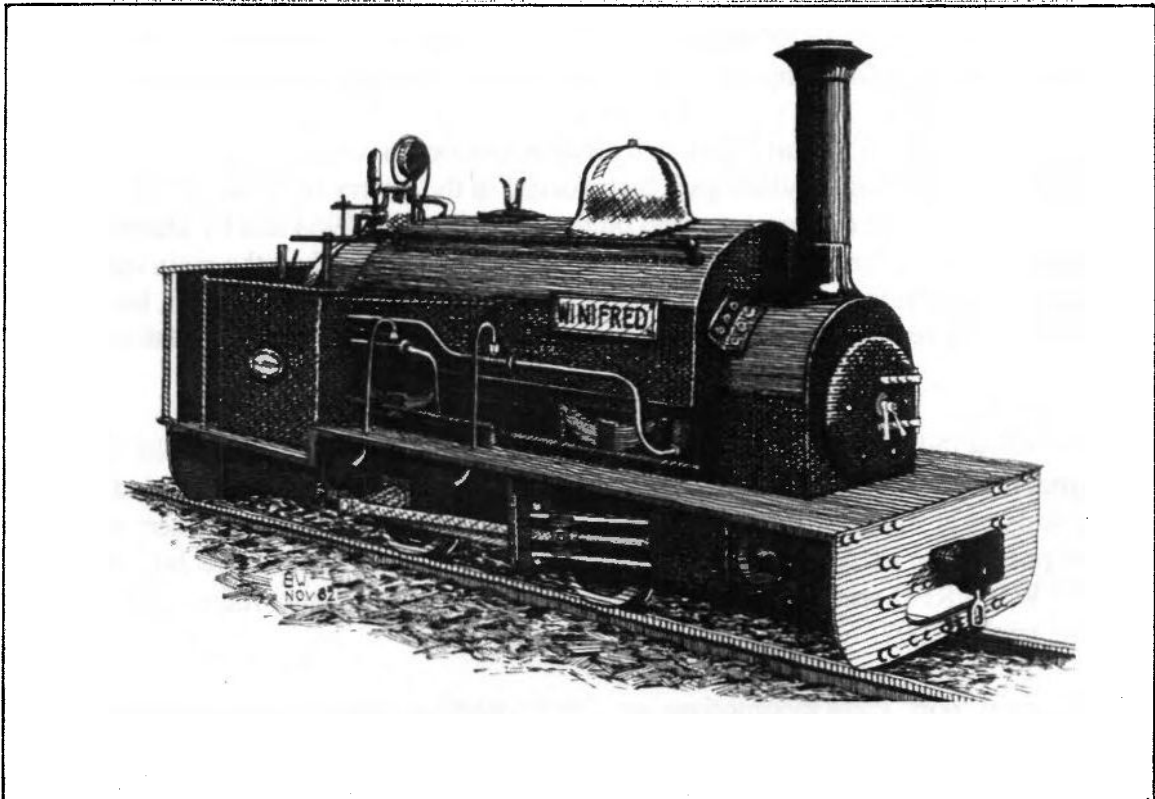


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Barrowmore Model Railway Journal



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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 2008, and contributions should get to the Editor as soon as possible, but at least before 1 February 2008.

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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 WINIFRED, built by the Hunslet Engine Co. of Leeds, Works No.364 of 1885.

Despatched from the works on 9th April 1885, it was the last of three 'port' class locomotives supplied for shunting at Port Penrhyn, near Bangor in North Wales.

In 1955 it was replaced at Port Penrhyn by a diesel locomotive and transferred to the slate quarry near Bethesda, although it had worked in the quarry for some periods before that date. At the quarry it worked on the top level until 1964 and by December of that year it was stored out of use in the Red Lion locomotive shed on the main quarry level. Regular use of steam locomotives at the quarry ceased in January 1965, but WINIFRED was reputed to be the last steam locomotive to work there, on 18th May 1965.

In July 1965 WINIFRED, along with five other Penrhyn locomotives, was sold to C.B.Arnette of Murfreesboro, Tennessee, USA. The six locomotives were loaded on to well wagons at Bangor Station for transfer to Manchester Docks, from where they were shipped to the USA on the SS MANCHESTER PROGRESS on 23rd July 1965. By 1975 WINIFRED was at the Early Wheels Museum, Terre Haute, Indiana, and still there in October 2007.

The two sister 'port' class locomotives are GWYNEDD at Bressingham Museum and LILIAN at the Launceston Steam Railway.

(Thanks for the drawing to Brian Williams of Bangor; and for the caption to Philip Hindley of Old Colwyn)

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Forthcoming events

(2007)

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 show ("Johnstown Road" is appearing).

8/9 Mar. 2008: Kidderminster show.

15/16 Mar. 2008: Nottingham show.

22/25 Mar. 2008: York show.

3/4 May 2008: Liverpool show.

17/18 May 2008: Trainwest, Melksham ("Mostyn" is appearing).

19/20 Apr. 2008: Scalefour North, Wakefield.

17/18 May 2008: ExpoEM, Bracknell (new venue)

7/8 June 2008: DEMU showcase, Burton-on-Trent.

14/15 June 2008: Chatham show.

7/8 Sep. 2008: W.H.R. show at Dinas ("Johnstown Road" is appearing).

13/14 Sep. 2008: ExpoEM North, Slaithwaite.

20/21 Sep. 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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Mostyn sidings: Recently (1 November 2007) I spoke with a retired Railtrack signalman who had worked the Mostyn signal box, as a relief signalman in the 1980s. His recollection was that the dock shunters were allowed onto all the sidings except for no.1, but B.R. locos could not go into the dock – he said the track there was not maintained adequately, although there was not a weight restriction. The dock shunters were not allowed out onto the main line. As far as loaded sulphur trains exiting the sidings were concerned, he recalled that they could be propelled out with the brake van leading onto the up line to cross over to get to Amlwch; OR they could be hauled out onto the up line and travel as far as the extensive sidings at Holywell Junction where the engine could run round for the whole train to continue to Amlwch. I hope to be able to pick an older signalman brains when I get the chance. I can remember the sidings at the Junction being used in the 1980s for parking empty merry-go-round and ballast stock. (Editor).

"Mostyn" progress report 2007

Having recently been reminded by our esteemed editor that the BMRJ should carry occasional progress reports on our own layouts, here is a summary of what has been happening to "Mostyn" this year. Of course, the main priority for the club during late 2006 and early 2007 has been the major extension to "Johnstown Road" but, all the while in the background, stock-building and scenic modifications for "Mostyn" have continued.

New stock includes a significant improvement to our Diesel Multiple Unit fleet with no fewer than 16 Class 101 and Class 108 vehicles making their debuts at the Aylesbury exhibition in May. The Yorkshire Engine Company 0-4-0 Mostyn Dock shunter No.2 also took its first bow this year and the wagon fleet has increased due to the growing numbers of 12T revenue vans. Aldershot and Blackburn exhibitions in October should see the introduction of a 10-vehicle continuous-welded rail formation, some ex-LMS/BR Stanier Brake vans and perhaps a few more 12T vans.

Scenic improvements include the replacement of the railway fence and gate by the footbridge (the previous plastic version was brittle and life-expired), the installation of handrails on the stone footbridge steps, new fencing for one side of the Holywell Junction road bridge, roadway markings and many (but not all) roadway signs. The road traffic is also starting to improve with detailed buses and a greater variety of vehicles which are correct for the 1977 time period.

Repairs and maintenance work is now becoming a regular task for "Mostyn". All the greenery has been refreshed and the layout has been fully dusted and vacuumed. Fascia paintwork has been smartened up and the lighting beam electrics have been checked and overhauled as required. There is now a degree of 'droop' on one end of the lighting beam and this has been temporarily corrected by a bracket arrangement that is bolted together at exhibitions.

When all is said and done, however, the really big change for "Mostyn" this year is the realisation that we have finally exhausted the capacity of our fiddle yard to store the continuing growth in stock. Our trip to Railex Aylesbury exhibition in late May will go down in the history of the layout as the occasion when we finally hit capacity. Operating the layout has always been fairly challenging - this is why we monitor operator performance to ensure that anyone who is 'in the groove' stays on for a longer session and anyone who is 'having a stinker' is gently or forcibly removed according to the severity of the crimes they are committing. At Aylesbury the arrival of a lot of new stock meant that the majority of fiddle yard roads were multi-occupied whilst an increase in the usage of the exchange sidings added to the general complexity of movements.

The result was that neither the layout nor the operating team really settled down for the weekend and, whilst I'm sure that 99% of the spectators were oblivious to it, we all knew that our performance was not as good as we had hoped for. A very healthy debate then ensued on the BMRG e-group for some weeks as we tried to tease out all the factors. Complacency might have had a bit to do with it since our previous outing (Woking in September 2006) had probably been our best ever but, for whatever reasons, at

Aylesbury there was a worrying rise in avoidable mistakes like rear-end collisions, signalling errors, incorrectly-set turnouts and operator confusion.

After a lengthy discussion we have concluded that the job of being a central operator on "Mostyn" (either Up or Down main line) has become so complex that we need to find ways to lighten the load. This is quite a delicate balancing act as no-one wants to see the job de-skilled – is there anything worse than simply running a train round a layout and stopping it? (as would happen if we went for interlocking, route-setting and computer control). At the next show we will introduce an extra operator at the rear of the layout whose main function will be to shuffle trains within the fiddle yard – thereby freeing space for incoming arrivals – and do whatever it takes to keep the main operators focussed on entertaining the public. We will also introduce a very visible 'distant' signal at the exit to each fiddle yard which will only have a green aspect if the subsequent stop signals are all clear. This should mean that any yellow aspects will cause the operator to act with caution when driving trains onto the scenic section and thereby lessen the risk of rear-end collisions and passing signals at danger.

Another improvement will see the exchange siding turnouts becoming controllable from either the main control panel within the layout or (as now) from the Lenz DCC handsets. This will enable us to switch turnouts quickly via the main control panel (and see the orientation of the turnouts displayed on the panel) in order to run trains into and out of the exchange sidings when there is no operator at the front of the layout. This is important when the front of the layout is full of spectators.

Above and beyond these improvements to the 'hardware' of "Mostyn" we will introduce operating procedures for the layout which are entirely consistent with the BR Rule Book. When this is fully implemented we should be able to run a greater diversity of trains with more complex manoeuvres and yet still do this safely and entertain our visitors.

Finally we need to decide what to do about the fundamental problem of not having enough space for all that lovely stock which we intend to build in the future. At present we have about 320 items of finished stock – possibly the largest collection of P4 stock that is on the exhibition circuit. Despite this we still have another 300 items that are on our 'to build' list before we could reasonably say that we had a good prototypical cross-section of the vehicles that ran past Mostyn in 1977. As the principle stock-builders, neither Dave Goodwin nor myself are comfortable about stock rotation (only putting some of our stock out at each exhibition or, even worse, changing the stock midway through an exhibition) so a new fiddle yard seems to be the best solution. How do you achieve this and yet still honour our existing exhibition commitments which stretch out to 2010? If we are going to extend the fiddle yard then why not add more to the scenic section? These questions are under discussion now and will, no doubt, be answered in a future article.

In the meantime the "Mostyn" crew will be busy learning how to cope with the new challenges of operating a crowded layout.

Cheers, Richard

[This excerpt from "Cheshire Observer" newspaper of 18 November 1933 gives a picture of a time very different from today, when Blacon was small village rather than a densely populated suburb of Chester, and when the local stationmaster had recognised standing in the community. This is a follow-up to the photos of Blacon station house in our June 2007 issue ...]

"BLACON GOLDEN WEDDING: Mr. & Mrs. Loft

Mr. and Mrs. John Goodwin Loft, of Blacon Station, celebrated their golden wedding on Monday. They were married at the Parish Church, Frampton, Lincolnshire (the birthplace of Mrs. Loft) on November 13th, 1883, by the Rev. E. Eller. Mr. Loft is in his 81st year and Mrs Loft her 76th year. Both are now enjoying better health than for some time past. They are the oldest inhabitants of Blacon, both as regards age and residence. Mr. Loft entered the service of the M.S. and L. Railway, afterwards known as the Great Central Railway, which is now merged into the L. and N.E. Railway group, in 1873, and, after filling various positions of responsibility, was appointed stationmaster of Blacon on March 1st 1892, from which position he retired on December 31st, 1920, after 47 years in the company's service. He is privileged to occupy the station house.

Mr. Loft relates an amusing experience illustrating the force of habit. On one occasion he was waiting on the platform at Liverpool Road Station for a train to go as a passenger to Blacon. The train arrived, and, after opening a carriage door for a lady, he, in the absence of the stationmaster, and by force of habit at his own station, gave the "right away" signal, forgetting to get in himself, with the result that he had to walk to Blacon.

Mr. Loft was born in Grimsby. His grandfather, Lieutenant-General Loft, was Tory Member of Parliament for Grimsby division for many years. There were three children of the marriage, two sons and a daughter. The eldest son died at the age of 35 years, just after the retirement of Mr. Loft. The surviving son is a clerk at London Road Station, Manchester. He served in the K.R.R. Regiment during the Great War, and was wounded. The daughter is a schoolmistress at Rochdale. She, unfortunately, was unable to join in the golden wedding celebrations through illness. Mr. and Mrs Loft, who are held in high esteem, were the recipients of numerous congratulations and presents from their many friends. They are regular worshippers at the little village church, and generous supporters.

An "Observer" reporter had a conversation with Mr and Mrs Loft this week. Mr Loft had just returned from Chester. He is a frequent visitor to the city, and likes a trip there in the bus several mornings each week. He is remarkably active, and still enjoys a good walk. Both he and his wife are well preserved and when our representative visited the house, Mrs. Loft was busily engaged in housework. It is fitting that this grand old man, after so many years' service on the railway, should live in retirement amid the scenes of his former activity, at Station House, actually on the platform at Blacon. In this way he is able to retain that interest in the work which always has meant so much to him.

Although thirteen years have elapsed since he doffed his stationmaster's uniform for the last time, Mr. Loft, like most retired railwaymen, continues to follow with keenness the working of the line. This veteran has had many experiences which were

amusing, interesting and curious, but these stories, owing to his natural reticence and modesty, are rarely told.

As has already been stated, Mr and Mrs Loft are Blacon's oldest residents, but they are young in spirit, and now that illness does not trouble them as much, they are able to take a practical interest in their surroundings and the activities of the district. The years have brought sorrow as well as joy to them, but they have reached the evening of life together, and their old age is happy and fully content. Both are highly popular, and are held in affection by all the villagers, not least by the young people, among whom they have many friends. When Blacon became more and more largely populated, it was felt that the erection of a church was desirable, and the outcome of the scheme was the building of St. Chad's. Mr and Mrs Loft were interested in the project from the beginning, and they have been worshipping at the little church regularly since it was completed. Their interest in its welfare has always been most practical.

On Monday, many messages offering congratulations and best wishes were received at the house, and later in the day the anniversary was quietly and appropriately celebrated.

Mr Loft told our reporter that he had been almost 50 years in railway service, and that during that period had seen many interesting developments and alterations in connection with the work. He could recall many noteworthy incidents in that time, some of them amusing, like that quoted earlier in this article, and others of a different kind. A railway official who comes in contact with the general public, and who is anything of a student of human nature, could not help but have many delightful reminiscences, especially after nearly half a century's service.

We join their many friends in offering best wishes to this happy pair."

"Greenore Hotel, 1873-2006: a railway owned hotel"

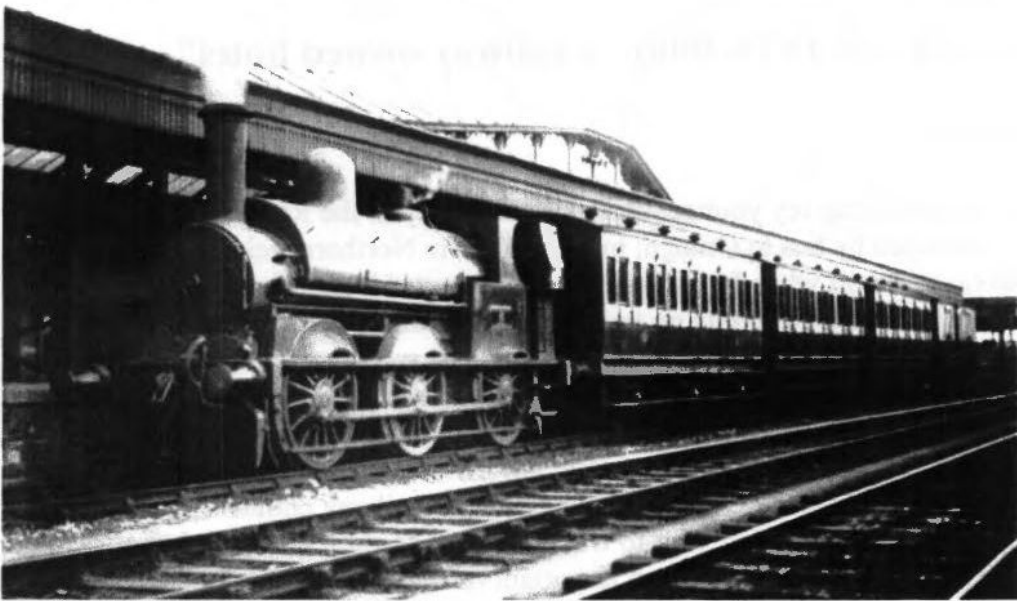
by David Goodwin

As a detour while visiting my youngest son and his family in the Republic of Ireland in May 2007, I travelled by bus to Omagh, in Co.Tyrone in Northern Ireland. I usually travel by public transport when I visit Ireland, for several reasons – you see a lot more when you don't have to concentrate on traffic; it is less tiring to let someone else do the driving; natives talk to you; you can drink as much as you think fit without falling foul of the law!; I believe in supporting public transport where possible; and I enjoy it! At one time, of course, it would have been possible to get to Omagh by rail (on old Great Northern Railway of Ireland run tracks), but those days are long gone, and the town is no longer rail-connected. I was visiting a fellow railway enthusiast and modeller and since it was my first visit to Omagh, wanted to see what was left of the rail infrastructure in what at one time was an important railway centre. And the answer turned out to be 'very little'! There is a nice 4mm-scale model (built by my

acquaintance) of Omagh station as it was in its heyday, displayed in a public building. The few railway buildings which had escaped demolition had been altered drastically; indeed, the most original reminder was a bar (originally 'The Railway Bar') now named 'The Coach Inn' adjacent to the site of the original station, and a stone commemorating the death of five railwaymen in an accident on the line in 1950. But we made an unplanned visit to another local enthusiast who was also an avid collector of railwayana, and he showed us a plate (soup-plate?) bearing the logo of the L.N.W.R. Greenore Hotel – something that I had never previously seen. This then encouraged an interest in the



Hotel itself and the Dundalk Newry & Greenore Railway which was responsible for it. Of course I know that this railway was an 'oddity' in that its coaches kept the L.N.W.R.



(No.6 "Holyhead" on a train of 6-wheelers, at Dundalk GNR(I) station. Photo courtesy N.Lee)

livery until closure in 1951 - long after that company changed to L.M.S. ownership in 1923 - but that was about all.

(D.N.&G.R. 6-wheel composite coach in the confines of the old Witham Street transport museum in Belfast, on 9 September 1985; it is now in the much more spacious Ulster Folk & Transport Museum at Cultra,



Co.Down: No.1 of 1909 is the only remaining piece of the railway's rolling stock in preservation).

Greenore is a small village (population in 2002 was about 900 people) situated in County Louth, in the north east of the Irish Republic, near the mouth of Carlingford Lough (see map). Like many Victorian railway companies, the forerunners of the small



Dundalk, Newry & Greenore Railway demonstrated the usual triumph of optimism and greed over good sense! The railway, joining Dundalk and Newry (both at that time under the same British jurisdiction) via a ferry port at Greenore, was originally proposed as an extension to the Dundalk & Enniskillen Railway intended to join the D.&E.R. by sea with the L.N.W.R. at Holyhead.

The Civil Engineer of the D.&E.R. was James Barton, who was one of the first two civil engineers to graduate from the Trinity College Dublin School of Engineering which was founded in 1841. Previous to his Dundalk & Enniskillen post, he had worked on the Dublin & Belfast Junction Railway's Boyne Viaduct iron lattice girdered bridge which was completed in 1855 (and subsequently rebuilt in steel in 1932), and effectively completed a rail route between Dublin and Belfast. He was involved in the surveying of the D.N.&G. line and the new port: plans were deposited for the 1862/3 Dundalk Carlingford & Greenore Bill/Act and for the 1867 Dundalk & Greenore Act (an act of 1865 had included permission for the Greenore Hotel). While supervising the building of the harbour at Greenore during 1871/3, Barton had a narrow escape when a chain supporting a heavy concrete block broke, and two of his fellow engineers (Olley and Foxall) were killed. Barton later went on to work for other railway companies, as did his son, (Sir) John Barton.

DUNDALK, NEWRY & GREENORE RLY.

GREAT NORTHERN (IRELAND)

Adapted from Harrier

To Belfast
To Armagh
LOUGHILLY

POYNTZPASS

CARRAGHWOOD
(Jan & June)

(Former BEEBROOK & now) **NEWRY**

EDWARD STREET
King St. Junc.

DUBLIN BRIDGE

BRIDGE STREET
(Goods)

SALBERT BASIN

NEWRY

NARROW WATER

ADAIRVILLE

OWARENTPONT

PROSTREVER

LOUTH

METH

GREENCASTLE

CARRINGFORD

GREENORE

JUNG.

BEEBALANEY HALLT

GLISH

DUNDALE BAY

BELLURGOAN

BELMURRIST HALLT

CLAY ST.
(Pass.)

Rivermill Road Junc.

Border

POYNT PLEASANT

Current I.E. DUNDALK

Garrett St.

Stn & Post.

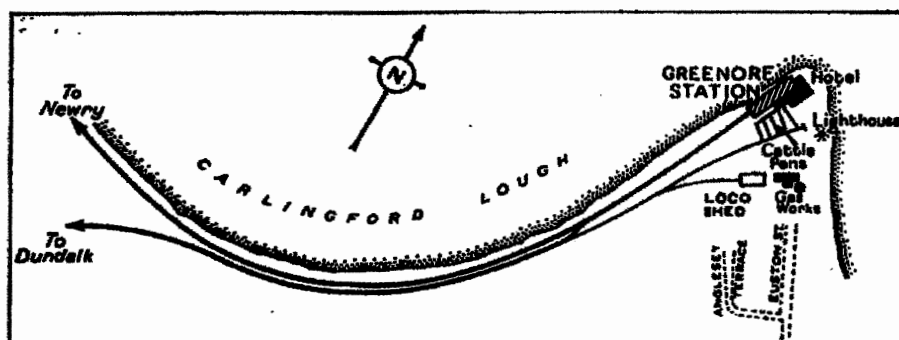
To Droghda

To Dublin

Cooley Pl.

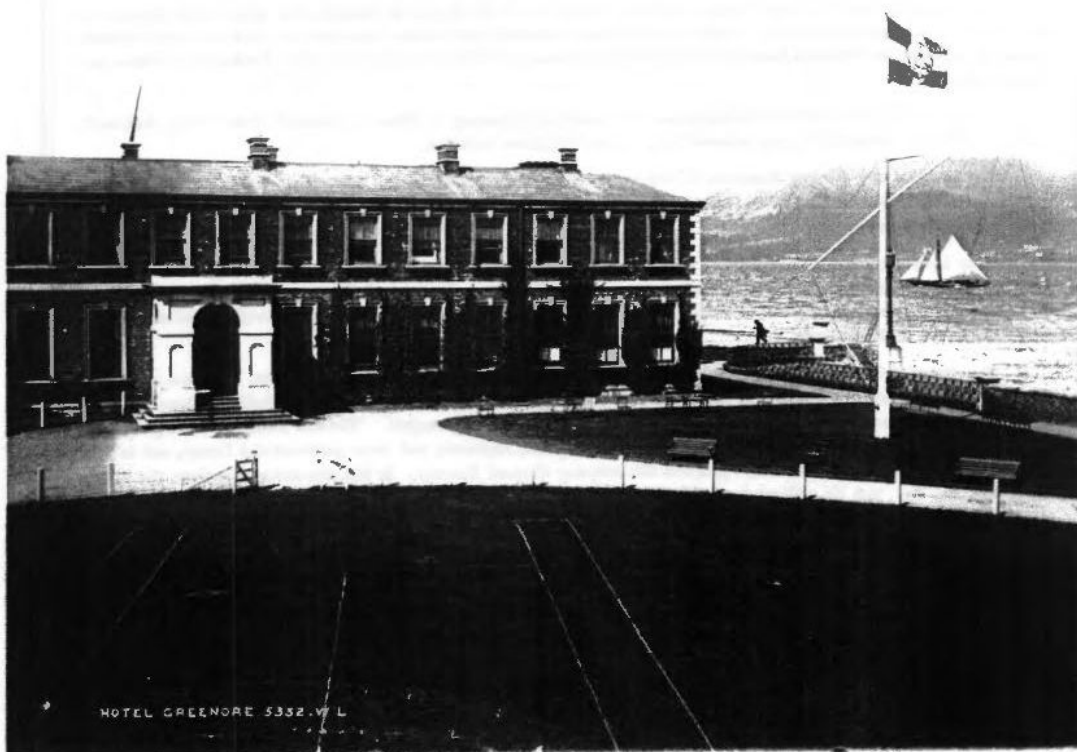
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The London & North Western had long had a tradition of attention to the importance of both the welfare of its staff and of the communities in which it operated: for instance, as well as housing for its workers it often funded schools, places of worship, reading rooms, etc. And there is the well-known shop at Crewe works, manufacturing artificial limbs for crippled railwaymen! In addition to the Hotel at Greenore, the company built workmen's houses ('Euston Street' and 'Anglesey Terrace'), a school, a co-operative store, a reading room, and allocated a room in the Hotel for use in religious services. They also eventually had a hand in the gas works, golf course, police barracks, a light-house, and coastguard station.



(Sketch map of the layout at Greenore, adapted from Barrie).

The Greenore Hotel, the station and railway to Dundalk, and the ferry service (all now under the control of the L.N.W.R.) had a grand ceremonial opening on 30 April 1873; they opened to the public on 1 May 1873. (The line from Greenore to Newry was finished several years later, in 1876).



(The Hotel, largely in as-built condition, photographed looking North, by William Lawrence, in 1895. The railway station is on the far side of the Hotel, as is the landing stage – see the ship's mast top).

London & North Western Railway.

GREENORE (Carlingford Lough, - - IRELAND)

And the MOURNE District.

Until recently few people knew the advantages which GREENORE possesses as a place of resort for Tourists. Situated on Carlingford Lough and sheltered by the Carlingford Mountains on the one side, and the Mourne Range of Mountains on the other, it can boast of natural attractions which must be seen to be adequately appreciated. To Carlingford Lough, Theobald's words have been applied: "Were such a Bay lying upon English shores, it would be a 'World's Wonder,' or if on the Mediterranean or Baltic, English travellers would flock to it in hundreds."

As evidence of the popularity which Greenore has already attained, it may be mentioned that the Railway Company has enlarged its HOTEL to more than double its former size. Conveniently arranged Bungalows have also been erected in a pleasant situation facing Carlingford Lough.

At this HOTEL, which is under the management of the London and North Western Railway Company, a most moderate tariff prevails, the facilities being for Resident Boarders being from £2 10s. per week for adults, and £1 1s. for each child. An 18-hole Golf Course, Club House, Lawn Tennis Court, and Croquet Lawn have been provided, and of these Residents in the Hotel have free use. GREENORE is a convenient centre for Excursions on Carlingford Lough and through the beautiful Mourne Mountains district. Every facility exists for Sea-Fishing, and River and Lough fishing are to be had within easy distance. Good Basking, Boating, and Sailing. The roads in the Counties of Louth and Down are all suitable for Cyclists. Car Trips at popular prices to places of interest.

At WARRENPOINT there is a very comfortable HOTEL, connected with the Great Northern (Ireland) Railway Company, and at BOSTREVOR the Mourne Hotel, also recently acquired by that Company, offers convenient accommodation for Tourists.

Passengers holding Through Tickets between England and the North of Ireland may break their journey at Greenore, and a convenient service of motor cars between Greenore and Newry, and between Greenore and Dundalk Junction, in connection with the Great Northern of Ireland Company's Main Line to and from Banbridge, Belfast, and North of Ireland.

Holders of Tourist Tickets to Greenore may also break their journey at Chesham, Connah's Quay, Flint, Holywell, and at any Station on the Main Line between Holywell and Holyhead inclusive.

The LONDON AND NORTH WESTERN RAILWAY COMPANY have recently placed upon their Holyhead and Greenore service splendid *New Steamers*, replete with every comfort, which perform the open sea passage between the two ports in about four hours.

They have also stationed at Greenore a new and commodious Steamer, which makes trips along the Carlingford Lough at intervals throughout the day, and runs in connection with Mourne Hotel and Company's Car Service to and from Warrenpoint, Bostrevor, Greenacres, Killybeg, and Newcastle (Co. Down). Residents in the Company's Hotel at Greenore have the free use of this Steamer.

In addition to this vessel there will shortly be placed on Carlingford Lough by The Pioneer Steamers of Ireland Company a handsome sixth Steamer, at present in course of construction on the Clyde, which will hold the Board of Trade certificate to carry from 500 to 600 passengers, and will be up to date in every respect. The new vessel will take passengers and baggage from the incoming Holyhead Steamer to Warrenpoint, Bostrevor, and other points on the Lough, and in like manner will bring passengers from those places to the outgoing Channel Steamer. It will also make trips along the Lough throughout the day, and be utilized for interesting Excursions. In the meantime the steamer "Pioneer," belonging to the same Company, makes regular sailings on Carlingford Lough. Timetables of the Steamer trips and other particulars will be obtainable at all points on the Lough and in the district.

Return Halfes of Tickets to, from, and via Dublin (North Wall) and Greenore.

Passengers holding Tourist or Ordinary Return Tickets to or from Dublin (North Wall) or Stations in the Interior of Ireland, via Dublin (North Wall), will be allowed to travel on the return journey via Greenore, and in like manner, passengers holding Tourist or Ordinary Return Tickets to or from Greenore or Stations in the Interior of Ireland, via Greenore, will be allowed to travel on the return journey via Dublin (North Wall).

This interchange arrangement does not include free conveyance by Rail over any of the Irish Lines, except the Dundalk Newry and Greenore Railway.

(A page from the L.N.W.R. 1898 time-table; the second paragraph mentions the enlargement).



according to the tidal level.

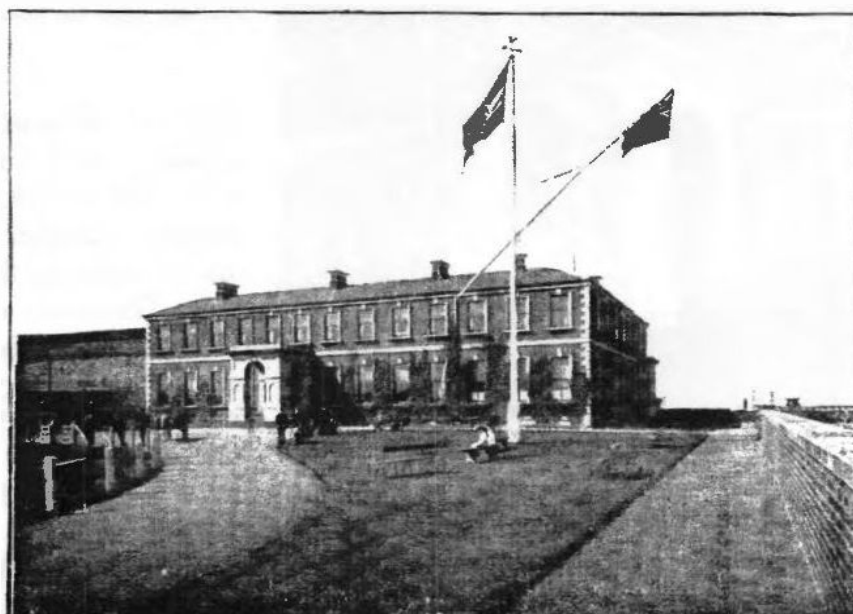
As you can see from the sketch map on a previous page, the Hotel adjoined the railway station platform which itself was next to the ferry landing stage. A system of hydraulically powered rams (designed by William Baker the L.N.W.R. Civil Engineer in charge of new works – locally he designed the Runcorn-Widnes railway bridge of 1869) automatically raised and lowered the gangways to the ship,

NORTH WESTERN HOTELS.

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GREENORE HOTEL,

Greenore (Co. Louth), Ireland.



Comfortable accommodation is provided at the Company's Hotel at **GREENORE** situated on Carlingford Lough. Moderate Tariff.

The London and North Western Company's fine new Steamers, which contain every modern improvement, perform the passage between Holyhead and Greenore in about 5 hours, and Passengers land opposite the Hotel entrance.

GOLF LINKS AND CLUB HOUSE have been provided by the Company, and of these, Residents in the Hotel have free use. Good Sea Fishing, River Fishing, and Sea Bathing.

Greenore is a most convenient centre for Excursions on Carlingford Lough and through the well-known Mourne Mountains District.

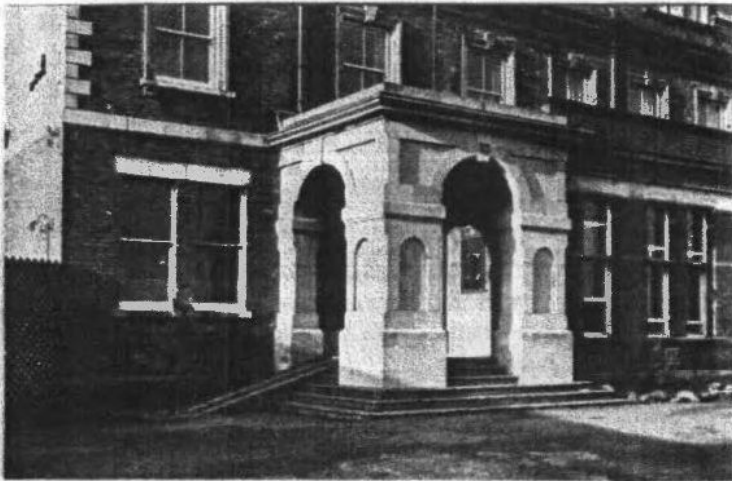
Passengers with Through Tickets between England and the North of Ireland are allowed to break the journey at Greenore.

(The Greenore Hotel as it was before 1897. Page from the 1898 L.N.W.R. passenger timetable).



(Interior of Greenore station passenger terminus.)

The accumulator tower was located in the village, and powered lifts in the Hotel, cranes and capstans in the cargo shed, as well as the gangways.



(The station entrance in the Hotel frontage, after the enlargement).

The Hotel obviously was popular, since it was enlarged in 1897/8, with the addition of another storey and extensions to the east wing. There were then 42 bedrooms. But this was only relatively temporary. Hard times were coming!

The First World War was followed in 1921 by the partition of the island into the Free State and Northern Ireland, which meant that Dundalk and Greenore were in a different country than Newry. This necessitated the establishment of customs posts at the borders, with the consequent reluctance of traders or importers in the North to use an exit/entry point in a foreign country.

At about the same time, the 'grouping' of the railways in the U.K. took place, and control of this detached part of the L.N.W.R. (which had never made a profit) passed to the L.M.S.R. One of the big reasons behind the amalgamation into four large companies was that unnecessary and costly competition could be cut out. This meant the end of the passenger ferries between Holyhead and Greenore in 1922 (though the permanent cessation was not announced till 1926). Freight and cattle traffic continued,



The Greenore Hotel after the addition of the extra floor (from: "Carlingford Lough: a cross border youth study", 1988.)

but on reduced schedule. The mounting losses of the railway resulted, by October 1932, in the temporary closure of the Hotel:

JOEY'S
last-named ticket is held by Miss Smith, Carrickatee.

BAD NEWS FOR GREENORE
Hotel Closing at End of Month

Workers in the Greenore Hotel, most of them local people, have received notice terminating their services, as the Hotel is closing down at the end of this month. The news is bad for the village and district, because the big majority of the workers in the Hotel were natives of the place and had been in constant employment in the Hotel.

It is not known whether the closing down is for a temporary period, but it is expected that it is due to a decline in the number of cross-Channel visitors of late, and that when the tourist business again opens up, the Hotel will be re-opened.

Greenore Hotel is owned by the L.M.S. Railway Company and for many years has been extremely popular with English folk who made the short sea journey from Holyhead.

Meeting of Saint Patrick's Branch of the Men's Confraternity on Friday next at 8 p.m.

Don Leavy's for Cooking Utensils

(Excerpt from "The Dundalk Democrat and People's Journal" of 15 October 1932.

Courtesy of Alan Hand at Dundalk Reference Library).

Luckily, at this time the L.M.S. were negotiating with the Great Northern Railway (Ireland) to persuade them to take over the management of the D.N.&G.

This they did, and the Hotel re-opened under G.N.R.(I) control from 1 July 1933 when the Irish company also took over management of the railway. But although savings were made with local control, overall losses continued to be made. The period over World War 2 was slightly better economically in that the Republic did not

suffer the food rationing that was in force in Northern Ireland and so attracted (particularly) American and other servicemen on leave. But against this was increased costs and shortages, especially coal. By 1946, the annual loss was in the region of £35,000 and continuing to rise. The L.M.S. was of course nationalised in 1948, and its rail assets (including the D.N.&G.) were passed to the British Transport Commission.

You can understand that they wanted to get rid of it, and proposed to withdraw funding of the line from the end of 1950. A futile plan for the two governments to buy the G.N.R.(I) and the D.N.&G. only delayed the inevitable, and the Greenore line ceased operating on 31 December 1951.

Because the railway had operated in two countries, each with its own legislative framework, disposal of the property, assets, etc. took almost six years - until July 1957 – when a Bill including provision for the winding-up was passed by the U.K. Parliament.



One notable event hosted at the Hotel, was the wedding reception when 'This is your life' television presenter Eamonn Andrews (he was born in Dublin) married Grainne Bourke on 7 November 1951. The Hotel then stayed open until 1952 for other pre-arranged functions.

It was then sold to the Great Northern Railway Board in 1952, and the building and contents re-sold at auction in 1955. Messrs. Weatherwell (tilemakers) from Clondalkin, Co.Dublin, purchased the Greenore Hotel and port; eventually, parts of the building were rented as office space to various commercial organisations operating in the area.



(The Hotel at about the time of closure).

Hotel and build a 72metres by 28metres storage shed on the site. This application was granted by Louth County Council, which led to some controversy locally and the decision was appealed. The permission was eventually confirmed and the Hotel was demolished in 2006.

In 2002 the port was bought by a partnership of Dublin Port and developers One51, who then applied under the name of 'Greenore Ferry Services Ltd.' for planning permission to demolish the



(The remains of the verandah of the Greenore Hotel, photographed in August 1991 by the late Neil Fraser of the L.N.W.R. Society).

There can be no doubt that the Dundalk Newry & Greenore never made a profit, and the eventual paper loss on the L.N.W.R.'s original investment must be huge. But

on the 'plus' side of the account, the added value to both countries' economies and populations – from workers at the Greenore Hotel to the ship-yard workers in the U.K. who built the ferry steamers – made the whole exercise worthwhile. And this ignores the accidental benefits to railway enthusiasts and historians of a little railway that in many ways, by the time it closed, seemed to be in a time warp!

Notes and acknowledgements

The Dundalk, Newry & Greenore Railway ... by D.S.M. Barrie. Oakwood Press, 1957, and later editions. (The 1980 issue – allegedly a reprint – has only 16 illustrations, compared with twice that number in the 1957 first edition).

North Leinster by C. Casey and A. Rowan. Penguin Books, 1993. ISBN 0 14 071085 X.

Greenore Hotel is demolished by Mary McShane. Article in *The Argus (Dundalk)*, 10 May 2006.

Timetables of the London & North Western Railway and other railways in connection, August and September, 1898 (kindly loaned by the London & North Western Railway Society).

The Greenore centenary, by Sean Breen. Greenore Golf Club, 1996.

Carlingford Lough: a cross border youth study. 1988.

Tempest's Dundalk annual, 1953, edited by H.G. Tempest. Dundalgan Press, [1953].

Lost lines: Ireland by N. Welbourn. Ian Allan, 2006.

LNWR remains in Ireland by Neil Fraser. IN *LNWR Society Journal*, 2003.

Several documents published by An Bord Pleanála (File ref. PL15.128638, etc.) and Louth County Council (Ref.01466) are useful.

Alan Hand at Dundalk Reference Library provided help, and Mark Kennedy at Cultra suggested John Martin of Dundalk – and his input has proved invaluable; Alan O'Rourke of the H.M.R.S. made valuable suggestions.

(Postscript: regrets generated by hindsight! I visited the Dundalk area on a number of occasions in the past and never took the opportunity to visit Greenore. Even more regretful is the fact that I actually went to Carlingford in June 2004, while the Hotel was still standing, without going a bit further along the coast!).

“Mostyn Mutual Improvement class” by Dave Millward: replicating Engineer's possession on the layout

A potentially rewarding sequence of moves, for both the viewing public and ourselves, is to reproduce the positioning of engineers trains/materials on the run up to a weekend possession e.g. a track relaying operation. The relaying site may be between Mostyn and Prestatyn, or possibly towards Holywell Junction, and the Mostyn exchange sidings become convenient for the stabling of the necessary stock. A temporary speed restriction (TSR), will probably be in force on the life-expired section of track: we could demonstrate this with the provision of a warning board on the affected line (the BR Rule book in the clubroom details the use and appearance of these). A relaying job will require new track panels, likely to be on Salmon wagons, as well as the same amount of empty Salmons for the recovered track. We don't have the lowmac/weltrol wagons loaded with the 'heavy plant' machinery yet but this would be the scenario for them. A couple of trains of fresh ballast would be required, hoppers for discharging ballast directly beneath them and mermaids with their side tipping design for the shoulder ballast, the shark brake-vans would work with the hoppers to 'plough' the ballast into the required position. When the planning meetings happened between the engineers and the various operating departments a list would be drawn up of what vehicles were required/in what number and how they would move from their current location to Mostyn; thus, vehicles not usually seen in trip freights etc., would suddenly

appear as part of their positioning move. The consequences of not providing the correct stock would likely be the cancellation of the weekend possession.

Another formation that we are yet to model is the 'spoil train' - vintage open wagons used to carry the used/contaminated ballast from the worksite to the tip (in our case probably Ince Moss near Wigan). The engineers trains would move into position late on Saturday once the Engineer had taken 'possession of the line', probably both the up and down. Trains would leave the yard in a set sequence, possibly 'facing road' (running in the opposite direction to normal) and move slowly towards the worksite, probably standing 'one behind the other' as they waited their turn.

This could be an interesting finale to an exhibition weekend.

The Llangollen accident, 1945

[Extract from the annual report on railway accidents in 1945; this accident was at Sun Bank, between Ruabon and Llangollen, on the Great Western Railway's Ruabon to Barmouth branch. The locomotive involved was their 2-6-0 no.6315.]

LLANGOLLEN, 7TH SEPTEMBER. - During the early hours of the morning, the bank of a canal [the Llangollen branch of the Shropshire Union Canal] on a steep hillside gave way, and the consequent flood caused a breach in the double line railway embankment, 37 feet below, leaving the rails suspended. The breach was unobserved, and unfortunately the block and telephone wires remained intact, with the result that the first (mail and parcels train of the day ran into the gap at about 35 m.p.h. The engine, as it fell, struck the opposing soft earth wall and the 17 vehicles of the train were piled on top of it; the wreckage subsequently caught fire. The driver was killed and the fireman was injured; the guard suffered from severe shock. Clearance was exceptionally difficult as no heavy lifts could be taken by a crane, and it proved impossible to recover the engine intact [it was cut up on site].

The canal, which was constructed about 150 years ago, is no longer used for navigation, and serves as a feeder for other canals, and for industrial water supplies. The formation of the hillside at this point is water-bearing "boulder clay", and there was long standing evidence of its instability, including signs of a slip in the canal bank in 1938 at the site of the breach, when a counterfort wall was built. Maintenance of this length of canal has always been troublesome, the clay puddle continually disappearing at one point owing to the formation of pockets in the underlying strata. With the advice of mining engineers it was considered that the failure of the canal bank was probably due to the cumulative effect of erosion in the semi-porous "boulder clay" by natural water channels and not to disintegration of the puddle bank by an undetected local leak. An exceptionally heavy day's rainfall a month before the accident may have been a contributory factor, as also vibration of heavy traffic on the main road, 25 feet above the canal. The bank at the site of the breach has now been thoroughly strengthened, but some risk may remain to the railway for about 200 yards on either side, and protective measures are under consideration.

Ministry of Transport. *Report to the Minister of Transport upon the accidents which occurred on the railways of Great Britain during the year 1945.* H.M.S.O., 1946.

The Llangollen line: Ruabon to Barmouth by Bill Rear and Norman Jones. Foxline, 1990. (Scenes from the past, no.9). ISBN 1 870119 10 X. [Includes photos of the accident]

“Johnstown Road – the race to the coast”

by Emlyn Davies

When our Honorary Editor asked me to write an article about developments on the “Johnstown Road” layout, I didn’t think that much had happened in the last twelve months: how wrong I was.

Now I don’t know if it was the theodolite or the compass which was in error, but we set off for Porth Dinlleyn and somehow arrived in Porth Nefyn (pronounced ‘Nevin’) which is probably listed somewhere among the lost ports of Britain.

“Johnstown Road/Porth Nefyn” as it exists now is an outstanding example of what can happen when a team of dedicated modellers work towards a common aim, even though some are working to portray an era very different from their normal model making interests and to a different scale as well.

I am going to try to avoid naming names for without the efforts of all concerned the end result would not be as it is today, so whether you have been involved with baseboards, electrics, track-work, scenery, buildings, signals, or any of the many parts that are a model railway: many thanks.



Twelve months ago, none of the buildings on the extension had been begun; now, there are eleven of them and the streets are laid out, with pavements, lamps and a letter box, plus groups of people. The station has seats, passengers, luggage, enamel

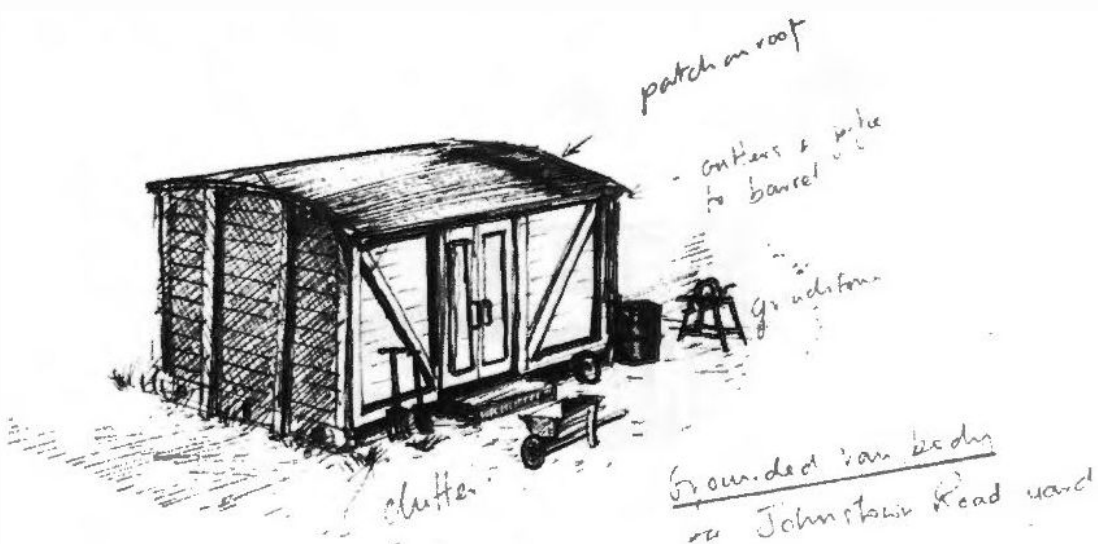
advertisements and all the bits to bring it to life. The boat-yard is almost complete with its sheds, crane, piles of timber, buoys and of course some boats (though more could be added).



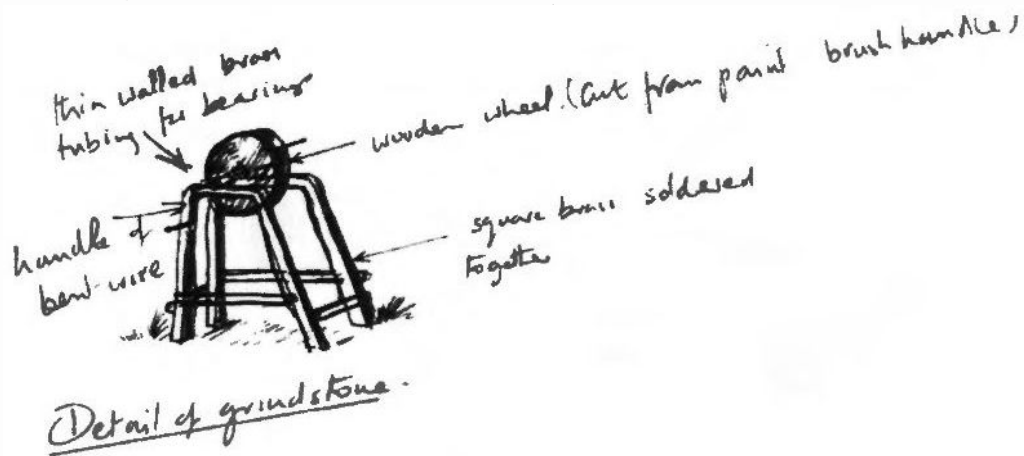
The engine shed at Johnstown Road now has a small coaling stage, there is a shed for



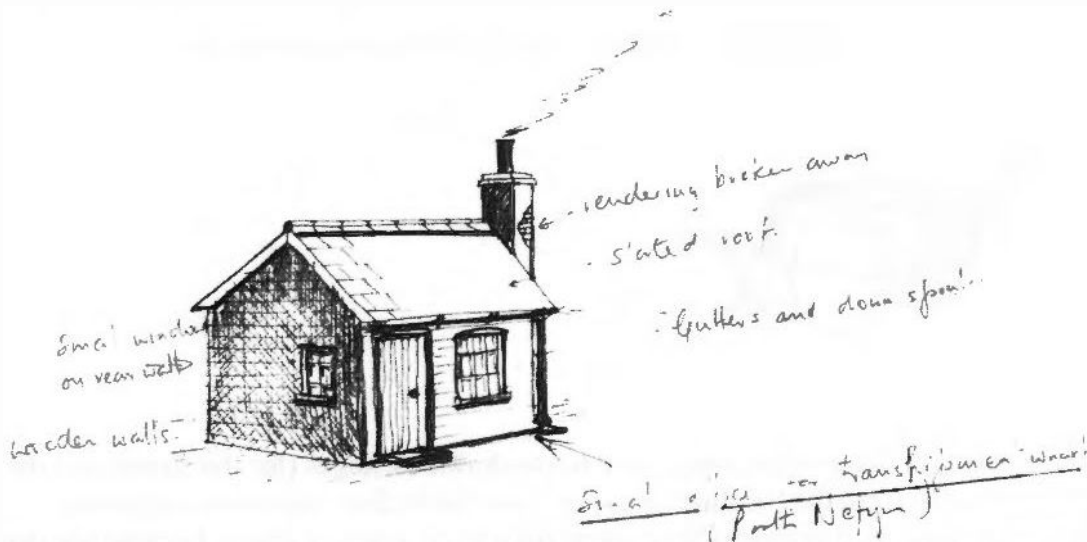
the narrow gauge engines at Porth Nefyn and a grounded van body as a ganger's hut at



Johnstown Road, complete with grind-stone.



The transhipment wharf now has an office.



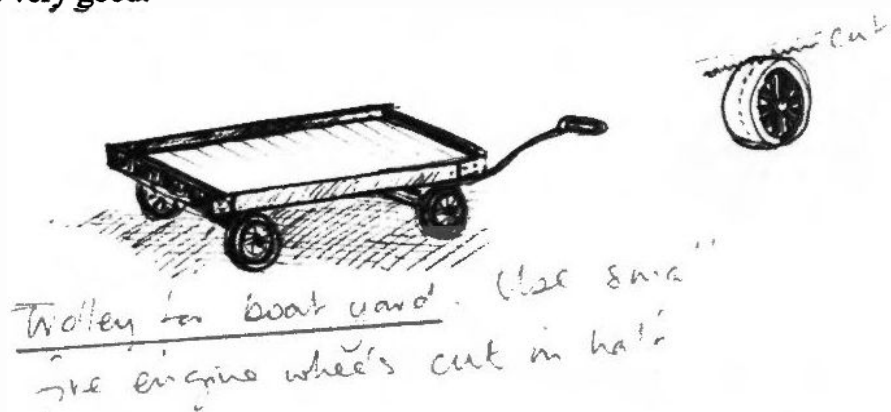
With the much more complex track-work laid at the terminus and the extra movements required at Johnstown Road, it was obvious that the two existing signals would be totally inadequate, so a number of new ones, mostly brackets, were made and installed; Richard O. tells me we need more – they do look impressive though and help set the Cambrian Railways scene.

Looking back through my diary I found that I finished painting the back-scene on 7 March 2007, and was still working on the cottages and the harbourmaster's house on the 14th, only ten days before the Alexandra Palace exhibition – a close call.

On the rolling stock front, the Alexandra Palace exhibition revealed a shortage of goods brake vans so an extra one was made which made operating much easier at the Chippenham exhibition. Since then two more Cambrian Railways goods vans, another brake van, a covered carriage truck and a Barry Railway tarpaulin wagon have been built (the last a kit, the others scratch-built with the bodies and underframes from card and wood).

0-4-2 saddle tank no.3, never a good runner, has been transformed with a new chassis, and 0-4-0 Manning Wardle saddle tank no.22 has a new set of gears. So there are two extra locomotives which can be used to ring the changes. I am still struggling with the kit for a small Sharp Stewart 0-6-0: a scratch built chassis has been made to replace the

dire bits provided; the tender is finished, all I need to do now is to build the locomotive body, mostly from scratch I should think – although the cast parts provided with the kit are very good.

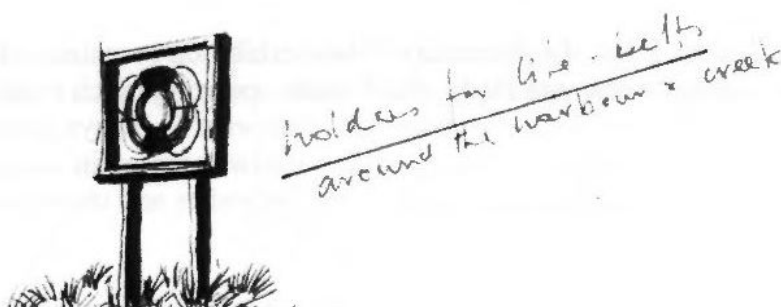


A few more carts have appeared, both horse-drawn and hand-powered, but



unfortunately all efforts to get some more horse-drawn carriages (for the streets and the station approach) from the 'Brumm' company (an Italian firm that made up-market models of historic road vehicles) have so far been to no avail – a shame because the two we have are fine models and right for the period.

One of our gallant band has just begun installing the point and signal rodding – an unenviable job! Scenically, at the moment, the extension is a little bare, but extra trees are appearing, but we still need more hedges and fences and to add a bit more texture in places. But I am told that a model railway is never finished! If I have overlooked any other work which has been achieved please accept my apologies: my excuse is advancing age!





This interesting photograph of a 5-plank open wagon in 'Army' use, was taken by Philip Hindley at the former Royal Engineer Depot at Long Marston, on 7 October 1972. Its number was then 46182, but what the original running number was I don't know. It was built for the London, Brighton & South Coast Railway, probably before the First World War, and would have gone into Southern Railway stock in 1923 with the S.R. Diagram No.1369; details of its career between 1923 and 1972 are not known. (*See also* articles in "BMRJ" issues nos.10 and 11).

DVD reviews

by Dave Millward

Three from 'across the pond' this time: a recent holiday in Canada with massive freight trains passing close by our Woodstock (Ontario) condominium prompted a phone call to video retailer Steam Powered Video (SPV [note 1]) on our return home. In an attempt to get a balanced cross-section (time wise) of railroad history I ordered: a pure steam program; a first generation diesel presentation; and a recent account of Sherman hill. The guys at SPV were very helpful in recommending high quality films with good soundtrack accompaniment. The DVDs are each around £20 or so in the U.K.

Union Pacific 'Big Boy' collection by Pentrex. 95 mins; colour and black/white.

This is a production for railway fans with an interest in massive steam-hauled freight trains. Forget loose-coupled, slow moving, 'will it make it or not' hill climbing exploits, these are serious freight operations filmed by serious enthusiasts. The quality of much of the 1940/50s footage is breathtaking and rivals a lot of present day equipment in this country - 35mm movie cameras were hauled into the mountains,

supported by high quality stereo sound reproduction. For the locos themselves, the impression of power and speed is simply awesome, each of these 25 articulated monsters has its own section on the DVD, accessed from an 'on-screen' menu via the handset. There is a pleasing flow and rhythm to the whole production which makes it very 'watchable'; background, development and operation of the fleet are presented in-depth in a polished and seamless manner.

First Generation Diesels by Otto Perry. 90 mins; colour.

This program follows on nicely from the one above in terms of an historical record, unfortunately, the enthusiasts that were prepared to lug movie cameras around to record big steam locos didn't feel the same way about early diesels, so we have a step backwards in terms of picture quality; however, this still rivals the best British outline footage for the equivalent period. The soundtrack is well produced and complements the picture footage well. My request to SPV for coverage of a wide variety of early diesels on both freight and passenger workings has been handsomely met, especially in terms of the latter. These were the days when most long distance journeys were undertaken by rail, on attractively painted trains, with exciting names. I hadn't heard of the majority of them prior to seeing this film. A wide variety of U.S. companies and routes are covered in this rewarding presentation.

Sherman by Highball Productions. 120 mins; colour.

For the fan of the 1990s American heavy freight scene this will be a good buy; for me, I was somewhat underwhelmed by the ease with which these modern diesels dealt with what was previously, a daunting prospect for loco crews. "What the hell did you expect", I hear you say; I'm not sure, but a pollution laden atmosphere and locos that made Sherman hill (on the Union Pacific, between Laramie and Cheyenne) appear flat wasn't it. I didn't need two hours of convincing either. I can't knock SPV, they simply gave me what I asked for: 'big trains on a big hill', what I meant to say was big trains winding through stunning scenery for many miles. But then I suppose I've got something to look forward to now!

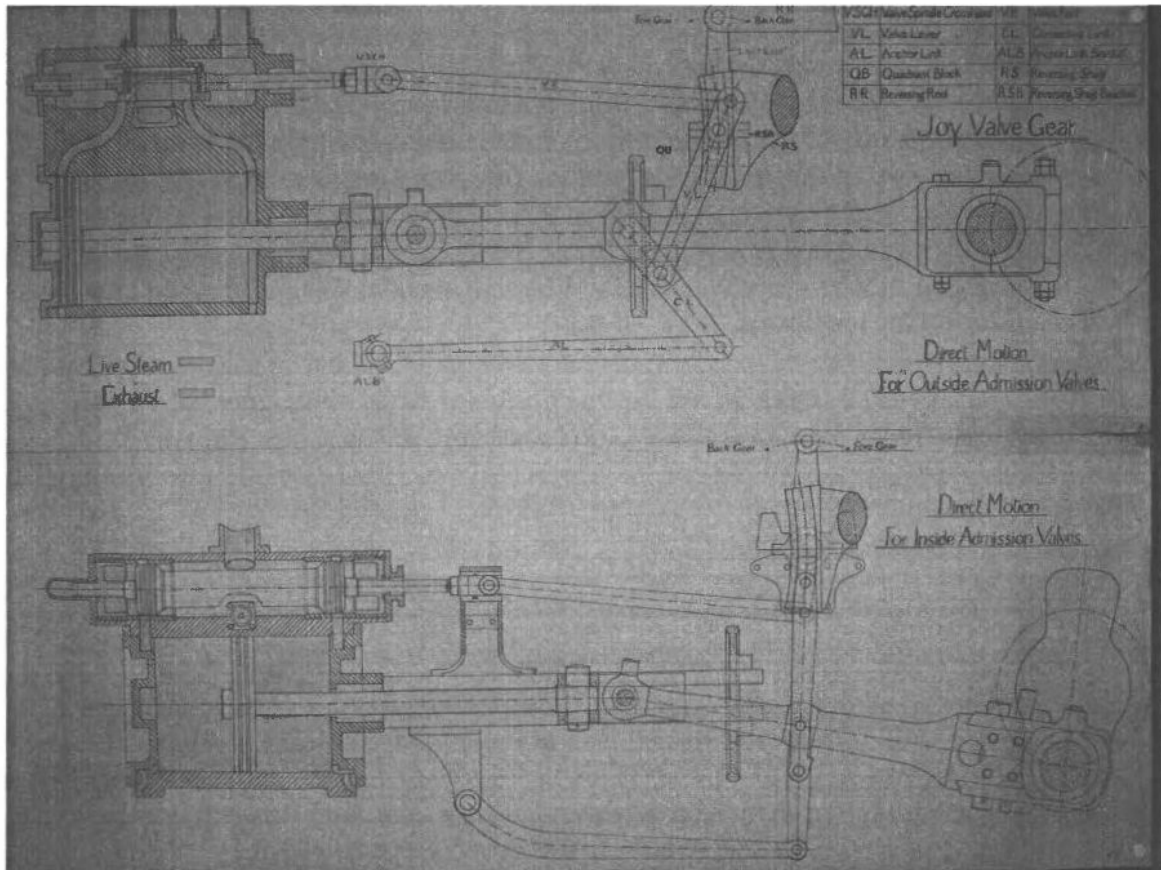
[Note 1: Steam Powered Video, Upper Harbledown, Canterbury, Kent CT2 9AX.
Tel. 01227 452288].

A note on David Joy

by J. M. Dunn
(drawing by J.E. Robinson)

The 0-6-0, 18 inch goods engine No. 2833 which started out in life in June 1880 as L.N.W.R. No. 2365 was a really historic machine though I never heard anyone mention it and I was not aware of it myself until after I had left Nuneaton and seen it for the last time. It was the first engine of the class of which David Joy wrote in his diary under date 25th May 1879:-

“Was down at Crewe and showed Webb my plan. He immediately took to it as he was designing a new type of big goods engine and this gave him very large bearings. In the autumn we settled it and he was at once to start an engine to exploit the plant and then allow it every possible publicity, I allowing the London and North Western Railway a



nominal royalty. Well, Webb did fairly fulfil his part of the bargain and it was due to this that the plant was so soon and so prominently before the public”.

According to his son, Joy probably introduced his valve gear to Webb in the form of a flat cardboard model.

Then in 1880 Joy records that he had

“Arranged to give a paper at the Mechanical Engineers Institute at their summer meeting in Barrow in August. Webb, who was then on the Council, backing this and promising to have the engine ready to be shown at the meeting”.

On 13th August 1880 Joy read his paper and said:-

“The meeting was a big success for me; discussion went off well. The locomotive (No.2365), a big six-coupled, 18” x 24” cylinders and 5’0” wheels was exhibited in steam and greatly approved”.

Joy received a royalty of £10.0.0 for each London, Brighton and South Coast engine fitted with his gear so presumably this was the usual figure.

The Inventions Exhibition at South Kensington was held in May 1885 and for it Joy purchased from the L.N.W.R. the original four quadrant blocks of his gear fitted to engine No. 2365 which, by that time, had run 125,000 miles. He noted that the blocks, after this mileage, "showed scarcely any wear; yet this was the point where the detractors said we should fail".

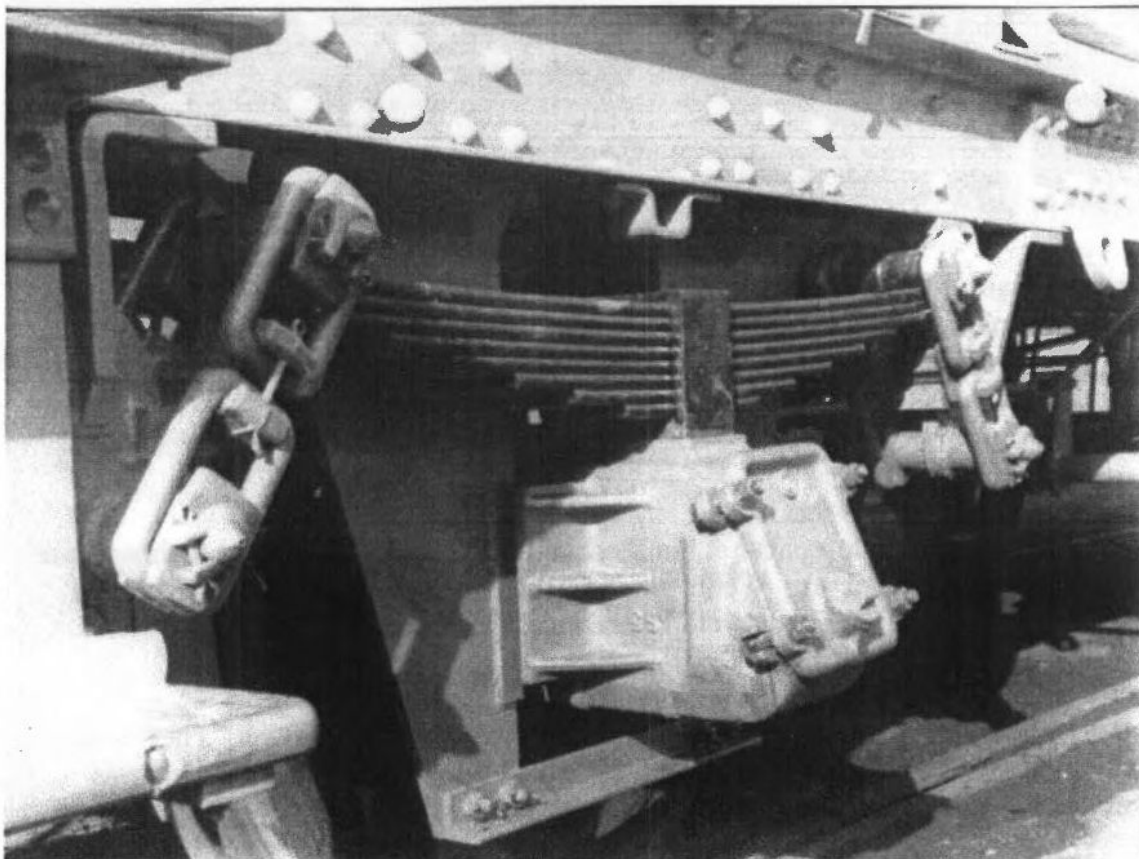
A note about the drawing:-

The above drawing was one of several made by the late J. E. Robinson (Shed Master at Mold Junction 1952 - 66) when he was a fitter at Llandudno Junction shed in the mid 1930s. They were made for the mutual improvement classes (M.I.C.s) of the day with the intention of educating the younger apprentice fitters and enginemen in the more intricate workings of the steam locomotives in their charge. The drawings were first made in pencil then lined in and colour coded in Indian inks on half imperial cartridge paper. All work on the drawings was done at home in his own spare time and naturally went unpaid for by his employers, the L.M.S.R.

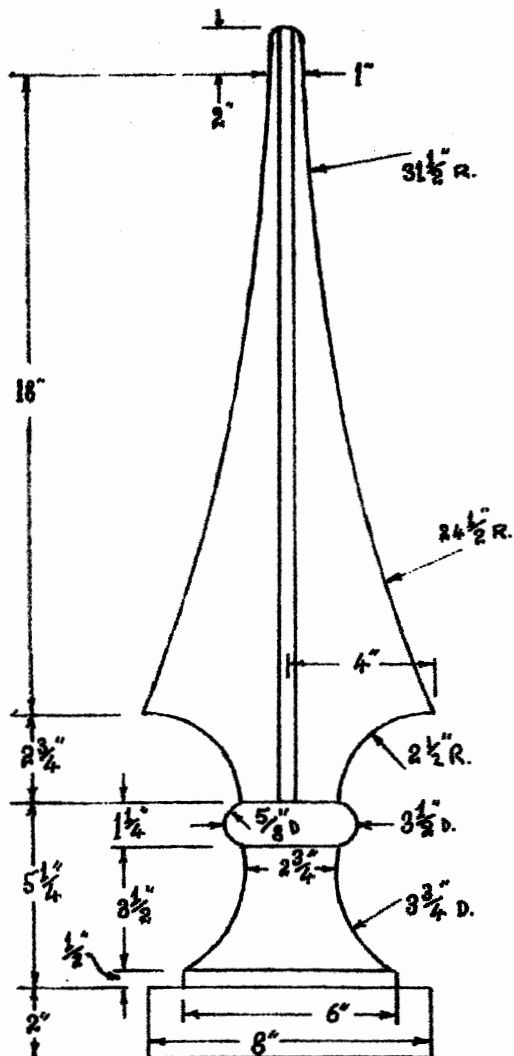
A note about Joy:-

David Joy (1825-1903) is remembered for this design of radial valve gear, much used by the London & North Western Railway, the Lancashire & Yorkshire Railway, and others.

(Tony Robinson October 2007.)



[Detail of Associated Ethyl 20-ton tank no.AE118, 1954. HMRS photo no.AAT036].



County Donegal Railways signal post finial

Drawn by Eric Power

Chester Model Railway Club is planning a new Irish narrow gauge layout, to replace their current model of "Dingle" which is modelled on the terminus of the Tralee & Dingle Light Railway.

The new exhibition layout (again to 4mm:1ft scale - hence a track gauge of 12mm) will be based on the County Donegal system which ran in the North West of Ireland until the 1950s.

Although most of the system (which was run by a Joint Committee of the Great Northern Railway [Ireland] and the successors of the English Midland Railway) was eventually in the Republic of Ireland, a small proportion was in Northern Ireland.

I believe the part of the railway to be modelled is near to Finntown, in Co. Donegal, where the C.D.R. once ran, and where today there is a short length reinstated as a tourist attraction.

[See www.castlebar.ie/photos/the-west/railways/Finntown/glry/]

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Editor's page

I have just seen (October 2007) in "The Guardian" newspaper, an obituary for well-known railway author and publisher **R.W.Kidner** who has died at the age of 93. He co-founded the Oakwood Press in 1936 and wrote or published many books on transport subjects, including many on little-known branch lines: an invaluable historical resource, frequently referred to by railway enthusiasts.

Recently acquired books:

Main line steam since 1984 by Nick Harrison. Book Law Publications, 2004. ISBN 1 901945 38 3. £23.99. [Superb colour photographs of preserved steam trains on British railways; the author is a former work colleague of my eldest son when he worked in Coventry].

Children of the dead end by Patrick MacGill. Birlinn, 1999, reprinted 2005. ISBN 1 84158 000 7. £7.99 (paperback). [First published in 1914, a novel based on the personal memories of a self-educated Irish labourer working on farms and Scottish railways in the early 1900s].

The Dundalk, Newry & Greenore Railway ... by D.S.M. Barrie. Oakwood Press, 1957, and later editions. (The 1980 issue – allegedly a reprint – has only 16 illustrations, compared with twice that number in the 1957 first edition).

Catalogue of company transfers on railway china & the pottery manufacturers who produced railway china by Anthony Lewis-Jones. Lewis-Jones (Mostyn), 1998. (Anthony Lewis-Jones was a local history enthusiast who lived in Mostyn, and he provided us with a lot of information about the station as it was in 1977 – a great aid in building our layout).

Members of our Group will know that I was recently in **hospital**, other readers may not, so here is a description of my travails! Having a long-standing history of lung problems (the result of 40-odd years of smoking, up to when I stopped in 1983), I was not surprised to be suffering from breathing difficulties on getting up on 7 September of this year. Usually, the symptoms got better the longer I was out of bed; but not this time. Having first got out of bed at about 5am, still sitting on the bed at about 6.30am I felt so ill that I got Lorna (my wife) to ring 999 for an ambulance: I thought I was dying! A reassuring friend in the village told me I was dying, and he was probably right! So I had a trip by ambulance with sounding siren (and, I presume, flashing lights) from home in Saughall to the Accident & Emergency section at the Countess of Chester hospital. I was then transferred to their Medical Assessment Unit for the doctors to work out what was wrong with me – I was wired to various monitors and intravenous drips. Although I had had no pain, they decided that I had had a heart attack and had a lot of fluid in my lungs and tissues. They transferred me by ambulance (no siren this time!) to Broadgreen hospital in Liverpool on 10 September, where I was admitted to their Cardio Thoracic Centre. More doctors/inspections/monitoring and medication, and an exploratory procedure called an angiogram. Result – a diagnosis of blocked arteries. The consultant wanted to meet with my next of kin to explain the various alternatives, from doing nothing to multiple by-passes. So my wife, eldest daughter from Saughall, eldest son from Lichfield, youngest daughter from Shrewsbury and youngest son who had flown over from Ireland, plus of course the consultant and his colleagues, met up on 12 September. We took his advice that a procedure called angioplasty (involving the insertion of tubular stainless steel expandable tubes into the

artery) with a 10% failure rate was the way to go. So this was done on the next morning, taking nearly three hours in a very 'hi-tec' operating theatre. Thence to a nearby recovery room for several hours, where I was again monitored intensively. Just as well, because I suffered several bouts of bleeding. That sorted, I was transferred back to the earlier ward. Next morning (14 September) after tests, I was discharged (complete with holes in both wrists and one groin, as well as smaller holes where canulas for the various drips had been inserted) and driven home by Richard who had offered chauffeur services to Lorna for this. Thanks, Richard!

If you thought this as end of the saga, think again! After three days at home, Broadgreen wanted to do some more blood tests, so Lorna drove me there. Tests done, I felt faint after dinner at home, so Lorna (understandable apprehensive) phoned 999 again, and I was re-admitted to the Countess hospital. Tests proved that my blood pressure was low, so my medication was again altered. Several tests later, I was again discharged, on 19 September. I am slowly improving now.

My thanks to those who visited me in the various hospitals – it was a welcome diversion from the general boredom of just lying on your back and worrying!

I was surprised at the high proportion of staff (doctors and nurses) who were from ethnic minorities: doctors included a Syrian, Indians, Maltese and Lithuanian; nurses had a lot of Indians, Philipinos and even one from Egypt. Those are just the ones I had direct contact with: if we had only British personnel, the hospitals would close.

I came across a mention of **Alan Godfrey Maps** in the newsletter of the Welsh Railway Research Circle (Emlyn, Richard S. and myself are members): Alan Godfrey markets reprints of old (around 1900) Ordnance Survey maps, covering many parts of this country as well as a few for what is now the Republic of Ireland. The original scale is sometimes altered, so that for instance, sections of what were originally 25ins to a mile are reproduced at about 15ins to the mile. So if your eyesight is as poor as mine, you may need good light or a magnifying glass to read the finer details.

The advantage of choosing early edition of the original maps is that railways were at their most widespread at the end of the 1800s/early 1900s. Closed lines were few by then.

I have to admit to finding old maps of places I know today, to be fascinating - even the places which have no railway lines.

Their website is: www.alangodfreymaps.co.uk where you can browse their range of maps; and their postal address is: Alan Godfrey Maps, Prospect Business Park, Leadgate, CONSETT DH3 7PW. Their maps are currently priced at £2.25 plus postage, which I think is good value. I have several, if anyone wants to have a look.

As a birthday present on my recent 74th birthday, my eldest son gave me a selection of bottles of beer purchased locally in Lichfield. As usual, his selection included several from small breweries, usually a different list from those available here. I have already sampled several (in danger of passing their 'best by' date"!) and these included a pint of the tastiest beer I have had for a long time: from the St.Peter's Brewery in Bungay, Suffolk – if you come across any of their products in your local off-licence, I can recommend them. But that is not the point of this paragraph: he had also (accidentally, because he was unaware of the significance of the name!) bought for me a selection of beers produced by a brewery called '**RCH Brewery**' (RCH is the abbreviation for the Railway Clearing House: at one time in charge of maintaining good relations between the various railway organisations, including apportioning revenue). They make beers

with names such as 'PG Steam', 'Firebox', 'Double Header' and 'Santa Fe': the explanation turns out to be that the brewery (at Weston Super Mare in Somerset) is run by two railway enthusiasts. Try these also!

After several years of saying I could do with a good quality scanner to complement my PC, I have finally got round to buying one: the Epson 4990 photo scanner is designed for copying photos, negatives and transparencies. So far, I have only tried it on photos and transparencies, where the results are very gratifying. It can also apparently be used to improve faded or damaged (creased/scratched) prints and negatives. Anyone with need of such a process is welcome to come along and try out the facility – but there is obviously (as with Photoshop, etc.) a learning curve involved, that I haven't had occasion to follow, but I am happy for folk to do their own experimenting here! But bring your own photo paper!!

Some potentially interesting websites I have come across in the last day or so: www.kiterslane.co.uk (as advertised on page xviii of the November "Rail Express") is for a commercial builder of 4mm scale 'modern image' models, showing impressive model photos; www.departmental.com/ and www.ontrackplant.com are both of possible interest for us. www.mostynhistory.com is organised by Mike Lewis-Jones, the son of Anthony Lewis-Jones (see paragraph 2 of 'Editor's page').

Workshop notes, no.14: Solder resist

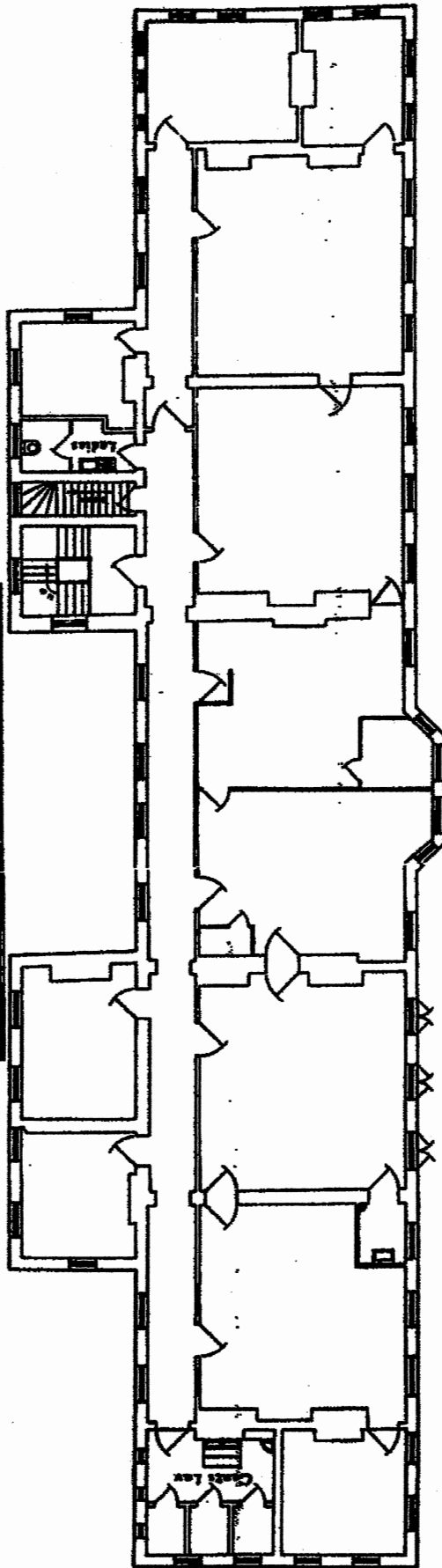
When soldering etched brass items, there are frequently parts of the etch that you don't want solder to spread onto. Mineral oil/grease can be used, but they spread uncontrollably when heat is applied – don't risk them! In the past, I have used the corner of a tablet of toilet soap – rubbed onto the relevant part of the etch – to resist the flow of the solder. But I found that, although theoretically easily washed away, soap often tended to burn onto the surface of the brass with the heat of the soldering, and became difficult to remove.

There are of course various proprietary products on the market: 'Carr's Solder Mask' is a well-known one, and costs £3 for 15ml. I'm told that you can use another Carr's product to do the same job: 'Carr's Metal Black for Brass' is said to stop solder working where it has been applied; £4 for 50ml – but I have never tried this method.

But then I thought to try another water-soluble medium: 'KY Jelly' which is used as a medical skin/tissue lubricant, and in practice it worked better than household soap. I'm sure many modellers will have a tube somewhere in their houses, so give it a try! There are other similar proprietary lubricants available from your local pharmacist; a tube will cost £2 to £5. The important quality is for it to be soluble in water.

OSWESTRY

STATION BUILDINGS (UP PLATFORM)



FIRST FLOOR

Between 1860 and 1922 Oswestry (actually just over the border in Shropshire, England) was the headquarters of the Cambrian Railways. The station was opened to passengers in 1860, and after passing to the Great Western Railway in 1922 and then British Railways in 1948, was closed in 1967. Later sold, and I think this undated plan of the first floor of the station building probably dates from this time. It does not have any other information on it. I have had it for years, and cannot now remember where I got it! This is a reduced copy of the plan (theoretically drawn at 8ft to 1 in), which I think scales the building at about 170ft by 44ft.

Can any reader add to this information?

Tyre-turning and Smooth Running of Carriage Stock

In an article appearing elsewhere in this issue of the Magazine reference is made to the provision in the new lifting shop at Old Oak Common of plant to enable tyre-turning to be carried out there.

This is an important item in carriage maintenance, as the comfortable running of coaches is largely dependent upon the condition of the tyres. It will be appreciated that uneven wear of the tread adversely affects the riding. It should further be noted that new and re-turned tyres are finished to a profile to suit the rail section. The amount of tyre wear naturally depends on the mileage run, and as some vehicles do a very much larger daily mileage than others, according to the services in which they are engaged, the tyres of one vehicle require attention much more frequently than another. In these circumstances special gauges are in use to ascertain the condition of the tyres, and directly the gauge indicates a certain agreed maximum of wear the particular vehicle becomes a subject for shop attention and is listed accordingly.

The gauge for measuring the wear of the tyres is made of steel. It is flat and is held at right angles to and pressed against the tyre. The small metal projecting "finger" at the edge of the gauge is depressed according to the wear, the pointer indicating on the dial the amount of wear in 64ths of an inch.

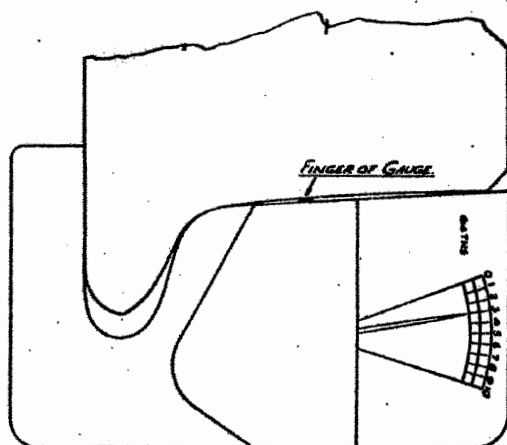
The accompanying illustration shows the gauge in contact with a worn tyre,

3/64 in. wear being registered.

In the process of tyre-turning only such portion of the tread is removed in the lathe as will bring the tyre back to the standard profile. The contour of the flange is also corrected, the tread being finally finished off by grinding.

In this way every coach comes under systematic examination and attention, ensuring the smooth running of which the Great Western Railway is so justly proud.

[From: "GWR Magazine" vol.52
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GAUGE IN USE FOR MEASURING HOLLOWNESS OF
CARRIAGE TYRES.

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