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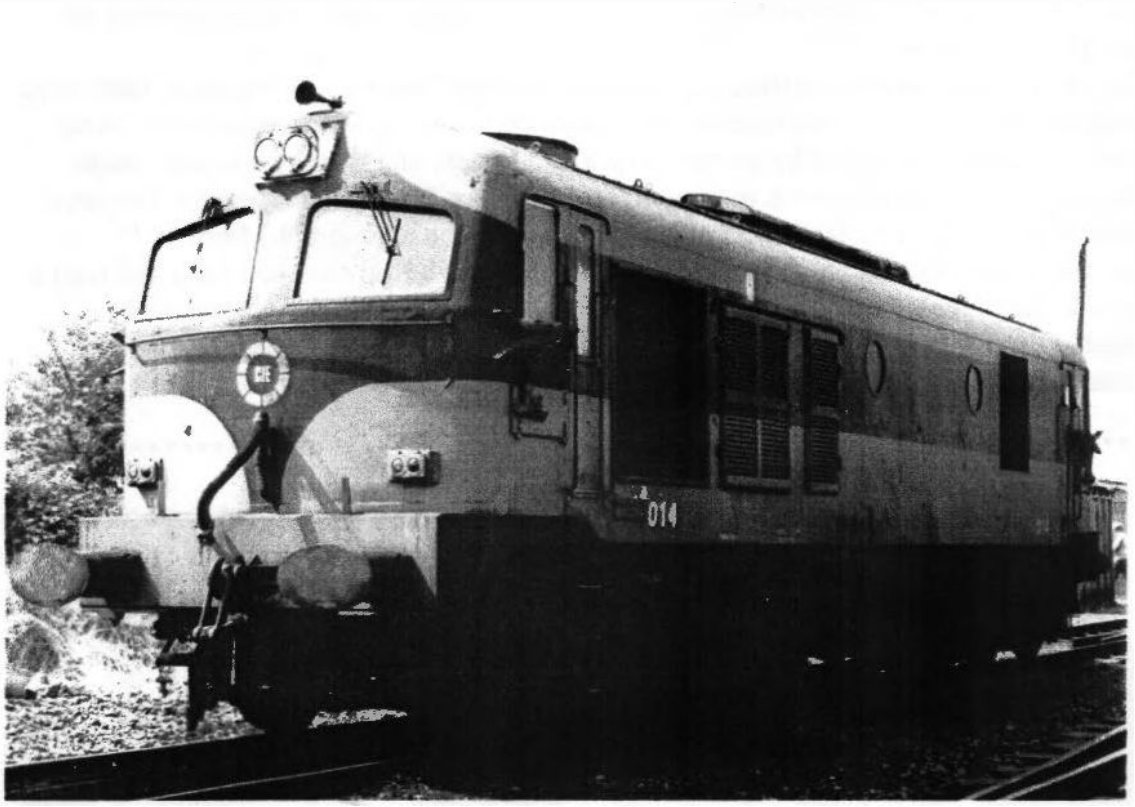
Barrowmore Model Railway Journal



Number 12 September 2007

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 December 2007, and contributions should get to the Editor as soon as possible, but at least before 1 November 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 of Irish Railways locomotive 014, at Claremorris on 12 May 1984. This engine was built in 1955, as A14; re-engined and re-numbered as 014 in 1971, and finally withdrawn in 1992. We include a drawing of the class on page 10 of this issue.

This 'A' class had several different liveries during their lifetime. When built, they were painted silver – not, you would think, a sensible choice for a diesel locomotive! And silver was soon superseded by green – first a dark green, and then by a lighter shade. This gave way to black/golden brown/white, starting in 1961. Black was the favoured livery from 1964, then black and golden brown (as in the photograph) from 1972.

Note the tablet catchers on each corner of the cabs – Irish Railways had (and still has) a big mileage of single track, and an automated method of exchanging tokens was a valuable time-saving aid to operations. The catchers were gradually removed from locomotives as signalling was improved.

10-ton 7-plank coal wagon built by Hurst Nelson, probably some time around the turn of the century. Address on door is '43 Windsor Street/Birkenhead'. (HMRS photo no.ABN 329)

Forthcoming events

(2007)
8/9 Sept. 2007: ExpoEM North, Slaithwaite.
11 Sept. 2007: "Colour light signalling" by Dave Larkin (HMRS meeting at 'The Stork Hotel' Birkenhead – see Editor for details).
29/30 Sept. 2007: Scaleforum, Leatherhead.
5/7 Oct. 2007: Manchester show.
6 Oct. 2007: 7mm running track, Llanbedr (see Editor for details).
9 Oct. 2007: "Rail freight in North Wales and the North West, part 1" by Edgar Richards (HMRS meeting at 'The Stork Hotel' Birkenhead – see Editor for details).
19/21 Oct. 2007: Blackburn show (**"Mostyn"** is appearing).
26/28 Oct. 2007: Merseyside show.
13 Nov. 2007: "Signalling for dummies" by Harry Leadbetter (HMRS meeting at 'The Stork Hotel' Birkenhead – see Editor for details).
17 Nov. 2007: 7mm running track, Llanbedr (see Editor for details).
17/18 Nov. 2007: Tyneside show, Gateshead.
17/18 Nov. 2007: Watford Finescale Extravaganza, Bushey.
23/24/25 Nov. 2007: Wakefield show.
25 Nov. 2007: Merseyside M.R.S. open day at Brassey Street.
1/2 Dec. 2007: Warley show, N.E.C.
8/9 Dec. 2007: Wigan show.
11 Dec. 2007: "Cambrian Coast Express, 1972, and other Stan Roberts slides" (HMRS meeting at 'The Stork Hotel' Birkenhead – see Editor for details).

(2008)
12/13 Jan. 2008: St.Albans show (**"Mostyn"** is appearing).
16/17 Feb. 2008: Harrogate (**"Johnstown Road"** is appearing).
22/24 Mar. 2008: York show.
3/4 May 2008: Liverpool show.
17/18 May 2008: Trainwest, Melksham (**"Mostyn"** is appearing).
20/21 Sept. 2008: Warrington show (**"Johnstown Road"** is appearing).
25/26 Oct. 2008: Beckenham show (**"Mostyn"** is appearing).
13/14 Dec. 2008: Wigan show (**"Johnstown Road"** is appearing).

(2009)
27/28 June 2009: Perth exhibition (**"Mostyn"** is appearing).
12/13 Dec. 2009: Wigan 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

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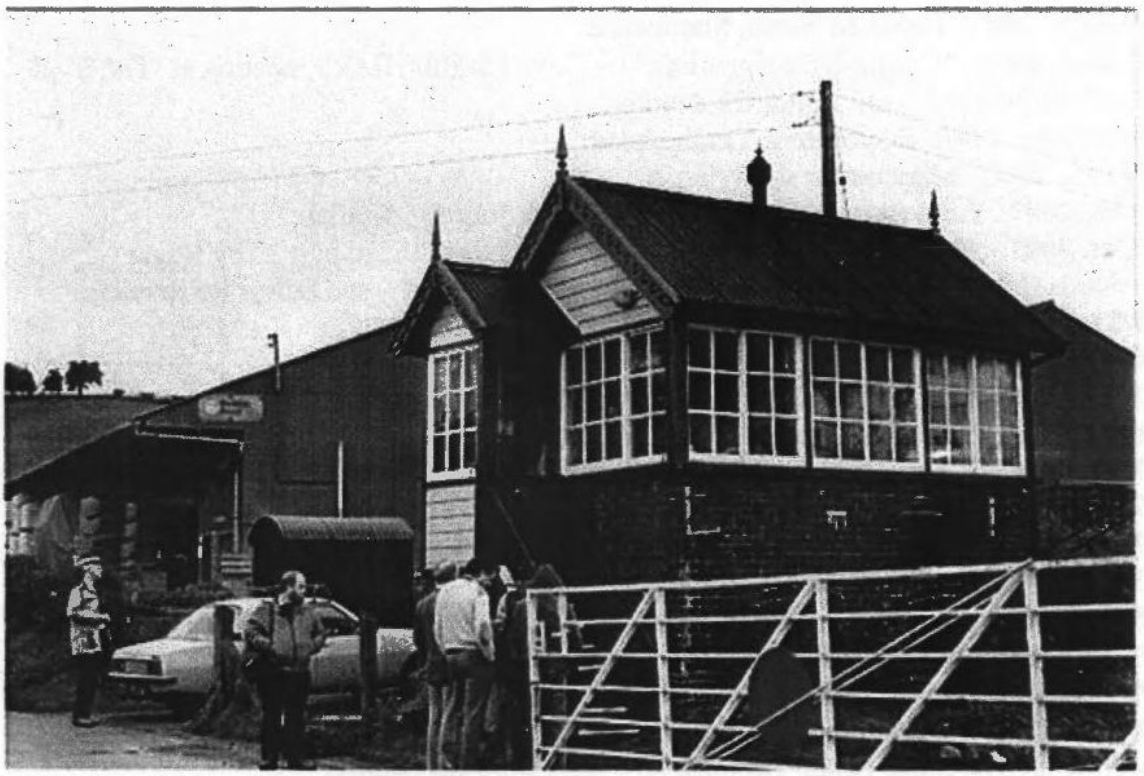
[From the Newsletter of the Llangollen Railway Great Western Locomotive Group....]
"LLANGOLLEN RAILWAY NEWS: 5 years to Corwen. The railway had a consultative meeting with local residents in early May 2007. The railway has set out estimates that it will take at least 5 more years to build the extension and a suitable station at Corwen. The whole area is on the flood plain. The nearby Owain Glyndwr hotel in Corwen was slightly flooded last week."

Abermule Signal Cabin, 1985



Members of Merseyside Model Railway Society inspect Abermule Signal Cabin, on 4 September 1985

(Abermule Station was closed in June 1965. Abermule signal box was reduced to ground frame status from October1966 and finally abolished in June 1986. It had a 22 lever Dutton frame. Seems it was originally 'Abermule North' when there was also an 'Abermule South'.)

My memory is that we had previously visited a Cambrian Railways historical exhibition in Newtown.

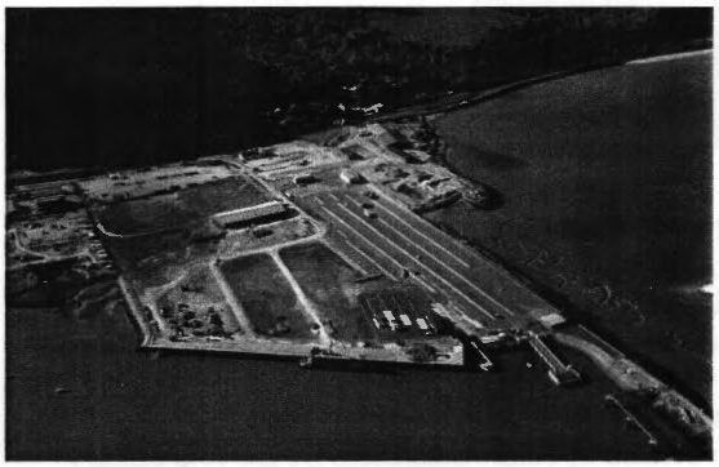
Unfortunately the projected HMRS presentation by David Burkhill-Howarth, on the 1921 Abermule accident, has had to be postponed due to David's ill health. We hope that it can be re-scheduled some time in the future.

[Photographs by David Goodwin]

Reprinted below is an excerpt from an interesting website (www.cpat.org.uk/projects/longer/ports/ ...) published by the Clwyd-Powys Archaeological Trust on 'Ports and harbours in North-east Wales' ....

Mostyn

The origin of the harbour at Mostyn is unknown but it was certainly in operation during the Civil War when guns and ammunition were smuggled in, and it has been claimed that Jasper Tudor, uncle of Henry VII, escaped from here in 1471 having been imprisoned in Mostyn Hall. It is likely that the earliest use of Mostyn as a port consisted of no more than drawing boats up to the high water mark and there are certainly records of this close to the Honest Man inn into the 18th century. By 1742 a more formal quay had developed including a pier, which it may be assumed is the same structure which survived largely intact until fairly recently, forming the north-western side of the docks. A fairly substantial port had developed by the 1840s and the Tithe survey of 1839 depicts the pier with a quay along the eastern side and an adjoining reservoir, or flushing pond.



Left: Aerial view of Mostyn Docks. © CPAT 06-c-325

By 1872 the port had expanded considerably. The Mostyn Colliery and Darwen and Mostyn Iron Co. had developed on reclaimed land and a new dock had been built, protected by a breakwater on the north-east side and with a new flushing pond to the south-east. The original flushing pond had been partly infilled with the construction of the Chester to Holyhead railway and replaced by two smaller reservoirs. Railway sidings ran along either side of the original dock and along the new dock, as well as serving the colliery and ironworks. By the end of the 19th century waste from the dockside industries had been dumped along the edge of the estuary reclaiming new ground and had also been used to construct a 680m-long breakwater alongside the Mostyn Gutter.

The 1960s saw a two-phase redevelopment of Mostyn, rebuilding the old timber quay and installing dockside railway tracks and cargo-handling equipment. The first phase was completed in 1967 and the second in 1969 with a new 363ft-long quay and transit shed complete with nine large cranes and space for five vessels.

Mostyn is now the only active port of any size on the Dee and has recently been extended to take on roll-on roll-off ferries and to accommodate larger cargo ships, including the shipment of aircraft wings for the European Airbus, constructed at nearby Broughton.

Llannerch-y-môr

Llannerch-y-môr was a small private dock, located between Mostyn and Flint and constructed as part of the nearby leadworks, which in 1905 handled 847 tons of cargo. The quay developed at the mouth of a small inlet, which appears to have been canalized as far inland as the main coast road. It is uncertain, however, whether the whole of this length was used by vessels, and indeed, the railway which crosses the inlet would have prevented any masted vessels from progressing further.

Left: Aerial view of Llannerch-y-môr Quay. © CPAT 06-c-316

The wharf lay on the western side of the inlet, on land reclaimed from the saltmarsh following the construction of a large embankment in the second half of the 18th century. By 1899 there was a railway siding linking the wharf with the nearby Chester to Holyhead Railway.

More recent developments included the construction of a new quay with concrete revetment, and the dock is now home to an ex-British Rail Isle of Man ferry 'Duke of Lancaster' which, with a small barge alongside, now lie abandoned at the mouth of the inlet. The quayside is now disused and fenced-off.

The origins of the smelting works are uncertain, but were certainly in existence by 1742, and by 1773 they were being operated by John Richardson. By the 19th century the leadworks was being operated by the North Wales Lead Works Company. The smelting chimney, the last surviving example on Deeside, was built around 1860 with flues running under the road.

Letters to the Editor

From Tony Robinson – copy of a letter forwarded to him from the Editor of "Backtrack":

"(from: Harold Forster, MBE., Wybunbury, Nantwich; 18th. February 2007 to: Mr. Michael Blakemore, Editor, "Back Track": Dear Mr. Blakemore, I write to say how much I enjoyed the feature by Tony Robinson in the March issue of Back Track [we printed a revised version in "BMRJ" no.6], on the Chester to Whitchurch Branch. I have to admit to a close interest and involvement in this now vanished line in that from 1947 until 1958 I was the Station Master/Goods Agent at Waverton (with Tattenhall Road and Tattenhall) and then from 1964 until 1966 I had the pleasure of being the Station Manager at Whitchurch. I have many fond memories of these periods in my railway career (which, incidentally, began in 1936 as the Station Master's Messenger at

Crewe Station and ended in 1969 as the Area Manager at Manchester Piccadilly). Accommodating the Royal Train overnight at Tattenhall Junction, as we did on a number occasions, involved not only the safety and well being of the Royal Personages but also such lesser, but nevertheless important things like the provision of a full set of Daily Newspapers (including the Sporting Chronicle!) and the presence of a member of the Carriage and Wagon Staff to clean the brass handles of the carriage doors! To ensure a reasonable degree of hygiene, tin baths were placed under each of the toilet outlets and these had to be surreptitiously removed the following morning. This task was carried out by the Permanent Way Staff and I recall one occasion when the man concerned was less than careful and managed to saturate his trousers with the contents. His peace of mind was not helped by a colleagues comment that now he knew what was meant by the "Royal We". There was one occasion when, in addition to the Royal Train held overnight at Tattenhall Junction, with HM the Queen, a second Royal Train, with Prince Philip aboard, was held, at the same time at Malpas Station.

During the time that the Branch was 'freight only" it was used for an experiment with a Land Rover road vehicle, dual fitted with road and railway wheels. The sight of this speeding through the Cheshire countryside was enough to bring the members the Cheshire Hunt to an unplanned halt!

When, in 1957, the Chester-Whitchurch passenger service was withdrawn the little locomotive shed at Whitchurch was officially closed and thereafter used as a storehouse for brake blocks. However, this remote Shed was yet to become the temporary home of a rather special locomotive. In 1960 the English Electric Company Ltd. decided to build an experimental, gas turbine powered locomotive and in 1961 this brown painted, 4-6-0 engine emerged from the Vulcan Foundry for trial runs. Numbered GT3, it was, for a period, based at the Whitchurch Shed from which location it made several trips, with a rake of coaches, along the North Wales Coast, via the Chester-Whitchurch Branch. However, diesel and electric locomotives were about to dominate the railway scene and in 1962 the Gas Turbine was quietly withdrawn and scrapped. Maybe this was the 'swan song' of locomotive, shed and branch!

After my spell at Whitchurch my railway career took me back to my personal 'Mecca', (Crewe) then to Wrexham and finally to Manchester where the bustling city was a far cry from the delights of the Cheshire plain and the Welsh hills.

Thank you for your excellent magazine which I am sure, brings fond memories, and great delight to many, especially perhaps railwaymen, both of today and of yesteryear. Keep up the good work!"

Editor's page

The Editor has been the Historical Model Railway Society's Area Organiser for the North West for many years, but the decrepitude that comes with advancing years means that he feels that is time to pass the job to a new broom – someone with new ideas and enthusiasm. It is <u>not</u> an onerous job since it is largely what <u>you</u> make it; advice is readily available, including help from the H.M.R.S., the Editor and the Scalefour Society local organiser. Out-of-pocket expenses (postages, phone calls, speakers' expenses, etc.) are claimed towards the end of the HMRS financial year (about September). Anyone interested is invited to have a word with the Editor, preferably before the end of 2007. *(continued on page 30....)*

Workshop notes, no.12: bow pens

[Eric Power came across this description of the sharpening of what today we would call a **bow-pen** in an old book entitled *Machine construction and drawing* by Frank Castle (2nd ed., Macmillan, 1931)

Setting a drawing pen. A drawing pen of good material will be serviceable usually for a long time before it is necessary to reset it. In some cases, however, the pen, after comparatively little use, requires attention. When necessary, the two nibs of the pen should be brought into contact by means of the screw S (Fig. 20); then, holding the pen in a vertical position, the nibs are made of the same length by rubbing the end of the pen on an oilstone. The end of the pen should not be flat but carefully rounded. The rounding may be effected by moving the pen from side to side during the process of rubbing as indicated by the dotted lines in Fig. 20. The nibs are unscrewed afterwards and each worked up to a good edge, which should be rounded by slightly rocking the pen between the fingers during the rubbing. The inclination at which the pen is held should increase as the rubbing proceeds, and care must be taken not to make a sharp edge; to ensure this the edge should be examined at frequent intervals. When finished, each nib should have the same appearance and should, when looked at end-on, show a small spot of light. After carefully wiping the nibs to get rid of all traces of oil the pen should be tried by using it to draw thick and thin lines. If the pen is too sharp it may be put right by making a few strokes with it on cartridge paper.

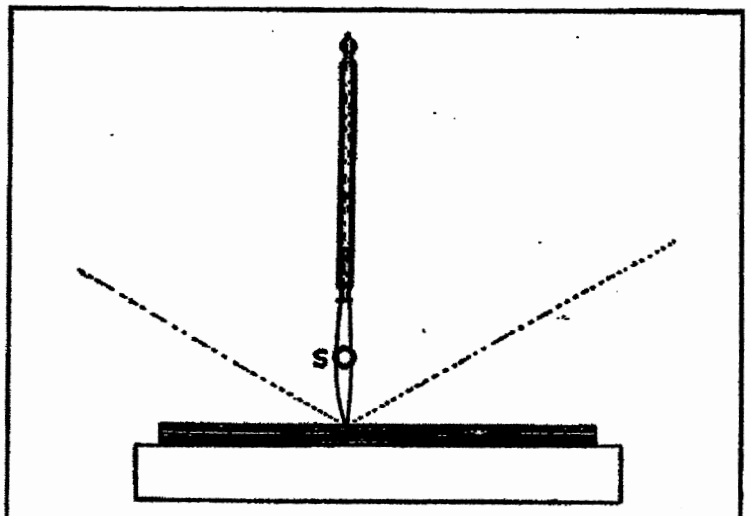


FIG. 20.—Setting a Drawing Pen.

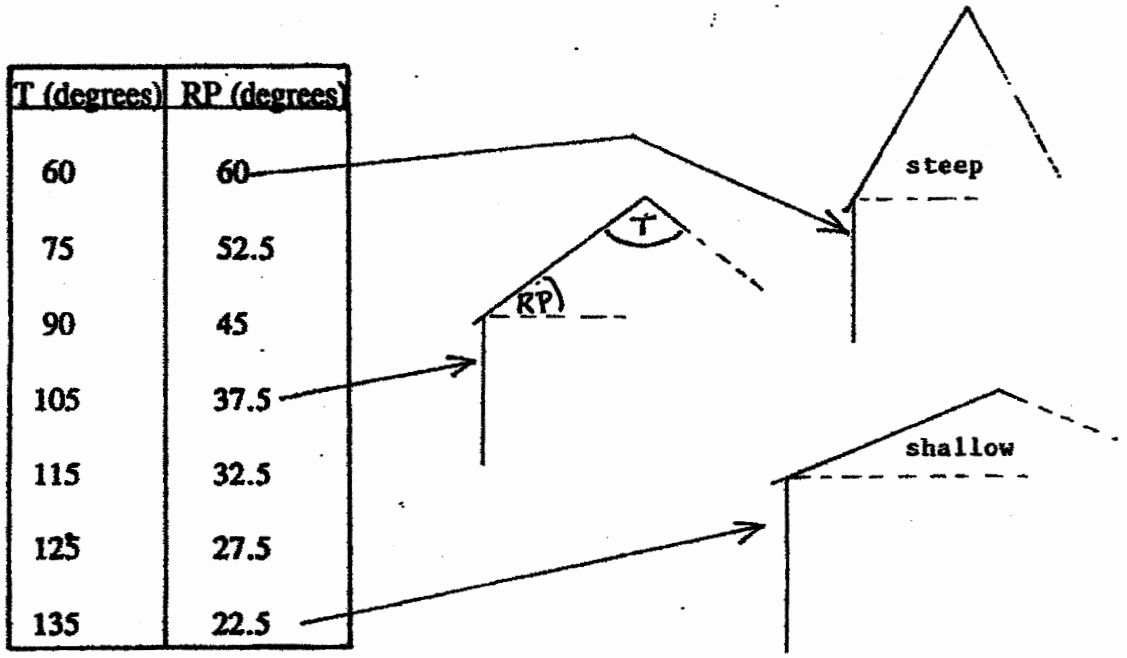
Workshop notes, no.13: roof ridge tiles

Some years ago, the Editor came across an illustrated Victorian builders merchants catalogue, in the Flintshire Record Office at Hawarden. It is undated, but a rough estimate is that it is from the 1870s or 1880s. Among a number of items of interest to modellers of Victorian architecture, is a listing of the pitches of standard 'off-the-shelf' roof ridge tiles. These are listed below ("T"), together with the associated roof pitch angles "RP".

All the tiles advertised were 18ins long, with just one pattern available in 24ins length also. Of note was the wide range of patterns for decorative crests - most of them a real 'pig' to model without some means of casting from a home-made mould.

In an interesting letter published in issue no.59 (1992) of "Model Railway Journal", David Sutton makes the point that the angle of the roof governs the minimum size of slates which can be used. A shallow pitch (e.g. 22 degrees) must have large slates;

T (degrees)	RP (degrees)
60	60
75	52.5
90	45
105	37.5
115	32.5
125	27.5
135	22.5

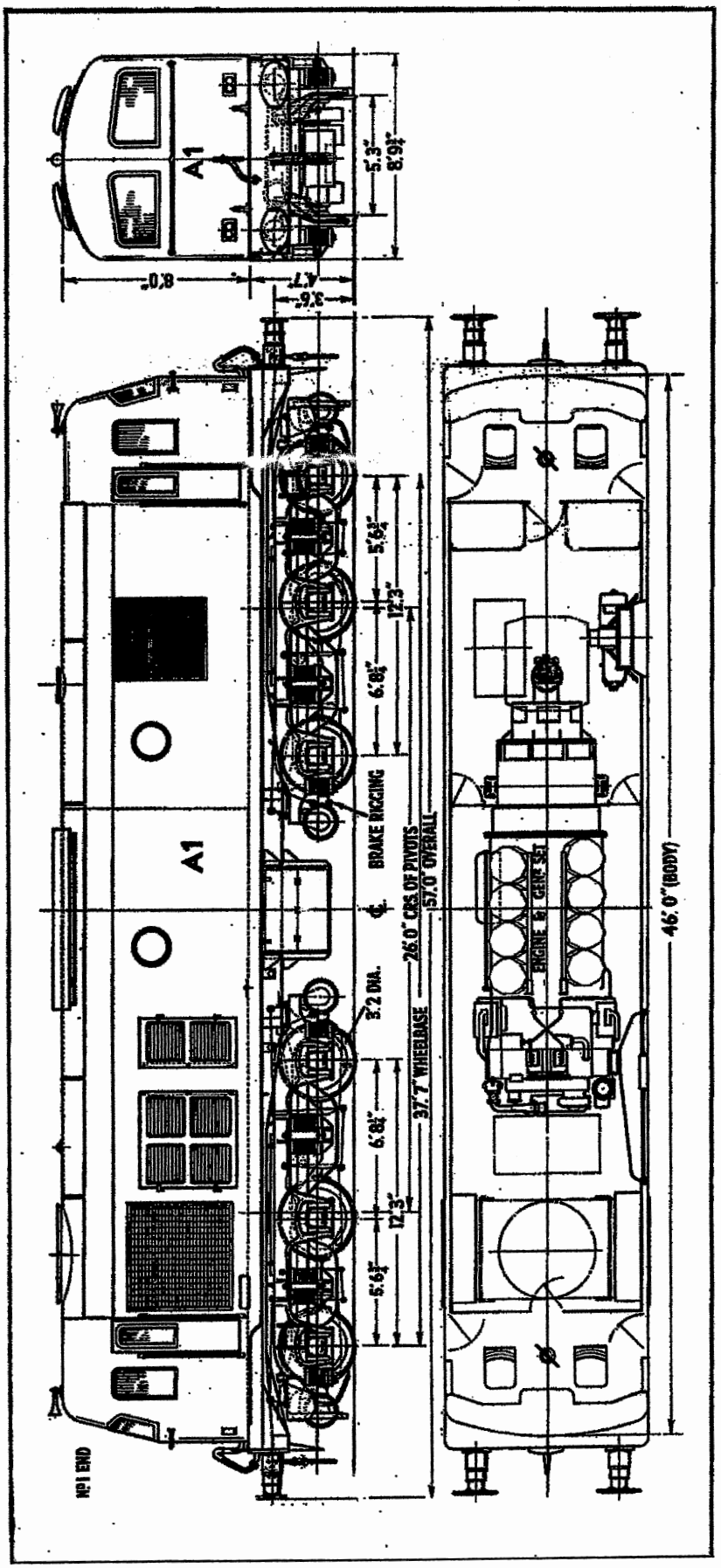


the commonest ("Countess") size is usually currently associated with 26.5 degrees; while the smallest slates must have a steep pitch. A shallow pitch and small slates allow capillary attraction of the rain water - i.e. the roof leaks!

Representing slates in 4mm scale is yet another problem! Moulded/embossed sheets of plastic alleged to model slates are produced in this country by Wills and Slaters; but both have significant drawbacks. I suspect that 3.5mm scale products from the USA and continent are similar, though I have no first-hand experience of them.
I have measured a dozen slates which came from the roof of my house (a 19th century down-market farm-worker's cottage) and they vary quite widely in thickness, from 5mm (4mm scale = 2½ thou) to just under 8mm (4mm scale = 0.0042"). I presume these examples came from North Wales – but I know that slates quarried in parts of Yorkshire (for instance) look to be twice as thick as Welsh ones. Scottish slates are apparently thicker than Welsh ones, measuring from 6mm to 15mm in thickness; they are also more green in colour.

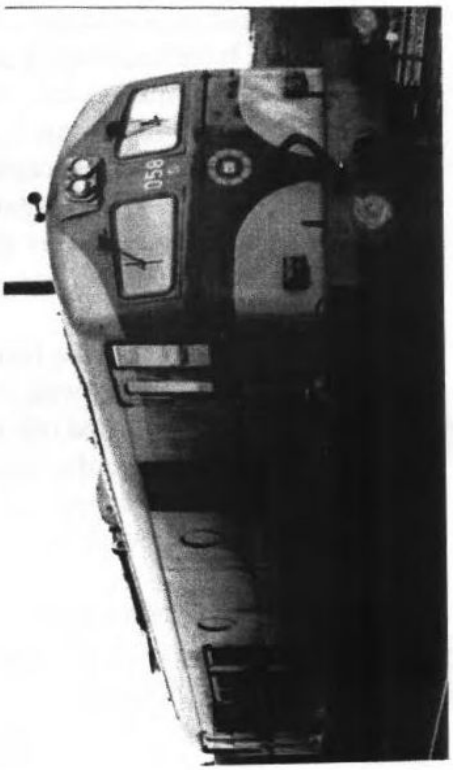
At one time, the firm of Exactoscale marketed sheets of 4mm scale slate pattern and colour paper, with a self-adhesive backing; the paper had to be cut into strips, the backing peeled off, then carefully stuck into position in rows, overlapping as on prototype roofs. The paper looked to be about 80gsm weight – some 4thou or so thick – and so was quite true to the real thing. But unfortunately this line seems to have disappeared from Exactoscale's catalogue for the moment.

The only answer that I am aware of is to replicate Exactoscale's method but using ordinary office paper, painting it when stuck down. Very slow business! One temptation is to use Evergreen's 5thou plastic, cutting it into strips as with the paper and then gluing on with Mekpak. Paint as before. My personal experience in modelling slate roofs is limited, but I decided that plain paper was the best medium.



C.I.E. (Irish Railways) 'A' class diesel no.A1 (later 001). Built 1955, re-engined (GM motors replacing the original Crossley equipment) in 1971, after which the locomotive lasted until 1994. This fleet of 94 diesels (60 'A' class and 34 'C' class) pre-dated British Railways 1957 fleet modernisation. (Drawing is to just over 3mm:1ft scale)

(Below: 'A' class 058 at Limerick Jcn in May 1985).



Reviews

DVD reviews first, courtesy of Dave Millward .....

An unashamedly Jim Clemens [an enthusiast in the 1950s/1960s who invested in a cine-camera and colour film of what in those days was top quality, beyond the means of most people] selection this time; Strathwood (my DVD supplier) are big fans of his work produced, courtesy of his son, by B&R productions, and all these volumes are from their catalogue:

Volume 69, *The Withered Arm* [the Southern Railways extension into the south-west of England]. Colour DVD. Running time 1 hour.

This program starts off with a 'Merchant Navy' 'giving it large' departing from Waterloo with the Atlantic Coast Express in the early 60s. A high speed thrash towards Exeter Central, for a streamlined 'West Country' to the North Devon and Cornwall coasts follows in continuous, good quality, original colour film, no modern interruptions or unexplained geographical leaps. I particularly enjoy the detail that Jim brings to his filming: the departure board at Waterloo, lineside, on board and station sequences combining to form a riveting journey order account . He also filmed the range of traffic on offer, from the less glamorous through to the titled expresses, running over a wide selection of routes, many long gone. Some of the early diesels feature: 22s on shed at Exmouth Junction, departing Bodmin General on a pick-up freight or else 'on board' filming the train during its journey while taking the opportunity to ride behind this type of locomotive. The sound track is impressive too, explosive Bulleid departures, high speed lineside footage and Ivatt tanks between Barnstaple and Halwill Junction. The fan of the everyday branch-line scenes is in for a treat as we edge closer to stunning scenery at resorts such as Ilfracombe and Padstow. Rare motive power includes T9s at Bude and Wadebridge as well as Beattie well tanks on the Wenfordbridge branch. This program is likely to go down as an all time favourite, a genuine 'feel good' film and morale booster: all this from a 'dyed in the wool' 1970s diesel fan.

Volume 72, *Steaming through Shropshire, part 2: the Severn valley.*
Mainly colour DVD. 58 minutes.

Inspiration leading to me 'putting my hand into pocket' for this particular gem came from a long held desire to arrive in Bridgnorth station from the Shrewsbury direction and having discovered remnants of track in a car park adjacent to the famous Iron Bridge over the River Severn, to discover where they used to go to. An unexpected bonus, curiosity stimulated by a superb Don Breckon painting, in his 'must have' book 'Country Connections' of a GWR tank engine in Much Wenlock station, was a journey by green Swindon 120 DMU along this long lost branch-line. There are too many branches covered for me to list them all but my personal favourites (as well as the above) include: some 1932 B&W footage of the Shropshire & Montgomeryshire railway include a Colonel Stephens petrol driven rail bus, and departing Bewdley on a streamlined GWR railcar to cross over the long lost 'bridge over the Severn' en route to

Tenbury Wells. The soundtrack is superb and in true Jim Clemens style the vintage footage is continuous, of impressive quality and breadth and is superbly detailed.

Volume 123, *Scotland revisited, part 3: the Scottish borders.* Colour DVD. 1 hour.

If you've driven through, or been lucky/old enough to have traversed by train, the scenery of the Scottish borders then you'll understand the inspiration for this purchase. Fasten your seat belts for a 'Princess Coronation'-hauled journey from Crewe to Carlisle, to board an A4-hauled rail tour, in superb sunshine, over the Waverley route to Edinburgh. If that doesn't 'grab you' then how about some 'Jubilee' rail tour haulage from Lockerbie to Dumfries for the 'Port road' to Stranraer. Footage of the Whithorn and Garlieston branches, again in glorious sunshine, culminates in riding in open wagons behind a pre-grouping 0-6-0! Not forgetting some unique and unmissable footage of the Reston - Duns, Tweedmouth - Wooler, Coldstream, Roxburgh, Jedburgh and Greenlaw lines before joining the 1963 'Wansbeck Wanderer' rail tour for Morpeth - Reedsmouth, Bellingham, Scotsgap and Rothbury. Reach for a railway atlas as an accompaniment to this one or else you'll be lost in the foothills. The usual rich, full vintage colour, Jim Clemens recipe of in-depth coverage, continual high quality and dedication to his subject in its setting, superb!!

Book reviews: ***The Buckley Railway,*** and ***Private owner wagons from the Ince Waggon & Ironworks Co.*** – both reviewed by Emlyn Davies.

The Buckley Railway album and associated industries by P.G.Davies, C.J.Dawson and J.R.Thomas. The Buckley Society, 2007. £9.95.

At £9.95, this book must be the railway book of 2007. How it was produced to this standard at this price I do not know.
Photographers of railway subjects in the North Wales coalfield area at any period in railway history have always been rare, but the compilers of this album have managed to bring together over 200 photographs to make a quite comprehensive coverage of this minor Flintshire railway and its associated dock and industries, covering the period from the 1870s to modern times.
Although the quality of some of the photographic images is less than one have hoped for, the fact that they are there at all is quite remarkable.
The authors have divided the railway into three sections after a brief a brief history and introduction. The sections are: Connah's Quay to Northop Hall; Northop Hall to Knowle Lane and Mountain Colliery; and Ashton's Junction to Buckley Junction. Each section has comprehensive period Ordnance Survey maps plus appropriate photographs of the railway and the industries it served.
The coverage of the Connah's Quay dock area ranges from December 1876 when it was cold, bleak and dirty, to the 1960s when it was just derelict! I was very surprised to see a photograph of a single-masted sailing vessel carrying pig iron to the quay, destined for

Shotton steel works, almost at the end of the dock's existence, although I would guess that the ship used its auxiliary engine most, if not all of the time. [Editor's note: I remember photographing this ship (the "BOLHAM") both when she was still working in the Dee estuary in the early 1950s, and later when she was a derelict hulk in the dock at Connahs Quay. It was only more recently that I discovered that she had had a romantic history during the First World War, as a 'Q ship' – a merchant vessel with a concealed gun, which acted as a decoy to trap German U-boats into surfacing].
There are quite a number of photographs of early locomotives, and others of the British Railways era, but almost nothing from 1920 to the late 1940s. What there are however are some quite delightful shots of narrow gauge steam locomotives used by the Castle Firebrick Company – Kerr Stuart and Bagnall prototypes.
Photographs of private owner wagons are rare, but the ones used by the brick and tile manufacturing companies which abounded in the area include unusual 'shipper' wagons which were loaded with removable boxes secured in position by drop bars – a modelling challenge here? On page 53 there is a photograph of two private owner wagons belonging to the Dublin Main Coal Co. Ltd., numbers 7 and 40, with two quite different liveries.
For those with an interest in steam lorries, there are photographs of ones belonging to Hughes Brothers of Buckley, and the Castle Firebrick Company – I can remember seeing the latter going through Wrexham in the late 1940s, they used to stop at a hydrant near where I lived to top-up their tanks. If I remember correctly they were painted orange, and were always smartly turned out.
All in all I enjoyed this book, perhaps there are a few too many modern photographs of where the railway used to be, and not enough of trains on the line, but overall I would thoroughly recommend it to anyone with even the slightest interest in North Wales railway or maritime history; certainly for the modeller interested in producing an industrial layout this book should be a 'must-have'.
[This book is available for purchase through a restricted number of outlets, including public libraries in Buckley, Mold and Connahs Quay; Bethany Books of 5 Chester Road West in Shotton; Chris Dawson's barber shop in Mill Lane, Buckley; Bersham Heritage Centre, and Wrexham Museum; or via the Editor (as long as a delay in delivery is not important – a friend of Chris Dawson and the Editor lives in Saughall). By post it costs £15.50 – e-mail pdav@bucksoc.freeserve.co.uk].

Private owner wagons from the Ince Waggon & Ironworks Co. by A.J.Watts. Historical Model Railway Society, 1998. ISBN 0 902835 25 4.

Another bargain book: first published by the H.M.R.S. at a price of £19.95, it is now marketed by Midland Counties Publications at £9.95.
Beginning with an outline of the development of the private owner wagon in Britain, the book contains numerous drawings of the Railway Clearing House specifications for wagons and their components for 1887, 1903, 1906 and 1923; read this and you will never have the incorrect buffers, axle-boxes or anything else on your private owner wagons.
The second section of the book deal with the history of the company from its foundation in 1883 to its demise in 1980, by then a subsidiary of the Central Wagon Company which was also part of an industrial conglomerate. Financial mismanagement is certainly nothing new as the company went through several financially rocky times.

Following on from this is a section on the characteristics of the Ince Ironworks wagons and then the Ince Archives with photographs and details of some of the many wagons they built.
I was surprised to see that the company built wagons for the G.W.R., L.M.S., L.N.E.R. and other mainline railway companies, and sometimes in considerable numbers: even for the Lancashire, Derbyshire & East Coast Railway they built over 500!
The photographs, while good, are nowhere near as clear or consistent as the ones from the Gloucester Railway Carriage & Wagon Company archives, nor do they contain boards with the colouring and lettering detail, so in some cases the colours of the original wagons are not known.
The geographical distribution of companies which bought or leased wagons from Ince is great with examples from Scotland through to the Welsh coalfields, north to south, east to west.
One particular colliery wagon which caught my eye is on page 154, and it belonged to the short-lived Bromfield Colliery, of Mold in Flintshire. The lettering is particularly striking, being in 'Clarendon Bold' style; now I wonder did they ever venture onto Cambrian Railways territory for it would make an unusual model – as would the Bullcroft Colliery wagon with a painting of a bull on the side, but that one is far too late for my modelling period.
Here then is something for everyone, coal and mineral wagons, tanks and even the box wagons for Monks Ferry Steam Coal Company, Birkenhead.
The last section of the book describes the commercial organisations within the coal trade and the economic development of the coal industry and its markets.
One statistic is worth quoting: the output of British mines in 1913 was an astonishing 287,430,473 tons, but from then on a decline set in. Think of all that smoke from chimneys – why is global warming only happening now?
A book to dip into again and again, a valuable reference book and at this price, not to be missed. Highly recommended.

"Mostyn Mutual Improvement class" by Dave Millward:

The topic in this issue illustrates the working of the MIC process: the constructive discussion which follows a description of a railway prototype topic and its development through application of practical layout operating criteria. In the interest of reasonable brevity, only the more relevant postings to our e-group are printed here.

Changing direction

An important difference between operating a train set and recreating a prototypical scene is timing. The driver of a light engine approaching Mostyn on the up line, to be signalled into the exchange sidings will have observed the distant signal at caution, warning him to expect to stop at the home signal. The signalman (aware of the location of the loco through his track circuit indicators) would clear the home signal slowly as the loco approached it indicating to the driver that he should draw up towards the next stop signal but be prepared to stop at it. This signal would also be cleared slowly as the loco approached, the signalman, aware of the locomotive's destination having been advised by his colleague at the last box on the up, would come to the box window

as the loco approached and point into the exchange sidings to check that the driver also understood the next move. The driver would use the locomotive's 'straight air' brake to stop over the ground signal for the yard and then change ends because yards can be busy places and the risk of collision is increased if your view is obstructed by the loco body (sometimes the second man would drive them into the yard from the other cab). Changing ends involves moving the reverser to the off position before removing the master key, destroying the auto brake by moving the handle to the emergency position before pinning it in the shut down position whilst noting that the bogie brake gauge needles have risen to their maximum. The straight air brake is then released and the automatic warning system (AWS) handle moved to the isolate position. The driver then climbs down onto the ballast and walks to the other cab before reversing the above process in order to take control from the other cab. The signalman meanwhile will have set the points for the yard and cleared the ground signal, the driver sounds the horn once the brakes have released and drives slowly into the yard, prepared to stop short of any obstruction. Counting slowly to ten whilst mimicking this changing ends move on "Mostyn" will demonstrate to onlookers that we are aware of the procedure (having the second man driving from the other cab would save little time so either way a time lapse is desirable).

[The first response, from Richard Oldfield ...]

Hi Dave, Good stuff!
One thing that might help is the fact that the ground signal switches are already on the main control panel. OK, they aren't connected and the ground signals themselves do not work (yet) but, if we started to use them, it would help time elapse before reversing a locomotive i.e.
- draw locomotive/train up to a halt so its last vehicle is just beyond the ground signal
- pause
- 'switch' ground signal on panel
- pause
- reverse direction of locomotive/train
(remembering, of course to re-set the ground signal after the loco/train had completed its manoeuvre).
This would apply to any reversing movement controlled by ground signals i.e.
- Setback Up main to Siding 1 or Sidings 2-5 (lever15)
- Setback Up main to Down main (lever 17)
- Setback Down main to Up main (lever 21)
- Up Siding (the headshunt) to Siding 1 or Sidings 2-5 (lever 23)

Just to clarify a further point in my mind:
The Up main starter (37) should not be cleared when carrying out a reversing move on the Up main even if some of the loco/train has to pass it in order to be clear of the ground signals (15 & 17).
Similarly
The Down main starter (7) should not be cleared when carrying out a reversing move on the Down main even if some of the loco/train has to pass it in order to be clear of the ground signal (21).
Is my understanding correct?
Cheers, Richard

[And the response from Dave Millward ...]

Hi guys,
Two issues regarding the clearance of the semaphore stop signals on "Mostyn":
1. We need to adjust the mechanism used to operate the signal arms to a slow setting because if a stop arm clears quickly it would not indicate to a driver that he should draw up, expecting to find the next signal at danger. Close attention is only paid to a clearing semaphore arm when a train is waiting at the

signal.
2. When it is necessary for part of a train to pass the section signal (last stop signal controlled by a box) in order to clear points for a reversing move, the signalman will normally advise the driver verbally or exhibit a green hand-signal from the box window as the train draws towards the section signal. Interlocking prevents the signalman from clearing the section signal without first getting 'line clear' on his block instrument from the next box in advance, see the absolute block video currently with Richard. Additionally because of the exaggerated curves and compressed nature of the section signal position in the up direction on "Mostyn", a locomotive involved in such a manoeuvre should travel no more than a loco length beyond the over-bridge because relaying hand-signals to the driver becomes impractical and attention is drawn to the end of the scenic section, in effect the loco is in the fiddle yard.
Cheers - Dave

[And Richard responds ...]

Dave,
1. We can try to adjust the mechanism for the signals but that would then leave any adjusted signal arms permanently slower. When you say that close attention is only paid to a clearing signal when a train is waiting at the signal, who do you mean is paying close attention? Some of the public at exhibitions certainly pay close attention to the movement of signals whether or not a train happens to be sat by one.
2. The instructions about passing the section signals at danger for a reversing move are now clear to me - thanks. I'm afraid, though, that we won't be setting a limit on how far after the bridge a train loco comes to rest in order to reverse (if we did as you suggest then reversing moves would not be possible for the loaded coal, Salmons, loaded ballast and possibly the vans). My experience says that the public are so impressed by these moves that it matters not that the locomotive and a portion of the train are in the fiddle yard. The issue will be solved anyhow if we extend the layout to add more scenic section.
Cheers, Richard

[Response from Dave Millward ...]

Hi Rich, The crux of the signal arm clearance issue is that an arm cleared slowly is specifically referred to in the rule book, whereas, an arm cleared quickly is not. If all arms were cleared slowly at all times then it would not be a problem, arms cleared quickly in drawing up situations certainly do contravene the rule book..... Cheers, Dave.

(And input from Dave Faulkner in London ....]

Dave, Although I was not involved with realigning the signal positions prior to the last show, from memory the Embedded Controls drive units have two twiddle pots, one sets the on position then the other sets the off position. There is no facility to set speed of the actuator. Cheers, Dave F.

[And from Dave Millward in Staffordshire ...]

Hi Dave, If we can't adjust them then that's fair enough, there will always be compromises, we simply need to follow the rule book where we can. Cheers, Dave.

[Reply from Richard Oldfield ...]

Dave F., As far as I recall, you can vary the effective speed of movement of the signal arm by altering the position of the actuating wire on the servo rotor arm and/or by changing the rotor arm itself.
We've not done this before but we do have a spare Embedded Controls unit which we could play with. Cheers, Richard.

[And there it rests for the moment!]

****

Crewe Wheels

by Norman Lee

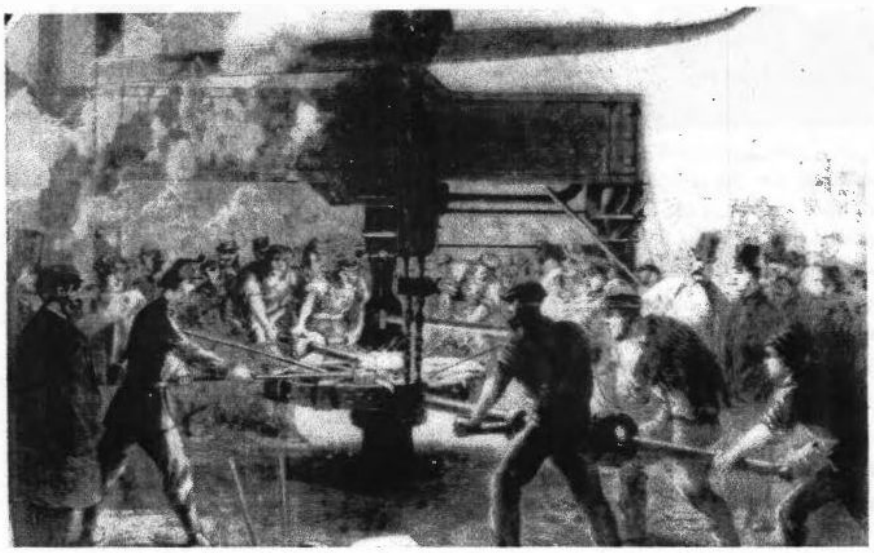
The LNWR and Crewe Works

John Ramsbottom succeeded Francis Trevithick as Locomotive Superintendent of the Northern Division of London & North Western Railway in 1857, taking charge of the former Grand Junction Railway's works at Crewe. He worked closely with Richard Moon, who was chairman of the board's General Stores and Locomotive Expenditure committee. Moon became chairman of the LNWR in 1861 and the next year the Northern and Southern Divisions were combined - Ramsbottom became Locomotive Superintendent of the whole of the LNWR. Locomotive construction and major repairs were soon concentrated at Crewe.

Moon and Ramsbottom aimed to make the company's locomotive department more efficient. Ramsbottom soon introduced his policy of standardisation and developed mass production techniques so that parts could be exchanged between locomotives instead of being filed and adjusted to fit each individual engine.

Early Locomotive Wheels - Wrought Iron

Crewe, along with most other locomotive works, used wrought iron. Of its nature, wrought iron comes in bars or rods and cannot be cast. Wheels centres (the part within



(LS235 - <u>Forging a Wrought Iron Driving Wheel:</u> Until the late nineteenth century, most locomotive driving wheels were made by forging together the central boss, the spokes and the rim. The drawing, taken from a Crewe magic lantern slide, shows the forge in the Old Works at Crewe in 1866 during the visit of the Price of Wales and is entitled 'Bossing a Wheel'. The wheel components are held in a frame, the boss heated on a furnace, manoeuvred into position and the spokes welded into place by whacking with a steam hammer - a laborious and expensive operation).

the tyre) were made by forming separate pieces of wrought iron for the central boss (the piece through which the axle will go), the spokes and the circular rim. These were

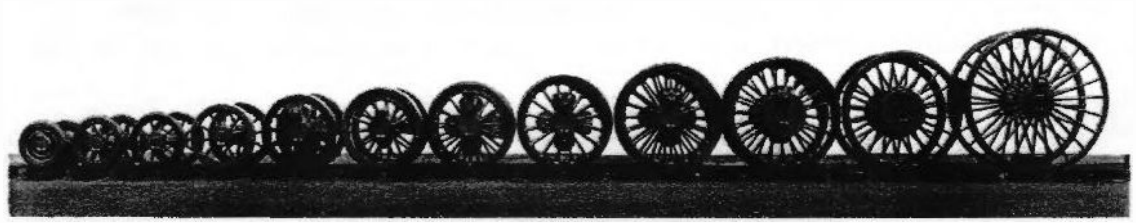
forged into a wheel by heating them and hitting them with a steam-driven hammer to weld them together - the technique was much the same as that used by a village blacksmith but on a larger scale.

The process used a lot of heat and hard work. Forging the parts together was a skilled job and was not quick - locomotive wheels were expensive. By Ramsbottom's day wrought iron wheels had been proved reliable, however, and Crewe had produced more than other works.

Wheel tyres - the part of the wheel which is flanged and runs on the rail - were of wrought iron too. They were made from a thick disc of iron, pierced in the middle, which was heated and rolled out progressively to become thinner and of larger diameter. The final ring was machined true, heated up again and dropped over the wheel centre - on cooling, it became a tight fit over the centre. The tyre is the part of the wheel which wears - it was replaced when it became too thin and a wheel centre would be re-tyred several times during the life of a locomotive.

Cast Iron Wheels

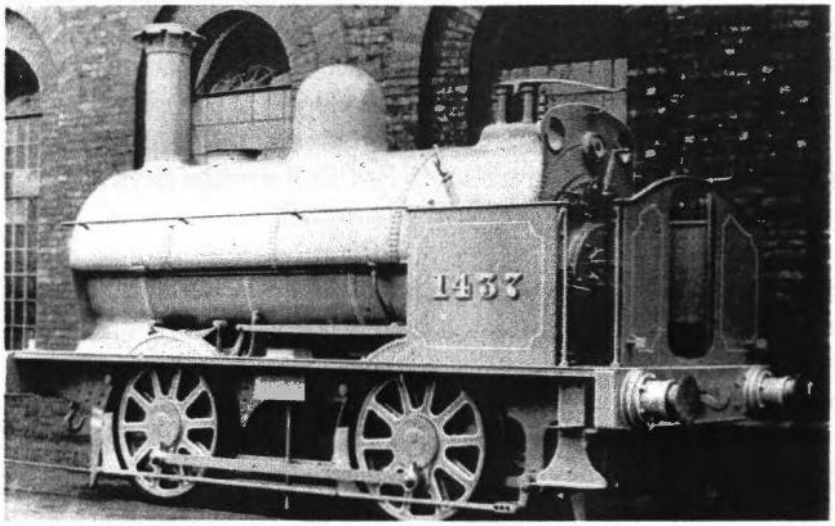
Producing iron castings is a relatively cheap and simple process, once the pattern has been made. Molten iron is poured into a mould and the required shape is produced once it cools down. Unfortunately, cast iron is rather brittle. Wrought iron is much stronger but becomes brittle if melted and cooled again.



(CRPRT MA342 - Examples of Crewe Locomotive Wheels: Sometime around 1918, Crewe arranged for a selection of wheels to be lined-up for the official photographer. On the left are the 2ft 6in wheels from an 0-4-0 'Well Tank' shunter whilst on the right are the 8ft 6in drivers from CORNWALL, next to the large boss 7ft drivers from a Webb 4-cylinder compound. Fifth from the left are some 4ft 3in cast iron H-spoke drivers from a coal engine. For wheel diameter, Crewe always used to quote the dimension of the wheel centre - the wheel would be up to 3in larger when the tyre was included. The tyres were heated, dropped over the wheel centres and allowed to cool so that they gripped tightly as they shrank. In LNWR days they were then fixed securely in place by set screws run through the backs of the rims of the wheel centres - Crewe never used complexities such as Gibson Rings until after the LMS took over.

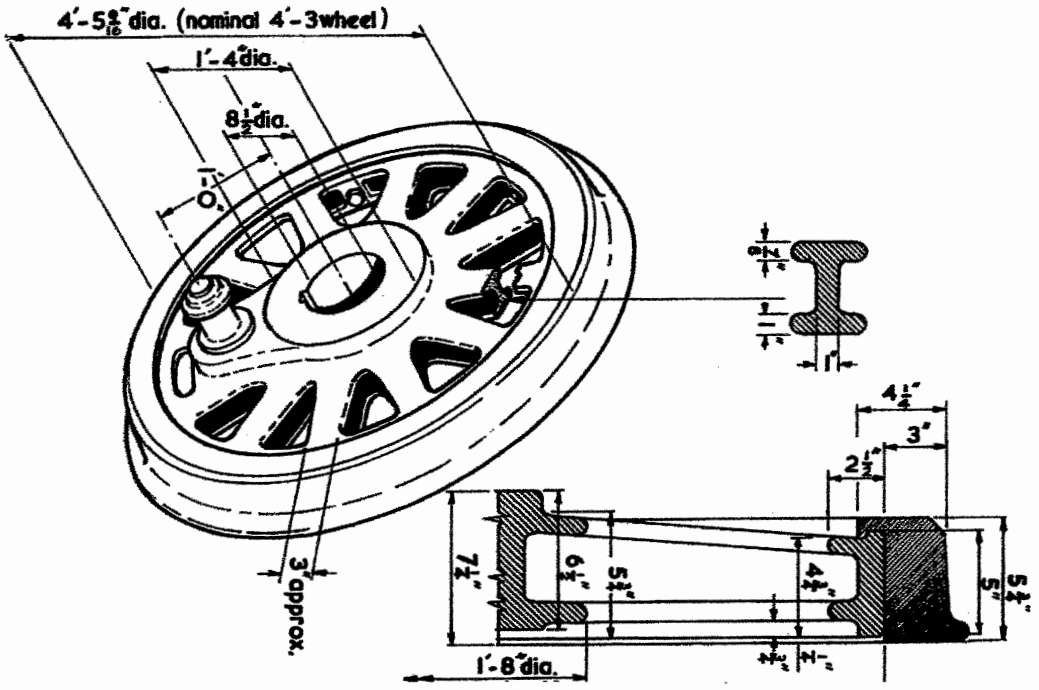
Many of the early colliery locomotives had cast iron wheels but the engines ran very slowly and the wheels were small - even then, breakages were quite common but not catastrophic.

Ramsbottom sought to reduce the cost of his wheels by persevering with cast iron. He eventually produced a design which was both strong and practical to cast - it was used on his 0-4-0 saddle tank of 1863 and was 4ft in diameter. The LNWR always quoted the diameter of the wheel centre when describing wheels - modellers (and most other railways) usually give the diameter over the tyre and so the shunters are sometimes ascribed '4ft 3in' wheels.



(LNWRS 1547 - No. 1437, a Ramsbottom 4ft Shunter with Cast Iron Wheels
Traditional wrought iron wheels were made in the forge using wrought iron - the process was expensive and Ramsbottom sought something cheaper and easier. He eventually produced a design of wheel with H-section spokes which was both strong and could be cast in iron in a single process. It was 4ft in diameter and he used it on his 0-4-0 saddle tank which was introduced 1863. No. 1437 was built in August 1865 and was photographed when new - the picture shows Ramsbottom's unusual chimney cap and illustrates the green livery then in use on the LNWR (although the engine is actually painted in grey for the photograph since that looked better with the photographic emulsions of that era).

Mr F W Webb succeeded Ramsbottom in 1871 and produced a slightly larger cast iron wheel - 4ft 3in diameter - for his 0-6-0 'Coal Engine' of 1873. The same wheel was



(CRDWG 3 - Drawing of a 4ft 3in Cast Iron Wheel (by Jack Nelson): Mr Webb produced a 4ft 3in diameter cast iron wheel - slightly larger than his predecessor's version - for his 0-6-0 'Coal Engine' of 1873. The same wheel was used on most of his other goods engines, including his 8-coupled compounds.)

used on the tank engine version (the 0-6-2 'Coal Tank') and other related engines, and on the 0-6-0 'Crewe Special' tanks built from 1873 onwards. In the 1890s, the same

wheel was used on Webb's 8-coupled 'Compound Coal Engines' and production of 4ft 3in wheels continued under Whale and Bowen Cooke - the last engines fitted with them were the 'G2' 0-8-0s in 1922 and Mr H P M Beames's massive 0-8-4 tanks which appeared in 1923 under the LMS. By that time, Crewe had made over 10,000 of the 4ft 3in cast iron wheels! The type stayed in service well into British Railways days and lasted into the 1960s until the last of the 'Super Ds' was withdrawn.

A few other sizes of H-spoke cast iron wheels were produced, mainly as trailing wheels for 0-6-2 'Coal Tanks' and 0-8-2 'D Tanks', although Whale produced some quite small ones to go under the cylinders of 0-8-0 engines when he converted a few to run as 2-8-0s. Cast iron wheels were never thought suitable for express locomotives but Webb tried a few 5ft diameter H-spoke cast iron wheels on some of his 0-6-0 'Cauliflowers' in the 1880s and these engines often ran at express speeds with passenger trains.

Crewe Steel

Steel is stronger and more hard-wearing than wrought iron. It has been known since antiquity but was used mainly for small items such as swords and knives. Traditionally, it was made by hand by craftsmen and was extremely expensive - cheaper processes (such as Krupp's 'crucible steel') were not developed until well into the industrial era. In 1856/7 Bessemer patented his process for blowing air through a vat of molten iron, in the presence of a limestone flux, to remove some of the carbon and other impurities and it was not until then that steel became available in large quantities at an affordable price.

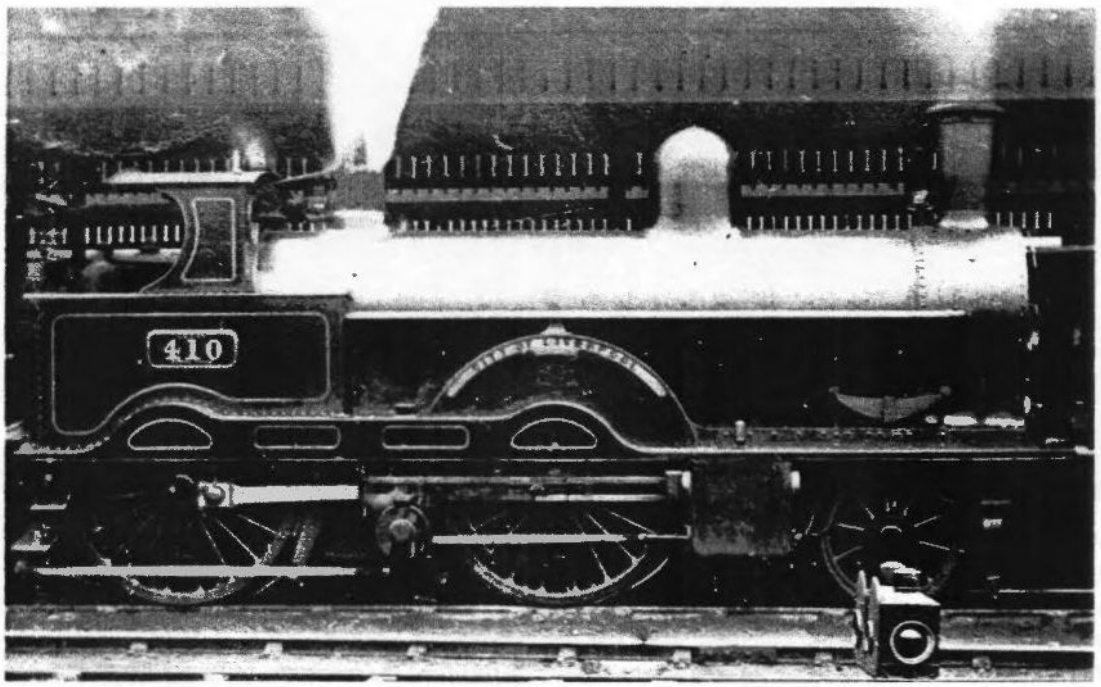
In the late 1850s Alfred Longsden, the UK representative of Krupp and a relative of Ramsbottom by marriage, persuaded Ramsbottom to try some Krupp steel axleboxes and driving wheel tyres. The trials were successful and by the early 1860s Ramsbottom was casting steel axleboxes at Crewe for his 'DX' 0-6-0 locomotives. In 1861 the LNWR laid its first steel rails, at Crewe, and in 1862 installed more at Chalk Farm on the run out of Euston. Steel was still more expensive than wrought iron, however, and the directors waited several years to be sure that the extra durability was worthwhile before using steel rails on a large scale.

Meanwhile, Ramsbottom and Moon wanted to use steel for locomotive components but the quality from outside suppliers was variable and supply unreliable for the quantities Ramsbottom needed. In 1863, the board agreed to a Bessemer plant at Crewe, capable of producing 1,000 tons of steel ingots per month. The first 'blow' of steel came in 1864 and regular production began the next year. The erection and management of the plant was assigned to a Mr F W Webb who had previously been in charge of the drawing office.

From then on Crewe steel was used for locomotive tyres, axle-boxes and a growing number of other locomotive parts. Webb devised a system for rolling composite rails which were rolled from wrought iron with a steel wearing head but it was not until 1875, after Webb succeeded Ramsbottom as the LNWR's Locomotive Superintendent, that the directors agreed to the rolling of steel rails on a large scale and to the great expansion in the steel-making plant.

Cast Steel Driving Wheels

Webb wanted to cast all his locomotive wheels and so eliminate the expensive forging process needed to build-up wheels from wrought iron. Cast iron was not strong enough for express running and so cast steel would be needed instead. Crewe had plenty of experience casting the 4ft 3in iron wheels but it proved more difficult to produce large steel castings to the complex shape of an express driving wheel.



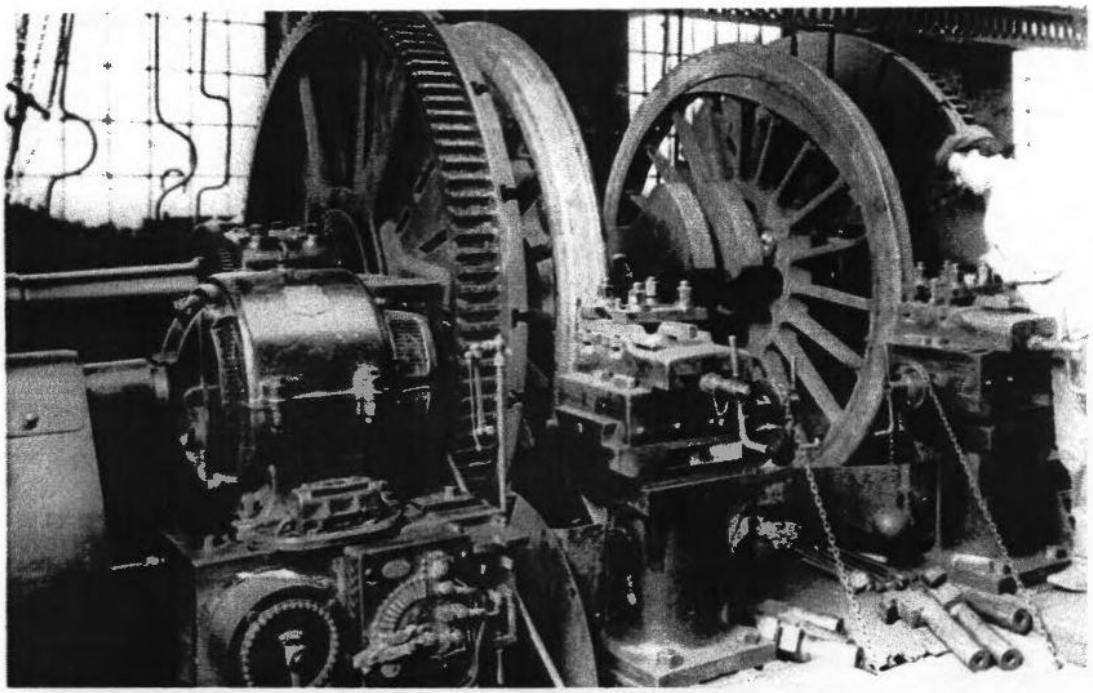
(LNWRS 5012 - 'Dreadnought' 3-Cylinder Compound No. 410 CITY OF LIVERPOOL: The 1886 batch of 'Dreadnoughts', including No. 410, were the first engines to have cast steel driving wheels although the 1884 batch had used cast steel leading wheels. Unlike the cast iron wheels, the cast steel ones were of conventional shape and look the same as wrought iron ones in photographs.)

By 1884, Webb was sufficiently confident that he could regularly cast small steel wheels without flaws or distortion - for the first batch of his 'Dreadnought' 3-cylinder compounds the 3ft 6in leading wheels were of cast steel. Then when the final batch of 'Dreadnoughts' appeared in 1886, the 6ft 6in drivers were cast in steel and Crewe could run-down the process for forging wrought iron wheels. Unlike the cast iron wheels, Crewe's cast steel wheels looked much the same as conventional wrought iron ones and the two types must have remained in use together for many years.

Crewe Large Boss Driving Wheels

Webb still perceived that cooling a large cast driving wheel was a problem. The boss was asymmetrical, there being an extension at one side to take the crank pin, and there was usually a balance weight cast somewhere around the rim - great care was needed to avoid stresses during cooling which could distort the wheel.

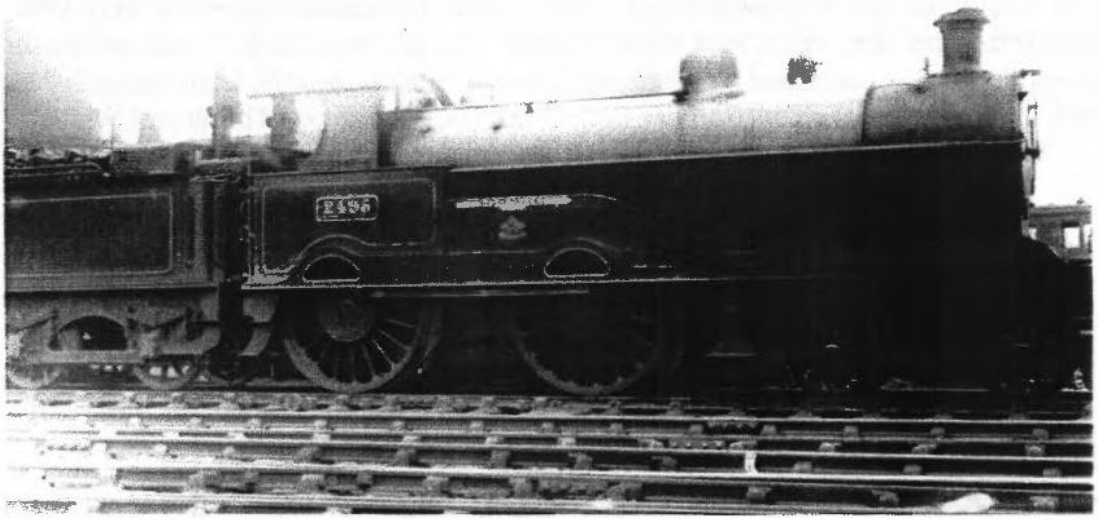
In 1897, Webb produced IRON DUKE and BLACK PRINCE, 4-cylinder 4-4-0 engines which were the forerunners of his 'Jubilee' class. These had 7ft drivers. Webb decided to make the drivers completely symmetrical and the central boss was circular and large enough for the crank pin to be mounted towards the edge. There was no balance weight



(LNWRS 1640 - A Large-boss Wheel mounted on a Lathe: Webb and Bowen Cooke both used wheels with large circular bosses in their centres. The inside of the boss had a set of holes in which lead could be placed to help balance the wheel - these are not normally in view but this picture of a pair of wheels mounted on a lathe shows the pockets quite well. The photograph was probably taken in 1913 and shows a pair of Bowen Cooke wheels with cast balance weights. By this time the lathe has its own electric motor - earlier electrification schemes had used motors to replace earlier steam engines and drove existing shafts and belting.)

on the rim - instead, there was a series of holes in the inside of the boss and these could be packed with lead for balancing. Being for 4-cylinder engines, the wheels probably needed less balancing than 2-cylinder ones. Webb used these wheels for all his 'Jubilee' and 'Alfred the Great' 4-cylinder express compounds.

Whale reverted to conventional bosses for his 'Precursor' and other classes but Bowen Cooke was sufficiently impressed to use large bosses on the driving wheels for his 'George the Fifth' and 'Claughton' engines, although both had balance weights cast into the rims. Under Bowen Cooke, most of the Whale 'Precursors' were superheated and became much the same as the 'Georges' - their wheels seem to have been interchangeable so that, before long, the Works dispatched several 'Precursors' with 'George the Fifth' wheels and vice versa (although no engines appear to have had a mixture of the two types of wheel).



(DNR 721 - Large Boss Wheels on 'George the Fifth' No. 2495 BASSETHOUND: Mr C J B Cooke became Chief Mechanical Engineer in 1909 and soon revived Webb's concept of a large circular wheel-boss for his 'Georges'. Unlike Webb's completely symmetrical wheel, however, the 'George' version has a balance weight cast on the rim.)

A few 'Claughton' wheels, with large bosses, lasted well into British Railways days. Under the LMS, several 'Claughtons' were rebuilt with a larger boiler (and some were fitted with Caprotti valve gear) in the late 1920s. By the early 1930s the 'Claughton' design was twenty years old and, following the success of the 3-cylinder 'Royal Scots', a more modern large-boiler rebuild was sought - the original 4-cylinder front end was scrapped in favour of a 3-cylinder one and the Walschaerts gear redesigned. Not much of the original engine was left except the wheels and the 'rebuilt' engines became known as 'Baby Scots' or 'Patriots'. After the first few rebuilds, not even the wheels were used and they were considered to be new engines. However, a few of the parallel boiler 'Patriots' still kept their large boss wheels into the 1950s.

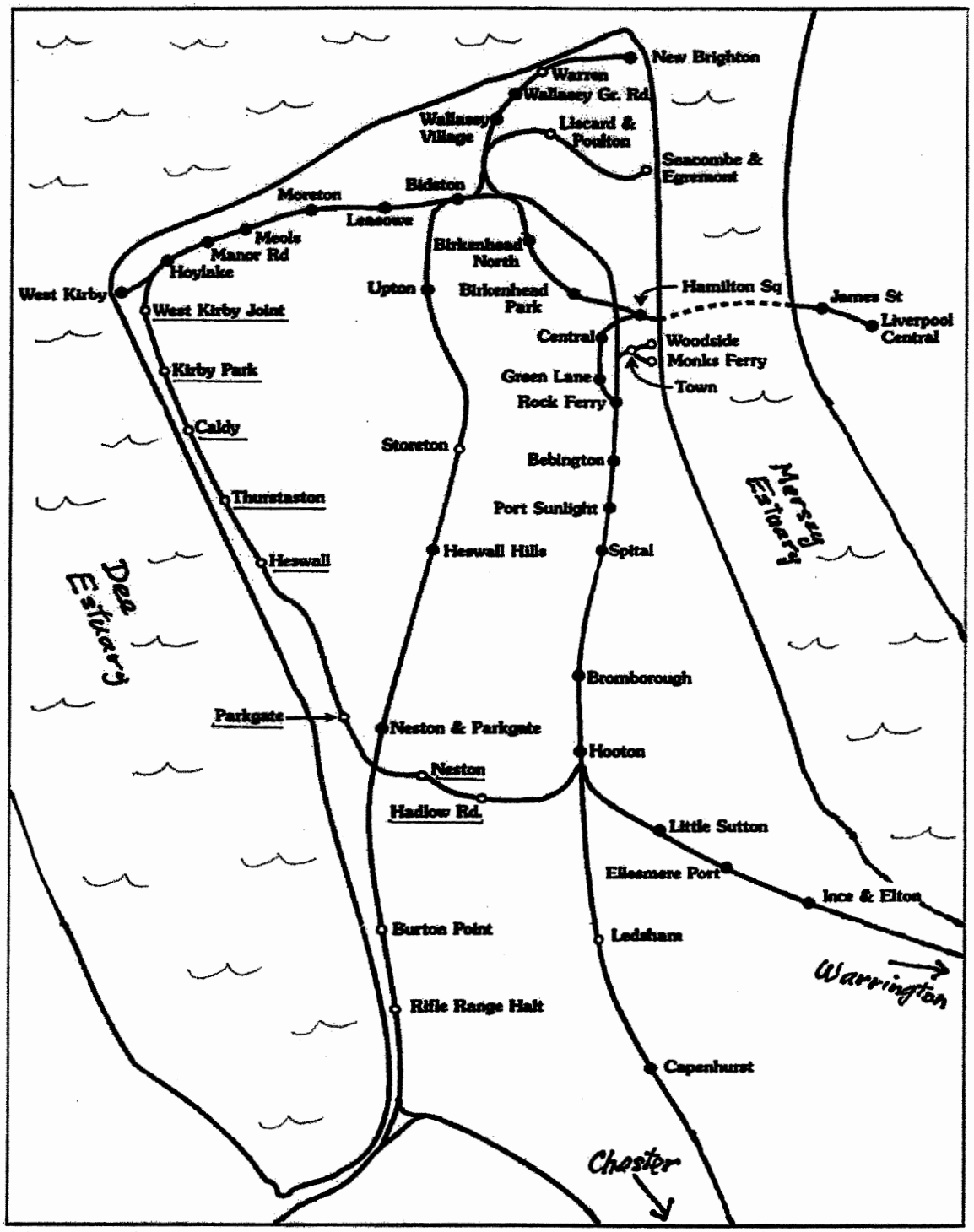
Hooton-West Kirby Branch: withdrawal of goods services

The copy on pages 25-29 is from an undated British Railways document in the collection of Eric Power. I estimate that it was probably printed in 1959.

The original was duplicated onto foolscap-size paper, with the result that when photocopied onto A4-size sheets, the tops/bottoms of pages are truncated. I have handwritten the missing text!

The Hooton to West Kirby branch was opened in sections by the London & North Western/Great Western Joint Railway starting in 1866 with the part from Hooton to Parkgate. West Kirby was reached in 1886. Closure to passengers started with Caldy and Thurstaston on 1 February 1954; then Kirby Park on 5 July 1954; the remaining stations on the line (Hadlow Road, Neston South, Parkgate, Heswall, and West Kirby Joint) followed on 17 September 1956. A small amount of both passenger (excursion) and goods traffic continued to use the line – mostly to Cadbury's factory at Moreton;

and a further use was by crew-training DMUs. Even this came to an end in May 1962. Track lifting and demolition took place in 1964. The line became more and more overgrown until it was purchased by Cheshire County Council (then the local authority) in 1969, and it became the first Country Park in the UK – renamed "The Wirral Way".



(Sketch map showing the main railway lines in Wirral. The stations at risk of withdrawal of goods services are underlined)

BRITISH RAILWAYS

LONDON MIDLAND REGION

CLOSING OF BRANCH LINES

PROPOSED CLOSURE OF HOOTON - WEST KIRBY BRANCH (FREIGHT).

The proposal is to withdraw the freight train service at present operating from Hooton to West Kirby, close the goods depots at Hadlow Road, Neston South, Parkgate, Heswall, Thurstaston and Kirby Park and recover the track between Hooton (Williams and Williams Private Siding) and West Kirby Joint Station (exclusive).

(1) LOCATION, ROUTE, MILEAGE AND STATIONS SERVED.

The branch leaves the Chester (General) - Birkenhead Woodside line at Hooton and proceeds to West Kirby where it joins the West Kirby - Bidston - Birkenhead North Line. It is single track, 11 miles 70 chains long and the Goods depots served are Hadlow Road, Neston South, Parkgate, Heswall, Thurstaston, Kirby Park and West Kirby.

The Wirral line depots from West Kirby to Birkenhead North are also served at present by freight trains running from Hooton over this branch. The line is worked on the Electric Token System.

The passenger service was withdrawn on the 17th September, 1956 (estimated net annual economy £21,944) but appreciable quantities of parcels traffic for West Kirby are still conveyed by freight train from Hooton in order to avoid transfer between Liverpool Stations.

Excursion trains to New Brighton and Cadbury's factory at Moreton also use this line.

(2) TRAIN SERVICES PROPOSED FOR WITHDRAWAL OR DIVERSION.

Freight

Down

4.30am "J" Hooton - Bidston Yard
7.25am "K" Hooton - Hoylake
10.15am "J" Hooton - Birkenhead North.

Up

9.40am "K" Hoylake - Chester.

Passenger.

It has been the practice to work a number of excursion trains to New Brighton and Moreton via West Kirby. In future these trains will be re-routed to run via Dee Marsh Junction, but this is not expected to present any difficulties.

(3) ESTIMATED ANNUAL LOSS OF RECEIPTS AND ADDITIONAL COSTS.

Estimated Loss of Gross Receipts	NIL
Estimated cost of providing alternative road facilities. (For conveyance of parcels by road until the Wavertree Parcels Scheme comes into effect, probably this year).	£ 358

(3) Contd Estimated Annual Loss of Receipts and Additional Costs.

(In addition, removal of oil storage tanks from Parkgate to Neston North, including road works, will cost about £1,000 whilst levelling of ground in the Neston North Goods Yard and widening the roadway to provide accommodation for the coal merchants transferred there will cost about £510. The recovery of the telephone circuit which runs along the line is estimated to cost £2,400.)

(4) ANNUAL REDUCTION IN EXPENDITURE.

A Immediate and Short Term Savings of Working Expenses.

		£	£
(1)	Staff Costs.		
	(a) Traffic Staff	620	
	(b) Train Staff	548	
	(c) Other Local Staff	3,456	
	(d) Other Staff Costs	1,400	6,024
(2)	Repair of Rolling Stock		
	(a) Locomotives	727	
	(b) Wagons	1,060	1,787
(3)	Train Movement Costs other than staff		1,792
(4)	Day-to-day repair of permanent way, Signals etc., (other than staff)		506
			10,109

B Provision for Renewals Saved.

		£	£
(5)	Rolling Stock and Plant		
	(a) Locomotives	746	746
			10,855

DEDUCT

C	Estimated Loss of Gross Receipts	Nil
D	Estimated cost of providing alternative road facilities. (For conveyance of parcels by road until the Wavertree Parcels Scheme comes into effect, probably this year).	358
	(In addition, removal of oil storage tanks from Parkgate to Neston North, including road works, will cost about £1,000 (& as in 3 above).	
E	Estimated Savings from Withdrawal of Freight services. (Details on Appendix "A" attached)	
	A + B - C - D	10,497

F The net estimated savings at (E) do not include any portion of the undernoted renewals expected to be required in the five years ending 1964.

	In year 1960	In year 1961	In years 1962/4	Total during 5 years.
	£	£	£	£
Permanent Way	4,640	Nil	17,600	22,240
Signalling	-	2,040	160	2,200
Buildings etc.	-	200	-	200
				£24,640

(5) STAFF CHANGES IN ITEM (4)

The staff at present employed who would be displaced by the scheme are :-

Chief Civil Engineer's	Neston South	1 Ganger; 2 lengthmen.	
	Heswall	1 Ganger, 3 lengthmen.	
Train Staff.	One Goods Guard.	(One saved at Chester	
		One saved at Hooton	
		(One additional at B'head	
		Net - 1 saved.	
Traffic Staff.	Hadlow Road.	1 Signalman.	
		Goods checker from Hooton on overtime.	£ 80
	Parkgate	1 Signalman	
	Heswall	1 SM/GA	
		1 Signalman	
	Thurstaston	1 Signalman	

The Goods Checker employed at Neston South and Parkgate (half day at each place) would be transferred to Neston North.

The only traffic staff saving to be claimed now by closure of the branch is in respect of :-

	£
Heswall 1 SM/GA	620
Hadlow Rd. Checker's overtime.	80

Savings in respect of the remainder of the traffic staff shown above were claimed in the total of £8,839 when the passenger service was withdrawn in 1956, and should not, therefore, be claimed again now. When the passenger service was withdrawn the SM/GA remained at Heswall, but was reduced from Grade 3 to Grade 4.

The full staff saving anticipated by withdrawal of the passenger service has not been achieved because the crossing loops at Hadlow Road., Parkgate and Heswall have not been removed as intended, pending consideration of total closure of the branch, as now proposed. One signalman has had to be retained at Hadlow Road, Parkgate, Heswall and Thurstaston. The removal of the loops, and the capital cost of converting the signalling will thus be avoided.

(6) ALTERNATIVE FACILITIES AVAILABLE OR PROPOSED.

When the section of line Hooton to West Kirby is closed, traffic for the Wirral line stations will be conveyed by the existing freight services from Northwich and Wrexham to Dee Marsh with one additional service, between Dee Marsh and Bidston.

Freight traffic for the following stations will be dealt with as under :-

Traffic.	To be dealt with at	Chargeable Rates.
Hadlow Road.		
(a) Less than truck loads.	Birkenhead L.M.	Hooton (LNW)
(b) Full loads (Collected and/or Delivered)	Birkenhead L.M.	Hooton (LNW)
(c) Full loads (Station to Station).	Hooton	Hooton (LNW)
(d) Coal, Coke and Patent Fuel	Neston North.	-
Neston South.		
(a) Less than truck loads	Birkenhead L.M.	Neston North
(b) Full loads (Collected and/or delivered)	Birkenhead L.M.	Neston North
(c) Full loads (Station to Station) and Livestock	Neston North	Neston North
(d) Coal, Coke and Patent Fuel	Neston North	-
Parkgate.		
(a) Less than truck loads	Birkenhead L.M.	Neston North
(b) Full loads (collected and/or delivered)	Birkenhead L.M.	Neston North
(c) Full loads (Station to Station.	Neston North.	Neston North
(d) Coal, Coke and Patent Fuel	Neston North.	-
Heswall.		
(a) Less than truck loads	Birkenhead L.M.	Heswall Hills
(b) Full loads (collected and/or delivered)	Birkenhead L.M.	Heswall Hills
(c) Full loads (Station to Station)	Heswall Hills	Heswall Hills
(d) Livestock	Neston North	Neston North
(e) Coal, Coke and Patent Fuel	Heswall Hills	-

Thurstaston

(a) Less than truck loads	Birkenhead L.M.	West Kirby LNW
(b) Full loads (Collected and/or delivered).	Birkenhead L.M.	West Kirby LNW
(c) Full loads (Station to Station)	West Kirby	West Kirby LNW
(d) Coal, Coke and Patent Fuel.	Nil	-

Kirby Park.

(a) Less than truck loads.	Birkenhead L.M.	West Kirby.
(b) Full loads (collected and/or delivered).	Birkenhead L.M.	West Kirby.
(c) Full loads (Station to Station).	West Kirby	West Kirby
(d) Coal, Coke and Patent Fuel.	West Kirby	-

The provision of coal stacking ground with suitable road access for the merchants to be transferred to Neston North will cost approximately £510.

PARCELS TRAFFIC.

Received parcels traffic at present conveyed by the freight services from Hooton would be concentrated at Birkenhead Woodside for delivery when the Wavertree parcels scheme is introduced probably this year, but until this is done they would be conveyed between Hooton and West Kirby by trunk road motor parcels van at a cost of £358 p.a.

OIL STORAGE TANKS.

Oil storage tanks at Parkgate belonging to the National Economy (Salvage) Fuel Co. will be transferred to Neston North. The estimate for removing and re-erecting the tanks together with provision of bundwall and road access, is £1,000.

Notes:

(1) *The Hooton to West Kirby branch line and the Wirral Way*, by the Merseyside Railway History Group. Wirral Libraries, 1982. ISBN 0 904582 04 3.

(2) *Railway stations of Wirral*, by the Merseyside Railway History Group. Boumphrey, 1993. ISBN 1 899241 02 7.

(3) *The Birkenhead Railway (LMS & GW Joint)*, by T.B.Maund. R.C.T.S., 2000. ISBN 0 901115 87 8.

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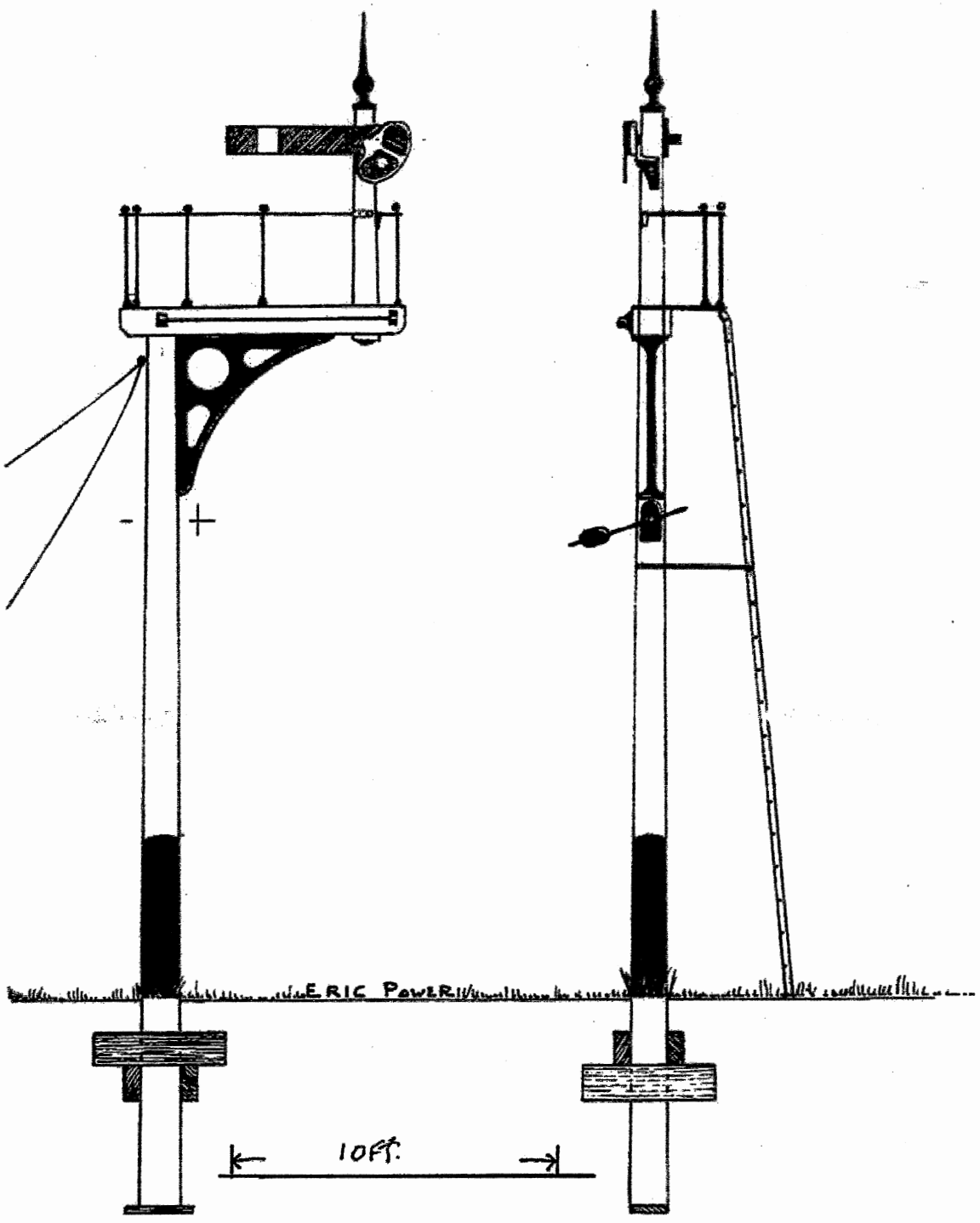

Great Central Railway right hand bracket signal (Eric Power).

Editor's page (continued from page 7)

I have recently (courtesy of Don Rowland and Peter Lawson of the H.M.R.S.) been able to examine a Railway Clearing House document dating from 1950, entitled *Non-pool wagons, i.e., privately-owned wagons allowed to run over railways owned or operated*

by the British Transport Commission. (You will recall that the vast majority of privately-owned wagons – mostly coal wagons – had been commandeered, and later nationalised, by the government at the start of the Second World War). This register, of the few still in private ownership, does not include the many tank wagons operating at that time, but does include

'A. wagons specially set apart for the conveyance of ....' traffics such as
'cement, [about 200 wagons]
copperas, [about 11 wagons]
iron oxide waste, [about 58 wagons]
lime (roofed wagons) or wagons fitted with permanent sheet support i.e. tilted, [about 800 wagons]
crude naphthalene, [about 160 wagons]
night soil & sewage, [about 280 wagons]
nitre cake, [about 24 wagons]
salt, [about 2600 wagons]
tarred materials, [about 2160 wagons];

B. specially constructed wagons –
bulk grain vans, [about 240 wagons]
chassis wagons, [about 440 wagons]
hoppered bottom door wagons capacity exceeding 40 tons, [about 320 wagons]
open wagons with no doors and no fittings for doors, [about 1640 wagons]
propeller wagons, [3 wagons]
gun wagon sets, [1 wagon]
sand wagons with drainer bottoms, [about 160 wagons]
iron ore wagons built to special dimensions for the tipping plant at particular iron ore works, [about 240 wagons]
covered wagons, [about 24 wagons]
boarded to take sheeting and made watertight, [about 30 wagons]
sand wagons fitted with hoppered bottom doors and sheet tilts, [about 30 wagons];

C. wagons restricted to working over a particular portion of railway owned or operated by the British Transport Commission [about 1200 wagons]'.

This very interesting listing contains details of: Owner or lessee; Lettering; Wagon no.; Type; Capacity tons; Year built; Registration details (railway or region, number); Whether painted non-pool; Total no. of wagons [of that type]. Example: Wolverhampton Corrugated Iron Co.Ltd., Ellesmere Port, Wirral, Cheshire, owned a wagon lettered "Wolverhampton Corrugated Iron Co.Ltd. Makers of steel sheets", no. W.C.I.51, Open, 15 tons, built 1923, registered with L.M.R. no.937, painted "non-pool", total: 1 wagon of this type.
But there are instances where owners have supplied only a few details for their wagons.

But what a comparison with the situation before the Second World War, when there were as many privately owned wagons as company-owned ones!

The physical format of the printed register allied to the fact that it was borrowed, meant that copying it was difficult: 265 pages of text duplicated onto poor-quality foolscap-size paper, stapled together. Had it been my own property, I would have dis-assembled the volume preparatory to photocopying each individual page. But obviously that was impossible, so recourse had to be had to a rather long-winded process of photographing each page using a digital camera, and printing the images onto A4 paper using my

computer printer. Very expensive in ink cartridges since the paper of the original – now over 57 years old – had yellowed over the years. I lost track of how many yellow ink cartridges I bought! But the method was successful.
I was particularly interested in some batches of wagons which were still in private ownership. Salt wagons have been an interest dating back to when our Merseyside M.R.S. S4 group built a layout based on Cheshire Lines Committee practice in 1929; an article I co-wrote on the wagons of Salt Union (including their Stoke Works) is reflected in the wagons owned by I.C.I.'s Stoke Works in 1950. Similarly, the wagons owned by the Wolverhampton Corrugated Iron Company in Ellesmere Port (instanced above) were still in operation after the War, as were the tarred-stone opens operated from quarries in the Marches by B.Q.C. A 'blast from the past'!

Finally: More recently-acquired railway books:
British multiple units, vol.1: DMUs & DEMUs, by Ashley Butlin. 2nd ed., Coorlea, 2006. ISBN 0 948069 22 8. (Complete listing of all units, build dates, withdrawals, conversions, preservation and disposals).
The Buckley Railway album and associated industries by P.G.Davies, C.J.Dawson and J.R.Thomas. The Buckley Society, 2007. £9.95. (Reviewed on pp12/13 of this issue).

Contents

Next issue, Cover picture 2
Richard Wiggins coal wagon 2
Forthcoming events 3
Llangollen Railway 3
Abermule signal cabin 4
Mostyn (port) 5
Llanerch-y-mor (port) 6
Letters to the Editor 6-7
Editor's page 7, 30-32
Workshop notes, nos.12 & 13 (bow pen, ridge tiles) 8-9
C.I.E. 'A' class 10
Reviews, by Dave Millward and Emlyn Davies 11-14
M.I.C. (Changing direction) 14-16
Crewe wheels, by Norman Lee 17-23
Hooton-West Kirby branch withdrawal of goods service 23-29
Great Central right hand bracket signal 30