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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 March 2014, and contributions should get to the Editor as soon as possible, but at least before 1 February 2014.

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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, delivered direct to your home. Send your details and cheque to the Editor at the above address.

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The cover illustration this quarter comes from Denis Bates of Aberystwyth and shows the Belfast & County Down Railway's No.2, pictured at Ballynahinch. Denis is a 21mm gauge P4 modeller and friend of the late Tony Miles, and hails originally from Northern Ireland – hence his interest in the B.&C.D.R. and his choice of this railway as a modelling prototype. Denis's article on making a model of No.2 appears later in this issue.

Forthcoming events:

(2014)

26/27 April 2014: Liverpool show.

Jun. 2014: Wigan show ("Mostyn" is appearing).

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

WOKING STAG(G) DO

by Alisdair Macdonald

It was Richard Oldfield who asked me "Do you fancy a stag do in Woking?" I wondered who was getting married and what it was all about. "Pardon" I replied.

"Do you fancy meeting up with Richard Staggs to do a show in Woking?"

Definitely was my response, and having agreed to meet the challenge, along with the rest of Team Barrowmore, Richard Staggs and I headed south to Woking to the Railway Enthusiasts Club Annual Model Railway show.

It took Richard and me the best part of five hours to get to Woking, trying to avoid the worse of the Friday traffic jams. We arrived around 7.30pm that evening, just in time to find Phil and Richard setting out the rest of the stock in the fiddle yards, with Gavin, Mike, Eddie and Dave F putting together the final pieces of Mostyn. My first job was to find the tea urn and

who took sugar. (There is no truth in the rumour that we had timed our arrival when all the heavy lifting had been completed!).

Richard S and I immediately found ourselves in the middle of a Team Barrowmore spat. Before coming south it seems that Mike R had been asked by Richard O to weather a scratch built green industrial diesel yard shunter to be used on the branch from the exchange sidings into Mostyn Dock. The story goes that Mike R completed the task and put the locomotive into the clubroom display cabinet while its paint dried, and to protect it from dust. But here the tale becomes muddled. It is reckoned by some that Richard O was the last person to touch the locomotive when he checked if the paint was dry as is his normal custom, while others provided a different version of the events. Whatever the truth, the Little Green 0-4-0 remained in the display cabinet all weekend up in Barrowmore. And it had even been fitted with a Zimo chip, but that's another story. A Class 24 was duly found to work the branch for the show!

Mickle Trafford: former Cheshire Lines station masters house

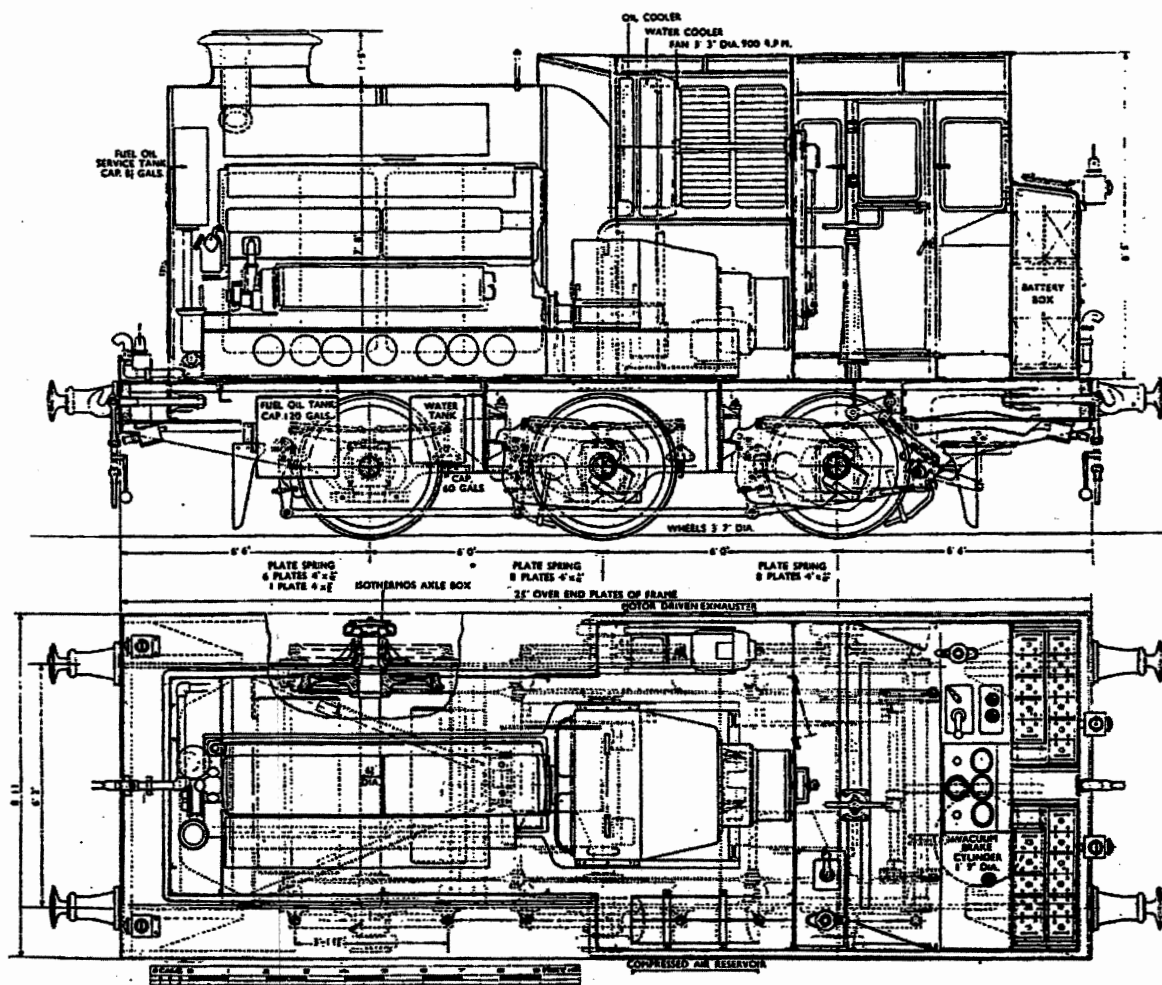
photographed by Tony Robinson



An early Irish diesel locomotive

by Denis Bates

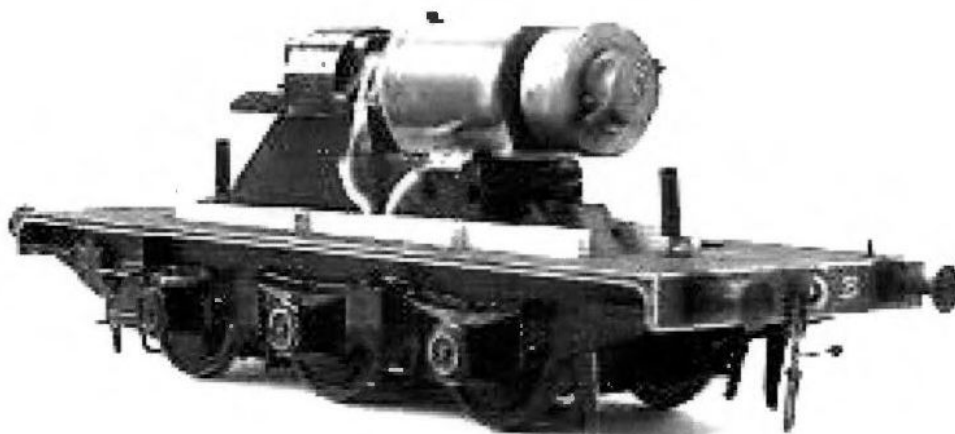
When travelling from Dundrum to Belfast in the 1940s, a journey I often did, one of the sights on the journey was of the Ballynahinch branch train. Although sometimes the branch engine was 2-4-0 No.6, more often it was No.2, the Harland & Wolff diesel electric loco of 1933. Looking like a Co, it was in fact a 1B: the front axle was un-powered, and the other two axles motored. Harland and Wolff tried, with a little success, to break into the diesel market in the 1930s, supplying engines to the LMS. A diesel shunter was supplied to the NCC, and a Bo-Bo, No.28, to the BCDR. No.2 (originally numbered D1) was their first diesel electric locomotive, and was described in some detail in *The Locomotive* (June 15th 1933) and *The Oil Engine* (May 1933) from which the general arrangement drawing is



taken. The engine was rated at 270hp, and could haul 200 tons up a gradient of 1:100 at 16mph. On the BCDR it spent most of its life on the Ballynahinch branch [Ballynahinch is a small town about 15 miles south of Belfast, and the station there closed on 16 January 1950]. As the diesel could not provide steam heating, a set of carriages was modified to provide electric heating. On the closure of BCDR's main line in 1950, it was sent, together with a brake carriage, to provide a short lived service between Newcastle and Castlewellsan. It travelled south on Sunday 14th January 1950, illustrated at Crossgar in R.M. Arnold's book [note 1]; I recorded it at Dundrum – it must have travelled via Downpatrick station rather

than the Loop Line, as it was cab first at Crossgar, and bonnet first at Dundrum. Eventually it was returned to Harland and Wolff, and was used by them as a shunter in the shipyards; it was photographed working there in 1958 [2], but a scrapping date is not recorded.

The model: chassis: When buying Athearn diesel parts for building my Turfburner model [3], I measured a number of Athearn diesel models. I found that the bogie wheelbases of loco PA-1 were the same as those for No.2. This led me to buy an extra bogie. In addition, a set of gears made by the Ernst Manufacturing Co. of Oregon (listed in Walther's catalogue) enabled the gear reduction to be increased.



At the time of writing, this loco is not listed in the current Athearn listings, so may be out of production. As with the Turfburner, wheelsets were made up using the Athearn axle muffs, turning stub axles and wheel centres, in conjunction with P4 wheel rims supplied by Alan Gibson. A small Mashima motor and a turned flywheel were mounted on top of the bogie, driving the original Athearn worm wheel and hence the drive train. Leads from the motor were soldered to the chassis side frames, and off the mechanism went. For P4 standards, the centre axle cut outs were filed slightly high to allow the axle more vertical play. The rest of the chassis is composed of the dummy outside frames, buffer beams and footplate. The most distinctive features are the Isothermos axle boxes. These were turned on the lathe, and added to the spring units: trawled through catalogues to find tender springs/axle boxes which seemed closest in appearance. Sprung buffers were again turned.

The model: body: I originally thought to make the body myself, but eventually asked Joe Magill, who has made some beautiful models of Irish prototypes in both 4 and 7mm scales [he made some superbly painted wagons for the original "Adavoyle"], to make it for me – so the striking appearance is his. The distinctive louvres were etched to order by Bill Bedford, to artwork that I drew (they now appear in his pricelist). The paintwork is again by Joe Magill.





So No.2 is ready to enter service, when I get some track laid. Baseboards have already been made, and at the moment the thoughts are of the Ardglass branch – either the very simple Ballynoe station, or Ardglass itself, with its turntable and extension to the quay. Ballynoe station still has its full complement of buildings; Ardglass in 2004 had the goods shed, and a very derelict but complete station building.

(An earlier version of Denis's article first appeared in *New Irish Lines*.)

Notes

- [1] *The County Down ...* by R.M.Arnold. Irish Steam Scene, 1981.
- [2] *Rails around Belfast* by Andrew Crockart and J.Patience. 2004.
- [3] *Modelling the Turfburner in P4* by Denis Bates in *New Irish Lines*, vol.2 no.5. May 2001.

This piece from "The Cheshire Observer" of 3 January 1953, was found by reader John Dixon of Saltney:

Signalman-Porter Killed On Railway Line STRUCK BY PASSING ENGINE

Verdict Of "Accidental Death" Returned At Inquest On Hoole Man

The jury returned a verdict of "accidental death" at the Inquest at Connah's Quay on Tuesday on William Edward Davies (24), of 69, Clare-avenue, Hoole. A porter-signalman at Sealand railway station, he was struck by a passing engine and killed on 14th December, it was stated by the Flintshire Coroner (Mr. H. Llewellyn Jones).

Mrs. Florence Davies, the widow, of the same address, said that her husband had good health, good hearing and that he wore glasses.

Mr. Frederick Ward, an engine driver, of 27, Edge-grove, Chester, said he was the driver of a "push and pull" train (one with an engine at the rear) which was stationary in Sealand station.

He was in the cab of the first coach and his fireman was on the engine. Davies came to him and asked him for some hot water and he was told that the fireman would give him

some. He went in front of the coach and walked down the coaches on the six-foot way between the tracks to the end. Mr. Ward said he heard a whistle. It was a common practice for the porter-signalman at Sealand to get water, as there was none laid on at Sealand station. There was a certain amount of steam from the engine of his train, as there was a steam brake. He saw Davies go into the steam.

Mr. Colin Parkin, an engine fireman on the stationary train, of 51, Highfield-road, Blacon, said deceased asked him for some water.

He was just going to give him some when he heard an engine whistle, and shouted to Davies "Look out". The next moment the engine passed. He saw him on the line. Mr. Parkin said there was a draught when the two engines passed, and that Davies could not have been struck where he was standing unless he had been drawn into the other engine. It was frosty, and there was a lot of steam escaping.

Sgt. E. T. Hughes said that the steam would cover Davies's glasses with moisture, and then he would be partially blind.

Mr. James Barton, of 2, Pear Tree Cottages, Little Saughall, the engine driver of the passing train, said he was driving a light engine. When he approached Sealand station he saw a stationary train standing in the platform. He blew his whistle. The crossings were clear. He noticed a person on the six-foot way and he kept blowing his whistle until the person looked round. He turned a little and by that Mr. Barton took it for granted he had seen the engine, and that it would be clear for the train to go through.

On arrival at his destination he was surprised to get news that the man had been knocked down and fatally injured. He found cloth on the top of the engine step

Dr. P H. McGowan said that death was instantaneous, resulting from multiple injuries. The Jury exonerated the driver of the passing train.



In the early 1980s B.R. ran an unusual timetable diagram which brought Southern Region class 33s from Swansea to Chester. 33001 was photographed passing through Crewe in October 1981 by Bob Cockcroft. (I have some negatives of one of this class at Chester - somewhere!!).

This definitive account of the industrial railway infrastructure of Widnes was first published in 'The Industrial Locomotive' (journal of the Industrial Locomotive Society), vol.14 nos.1,2,4 and 5; 2011-2012. Bob thought it might be of local interest: he died before we could finish reprinting the series, and we publish an obituary on later pages of this issue. Here is the fourth part:

INDUSTRIAL WIDNES - Part 4

by Bob Miller

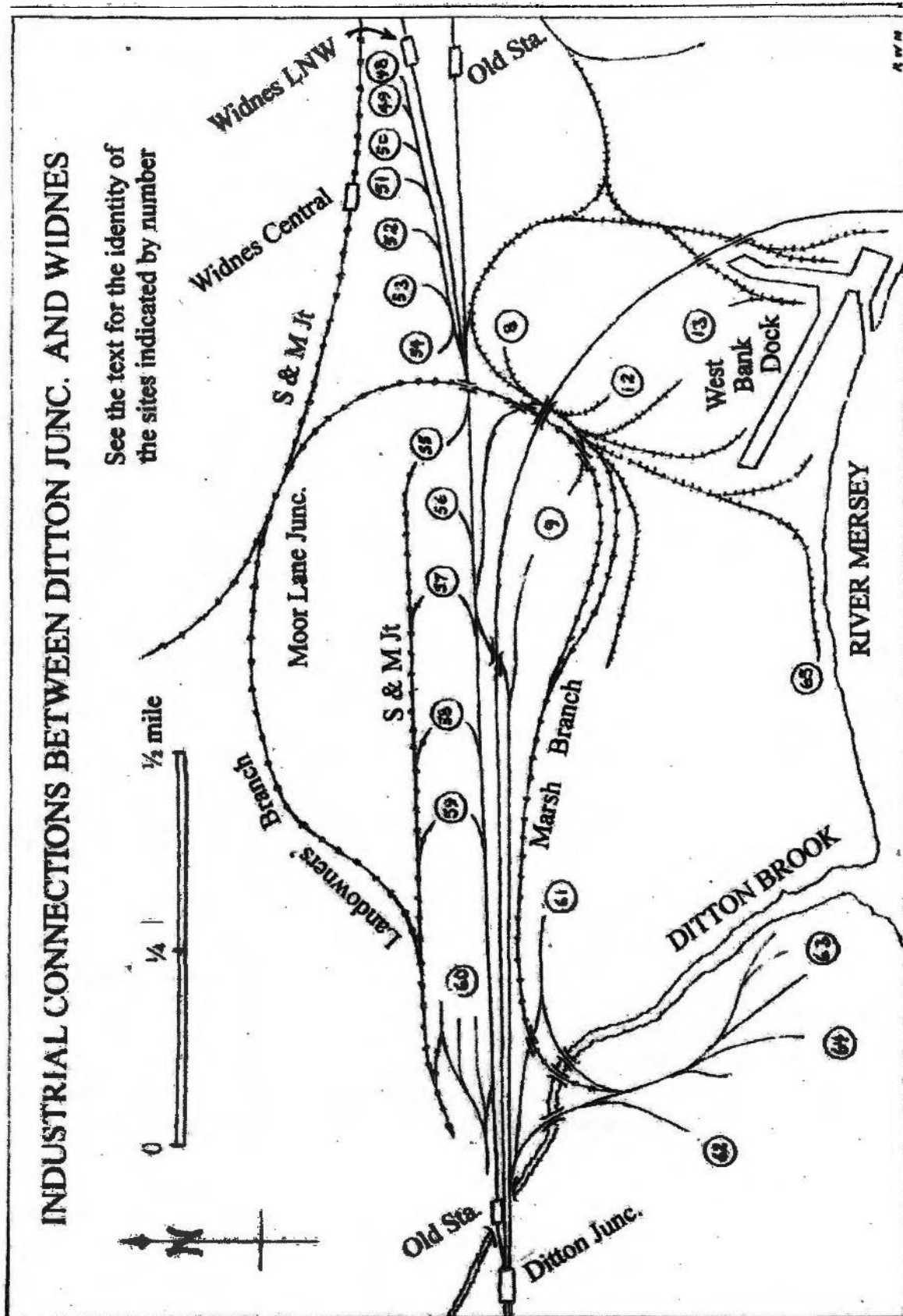
Firstly an additional note concerning the Widnes Traders' Association (site 27 on p70 of IL 143). Most of the traders in the Association were the local chemical manufacturing companies and when the bulk of them combined to form the United Alkali Co Ltd in November 1890 there was no longer any requirement to continue the Association, so it was disbanded in 1891.

In the foregoing account the positions of the sites with the prefix numbers 48 to 64 are indicated on the accompanying sketch map; however the situations of the sites numbered 44 to 47 were shown previously on the map in BMRJ 36IL 143 (p67). We now switch our attention to the industries connected to the Warrington to Garston line of the LNWR through Widnes, commencing at the eastern end near Fiddler's Ferry, the first factory reached being that of:

44 - E Sullivan & Co Ltd, British Alkali Works at grid ref 352900-385250 established in 1867 by Edward Sullivan, John Crossley, James Sievewright and John Brock; the main products were caustic soda ash and bleaching powder. Until 1868 Sullivan, Crossley and Sievewright were all involved with the British Plate Glass Co, Ravenhead Plate Glass Works, St Helens whilst Brock was previously manager of Crossfield & Shanks of St Helens. It would seem that John Brock (1834-1916) took the leading role in developing the alkali works, which was absorbed by United Alkali on its formation in 1890, Brock becoming Chairman of the new company, a post he held until his retirement in 1913. On the 1881 census Brock describes himself as a widower and an alkali manufacturer employing 600 men. The siding agreement with the LNWR was dated 24 June 1868 and the connection with the S & M Joint followed on 14 May 1877. In 1921 this works was amalgamated with the Pilkington Works (see below) as the Pilkington-Sullivan Works. Surprisingly only two locomotives are known at the Sullivan Works before the arrival of three engines from Hawthorn Leslie in 1917-18 with a fourth going to the West Bank Power Station. Eric Maxwell advises that all four were ordered with steel tubes and steel fireboxes; also that in 1934 Hawthorn Leslie received an order to fit the first two (and possibly all four) with a "continuously ringing gong to axle". All were supplied nameless and were subsequently given names that had previously been borne by Pilkington engines. The two early locomotives and the three delivered new to the Sullivan Works are:

MAUD 0-4-0ST Black Hawthorn 127 of 1870. Cylinders (presumably outside) 9" x 16", 2' 9" wheels. New, ordered on 1 December 1869 with 10 weeks quoted for delivery. No disposal known.

(No name or number) 0-4-0ST Walker Bros 1544 of probably 1877. Outside cylinders 12" x 20". New to Taylor, Greenhall & Kidd, Moorside Chemical Works (see under site 57 below). A new boiler for a 12" locomotive was ordered by Sullivan & Co from Walker Bros in about 1886 (O/No.2999); new cylinders ordered for this loco in October 1889 (O/No.4738). A new firebox was also ordered from Walker Bros for a 12" loco in March 1891 which may well have been for this engine. No other details.



This map shows the various locations numbered in the text.

KESTREL 1 0-4-0ST Hawthorn Leslie 3244 of 1917 with 14" x 22" outside cylinders and 3' 6" wheels. Noted intact on 22 March 1960 painted green with red and black lining. Disposal not known.

OSPREY 2 0-4-0ST Hawthorn Leslie 3245 of 1917 with 14" x 22" outside cylinders and 3' 6" wheels, dumb buffers. Noted painted green with red lining in April 1959. Sold for scrap in November-December 1960.

VICTORY 0-4-0ST Hawthorn Leslie 3358 of 1918 with 14" x 22" outside cylinders and 3' 6" wheels. Believed new to the Sullivan Works and subsequently at the Muspratt Works until 1931 when transferred to the Gaskell-Marsh Works. No disposal known but after April 1957.

45 - W Pilkington & Sons, Mersey Chemical Works at grid ref 352500-385120 was established in 1865 although included in the initial list of alkali works registered under the Alkali Act of 1863. William Pilkington was the younger of the Pilkington Brothers, the St Helens glass makers, but it was two of his sons, George (1840-1923) and Leonard Pilkington (1847-1925) who were involved with operating the Widnes plant. I have no siding agreement dates; a high level connection with the S & M Joint opened in April 1877 and the low level one was completed on 14 May 1877. Absorbed by United Alkali in 1890, the works was combined with the former British Alkali Works (above) as the Pilkington-Sullivan Works in 1921, passing to ICI on its formation in 1926. After closure both the Sullivan and the Pilkington sites were acquired by the fibre manufacturers Saffil Ltd of Sheffield, a company incorporated in October 1998. Three locomotives are known here before the formation of United Alkali in 1890 and a further three acquired before 1921:

FALCON 0-4-0ST Manning Wardle 514 of 1874, class 'H' with 12" x 18" outside cylinders and 3' 0" wheels. Came new in January 1875. Scrapped in the early 1930s.

KESTREL 0-4-0ST Manning Wardle 751 of 1880, class 'H' with 12" x 18" outside cylinders and 3' 0" wheels. Came new in July 1880. Scrapped in the early 1930s.

MERLIN 0-4-0ST Manning Wardle 987 of 1886, class 'H' with 12" x 18" outside cylinders and 3' 0" wheels. Came new in October 1886. Scrapped circa 1930.

SYNDICATE 0-4-0WT Borrows 32 of 1891, probably 15" x 20" outside cylinders, new to United Alkali but not known if to the Sullivan or the Pilkington Works (although Pilkington Bros of St Helens purchased several others of this type in 1883- 1898). Disposal not known.

ATLAS 0-4-0ST Barclays & Co 236 of 1877, outside cylinders 13" x 20", ogee tank. New to the Atlas Chemical Co Ltd (see IL 141 p.37), to United Alkali in 1890, moved to the Pilkington Works probably in 1898 when the Atlas Chemical Works closed. Transferred by ICI by 1928 to the Synthetic Ammonia & Nitrates Works in Billingham as No.55.

No 23 BADEN 0-4-0ST Peckett 830 of 1900, class 'R1' with 12" x 18" outside cylinders and 3' 0" wheels, new in April 1900 to United Alkali but not known if to the Sullivan or the Pilkington Works. Sold (for scrap?) to Joseph Brierley & Sons, Warrington by 1952.

The locos which came to the combined Pilkington-Sullivan Works after 1921 are:

POWER 0-4-0ST Hawthorn Leslie 3359 of 1918 with 14" x 22" outside cylinders and 3' 6" wheels, dumb buffers. Delivered new and unnamed to the West Bank Power Station of United Alkali, possibly to the Muspratt Works in the early 1920s before coming to the Pilkington Works and being renamed **MERLIN** (probably after 1930), noted with new name in September 1950 and still intact on 16 November 1958; however sold that month to Vernon & Roberts Ltd of Stalybridge for scrapping on site.

ST. HELENS 0-4-0ST Peckett 543 of 1900, class 'R1' with 12" x 18" outside cylinders and 3' 0" wheels, new in March 1893 to United Alkali Co Ltd in St Helens and at the Baxter Works in Parr when that closed in 1927. Believed came next to the Pilkington-Sullivan Works. Scrapped or sold by 1952.

VERA 0-4-0ST Hunslet 466 of 1888, 15" x 20" outside cylinders and 3' 7" wheels, came new to James Muspratt & Sons (see site 23 in Part 3 of this series) but later used at the Pilkington-Sullivan Works. Scrapped by 1952.

FALCON 0-4-0ST Hawthorn Leslie 3723 of 1928 with 14" x 22" outside cylinders and 3' 6" wheels, came from the ICI Billingham Works (where she was 30 TEVIOT) probably before 1940 and noted at the Pilkington Works on 16 June 1942. Had a period on hire to Albright & Wilson Ltd from November 1958 to March 1959; noted working on 22 March 1960 but stored out of use on 15 June 1961. Believed scrapped later that year.

KILMARNOCK 0-4-0ST Andrew Barclay 766 of 1895. 10" x 18" outside cylinders, 3' 2" wheels. See IL 141 p.40 for full history. On hire from Britannia Scrap Metal Co in 1954-55.

E. O. GLOVER 0-4-0ST Andrew Barclay 2308 of 1951 with 17" x 24" outside cylinders, new in May 1951 to ICI Castner-Kellner Works, Runcorn and transferred to the Pilkington-Sullivan Works in October 1960. Painted dark blue with double red lining. Scrapped about February 1964.

TOM SMITH 0-4-0ST Andrew Barclay 1930 of 1927 with 17" x 24" outside cylinders and 3' 7" wheels, new in July 1927 to ICI Castner-Kellner Works, Runcorn and transferred to the Pilkington-Sullivan Works in May 1961 but scrapped about 1962. Painted dark blue with double red lining.

GASKELL 0-4-0ST W G Bagnall 2525 of 1935, 13" x 18" outside cylinders and 3' 0½" wheels. New in March 1935 to the Gaskell-Marsh Works but later was as at the Pilkington-Sullivan Works before being noted at the Muspratt Works on 23 July 1956. Disposal not known.

(No name or number) 4wD F C Hibberd 3952 of 1961, 120 hp 'Planet' type. New and noted here in July 1961. Left when rail traffic ceased (after December 1972) and sent to ICI Buxton.

(No name or number) 4wDM Ruston & Hornsby 463149 of 1961. New to the Gaskell-Marsh Works and came here about 1969. Scrapped.

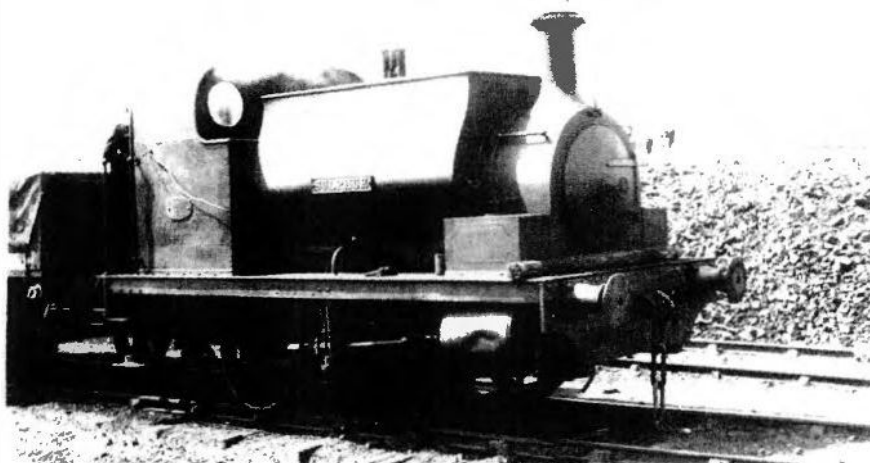
46 - John Bibby, Sons & Co, Cornubia Copper Works at grid ref 352300-385300. John Bibby & Sons, the Liverpool shipping company, had copper works in Garston and St Helens before opening their Widnes factory; the connection to the LNWR passed under the Sheffield & Midland by a tunnel 202 yards long, also passing under the LNWR Deviation Line. The siding agreement with the LNWR was dated 7 June 1877; that with the Sheffield & Midland was dated 31 March 1884. In 1883 the ownership was changed to James H Dennis & Co Ltd whose head office was in Liverpool; copper sulphate was the principal product. The Sheffield & Midland's Officers' Minutes (No.532) record on 29 September 1891 that Mr Dennis of the Cornubia Works had made an application to be allowed to turn his locomotive once a fortnight on the joint turntable. The works closed in 1960. The engine shed was at grid ref 352400-385300. Horses were used until the first locomotive arrived in 1891:

CORNUBIA 0-4-0ST Manning Wardle 1194 of 1891, class 'H' with 12" x 18" outside cylinders and 3' 0" wheels. Came new in June 1891. Scrapped about 1929.

CORONA 0-4-0ST Manning Wardle 1421 of 1898, class 'H' with 12" x 18" outside cylinders and 3' 0" wheels. Came new in November 1898. Scrapped c1924.

(No name or number) 0-4-0ST Peckett 1771 of 1929, class 'R2' with 12" x 18" outside cylinders and 3' 0½" wheels. Came new in September 1929 and noted intact in February 1959. Scrapped early 1960 (before July).

SULPHUR 0-4-0ST Robert Stephenson 2668 of 1889. Outside cylinders 13" x 18", 3' 6" wheels, see IL 141 p35 for detailed history. On hire from Britannia Scrap Metal Co Ltd by 11 May 1951 and returned by 21 July 1951.



There is also a report of a small unidentified locomotive in red-brown livery, 2' 10" wheels and weight 11 tons on hire about 1920-22.

RS 2668/89 seen at Dennis' Copper Works in 1951 when on loan from the Britannia Scrap Metal Co Ltd. (ILS, Frank Jones collection)

47 - United Sulphuric Acid Corporation (USAC) was formed in May 1951 from James H Dennis & Co Ltd, The Alumina Co Ltd, Thomas Bolton & Sons Ltd, Fisons Ltd, McKechnie Bros and others and a new plant erected to the east of the former Cornubia Copper Works at grid ref 352650-385520; there was a connecting siding which joined the former Sheffield & Midland's Joint Line next to the site of Tanhouse Lane engine shed, opened in November 1954. This was used to bring in trains of anhydrite mined at Long Meg, Cumbria. To enable these trains to approach from the St Helens direction a new curve was opened in 1961 over the course of the LNWR Gasworks branch and the Joint Line's former connection to the Tharsis Lancashire Metal Works. This curve was used until 1982, by which time the USAC works had become a cement terminal, when it was replaced by a new connection between the Joint Line and the LNWR Deviation Line which went straight across the site of the Tanhouse Lane goods yard. This has now closed.

Connections on the south side of the original St Helens Railway line of 1851 from Widnes to Ditton as far as West Deviation Junction have been detailed in Part 2 of this series (see IL 141, p33). On the north side the Deviation of 1865, after passing the third Widnes station, dropped down to rejoin the original line at West Deviation Junction. From this junction a low-level siding ran east at the foot of the north side of the Deviation to serve the next group of works, sites 48 to 54, which were all located on the south side of the Ditton Road. None of these sites had any connection with the Sheffield & Midland Joint Line.

48 - James White & Co's Grease Works, grid ref 351130-384770. LNWR siding agreement 30 March 1898. Slater's 1894 *Directory* has this firm listed as an oil and grease manufacturer on Ditton Road and there is a private siding listed in the 1904 *RCH*

Handbook. In the 1881 census James White said he was an oil and tallow merchant. Still listed in the 1938 *RCH Handbook*. No locomotive.

49 - Runcorn & Widnes Co-operative Society Ltd's siding. The LNWR siding agreement was dated 30 March 1898. The Society had their stables here as well as a coal yard, but no locomotive. Still listed in the 1938 *RCH Handbook*.

50 - Todd Brothers of St Helens had a metal scrap and stock yard here at grid ref 351100-384770, established in 1878 although the LNWR siding agreement was dated 25 Feb 1898. Hadden William Todd and his brother Charles (who were related by marriage to Richard Pilkington) had founded their business in St Helens in 1859. The firm became Todd Brothers (St Helens & Widnes) Ltd in 1940 and was acquired by British Steel Construction (Birmingham) Ltd in 1947, trading as Todd Steels Ltd. The Widnes plant closed in 1976. Locomotives were scrapped by this firm but do not appear to have been operated. A plan of 1916 shows a separate siding into J H Davies's coal yard alongside.

51 - R White & Sons No.1 Works at grid ref 351000-384760. LNWR siding agreement 8 April 1904 and it is thought that this is when the company moved to Ditton Road from Hutchinson Street. Previously the site was occupied by Greenhough & Co Ltd. The site is blank on the 1895 revision of the 1:2500 map. For more about this company see the next item.

52 - R White & Sons No.2 Works at grid ref 350950-384750. The company expanded onto what would appear to have been a vacant site in 1910, the LNWR siding agreement being dated 2 May 1910. The firm specialised in providing track and materials for private and narrow gauge railways (see p123 and back cover of IL 133, also back cover of IL 132) and was originally established in 1869 by Richard White (1836-1896). In the 1877 *Handbook* there is a private siding listed for White Bros. Richard White was born in Painswick, Gloucestershire in 1836. James White (see site 48 above) was born in Huntley, Gloucestershire but was christened in Painswick Church in 1847 but they were not brothers, having differing parents; perhaps they were cousins. The 1881 census has Richard White as a metal merchant living at Mersey Lodge, Halewood. Per Slater's 1894 *Directory* the address of the company, listed as iron and steel merchants, was then Hutchinson Street but they had evidently moved to Ditton Road by the time the 1904 *RCH Handbook* was published although Greenhough & Co's siding is also listed. It is suggested (but I have no supporting evidence) that the original works may have been on the site later occupied (in 1906) by Greenway Bros Ltd, see site 8 in IL 141 p38. At the time of the 1901 census Richard's two eldest sons were running the business - Joseph Walwyn White then aged 39 was down as an iron merchant and Herbert, then 35, was a railway engineer and iron merchant (both born in Widnes); younger brother Richard A White, 26, was evidently pursuing a separate career as a civil engineer. Locomotives were ordered by this firm as agents on behalf of customers but do not appear to have been used at this site.

53 - High Speed Steel Alloys Ltd at grid ref 350840-384740. Siding marked on the July 1916 map. Also a separate siding alongside for R & J Bailey. Both sidings are still listed in the 1938 *RCH Handbook*. No locomotives.

54 - Desoto Alkali Co Ltd at grid ref 350700-384740 on land leased from the Hutchinson Estate. Established in 1872 (Company No.6468); a siding was listed in the 1877 *Handbook*. In *Chemical News* of 10 October 1873 acknowledgment is given to E W Parnell of Desoto Alkali Works for information supplied; on the 1881 census Edward Parnell age 32 and born in St Helens is described as a chemical manufacturer. Subsequently the firm became the: **Lancashire Alkali & Sulphur Co Ltd**. The *Scientific American Supplement* of 17 September 1887 mentions a new alkali process patented by Parnell and Simpson

and about to be worked by the Lancashire Alkali and Sulphur Company; however the company was wound up on 30 March 1890. The Liquidator's statement mentions the following two locomotives by name, also that one locomotive (not named) was hired to the Wirral Colliery Co (see IL 98, p266):

BUFFALO 0-4-0WT Lewin. Cylinder size not known. Possibly new around 1875 to Desoto Alkali and thence to the Lancashire Alkali & Sulphur Co. A 9" loco cylinder was ordered by the Lancashire Alkali Co in April 1888 from Walker Bros (O/No.4181) which might well have been for this loco as other Lewin engines of similar size had 9" x 18" cylinders. Purchased, probably in February 1891, by the Widnes Foundry & Engineering Co Ltd and overhauled by E Borrowes & Sons; scrapped about 1908. See site 35 in Part 3 of this series. See cover of IL 98.

TANFIELD No details, believed sold in February 1891 (possibly to the Widnes Foundry & Engineering Co Ltd but there is no evidence to support this suggestion). Not known if with Desoto Alkali before acquisition by Lancashire Alkali & Sulphur Co. The Liquidator's statement also mentions a payment on 12 January 1891 to the Lowca Engineering Co for patent piston rings. The only known locomotive in the Widnes area with Lowca connections is Fletcher Jennings 110 of 1872, an 0-4-0ST with bar frames, 10" x 20" outside cylinders and 3'4" wheels new to Gaskell Deacon & Co (see site 29 in Part 3 of this series), for which there is no known disposal. There is thus just a slight possibility that this engine may have become TANFIELD.

The Birmingham Corrugated Iron Co Ltd acquired the site by 1912 and the new plant was established in 1913. The LNWR siding agreement was dated 21 November 1915. There was a single road shed (appropriately of corrugated iron construction) next to the main line connection. The 1938 *RCH Handbook* lists this company as being connected to the "LMS (LNW) Desoto Siding". In 1956 the company was taken over by John Summers & Sons (part of the Iron & Steel Corporation of Great Britain) and the works closed in 1962-63. The first locomotive was obtained second hand from the Birmingham Corporation Gas Department, Saltley Works, either (i) FORWARD No.2 or (ii) FORWARD No.23:

(No name or number) 0-4-0ST either (i) Black Hawthorn 419 of 1879 with 10" x 17" cylinders (outside?) and 2' 10" wheels, built for stock and sent on loan to the Gas Dept who decided to purchase her for £750 on 26 January 1880; or (ii) Black Hawthorn 933 of 1888 with 12" x 19" cylinders (outside?) and 3' 2" wheels, ordered on 24 February 1888. R A Shill in the *IRS Handbook WM* has BH 419 as being the engine that went to Widnes. Whatever the identity, the loco was scrapped in 1919.

JOHN MICHAEL 0-4-0ST Peckett 1535 of 1919 of class 'R2' with 12" x 18" outside cylinders and 3' 0" wheels, new in April 1919. Noted working on 17 March 1962 but scrapped either later that year or in 1963.

MAUREEN 4wVBT Sentinel 6834 of 1927 on hire during October and November 1948 from William Evans & Co (Manchester) Ltd, see site 60 below. May also have been hired during 1945.

A loco (or locos) was also hired for short periods from McKechnie Bros (see below).

The Sheffield & Midland Joint Line of 1879 curved away from the industrial area towards the north-west; however a branch, known as the Landowners' Branch, was thrown off to the south-west to serve, by means of a reversal, the sites numbered 55 to 60 to the north of the LNWR between West Deviation Junction and Ditton Junction, all being on the south side of the Ditton Road. The opening date of this branch is not known but is thought to be about 1880 or just after. The name of the branch, which was built without Parliamentary powers,

suggests the involvement of local landowners. These were the Hutchinson Estate (the principal Trustee being James Cross) and the Widnes & Ditton Land Co Ltd (with James Cross also financially involved) who established the Ditton Hall Estate in 1873 and had an office at 2 Ditton Road. The LNWR siding agreements with the sites numbered 58, 59 and 60 were all signed with the Widnes & Ditton Land Co on 29 August 1879. The dates of any agreements with the S & M Joint Committee are not known. The 1938 *RCH Handbook* lists the Widnes & Ditton Land Co as having a waste tip siding on the Ditton Marsh Branch.

(to be continued ...)



08934 photographed outside Euston on 14 October 1981.

*A Service to
celebrate the life of*

Bob Miller

Born 6th August 1929 - Passed away 2nd October 2013



**St Anne's Church
Turton**

Thursday 10th October 2013
at
3.00 p.m.

Conducted by: Revd Stephen Parsons

Bob Miller

On 10 October 2013, Richard Oldfield, Norman Lee and the Editor travelled to Turton (north of Bolton) to attend Bob's funeral. He had been in poor health for some time before his death on 2 October. He will be sadly missed by many friends and acquaintances in the North West and by many interested in railway history throughout the country. I cannot now remember when I first met Bob, but it was probably at a North West area meeting of the H.M.R.S. when they were held at the YMCA next to the Walls in Chester – decades ago! His influence was

more pronounced after our P4 Group in Merseyside Model Railway Society (of which at that time I was a member) decided to base our next layout on Cheshire Lines Committee practice on the Manchester-Chester line about 1930. Bob's knowledge of the C.L.C. was invaluable to us in building our "Plemsworth" layout – a model that is still extant, and a fitting tribute to his knowledge and encouragement, and on permanent display in the H.M.R.S. headquarters in Butterley. And in subsequent years, Bob was ever willing to donate his encyclopaedic knowledge of historical railway matters in writing articles for the *Merseyside Express* and later for our *Barrowmore Model Railway Journal*. He also contributed from a practical point of view – making some 7mm scale narrow gauge models for our O Gauge "Johnstown Road" layout; and he enjoyed operating it on occasion. He will be missed. Before John Sykes' obituary, we thought to reprint Bob's own piece that he wrote for *BMRJ* back in 2006, in the early days of Barrowmore Model Railway Group:

"Who are you? --- (Bob Miller)"

My parents were living in Glasgow when I was due to come into this world but, just in time, my mother was despatched to stay with her sister in Port Sunlight so that I would not have the stigma of being born Scottish. Both parents came from Birkenhead and, back in 1929, there were plenty of relatives in the Wirral whereas no close friendships had been made in Glasgow. Most of my early years were actually spent in the south-west (Somerset, Dorset, Devon and Cornwall) and it was not until 1938 that my family moved back north. After a short spell in Rhyl (where I was taught, but promptly forgot, Welsh) we moved to Prestwich, then to Leeds a few days before war broke out. It was not long before I was evacuated, to the little village of Scatsworth, Lincolnshire – on the A631 some 9 miles SE of Doncaster. However, with there being little danger in Leeds in the early part of the war I was back home by the time the city suffered its only heavy air raid (Winter of 1940/41). [Editor's note: The reason for the Miller family's frequent re-locations was that his father was a salesman (specialising in electric light bulbs) who had to move on when a particular location was saturated with bulbs! The trade was chosen by Bob and his father when they went into business together after the war – but with a more settled base in the North West.]

My travels were by no means over. After a second spell in Glasgow, I moved to the Alexandra Park area of Manchester, then to Cheadle Hulme. By this time my father had been called up into the army and, towards the end of the war, got a posting to the Records Office at the Western Command Headquarters on the south bank of the Dee at Chester. So we rented a house in Chester and father was able to 'commute' daily to the HQ. Chester was my last school, which I left in October 1946 when the family moved to Parbold and I started work in Manchester. Six months later travel became easier when we moved yet again to Victoria Park in Manchester and I journeyed to work daily by electric tram (the N^o 40 route). We had just moved, this time again to Cheadle Hulme, when I got my calling up papers in September 1947 immediately after my 18th birthday and I did my initial six-weeks training at The Dale in Chester, where I was able to renew old friendships.

Army service was spent in the Royal Engineers and I became a Surveyor (Class III). Postings successively were to Newark, Barton Stacey (4 miles SE of Andover), Longleat, Barton Stacey again, then twelve months in the Suez Canal Zone, Egypt before my demobilisation (as we used to call it) and return to 'Civvy Street' (another old term) in October 1949. By that time the railways had been Nationalised and everything had changed – including my parents address which was now Moss Side in Manchester. Marriage followed early in 1956 (yes, I do know that is over 50 years ago!) and homes in Swinton, Whitefield, Egerton (on the north

side of Bolton) and lastly in Entwistle, which is even further north of Bolton. I have been in this present house for more than 20 years now so perhaps I have finally ceased wandering.

Regarding railway interests, during my time in Chester I used regularly to visit the Great Western engine shed, only a few hundred yards from home, every Sunday morning; sometimes I would go on to the CLC shed at Northgate as well but I very seldom visited the LMS shed as I was not particularly keen on LMS engines. I had a cycle and would sometimes ride to Wrexham (both sheds) and became fascinated with the little branch lines in the area, such as those to Rhos and Minera. Other times I would continue on to Oswestry which was a living museum of ancient but still working GWR locomotives and this generated my interest in the Cambrian. I particularly recall with pleasure my acquaintance with the little 2-4-0Ts 1196 and 1197 (also "Lady Margaret") and the Sharpie goods N^{os} 898 and 900, so I have been keenly following the articles on his models by Emlyn Davies (yes, Emlyn, I remember them well!). Coming back to Chester GWR, the most important train on those Sundays was the Birkenhead to Dover (about 10.0 am from Chester) which was crowded with troops returning to Germany from leave. It always came into Chester into the northernmost platform as with 11 corridors it was too long for the bays. I presume it must have started at Woodside with the front three coaches (and the engine ready attached) in the tunnel. Birkenhead shed always used their best engine on this train, which was GWR 2-6-2T N^o 3169 – built as long ago as 1907 and still going well – she was a much stronger loco than the more modern 41XX tanks. Chester shed always used one of two engines on this train, I never saw anything else, their best engines which were 5966 "Ashford Hall" and 2930 "Saint Vincent". The engine, and men, worked right through to Oxford where the Southern took over. I have always had a soft spot for the "Saints", considering them as my favourite locomotives.

My first introduction to railways had been from the safety of my pram by the level crossing at West Moors, to where my Mother had wheeled me despite the infrequent service. However I was weaned on the GWR 45xx tanks, which I got to know well when I lived in Newquay and can remember with satisfaction rides on the footplate in the station area. I also remember a journey, at the age of seven, on the "Pines" from Bournemouth to Lime Street including the funny goings-on at Templecombe.

When stationed at Longleat (in the grounds of the stately home), where I spent about eight months of my army career, I used to spend Saturdays in Bath, a city I knew quite well as I lived there for a time as a small boy. Here I would watch the station horse skilfully attach a van to a passenger train (he had obviously been doing it for years and needed no instruction) or observe (just the trains) in Sydney Gardens. I soon found that Somerset played many of their home county cricket games in Bath and remember seeing the great Harold Gimblett make 99 not out by close of play. I also watched Somerset once at Frome, which was quite near Longleat, but when I went to the little colliery at Mells to see the ex-Cambrian engine (GWR 820) I found I was too late – she had been scrapped some months previously.

During my twelve months stay in Egypt (at his Majesty's expense) I got to know the Egyptian State Railway quite well, the narrow gauge Delta lines less so unfortunately. It was an interesting time, pre-Diesels, with two new classes of 4-6-0 - by North British and by Montreal Loco - having just replaced the Atlantics on the best expresses. I formed the opinion that the Canadian engines were the more successful; however I did manage a couple of runs behind Atlantics on semi-fasts. I thought the Egyptian Atlantics were splendid machines. To save me from getting homesick there were plenty of ex-LNER 'O4' and LMS type '8F' 2-8-0

locos around, also some American 0-6-0Ts which were identical to the ones on Southampton Docks, by coincidence the last class I saw in Britain and the first class I saw in Africa!

Talking of coincidences, I first met Rex Christiansen (my co-author for our Cambrian and North Staffordshire histories and a native of Wallasey) because our wives were friendly and found out to their lasting regret that their husbands were both railway nuts and arranged a meeting. We still keep in touch with the Christiansens, who now live in Chelford, and meet up about eight times a year, quite often for a meal out at a suitable hostelry. And continuing on with the coincidence theme, my wife – who is interested in genealogy – found out that my paternal grandfather lived at 59 Eldon Street, Birkenhead as a young unmarried man of 21 years. Now I reckon that means he could well have used the “Stork Hotel” as his local and whenever I visit that noble establishment and walk on that beautifully restored mosaic floor I feel I must be treading in Grandad’s footsteps.

Our thanks go to Bob’s friend John Sykes, for allowing us to use this obituary he wrote for the Manchester Locomotive Society’s *Mancunian*

Robert W. Miller

It is with considerable sadness that we record the death of our President, Bob Miller, in the early hours of Wednesday, 2nd October, in the Royal Bolton Hospital.

Born in Port Sunlight on 6th August, 1929, Bob’s early years were spent in Birkenhead and he regarded himself as a Birkonian. His father’s business, however, caused much moving around the country and led to Bob attending some twenty different schools, his last one being Chester Grammar School. For some years they lived at various places in Devon and Cornwall and it was there that the seeds of Bob’s interest in the GWR were sown. From Chester, the family moved to Cheadle Hulme. Bob wanted to be a surveyor and began an apprentice scheme in this field. National Service in the Army intervened however and he found himself stationed in the Middle East Map Library in Egypt. He had some amusing stories from this period, including his arrest in Egypt for photographing locomotives and his subsequent escape from gaol. Back in Britain, his interest in the unusual led him to the Maespoeth engine shed of the Corris Railway, just before it closed in 1948. Its two engines were locked in the shed and the only access was down the sand-house chimney. Down Bob went to record in minute detail the construction and working of the engines’ valve gear, because he thought he would never see them again. Ironically, of course, both survive to this day on the Tallylyn Railway.

The 1950s were a decade in which many old and interesting railways could still be explored and Bob enjoyed this, recording many now long-gone features in the process, in words, in photographs and sometimes in model form. He joined the Historical Model Railway Society soon after its formation in 1950 and got to know many of its early luminaries. He served as their CLC Company Steward (resident authority) for many years until his passing. He took the HMRS stall to many model railway exhibitions around the North West and his beaming presence at the HMRS stand was a feature of the annual Manchester exhibition for many years. When an East Lancashire Area Group was set-up in 1997, Bob was characteristically enthusiastic and supportive and he remained a stalwart contributor until his last illness. A cased set of Bob’s models of CLC signals is on display in

the HMRS headquarters at Butterley. Bob was also an active member and long-serving Committee member of the Industrial Locomotive Society. He wrote many articles for their Journal and he was reading the most-recent issue the evening before he died. Almost inevitably, this issue includes an article by Bob, about the life and works of a small Scottish contractor's engineer. It is only a couple of years since he treated Kaye to a tour of the derelict industrial areas of Widnes, whilst researching the formerly rail-served industries and docks there for a very substantial article in the ILS Journal.

He was indeed, a respected author with a long list of publications to his name. With his late friend and fellow MLS member Rex Christiansen, he published a 2-volume history of the Cambrian Railways in 1967 and a comparable book on the North Staffordshire Railway. 'LNWR Company Houses' came in 2004. In 2006, he brought to publication Harold Bowtell's last book for the ILS – 'Reservoir Builders of South Wales' and he authored several other books for the ILS. His last book came when, following the death of its original author, Oakwood Press invited him to complete its 'History of the Burry Port & Gwendraeth Valley Railway', of which they had published Volume 1 in 2001. Bob cheerfully stepped into another breach; he and Kaye intrepidly set-off for South Wales and Volume 2, all 344 pages of it, was published to some acclaim in 2009.

Other groups to benefit from Bob's knowledge include the North Staffordshire Railway Study Group, of which he was an honorary member. He was given this honour as one of the seven early historians of the Knotty and he was the last surviving member of that select group. Association with the Barrowmore Model Railway Group kept-up his modelling interests in later years, when he also enjoyed helping to operate several model railways around Lancashire. It was the MLS, however, in which Bob was particularly active, and of which he was particularly fond. Joining in November, 1953, he found many kindred spirits and lasting friendships in its ranks. He would go to considerable lengths not to miss a meeting. Never really a gricer, his interests were exceptionally wide-ranging, from main-line express locomotives through narrow gauge, industrial and miniature railways, to signalling, signal boxes, stations and even shunting horses. More than that, he developed a real depth and breadth of knowledge about such things.

In parallel to his railway activities during the 1950s, Bob was also a keen jazz enthusiast. Not just keen but actively involved. He ran a jazz club in Manchester city centre, managed a band from there and served as Chairman of the Northern Federation of Jazz Clubs. During this period, he also met and married Kaye, whilst taking over and developing his father's business. When children arrived, something had to give; Bob loved children. It came down to a choice between jazz and railways. Railways won, on the grounds that they didn't keep him out at night. Focussing on his railway interests, Bob relished the social aspects of the hobby. Besides enjoying his membership of several Societies, he had active involvement in such projects as installing Coal Tank 1054 at Penrhyn Castle in 1964, and stimulating local interest in the importance of Manchester's Liverpool Road station.

During his almost 60 years of MLS membership, he did many things for the Society; giving many talks and contributing many articles to the '*Mancunian*'. He organised indoor meetings for a number of years, served as Chairman from 1988 to 1999, helped negotiate the present clubrooms at Stockport station, and was elected President of the Society in 2009. Aside from such formal roles, Bob will be remembered for his less-formal contributions. He gave a large part of his life to his railway interests and to sharing them with many others of like mind. He was indeed a well-loved student, even a scholar of railways. He knew and

willingly shared, often from the top of his head, detailed answers to a huge range of railway questions; often, the more esoteric the better. His prowess at the Society's annual pre-Christmas quiz is the stuff of legend. We have respected him for his immense knowledge and will remember him both for that and for the gentlemanly generosity with which he used it. He had a fund of funny stories and whether he was sharing these or his knowledge, it was usually with the twinkling of his eyes and twitching of his splendid moustache. 'Rather jolly' was a favourite phrase of his and it suited him; he brought a lot of light into a lot of lives and will be missed by many.

Our sincere condolences go to Kaye, their two sons, ten grandchildren and one great granddaughter. Their daughter Barbara, who was the first lady fireman on the Ffestiniog Railway, predeceased him.

Editor's page

Recent books (including some more rescued from recycling in Ludlow!):

The County Down: the Belfast & County Down Railway at work during its last forty years, Part 1 – main line plus branches beyond Comber by R.M.Arnold. Irish Steam Scene, 1981.
Locomotive and train working in the latter part of the nineteenth century, vol. six by E.L.Ahrons. Heffer, 1954. (Irish railway companies; Reprinted from *The railway magazine* 1925/6).

Sean Ri railtour: souvenir booklet Railway Preservation Society of Ireland, 1993. (Dublin-Limerick-Waterford-Rosslare-Dublin-Belfast-Whitehead.)

Merlin in colour by Charles P.Friel. Colourpoint, 1995. ISBN 1 898392 08 0. £4.50.

Newry railways in Pictures by Eddie McKee. Cerdac Publications, 1994.

Warrenpoint branch by Des FitzGerald. Colourpoint, 1996. ISBN 1 898392 14 5. £4.99.

Slieve Gullion in colour by Charles P.Friel. Colourpoint, 1995. ISBN 1 898392 11 0. £4.50.

Standard gauge railways in the north of Ireland by R.G.Morton. Belfast Transport Museum, 2nd ed., 1965. 5s.0d.

Listowel & Ballybunion Railway: some revisions and additions to its story by D. Gordon Tucker in *Journal of the Railway and Canal Historical Society*. Vol.xxiv no.1, March 1984.

Great Northern Railway in County Tyrone by Norman Johnston. West Tyrone Historical Society, 1991. ISBN 0 9517175 0 2.

Souvenir of the joint Irish rail tour 4th to 9th June 1961; and the Irish Railway Record Society's tours 3rd and 10th June 1961. I.R.R.S./R.C.T.S./S.L.S., 1962.

Galway Bay railtour souvenir brochure [12/13 May 1984]. Railway Preservation Society of Ireland, 1984.

Ulster tramways and light railways by D.B.McNeill. Belfast Museum, 1956. 3s.6d.

Baronial lines of the Midland Great Western Railway: the Loughrea & Attymon Light Railway, the Ballinrobe & Claremorris Light Railway by Padraig O'Cuimin. Transport Research Associates, 1972. SBN 9501552 00 3. £1.50.

Belfast & County Down Railway by E.M.Patterson. Oakwood, 1958. 8s.6d.

Twentieth century Irish locomotives by W.E.Shepherd. Union Publications, 1966.

Rule book (railways) 1949. Great Northern Railway (Ireland), 1949.

Narrow gauge railways of Ireland by R.W.Kidner. 5th ed., Oakwood, 1971. [Also includes Jersey and Isle of Man]. 60p.

RPSI Slieve Mish railtour, 1997 [Dublin-Tralee-Dublin-Belfast-Whitehead]. Railway Preservation Society of Ireland, 1997.

Shane's Castle Railway and nature reserve: official guide by David Barzilay. Lord O'Neill, 1975.

Great Northern Railway (Ireland): classification of coaching stock. GNRI, 1944. [Has ms. Amendments and re-numberings].

Arrangements for excursions, permanent way work, fairs, etc.: ... 5th to ... 11th May 1957. Great Northern Railway Board, 1957.

Railway lines of Coras Iompair Eireann and Northern Ireland Railways by Oliver Doyle and Stephen Hirsch. Signal Press, 1985.

**SIGNS OF THE TIMES – A review of still extant local road signs directing an unsuspecting public to long extinct railway stations.
All photo's by Tony Robinson.**



As most B.M.R.G. members will be aware, this sign still stands in Barrow village directing the public to their local Cheshire Lines station, closed in 1953!



Whilst this sign (although the word “station” is painted out), directs the locals to Beeston Castle & Tarporley station on the ex LNWR Chester - Crewe line, whilst the station of that name closed to passengers in 1966!



This sign proudly stands at the junction of Ebnal Lane on the B5395 outside Malpas, directing an unsuspecting stranger to a station on the Ex LNWR Chester – Whitchurch line that closed to passengers in 1957!



This lovely old C.C.C. milepost at the side of the A 550 tells the latter day traveller that Ledsham station on the ex GW & LNW Rly's Birkenhead Joint line is only 1/8 of a mile away – well it was, back then in 1959, before it closed!

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