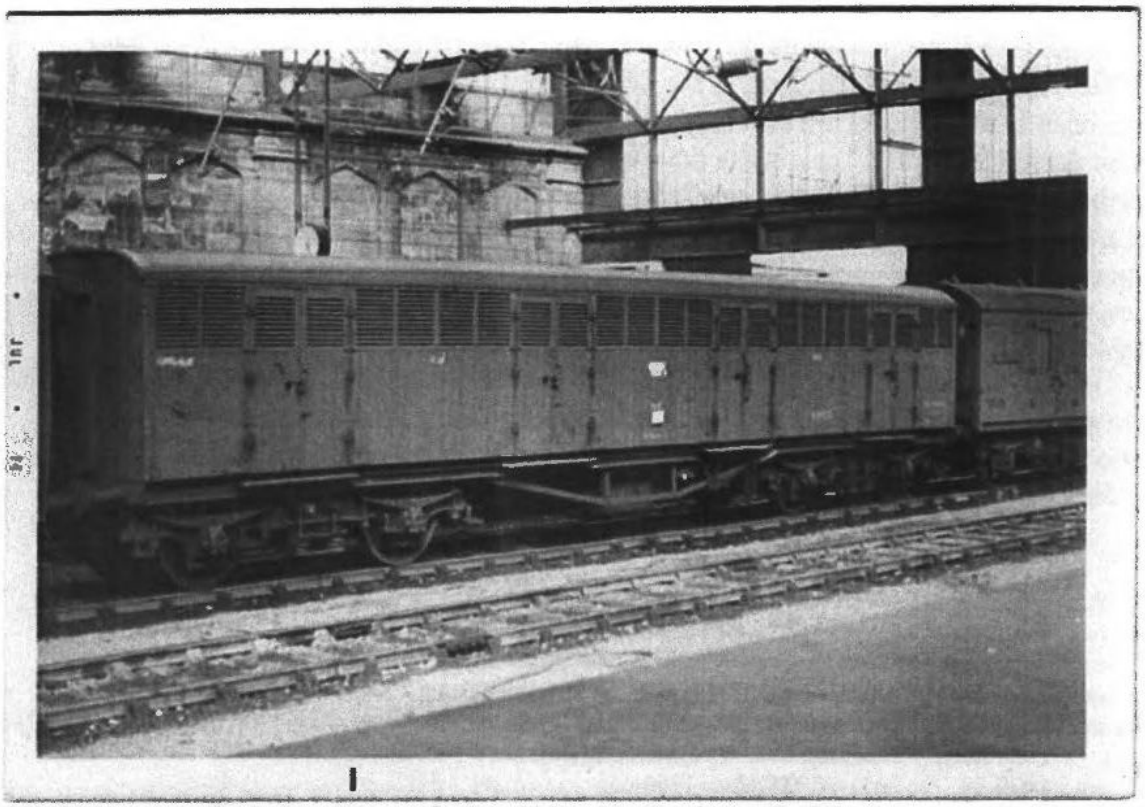
(The predecessosr of the inside framed Siphon G were the similar outside framed vans built to G.W.R. diagram O.11 between 1912 and 1927. There were none left in revenue service by 1977 – this 1978 photograph is of a preserved example)

The 50ft-long inside-framed Siphon Gs started in 1926 with diag. O.22 [21] [22], and continued through the diag. O.33 vans built between 1929 and 1945. The last 80 specimens were built by B.R. to diag. O.62 between 1950 and 1955 (Lot numbers were 1721, 1751 and 1765). These lasted in revenue traffic to the late 1970s and early 1980s; some in departmental use [7] [20] were not withdrawn until the latter half of the 1980s.

One of the most interesting aspects of the history of the diag. O.33 vans is the conversions made during World War 2, in order to form sets for potential use as 'Ambulance trains'. This involved alterations to existing vans (see the table below), as well as some new stock which had been ordered as O.33s but were actually completed to diagrams O.59 and M.34. In modelling terms, the O.59 is very similar to the basic O.33, with the main visual difference being the addition of two rows of ventilators along the roof; it is therefore a very simple adaptation of the Lima model. The M.34 conversion (they were often used post-war as newspaper vans) is at first sight quite different, but mainly involved the addition of sheeting on the sides so hiding most of the louvres, plus three small windows on one side and two on the other side.

Of the diag. O.33s, no.2931 had been destroyed in the Harrow & Wealdstone accident in 1952; the Ludlow crash in September 1956 saw the condemnation of nos.2068 and 2797.

By 1977 the 120 or so Siphon Gs still in service were either from the last Lots of diag. O.33 (including their O.59 and M.34 derivatives) or from the B.R.-built diag. O.62s. In



(W2990W: a 'standard' diag.O.33 van built in 1945, photographed at Carlisle in summer 1974. Notice the brake vacuum pipe which ran along the outside of one solebar)

other words - mostly lever hand-brakes, electrically lit, mostly 9ft pressed steel bogies: not the underframe as provided by Lima, which makes the model suitable only for a van from Lot 1441 or from Lot 1578

The main **information** source is an H.M.R.S. publication [4], but others on G.W.R. coaching stock and parcels stock are also useful, as are articles in modelling magazines; they will be listed in the 'Notes' at the end of these articles.

The Lima model was of a diag. O.33 van from Lots 1441 or 1578, and produced in 4mm scale and marketed in several liveries including British Railways blue. A 'fictional' version in Palethorpes livery was also produced. Presumably Hornby (who now own Lima) will eventually re-introduce the Siphon; until this happens you will have to look out for a second-hand example. Note that the model livery does not really matter, since you are probably going to repaint the van anyway. And the condition of the underframe and bogies is unimportant. As with many ready-to-run products, the manufacturers have had to make compromises, but the model is a good starting point for detailing. The absence of glazing is a definite advantage in modelling terms! In particular, louvres are very difficult to make by hand - so the representation of this feature alone makes the model worth buying.

There are two detailing kits on the market, produced by Blacksmith [1]: the "Siphon G underframe kit" is obviously intended for application to the former Airfix product - it is not really suited to the Lima Siphon; the same firm's "Siphon G detailing kit" (cat.no.460106) is specifically designed to model the diag. O.62 variant with an etch including the additional side ventilators so typical of this van, together with brake Vs,

hand-brake levers, suspended gangway parts, etc.; there is a mail-order form on their website. At one time another firm in the detailing kit field was Jackson-Evans [19], but I have been unable to confirm that they are still operating. They marketed a "GWR Siphon detail kit WA104" originally devised by Haye Developments. This was described as "for Airfix or Lima body", but was also obviously designed with the Airfix product in mind; it included useful items like etched overlays for the headstocks, replacement cast white-metal buffers with the correct large round heads, cast battery boxes, vacuum cylinders, etc. The etched bogies are 9ft American style, and so only suitable for the first 20 examples of diag. O.33, in Lot 1441.

There are so many differences between the vehicles in each lot that you do need to decide what prototype van you are going to model: look first at the table of O.33s, and then Jack Slinn's book [4] and photographs:

Diag. O.33: inside framed, vertical planking with varying width planks; Lots 1441 & 1578 either-side brake, rest: lever. Lot 1441 had 35ft bogie centres; Lots 1578, 1651 & 1664 had 34ft6in centres; bogies vary - the first Lot had 9ft American, rest mostly had 9ft pressed steel with small steps, except for 12 vans from Lot 1578 which had second-hand 8ft6in bogies ex-articulated stock [4]. Condemned dates exclude accidents. Total: 115, including 35xO.59s and 27xM.34s. Electric lighting. New gangways.

Lot no.	Date built	Running nos.	Date condemned	Includes O.59s	Includes M.34s
1441	1929-30	2051-2070 (20)	1960-65	5	4
1578	1936-37	2751-2800 (50)	1957-80	21	20
1651	1938-40	2917-2931 (15)	1969-79	3	1
1664	1944	2937-2946 (10)	1978-85	-	-
"	1944	2975-2978 (4)	1978-82	-	2
"	1945	2985-2994 (10)	1972-82	-	-
"	1945	2979-2984 (6)	1978-82	all completed as O.59s	-

Of course there are problems with the Lima product: the bogie centres of 132mm (33ft) is wrong - diags. O.11 and O.22 had centres of 140mm (35ft) as did the first Lot of diag. O.33. Later Siphon Gs had 34ft6in centres [2]. But since you are going to replace the bogies and underframe parts anyway, this does not represent too big a problem.

For our "Mostyn" layout, we decided to model four vans:

no.2800, built in 1937 with either-side brakes to diag.O.33 and converted to diag.O.59 during the war; it had second-hand ex-articulated stock bogies, and was condemned in September 1978;

no.2977, built in 1944 to diag.M.34 and condemned in October 1978;

no.1025, built in 1951 to diag.O.62; it later had the gangways removed and survived until November 1978;

and **no.1042**, built to the same diagram in 1955, and lasting in revenue stock until February 1979.

Notes

[0] Thanks for helpful suggestions to Malcolm Genner, Dave Greenly and Reg How (the "Manafon Mills" group); the late Jack Slinn; Peter Lawson (Chester M.R.C.)

[1] Blacksmith Models, 5 The Spinney, Copped Hall, Camberley, Surrey GU15 1HH; tel. 01276 25770. www.blacksmithmodels.com

[2] *Detailing the Lima GWR Siphon G* by Ken Lavey, IN "Practical Model Railways", June 1984, plus *Letter* by P.B.Hambley in October 1984 issue.
[4] *Great Western Railway Siphons...* by Jack N.Slinn and Bernard K.Clarke; Historical Model Railway Society, 1986; ISBN 0 902835 10 6. (This originally appeared as a series of articles in the H.M.R.S. Journal; in book form it may still be available from second-hand booksellers or through your local public library; it is possible that it may be reprinted in the future).
[6] MJT Scale Components are now marketed by Dart Castings, Kingsclere, Chestnut Way, Stoke Mandeville, Bucks. HP22 5UY; tel.01296 612415. www.dartcastings.com
[7] *Departmental coaching stock* by Peter Fox; Platform 5, 1984; ISBN 0 906579 37 6.
, Somerset TA20 OHF;
[13] Mainly Trains, Unit C, South Road Workshops, Watchet tel. 01684 634543. www.mainlytrains.com
[16] Railway Correspondence & Travel Society publications that are of most relevance to Barrowmore M.R.G. plans are: *Coaching stock of British Railways, 1976* (which gives the stock/numbering position as it was at the end of 1975), and the similarly titled ... *1978* edition (the position at the end of 1977). Both are out-of-print, but can sometimes be found on second-hand stalls at exhibitions or swap-meets, or bought from second-hand booksellers.
[19] Jackson-Evans, Coventry.
[20] *ENPARTS* by Paul W.Bartlett, IN "Modellers' BackTrack", vol.4 no.3 (Aug./Sept. 1994). (Includes good photos of the O.62's extra ventilators).
[21] *The G.W.R. bogie milk or fish vans - Siphon.G.* by 'Sparks', IN "Model Railway News", October 1928, January 1929, and January 1930. (Includes drawings of outside frame diag. O.11; inside frame diag. O.22; plus a useful underframe drawing in the 1930 issue of the 'either-side' brake design).
[22] *The Great Western "Siphons"* by S.M.Hunter, IN "Model Railway News", October 1952. (Drawings of inside frame Siphon G diag. O.22, outside frame G diag. O.11, and outside frame Siphon H diag. O.12).

(to be continued ...)

Editor's page (continued from page 17 ...)

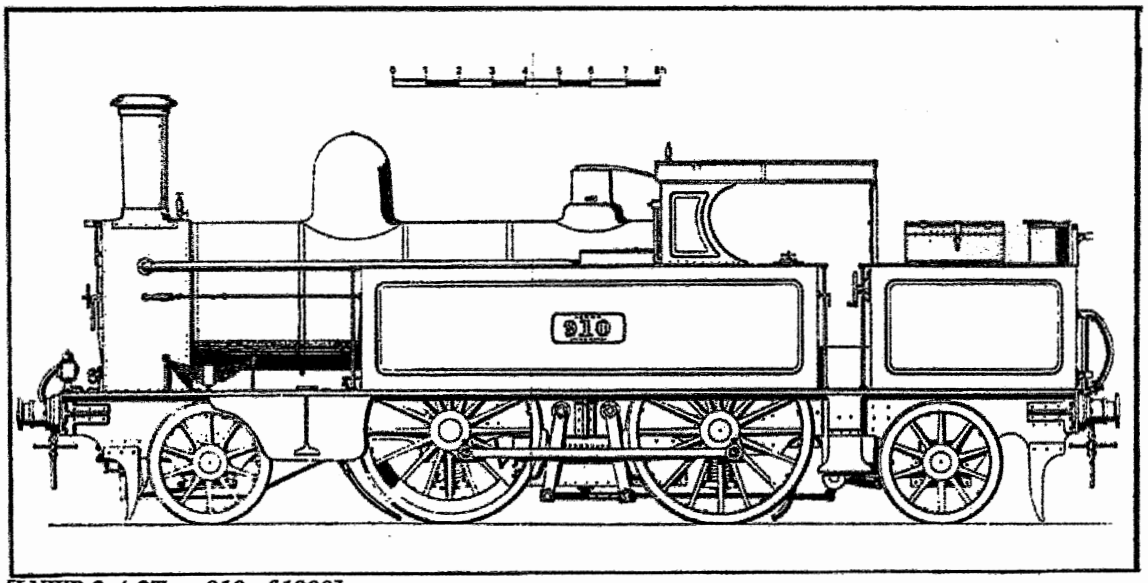
Narrow gauge railway modelling, by Peter Kazer. Wild Swan, 2001. ISBN 1 874103 68 2. Largely based on the Corris Railway; donated to our library by Norman Lee.

North Wales tramways, by Keith Turner. David & Charles, 1979. ISBN 0 7153 7769 8.

The allocation history of BR diesels and electrics, part 6a, compiled by Roger Harris. 3rd ed., Harris, 2006. (Channel Tunnel loco fleets, class 01 – 46 updated information).

The allocation history of BR diesels and electrics, part 6b, compiled by Roger Harris. 3rd ed., Harris, 2006. (Class 47 – 99 updated information, builders nos., lot nos. & order nos.).

This issue of "BMRJ" has been delayed by the terminal sickness of my computer. But it is now out of intensive care, and just requires some psychotherapy after the replacement of the power supply and hard drive: many of the previous settings have now changed!



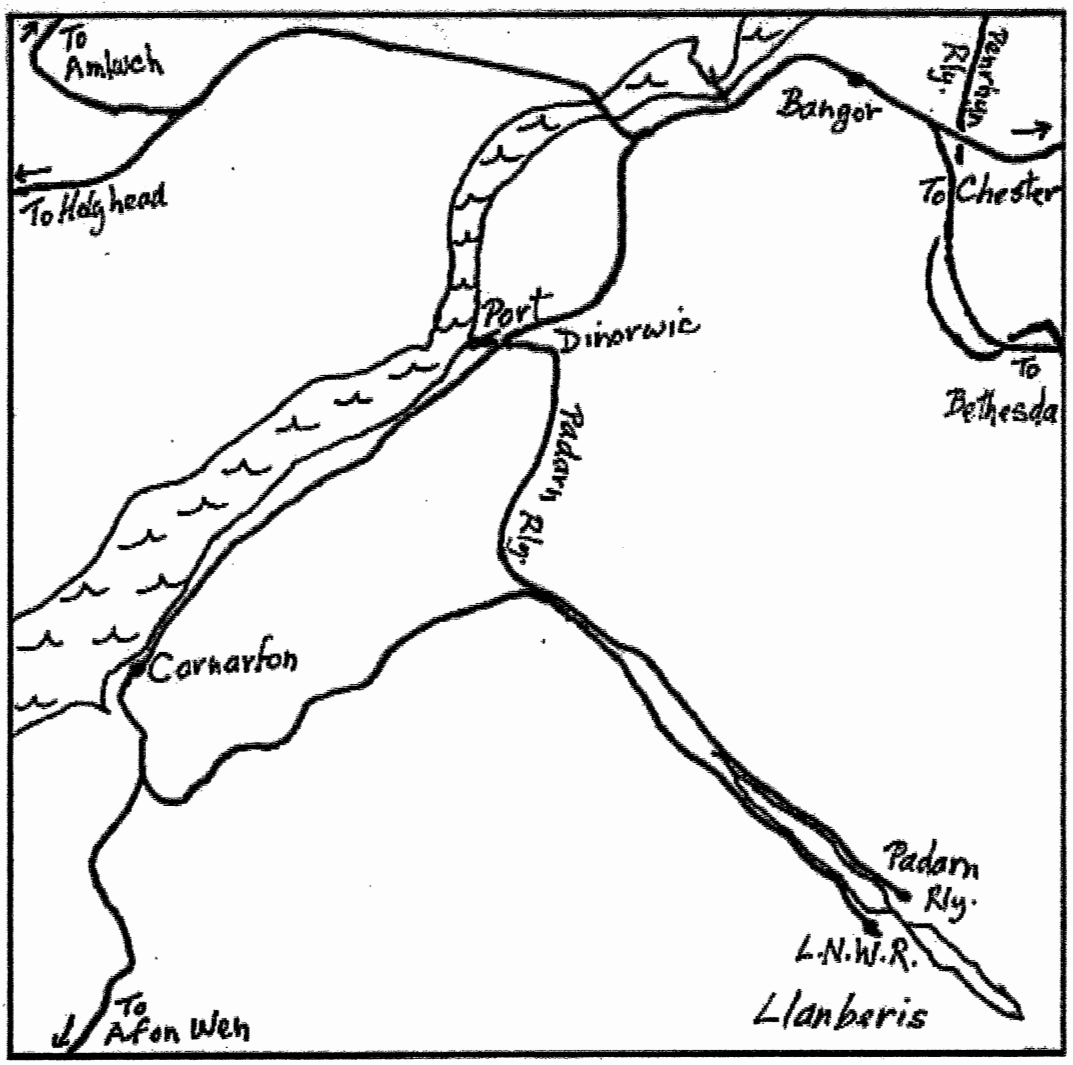
[LNWR 2-4-2T no.910 of 1890]

[The next pages contain an edited version of articles from the "LNWR Society Journal" by John Stockton-Wood. John currently lives in Anglesey and is building a scale model of Llanberis station in 7mm:1ft scale, set during pre-group days. Anyone with extra information or comments is invited to get in touch with the Editor (contact details on page 2].

LLANBERIS RAILWAY STATION

by John Stockton-Wood

The village of Llanberis is located by the lake of Llyn Padarn, and nestles at the foot of Snowdon in the heart of the Snowdonia National Park. In my opinion, this is one of the most beautiful parts of not only Wales, but the United Kingdom. North Wales has been famous for its slate which roofed the cities of the British Isles but was also shipped, mainly from Liverpool, all over the world. For example, slate from North Wales can still be found on roofs in New York.



(The main railway lines around Llanberis in the early years of last century)

With the expansion of railways all over the United Kingdom from 1840, it comes as no surprise that Llanberis wanted to join the 'must have' expansion. This want was further driven by the savings in transport costs of goods, i.e. coal, slate etc., that could increase the profits of the slate mine owners and local merchants. In order to export the slate from Llanberis, three schemes were proposed in 1860, aimed at linking up with the main line from London, either at Carnarvon or Bangor. The proposals came from the owners of the slate mines; however the London & North Western Railway board

(owners of the main line from London) were unresponsive, leaving independent companies to raise the capital. A committee was set up to review the three schemes, the *Carnarvon and Denbigh Herald* producing a special edition to report on the debates.

On 14 July 1864 Royal Assent was given to the No.2 Bill, and the first sod was cut by the Hon. Emily Wynn at Llanberis, with full pomp and ceremony reported in *The Illustrated London News.*

By 1866 the independent company was in financial crisis and the LNWR offered to purchase and complete the line, with the promise that if unsuccessful they would build the line linking Bangor directly with Llanberis, thus avoiding Carnarvon. After much controversy early in 1868 agreement was reached, and the line became jointly owned by the Carnarvon & Llanberis Railway and the LNWR. This agreement was affirmed by an Act of Parliament in July 1870.

The branch line was inspected by Colonel Rich in June 1869. It was an 8 mile (12.8km) single line with sidings and stations at Llanberis, Cwm-y-glo, Pontrhythallt (not ready) and a temporary one at Seiont Bridge, known as Morfa, and located south of Carnarvon Castle. At this time, the LNWR also constructed a line underneath Castle square, linking the branch line with the LNWR main line. The Morfa station was removed when permission to run trains through the Bangor and Carnarvon stations was granted in January 1871. Llanberis terminus opened on 1 July 1869 and is situated on the edge of the village, and though convenient for some slate traffic from Dinorwic quarry, carried over the causeway between Llyn Padarn and Llyn Peris, most was sent via the private line [the 4ft gauge Padarn Railway] to Port Dinorwic.

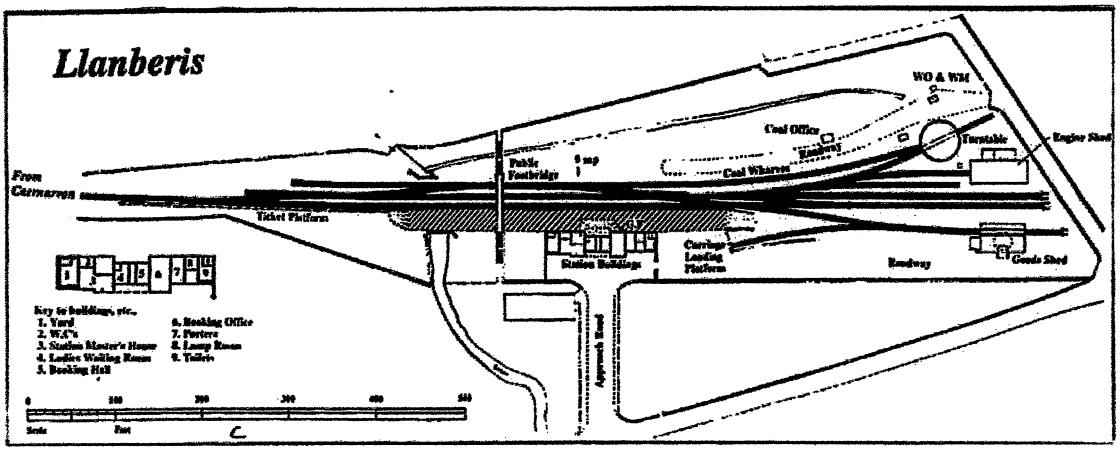
From the onset passenger services consisted of five trains each way daily, and a morning and afternoon goods service.

After the opening of the Snowdon Mountain Railway (1896) seasonal traffic soon built up, and observation cars from Llandudno and Rhyl were added to the trains in the summer months from 1 April 1911. However, the general traffic passenger receipts were less than expected, and from April 1914 a 'rail motor' operated the service, with further cutbacks on the line during the 1914-1918 Great War. Increased road competition forced the withdrawal of the Llanberis passenger services on 22 September 1930. However, the line continued to be used for excursion traffic until 7 September 1964, when traffic finally ceased. The track was lifted from Llanberis to Caernarvon in 1965. At Llanberis the trackbed is now used as a bypass for the village, with the station building intact and in use as a craft shop and tearooms.

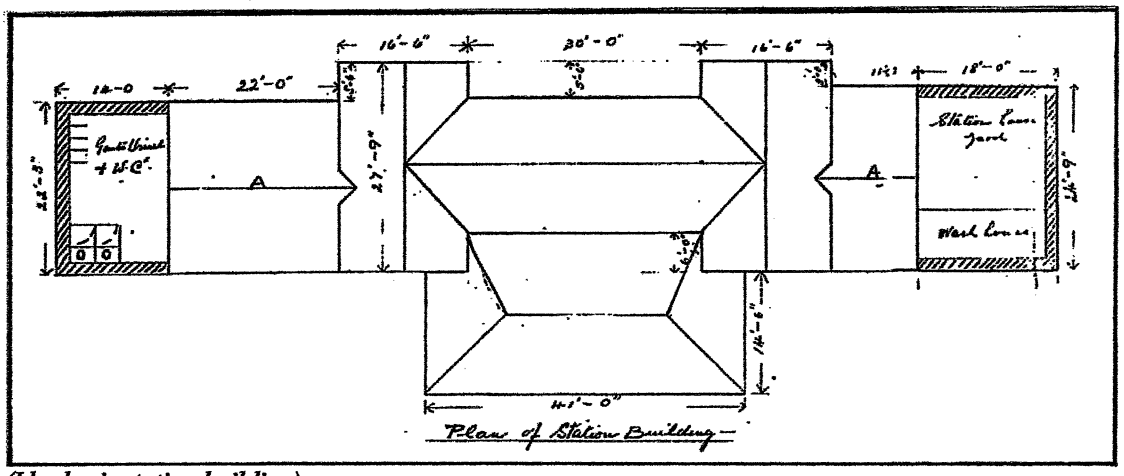
Buildings

The station building was constructed of granite and similar to both Cwm-y-glo and Pontrhythallt, but with more office accommodation. The stationmaster's house was at the Carnarvon end and, in addition to the booking hall and office, there was a ladies waiting room, porters' room, lamp room and toilets.

The single platform was 400 feet long augmented with a ticket platform of 300 feet, extending towards Carnarvon, being only 3 feet wide with a ramp at the Llanberis end. It was built to stop fare dodgers jumping from the train without paying.



A footbridge spanning the platform and tracks led from the lake shore to the area outside the station. It was a standard design mounted on stone pillars, with a loading gauge hanging from the centre.



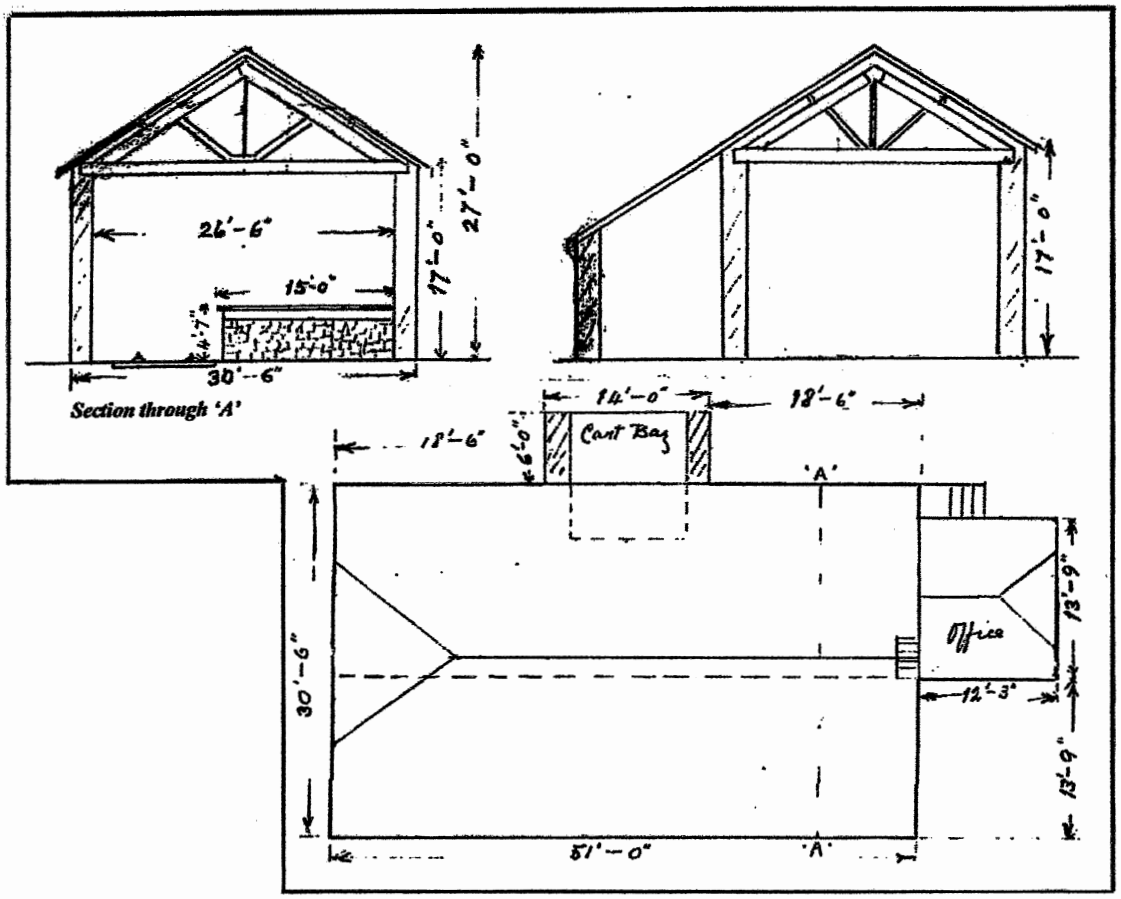
(Llanberis station building)

The goods shed was constructed of granite similar to the station building, and housed a small crane. Freight cargo was the mainstay of the line with the main incoming traffic being coal, agricultural, timber and general merchandise, and copper ore and sheep the main outgoing traffic. Slate was also sent out from the smaller quarries (Glanrhony and Hickmans), although the bulk of the slate was carried by the private line to Port Dinorwic.

The locomotive shed (LNWR steam shed) was constructed of granite with a large water tower which served a water column alongside it. Three sets of men plus a passed cleaner (night shift) covered the morning, afternoon and evening shifts, with the passed cleaner preparing the locomotive ready for the morning shift. The shed remained open until 1922, when the staff were moved to Carnarvon. The building was eventually demolished in 1939/40. The large water tower was left standing, in order to serve the water column, until the line was lifted.

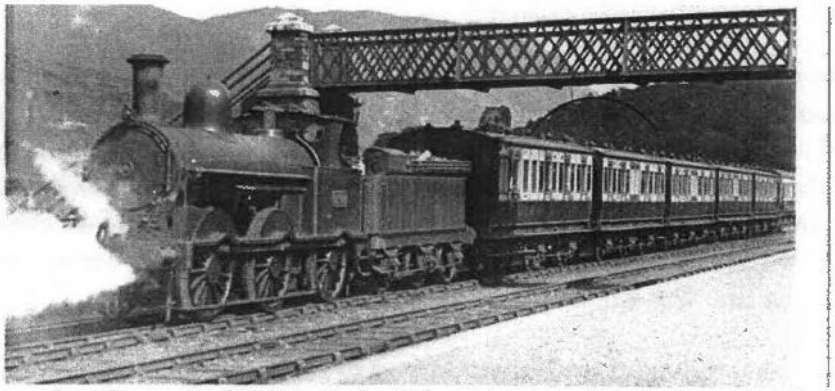
A 42ft turntable had been moved from Betws-y-Coed to Llanberis prior to the opening of the line in June 1869, as by then that line had been extended from Betws-y-Coed to

Blaenau Ffestiniog where a larger turntable had been installed. The Llanberis turntable fell into disrepair after the shed closed. It was removed and the pit filled in before the line closed. I am told (from personal communication) that the turntable was hard work to turn. If the fireman could not turn the locomotive on the turntable, then extra staff from the station was called for. The driver in no way assisted in this – he was above this duty.

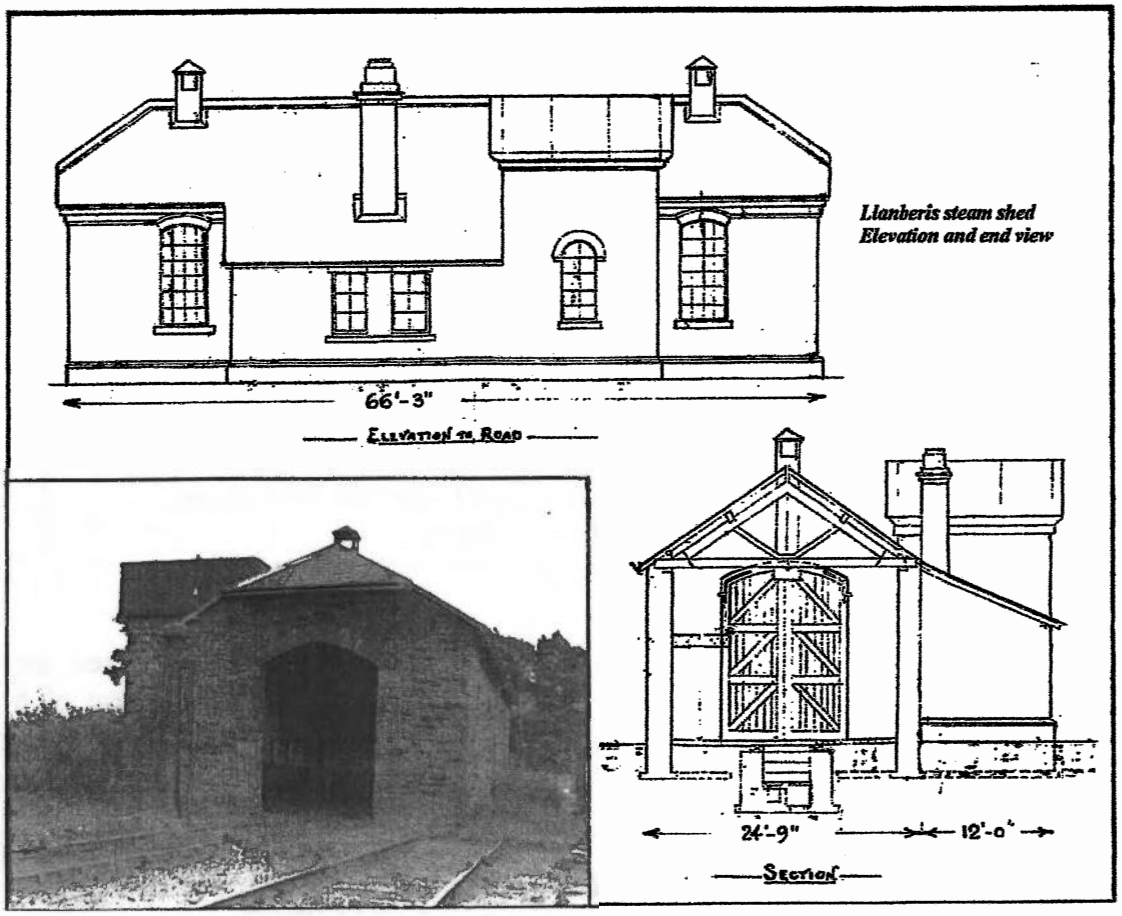


(Llanberis goods shed in the 1930s)

Despite the continued decline, the station was always clean and tidy with the permanent way staff regularly winning prizes for the best length of track. The station was sufficiently busy to commend Class 2 status for its staff.



(An 18in goods with a train of 30ft1in 6-wheeled coaches, standing on the coal siding; footbridge and loading gauge above. G.H.Platt photo)



Llanberis steam shed
Elevation and end view

Accidents

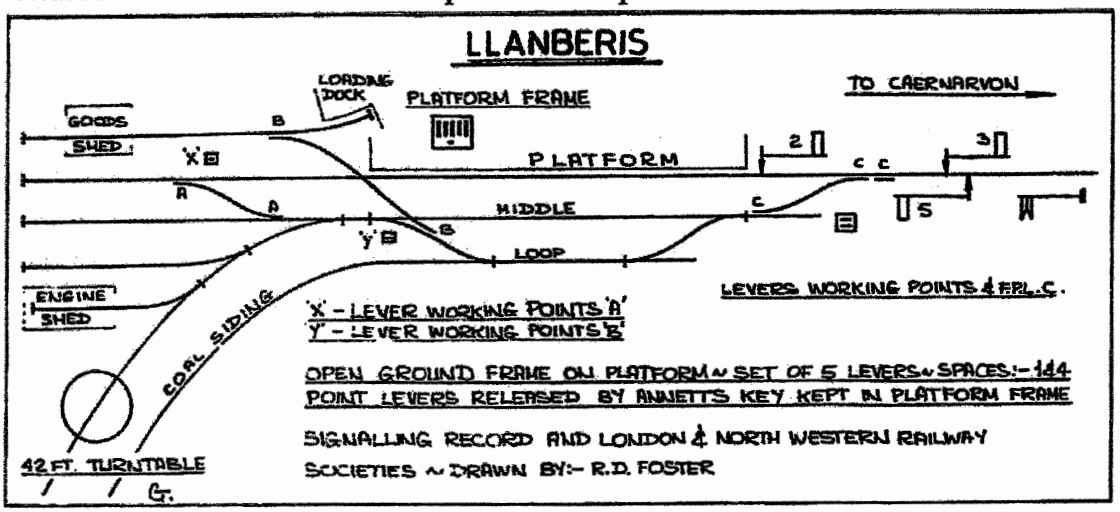
The only recorded accident on the line happened in the early morning of 5 May 1871, at Carnarvon Station. Whilst an Afon Wen train was carrying out its duties, a Llanberis train (tank engine, passenger brake, third class, composite, third, and brake van) arrived on the up line, and due to return on the down line almost immediately. After running around the train, the driver whistled for the signal to leave and the signalman, forgetful of the first train, complied. At a speed of approximately 14 mph the Llanberis locomotive hit the rear of the Afon Wen train, which was propelled back up the incline from the tunnel under Castle Square. A porter was mortally injured, and there was severe damage to the infrastructure.

Signalling

The LNWR adopted minimum signalling, with only three working signals plus a fixed distant. No signal box was provided, just a set of levers on the platform. The staff instrument (Llanberis-Pontrhythallt) was coloured red and was located in the office. The points were worked from two level ground frames unlocked with a key by the train staff, whilst single lever points were the order in the goods yard.

The method of operation was the levers on the platform worked the signals only. With the levers in their normal position (the signal at danger to protect any intended move), Annett's keys could be removed from behind the levers. These could then be taken to

the point levers at each end of the station and inserted in the lock on the lever. This released the lever and enabled the points to be operated for run-round and



shunt moves. The act of removing the key from the platform frame locked the appropriate signal lever(s) in the normal position, so preventing the lowering of a conflicting signal.

Locomotives (1860-1926)

Monday to Friday – for passenger traffic, a Webb 5'6" 2-4-2 tank engine was the normal locomotive stationed at Llanberis. This was up until 1911 when the shed closed and the locomotive and the three sets of crew were transferred to the Carnarvon shed. However, visits from Llandudno and Rhyl would have brought other locomotives to the station, and photographic evidence shows Webb 5'6" 2-4-2 tank engine No. 2148 and two 'Cauliflowers' - No.666 on shed and No.1742 or 1702 in the middle siding on a set of 6-wheel carriages.

Saturdays and Sundays – apart from the locomotives already mentioned, there were regular excursions from Liverpool, Manchester and other northern towns, together with Rhyl and Llandudno, to enjoy the delights of Snowdon and the surrounding area. In the summer there were also trips for the local residents of the area around Llanberis (population circa 5000) to the coast (Rhyl/Llandudno) as well as to Belle Vue, Manchester. (Although I personally have not seen them, I understand that there is an LNWR ticket to this effect, and a photograph of a train with boards to this destination.) As no restriction was put on the branch line, then it would be perfectly correct to run any passenger locomotive for this purpose. (During the early part of the 1900s, No.1595 'Wild Duck' was seen regularly at Bangor on Saturdays.)

From 1914 – Motor trains were used on the branch line and the normal locomotives were Webb 4'6" 2-4-2 passenger tanks, but no photographs have come to light to confirm this.

Goods traffic was normally serviced by Webb 0-6-2 tank engines, together with Webb 0-6-0 17in goods or 'Cauliflowers'. The only photograph confirming this is of the 0-6-0 on the harbour at Carnarvon, just coming from the tunnel under Carnarvon town.

Locomotives allocated to Bangor and Carnarvon prior to 1926 were poorly recorded. J M Dunn did record the following locomotives at Bangor in 1926:

- Webb 2-4-2T 5'6" (3)
- Webb 0-6-0 17 inch (1)
- Webb 0-6-0 DX (2)

One of these, No.620, worked the Llanberis branch. I have a photograph of another, No.2148, at Llanberis.

- Webb 2-4-2T 4'6" (2)

These were used for motor train services on the branch from 1914.

- Webb 0-6-0 'Cauliflower' (5)

2 photographs – No.666 in the shed at Llanberis
- No.??? on a passenger train

- Webb 0-6-2T Coal tank (14)
- Rail motor car No.1 was tried on branch, but was not successful and was replaced by a motor train.

However, special trains were used for 'outings' on Sundays and holidays. One of these regular outings was to Manchester Belle Vue. There were no weight restrictions on the line; therefore it is possible that any type of locomotive could have been seen, but I have no records.

Ted Talbot has kindly added a list of engines shedded at Bangor, taken from the late Dudley Whitworth's notebooks:
***(Date believed to be late 1911-1912 – No.21 Shed Bangor):
Experiment class: 66 Experiment, 1995 Tornado, 2642 Beranice
Alfred: 1951 Bacchante
18in tank: 29, 358
4ft6in tank: 798, 835
5ft6in tank: 31, 255, 426, 466, 718 (at Amlwch), 921, 1147, 2217
Bill Bailey class: 695, 1113
18in goods: 840, 954, 1502, 2468
DX: 3044, 3145, 3224, 3358
'D' 0-8-0: 1872
'C' 0-8-0: 1847, 1869, 2542
'B' 0-8-0: 2571
17in coal: 21, 86, 122, 154, 185, 2452
Coal tank: 293, 355, 2356, 2490, 2492
***(Date believed to be 1917 - No.21 shed Bangor):
George class: 363 Llandudno, 2507 Miles Macinnes
Experiment: 2641 Bellona
Jubilee: 1917 Inflexible
5ft6in tank: 1378, 2130, 2148
4ft6in 2-4-0 tank: 386
18in goods: 84, 168, 909
DX: 3097, 3250, 3517
'F' 2-8-0: 1369
'B' 0-8-0: 640, 1543

17in coal: 83, 3427
Coal tank: 572, 607
***(Date believed to be 1917 – No.21C shed Carnarvon):
4ft6in tank: 1056
'D' 0-8-0: 1844
Coal tank: 557, 1050, 1200, 2477

Passenger trains

The make up of these sets together with photographs was covered below, but an amusing story has been told to me which confirms the need for the ticket platform at Llanberis. The train staff changed at Pontrhythallt. Because the passengers alighted from the left side of the carriages at Pontrhythallt, the station master would lock the carriage doors so that when the train arrived at Llanberis there was no chance of the passengers escaping onto the track, as they could only get off from the right side of the train.

As already mentioned, passenger trains were initially five daily each way. As far as I have been able to establish, the make up of these set trains was as follows:

The first being the 1871 accident mentioned earlier, make up: passenger brake, third class, composite, third and brake van.

From Philip Millard, taken from his records, dated August 1912:

Type	No	Dimensions	Built
Brake Third	639	34'0" x 7'9"	1884
Luggage Compo	02746	32'0" x 7'9"	1882
Luggage Compo	02768	32'0" x 7'9"	1883
Brake Third	07455	34'0" x 7'9"	1883

* Photograph by J M Dunn on causeway Llyn Padarn: Passenger brake, third class, composite, third class, first class, passenger brake (loco 5ft6in 2-4-2T No.620).
* Photograph W G Rear collection, at Pontrûg Station: Passenger brake, followed by three third class. (This was the 'working mans' train which ran on Mondays, returning after the shift at mid-day on Saturday; The service ended after the First World War).
* Photograph W G Rear collection, at Llanberis: Passenger brake, followed by three composites, passenger brake.

The motor train stock started as two 42' carriages, a driving third and a third. But I have seen a copy of working time table from the 1920s referring to 50' arc roof carriages on the branch: I wonder, therefore, whether the 42' carriages, used at first when motor trains had mechanical connection between the locomotive and the driving carriages, were replaced when the locomotives had their brakes changed from steam to vacuum (1913 onwards) – was this was when 50' carriages were introduced?

Apart from the above, the observation car would have been seen at Llanberis having arrived from Llandudno and Rhyl.

The method of operation involved the passenger train arriving at the ticket platform for the tickets to be collected, then pulling forward to enable the passengers to alight. The train would then be uncoupled, move to the water column to water and trim the fire then, if time allowed, turn the locomotive on the turntable prior to being ready for departure back to Carnarvon.

The use of the observation car was determined by the crew booking on at 6.40am at Bangor, working the 7.25am to Llandudno Junction, then 8.20am to Llandudno Town. From there they worked the 8.40am to Rhyl, picking up the stock for the excursion. They worked with the same engine right through to Llanberis, arriving there at 11.18am. At one time, the crew brought the locomotive and observation car back to Carnarvon where they cleaned the fire, and then relieved by Bangor men. The fresh crew returned with the locomotive and coach to Llanberis at 3.00pm. After watering and trimming the coal, they departed for Rhyl at 5.20pm. After stabling the stock they then worked the light engine back to Bangor. However, I do have photographic evidence that the stock remained on the centre line at Llanberis (see photograph by J M Dunn 1920).

Goods Working

Inwards

Coal - approx 8000 tons per annum
Lime - approx 3000 tons per annum
Shop goods - 400 tons per annum
Flour and agricultural feed – 1500 tons per annum
Sheep (to fatten on mountain side)
Timber for quarries and general building

Outgoing

Slate total for North Wales in 1863 was 340,000 tons. The bulk of this, 400/500 tons per day, going from Dinorwic Quarry to Port Dinorwic, on the Padarn Railway.
The rest, approximately 300/400 tons per week was taken to Carnarvon or Liverpool/Manchester.
Copper ore – approx 20 tons per annum to Amlwch or Runcorn
Sheep (winter pasture/slaughter)

The object here was to get the job done as quickly as possible, in as few moves as possible. The reason is not heard to find because the reality of the job was hard work. It involved constant reversal of the locomotive – a tiresome job, especially when fitted with screw reverse gear necessitating many turns of the reversing wheel from full forward to full backward gear. It also involved much coupling and uncoupling of vehicles with that fearsome instrument, the shunter's pole. As if this was not enough, pinning down (or unpinning) handbrakes, or the making/breaking of vacuum pipes and/or screw coupling connections was also undertaken. Added to this the manipulation of hand operated point levers, then, the least effort expended, the better for all concerned. The layout of the goods sidings at Llanberis (see track plan) needs some explaining.

Carriage landing – for passenger trains, the carriage truck or horse box would be placed at the front of the train before the carriages. Once the train had arrived at the station

platform and the passengers disembarked, the truck/horse box would be disconnected from the carriages and moved to the carriage landing. One needed to be very aware of the fact that the locomotive could not enter the goods shed, this being prohibited by the LNWR so that items stored in the shed were not polluted.

The carriage landing would also be used for the delivery of locomotives for the slate quarries and Snowdon Mountain Railway, together with gunpowder vans which would either be placed here or at the siding off the end of the turntable. This would then be guarded by the police. The LNWR would not accommodate nitro-glycerine as this was unstable, being well aware of a previous bad experience at Cwm-y-Glo, when a horse and cart carrying 'nitro' from Carnarvon to the quarries at Llanberis exploded near the station, scattering the horse and cart over a wide area (see also page 43).

Goods shed – any open trucks or covered vans for the shed would be propelled into the shed by the locomotive, putting a couple of wagons between it (the loco) and those wagons required for the shed, so as to avoid pollution. This was because the shed could only hold two wagons and once emptied, the procedure would be reversed and the wagons placed in the storage yard ready for departure on the next goods train.

The three sidings (one short and two long) – the short siding next to the steam shed was for standby locomotive coal and removal of ash. The usual procedure for coaling the engine was done at Carnarvon. However, should a top-up be required, then a 'dip' into the locomotive coal wagon to replenish supply would be done. This would mostly happen prior to departure for the day's work, in preparation of the locomotive by the night shift (passed cleaner). Ash was collected from in front of the shed and sent to Carnarvon or Bangor as required for ballast and footpaths around the station and yards – nothing was wasted.

The next siding (long) was used for storage of empty wagons prior to their return to the main marshalling yard at Menai Bridge.

The second long siding was used for the storage of passenger carriages. The LNWR did not like carriages being left at the station platform in case they were damaged by vandals or slept in by tramps, etc.

The lakeside siding – this was for the coal wagons. From my research there were seven or eight coal merchants in Llanberis, and from information supplied by W G Rear, these were part of the Deiniolen Co-op Society, who owned three wagons. (There is a photograph of one of these at Buxton in Mike Bentley's book - Foxline Publications.) Apart from these, other wagons known to visit were Chatterley Whitfield, Sneyd and Florence (Stoke-on-Trent coalfields), Point of Ayr (Dee Estuary coalfield) and Vauxhall, Broughton & Plas Power, Ruabon and Westminster (Wrexham area coalfields). The method was for wagons to be delivered Monday/Tuesday with empty wagons taken out on Fridays. Any longer on the site and LNWR would charge demurrage. In the main, coal was bagged on site then delivered by horse and cart. After 1914/18 this delivery was done by a Morris commercial lorry.

As to cattle wagons, there was no cattle landing stage at Llanberis as, apart from Spring/Autumn, there was not a great deal of movement of cattle or sheep. However,

one cattle wagon was used as and when required during the week, to attend farm auctions in the area. The animals were taken in/out throughout the year via the coal/turntable siding.

The bulk of slate was removed on the private narrow gauge track to Port Dinorwic. However, slate from Glynrhonwy and Hickmans sidings would be collected and brought back to Llanberis prior to departure to Carnarvon on the Goods Working.

Tariff Vans
Newspapers and parcels formed part of the passenger train on the branch, and were put in the Guards van, as the amount of traffic for a dedicated van on the branch line was insufficient. The method was for parcels etc to leave Crewe on the 2.05 a.m. Parcels Train to Holyhead; at Chester the Manchester portion was attached to this, being the 1.25 a.m. ex Manchester Exchange.

The North Wales Egg Train
Between 23 April and 6 May 1913 the National Poultry Organization arranged a Demonstration train over the LNWR and Cambrian Railways starting in Mold and working down to Carnarvon and Pwllheli; it had two large vans, one with electric light and a portion as a dark room, wherein the testing of eggs was demonstrated, the other for meetings and lectures. The train was completed by a 65ft6in restaurant car for the staff.

Gunpowder Vans
These were seen regularly on the branch line, carrying explosives for use locally for slate and copper extraction. Whilst waiting to have the explosives unloaded, they were stored either at the unloading platform, or at the end of the turntable, with a policeman on guard. The explosives came from Birmingham by the LNWR or over the Cambrian from Penrhyndeudraeth (see also page 42).

DeWinton and other quarry locomotives
Delivery of these locomotives to the Dinorwic Quarry was over the causeway between the two lakes; temporary track was laid from the end loading platform, the loco put into steam and moved along, with the track taken from behind and placed in front as it moved.

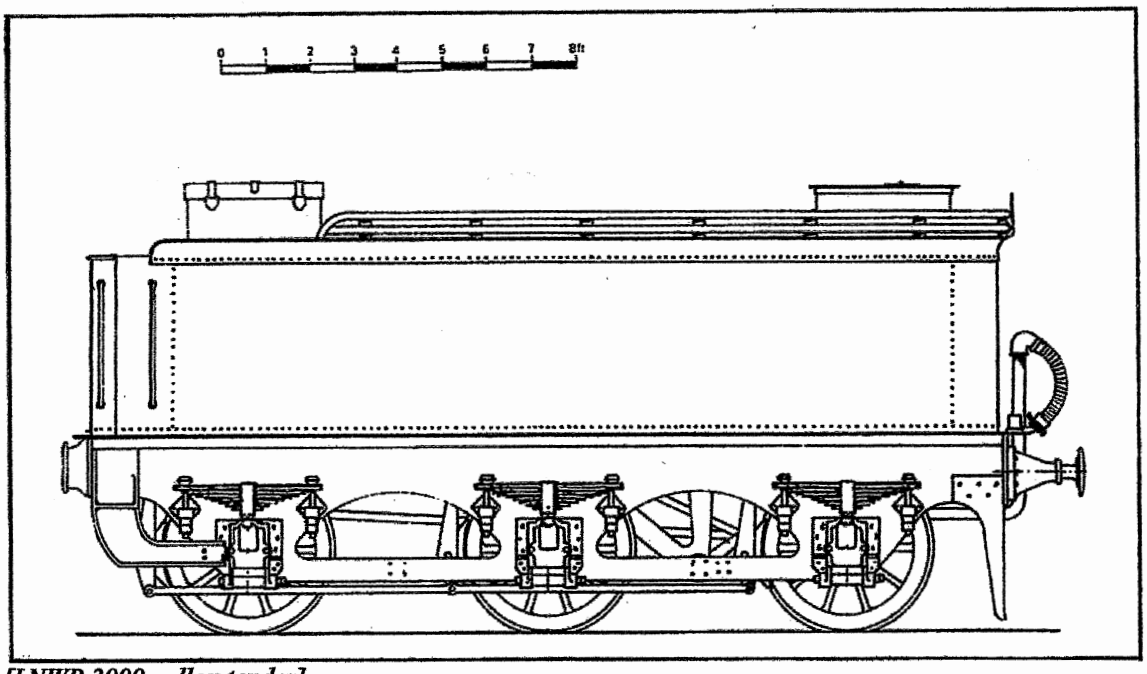
<u>The Spelling of Caernarfon</u>
The LNWR and LMS up to 1925 :– Carnarvon
The LMS and BR up to 1969 (investiture of the Prince of Wales):– Caernarvon
1969 on:– Caernarfon.

Much of this history could not have been written without the help of Bill Rear, to whom I owe a debt of thanks. Also I must thank Greg Fox for the track plans and additional photos.

It has been my wish to give the reader as much information as I can about Llanberis, to enable a 'purposeful' model of the station to be replicated, but for me to say that this is

the definitive article would be incorrect on my part. However, I hope and wish readers will contribute additional information to further our knowledge of the LNWR.

Contents



[LNWR 3000 gallon tender]