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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](mailto:david@goodwinrail.co.uk)

Contributions are welcome:

- (a) as e-mails or e-mail attachments;
- (b) a hard copy of a computer file;
- (c) a typed manuscript;
- (d) a hand-written manuscript, preferably with a contact telephone number so that any queries can be sorted out;
- (e) a CD/DVD;
- (f) a USB storage flash drive.

Any queries to the Editor, please.

The **NEXT ISSUE** will be dated December 2012, and contributions should get to the Editor as soon as possible, but at least before 1 November 2012.

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Copies of this magazine are also available to non-members: a cheque for £9 (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 photograph (original provenance unknown) of the scene on Chester General station on the day in 1947 when L.M.S. engine no.6134 had new nameplates ("The Cheshire Regiment") unveiled in the presence of Field Marshall Montgomery; a fuller description of the event is on pages 23/25.

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### **Forthcoming events**

**15/16 Sep. 2012:** Woking show ("Johnstown Road" is appearing).

**15/16 Sep. 2012:** ExpoEM North (New venue: George H.Carnall Leisure Centre, Kingsway Park, Davyhulme, Manchester M41 7FJ).

**29 Sep. 2012:** 7mm running track, Llanbedr (see Editor for details).

**29/30 Sep. 2012:** Scaleforum, Leatherhead.

**6/7 Oct. 2012:** Manchester show.

**27/28 Oct. 2012:** Merseyside show (New venue Mosslands School, Wallasey; "Mostyn" is appearing).

**17 Nov. 2012:** 7mm running track, Llanbedr (see Editor for details).

**19/20 Nov. 2012:** Warley show.

**(2013)**

**11 Feb. 2013:** "Wrexham to Bidston line" talk by Dave Rapson. Wrexham Railway Society meeting, St.Mary's Catholic Club, Regent St. (details from Editor).

**8/10 Mar. 2013:** Utrecht show.

*Notes of other railway-related events for this column are welcome*

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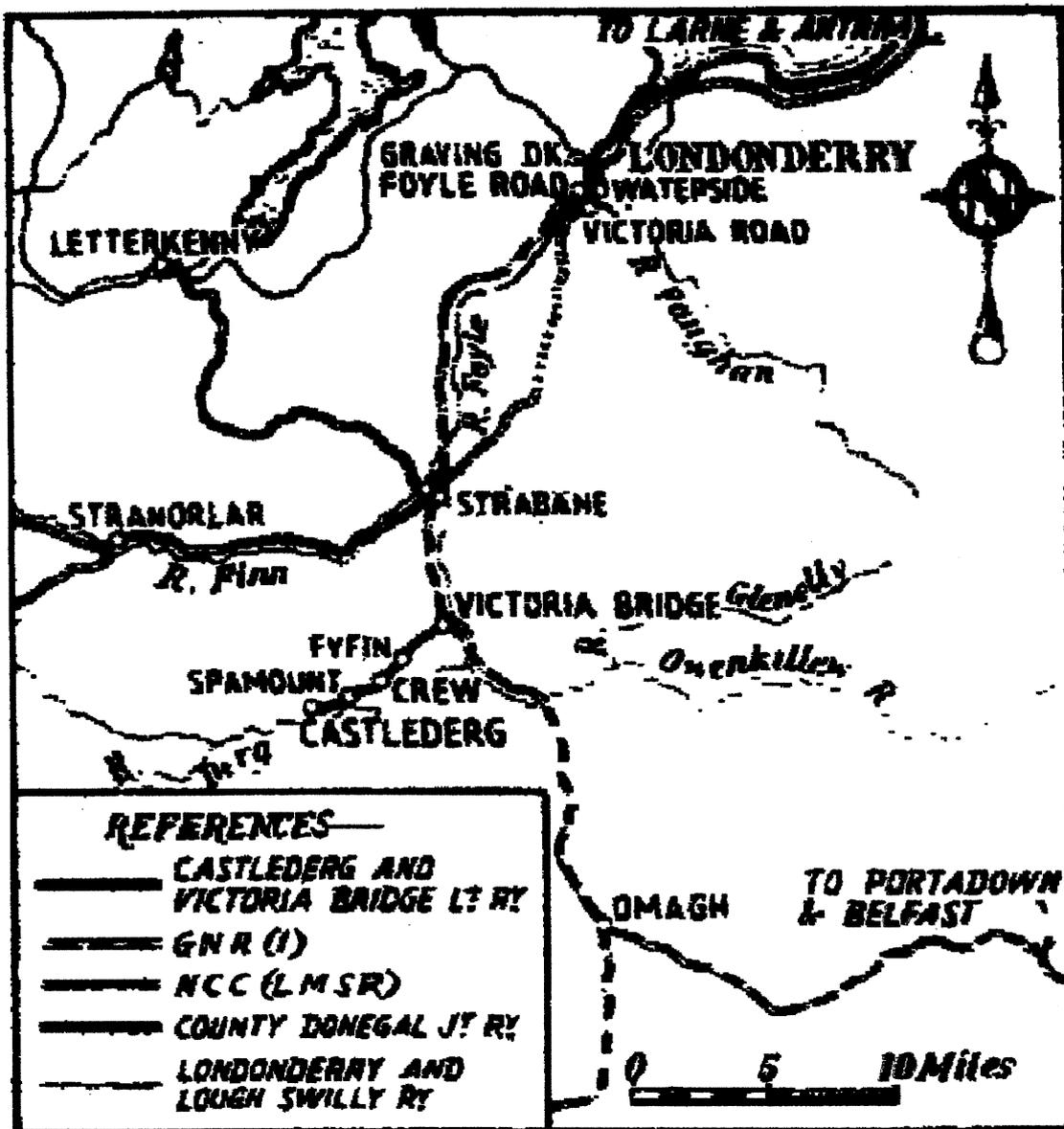
This short article is based on one that appeared in the *Railway magazine* in July 1934. It describes a short narrow gauge railway in Ireland which in some ways invites comparison with railways such as the Glyn Valley Tramway in Wales.



## The Castleberg & Victoria Bridge Tramway

by Charles J. Coghlan

INCORPORATED by Special Act of Parliament in 1883 and opened in July, 1884, the Castleberg & Victoria Bridge Tramway was built to the 3-ft. gauge and was 7¼ miles in length. [The line followed a public road for nearly the whole way, without any passing loops].



The tramway, wholly situated within County Tyrone [in what is now Northern Ireland], served a comparatively sparsely populated district; Castleberg, the one village of any size on the line and the headquarters of the company, having a population of only 835. Victoria

Bridge is a station on the Omagh-Londonderry section of the G.N.R (I.), and between there and Castlederg the hamlets of Spamount, Crew, and Fyfin were stopping places on the system. The time allowed the trains in running from Castlederg to Spamount (1½ miles) was 8 min., and to Crew (3 miles) 16 min. Another 7 min. was allowed to Fyfin, 1½ miles farther. The time for the whole journey of 7¼ miles was 40 min. in each direction. The steepest gradient was 1 in 30. Immediately prior to the closing of the line, on April 17, 1933, a daily service of five trains in each direction was in operation, but no Sunday service was provided.

**Castlederg and Victoria Bridge Tramway**  
**Castlederg, Crew and Victoria Bridge**  
**Public Timetable July 1922**

**Down Services**

		Week Days only						
Miles		c	b	mn	h	a	at	
	Castlederg dep.	7 0	8 15	11 0	1 5	1 30	3 45	---
1½	Spamount ...	---	8 23	11 8	---	1 38	3 53	---
3	Crew ...	---	8 31	11 16	---	1 46	4 1	---
4½	Fyfin ...	---	8 38	11 23	---	1 53	4 8	---
7	Victoria Bridge ar.	7 40	8 55	11 40	1 45	2 10	4 25	---

**Up Services**

		Week Days only						
Miles		c	d	at	a	h	at	
	Victoria Bridge dep.	8 5	9 5	12 23	2 20	2 40	5 40	---
2½	Fyfin ...	---	9 22	12 39	2 37	---	5 57	---
4	Crew ...	---	9 29	12 46	2 44	---	6 4	---
5½	Spamount ...	---	9 37	12 54	2 52	---	6 12	---
7	Castlederg ...	8 45	9 45	1 2	3 0	3 30	6 20	---

- a Tuesdays and Fridays
- b Leaves at 8 45 min. on Fridays
- c Fridays only.
- d Leaves at 9 30 min. on Fridays
- h Runs on Castlederg Fair Days only.

On Castlederg Fair Day, an extra 'express' train ran in each direction, leaving Castlederg at 7.15 a.m. and returning at 8.5 a.m. from Victoria Bridge, and was nominally non-stop, though allowed the usual 40 min. When the line was first opened the service consisted of four trains each way daily.

[Locomotive list:

- 1: "Mourne" Kitson Works no. T106 0-4-0T
- 2: "Derg" Kitson Works no. T107 0-4-0T
- 3: Kitson Works no. T257 0-4-0T
- 4: Hudswell Clarke Works no. 698 2-6-2T
- 5: Hudswell Clarke Works no. 978 0-4-4T
- 6: Beyer Peacock Works no. 1828 2-4-0T
- C&VBT Railcar]

For the opening of the line, Kitson & Co. supplied two 0-4-0 'covered in' well tank tramway engines (Works Nos. 106-7). Nos. 1 and 2 were named *Derg* and *Mourne* (subsequently removed), after rivers situated near the line. In 1891 No. 3 of the same type was supplied by the firm. This engine was not named. In the makers' book it was No. 257 of the tramway engine type. Leading dimensions of these three engines were as follow: Cylinders, 12in. x 15in.; coupled wheels, 2ft. 9in.; boiler pressure, 160 lb. — afterwards 150 lb.; heating surface,  $235.84 + 33.5 = 269.3$  sq. ft.; grate area, 7.3 sq. ft.; water capacity, 450 gallons; and coal,  $\frac{1}{2}$  ton. The weight in working order was 18 tons, and the tractive effort, 7,362 lb. The rigid wheelbase was 6ft. 6in. According to the *Locomotive Magazine* of January 31, 1903, "these engines as originally built were provided with condensing pipes placed above the frames, the resultant hot water being conducted to heated air chambers beside the boiler, to be there utilised as feed water. When Mr. Charles S. Bracegirdle, Locomotive Superintendent, 1884-1900 (later of the Donegal Railway), remodelled the engines, the condensers were dispensed with and an exhaust steam chamber with throttle-valve placed under the smokebox between the cylinders, the exhaust pipe being jointed to the box and throttle-valve, and controlled by rods connecting it to the footplate. This arrangement enabled the driver to turn the exhaust steam into the water tanks in case of necessity when on the open road."

The engines of the line were all fitted with the Westinghouse air brake [because of a gradient approaching Victoria Bridge; they were the first railway stock in Ireland to be so fitted]. The cylinders and motion were placed outside the frames and, in order to comply with the Board of Trade regulations governing the tramway lines, were cased in on the left-hand side to within 6in. of the ground. All the engines ran facing Castlederg, using the right-hand side of the road looking towards that village. The locomotive livery was chocolate, lined in yellow and with large gold-painted numbers. No. 1 was replaced in 1904, and Nos. 2 and 3 in 1912 and 1928 respectively. Mr. Richard Smith was Locomotive Superintendent from 1900-4, and Mr. Wm. H. Holman from 1904 to 1918. The latter was succeeded by Mr. Geo. H. Pollard, who held the appointment at the closing of the line. Locomotive No. 4 was built in 1904 by Hudswell, Clarke & Co. (Works No. 698), and was of the 2-6-0 side tank type, with the following dimensions: Cylinders,  $13\frac{1}{2}$ in. x 18 in.; coupled wheels, 3ft. 1in.; leading wheels, 1ft.  $8\frac{1}{2}$ in.; boiler pressure, 160 lb.; heating surface,  $542.4 + 54 = 596.4$  sq. ft.; grate area, 9.25 sq. ft.; water capacity, 600 gallons; and coal,  $\frac{3}{4}$  ton. Total weight in working order was 26 tons, and the tractive effort, 10,629 lb. The rigid wheelbase was 11ft. 2in. In 1912 No. 5 was built by Hudswell, Clarke & Co. (Works No. 978). This engine was a 0-4-4 side tank with  $12\frac{1}{2}$ in. x 18in. cylinders, 3ft. 1in. coupled wheels and 2 ft.  $0\frac{1}{2}$  in. trailing wheels. The boiler pressure was 160 lb.; total heating surface, 508.7 sq. ft.; grate area, 9 sq. ft.; water capacity, 510 gallons; total weight,  $24\frac{1}{2}$  tons; coupled wheelbase, 5ft. 6in.

The company in 1928 bought from the N.C.C. (L.M.S.R.) 2-4-0 side tank No. 105, and renumbered it No. 6. This engine had a rather interesting history. Built as No. 4 of the Ballymena & Larne Railway in 1878 by Beyer, Peacock & Co. (Works No. 1828), it became No. 66 on the then B. & N.C.R. when the B. & L. Railway was absorbed in July, 1889. In 1897 the narrow gauge engines — in order to make room for the broad gauge — were renumbered from 101 up; consequently No. 66 became No. 105. The dimensions of this engine as built were as follow: Cylinders, 11in. x 8in. (afterwards enlarged to  $12\frac{1}{2}$ in. diam.); leading wheels, 2ft. 0in.; coupled wheels, 3ft. 9in.; heating surface,  $348.7 + 43.28 = 391.98$  sq. ft.; grate area, 6.85 sq. ft.; water capacity, 450 gallons; and coal, 32 cu. ft.; weight, 19 tons 3 cwt. 3 qr. Nos. 4-6 have not yet been disposed of.

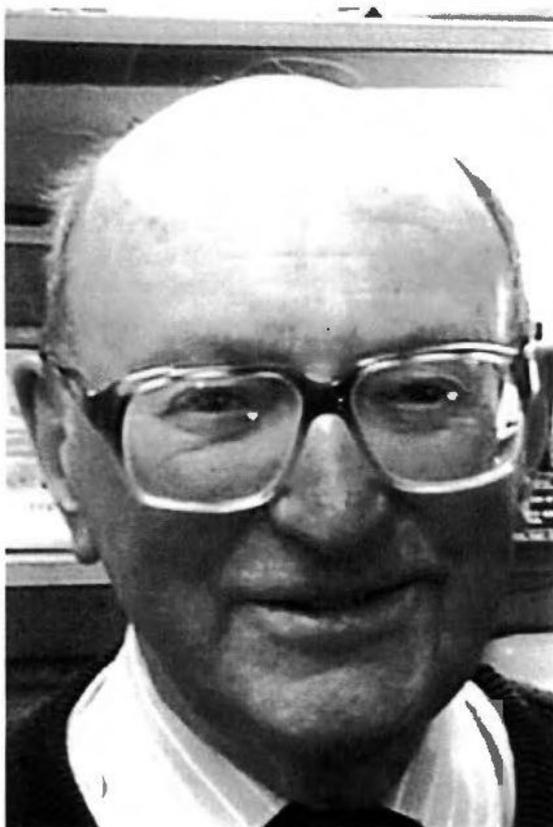
At the end of 1932 the company possessed five coaching vehicles and twenty- nine goods wagons. In 1925 a 4-h.p. rail motor coach with seating capacity for 24 passengers was acquired, but was withdrawn from service in 1928. [This railcar was built in the railway's workshops and had a Fordson 22hp paraffin engine; it has been described as 'more like a garden shed on wheels than a railway carriage'. In 1934 it went to the County Donegal Railway].

[The railway/tramway eventually fell victim to competition from the motor vehicle, and the decline was emphasised when the insolvent company fell foul of a railway strike throughout Northern Ireland in 1933; this was taken as the opportunity to terminate services and sell the stock. Closure was on 17 April 1933.]

In conclusion, I would like to thank Mr. W. J. Davidson — late Secretary, and now Official Liquidator of the company — for kindly correcting this article.

**Note:** the definitive book on the C.&V.B.T. is *The Castlederg and Victoria Bridge Tramway* by Edward M. Patterson, Colourpoint Books, 1998. ISBN 1 898392 29 3.

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## **Sid Stubbs, 1919-2012**

We have just heard of the death, on 21 June 2012, of Sid Stubbs, President of the Manchester Model Railway Society. A well-known and respected modeller, he was a qualified (I.C.E.) engineer who worked (before and after WW2) for the Renold Company.

During the war he was posted to India.

At the age of 63 he took redundancy and set up his own business, making gears etc. Eventually of course he retired properly.

He had been a member of the Manchester club since he was 16 years of age, and was elected President in 2002.

He was part of the Manchester EM gauge group which included many other nationally known modellers; they made locomotive driving wheels with their own tyre profile and track

standards, as well as gears and motors (actually 24 volt, but they worked fine with 12 volt DC controllers).

His own layout "Northchurch" was featured in *Railway modeller* in April 1966.

*(Thanks are due to Ralph Robertson of the Manchester club for providing basic biographical information about Sid).*

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**Book review.... by Tony Robinson.**

***Rhyl to Bangor*, by Vic Mitchell and Keith Smith. Middleton Press. 2012.  
£16.95.**

The full title of this book is:- *Rhyl to Bangor, including Llandudno & Bethesda* and continues on from the previously reviewed *Chester to Rhyl* work. The format is the same and the general quality is as good if not better.

This reviewer found the introduction particularly impressive as not only the historical background to the line is described but the geographical and geological setting of this portion of the North Wales coast main line as well. This information is particularly pertinent to the descriptions of the numerous quarries along the route i.e. St. Georges quarry and the Kinnel branch, Llysfaen, Penmaenmawr, and the Bethesda branch including the Penrhyn quarry narrow gauge line.

The only things that rankle are the seemingly bland descriptions of anything of pre grouping or "North Western" origin, for example the long parcels train headed by a Scot passing through Llysfaen in 1962 is clearly the daily 'Horse & Carriage' - a train that originated in Chester & Holyhead days; this is described as "varied vans heading towards Rhyl etc." This lack of information is common with photo captions that are characterised by their brevity.

That said the reviewer sorely wished he had sight of the book before he wrote the Francis Thompson article (*BMRJ27* etc.)....why? Because there, as print no.15 is a view of Abergele & Pensarn station taken pre-1906/9 widening which is clearly a Thompson structure not unlike those at Mostyn and Flint, standing on the yet-to-be formation of the down Fast & Slow lines. Rare indeed!

Again most impressive are the maps, prime rare examples being the Foryd Junction – Kinnel Camp/St. Georges quarry branch, Llysfaen and Penmaenmawr quarries replete with clearly marked narrow gauge systems and the Port Penrhyn Quay with that "horrendous" mixed gauge crossover (or should that be "throwover") – yet to be modelled! Surely a cinch in 7mm? Also in the same picture is a view of Blanche described as "leaving with a train loaded with slates": clearly empties, they didn't need any more slates in Bethesda!

All in all an excellent tome highly recommended for students of the NWCML.

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**Book Review ... by Richard Oldfield**

***Merry-go-round on the rails* by David Monk-Steel. Historical Model Railway Society, 2011.  
ISBN 978-0-902835-30-6. (Hardback, 194 pages with 202 pictures plus other maps,  
diagrams and figures.) Price = £32.50 (or £22.00 for HMRS members).**

This is a **BIG** book and I received my copy with matching expectations of what it would deliver. The air-braked HAA wagon has been a major part of the railway scene for over forty years and, in “Mostyn’s” time-setting of 1977, their increasing use was beginning to spell the end for the massed ranks of unfitted and vacuum-braked 16T, 21T and 24T mineral wagons and coal hoppers. Whilst we have already built a considerable number of the earlier types, the HAA is still missing from our roster and this book will be a considerable help. So, without further ado, let’s delve into the contents.

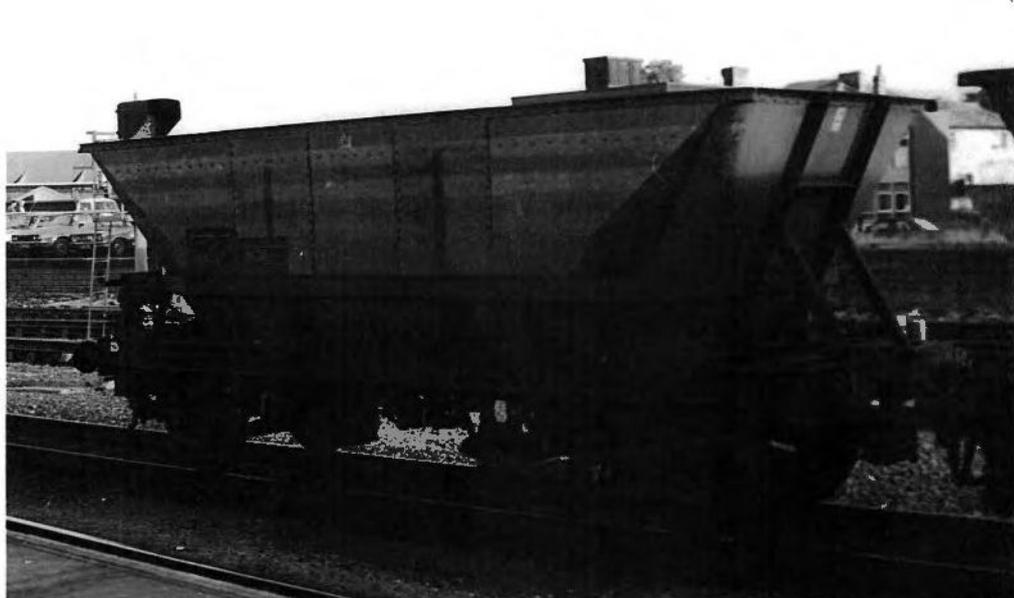
The first twenty-odd pages cover the development of the National Grid (electricity supply), early block load workings and a random assortment of pre-HAA coal-carrying wagon drawings. No space is found for a drawing of the ubiquitous BR 16T mineral wagon but other rarer examples are featured – more frustratingly the drawings are reproduced in various scales, none of which lend themselves to easy modelling; [a widely held alternative view is that the prototype dimensions are of more practical modelling use]. I suppose you could look on this section as a bonus but it did nothing for me.

Merry-Go-Round operation is covered in the second chapter and there is lots of useful information about loading and unloading operations. This includes a series of BR diagrams of the sequence of door opening/closing operations which are, again, reproduced in a range of different sizes for no obvious reason. Some excellent photographs are reproduced far too small to allow the details to be examined and this is a shame.



HAA 354738 (diag.1/156, built Shildon, 1968/9) parked in a siding at Holywell Junction on 9 May 1988.

Chapter 3 is the 'main course' of this book and focuses on the HAA wagons and some of the locomotives which worked the merry-go-round services. The A4 portrait format allows generous space for large images/drawings and this has been taken advantage of to a degree but the book screams out for some page-size or double page photographs. The author's trademark detailed drawings are excellent but, once more, frustratingly presented in different scales. I would happily have seen the section on the HAA hoppers spread out over fifty pages but it is drawn to a close after twenty.



The HDA was a 1982 development of the basic HAA diagram with braking improvements to enable 60mph running; 368367 is pictured here passing through Chester on 10 May 1985. (This diagram is too modern for "Mostyn").

By comparison the allocation of pages to other topics is positively expansive [although this does put an awful lot of information into the public domain]. No fewer than eighteen pages are devoted to derivatives of the merry-go-round principle and twelve pages to fly ash traffic. The bulk of the book, however, covers routes from ports and collieries to power stations and other major users. I only gave this a cursory glance – sufficient to spot that Bidston was mis-spelt at least twice, along with a few other localities, and a temporary coal flow from Bidston to Fiddler's Ferry was shown as more important than that from Gladstone Dock, Liverpool (now Liverpool Bulk Terminal).

Reading back over this review I am conscious that I seem to have given this book a lot of criticism. Perhaps it is partly born of its failure to live up to my expectations rather than inherent problems with the book itself. Luckily I was able to get my copy via an HMRS member for £22 rather than pay the full cover price otherwise my disappointment would have been greater.

## **Book review .... by Eric Gent**

***Chester to Birkenhead, including the Helsby Branch ....*** by Vic Mitchell and Keith Smith. Middleton Press, 2012. (Size: 240mm x 170 mm, hardback). £16.95.  
ISBN 978111908174215.

This book follows the successful format of so many in the series - brief history, area map, timetables (1909 and 1948), gradient profile, individual station maps and 120 black and white photographs. For a change we are looking at a long standing jointly operated line - LNWR & GWR (later LMSR & GWR) - until 1951 when BR LMR took sole responsibility for the line. The photo coverage of stations at various dates shows earlier and more modern dates to show changes over time.

However having used the line and seen it in operation at the Chester end from 1950 -1980 I feel there are significant aspects omitted, thus not showing the full variety of traffic operating on the line. Firstly the representation of freight traffic is poor. Birkenhead Docks produced a lot of incoming and outgoing freight traffic each day including car exports (from West Midlands), imported iron ore to South Lancashire and Irish cattle to numerous locations. On the Helsby branch the oil and chemical traffic is mentioned, though no idea is given of the sheer volume of traffic. No mention is made of the only present traffic of class 70 hauled coal to Fiddlers Ferry or the earlier bulk fertiliser traffic from Elton. The long standing overnight freights to Bescot and Paddington (class 47xx steam hauled) do not figure either.

From the passenger side there were the through Birkenhead to Paddington services which ran several times a day and the daily service to Barmouth (well into the 1960s) usually hauled by GWR 41xx 2-6-2Ts ( of which only two are depicted - though numerous types of LMSR tanks are shown). It is also worth noting that final steam working was primarily in the hands of BR 4MT 2-6-4T and 2-6-0s of which only one is shown. By comparison 19 photographs (1/6th) depict the two emu types of the last 25 years which seems an over representation.

From my above comments I am afraid to say that I feel the overall coverage falls considerably short of what we have come to expect from this series of books.

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On the next page is a 1912 flyer advertising a **Great Central excursion train**, which would have passed through Saughall station, probably without stopping!:

**IMPORTANT NOTICE.**

**Saturday TO Monday TICKETS**

are now issued at a **SINGLE FARE** and a Third for the Double Journey.

**THE ISSUE OF THESE TICKETS WILL BE GREATLY EXTENDED ON AND FROM OCT. 5TH, 1912.**

**AVAILABLE BY Any Train**

**OUTWARD on SATURDAYS,**

**RETURN on SUNDAYS**

(where train service admits, by any train after 4-9 a.m.)

or **MONDAYS** (by any train).

**Minimum Fares,**

First Class, Third Class.

**4/0 2/6**

**GREAT CENTRAL RAILWAY.**

**EXCURSIONS BY THE PICTURESQUE ROUTE.**

**Every Sunday, Monday, Wednesday and Saturday,**

From **OCTOBER 2nd, 1912,** until further notice

(December 25th excepted).

Dean & Dawson's Day and Half-day Excursion Tickets will be issued to

**CHESTER**

AS UNDER:

STATIONS.	TIMES OF STARTING.										Return Fares. 3rd Class	
	WEEK-DAYS.										Sundays.	
	Day Trips.					Half-Day Trips.					Day.	Half-day.
LIVERPOOL (Land. Stage)	*am 7 30	*am 9 30	*am 11 0	*a.m. 11 20	pm 1 20	pm 2 03	pm 3 10	pm 4 20	am 8 45	pm 2 10	1/8	1/8
Seacombe	7 43	9 43	11 0	11 35	1 35	2 20	3 25	4 35	9 0	2 30	1/8	1/8
New Brighton	6 23	9 21	11 0	11 35	1 02	03	0 4 0	..	1 50	1/11	1/9	1/11
Wallasey	6 26	9 24	11 3	11 35	1 32	33	3 4 3	..	1 53	1/9	1/9	1/9
Liscard & Poulton	7 47	9 47	11 3	11 35	1 39	2 24	3 29	..	9 4	2 34	1/8	1/7
Birkenhead Park	6 42	9 36	11 17	11 35	1 17	2 17	3 17	4 17	8 55	2 16	1/8	1/8
Birkenhead Dks	6 45	9 36	11 20	11 35	1 20	2 20	3 20	4 20	8 58	2 19	1/8	1/8
West Kirby	7 34	9 25	11 0	11 35	1 15	2 03	3 0 4 15	..	..	2/0	1/8	1/8
Hoylake	7 38	9 29	11 4	11 35	1 19	2 43	3 4 4 19	..	..	2/0	1/8	1/8
Meols	7 41	9 32	11 7	11 35	1 22	2 73	3 7 4 22	..	..	1/11	1/8	1/8
Moreton	7 45	9 36	11 11	11 35	1 26	2 11	3 11 4 26	..	..	1/9	1/8	1/8
Bidston	7 52	9 52	11 43	11 35	1 44	2 29	3 34 4 42	9 9	2 39	1/7	1/7	1/7
Upton	7 56	9 56	11 47	11 35	1 48	2 33	3 38 4 46	9 13	2 43	1/7	1/7	1/7
Storeton (for Barnston)	8 2	10 2	11 53	11 35	1 54	2 39	3 44 4 52	9 19	2 48	1/7	1/7	1/7
Heaswall Hills	8 6	10 6	11 57	11 35	1 58	2 43	3 48 4 56	9 23	2 52	1/5	1/5	1/5
Neston & Prkgt	8 12	10 12	12 3	11 35	2 42	2 49	3 54 5 2	9 29	2 58	1/2	1/3	1/3
Burton Point (for Burt'n & Pud'n)	8 16	10 16	12 7	11 35	2 46	2 53	3 58 5 7	9 33	3 2	1/0	1/0	1/0
Chester (N'gate) arr. abt.	8 48	10 53	12 38	11 35	2 28	3 28	4 55 5 29	9 53	3 27	..	..	..

\*—Change at Connah's Quay and Shotton.

Passengers return the same day only by any Ordinary Train having a through connection.

For Excursions to Chester during Christmas, New Year and Easter Holidays, see Special Bills.

FOR CONDITIONS UNDER WHICH EXCURSION TICKETS ARE ISSUED, SEE NOTICES EXHIBITED AT THE STATIONS AND THE COMPANY'S AGENCIES. NO LUGGAGE ALLOWED.

**Ask for Tickets (Ordinary, Tourist, Week-end, Long Date Week-end and Excursion), and consign Parcels, Goods and Coal by the GREAT CENTRAL RAILWAY.**

Tickets and Bills of the above, and all Great Central Excursions, can be obtained any time in advance at any of the Company's Booking Offices and Stations; in LIVERPOOL from Messrs. Dean & Dawson's Excursion Office, 58, Lord St.; and the usual Agents.

For tickets from Liverpool any time in advance, and information as to Excursion Trains, apply to Mr. T. H. UNDERWOOD, Traffic Manager, Western Lines, 6, India Buildings, Fenwick Street, Liverpool (Telephone 6589 Central).

Maryabons Station, London, N. W., Sept., 1912. O.T. **SAM FAY, General Manager.**

On Issue, 9,500; Jan. 6th, 8,500.

W. 4911

"GLOBE" Deansmore Press, Stockport.

719,000

Book at DEAN & DAWSON'S Offices for TOURS and CRUISES.

## Letters to the Editor

E-mail from **Tony Robinson** of Whitchurch:

"Here's something else that might be of interest, it's a short description (by **Max Dunn**) of a model of **Carlisle** that existed near Caernarvon in the fifties, I think Geoff Holt may have seen it also. Unfortunately no pics exist as far as I know! –"

### "MAX FORBES' MODEL RAILWAY.

Another friend, Mr R.M. Forbes, who lived near Caernarvon, was building an "OO" gauge model of Carlisle (Citadel) Station in the attic of his house. The station layout, which was an exact replica of the original, save for one road which had to be omitted to allow accessibility, formed the centre piece. The north and south ends of the station were connected, by means of loops, to a double track main line which ran round the sides of the attic so that the different companies' trains from England having stopped to change engines could leave for Scotland and, after making a few circuits of the main line automatically become up trains bound for the south and return to the station. Engines would again be changed; the trains leave and after traversing the main line once more enter Carlisle as a down train. All the pre-grouping railways that entered Carlisle, viz. the London & North Western, the Midland, the North Eastern, the Maryport & Carlisle, the Furness, the Caledonian, the Glasgow & South Western and the North British were represented by beautiful model locomotives and rolling-stock but I think the feature that impressed me most was the point-work. There were derailments but they were rare and to see a L.N.W.R. 4'3" side tank coal engine pushing a train of about eight bogie coaches through a crossover from one line to another at a scale speed of about 30 miles an hour (a most dangerous speed in full sized practice at which to negotiate a crossover) was a hair-raising experience which I have not forgotten. Needless to say the whole line was electrically operated and controlled."

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E-mail from reader **Bryan Johnson** ...

"Hi David, The latest BMRJ arrived last week, thanks.

I haven't had a chance to have a proper read yet, looks good but have noticed something slightly amiss, all in the spirit of "Getting it all right"!

The Eric Gent photos of **73040** on pages 17 & 18 are described as being 1953/54, however the tender has the later British Railways totem so must be 1956 or later.

I'm working away so can't get at all my books, but I wonder whether the later style of numbering style using boxes around the codes and numbers on the first van in the photo on page 18 may also help date it - info on the web puts this as 1957 or later.

Hope you're keeping well. I'll keep an eye out for you at future exhibitions. Regards, Bryan".

..... And Eric responds:

" ... regarding your query re **73040**. I have no date on the photo. The loco was new in 1953, mainly on fast services to Manchester, and was used on Freight later. I bow to your friend's detailed knowledge of livery changes. It could be 1957 after **73070-72** arrived at Chester and **73040-42** were downgraded at times to freight. Sorry if I have caused you any embarrassment.

Regards Eric".

**E-mail from Alisdair Macdonald ...**

**"Having now moved to Chester from Wirral and with my serious consideration to join BMRG I came along to the clubrooms last Wednesday evening, and onwards to the interview in the pub where the only question from the interviewer was "What will you have?". I trust that I answered this question correctly. On the way home you kindly passed me a bundle of back number BMRG Journals to let me have a bit more of a flavour of the BMRG.**

**Imagine my surprise on reading through one of those Journals to find a crisp brand new £20 note between the pages. What a surprise!**

**This made me think. The money was not mine, nor was it Hazel's. It must have come from BMRG.**

**So was it a) An introductory offer from BMRG to spend where I wanted to help me make my mind on whether to join the group or not?**

**or b) the esteemed and worthy editor in his world of high investment finance coupled with his index linked, gold plated, inflation proof pension continuing his charitable largesse?**

**c) or was it more sinister - by leaving the £20 note in the Journal was it a test of my honesty and being proved that I was an honourable man in being given a set of clubroom keys by owning up to my finding the £20 note?**

**In my immediate phone call to you Mr.Editor you said you knew nothing about it. You said that you did have any use for £20 notes, preferring to spend only tenners - which I am sure none of us believe from your serious involvement in the aforementioned world of high finance. And for the benefit of BMRG members, Mr.Editor and I agreed that the note should go into the BMRG Refreshment Fund.**

**But if it belongs to any other BMRG member, I am sure that if they give our worthy editor the correct serial number of the note he will gladly hand it over, unless of course he has invested it in his world of high finance. - Alisdair M Macdonald, Chartered Architect".**

\*\*\*\*\*

**Richard Oldfield sent the following e-mail to Malcolm, the nephew of Arthur Mould, who donated the "Bangor" layout to us over a year or so ago:**

**"During the last 10 days our club members have been carefully looking at the boards of Bangor to establish the practicality of bringing the layout back to life for use on the exhibition circuit. Since obtaining the boards of Bangor in October 2010 we have done nothing with them apart from some cleaning of the station detail – they are pretty much as we collected them from your late Uncle's home.**

**Our original thoughts were to 'restore' the layout and add additional new boards to make the connection in order to use Mostyn's fiddle yard for storage purposes. This would be quite a big project in its own right but made sense, given the small size of our group, provided we had a head start with the stock. Apart from a limited number of items built by our members for other projects in the past, we do not possess any stock correct for Bangor's time period and the construction of it would be a major commitment of time and money (we spoke about obtaining some of your Uncle's stock at some point in the past but I understand that a significant proportion has been sold).**

**Studying the boards in more detail has led us to the conclusion that they are not usable for exhibition purposes without major alteration. Their construction (mdf surface plus ply sides) is not suitable for exhibition use and their irregular shape would make them difficult to protect. To get the authentic feel of Bangor we would want to add the two centre roads and lengthen the platforms. Finally, each end of Bangor would need the curved geometry reversing so that the station frontage was presented to the public. None of this is insurmountable but the work required would be**

substantial. Our view is that it would be quicker and easier to do this from scratch using our standardised designs for baseboards, legs and lighting.

We are therefore now planning to dismantle the remaining boards of Bangor and recover any serviceable components for future use. I realise that this is not what we originally thought would happen but the sheer scale of trying to do something with Bangor as it stands is beyond our group's resources. Best regards, Richard".

**And Malcolm's reply:**

"Hopefully you'll find plenty to salvage and re-use from Bangor. It is a shame that the basic carcass of the layout is unsuitable for exhibition use but I fully appreciate that the time to rebuild it into a form fit for exhibition would be extended.

When I gave you the layout I formally transferred all rights to your club for the layout's future use but I am pleased to receive news of your decision.

I wish you success with the potential rebuild into a modern version of Bangor and its transition into the diesel age."

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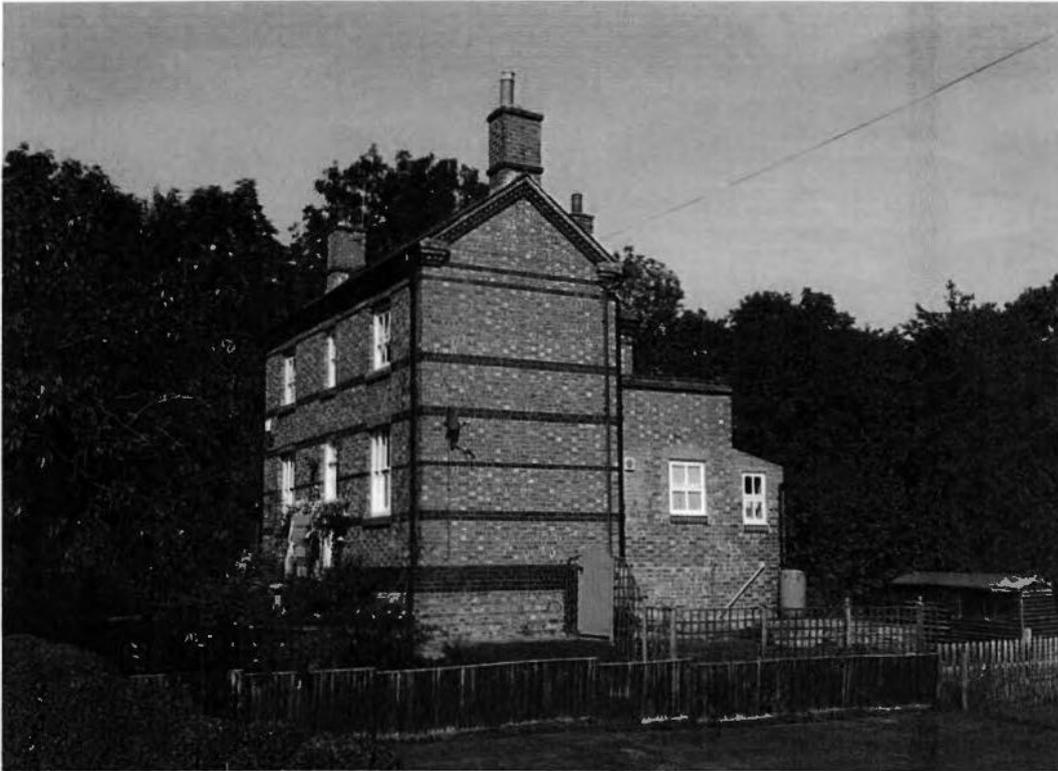
E-mail from our Peterborough-based missionary, **Phil Sutton**, as an addendum to the piece on **King's Cliffe** in our December 2011 issue:

"The sun was out so I took a walk at lunchtime and bumped into Pam Smith, the current owner of King's Cliffe station master's house. A pic for the Journal as promised...

Pam and her husband, a railway worker from Stamford, moved in during 1958 when the station master's role was amalgamated with that at Wansford. At that time the railway was still active (station closed 06.06.66 as part of the Beeching axe) and Pam remembers no surrounding housing; the station and dock [are] to the left of this view (we are looking east towards Peterborough).



The house looks in excellent condition, Pam wishing to avoid modernisation and keep as many original features as possible. There are several later extensions to the rear.



King's Cliffe station was built in 1879, would the station house be the same date? - Philip”.

And **Bob Miller's** reply to an e-mail asking for more information ...

“I enclose a photo I took of the house at Kingscliffe (it was spelt as one word in LNWR days) on 9 Oct 1996 which the present owner might like to see. It is not quite focused but I can copy it again if required. The main difference between then and the recent pictures is that the front door and fanlight have been changed, also the TV aerials. Nice to see that all the original sash windows have been retained. There is an identical house at the next station towards Rugby - Waskerley & Barrowden - but this has an entrance porch that has been added and the windows have been changed. As you say, both Kingscliffe and Waskerley stations were opened in 1879 so the houses may date from then but I think they have the appearance of more likely having been built in the 1897-1906 bracket. LNWR houses built in the 1880s and early 1890s nearly all had casement windows, the

sash type being later; also the windows were more narrow in the early period. There may be a clue in the deeds which the present owners may be able to look up. My own house is a railway house and

my deeds do not say when it was built but they do give the date when the railway company (the L&YR) purchased the land - 1904 - which I believe is the same year as my house was built. It is a very nice example of a typical L&NWR station master's house. Bob"



This is Bob's 1996 photograph, slightly sharpened.

BRITISH RAIL

B.R. 30104

**SPECIAL STOP ORDER**

Station Brew Date 12/1/90

To the Guard of the 1409 0847 hrs. train  
from Plymouth to Liverpool

You are hereby instructed to stop specially  
at Hartford to pick up  
Signed A Wright

Reference to authority ROO

To be attached to Train Journal of Delay Slip and to Driver's Ticket

BRITISH RAILWAYS  
LONDON MIDLAND REGION

NOTICE TO DRIVERS, GUARDS, SIGNALMEN AND OTHERS CONCERNED RESPECTING  
RESIGNALLING BETWEEN CHESTER NO.2 AND CHESTER NOS. 5 AND 6 ON 22 MARCH 1981

The running lines between Chester No.2 and Chester Nos. 5 and 6 boxes will be remodelled and the revised layout in the vicinity of Chester No. 3A and No.4 signal boxes is depicted on the attached diagram.

The up main line from Chester No.6 to Chester No.4 will be renamed up fast line. The down slow line from Chester No.4 to Chester No.6 will become the "up and down" slow line and the down Birkenhead line from Chester No.4 to Chester No. 3A will be used in the up direction by up trains from the "up and down" slow line from Chester No.6.

Access to the up fast line at Chester No.3A box will no longer be available. A stop block will be placed over this line and it will become an Engineer's siding with a standage of 220 yards served from the Chester No.2 end.

Through siding 1 between Chester No.3A and Chester No.2 will be renamed reception line.

Permissive Working will be withdrawn from the following sections:-

Chester No.3A	to Chester No.2	up goods line
Chester No.3A	to Chester No.4	down Birkenhead line
Chester No.4	to Chester No.3A	up Birkenhead line
Chester No.4	to Chester No.5	down Birkenhead line
Chester No.5	to Chester No.4	up Birkenhead line

Description of signals depicted on the attached diagram

Colour light signals

<u>Signal</u>	<u>Aspect</u>	<u>Route Indication</u>	<u>Route</u>
CR4 153* and	Main	7	"Up and down" platform 7
CR4 158*	R + sub	7	"Up and down" platform 7
	Main	G	up goods
CR4 71*	Main	7	"up and down" platform 7
	R + sub	7	"up and down" platform 7
	Main	G	up goods
	R + sub	SDG	Macaroni siding
S*	Shunt	7	"up and down" platform 7

\* Also controlled by Chester No.3A box.

Signals CR2.2, CR2.11, CR2.58 and CR4.149 will remain unaltered.

Semaphore signals

- A - unaltered except for the recovery of the subsidiary signal beneath it.
- B - unaltered except for the recovery of the subsidiary signal applying to movements to the down Birkenhead line.
- C - unaltered except that the main and subsidiary signals applying to movements to the down Birkenhead line will be recovered.
- D - unaltered

All shunting signals not described above together with the signals applying to movements from the Crow & A One Sidings, Diesel Depot and Field Sidings will remain unaltered.

A telephone giving communication with Chester No.4 box will be provided at Signals CR 4.153, CR 4.158 and CR 4.71.

Description of signal alterations NOT depicted on the attached diagram

Chester No.5

The calling-on signal beneath the up Birkenhead starting signal will be taken away.

Chester No.6

Signal CR 6.13, up slow line 325 yards before reaching the box, will be renumbered CR 6.8 and it will apply without a junction indicator to movements to the "up and down" slow line.

Signal CR 6.6, up fast line 325 yards before reaching the box, will apply with position 1 junction indicator to movements to the "up and down" slow line.

The position light shunting signals situated 325 yards on the Saltney Jn. side of the box which apply to set back movements will apply as follows:-

down slow line signal	FK	-	up fork
	US	-	"up and down" slow
	UF	-	up fast
	SDG	-	sidings
down fast line signal	FK	-	up fork
	US	-	"up and down" slow
	UF	-	up fast

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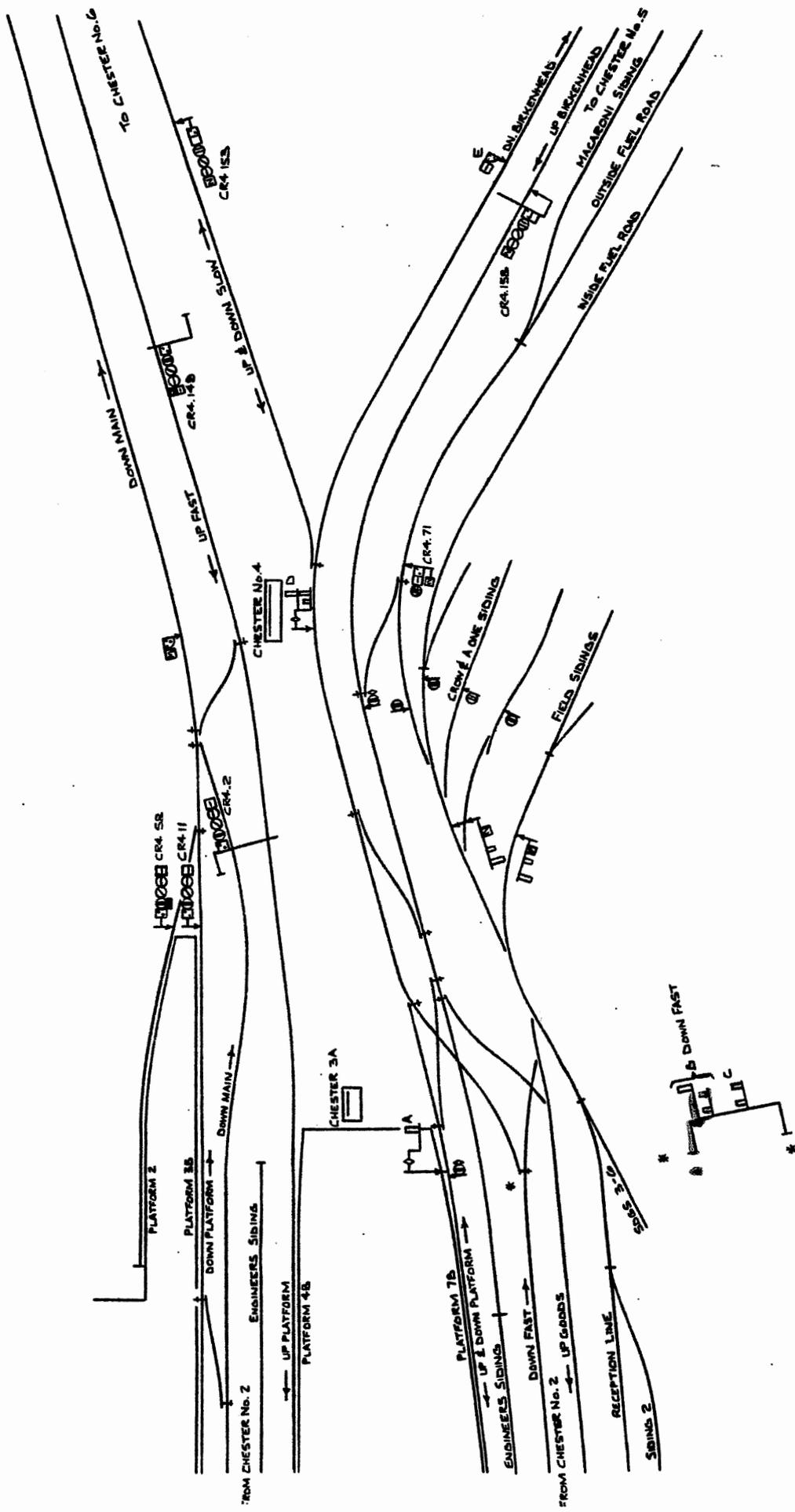
**IMPORTANT** This notice to be acknowledged immediately on receipt to Operating OD.14 Crewe using Code ARNO 350.G.

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Crewe  
March, 1981

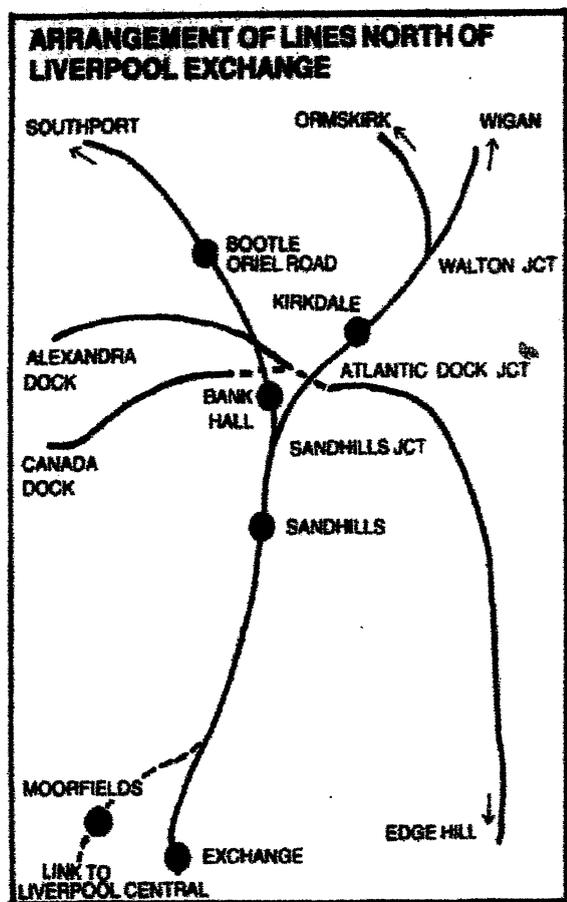
J.M. GREGORY  
CHIEF OPERATING MANAGER

CHESTER No. 3A AND CHESTER No. 4 REMODELLING



We printed a couple of photographs of Liverpool Exchange in *BMRJ* nos.25 and 27, taken by reader John Dixon shortly before closure. We recently read the Summer 2012 issue of *Lion*, the Liverpool Model Railway Society's magazine, which included an anonymous article from the March 1983 issue of *North West railway enthusiast*. This is printed here with their permission.

## Liverpool Exchange farewell, 1866-1977



Liverpool Exchange, Merseyside terminus of the Lancashire and Yorkshire railway was replaced by Moorfields underground station on the Merseyrail 'link' line opened in 1977. Exchange station originates from a much earlier terminus at Great Howard street which was opened in 1846, shared jointly with the feuding Lancashire & Yorkshire company from Bury, and the East Lancashire railway from Preston.

They were joined in 1850 by the Liverpool, Crosby & Southport railway and in the same year all three companies had moved to a new terminus at Tithebarn Street. In 1859 the East Lancashire railway and the Liverpool, Crosby & Southport railway were taken over by the Lancashire & Yorkshire company.

The original terminus at Tithebarn Street was rebuilt between 1884 and 1886 and called Exchange, opportunity being taken at the time of rebuilding to add a hotel to the station frontage on Tithebarn Street.

After passing into LMS ownership in 1923, and under British Railways, London Midland region, in 1948, the station had little or no changes until 1968 when the gradual run down of the station began. In this year the through Bradford and Leeds (via Manchester Victoria) services were withdrawn. Two years' later in 1970 the Glasgow Central (via Ormskirk and Preston) trains were withdrawn and the service transferred to Liverpool Lime Street adding an additional forty minutes to the journey. The withdrawal of these services left Exchange station as a "suburban" terminus, it only being possible to travel by through train to Southport, Ormskirk

and Wigan.

The writing was on the wall for Exchange when construction started on the Merseyrail loop and Link railway project in 1973. Some four years later when the link and loop construction had virtually been completed and the closure of Exchange announced, the Wirral Railway Circle commemorated the passing of Exchange with a rail tour travelling over much of the territory served by trains from the terminus.

Arriving at Exchange on the morning of the 9th April, 1977, the station, at virtually the end of its life, was in a *very* run-down condition. The only platforms in use were four, five, six and seven; platforms one to three had become a car park whilst the track in platforms eight and nine had been lifted and the space used for contractors huts and materials in connection with the link underground line. The station name-boards and platform number and direction signs were all still the early BR maroon enamel type, whilst the station roof girders had become home for Liverpool's pigeon population! Stabled outside the station for the weekend was the diesel shunter that normally worked in the sidings at Sandhills during weekdays; the loco was Allerton-based 08.328. Also stabled between duties in the station was the first LMS class 502 EMU to be repainted in the new blue/grey livery, this being cars - M28366, M29593, and M29895.

The railtour had been timed to depart as near as possible to the departure time of the Glasgow express - 09.43. Shortly after this time the railtour rolling stock appeared being propelled by the locomotive that was to haul us - class 25, 25.066. The stock was all BR mark 1 type and for the record these were:

- M35120 (BSK)
- M3959 (TSO)
- M3767 (TSO)
- M4422 (TSO)
- M4058 (TSO)

After coming to rest at platform six and 25.066 being presented with a blue headboard, the train departed and headed along the viaducts overlooking the North docks. After passing through Sandhills and taking the Ormskirk route we passed the then recently opened EMU maintenance depot at Kirkdale. After passing a series of short tunnels the train branched right at Walton junction taking the then newly electrified line to Kirkby and onto Wigan Wallgate (this is now no longer possible as the through lines have been severed at Kirkby). Climbing from Wigan Wallgate and passing 86.221 on the West Coast mainline we headed along the direct route from Hindley to Salford, opened in 1888; this line bypassed Bolton and served Swinton and Pendleton. After passing through Manchester Victoria and seeing 46.060 "Sherwood Forester" on a Liverpool - Newcastle express the railtour headed eastwards through Moston, Castleton and Rochdale, through Oldham Mumps and back westwards via Miles Platting into Manchester Victoria. 25.066 then ran round the train and headed eastwards again to Queens Road junction and along the unique 1,200V D.C. electric line to Bury which was opened in 1879 and electrified in 1915. After arriving at the now closed Bury Bolton Street station 25.066 ran round its train again and we headed back towards Manchester passing 40.079 in Victoria station on a goods train. After passing through Salford we headed along the Irwell valley through Agecroft, Clifton, Kearsley, Farnworth and Moses Gate to Bolton Trinity Street. From Bolton the railtour branched right taking the former metals of the Bolton, Blackburn, Clitheroe & West Yorkshire railway and after passing through Sough Tunnel and arriving at Blackburn, 25.066 again ran round its train. Stabled in Blackburn station for the weekend was 40.092. After leaving Blackburn and passing former BP class 04 shunter D2272 in the coal concentration depot we headed along the former Blackburn & Preston railway which was opened in 1846 and was taken over by the East Lancashire railway in the same year. After passing through Lostock Hall we joined the West Coast mainline at Farington curve junction. Travelling along the slow lines we were immediately overtaken by a class 304 EMU 007.

After passing through Preston station we headed westwards over former LNWR/LYR metals via Kirkham and Poulton-le-Fylde eventually arriving at Blackpool North where an hour's stop was taken. 25.066 then headed back along the line towards Preston and after a brisk run and negotiating the Preston station complex we headed along the WCML southwards, originally built by the North Union railway in 1838. We branched left at Euxton junction and traversed along the former Bolton and Preston companies' line which was opened in 1843.

After running round again we headed from Bolton back towards Wigan Wallgate via Lostock junction, joining the 1888 direct route (which we had traversed earlier in the day) at Crowsnest junction, we headed westwards and passed 06.340 behind Wigan North Western shunting parcel vans; after passing underneath the WCML we headed along the former Lancashire & Yorkshire route to Burscough opened in 1855 and then along the LYR/ELR joint line from Burscough along the West Lancashire plain to Southport. At Southport 25.066 ran round its train in the carriage sidings alongside the class 502 EMUs and propelled its train back into the station. Chapel Street station was first opened by the Liverpool Crosby & Southport railway in 1851. It has been reduced in size over the last twenty years, much of it becoming a car park. From Southport we headed through suburbia and on along the sand dunes towards Liverpool. This route was electrified by the Lancashire & Yorkshire in 1904. After passing through Bootle we left the electric lines and headed down the Bootle branch opened in 1866 by the LNWR to gain access from Edge Hill to the North docklands. Until the opening of the loop and link line a DMU service operated along this route from Southport to Lime Street

We joined the main Liverpool - Euston 25Kv overhead line at Edge Hill and headed down the incline to Lime Street coming to a rest back in Liverpool alongside 85028.



M29886M at Liverpool Exchange, photographed by John Dixon in March 1977. This is an L.M.S.-built EMU, picking up from a third rail at 630V; class was 502, introduced in 1939.

The end finally came for Exchange on Friday 29th April, 1977. Hundreds of people turned up to say goodbye, many gaining access to the warm confines of number one signal box. After the very last Southport and Ormskirk trains had departed, formed of the usual class 502 EMUs, the very last "Service" train to depart from Exchange arrived behind 25.297. For that last train BR had provided a locomotive hauled special which would traverse the Bootle branch and end up back at Lime Street. Hauled by class 47, 47441 the train consisted of the following rolling stock - M9448

M5999  
M5896  
M6028  
M5948  
M1637  
M3265

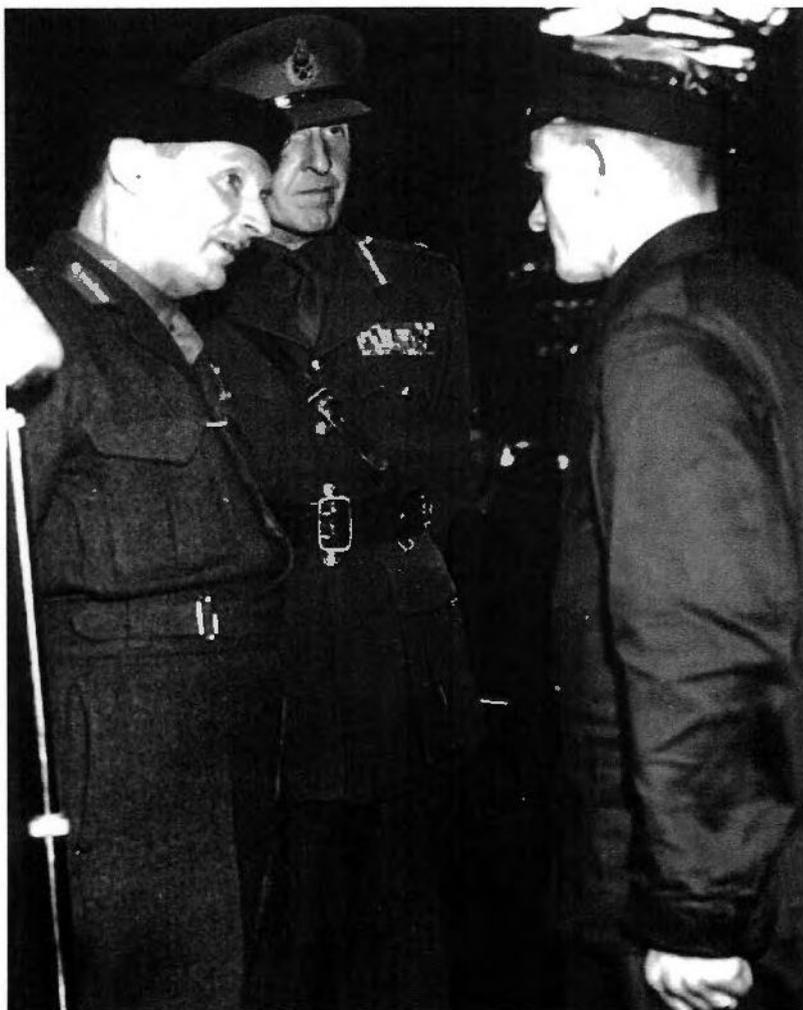
After pulling out of the station exploding detonators 47.441 headed away into the night being illuminated by television fights and flash bulbs. 25.267 then departed light engine leaving an empty station.

*The station staff made their very last announcement* - "BRITISH RAIL REGRET TO ANNOUNCE THIS STATION IS NOW CLOSED".

\*\*\*\*\*

## **"The Cheshire Regiment"**

Retired signal engineer Graham Jones (mentioned previously in *BMRJ30*) has passed on to us a CD that someone had given to him, of railway-related images. Included in the photographs is a sequence of five, taken when Field Marshall Montgomery (Chief of the Imperial General Staff) [note 3] attended the ceremonial unveiling in April 1947, of 'new' name plates for L.M.S. 6134 "The Cheshire Regiment". A further photograph is on our cover.



The famous soldier was inspecting the military establishments of Western Command (their headquarters at that time was in Handbridge, Chester) on Tuesday and Wednesday, 15/16 April 1947, and took time off to attend the ceremony at Chester General station on 15 April. Who the original photographer was is unknown to us. (The visit was reported in the *Chester Chronicle* [note 1]).

The crew of 6134 on the day were both railwaymen who had previously seen service in the Cheshire Regiment: driver Charles Henry (Harry) Parkinson of Cross Street, Chester [pictured, on the right] and fireman Reginald Griffiths of Lord Street, Crewe. Viscount Montgomery is on the far left.

The following note précising the history of 6134 was provided by reader **Sydney Wainwright**:

### **L.M.S. 'Royal Scot' class locomotive no.6134 "The Cheshire Regiment"**

Built at the North British locomotive works, Glasgow, in 1927. One of a class of fifty similar locomotives built at that time; another twenty were subsequently built at Derby L.M.S. works.

6134 was originally named 'ATLAS' and carried this name until 1936 when it was renamed 'THE CHESHIRE REGIMENT'. The name 'ATLAS' was transferred to a Stanier Jubilee 5XP no.5737, built new in that year.

The new nameplates fitted to 6134 did not carry the regimental crest at that time.

Following a major overhaul at Crewe works early in 1947, new nameplates incorporating the



From left:  
Brigadier Harding,  
Field Marshall  
Montgomery, Sir  
Robert Burrows.

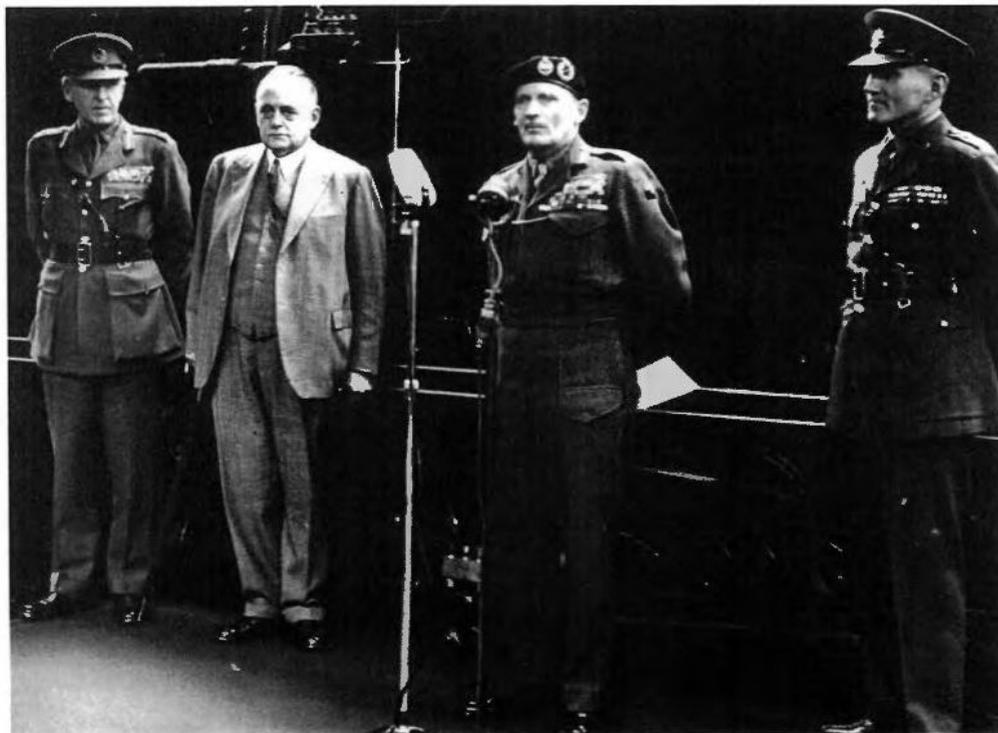
regimental crest were fitted to 6134. These were unveiled by Brigadier Harding at a ceremony at Chester General station on 15 April 1947, accompanied by Field Marshall Montgomery and Sir Robert Burrows (Chairman, London Midland & Scottish Railway company).



From left: Montgomery, Harding, unidentified, Burrows.

In 1953, no. 6134 was rebuilt at Crewe works with a 2A taper boiler, and was finally withdrawn in November 1962.

One of the nameplates (with crest) is on display in the Regimental Museum at Chester Castle; the whereabouts of the other one appears to be unknown.



From left: General Sir Brian Horrocks (GOC Western Command, Sir Robert Burrows, Field Marshal Montgomery, Brigadier Harding.

Notes:

1. *Chester Chronicle* issue of 19 April 1947.
2. *Railway Magazine*, July/August 1947.
3. Field Marshal Bernard Law Montgomery (1887-1976), Viscount Montgomery of Alamein.

Mention was made in BMRJ31 of a donation to our Group of a collection of British Railways internal circulars, etc. This document is another sample and features a 1977 Freightliner train running between London and Liverpool. There were no 'dangerous loads' in this consist, so the back of the slip was left blank.

BRITISH RAILWAYS.

BR 20896/38 (Revised)

**DRIVER'S SLIP**

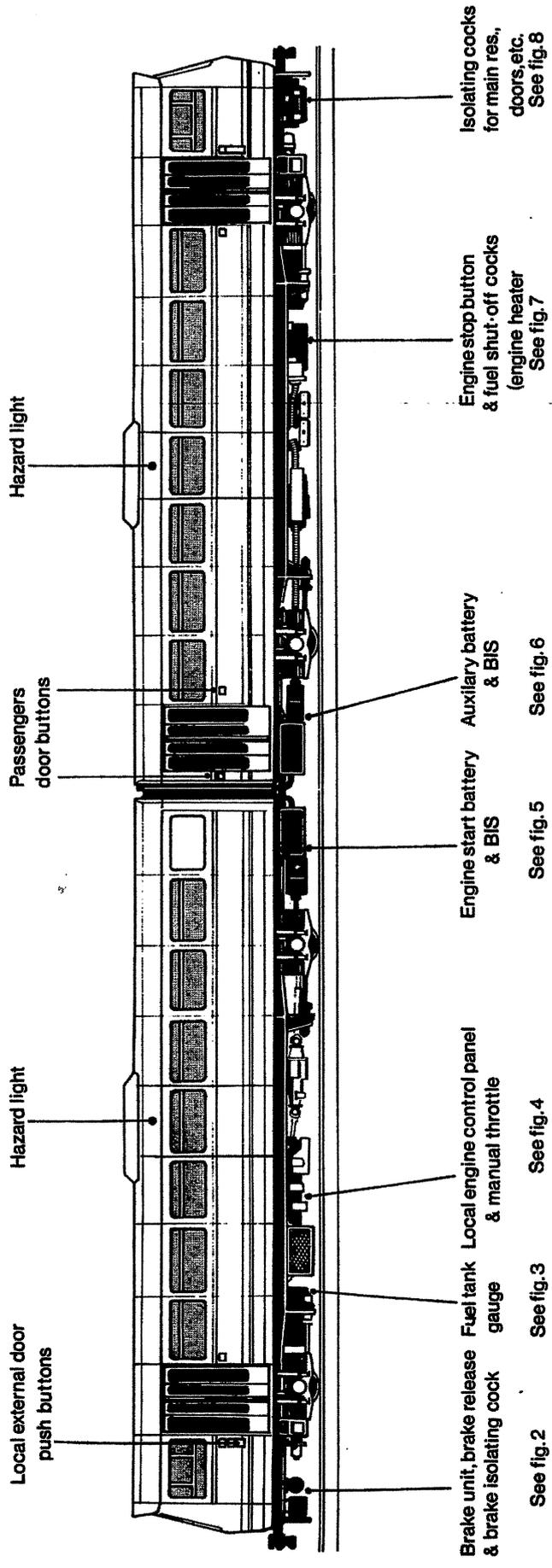
To be handed to DRIVER before commencement of journey

Date 30-12-77 Locomotive/Class/No 47  
 W.T.T. No 4M 70  
 Time 21.03 From STRATFORD FLT  
 To GARSTON (LIVERPOOL)

AUTHORISED	ACTUAL
Basic Load (tonnes) <input type="checkbox"/>	<input type="checkbox"/> <b>707</b> *Actual Load (tonnes) Or *Actual No: of M.G.R. Wagons *Delete wording not applicable
*Maximum Load (tonnes) Or *Authorised No: of M.G.R. Wagons <input type="checkbox"/>	
+ Brake Force for Basic Load (tonnes) <input type="checkbox"/>	<input type="checkbox"/> <b>AIR</b> Brake Force Available (tonnes) <input type="checkbox"/> <b>FF.</b>
+ Brake Force for Maximum Load (tonnes) <input type="checkbox"/>	
+ Insert Brake Force Category	
Route Availability R.A.No. <input type="checkbox"/> <b>7</b>	<input type="checkbox"/> <b>6</b> Highest R.A. No. on train
	<input type="checkbox"/> <b>10</b> No. of wagons
Length Limit (S.L.Us) <input type="checkbox"/> <b>60<sup>0</sup></b>	<input type="checkbox"/> <b>30</b> Actual Length (S.L.Us)
	<input type="checkbox"/> <b>75</b> M.P.H. <b>MAXIMUM TRAIN SPEED</b> Maximum speed of slowest wagon in train; subject to strict observance of any lower temporary or permanent speed restriction which may be in force on the route taken.

SEE OVER FOR PARTICULARS OF 'DANGEROUS' GOODS FORMED IN THE TRAIN

Signed M. Ashworth Depot 1 Mills  
 Grade G/Reward



A diagram of the external features of a class 142/0 and 142/1 Diesel mechanical multiple unit (DMMU) from the 1980s; the wheel-base of one unit is 9,000mm – which should allow you to scale the diagram if required.



142061 at Mouldsworth on 9 June 2005.

SPECIAL STOP ORDERStation BANE Date 12/1/90To the Guard of the 1409 0847 hrs. train  
Driver/Motorman  
from Plymouth to LiverpoolYou are hereby instructed to stop specially  
at Hartford to pick upSigned A WrightReference to authority ROC

To be attached to Train Journal of Delay Slip and to Driver's Ticket

**"Johnstown Road" at Woking 15<sup>th</sup>-16<sup>th</sup> September 2012**

(Described by Richard Oldfield and photographed by David Falkner)

As befits a Cambrian Railways layout why not choose a font called Cambria for the story of our latest outing to an exhibition? BMRG has been 'off the circuit' for the last fifteen months and this has enabled the build-up to Woking exhibition to be better planned and more productive than normal. It is certainly not an exaggeration to say that "Johnstown Road" has had more attention paid to it in the last month than in the last three years and I'm happy to say that it is a credit to those who put the hours in.

We can divide the work done into several categories:-

- Essential repairs and maintenance
- Outstanding problems which we had never got round to resolving
- Scenic improvements
- Stock additions

Eventually the list grew to more than 40 items needing attention and these varied in scope from straightforward (e.g. replace missing Velcro fastenings on inter-board

electrical connectors) to complex (e.g. devise a new operating schedule to incorporate new locomotive and rolling stock additions). All of these jobs were completed in a timely fashion – a somewhat novel approach for us! – and only one item was outstanding as the Friday of departure arrived. This was the new Porth Nefyn water tank whose scratch-built components were carefully packed in bubble-wrap with the vague aim of ‘doing something’ at the exhibition venue.



A busy scene at Johnstown Road. Cambrian Railways 4-4-0 No.20 (Sharp, Stewart and Co. Works No.3356 of 1886) pauses at the station with her Porth Nefyn- bound passenger train. In the background Manning Wardle 0-4-0 "Ariadne" waits patiently for an opportunity to shunt her loaded coal train and take any empty wagons back to the colliery.

It has always been our practice to try and arrive at venues early and therefore the hire van was collected not long after their office opened, loading went smoothly and we set off for the delights of the M6/M42/M40/M25 motorways by 11.00am. Richard Stagg, Norman Lee and David Faulkner went in the comfort of a Volvo whilst Gavin and I were in the cab of a Luton-bodied Ford Transit – sadly Emlyn Davies was unable to make the journey so we were one short from our normal team.

Gavin had thoughtfully provided a packed lunch for the pair of us – scotch eggs, ham & mustard sandwiches, crisps and two flasks of tea – so there was no need to stop and we rolled into the Woking venue around 3.00pm. They have clearly been investing in this leisure centre as it boasted a new access road and some rather smart new buildings. The organising team made us welcome and then set about continuing to mark out the hall, set out chairs and tables and provide electrical supplies whilst we waited to gain access. Richard's Volvo estate slid gracefully into view during this time and we were all

champing at the bit when told we could unload shortly after 4.00pm. In comparison with "Mostyn", "Johnstown Road" is quick and straightforward to erect so we were mostly complete by 6.30pm and decided to finish and fit the Porth Nefyn water tank and cross the final item off our 'to do' list. Division of labour was the key with further painting, fitting of pipework and ladder, siting, fitting and re-ballasting all completed by the time we left for the Woking Holiday Inn.

The new water tank is a great example of what makes BMRG such a satisfying group to belong to. An idea suggested by Richard S. led to the drawing of a GWR-design water tank at Llangynog in Mike Lloyd's Tanat Valley Railway book. Philip Sutton, Mike Rapson and I started the main construction and then David F. and Gavin played their part. From idea to completion took three sessions plus the eve of an exhibition – not bad going, especially as many modellers seem to have an aversion to 'shared projects'.

Friday night saw the group embrace the 'rock'n'roll' lifestyle with a trip to an Indian restaurant sandwiched between two visits to the local Wetherspoon's.



The complexity of the Porth Nefyn scene is evidenced by this overall shot of the quayside area. New additions for the Woking show include the loading dock and crane in front of the signal box and the scratch-built Plastikard and brass water tank in the background.

On Saturday morning the show did not open until 10.30am so there was time for a leisurely breakfast before confronting the big question – would the new operating sequence work in practice? Devised by expanding the previous schedule, and incorporating some complex shunting (Philip managed to get three Cambrian Railways locomotives at Porth Nefyn at one time), the sequence had only been tested by moving card rolling stock around on a paper drawing of the layout. Richard S. took up the Johnstown Road challenge whilst Gavin did the same for Porth Nefyn. Time passed. More time passed. It was nearly 2.00pm and almost three and a half hours after the show had opened, when the first cycle of the sequence was completed. Miraculously, perhaps, both stations were exactly as they should be at the start of a cycle. There are probably some rough edges which we can knock off but at least we know the instructions work.



Cambrian Railways 0-6-0 Jones Goods No.15 basks in the Welsh sunshine. Built by Beyer Peacock (Works No.5029) in March 1908 this locomotive only carried No.15 for its early months and was re-numbered No.99 in October 1908 – this rather precisely gives us the time period for our layout! Following the Grouping she became GWR No.893 and was not finally withdrawn (by British Railways) until February 1952.

One of the delights of being invited to Woking exhibition is the Saturday night entertainment laid on by the hosts. This takes place at the Mizens Railway (see [www.mizensrailway.co.uk](http://www.mizensrailway.co.uk) for details) and includes rides on the miniature railway with a choice of diesel or steam traction, a real ale bar and fish & chips. Going one better than when we visited with “Mostyn” in 2007, we convinced the railway to run a ‘special’ to take us over some track that is not normally used.

Despite becoming more familiar with the sequence as the weekend wore on, the quickest we could complete a cycle never got below three and a quarter hours. Perhaps we need to simplify it a little but, on the other hand, there needs to be a certain challenge otherwise operators go stale. The principle aim is to ensure that all the locomotive fleet gets an outing and that the rolling stock is shown at its best.



A foreign interloper on the Cambrian! Norman Lee's LNWR coal tank No.578 made her exhibition debut at Woking hauling a rake of Richard Stagg's new freight wagons plus an LNWR brake van which had been kindly loaned to us by John Penn.

Norman's new (to him) LNWR coal tank No.578 made its exhibition debut on a train of Richard S's recently completed wagons with a borrowed LNWR brake van (thank you, John Penn) bringing up the rear. This is the first train to use 3-link couplings and, as such, cannot run with Emlyn's stock fitted with Alex Jackson couplings. A few minor stock problems were resolved during the show, mostly wheel-set issues where, from my point of view, I still find the amount of side-to-side 'slop' in O gauge quite amazing.

Sunday night traffic on the clockwise M25 was very heavy and our return journey lasted five hours, finally reaching the clubroom at 12.30pm. I am happy to report that the layout was packed well on both journeys and suffered no damage that I could see. Thanks are due to Hazel who quickly sewed us a long bag (made from old "Mostyn" drapes) which now protects the layout fascia's during transit.

All in all we had a thoroughly enjoyable if somewhat tiring weekend, returned with a potential invitation to Bognor Regis (surely not, that's even further away!!) and can relax in the knowledge that "Johnstown Road" is now looking even better than ever.

'Cambria' is a typeface introduced by Microsoft in 2004 for use in word-processing with some of their software packages such as Vista and Windows 7. Why they decided on the Latin name for Wales, I don't know!

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## Editor's page

The Editor regrets having to report the death of a friend (dating from their Merseyside M.R.S. days) and railway enthusiast, Eric Power. He is reported to have died from a stroke, in his

sleep, at his home in West Kirby, on the 8 August 2012. He was born on 30 January 1940, and I believe his father was a railwayman, employed on the L.M.S./G.W.R. joint Hooton-West Kirby line, in Thurstaston and West Kirby. Eric himself never worked on the railways, spending a lot of his working life as a lorry driver; but he was a keen enthusiast for transport in general, and particularly on transport on the Wirral. His wife Angela herself suffered a stroke a year or so ago but survived albeit disabled. Our sympathies must go to her and his family.

As well as contributing the occasional article to our magazine, Eric also provided a number of pencil or pen and ink drawings for use on our front covers. He was also instrumental in ‘finding’ Dave Watson – the West Kirby printer who has produced the *BMRJ* over several years. Although never a railway modeller, Eric was a keen wood-worker, producing large-scale wooden models of some of the lorries he knew.

Readers will have noticed that this issue is later than ever (the cover date is ‘September’ and it is now nearly halfway through October – and it has yet to be printed and circulated!). The reason remains the same as with the last few issues, in that the Editor’s wife is still in hospital, and now a nursing home. Both housework and visiting eat into spare time! Luckily, group member Gavin Liddiard has offered to help: Gavin once lived and worked in West Kirby and so knows the place – he has offered to liaise with our printer. Thanks Gavin!

“Recent books” is held over until next issue.



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