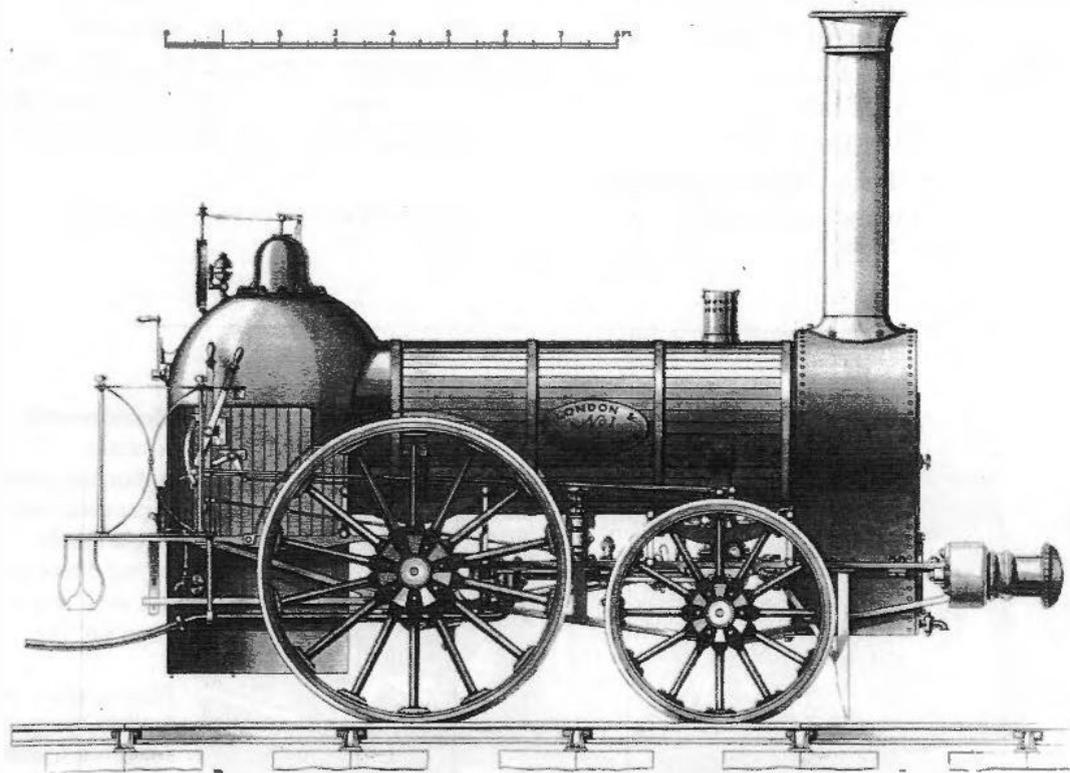


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Barrowmore Model Railway Journal



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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 June 2009, and contributions should get to the Editor as soon as possible, but at least before 1 May 2009.

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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.

++++
The cover illustration for this issue is a drawing of the London & Birmingham Railway's No.1. One of 42 similar engines with 12in cylinders built by various manufacturers to the design of Edward Bury for the opening of the L&B in 1837. No. 1 was built by Bury's Clarence Foundry in Liverpool and was tested on the Liverpool & Manchester on 15th June 1837 before being sent to London by canal for the opening of the first section of the L&B the next month.

[Drawing supplied by and caption written by Norman Lee. Norman's article on this class of 2-2-0 engines is on pages 29-30].



Mouldsworth pilotman authorising driver to proceed over single line in wrong direction: to travel 'down' over 'up' line.

Photographer was the late Norman Jones – a friend of Tony Robinson; date is thought to be late 1950s.

See page 38 for more details.

Forthcoming events

7/8 Mar. 2009: Macclesfield show (Tytherington High School, SK10 2EE).

14/15 Mar. 2009: Kidderminster show.

28 Mar. 2009: 7mm running track (American), Llanbedr (see Editor for details).

4/5 Apr. 2009: S4 North, Wakefield.

18 Apr. 2009: 7mm running track, Llanbedr (see Editor for details).

23/24 May 2009: Aylesbury show ('Railex').

30 May 2009: 7mm running track, Llanbedr (see Editor for details).

6/7 Jun. 2009: DEMU showcase, Bretby.

13/14 Jun. 2009: Chatham show.

27 Jun. 2009: 7mm running track (American), Llanbedr (see Editor for details).

27/28 June 2009: Perth exhibition ("Mostyn" is appearing).

11 Jul. 2009: 7mm running track, Llanbedr (see Editor for details).

19 Jul. 2009: 7mm running track show, Gresford.

8 Aug. 2009: 7mm running track (American), Llanbedr (see Editor for details).

22 Aug. 2009: 7mm running track, Llanbedr (see Editor for details).

12/13 Sep. 2009: ExpoEM North, Slaithwaite.

26/27 Sep. 2009: Southport show (Birkdale High School, Windy Harbour Rd., Southport PR8 3DT).

3 Oct. 2009: 7mm running track, Llanbedr (see Editor for details).

31 Oct. 2009: 7mm running track (American), Llanbedr (see Editor for details).

21 Nov. 2009: 7mm running track, Llanbedr (see Editor for details).

5 Dec. 2009: 7mm running track (American), Llanbedr (see Editor for details).

12/13 Dec. 2009: Wigan show ("Mostyn" is appearing).

(2010)

11/12 Dec. 2010: Wigan show.

(The Editor welcomes details of other events of railway interest for this column)

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

(Also of interest is: www.mostynhistory.com)

Llangollen Railway steam gala

A nine-day steam gala is planned to take place at the Railway over 18 to 26 April 2009. Up to twelve steam locomotives (including six guest locomotives) should be appearing, and an additional attraction for many will be week-long Beer Festival at Llangollen Station, with a large selection of guest ales, as well as other events.

More information from: www.6880.com or www.llangollen-railway.com , or ring the Railway on 01978 860979.

Letters to the Editor

E-mail from Peter Lawson of Hankelow:

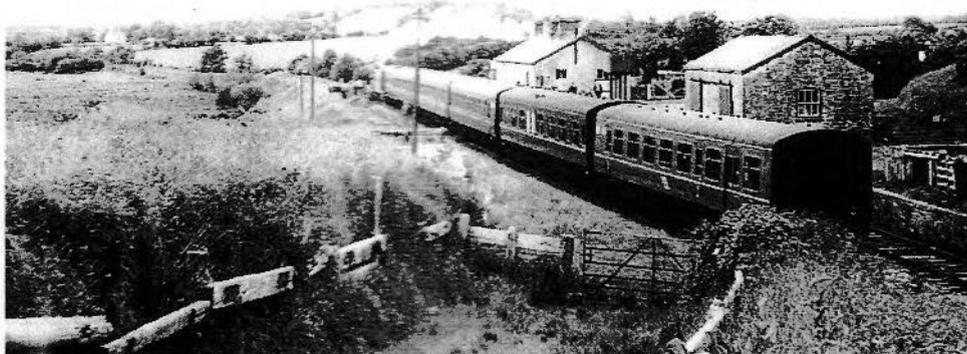
"Thanks for BMRJ17. I spoke to Geoff Kent on the subject of models [of the LNER design six wheel brakes] on my recent visit to Retford. He had a model running on Blakeney, this was his own scratch build. The model running on Retford was believed to have been constructed from a Comet kit, if built using their parts will suffer from an incorrect roof and end profile. No other source of kits has been located for this vehicle. There are colour photos of E70687E, in Rail Blue, in Model Rail, Aug 2000 p34-35. Skinley list a Six-wheel 32' luggage brake van, ref no 5406f in their drawings range, I do not have a print. Hope above of interest. Peter."

E-mail from John Dixon of Saltney:

"DavidI spotted [this] in an 1897 GWR service timetable and I imagine it shows the most northerly GWR slip coach working. I'll drop the copy page off at your house soon, or leave it at Syd's, although it hasn't copied too clearly so you might need to retype the tabular format. For now, the gist of it is that the 09.35 Birkenhead to Paddington (?) had a slip coach attached at Birkenhead, slip signal lamps were attached at Chester, and the coach actually slipped approaching Wrexham station when it was under the bridge after passing Wrexham North up distant. (*GWR STT* of 5/1897). Prior to spotting this notice I had thought the most northerly GWR place for this work was at Wellington. I don't suppose it lasted for any length of time as I can't see it saving much. John".

(More letters on pages 10-14.....)

Nobber station, Co. Meath, Ireland

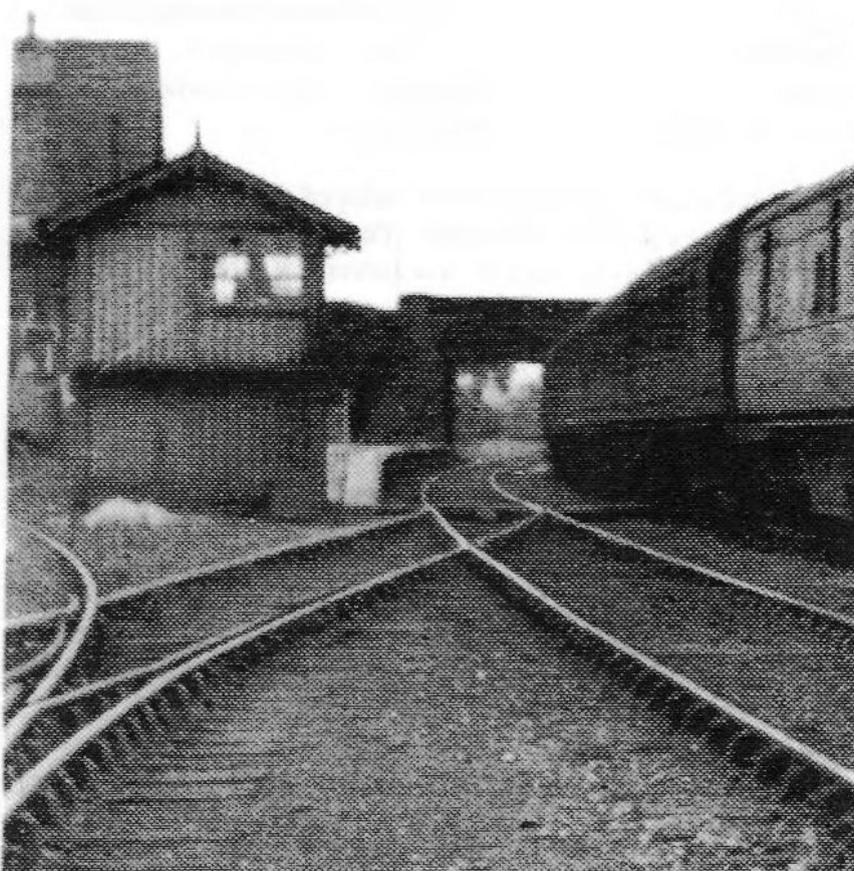


The village of Nobber is in Co. Meath in the Irish Republic (near the River Dee!), to the west of Drogheda which is north of Dublin on the

east coast. The station, closed to passenger traffic in 1947, was on the Kingscourt branch of the former Midland Great Western Railway. The line was closed completely in 2001 but track was left in place. By road, Nobber is about 12 miles to the north of Navan on the Kingscourt road. This photo shows C.I.E stock on an enthusiasts' special in the 1960s.

In more recent years, proposals to re-open the Navan-Clonsilla line to the south (and nearer Dublin) have been promoted; but at an estimated (2003) cost of over £500 million, this seems unlikely to get off the ground in the present financial climate.

Barrow for Tarvin: a farewell from Stewert Dewsbury



*Barrow for Tarvin
signal cabin and the
road overbridge on the
B5132 Barrow to
Helsby road in
September 1949 (a
small portion of a
photograph by
W.A.Camwell, greatly
enlarged.)*

In recent years branch lines have died with a flourish of trumpets, fog signals, wreaths on the last train and “Auld Lang Syne” at the end of the final journey – but stations die quietly.

After all, the closing of a station hardly interrupts the even tenor of services, and for economic reasons British Railways have had to close so many recently, that their action no longer excites any comment.

Barrow for Tarvin is a small station set in the West Cheshire meadows in sight of the Mersey and the Welsh hills, on that section of the old Cheshire Lines system constructed under the Chester and West Cheshire Junction Railway Act of 1865, and opened from Mouldsworth to Chester (Northgate) in 1874, so that, for nearly 80 years the little station had served the scattered communities long after the coming of the all conquering motor bus.

For months rumour and counter rumour had breathed that Barrow was to be closed for all traffic, and finally the blow came in the form of a politely worded notice that "British Railways regret that after careful consideration ..." and rumour became fact.

As no Sunday trains stop at Barrow, Saturday, 30th May [1953], became the final day of operation for passenger traffic, so, in company with Stationmaster Childs of Mouldsworth, the next station east, in whose charge Barrow lay, I went to see the end.

It was a lovely, though rather cold May evening as we walked the three miles of track between Mouldsworth and Barrow, with a stiff north westerly breeze blowing off the Mersey, and the placid Cheshire countryside looking its best. But the smoke from the petrol plant at Stanlow showed that the fuel for the highly competitive internal combustion road vehicle was still being turned out day and night.

Arriving at Barrow, we found that much had already been stripped down and loaded into a covered van, and only the bare essentials remained. The station seats are going to Newbey near Rochdale, part of the fittings to store at Wolverton, the clock to Manchester, and so on.

Yet a last look round at the station buildings, particularly those on the up side in the direction of Manchester, showed that this rural station had been built of the very best material, to cater for a traffic, which by reason of its isolated location, could never hope to attract, and the solidly built booking office and waiting room had a ghostly air about them.

Zero hour was 8.45 p.m., when the last the last two trains, up and down, practically met at the station, the 7.20 p.m. (SO) from Manchester (Central) to Chester (Northgate) departing at 8.42 and the very last of all, 8.45 p.m., to Manchester.

There were very few people to see the last trains. The local ganger – Tom the porter signalman at Barrow – one or two local people – maybe a couple of railway enthusiasts like myself – and Stationmaster Childs.

The Chester train came down the bank from Mouldsworth dead on time headed by ex-G.C.R. 4-4-2T No.67400, and the only passenger to alight was an elderly local lady, who on being pressed to keep her ticket as a souvenir of many years of travelling – politely declined.

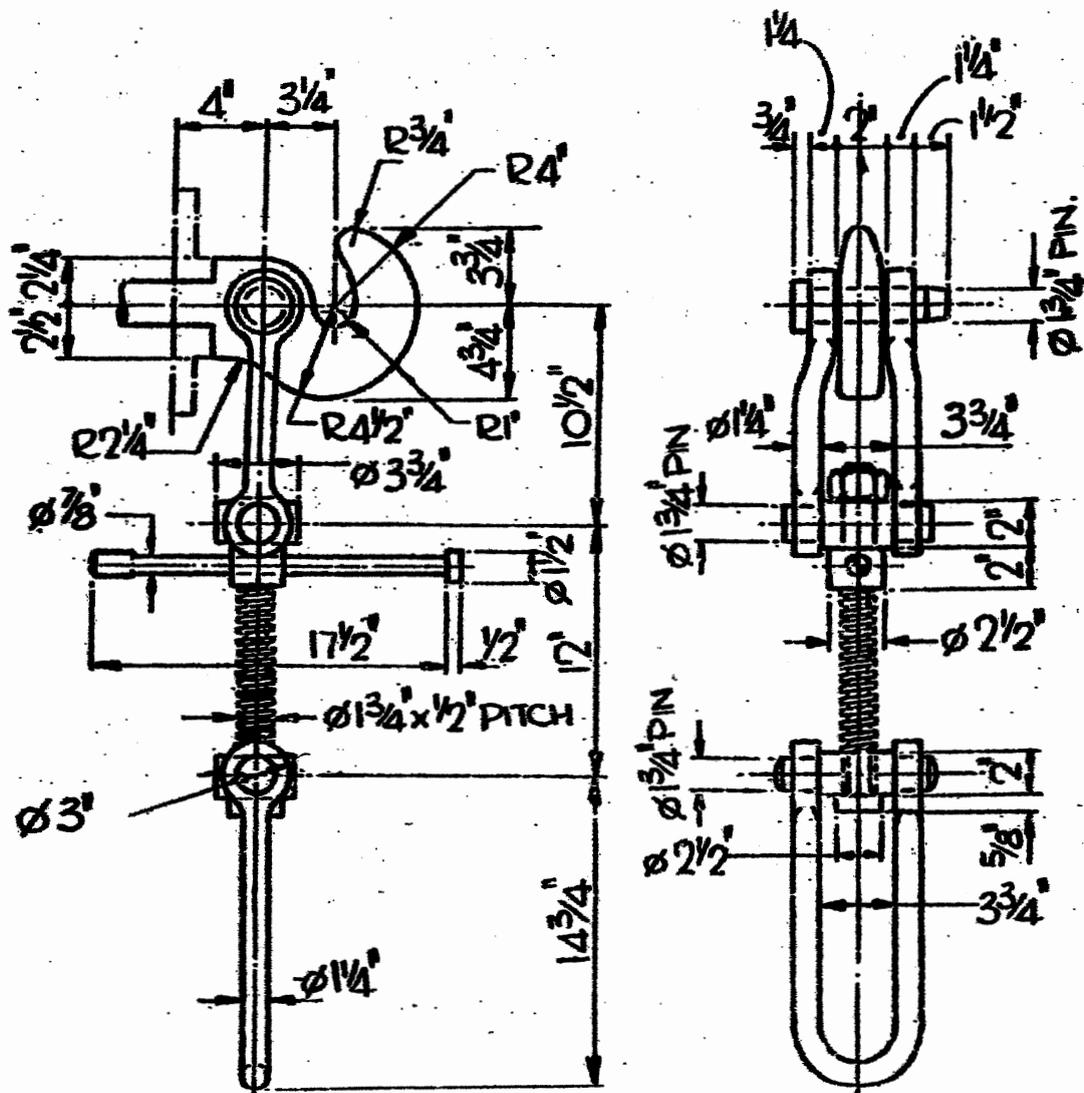
Then came the very last train, the 8.37 from Chester, appropriately headed by an ex-G.C.R. 'Director' class No.62661, *Gerard Powys Dewhurst*.

Mr. Childs and I climbed into the rear brake composite, an ex-C.L.C., of Dukinfield build, there was a brief wave of the flag and we were off eastbound up the 1 in 144 to Mouldsworth. It was all over!

[This is a reprint of the article that appeared in the August 1953 issue of 'Railway World', which was pointed out to me by Harry Wilson; Bob Miller's article on the station appeared in our issue no.2, April 2005, together with a plan and illustration of the station building].

Workshop notes, no.18

(This drawing is from a 1993 issue of "The Link" – Manchester Model Railway Society's journal; I suspect it was drawn by their member Norman Whitnall, unfortunately now deceased. But acknowledgments to a skilled modeller).



Screw couplings - a solution? by Iain Kirk.

The screw coupling in 4mm modelling is a veritable minefield to the unwary. Some of the available couplings are effective as coupling devices and yet seem oversize and clumsy, whilst others are both fragile and ineffective.

Much of the stock on Mostyn uses the Roxey coupling [Note 1] which is effective but seems to lack a certain finesse. An alternative to some may be the couplings sold by Exactoscale [2], an item which is both strong and looks like a proper coupling. It is regrettably, a rather expensive item [They cost £10 per pair over eight years ago! Ed.]. Of late however, an effective solution has become apparent - the Masokits [3,4] screw coupling. This comes as an etch with some seven pairs of couplings, as well as coupling

the etch so as to prevent the pivot hole getting bunged up with solder), some masking tape and some 0.7mm lace pins. I use 0.65mm lace pins available through Hobbycraft [5,6] - the extra space available provides a nice free moving joint. The instructions are very easy to follow and explain exactly why you are doing what is being asked. Attaching the finished coupling to the coupling hooks needs a bit of fiddling with a cutting broach and a gentle bit of adjusting with small pliers. However the finished item is, to my eyes, very passable and strong - ideal for all those items of stock still needed for Mostyn.

Notes

- [1] Roxey Mouldings, 58 Dudley Road, WALTON-on-THAMES, Surrey KT12 2JU; tel. 01932 245439; <http://www.roxeymouldings.co.uk/>
- [2] Exactoscale Ltd., 20 Waterson Vale, Moulsham Lodge, CHELMSFORD, Essex CM2; tel. 01245 263779; <http://www.exactoscale.co.uk> (The draw hooks also are sold separately: 4CP D01A £2 for 10).
- [3] Masokits, 27 Crotch Crescent, New Marston, OXFORD OX3 0JL; <http://www.scalefour.org/masokits> (The fret contains couplings for 7 wagons: 8.01 £3).
- [4] an article on Masokits screw couplings: *4mm screw couplings* by John Hayes, in *Model Railway Journal* no.123, 2000.
- [5] Hobbycraft: many stores plus online ordering; <http://www.hobbycraft.co.uk/> (Brass lace pins 0.65mm, made by Hemline).
- [6] D.J.Hornsby, 25 Manwood Avenue, CANTERBURY, Kent CT2 7AH; tel. 01227 454605; <http://myweb.tiscali.co.uk/djhornsby/> alternative source of lace pins – see John Hayes' article.

Editor's note: Looking through my files, I discover that back in the 1990s I made a first draft of an article on model couplings, intended for *Modelling railways illustrated*. Like a lot of my good intentions, it never came to anything, and it has been overtaken by Iain's more disciplined and up-to-date offering. My draft started off: "A colleague once summed up the couplings situation with the following judgement: 'Scale 3-link couplings are out-of-scale for only a short period when a giant hand and shunters' pole come out of the sky; proprietary automatic couplings are wrong all the time!' I must say that I am still in agreement with this statement.

Corrections: Dave Faulkner has just pointed out that my numbering of the 'Workshop notes' columns has been wrong since June 2007! – when the 'Brass sections' which was numbered as 'No.12' **should have been No.13**; 'Bow pen' and 'Ridge tiles' which were numbered as 'No.12 and 'No.13' **should have been numbered as No.14 and No.15**; 'Solder resist' which was numbered as 'No.14' **should have been numbered as No.16**; 'Photocopying' which was numbered as 'No.15' **should have been numbered as No.17**. Apologies for the confusion – the column (no.18) in this issue should put the numbering sequence back as it should be!

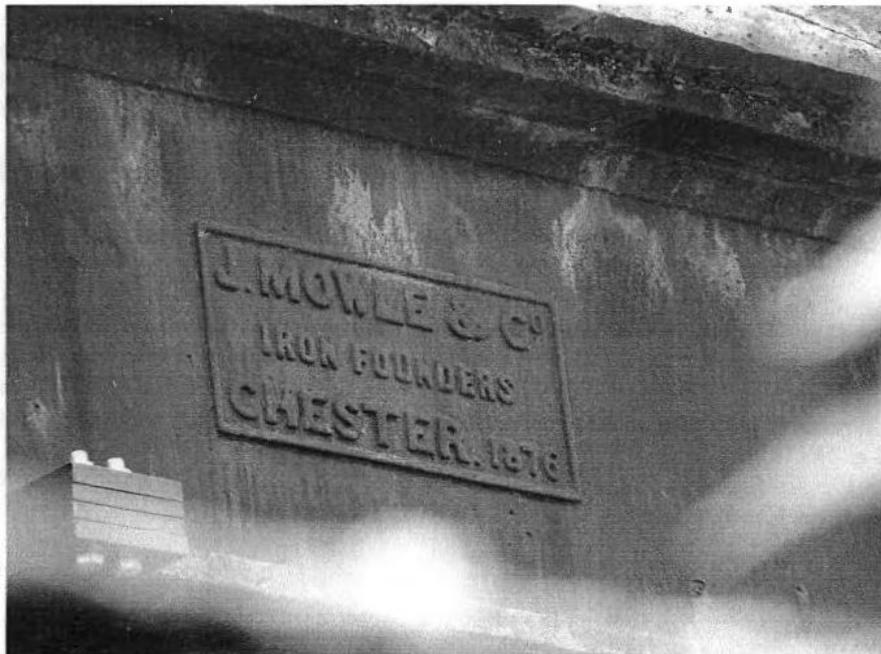
Letters to the Editor (continued from page 4)

From Tony Robinson of Whitchurch:

“J. MOWLE & Co, CHESTER. Does anybody have any information on the above local iron foundries that clearly operated in the Chester area in the late nineteenth century? Picture (1) below, shows the makers plate dated 1863 that adorns the girders on the City Road (Shropshire Union) canal bridge.



Picture (2) below shows a similar makers plate dated 1876 that adorns the Sandycroft Road (L.N.W.R.) bridge at Mold Junction.



Any information on the makers and the location of their erstwhile manufacturing company and site would be most welcome. Thanks - Tony Robinson. 30-12-08."

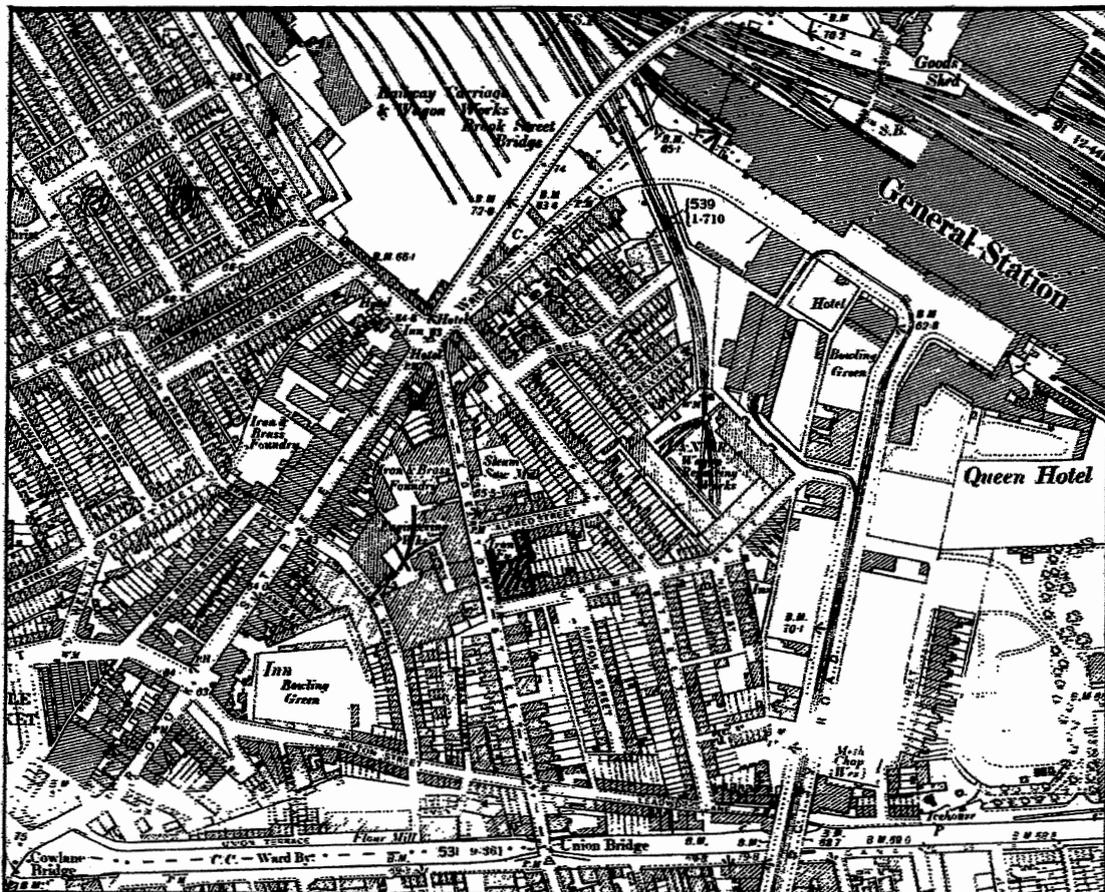
[Editor's note: when I was in Chester Library this week, I enquired about J.Mowle, and found that the foundry appears to have started out as [note 1] –

game, Eastgate street
Mowle, James and Co., iron and brass
founders, engineers, boiler makers,
&c., Egerton street foundry

The evidence of photo 1 shows that the firm was operating by 1863.

By 1892 the foundry appears as "Mowle and Meacock, Egerton Iron Works" [2], but had ceased trading by 1908, when the site, on Egerton Street between Crewe Street and Alfred Street, was sold for the building of Egerton Street School [3,4].

The 1898 Ordnance Survey map of Chester shows the location of the works (outlined in black, near the centre of the map) and demonstrates the difficulties that the firm must have worked under: no room for expansion, not actually on a railway line, not actually on the canal or the river ...



Notes: [1] Phillipson & Golder's directory for Chester ... 1870.

[2] Phillipson & Golder's directory for Chester ... 1900-1901.

[3] A history of the County of Chester, edited by C.P.Lewis and A.T. Thacker. Vol.V, part 1. I.H.R., 2003. ISBN 1 904356 00 1.

[4] <http://www.british-history.ac.uk/report.aspx?compid=19219>

There must be someone out there who knows more]

E-mail from Chris Rodway:

"Hi everyone, Best wishes for New Year. Your members may be interested in an exhibition that is being arranged in May at Quarry Bank Mill for 100th Anniversary of the Styal Line. Details are still being worked out but it is hoped for a selection of old and more modern pictures along the line on display with model railways. A miniature railway may be working in the car park area. Full details will appear on www.crewe2manchester.org.uk when they are finalised. This will take place on Sunday 17 May.

As to access rail/bus is preferred over the car due space considerations. A combined rail/bus/admission ticket is available from any station. This is via Manchester Airport and bus is hourly seven days a week until teatime.

Please feel free to include this information in any members magazine that your Society may publish. It will be included in SLS Journal. Kind regards - Chris.Rodway."

E-mail from Stan Yates of Rhyl:

"Dave, Would it be possible for you to put a request in the next issue of the Journal on behalf of Chris Coates and his team relating to observations on the West Coast main line between 1948 and 1968?

The enclosed attachments describe the nature of the project and the details of the observations which are sought. There is also an example enclosed of the potential output.

Many thanks for your help in this matter. Wishing you a very happy new year - Stan Yates"

— Original Message —

From: chris.coates

To: 'stan YATES'

Sent: Sunday, December 07, 2008 10:52 AM

Subject: RE: Working Timetables

"Hello Stan: Thanks for offering to advertise the West Coast project further.

We are actually seeking spotting notes (Steam & DIESEL) for the period 1948 to 1968.

Lineside and shed. West Coast route from Euston to Glasgow including

Birmingham/Liverpool/Manchester/Blackpool/N Wales. We also look at services in the Liverpool/Manchester/Blackpool triangle if anyone can help with the likes of Man Vic, etc. The more detailed the better but we can still extract a hell of a lot of information from just a list of numbers. When we compare it to notes we already have for the same date, it confirm things and we can usually work out the time frame. Should someone have detailed notes....that would be brilliant. I would point out that, if there is a reasonable amount of notes, I am more than happy to personally visit and photo the pager with my digital camera. Sometimes enthusiasts feel the job of copying the notes would take too much time so they shy away from it. It's vitally important that we get the notes now....what scope/interest in 10 to 15 years time???

Hope this brings results. I attach the information letter and coverage letter and sample sheet which should assist.

I have located another couple of WTT's and will sort the relevant pages for you over the next week or so. Cheers and thanks - Chris."

"WEST COAST SIGHTINGS RECORDS 1948 to 1968

This project aims to identify, as fully as possible, locomotives (steam & diesel) working actual trains on the West Coast Main Line in the BRITISH RAILWAYS era We have now been collating information for over four years and, since our group of researchers started on this mammoth task, we have made amazing progress. We stated that we wish to identify all engines on actual trains on the West Coast route and, quite rightly, this is impossible, but progress has shown we should, with your help, be able to identify virtually all Summer Saturday trains and a good proportion of weekday trains too. Over 500 enthusiasts have now contributed and on Summer Saturdays, for instance, we have already identified 75% of the locos working trains, but still need more sightings to solve queries. Schooldays and overnights are, understandably, the hardest to locate. We know there is still a mass of information out there....please dig out those old notebooks and give us a ring and share it with us so we can share it with others?

To progress we need to view old spotting notebooks or photographic records. Obviously the more detailed the sighting the better, but even a list of numbers can be of much assistance to confirm if a particular loco was noted passing/at a known site on a given day. Shed logs are also very useful (any LMS shed excluding Midland lines can give valuable sightings). Additionally we record locos on the ex L&Y lines from Manchester to Liverpool Ex, Southport & Blackpool as this helps with excursion traffic. **See next page for the coverage area.** All workings are noted with the exception of DMU's on normal trains. All excursions are noted.

We also need to locate other information and good sources are drivers, firemen and guards logs and diaries, enginemen's arrangements or other shed documents, special traffic notices, etc.

There is no work required by yourself unless you wish to do so. We will gladly reimburse any photocopying/postal costs. A recent development has been the photographing of notebooks (using digital cameras), which means no work for you other than allowing us access to the records. Simply contact us.

It is expected that, when sufficient data is available and processed, booklets will be made available, probably covering single years and hopefully encouraging more input to allow updates to be produced at intervals. The sooner we get the information, the sooner we can share it so please try to assist us with whatever you may have.

It is unlikely that a project like this could be entertained in 10 years time due to the age situation so please allow us to record this information now whilst we who remember those days can still enjoy it.

If you are unable to help directly, perhaps you know someone who could?

Please tell us.

CONTACT Chris Coates, Halendor, 53b Chorley Rd, Blackrod, Bolton BL6 5JU;
Tel 01204 690122, Mobile 07976 560802 Email Chris-coates@ukonline.co.uk"

“WEST COAST SIGHTINGS RECORDS 1948 to 1968

AREA COVERED

EUSTON to GLASGOW/PERTH/ABERDEEN where through services are relevant.

RUGBY to BIRMINGHAM to STAFFORD

COLWICH JN to MANCHESTER

CREWE to MANCHESTER

CREWE to HOLYHEAD but not local trains within N.Wales

CREWE to LIVERPOOL

PRESTON to BLACKPOOL

Through trains to BARROW/WINDERMERE/WORKINGTON off WCML

Normal WCML services that are DIVERTED via ANY ROUTE

Also trains from Manchester Victoria to Liverpool Ex/Southport/Blackpool

Individual engines tracked at any location

The purpose of this is to identify where these locos where and therefore eliminate them from subsequent investigations:-

1. All named LMS locos except Midland lines engines unless these are working on LNW lines.
2. All Britannias & Clans allocated to LMR/SCR Sheds.
3. Any LMR based EE4 diesels (Class 40s)
4. DMU/EMU's not included but may be shown as "DMU" if working special or excursion train to identify this was a DMU worked train.
5. Electrics. Are input if sightings received. The moral being if it's noted it may be relevant one day.

Shed logs:-

Any LNW shed plus any Manchester/Liverpool/Preston division shed.

Less obvious ones are Aston, Llandudno Jn, Springs Branch, Blackpool and Stirling.

Again named LMS/BR locos are tracked as are unusual or visiting locos.

[193KB of sample pages from 1962, in Excel format, are included in the e-mail message: anyone wanting to see them (not suited to printing here) is invited to contact the Editor].

Extract from an E-mail from Harry Wilson:

".... Any book orders for new stuff will be charged at 10% discount as usual, best placed by e-mail as you do. Best wishes for 2009 - Harry Wilson.

for Henry Wilson Books

61 Main Street

Sedburgh Cumbria LA10 5AB

tel. 015396 21111

web site: www.henrywilsonbooks.co.uk

e-mail: hwrailwaybooks@aol.com

also at 14 Broomheath Lane

Tarvin Chester CH3 8HB

tel. 01829 740693

E-mail from Tony Robinson of Whitchurch:

"Hi David, Excellent article [on the G.W.R. at Chester] in Feb edition of "Steam Days" which you might like to alert interested parties to. Regards, Tony."

[When the Editor went of Watergate News in Chester last week, they had sold out: I suspect that you will be able to get a copy from the publishers -

Redgauntlet Publications

PO Box 464

Berkhamsted

Herts. HP4 2UR. Or you can download an order form from their website:

<http://www.steamdaysmag.co.uk/>

C.W.S. Ltd, Irlam
Soap Works, c1958:
Norman Jones at the
regulator of Peckett
0-4-0 fireless
locomotive (works
no.2155 of 1955).

Like the other
works engines, it
was always kept in
immaculate
condition by night
cleaners Percy
Howarth and
L.Johnson, and
drivers George
Byrom, Ernie
Bickerton, Bill
Ogden and Stan

Crawford. Norman was accountant at the Soap Works at this time.



The Dee Bridge accident, 1847: part 2

by David Goodwin

Continued with "Chester Chronicle" reports from 4 June 1847 – continuing the reporting of the Coroner's inquest:

THE LATE RAILWAY ACCIDENT ADJOURNED CORONER'S INQUEST

"[The following are the proceedings of the Inquest adjourned from the Workhouse on Tuesday week to the Exchange on Friday last. A continuation of the proceedings adjourned from Friday to Wednesday will be found in our third page]

At ten o'clock the coroner and jury entered the court, in which at that time, there were not a dozen persons present. During the day, however, the proceedings increased in interest, and there was a goodly attendance. The Coroner first addressed the jury, and said that before they entered upon the adjourned inquest, it would be necessary to swear them also touching the death of Isaac Jones, who now lay dead in the Infirmary, having died since they were sworn in the former cases.

The jury having been sworn, then proceeded to the Infirmary to view the body.

On the Jury reassembling we observed in court the following gentlemen connected with the Chester and Holyhead Railway Company:- Mr R. Stephenson, engineer; Messrs Tyrrell and Parker, solicitors; Mr Betts, contractor; Mr Lee. Resident assistant engineer; and Mr Munt, clerk. Gentlemen connected with the Chester and Shrewsbury Railway Company:- Mr Kelsall, solicitor; Mr Robertson, engineer; Mr Brown, director, &c &c. The Right Worshipful the Mayor, some of the magistrates and council, and also several respectable citizens were present. Mr Green, solicitor, of Liverpool, appeared for the representatives of the late John Matthews, the coachman.

Sir E.S. WALKER said that the coroner would recollect that on Tuesday the jury inspected the place of the accident; and on behalf of the jury, he wished the cap stone on which the girder rested to be denuded of soil, in order to see how it was packed.

After some explanatory conversation, the wishes of the jury were ordered to be complied with.

The CORONER then said that they would proceed with the general evidence; and Mr Hill called William Paget, who did not answer.

James Clayton called.- I am an engine driver in the employ of the Shrewsbury and Chester Railway Company; I had chare of the engine on the 24th day of May, when the accident happened: it was the 6h.15m. train; I don't know the number of carriages attached; we mostly have a first class carriage with it; the stoker's name was Thomas Anderson; he was on the tender; I knew John Matthews a passenger; he was in the van with the guard; George Roberts was there; I can't say about Charles Nevitt and Isaac Jones; I saw Anderson and Matthews at the Workhouse, and Roberts at the Infirmary, shown to the jury; the train proceeded across the Roodee arches about fifteen or twenty miles an hour; when I approached the first arch I felt nothing, no vibration; when I got to the arch that gave way, I felt a sudden sink; the engine made a rear-up; I gave her all

the steam I had, which plucked the tender away; the tender sunk with the bridge, but we plucked it out; the tender was thrown off the line; I did not see what had become of the carriages; I saw Thomas Anderson fall off the tender, on the right hand side; he fell with his head on the rails, on the place shown to the jury as covered with blood; I soon after stopped the engine, and could not tell what had become of the train, but judged the arch had fallen in; I then went on to Saltney Junction; I saw some bricklayers, and I made motions to them the arch had fallen in; I went to Saltney station, and then got the engine on the down-line; I told the persons at the station that I thought the bridge had given way, and also that the fireman was killed; I came back with the engine and stopped at the Dee, where I saw persons assisting the sufferers in the water; I saw the fireman lying dead where I had seen him fall; the train was all fallen below; one arch had given way, that nearest to the Saltney end; I then went on to Chester; I gave notice of the accident at the station; I have been employed on the line since November last; I have never felt any vibrations in crossing the bridge to alarm me; I have never felt any sinking of the bridge when I passed over it; I have taken luggage trains over it; I have taken twenty-eight carriages over it at one time; they were luggage carriages; I felt no vibrations in taking over heavy trains, any more than in taking over light trains; I have never felt any vibration at all, at any time.

[Questioned] By Sir E. S. WALKER.- I had my hand on the handle at the regulating valve when passing the bridge; I had no prepossession in mind that the bridge would give way; I was not going to give the company warning for fear of the bridge giving way; I generally have my hand on the handle of the regulating valve; when I went over with twenty-eight waggons it was before the centres were struck; I can't fix the date; I never felt any sinking in going from the solid on to the bridge; I have felt no difference in the bridge, after the centres being struck.

Sir E. S. WALKER at this stage said, that the jury would like a pole to be erected on the bridge, and a train sent over to judge of the vibration.

The CORONER said that levels and experiments had been made yesterday. If that was not satisfactory other experiments could be made.

Mr. TYRRELL, on the part of the Chester and Holyhead Company, said a train should be got in readiness.

William Paget called – I am station master at Chester; I saw the 6h 15m. train leave Brook-street Station on the 24th inst; there were three second-class carriages, one first-class carriage, and a van; I don't know the exact number of passengers, as there were day tickets and contract tickets; there were only three passengers from Chester; Matthews, Nevitt, Roberts, Anderson, and Clayton went with the train; I don't know if Isaac Jones went.

Thomas Frith.- I am fifteen years of age; I am in the Town Clerk's office; I was fishing in the river at the Roodee viaduct, about six o'clock; I was on the Saltney side; I was from fifty to one hundred yards above the bridge; I saw the train come up about half way on to the middle arch; I saw it on the last arch; there was a tremendous crash; a large piece of girder fell from the middle buttress; also a lot of rubbish and the carriages; the last carriage of the train dropped into the river first, and the rest followed; I ran to the spot; I found a large coping-stone and rubbish, a quantity of timber, and people lying amongst them; I don't know any of the parties killed; I saw the stoker lying there; I knew Mr. Walmsley; he was lying there; I was standing under the bridge on the same morning; I stood under the arch next the Roodee; when a train went over, one of the girders bent down between four and five inches; it was the inside girder of the first arch on the going out line; the girder bent down, about the middle, double the

width of the lower ledge, which is two or three inches; he noticed it because his brother called his attention to it; I was bathing there one morning when a train passed, and saw the girder belly down.

Thomas Barlow. – I was mending nets at the time of the accident, on the marsh below the Dee bridge, about four hundred yards from the railway bridge; I was on the west side; I saw the train coming; I saw it on the last arch, when it all went down, except the engine and the tender; I and my father got to the place as quick as we could in the boat; ours was the first boat there; we found a lady dressed in black; with assistance we got her into the boat; she was alive; a young lady also got into the boat; I did not see any of the parties who are dead; we got a boy out whom we thought would not recover; the coping-stone of the bridge was on the ground; it was on a railway carriage which was knocked all to bits; I can't say whether any carriages were under the girder.



An artist's impression of the scene, looking downstream from the Saltney side.

Henry Thomas examined:- I was at my own door Greenway-street, Handbridge, when I heard the crash of the accident; I went to the place of the accident; I found Charles Nevitt lying dead at the bottom of the abutment close to the water edge; one of his legs was shattered all to bits; he was close to a second class carriage, but nothing was on him; the carriage was on the land, and not much broke; I saw Roberts the guard in the boat; he appeared to have life in him then; I took Nevitt to the workhouse.

John Preston, police constable. – I was on duty on the evening of the 24th near the railway bridge; I was at the place directly after the bridge fell; I saw John Matthews; his head was under the edge of one of the carriages; he was dead; I took his body to the Workhouse; his body was shewn to the jury, on the 25th. I assisted to get Roberts out; he was not dead; I directed some parties to take him to the Infirmary; he was lying near to Matthews, and his head was covered with small stones and gravel.

James Jones. – I am a cabinet maker in Chester; I was working in Paradise-row at the time of the accident; I heard the crash and a scream, and I hastened to the river; I and three others crossed in the railway boat; the first I saw was the head of a child, which was alive; we turned over the top of the carriage; part of it was in the water; under it were three bodies; one was Isaac Jones; he was then alive; he was hurt about

the head and back; I carried him and put him into a boat, to be sent to the Infirmary; I saw him afterwards there; I next got out a woman whose thigh was broke; I then got John Matthews out, who was dead; I assisted to get seven out altogether.

Thomas Jones. – I am a draper in Chester; I saw Isaac Jones an hour before the train left; when I heard of the accident I went in search of him; I saw him in the Infirmary; he was dreadfully mutilated, but I recognised him.

The CORONER said that the name of the next witness was General Pasley.

Mr. Hill said he was at the Royal Hotel yesterday but had left for London before the summons could be served.

Sir E. S. WALKER said that if the coroner's warrant would reach General Pasley, he ought to be sent for. This was a most important inquiry which would have its effect through Europe: and as General Pasley had passed this bridge, he ought to be examined.

Mr. Wm. Samuel Jones, house surgeon to the Chester Infirmary. – I was present at the railway bridge soon after the accident happened; I saw the body of George Roberts on the Roodee; I saw him afterwards at the Infirmary; he had severe laceration of the skull but no fracture; he had died from injury to the head, and concussion to the body; Isaac Jones died from wounds on the head and general injuries, a few minutes before two o'clock on Wednesday.

The CORONER then said that the next branch of evidence was as to the remote cause of the accident. The engineer whom they had appointed had made a report to which he would swear him.

Sir EDWARD WALKER said that knowing this was a most important enquiry, as the bridges of the Voryd [Rhyl], Conway and Menai were to be of iron, he wished for a full and satisfactory enquiry, and he had consequently written to Mr. Strutt, the Railway Commissioner, who had written to him to the following effect:

"I received your letter this morning, and I assure you that the Commissioners of Railways will be anxious to afford every assistance in their power for the investigation of the cause of the terrible accident which has occurred near Chester. Yesterday morning as soon as we heard of the accident we appointed one of our Inspectors, Captain Simmons, R.E. to proceed to the spot for the purpose of making enquiries and reporting on the subject. This morning after considering your letter we have determined that it will be desirable to associate with Captain Simmons an eminent civil engineer and we have selected for this purpose Mr. Walker, who is an engineer of great ability and experience totally unconnected with Railway Companies. Mr. Walker is at present out of town, but he is expected at home this evening, and we have requested him to lose no time in proceeding to the spot and also to give his assistance in the enquiry before the coroner. We also yesterday communicated with Admiralty on the same subject and I believe that it is the intention of the department to send down some of their officers."

Mr. T. Alfred Yarrow was then examined, and said – I am a civil engineer; I have been so about twelve years; bridges have been my entire study during that period; I was for some time bridge-master for this county; I am not now practising as an engineer; I have no connection with any railway company; I have examined the bridge; the report I have handed in is correct;-

"Oxton Hall, near Birkenhead.

May, 28, 1847

"GENTLEMEN, - In compliance with your instructions I have to the fullest extent to my power investigated the causes which led to the late disastrous occurrence at the Railway Bridge crossing the River Dee.

“Upon examining the bridge, I found that the masonry and ironwork, with the exception of that part of each which has fallen, were in apparently sound state.

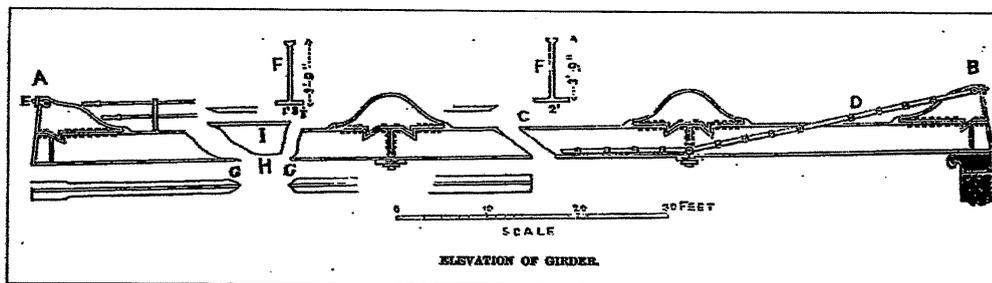
“The principle of the bridge is that of trussed girders of cast metal, resting upon stone piers and abutments which are parallel to the course of the river, but askew to the Railway above.

“Each girder consists of three pieces having vertical flanges with bolts at the joints, and in addition to being bolted to the full depth of the girder, each joint is surmounted by a segmental piece, to receive which notches have been cast in the upper surface of the girders. The tension rods descend in an oblique direction to each joint and are carried horizontally between them; they consist of separate bars of wrought iron which are secured to each other laterally by clips.

“The portion of the bridge which has fallen consists of one outside girder on the Saltney side of the river, with the attached platform and transverse tension rods.

“Two stones composing part of the string course and acting as a bed for the girder on the Saltney abutment have fallen, and also the corner stone at the acute angle of the opposite river pier upon which the broken girder rested.

“The girder itself is broken, as shewn on the accompanying drawing, having two fractures in the length next to the Saltney abutment and one in its centre.



Broken girder as shown in the Illustrated London News.

“Having premised this short description of the construction of the bridge and its present appearance I may proceed in detail the facts and data which have arisen during my investigation and which have enabled me to arrive at a confident conclusion as to the cause of the accident.

“My attention was in the first place directed to an examination of the fractured ends of the girder, for the purpose of ascertaining, whether any defect had existed in the casting.

“The appearance of the broken surfaces led me to conclude that the castings had been sound, and the tension bars, as far as they have yet been recovered from the water, are unbroken.

“From calculations which I have made of the strength of the girders, taken from an actual measurement of the section at the point of fracture, I find that independent of any additional strength that may be obtained from the tension bars, the girders alone are capable of sustaining a much greater weight than could under any ordinary circumstances be placed upon them.

“The breaking weight of each girder, I calculate at 74 tons; supposing the weight to be concentrated over one point, and both girders 148 tons. But it is an admitted principle, that a beam will carry twice the weight distributed over its whole surface, than it will bear upon one point.

“We can therefore conclude, that twice the above weight, $148 \times 2 = 296$ tons is the breaking weight of one bay or opening of the bridge for one line of rails.

“The weight of girders and platforms, is at a rough calculation about 90 tons, which must be deducted from the foregoing quantity. We have therefore 296 less 90 equal 206 tons as the breaking weight, and this is altogether without reference to the tension bars.

“From the above facts, I concluded that the accident did not arise from the breaking of the girder as a primary cause, and I therefore directed my attention to the masonry, and to a consideration of its sustaining power.

“Having carefully examined all the displaced stones and their respective beds, I found that one previously named as forming the acute angle of the river pier, and upon which one end of the broken girder rested, to be totally inadequate in its form and bearing surface to its important situation.

“This stone had sustained nearly three-quarters of that portion of the flange of the girder which rested upon the pier. The area of its lower surface is 24 feet six inches, of which 11 feet 6 inches only was bedded on the pier, leaving 13 feet to overhang as a cornice.

“This stone was not connected by cramps or ties with the adjoining masonry of the pier.

“The railway over the whole bridge is curved, the broken girder supporting the outer side, and being subject to a greater lateral force than the girder forming the inside radius of the curve. I consider this lateral force acting during the passage of each train must have so far loosened the inefficient masonry as to cause a displacement of the girder itself and its consequent fracture.

“Having thus stated my firm and impartial opinion as to the cause of this lamentable accident, I beg to conclude by stating that I am prepared to give any further explanation that may be desired by this committee. – I am, Gentlemen, your most obedient servant,

“THOMAS ALFRED YARROW.

“To the Court instituted to inquire
into the causes of the accident
on Monday the 24th May, 1847.”

Mr Yarrow examined on this report – The girders were to sustain 200 tons before they were broken; the weakest part of the bridge is that which is broken; there was greater pressure on the broken girder than on the other; if I had constructed the pier, I should have put on a greater weight of masonry; the girder only lies on eighteen inches of the pier, and the flange is built into the masonry.

Mr Robert Broad. – I am superintendent manager of the Horsley iron-works; the girders for the railway bridge were manufactured there; the strength of each was tested; each had fifty tons placed on the centre; they were placed side by side, on timber balks; an engine and five carriages would weigh about fifty tons, and would be spread over the whole length of one hundred feet; we have substituted one girder for one formerly supplied for this bridge; the defective one has been tried the same way as the others; it sustained the fifty tons; it was found to be honey-combed near the flange which was the broken part; it had nothing to do with the strength of the girder; that did not prove the principle was bad; the defect was visible in about four weeks; there is no defect in the casting of the broken girder; the fractures are quite sound; the girders give way when tried in the centre, but there is no waving line; it is straight down to the centre, and up again; I consider our test as amply sufficient; I don't think the accident has occurred through any defect in the girder; I don't think the bridge would have been stronger if embedded in a great weight of masonry; I consider a rest of four feet at each

end sufficient for a girder one hundred feet long; I can give no opinion as to the cause of the accident.

By Mr. TYRRELL. - The deflection was 2½ inches, when tested with fifty tons; I have seen heavy trains going over the bridge, and the deflection was only 1¼ inches; the manufacturer's test of fifty tons on one point is greater than could exist in using the bridge; we made the designs for this bridge; about one hundred have been made on this principle before; this is ninety-eight feet span; we have made them ninety-six feet; this is the first accident I have heard of in these bridges; I superintended the putting up these girders at the Chester bridge; I had no warnings from parties that they were unsafe; I was satisfied with the masonry; there are eight of these bridges on the Trent valley line; they have been in use on the Blackwall line many years; they do not run engines on that line.

Mr. TYRRELL said as an impression seemed to be abroad that the bridge was unsafe, Mr. Stephenson was here to be examined – if required. They had not been working the line; and they had heard nothing of the rumour.

Mr. ROBERTSON, C.E. said the rumour had never come officially before the Mineral Company.

Sir Edward Walker wished Major Robe to be examined.

Major Thomas Congreve Robe, R.A.:- I was residing in Chester during the time the bridge was being erected; I frequently inspected the bridge; I expressed to Mr. Munt, who gave me an order to go on the bridge, my apprehension that the bridge in one part was insecure; the part alluded to is the strength of the flange on which the floor of the bridge rests, which I considered insufficient to carry a road way for general traffic; that had not however been the cause of the accident; I have seen the broken girder; one part is broken away from the flange; I am of opinion that the flange should be tested separately, as the whole weight of traffic goes over it –

(Mr. Broad said the flanges had not been tested separately.)

Major Robe continued:- If the accident had happened to the flange, the road way would have fallen through, though the girders were sustained; I am of opinion that the girders were not sufficiently strong; I saw the place at the accident; I disagree with Mr. Yarrow; I think the girder gave way and not the masonry; there were several indications which showed that the masonry had not given way: the castings of the chisel marks on the stone, were visible in the mortar; I am of opinion that the breaking of the girder was the sole cause of the accident; the centrifugal force arising from the curved construction of the bridge, give a strong up-and-down and also lateral motion, which would require that the works should be stronger; I observed it yesterday on the smaller bridge over the canal, also on a curve, and it would be greater on the river bridge; a report was abroad that the tender, having got off the line, had struck the girder and broken it; he did not think that was the case, as there was no mark on the girder of having been struck by anything; there was a mark of something having struck the masonry.

Mr. Hedworth Lee, C.E.:- I superintended the building of this bridge; the abutment on the Saltney side has piled foundations; upon the piles is placed a strong flooring of timber; on that platform we built the abutment with ashler stone facings; the two first courses from the foundation were all ashler; the depth is 12ft; the courses up to the cornice are coursed walling bedded in mortar; the top of the abutment is in depth about 6ft., including the fronting stone of 3ft. 6in., upon which the girder rested; the girder is bedded in felt; the other end rested on a pier in the river; for the piers we drove a copper [*sic*] dam; we excavated the bottom of the river by means of the diving

bell, and found hard blue clay, upon which the piers are built; for about nine feet up to the top of the coffer dam, the pier is solid ashler; the rest was built the same as the abutment; I have examined this place since the accident; the masonry has not given way in the lower part, except one stone the girder fell against; part of the cornice of the pier is gone; the girder rested upon it; one stone of the abutment upon which the girder partly rested is disturbed by the fall, and other two have fallen down; I think the accident has been caused by a lateral blow from some part of the train; and that the breaking of the girder was the cause of the fall of the masonry; I do think the girder had sufficient resting; I do not think the girder would have been safer if fastened in by iron cramps; I have not had any complaints made to me of the insecurity of this bridge; I considered the bridge safe; the line was worked by the Chester and Shrewsbury Company; the Chester and Holyhead Company keep the permanent way in repair; it is repaired under contract by Mr. Betts; I have tested the deflection of the girders, before and since the accident; the extent of the deflection was from 1¼ inch to 1¾ inch; there is no danger in such deflection; I think that if the masonry had been cramped together, that the fall of a girder would have brought down stones.

By Mr. TYRRELL.- I have seen three engines and tenders coupled passing over the bridge; there would be about one hundred tons on the bridge; that was heavier than any luggage train; the centres had been taken away, and the girders clear of the props; the two girders of every road are tied together by very strong iron rods, there are thirteen of them; General Pasley inspected the line in October last; he also inspected the bridge throughout; he certified that it was safe; he did not suggest any alterations.

Rev. Arthur Rigg, Principal of the Diocesan Training College, examined.- I have been to examine the bridge several times; I am of opinion there are three concurrent different causes for the accident; first, the defective masonry chiefly at the pier but at the abutment as well; from the stones not being properly cramped together, and the coping stone having a small and insufficient bearing to support the girder steadily. The second cause is a peculiar state of vibration brought about by accidental circumstances; the bridge, although not on the suspension principle, is a vibratory structure, laterally, horizontally, and a slight and almost inappreciable longitudinal motion; the third cause results from horizontal vibration, which results from the centrifugal force of the train passing over the bridge, which increases as the train goes faster; it contributes to the cause of the accident by creating a vibratory motion to the whole of the structure; I do not think there is the slightest defect in the principle of the bridge; the accident I attribute to the defects I have stated, and the vibrations occasioned from the curvilinear formation of the rails; I infer defective masonry, because there are similar defects in the abutments on the other side [of] the river; I give no opinion on the strength of the materials; I approve of a railway on trussed girders, and I think them correct in their peculiar mechanical framing.

Some conversation ensued as to the next evidence to be taken, and Mr. Tyrrell tendered Mr. R. Stephenson to be examined, but suggested that perhaps it would be better to defer his examination until the government commissioners were prepared to report on the question. Some persons suggested, however, that Major Foster was then present, when the gallant Major said that he was sent by the Inspector General of Fortifications to hear and gain information; and that he had not even seen the bridge. He wished to hear the evidence, and to form an opinion upon it after.

The CORONER said he proposed to adjourn to Tuesday.

Mr. TYRRELL suggested Wednesday.

Sir Ed. WALKER said three of the jury were for having Mr. Stephenson's evidence now, and the rest for it being postponed.

The inquest was then adjourned to Wednesday.

The proceedings closed about four o'clock.

The jury went to the bridge to see some experiments with loaded trains, to test the deflection of the girders."



General Sir Charles Pasley KCB

[There follows a piece, reprinted from the "Newcastle Journal" about General Pasley who had inspected the bridge and passed it for traffic, on 20 October 1856 ...]

"GENERAL PASLEY. - The dismissal of General Pasley from the office he held of Inspector-General of Railways, which occurred soon after our exposure of the manner in which the works on the North British line had been constructed, was, it seems, rather more unceremonious than was generally understood. The ex-Inspector-General has announced the fact that he did not resign, nor had any intention of resigning, when his appointment was cancelled. He says:-

'I neither resigned nor had any intention of resigning but after the duties of the railway department of the government were transferred, by an act of last session, to a Board of Commissioners, of which Mr. Strutt was appointed president, on the 29th of August, 1846, the first step taken by them, when they came into power on the 6th of November following, was to deprive me of my appointment without any inquiry made, cause assigned, or previous intimation given.'

The cause of the Gallant General's dismissal was well understood to be the very serious defects in the North British works, which he had inspected and certified as being Perfectly safe but a short time previous to their almost total destruction by the land floods of last autumn. It may be remembered that when *Linton Bridge fell*, a train of passengers was fortunately stopped from going on to it, or the destruction of life would have been fearful, much greater than what took place on Monday at Chester, where a metal bridge also pronounced by General Pasley to be "perfectly safe" fell, and the passengers and carriages were precipitated into the river, four lives lost, and every one in the train seriously injured. - *Newcastle Journal*."

[To be continued with the report of the adjourned inquest, in our next issue.]

Ackton Hall Colliery

by Norman Lee (ex-Featherstone resident)

New wagons from Pennine

£9.50 | www.penninewagons.co.uk

Pennine Wagons, the mail order supplier of limited edition ready-to-run 'N' gauge wagons, has a new product on offer: a 7-plank open wagon in Ackton Hall Colliery of Featherstone livery. The model has been produced for Pennine Wagons by Dapol.

They are available either from Pennine Wagons, 34 Leith Court,

Dewsbury, West Yorkshire WF12 0QP or from Going Loco model shop in Wakefield.



It is interesting to hear of the N-gauge model of an Ackton Hall Colliery wagon [Note 1]. It was quite a famous pit and it was in Featherstone, at the eastern side of the West Yorkshire coalfield. I have not seen models of wagons from here before although apparently OO kits are marketed by Robbie Burns [2] (see below).

The photograph (next page) dates from the 1930s and was taken in the pit yard. It shows Mr Harry Livesey with a pit pony - the tiny size of such animals is emphasised by comparison with the wagon. Volume 6 in Keith Turton's series of books about Private Owner wagons [3] features Ackton Hall and shows several more photographs of its wagons, including some which are lettered with the colliery's initials only - 'A H C'. According to people with long memories, some wagons were dark red [as in the photograph, with white lettering shaded black] and others black, which accords with Mr Turton's account.

The name of the colliery is peculiar. The first shaft was sunk by George Bradley in 1867 and the pit, then known as Manor Colliery, was in full production by 1873. Bradley had bought the Aketon Hall estate, to the north of Featherstone, and a pub at the north end of Featherstone is still known as the Bradley Arms. The official name of the colliery was at some time changed to that of the Hall although the spelling changed from Aketon to Ackton. The village name is still pronounced Aketon, to sound like 'hake' (the fish) but within living memory the pit name has always sounded like Acton (as in London or Nantwich). The Ordnance Survey and the local councils have remained confused. OS tend to use Ackton for everything nowadays but street names use a mixture - for

example, Aketon Road in Castleford still uses the old spelling. I spent six weeks in Aketon, in the fever hospital, after I caught scarlet fever in 1948.

Bradley himself went bankrupt in 1880 and the colliery (along with the Aketon estate) was sold to Lord Masham in 1881 - ever after, the pit was known locally as 'Mashams'. There are arguments about how to say the name of the North Yorkshire village of Masham but the Featherstone variety always sounded like the mash in 'mashed potatoes'.



Green Lane in Featherstone runs past the side of the colliery and is the site of the Featherstone Riots in 1893. The mine owners in Yorkshire said that times were hard and cut the miners' wages by 25%. The Featherstone miners refused to accept and they were locked out on 28th July. Seven weeks later, the miners were becoming destitute and began to picket the loading of coal stocks onto wagons. On 6th September, Roslyn Holiday, the colliery manager, agreed to stop the loading. Soon afterwards, some miners found a wagon being loaded with 'smudge' - fine coal and dust - and tipped it over. Holiday was concerned for the safety of the few miners still at work and sent for help. Unfortunately, most of the police in the area had been sent to Doncaster to look after the race course - it was the St Leger week - and the Wakefield magistrates, thinking that matters were more serious than they were, sent for the military. Captain Baker and over 50 men from the South Staffordshire Regiment came to Wakefield on 7th September and half of them arrived in Featherstone on the late afternoon train to the jeers of local miners. The soldiers were led to the colliery winding house where they waited for a magistrate to arrive. Word soon travelled around the area and miners began to arrive from other pits - notably from collieries in Normanton. By 7pm, windows were smashed in the pit buildings and Holiday was becoming concerned. Baker decided to withdraw the troops to the railway station and was followed by local miners - according to Miss Nellie Alexander, the daughter of the colliery engineer who lived in a house opposite the colliery gates, tempers then cooled. However, by that time the visiting miners were arriving at the pit in large numbers and had set fire to timbers in the pit yard. Moreover

the local police had turned up to confront them. Holiday demanded that a magistrate should come. By 8:30 the soldiers had returned along with Mr Hartley, JP, and they confronted a crowd of 2,000. At 8:40 Hartley read the riot act but the miners threw stones at him. At 9:15, Hartley decided to use the soldiers. Baker ordered the troops to fire but the miners continued to throw stones and thought the soldiers were using blanks - they weren't and a second volley went into the crowd. Two men were killed - James Gibb and James Duggan - and a dozen others injured.

The shooting stopped the throwing. However, at the two subsequent inquests, one jury passed a verdict of 'justifiable homicide' but the other would not and expressed its regret at the extreme measures taken. Later, an official commission exonerated the officials and the army but in 1894 a Commons motion was passed to compensate the families of the dead miners. The Home Secretary, Herbert Asquith (a Yorkshireman from Morley and the future Liberal Prime Minister), granted £100 for each death. However Asquith, as Home Secretary at the time, bore ultimate responsibility for the affair and was always unpopular in Featherstone. Strangely, a branch of his family eventually settled in Featherstone - one Asquith (as Mrs Bessie Major) to become a headmistress and leading member of the local labour party, another Asquith to become a well known local butcher and committee member of Featherstone Rovers, the Rugby League team.

Ackton Hall was the colliery talked about by Eddie Waring, the BBC commentator, who said that whenever Featherstone needed a new rugby forward, all they had to do was to shout down the shaft. Waring was rather unpopular in Featherstone - he never took the team very seriously as it was always run on a shoestring, despite its success in the 1950s and 60s.

Ackton Hall Colliery continued in production until the miners strike in 1984, during which no-one would carry out underground maintenance work and the coal seam caught fire spontaneously. In 1985, the Coal Board decided that the pit had insufficient reserves to justify putting out the fires and the mine was closed forever. Nellie Alexander died two years afterwards, aged 105. Every traditional pit in the West Yorkshire coalfield has now closed - all that remains is a 1960s mine at Kellingley to the west of Pontefract. Even the new Selby coalfield, for which the East Coast Main Line was diverted in the 1970s, has closed.

Notes:

[1] Pennine Wagons, 34 Leith Court, Dewsbury, West Yorkshire WF12 0QP;
www.penninewagons.co.uk

[2] Robbie Burns, Robbie's Rolling Stock, Orchard House, 2 White's Close,
Abergavenny NP7 5HZ. www.robbiesrollingstock.co.uk

This firm markets an extensive (several hundred) range of both transfers and r-t-r OO models of private owner wagons, including Ackton Hall, shown below. A full listing is available on the website. (Photograph on next page)



[3] *Private owner wagons: a sixth collection*, by Keith Turton. Lightmoor Press, 2007. ISBN 978 1 899889 25 9.

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Finding the best archive railway films available in 2009

by Dave Millward

This review covers three titles from different producers:

The Jim Clemens collection, No.19: 'The Forest of Dean & Vale of Neath railways'. Mainly colour DVD from 16mm original footage, 60 mins. B&R video productions, vol.120, tel 01743 709680.

Those of you familiar with the lovely English border scenery south of Gloucester between the rivers Wye and Severn will understand Jim's desire to create a period railway film of the area. His efforts span the transition from steam to diesel in the early 1960s and narrowly precede the wholesale rash of line closures which also decimated this local railway geography. Trip workings to/from collieries and quarries in and around the Forest of Dean are the main focus, along picturesque, meandering branch lines. Jim films from the brakevan, the footplate, lineside and even from signal posts to capture the essence of the rural railway with its unhurried but specialised ways. Why did the tank locos on one of the routes always have to face the same way? How many of you have seen colour footage of the short-lived class 14 'teddy bear' diesel-hydraulics doing the trip work for which they were built? Who knows that class 22 diesel-hydraulics superseded them in the Forest for a brief period? When was it that a riverboat brought about the collapse of one of the central spans of the railway viaduct over the river Severn on a foggy night? The scenes contained in this film are 'manna from heaven' for the modeller with track-side features galore appearing in fascinating 'diorama' scenes. If this isn't enough, who amongst you has experienced the 'Vale of

Neath' railway, crossing the impressive Crumlin Viaduct south-west of Pontypool? Hafodyrynys, Hengoed, Nelson, Dowlais Cae Harris, Mountain Ash, Aberdare and Resolven all feature and stand testament to the days when the railways were all conquering. Everyone knows of the South Wales main line but here was an alternative route towards Swansea, not high speed, but oozing character and industrial charm.

'Power of the Thompson & Peppercorn pacifics', Black & white/colour, 90 mins. Transport Video Publishing, tel 01582 833807.

A timely presentation, given the new A1, of the products of three well known and successive eastern CMEs. Messrs Gresley, Thompson and Peppercorn grace the screen with some of the most impressive steam motive power to date punctuated by various authorities on the different types providing concise and relevant details to the on-screen views: why did the Gresley A4 ride like a coach and yet the Peppercorn A1, many years its junior, yaw and pitch dramatically at high speed and which experimental modification cured the problem? Why did Thompson reposition the outside cylinders of his locos so far back along the frames? Did you know that some of the LNER pacifics were the most efficient designs available?

Archive film from various cameramen is used to provide sequential footage of class members along the length of the ECML, long-lost stretches include the former Caledonian route to Perth from Kinnaber Jcn.

This is an unashamedly 'big engine' production but as ever there are many other gems of the period railway scene to be savoured.

The Ivo Peters collection volume 5 'Steam in 1960', video cassette from original 16mm colour film. Railscene, courtesy of Titfield Thunderbolt books - 01225 470079.

Set the tardis for 1960, draw up a comfortable chair and prepare yourself for yet another gem from a master of period railway films. A major benefit of watching Ivo's work stems from his close friendships with many other enthusiasts and railway officials; various clips appear of shared outings and experiences with these associates and the warmth amongst them shines through, this has the effect of drawing the viewer into the occasion. This production is basically a collection of his favourite moments from that year, presented in round-robin fashion and including much that was just about to vanish forever. The highlights include: Adams radial tanks on the steeply graded route between Axminster and Lyme Regis, a VIP trip on the newly introduced Bristol Pullman, Stroudley 'terriers' on the Hayling Island branch and the Bass Museum railway at Burton-on-Trent. A particularly delightful sequence is the 'tea-run' along the former Somerset & Dorset branch from Evercreech Jnc, this includes delivering water cans to remote homes having no mains supply before collecting the empties.

As ever the sound and picture re-production are superb, Ivo always seemed to get lovely weather on his outings too!

Bury's 2-2-0 Standard Passenger Locomotive, 1837-9

by Norman Lee



Edward Bury was born in 1794 and was the son of a timber merchant in Salford. He was educated in Chester and was a keen amateur mechanic when quite young. By 1823 he was a partner in Gregson & Bury's steam sawmill in Toxteth Park and in 1826 he set up his own business as an iron founder and engineer. He soon moved across Liverpool to establish the 'Clarence Foundry & Steam Engine Works' in Love Lane, near to the Leeds-Liverpool canal and not far from Clarence Dock.

Clarence Foundry produced general foundry products, including church bells, but Bury was interested in steam engines - he built marine engines and supplied an early locomotive to the Liverpool & Manchester Railway. Bury soon developed his well known layout of four-wheeled locomotives with wrought iron bar frames, inside cylinders and circular firebox with hemispherical top. In the 1830's, Bury exported several engines to the USA which perhaps explains why American builders used bar frames for many years.

By 1835 construction of the London & Birmingham Railway was well underway and the directors had to consider in detail how the railway would be run. There was no real precedent at the time for a long-distance railway. The directors knew little about railway engines and eventually decided to put the supply of locomotive power out to contract. There seems to have been a strong faction on the board which did not want to award more work to the Stephensons (who were the engineers building the line) - the contract went to Bury, who was to supply locomotives and to run and maintain them. Payment was at a fixed rate per passenger mile or per ton mile of goods. The L&B forecast that the railway would open in October 1837 and the contract was to start from then and run for three years.

In 1836, Bury produced drawings and specifications for his standard 2-2-0 with 12in diameter cylinders and asked manufacturers for prices – nearly all quoted £1,120 per engine, the same as Bury's own firm! 33 engines were ordered initially, from six builders. The first engines, Nos. 1 and 2, came from Clarence Foundry. No. 1, as seen in the drawing, was tested on the L&M on 15th June 1837 and both were sent to London by canal a few days later. The first part of the L&B opened on 20th July 1837 from Euston to Boxmoor (Hemel Hempstead), by which date the two Clarence Foundry engines were joined by one from Hawthorns. A total of 42 such engines were built, including two for the Aylesbury Railway which was worked (and soon leased) by the L&B. L&B engines were painted green with black lining - the scheme was continued by the LNWR (Southern Division) after the 1846 amalgamation.

Progress with building the L&B was not straightforward and the line opened in piece by piece. Kilsby tunnel, south of Rugby, was a problem and for a time the L&B was in two separate parts with some engines having to be delivered to the Birmingham end. Contractors had made a path through the tunnel wide enough for single-line working to begin on Sunday 24th June 1838 but through running was only possible at weekends or special occasions as the contractors needed possession of the whole tunnel at other times to complete the work. The full opening of the L&B was on 17th September 1838, nearly a year late (although that was probably quite good compared to some later railway schemes).

The locomotive contract did not run smoothly. The opening of the railway was late and the traffic was different from that expected - it was much heavier and there was a far greater demand for the carriage of goods – and there were continual arguments about rates and performance. Bury's role gradually became closer to that of paid Locomotive Superintendent but he remained a private manufacturer. Whilst with the L&B he set up the company's works at Wolverton and was recognised as one of the major figures in the development of the railway system. In 1846, under the LNWR, the arguments about motive power became too great and Bury resigned. He was not lost to the railway world and in 1849 he was appointed General Manager of the new Great Northern Railway (where he drafted the plans for the works at Doncaster). Bury, Curtiss & Kennedy (as Bury's firm had become) continued to supply engines to the LNWR during the 1850s. Bury died in 1858, aged 64.

Whilst with the L&B, Bury generally favoured four wheeled engines – his goods locomotive was an 0-4-0. His designs gradually grew, with larger cylinders and boilers, and by LNWR days BC&K were supplying 6-wheelers. One of Bury's long lasting details was his V-shaped steam chest, tucked between the cylinders of his later designs. This gave very direct steam passages for live and exhaust steam and the layout was used again by later LNWR engineers - it accounted for much of the success of the McConnell's 'Bloomer' 2-2-2s and then of Webb's 'Precedent' and 'Whitworth' 2-4-0s.

Most of these notes are taken from Harry Jack's book 'Locomotives of the LNWR Southern Division' (RCTS) but any errors are my own.

“Johnstown Road” at Wigan exhibition 2008

by Richard Oldfield

Having had a good break from the exhibition circuit, it was important that “Johnstown Road” looked and operated well for our short trip to Wigan and a show that appears to be getting bigger with each passing year. As always, we try to make sure that the layout continues to be developed and 2008 was no exception. The biggest single scenic improvement has been the installation of point rodding, signal wires and associated fittings between the signal boxes and the turnouts/signal posts – a job for which Richard Stagg led the way but also roped in others from the club at the finishing stages.

Whilst these features are not prominent, they have added important texture to the railway scene and they serve as an ever-present reminder that we must do the same for Mostyn before much longer. Other nice touches added to the layout include mooring buoys by the boatyard plus the sluice gate winding mechanism, handrails and steps at the head of the inlet. Various small running repairs have also been completed whilst the biggest maintenance job was to replace all the remaining latex thread fence wires with equivalents made of fine nylon fishing wire – a tedious job but also well worth it for the final result. The variety of standard gauge stock has continued to grow with two pairs of timber bolsters entering the roster plus various other items of stock added from Emlyn’s reserves in order to fulfil the new operating sequence. A fine pair of scratch built Penrhyn Railway coal wagons from David Goodwin were added to the narrow gauge fleet.

From my point of view the most time-consuming task in the run-up to Wigan was to devise a new operating sequence following on from mixed success with our first attempt at Harrogate exhibition in February 2008. The challenge was to construct a sequence of moves which would show the layout off to the public in the best possible light as well as keep the interest of the operators and showcase Emlyn’s magnificent stable of locomotives. There was also a need to make the instructions clear enough that operator changeover would be easy and that inexperienced operators could run the layout without needing regular help.

The final act of preparation was to switch the type of hire van we use from the ‘Super Sprinter’ to the more spacious longer wheelbase Luton-bodied Transit and to remember to record the exact order of packing – by doing this we hoped to eliminate the potential for damage to the layout and the bickering that tended to delay the re-loading of the van at the end of exhibitions. We achieved partial success at Wigan in this area as “Johnstown Road” certainly fitted nicely into the Transit but there’s no way the layout was re-packed in the same way as it arrived at the venue.

We took full advantage of Wigan as a local show to give everyone who wished a decent opportunity to operate the layout. Our basic team of six consisted of Richard Stagg, David Faulkner, Simon and myself staying in Wigan with Norman and Bob Miller travelling in each day. In addition we were joined by Helen, Iain and Gavin on the Saturday plus Emlyn and Eddie on the Sunday. The new operating sequence proved reliable but will need tweaking in places to add variety and to introduce alternative/better shunting manoeuvres especially at Porth Nefyn. Everyone was very

impressed by Helen's first exhibition operating session – this demonstrates clearly how following the rules enables the layout to run well and according to the sequence. I've got no objection whatsoever to operators modifying parts of the sequence provided this does not wreck any inter-connected moves and does not cause problems at the other station – in other words, if you can do better than 'fire ahead' but don't expect any thanks for doing worse or doing it more slowly.

Wigan exhibition is well-organised and we arrived to find our position already marked out and with tea/coffee plus something to eat during Friday set-up (other venues could certainly benefit from this). Food was generally good by exhibition standards and the hotel was acceptable – the only issue we encountered was selfishness by one of the other exhibitors who blocked a loading bay whilst trying to construct their layout at the same time.

You can judge the attraction of an exhibition by the distance people are willing to travel to be at it. During the course of the weekend we received enquiries about taking one or both of our layouts to places as far apart as Truro, Alexandra Palace, Manchester and Leamington Spa (as well as others nearer to home). We're currently pre-occupied with the timberwork for "Mostyn"'s extension but it's very likely we will have as busy an exhibition timetable as anyone could wish for during the years 2010, 2011 and onwards.

Overall Wigan was very enjoyable and a vital rehearsal for the longer journeys to St.Albans and then Glasgow in early 2009.

Book review: *Marcher railways: the railways of Wrexham and Oswestry, a photographic history*, by A.Bodlander [and others]. Bridge Books (Wrexham), 2008. £19.99. ISBN 978 1 84494 050 9.

Reviewed by Emlyn Davies.

This book is a combined version of three paperback books published by Bridge Books (*Wrexham railways vol.1*, 1992; *Wrexham railways vol.2*, 1993; and *Oswestry railways*, 1994), by the same authors. In producing a combined volume some extra text has been introduced, most being potted histories of the main lines, branches and industrial tramways which feature in the photographs.

The photographs mostly cover the post-grouping through to the modern diesel era with most being post-war.

I don't know if there were only a few railway photographers in the North Wales area in pre-grouping times, but there are only a few photographs of the Cambrian Railways and even fewer of the Great Central line into Wrexham.

The photographs, many of which contain lots of detail useful to modellers, would have had more impact if the quality of paper used had been better – also a fault with the three paper-back volumes. Having said that, on pages 91-93 there are three fascinating aerial photographs of the Great Central lines in the centre of Wrexham, one dating from 1910 (I wonder how they did that?). The number of coaches in the sidings at Wrexham Central station in 1910 and 1948 is amazing, but the last photograph, taken in 1980 shows just a single track with a DMU by the bridge under the G.W.R. line.

(All that remains of Wrexham Central today! Borderlands trains DMU 150241 photographed on a wet 31 August 2008).



Two of the views show positively archaic operating methods. On pages 74 and 124, narrow gauge lines are still using horses in 1954 and 1962.

On a personal observation (comments as a result of many hours train spotting on the bridge by the shed): the schematic diagram of Croes Newydd shed on page 28 is inaccurate: the siding which is drawn from Croes Newydd South Fork to almost Croes Newydd East junction certainly did not exist in the late 1940s and onwards, the Watery Road goods sidings at the top of the drawing were more extensive and the fourth road up on the main line was a goods loop having a water crane by the signal box – many freights stopped for water there.

If I did not already have the three paper-back volumes I would certainly like to have this book in my library; as it is, the extra text and photographs do not tempt me.

Class 103 'Park Royal' DMUs, by Alfred Roberts With a prologue by Eddie Knorn

In the 1950s, British Railways were amassing a DMU fleet to modernise local and longer distance services. In addition to the BR workshops, other companies were given orders including the builder of bus bodies, Park Royal. They provided a fleet of twenty twin units comprising "MBS" (Motor Brake Second) and "DTCL" (Driving Trailer open Composite with Lavatory) that were delivered from November 1957 until October 1958. When new, eight of them were based at Llandudno Junction, but during the 1960s the great majority were based at Walsall for local services around what is now the West Midlands. A few were even based close to the area where I grew up, at Watford Junction shed. By the 1970s, these DMU sets had been classified as "Class 103" and,

apart from a small number of sets that migrated towards the West Country, the class was synonymous with Chester depot. As a distinctive and integral part of the DMU fleet on the North Wales Coast line, we certainly require a number for "Mostyn", given its 1977 setting. Being a relatively small class, the Park Royal sets were by default 'non-standard' and the fleet was gradually whittled away until around 1983 they were all withdrawn. A couple of sets saw use as 'Departmental' units. The article below has been written by Alfred Roberts who has been involved with one of the ex departmental sets in preservation.



[John Dixon has come across two colour transparencies, taken by him in 1978 at Calveley, on the Chester to Crewe line. This is the first one, (reprinted from our June 2008 issue) and shows a mixed two-car DMU formation heading for Chester, about to pass beneath the main A51 road. The leading DMU car is a Class 103 'Park Royal' vehicle; by this time the only survivors of this small batch still in BR service were based at Chester. The caption is by Eddie Knorn (who lives in Calveley) and John Dixon]

The 'Park Royal Vehicles' 103 DMUs were manufactured by a bus body designer and builder and delivered in 1958. The design was mechanically standard but the body was of a revolutionary design, 'integral' construction with the strength in the underframe [this was the principle used in the construction of the Mark 2 coach (1964-75), 310 and 312 EMUs, the 313, 315, 507, 508 EMUs, the Mark 3 coach (1972/6 - 1985) the 150 / 210 DMUs and the 317, 318, 321, 455 and 456 EMUs]. The body was constructed to the same principle as the 'Halifax' bomber used in WW2 and the 'RT' bus. The appearance of the DMU design is very distinctive, similar to the 1954 'Derby Lightweight' and BRCW '104' DMUs but with LMS side profile and a unique door design - BR design on LMS profile - Mk1 components (locks and mudguards) on a DMU door.

In the 1967 National Traction Plan of British Railways, which spelled the end for hundreds of

the '103' DMU was classified as being of a non - standard body design although quite acceptable mechanically. The design had the unique LMS side profile so doors were quite different from the Mk1 profile used on other DMUs, the aluminium window units were also unusual; however the design had standard AEC 150 hp engines and R15 transmission units and 'blue square' electrical systems. Withdrawals began in the early 1970s although as the years passed the National Traction Plan designation became increasingly meaningless and more '103' vehicles fell victim to the withdrawal of surplus DMU vehicles in the late 1970's. The design was eliminated from the North Wales Coast lines in 1981 and the final survivors were withdrawn from Machynlleth depot on the 'Cambrian' lines at the end of 1982. The '103' DMU had lasted nearly 25 years - longer than any other design of vehicle designated 'non - standard' in 1967.

One DMU (DMBS M50396 - DB 975089 + DTCL M56162 - DB 975090 / later designated 'RDB') survived in departmental service until 1989, but it had to be scrapped because the asbestos insulation deteriorated.

The only 'Park Royal Vehicles' Class 103 left are the DMU owned by the Diesel and Electric Preservation Group (DEPG) at Williton (DMBS W50413 + DTCL W56169) and the former departmental / Battlefield Railway 103 (DMBS M50397 + DTCL M56160). This DMU was withdrawn from passenger service over thirty year's ago on 17 February 1971. It then saw departmental service as the Viaduct Inspection Saloon until it was sold to the then nascent Battlefield Railway and arrived at Shackerstone on 19 July 1978.

The DMU was heavily modified during Departmental service - the seats had been removed from DTCL M56160 and certain partitions from DMBS M50397. It was converted into two loco hauled observation saloons. The two 150hp AEC diesel engines and R15 transmissions were cut off DMBS M50397 and sold to the West Somerset Railway. Most of the control gear was removed. (DTCL M56160 retained four MU jumpers at sole bar, destination blind handle, and head code winder mechanism, control relay panel, and certain brake pipes below the cab desk, both had certain under floor wiring extant, DMBS M50397 lost part of its control desk, both retained emergency brake and handbrake mechanisms and communication chord release mechanisms. The cabs were modified to improve forward view and stop entry. DMBS M50397 had both cab doors replaced by fixed ex - LMS doors, and drivers partition and cab - passenger saloon door removed, thus creating an open space at the driver's side. The bus seats were retained, and the vehicle repainted to a higher standard, used as a normal service vehicle. DTCL M56160 had the saloon - cab door removed, outer edges of partitions were replaced with handrails, the control desk was plated over with laminate coated wood and units built alongside the cab doors, which had lower hinges, handles and locks removed. The head code box was plated over, the rear second man's side windows had single panes fitted, the internal windows were reglazed with wooden panes and steam heating was fitted. The vehicle was repainted to a lower standard, fitted with loose seats, tables, wall-to-wall carpeting and used as a party vehicle.

The vehicles were withdrawn from service in the early 1990s. The DTCL M56160 remained complete but it was steadily deteriorating and it was only a matter of time before it had to be devastated by the asbestos stripping that had befallen DMBS M50397. It was operationally absolutely useless. There was no hope of the railway ever restoring the '103' DMU, or selling it - various societies had viewed the '103' DMU but all had gone away, so the railway decided to give the '103' DMU away to avoid the high cost (circa £7000 then, nearly £12000 at present) of sending it to a licensed breaker for disposal. It was advertised in "Rail" (3 January 1996) for sale at a nominal sum of £1.00 which instantly made the obscure DMU famous! (Although this was the same nominal sum that the Cravens '105' DMU on the WSR was sold for, due to blue asbestos insulation). The magazine later reported the '103' DMU as sold to a Mr Northfield for use on the nascent 'Mid Norfolk Railway' (Wymondham (Abbey) - East Dereham - County School - Fakenham) as part of the ill-fated 'National Diesel Railcar Museum'.

Temporary storage for NDRM managed vehicles had already been arranged at the sidings of Richard Johnston Co Ltd at Snetterton (near Eccles Road station on the Norwich - Ely railway) and the '103' DMU moved from Shackerstone in March 1996, joining three other NDRM

managed vehicles ('100' DMU 5118 + 56097 '111' buffet 59575). In February 1997 the NDRM project collapsed and at some stage since 1996 an organisation called the Essex Railway Traction Group appears to have had responsibility for the '103' DMU. In November 1997 a dispute arose between Essex Railway Traction Group and Richard Johnston Co Ltd over alleged rent arrears. The removal of the '103' DMU to Coventry Railway Centre was then halted. The dispute led to a civil legal hearing at Southend County Court in summer 1999, the settlement reached was that no rent was payable by Essex Railway Traction Group to Richard Johnston Co Ltd in the absence of any written contract, the vehicles must be allowed to leave, and had to have left by 1 January 2000.

DMBS M50397 left Snetterton on 26 November 1999 and was moved to Coventry Railway Centre, since the NDRM collapsed the vehicle had deteriorated into dereliction and looked nothing like it had in 1996. Almost all the windows had been smashed, paintwork was peeling, several colours and rust was eating away part of one side, and a loose roof panel later blew off. The DTCL M56160 was still at Snetterton on 2 January 2000 after the deadline from Southend County Court for its removal had expired. [but see the Postscript at the end of this article].

The group decided to give away the DMU. An article about this sorry saga appeared in "Rail" and shorter pieces in other magazines.

Nine month's late it left the sidings of Richard Johnston Co Ltd in early October 2000. Members of the former Essex Railway Traction Group kindly donated some of the money needed for transport costs, I sealed the vehicle and it moved to the site of the South Midland Railway Group on 8 February 2001. Unfortunately the vehicle has recently been vandalised but it is being repaired slowly.



The vandalised DTC.

Work on the DMBS M50397 continues, the vehicle has been repainted and cleaned out, doors obtained and the doors opened. Soon it will be reglazed.

The legal wrangles are a severe impediment as I cannot organise until the wrangles are resolved. Either a group of individuals, a society made up of membership, or a number of people, a society and several organisations could be organised. Substantial funding, skilled labour, parts sources and suitable facilities will be needed.

Postscript An e-mail from Alfred, forwarded by Dave Millward, is quoted below:
"For some time now I have been conversing with Mr Richard Thornton who as you all know is currently 'indisposed' at HM Prison Haverigg, Millom, Cumbria. [see page 3 of our September 2008 issue – Ed.]

We have been discussing the last but one remaining Park Royal class 103 DMU set 'M50397' and 'M56160'.

The 'Amman Valley Railway' seems to have dropped out of the scheme now and 'M50397' (moved to Swansea in June 2006) has now to be removed within six weeks at the most from the location the 'Amman Valley Railway' placed it at.

There is the scheme to move 'M50397' to the 'North Essex Transport Group' Transport Museum at Great Yeldham in Essex where a space has been reserved for it. There has been the suggestion to apply for an 'awards for all grant' to pay the estimated £1500 to £2000 transport costs for the move (any suggestions as to how much it will cost?) Donations would be gratefully received!

Photos of 'M50397' taken July 2008 are at <http://www.flickr.com/photos/31318026@N02/>

More info can be found at <http://finance.groups.yahoo.com/group/ParkRoyal103/> or contact 'steigertrak2' on the forum here.

I know that there have been a lot of false starts with this vehicle BUT this one looks the best chance the vehicle has had so far, as the museum has 100% covered work space and accommodation.

'M56160' is still at Bodfari [between Mold and Denbigh], and Mr Richard Thornton has pledged to start work on it once he has been released.

There are two pics of the vehicle 'M56160' taken on 09 October 2008 at

<http://daves-trains.fotopic.net/p54155947.html>

<http://daves-trains.fotopic.net/p54155942.html>

This is only a summary and a lot more details will appear soon.

Alfred.”

EXTRACT FROM ISSUE 16 OF 'THE CELYN WOOD SENTINEL', THE CLUB MAGAZINE OF MOLD MODEL ENGINEERING SOCIETY:

AEROSOL SPRAY CAN PISTOL ATTACHMENT

Paint spraying of models is a subject of frequent conversation and debate by model engineers - is the chosen colour the right pantone shade for the engine and its period? – is gloss or matt the correct finish? – how do I spray evenly without blemishes? and so on! For those of us building free lance models the exact shade of colour is not critical and I know there are skilled modellers amongst our ranks who will use a commercial colour near enough to a standard gauge prototype's original shade. Certainly the use of commercial aerosols for the primer coat is well established and a number of members admit to using them for final finish [smoke-box and stack excepted of course].



The pistol grip fitted to an aerosol can

as you use what you need from the can at each coating.

Although I can hear the groans now from certain quarters there are advantages in using car spray aerosols from the likes of Halfords. They are relatively cheap, easy to get locally [paint and thinners are not too much liked for posting etc due to H&S considerations] and they do not need mixing other than vigorous can shaking. In addition waste is minimised

They have one slight disadvantage though in so far that it is a trifle awkward to hold the bigger cans and press the nozzle at the same time whilst moving the cans sideways or up and down. However there is a solution to this downside. I spotted an attachment in Halfords some weeks ago that fits all cans and converts the assembly into a pistol grip arrangement. The item is shown in the accompanying photograph and in my opinion is well worth the cost of under £3.

[Thanks to Dave Riches of the Mold Model Engineering Society for permission to reprint this article. More information on the Society on their web site: www.moldmes.com]

Class 108 DMU at Mouldsworth

Additional information from our Resident DMU Consultant, Eddie Knorn, to accompany the photograph on page 2:

The DMU pictured is a two car Derby "Lightweight" unit to the design introduced on the Eastern Region in 1958; this type of DMU was introduced to the Chester area around 1959, and in the BR classification system eventually became known as "Class 108". These vehicles were descended from the mid-1950s Derby "Lightweight" DMUs but had a more modern-looking raked-back cab design. A design feature of BR DMUs was the ability to couple a number of units together "in multiple", so that the driver of the front unit could control the entire train, and the control jumper cables to permit this are visible beneath the far buffer. There were a number of different incompatible control systems, but the great majority of BR DMUs at that time used the "Blue Square" coded system, hence the blue squares beneath the marker lights and just visible on the control jumpers. Also below the bufferbeam are the vacuum reservoir pipe and train brake pipe along with the slightly smaller diameter control air pipe. The unit shown may only be a few months old as it features early livery details such as the cream "speed whiskers" (intended to make dark green DMUs more visible to track workers on approach) and the off-white roof dome. The "B3" code on the front is an indication of the type of train (in this case a 'local' service) and the destination. From 1960, Derby Lightweight DMUs featured a revised cab front design; the shape was similar but the train describer blinds were amended to display a 4-digit code in an enlarged box on the roof dome, while the destination was relocated to behind the top part of the centre windscreen.

The picture clearly demonstrates one of the benefits of these DMUs to the travelling public, namely the very good view out of the front of the train!

The Class 108 DMUs were one of the more successful and long-lived designs of DMU used on BR, with the great majority being refurbished in the 1970s/80s and remaining in traffic until the early 1990s. They have proved popular in preservation. They were also a feature of the North Wales Coast main line in the 1970s and as such there are a number of these units in the fleet of our "Mostyn" layout.

Editor's page

I currently have the loan of an album of (mostly) local railway photographs, taken by the late Norman Jones of Warrington. Reader Tony Robinson who has the album, thought there might be views useful for "BMRJ" – and indeed there are! Two photos appear on pages 2 and 14 of this issue, but another two which raised interest are of the sand quarry at Mouldsworth, reproduced here. Norman notes that the quarry was "just behind the weighbridge", i.e. to the east of the station building. According to the



only reference I have found so far [Note 1]:

SHIP CANAL SAND CO., MOULDSWORTH SAND PITS

150 Tramway from sand pits at GR SJ514709 to screening plant served by 4' 8½" gauge siding. Tramway closed and track lifted.

Gauge: 1' 9".

-

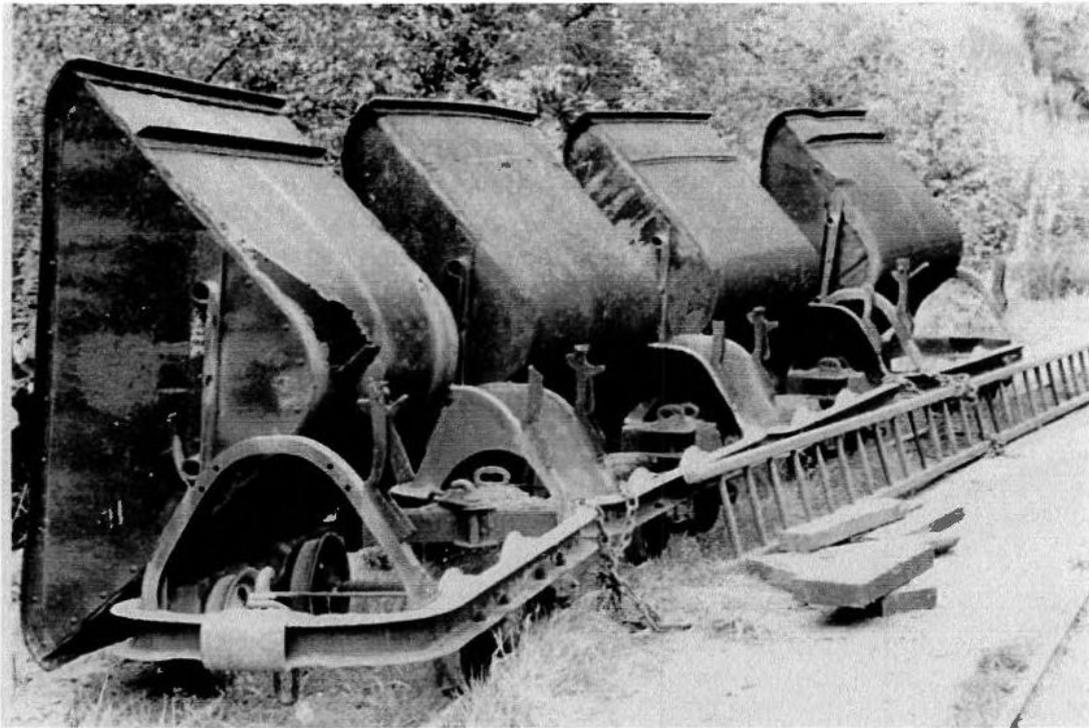
4wPM

L

5256 1933 New s/s

- not a lot seems to be known about the quarry: perhaps surprising for an undertaking well within living memory and in a relatively well populated part of the country. The listing above (from [1]) has no dates in it apart from the build date of the petrol/mechanical locomotive (Lister Works no.5256 of 1933). It was obviously still there for Norman Jones to photograph in the late 1950s, although it has a derelict look about it! In 1977 when the description was published, the Lister engine is listed as 'disposal unknown'. The picture above appears to show the end of the standard gauge siding with the screening plant in the background.

The next page shows a row of apparently disused side-tipping wagons on the narrow-gauge track; the wagon nearest the camera is so well rusted as to be unusable! Perhaps readers (Bob Miller or Phil Hindley?) can throw some more light on the subject?



Note [1]: *Industrial locomotives of Cheshire, Shropshire and Herefordshire* by Alan J. Bridges. I.R.S., 1977. ISBN 0 901096 33 4.

Recent books:

Marcher railways: the railways of Wrexham and Oswestry, a photographic history by A.Bodlander, M.Hambly, H.Leadbetter, D.Southern & S.Weatherley. Bridge Books (Wrexham), 2008. ISBN 978 1 84494 050 9. £19.99.

Smoke gets in your eyes: an Inspector Vignoles mystery by Stephen Done. Hastings Press, 2007. £7.99p. ISBN 978 1 904109 17 4. (A detective story in a railway setting of Woodford Halse just after WW2).

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