

BARROWMORE MODEL RAILWAY Journal

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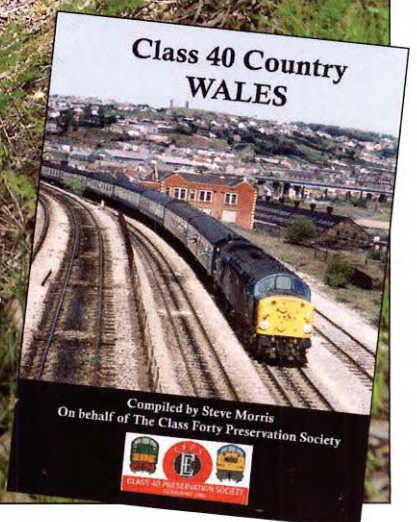
WHITHORN HISTORY

We examine the appointment of Thomas Wheatley, the acquisition of locomotives and rolling stock, and bring the story up to date

MOSTYN LATEST

Freightliner kit-build makes progress
Mk. 2 coaches get lined out

REVIEW
OF CFPS' NEW
CLASS 40 BOOK



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Contributions are welcome :

- (a) as e-mails or email attachments;
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- (c) a typed manuscript;
- (d) a handwritten manuscript with a contact email address / 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.

Copies of this journal are also available to non-members. A cheque for £12.00 (*payable to the 'Barrowmore Model Railway Group'*) will provide the next four issues, delivered to your home. Send your details and cheque to the Editor at the address given above.

Front Cover

One of Australia's biggest tourist attractions is the 2'6" narrow gauge 'Puffing Billy' Railway set in the Dandedong Ranges, east of Melbourne. Opened in 1900 to service local farming and timber industries, it operated until 1953 when a landslide forced closure. Farewell 'specials' over the remaining part of the line were so popular that a preservation society was set up to keep the trains running, progressively extending the length of route available. On May 10th last year, Victorian Railways 2-6-2T NA Class Locomotives Nos. 7A (built 1905) & 6A (1901) double head a heavily loaded excursion near Pinnocks Road level crossing, on the approach to Emerald. Picture Philip Sutton

Back Cover

Stars of the show at the DRS Kingmoor TMD Open Day on Saturday, July 18th were, without doubt, Class 47/7 No.47712 and Class 37/4 Mary Queen of Scots. The two former Scottish stalwarts - both recently restored in authentic late-1980s colour schemes - were conveniently positioned next to each other meaning that, if you squinted hard enough, you could transport yourself back to Eastfield shed during the heady days of loco-haulage. The Class 37 is about to return to mainline passenger service with DRS on the Cumbrian Coast Line, whilst the privately owned 'Shove-Duff' is on the lookout for diesel gala opportunities. Picture : Philip Sutton

Who are we?

Barrowmore Model Railway Group is a friendly bunch of railway modellers with excellent clubrooms set in the Cheshire countryside, a few miles east of Chester.

We welcome new members to bring fresh ideas and skills. We are less worried about modelling capabilities and more interested in your ability to fit in with a happy cohesive group.

The Barrowmore Journal is produced quarterly by the Group, and it reflects our areas of interest.

Our website - www.barrowmoremrg.co.uk - is always worth a look, if nothing more than to view the comprehensive collection of BR Diagram Books which we have either borrowed or purchased and have uploaded for the benefit of modellers and historians alike.

The Group has three layouts :

Johnstown Road ('0' Gauge) portrays an imaginary branch line blending the style of the impecunious Tanat Valley Railway with a Cambrian Railways extension. It is an L-shaped layout, 48 feet long, and requires six operators and is transported in a Luton-bodied Transit van or similar.

Mostyn ('P4' 18.83) is an accurate model of the closed North Wales coast main line station as it was in 1977, featuring full length trains and prototypical speeds. It is a continuous run layout, 24 feet x 30 feet, and requires 10 operators. It is transported in a 7-tonne lorry.

Whithorn (4mm 'EM' Gauge) is the recent addition to the Barrowmore Group. This end to end layout is based upon Whithorn Station in Galloway in South West Scotland. Although the branch line to Whithorn closed in 1964, our modeller's licence assumes the line continued in use. This allows branch line steam locomotives and green diesels to appear. The layout is 20 feet long x 3 feet wide and can be transported in a Transit van.

BARROWMORE MODEL RAILWAY Journal



THE AGE OF THE MODELLER

Mostyn is set in the summer of 1977, the year of the Queen's Silver Jubilee and the death of Elvis Presley. It was the year when Dave Goodwin was a lad of 44, your Editor 32, and Richard Oldfield was 18 and probably making his first visit on his own to the pub, while Eddie Knorn was 12 and maybe imbibing on dandelion and burdock. Mikey Matey was still a gleam in his Dad's eye. That was all 38 years ago. Unlike Mostyn which is stuck in its time warp of 1977 'Team Barrowmore' have all steadily aged over the intervening thirty eight years.

When he heard that Johnstown Road had won the Mike Cook Cup at the 2015 York Model Railway Exhibition Eddie Knorn commented "So the team missed out on the award for the oldest average age of operators then!".

The sad fact is that Anno Domini continues to creep up on all of us. I am sure that we would all agree that what we now really need are younger roadies to move the whole package of baseboards, support legs and crates from our clubrooms to the transport van, and then on to exhibition floor, all to be set up; repeating the whole process in reverse back to the clubrooms at the end of the show. It goes without saying that there is the need to maintain our high standards in operating the layout all over the exhibition weekend.

The BMRG has many skills. Maybe the time has come to start to pass on those skills to younger and equally enthusiastic modellers, just as the present club members have had all those skills passed to them. This is how the modelling continuity comes about in our hobby.

Or do we slip into old age while Mostyn lives on, undisturbed, in its 1977 time warp?

Alisdair M Macdonald Editor

Journal No.43 Summer 2015

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FORTHCOMING EVENTS AND EXHIBITIONS

12 –13 September – expoEM North

Partington Sports Village : Chapel Lane : Partington : Manchester : M31 4ES
Opening Hours –Saturday 10:30 - 17:30 and Sunday 10:00 - 16:30 hours

3 – 4 October – Wigan Model Railway Exhibition

Robin Park Arena & Sports Centre : Loire Drive :Wigan WN5 0UH
Opening Hours – Saturday 10:00 - 17:30 and Sunday 10:00 - 16:30 hours

31 October and 1st November – Merseyside Model Railway Society

Mosslands School : Mosslands Drive : Wallasey : Wirral : CH45 8PJ
Opening Hours –Saturday and Sunday 10:00 - 17.00 hours

Club Layouts - Update



Left : Richard, with head down and complete with dust protection mask, concentrates on cleaning yet another Freightliner chassis.

Picture Alisdair Macdonald

Below : The extent of Richard's efforts, all individually soldered from the kit's etched frets. A story on the construction of these vehicles will be published in a future edition of the BMRJ.

Picture Alisdair Macdonald

MOSTYN

Richard Oldfield has restarted his mega-project of kit building late 1970s Freightliner wagons. However this mammoth task has given Richard a serious bout of repetitive strain injury to his wrists while building these intricate wagon kits.

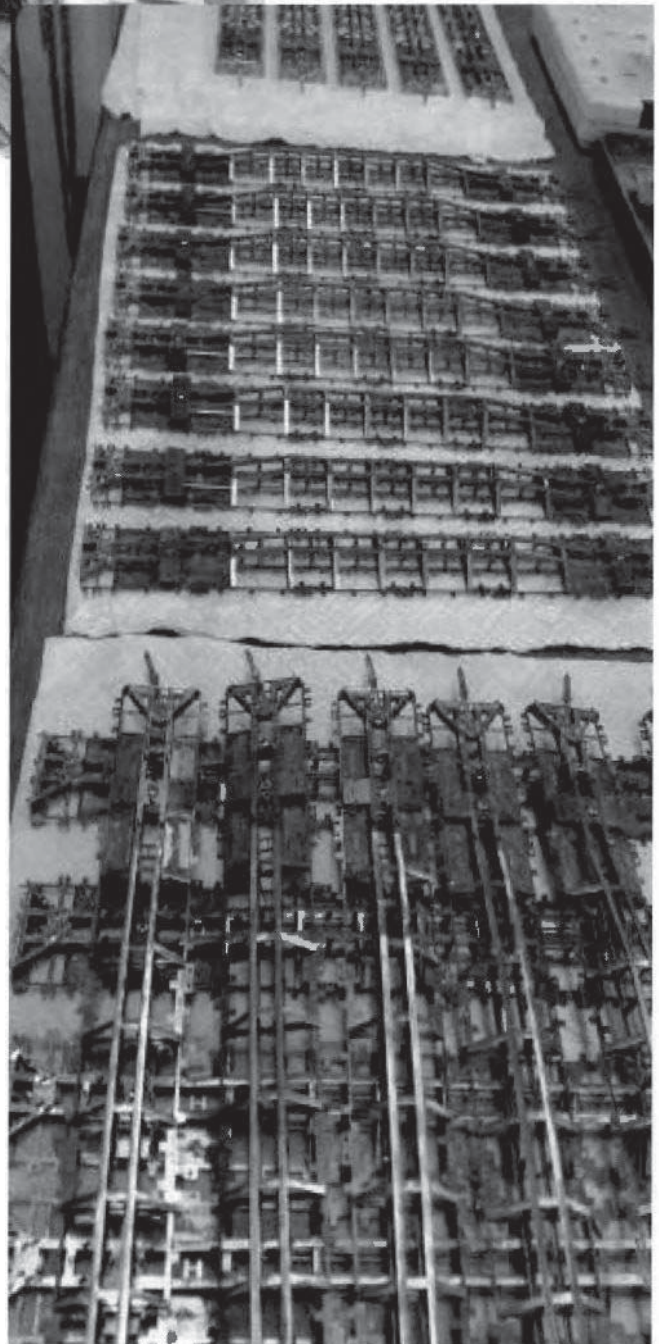
These are numerous tab and slot' joins, all of which require a steady pressure to be applied at the same time as making a good soldering joint. There are something like 180 processes to be made on each wagon superstructure. After all the joints are made there is then the job of removing the tabs and cleaning up.

Twenty six vehicles are in build to form 4 x 5 , 1 x 4, and 1 x 2 sets. A 3 x 5 rake is already in service.

As a bit of a break from his Freightliner marathon Richard has completed a kit of a Southern Railway bogie Scenery Van S4600. It now awaits Gavin and his compressor and spray gun to put his own mark on this new vehicle for Mostyn.

Dave Faulkner meantime continues to progress his Mk2 coaches project with the coach lining now nearing completion.

With the blue / grey livery elements applied, placing the thin white dividing line is taking place – a fiddly task being achieved by waterslide transfer. With numbers and end details being added, the vehicles really are starting to come to life.



Club Layouts - Update

JOHNSTOWN ROAD

Johnstown Road had a successful outing to York over the 2015 Easter Weekend where it picked up the prestigious Mike Cook Memorial Award, having been chosen by a group of anonymous judges at the Show

The image used on the cover of the 2015 York Show Programme featured Philip Sutton's picture from the back cover of our own BMRJ 40.

Congratulations must go to Richard Oldfield, Richard Stagg, Dave Faulkner, Emlyn Davies, Norman Lee, Gavin Liddiard, Mike Rapson and Philip Sutton for their efforts in making the outing of Johnstown Road over the Pennines such a great success.

Interestingly enough, a barometer of opinion on model railway exhibitions is the enthusiast website RMWeb. Scrolling down the postings on the York Show from the RMWeb website, there was not one mention of Johnstown Road. Could it be that model railway enthusiasts are now more interested in diesels and modern image models with lights and sound chips and cannot relate to a well executed cameo layout in '0' Gauge set in the Edwardian era?



The June 2015 Railway Modeller noted Johnstown Road's win of the Mike Cook Memorial Trophy at the 2015 York Easter Show.

The news item in the Modeller included the above picture taken by Craig Tiley, (and in glorious colour) which shows Mal Scrimshaw, the York Show Manager, presenting Emlyn Davies with the cup. The article also acknowledged each and everyone of the Barrowmore by name, and we thank the Editor of RM for allowing us to reproduce the photograph here.



Whithorn Station on the rebuilt layout looking towards the buffer stops and Whithorn town. centre

Picture : Alisdair Macdonald.

The scenic work to the layout continue apace and is now around 60% complete, with the backscene 100% finished. Work is well advanced on the farm and a start has been made to the creamery.

Mike Rapson continues with the construction of his bridge over the river. Maybe it will be able to accommodate visiting Class 37s and a LMS Black 5? Surely we are

allowed time off from just running a Caledonian 'Jumbo' 0-6-0?

WHITHORN

Alisdair Macdonald and his wife, Hazel, on a trip to Glasgow and the West of Scotland, went by way of Whithorn and Galloway at the end of May to take in the ambience of the Whithorn area. Hopefully the new layout now reflects the wide open spaces and scenery of this part of south west Scotland,

Dave Faulkner has given his professional advice on the signalling arrangements, based upon earlier researches. The signals will be standard Caledonian and Glasgow and South Western Railway lower quadrant semaphores of Stevens and Company pattern. Richard Oldfield has put their construction into his work schedule.

The Whithorn Branch - Part 2

A pre Second World War picture of Whithorn Station in LMS days with a Caledonian Railway 0-6-0 'Jumbo' and a miscellaneous collection of coaching stock. After the end of passenger services in 1950 the side screens and canopy were removed from the station building.

Picture : Author's collection



In Part One of 'The Whithorn Story' the Wigtownshire Railway was ready for business from its junction at Newton Stewart with the Dumfries to Stranraer main line down to the county town at Wigtown. However the company had no rolling stock, no manager or any staff to run a train service. In Part Two a solution is found by the directors.

A SCOTTISH COL. STEPHENS?

In the first part of 'The Whithorn Branch Story' in BMRJ 42, it was noted that the directors of the Wigtownshire Railway (WR) had discussions with the Caledonian Railway and separate talks with the Glasgow and South Western Railway to have one of these companies run their new railway from Newton Stewart down the Whithorn peninsula to Wigtown. The negotiations all came to nought.

The Caledonian was losing money operating the Dumfries to Stranraer route, and quoted operating terms to the Wigtownshire Railway which were impossibly high; the GSWR were equally disinterested knowing that there was no money to be made on this remote and rural minor route in SW Scotland.

The WR directors were faced with a dilemma of having a brand new railway infrastructure, and no local knowledge about the intricacies and management skills needed to running a railway.

In the September 2011 issue of *Backtrack* magazine A.J. Mullay wrote :*"What happened next is the subject of some dispute. Some rail historians believe that the railway directors advertised for a contractor to run the line, while another version relates that the manager of the firm, who built the branch, John Granger of Aberdeen, put the owners in touch with a certain Thomas Wheatley"*

Mullay continues in his article that the cash-strapped Wigtownshire Railway had paid Granger, the contractor, to the value of £400 in company shares. Such an arrangement was common in those days when newly formed (and cash-strapped) railway companies were struggling to meet their creditors. Granger would have had a strong financial incentive to see the venture of the Wigtownshire Railway succeed, or face his own financial downfall. With his contacts in the railway industry, Granger may well have suggested the name of Thomas Wheatley to be brought in to manage and operate the line.

It may well have been the opportune moment for Thomas Wheatley to use his professional skills when the WR directors received a letter in January 1875 from him offering his experience and services. This letter shows his competence and broad experience in the running of a railway. It was just what the WR directors were seeking.

The WR Company Secretary, William McClure, a local Wigtown solicitor, was instructed by the WR Board to seek references on Wheatley and, if these proved satisfactory, then his appointment should be progressed further. A few months earlier Wheatley had been sacked by the North British Railway from the senior post of Locomotive Superintendent. This was for financial irregularities at their Cowlaers Works in Glasgow. It is not known if this past history of Wheatley's time at the NBR was known to the Wigtownshire board when they made their appointment. No doubt they were desperate to find a suitable candidate to run their railway, but they must have had sufficient confidence in Wheatley to make the appointment

Equally, Wheatley might well have been chastened with his recent NBR experience and sought a quiet corner of Scotland, away from the gossip, where he could use all his talents in running a railway; albeit a minor branch line in Galloway. Here he had every opportunity to start up and run a railway from scratch, dealing with everything from locomotives and rolling stock procurement to the employment and training of suitable staff. Perhaps he might be considered to be an early example of a Scottish Col. Holman Stephens?

Before his formal appointment, the Board discussed whether Wheatley's name, or the Wigtownshire Railway company name, should appear on the carriages. Legal advice was sought from a firm of solicitors in Glasgow as there were little in the way of legal precedents, and no local experience in the framing of such a railway-related agreement. When the line was taken over by the Portpatrick and Wigtownshire Joint Railway the Wheatley Trustees were paid for their rolling stock which suggests Wheatley retained control of the stock and not the Wigtownshire Railway directors, or the shareholders.

The formal appointment of Thomas Wheatley as the General Manager of the company, was ratified by the Wigtownshire Board on 22nd March 1875. Goods traffic had already commenced at the beginning of that month, running from Newton Stewart down to Wigtown, and passenger services began on 7th April 1875 immediately following the statutory inspection visit by the Board of Trade Inspector Colonel Hutchison. Clearly Wheatley 'hit the deck running'.

By August 1875, the railway was extended to Millisle, and Sorbie with the port of Garlieston being rail connected the following year.

Hope Villa
Lenzie Junction
near Glasgow
January 7 1875

To the Chairman and Directors
of the Wigtownshire Ry Coy

Gentlemen,

I hereby offer to work your Wigtownshire Ry supplying Loco power, carriages, wagons, materials, for repairing the same, and also for upholding all the Permanent Way (after Contractor's time has expired) and paying all wages of all servants employed in the various depts for sixty five percent of the gross receipts of the Company, for five years from the date of opening the Ry. After the lapse of that time should you wish to discontinue my arrangement with your Coy it is understood that you take the stock off my hands at a valuation by neutral party, and also if any other contract be made after the first five years, you give me twelve months notice before breaking the same.

The following is a list of the principal things I undertake to supply and maintain, but there are of course many smaller details, which will be needed, to be supplied by me as required, viz :
Locomotives, Carriages, Wagons, Brakes, Coal, Oil, Tallow and Waste, Carr and Van lamps, Engine & other hand lamps - Fog and Hand signals - Oil & Gas for Stations etc - Yellow Grease for carriages and wagons - Train Staves, & boxes - Books, Invoices, Stationery, Tickets - Printing & Advertising as required - Wagon covers, Binding & Tail Ropes - Foot Warmers - Locks and Keys for gates and chock Blocks of Sidings - Pay all wages of staff & supply necessary machinery for the repairs of plant etc.

I would also be agreeable to contract for the collection of goods etc at the various stations, but this would be a special agreement and charge.

No doubt for sometime after the opening of the Ry the traffic will be light, and the expenses so far as I am concerned very heavy, and I am sure you will consider my offer quite reasonable when you take all this into consideration.

In making this offer, I would say, that should I be favoured by your committing the Ry to my charge, every possible exertion shall be made by me and my staff to cultivate the traffic thoroughly & work it as efficiently as could be, in order to give the best possible revenue to the Shareholders, and also give the public patronising the Ry every accommodation.

I will, all being well, be ready to commence the working of traffic in six weeks after the acceptance of your offer, and I have every confidence that should I take the matter in hand, with the attention and energy I should give to it, you would have every satisfaction and good pecuniary results therefrom.

I am, Gentlemen,
Your obedient servant
(Sgd) T. Wheatley

Copy of the letter from Thomas Wheatley to the Directors of the Wigtownshire Railway as set out in the book by David L. Smith "Little Railways of South West Scotland"

Construction continued to Whithorn. The Garlieston branch become a branch off the main line which was constructed as a single line through to Whithorn. All was ready for traffic by July 1877. Much of the finance for this further construction of the extension of the line was raised locally. The work to Whithorn was completed within eighteen months from the date of the Board appointment of Thomas Wheatley. It must have been a busy time for Wheatley, and the board, in rural Galloway.

The site of the railway station at Whithorn was at the northern outskirts of the town; the original station building being a simple timber shed. The shed was later moved to Kirkinner, which showed that nothing was ever wasted on the WR. Whithorn was then provided with a stone built building which remained in existence until its demolition on the closure of the line in 1964, albeit latterly shorn of its platform canopy and side screens to the platform elevation.

The station building was latterly used as a staff welfare facility for Western SMT, the local bus operator, who ran the alternative bus services in the Galloway area after the closure of the railway passenger services.



Whauphill Station – a timber structure which might well have matched the appearance of the original Whithorn Station prior to the construction of the later stone building
Picture taken from *Branches and Byways SW Scotland* – Oxford Publishing Co

It is recorded that some local Whithorn residents were less than impressed with the coming of the railway and the 'new steam cairts' (carts). One Whithorn worthy is quoted as saying : "I won'er (wonder) what the de'il (devil) mak's (makes) folk in sic (such) a hurry, or what a' this rantin' (moving in a hurry) up an' doon the contra' (country) means?"

Initially, 13 carriages, 20 wagons and miscellaneous other second hand vehicles were procured from various sources, and within ten years the number of vehicles had increased with an additional passenger vehicle and 34 goods wagons. It is understood that the passenger stock was in a LNWR livery, which may have betrayed their previous owner.

From his previous NBR contacts, Wheatley sourced suitable locomotives for his line, the first one being a 2-2-2 tank, formerly NBR No.32A, built by the NBR in Edinburgh, and previously overhauled at their Cowlairs Works. Basic repairs and maintenance were carried out at Wigtown, and more major work was out-sourced to Wheatley's former employers at the North British Railway.

The agreement to run the line between Thomas Wheatley and the WR Board expired on 31st July 1880, five years after his initial appointment. William Thomas Wheatley, Thomas's son, was also employed by the company, and the two Wheatleys met the Board at Wigtown where a new agreement was drafted between the parties. In this new arrangement Thomas Wheatley negotiated a deal whereby he reduced his percentage of the traffic receipts with the company, but the company was now to provide all the rails and sleepers for track renewals, with Wheatley paying one fifth of the cost. Over the previous two years Wheatley had barely made a living from his railway income, and he would not entertain any serious reduction in his future income out of the running costs of the line.

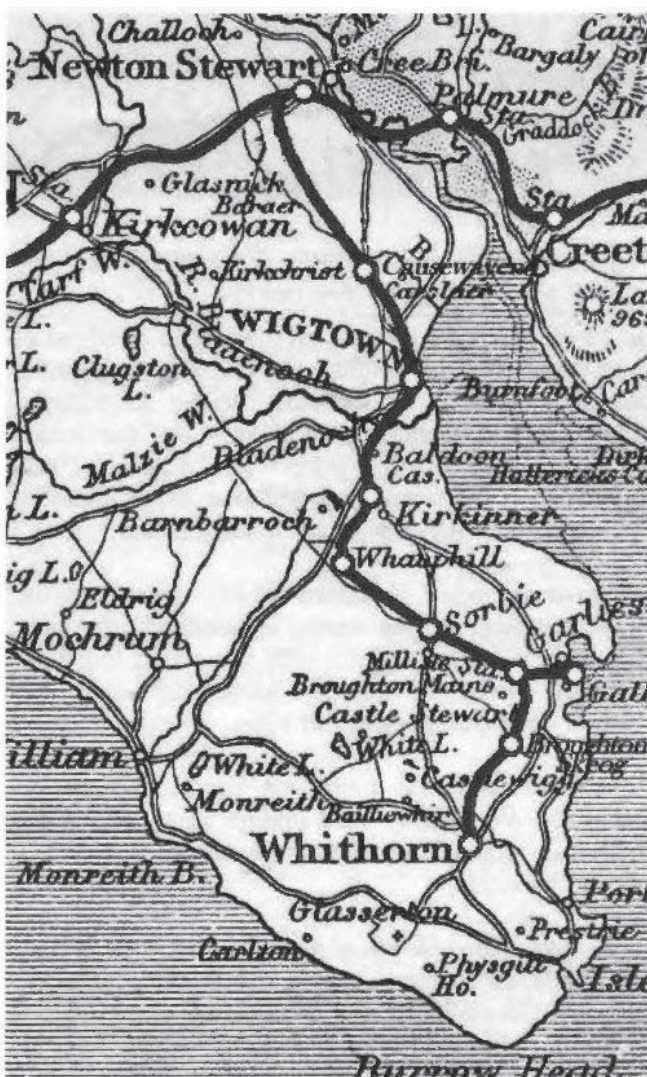
WIGTOWNSHIRE RAILWAY LOCOMOTIVES FROM 1875 to 1883

WR No.	Origin	Wheel Arrangement	Rebuilt as	Withdrawn
1	North British Rly 1856	2-2-2		1903
2	Edinburgh and Northern 1848	0-4-2	0-4-2 pannier tank by NBR in 1870	1891
3	Fleetwood, Preston and West Riding 1860	0-4-2	Previously Addison	1894
4	Fleetwood, Preston and West Riding 1856	0-4-2T	Previously Gardner rebuilt as 0-4-0 tender engine	1894
5	North British Rly 1856	2-2-2		1903
6	Solway Junction 1866	0-6-0ST	Previously Bradby	1894
-	Fletcher Jennings Builders 1876	0-6-0ST	Returned to makers	
-	Yorkshire Engine Builders 1881	0-4-0	Tramway engine not taken over by the PP&WJR	

Typical annual gross receipts for the line during the Wheatley period were around £7,500 a year.

Three years later, after the new agreement had been in place, Thomas Wheatley died at his home in Wigtown on 13th March 1883, after a short illness at the age of 62.

With his death, the Wigtownshire directors met on 22nd March 1883 to discuss the way forward for their company. At the meeting, they read a letter from William Wheatley, Thomas's son. In the letter, which was dated 21st March 1883, William advised the Board that his father's will had been executed in June 1882, a year before his death. It set out that William was his father's trustee, and he was empowered to continue to run the railway after his father's death.



The Board accepted this legal situation, and William Wheatley continued to run the railway operation for a further three years, until 1885, when the line was taken over by a joint arrangement between the Caledonian and GSWR railway companies.

These two railway companies by that time were jointly operating the line from Dumfries through to Stranraer and down to Portpatrick as the Portpatrick and Wigtownshire Joint Railway (PP&WJR).

A meeting had been held in 25th August 1885 at Carlisle Citadel Station with Richard Moon, Chairman of the LNWR, presiding. Representatives of the CR and the Midland Railway were also in attendance at the meeting with the Earl of Galloway representing the GSWR. The meeting had been called to agree terms for the operating of the Joint Line from Portpatrick, Stranraer and Dumfries with its branches.

The CR worked the West Coast Main Line jointly with the LNWR, while the GSWR worked with the Midland Railway on the route from London over the Settle and Carlisle line; the Scottish companies taking the trains forward from Carlisle. Perhaps the lure of the Irish traffic created the south of the border interest.

Final agreements were reached in the operating departments of the CR and the GSWR, with the latter company providing the locomotives, and each company undertaking the working of trains on the PP&WJR in such a way to divide the mileage as evenly as possible between the companies.

With the agreement of these four major railway companies and the umbrella arrangement of the PP&WJR, the Whithorn Branch was now part of this bigger railway empire.

The locomotives and rolling stock in the ownership of William Wheatley and the Trustees used on the Whithorn Branch were valued and purchased by the PP&WJR. The stock continued to be used on the Whithorn Branch by the PP&WJR until the end of its working life. The Wheatley trustees were offered £5,192.10s for their rolling stock and locomotives, but the offer was increased to £6,400 after some further negotiations.

From the time of the initial exploratory meeting in August 1885 at Carlisle Citadel Station, until October 1885 when matters were concluded, William Wheatley was paid £166.13s.4d by the PP&WJR for his services as manager for the period he operated the line down to Whithorn.



A Wigtownshire Railway timetable poster being displayed to the visitors to Whithorn Station on the SLS Wigtownshire Railtour on 2 September 1961
Author's collection



A photograph from "British Railways Past and Present – South West Scotland by Douglas Hume of Caledonian Railway 'Jumbo' No.57375 on the thrice weekly goods trip working at Whithorn on 4 September 1961.

The Whithorn Branch was certainly a line which followed its own rules. Davie L Smith, the expert on the GSWR, in his book 'Little Railways of South West Scotland', noted that scarcity of money and investment in the Wheatley days had resulted in a severe run down in equipment. He went on to say that 'Early on in the new regime Stranraer (shed) got a distress call from Wigtown – owing to various failures they had no engine available for certain trains. "Send an engine, and for God's sake don't send anything heavy". So Stranraer got out an old GSWR 2-2-2 which had been rusting in a siding, oiled her up, and dispatched her to Wigtown'. Davie Smith continued 'There was much excitement at Whithorn over the arrival of "the injin wi' the big wheel' On the return journey from Whithorn, he recalled that they ran out of sand and stuck on Sorbie Bank and lost an hour.

Life previously was clearly much more relaxed under the management of the Wheatleys. The new PP&WJR Company prohibited the established custom on the Whithorn branch to carry passengers in the brake vans of goods trains.

The Joint operating arrangement for the PP&WJR continued until 1923 until the Grouping into the four major companies, and the company became part of the London Midland & Scottish Railway.

The main Dumfries to Stranraer Port Road, and the Whithorn Branch, continued to be operated by the LMS until nationalisation in 1948 when the branch and Port Road became the responsibility of British Railways (Scottish Region).

In 1948, passenger services on the branch consisted of four trains from Newton Stewart to Whithorn with three returning. These left Newton Stewart at 6.25am, 10.50am, 4.45pm and 8.25pm. In the return direction, services left Whithorn at 7.45am, 3.10pm and 7pm. This would suggest that the 8.25pm to Whithorn ran back empty stock to the junction.

When it was open, Whithorn railway station was the most southerly railway station in Scotland. Its basic layout of a single platform with run round loop and adjacent goods yard was little altered right up to the time of closure on 6th October 1964.

In the 1950s goods trains ran on the branch on Mondays, Wednesday and Fridays only, calling for traffic as required, as Trip Workings, and not to a regular timetable.

The original construction of the line was to light railway standards, no doubt as an original capital cost saving exercise. In particular, the construction of the viaduct over the River Bladnoch limited the weight of locomotives which could use the branch. So locomotive power on the branch was either by 57375, a CR 0-6-0 'Jumbo', or by an Ivatt Class 2 2-6-0 tender locomotive No. 46467.

It is clear that for its whole life, the Whithorn branch ran on a shoe-string, serving a local community which was reliant upon its railway for their principal connections with the wider world. The arrival of the private motor car and local independent delivery lorries inevitably reduced the need for the railway service.

This was particularly significant with passenger services down to Whithorn from Newton Stewart ending on 25th September 1950, only a few years after nationalisation. Freight services lasted until 21st August 1963.

The fact that the passenger services ended so soon after nationalisation perhaps shows how uneconomic the line was for passenger traffic; a story line which ran through the whole life of this line.

Geographically located in a dairy-based agricultural area with little other industry, it was livestock movements and other related agricultural business which brought business to the line, and was important, for the line. Coal for domestic and industrial use was brought in by rail. There were established creameries on the branch at Sorbie and Wigtown to be serviced. The Scottish Co-operative Wholesale Society had its own creamery premises at Whithorn which was close by the station, although not rail connected.

Scotland's most southerly distillery at Bladnoch was on the branch generating incoming grain traffic, and perhaps, whisky in barrels outward for export.

The Garlieston Harbour branch accommodated special railway-connected sailings to the Isle of Man from as far away as Carlisle until 1935. In 1961 Garlieston Harbour had sidings for James Wyllie & Son of Garlieston, who was a supplier of animal feed. This operation was subsequently owned by the Scottish Co-operative Wholesale Society, who brought in large quantities of grain by rail from Edinburgh and Glasgow. In addition, cargoes were imported here by sea comprising of coal from West Cumberland, together with lime and fertilisers

No diesels have ever been recorded running over the branch. The 'Port Road' demolition train did, however, have BRCW Type 2 Class 27 No.D5353 as its motive power.

RAILTOURS

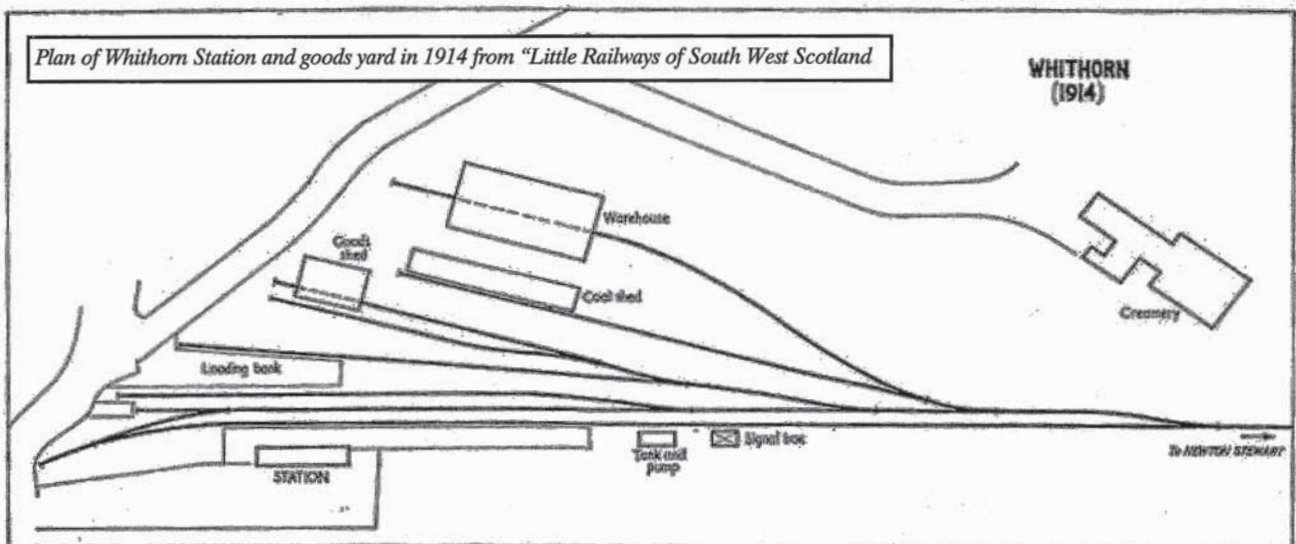
The 1950s and 60s were a time when enthusiast-led railtours ran over many freight-only branch lines using Mark 1 coaches and unusual locomotive combinations. The Whithorn Branch was no exception.

The first of these railtours – which may well have been the first excursion on the Whithorn branch – was on 2nd September 1961 when a day trip from Glasgow, organised by the Stephenson Locomotive Society, titled 'The Wigtownshire Railtour' visited Whithorn with Great North of Scotland locomotive No.49 'Gordon Highlander' in charge. It ran from the now closed Glasgow St.Enoch Station to Dunragit on the 'Port Road', with the Whithorn branch 'Jumbo' No.57375 taking over, and providing the power from Dunragit down to Whithorn and back.

To give some idea how far south Whithorn is from the central belt of Scotland, the 1961 SLS excursion left Glasgow St.Enoch Station at 09.25 am and arrived at Whithorn at 4.06pm, allowing for five minute stops at each station on the branch, Wigtown, Kirkinner, Whauphill, Sorbie, Millisle, and Garlieston – some five and a half hours after leaving Glasgow, and a distance of 134 miles and 49 chains, according to the railtour information sheet.

A year later, the RCTS/SLS "Scottish Railtour" visited the branch, this time with No.49 double-headed with the Caledonian Railway Single No.123.

The third and final railtour on the branch was on 15th April 1963, when 57375 again took the special train from Newton Stewart down to Whithorn. This special train had been brought along the 'Port Road' from Carlisle by LMS Jubilee 4-6-0 No.45588 'Kashmir'. On this trip the enthusiasts travelled in open goods wagons along the Garlieston Branch hauled by No.57375.



Your editor at the age of sixteen travelled on the first enthusiast special, the SLS 'The Wigtownshire Railtour' on 2nd September 1961 with GNSR 49 from Glasgow, and the Whithorn Branch 'Jumbo' No.57375.

The five coach train for this special consisted of a Mark 1 BSO – a Mark 1 TSO – a Mark 1 RMB – a Mark 1 TSO – and a wooden-bodied Gresley LNER brake TSO, all the stock in BR Maroon livery.

The itinerary for the trip described the RMB as being part of a batch which first appeared on the Eastern Region, and turned out by Wolverton Works in 1960, built on standard 63ft 5in underframes with a small counter for light refreshments normally occupied by the space of two seating bays near the centre of the vehicle. It was probably a first visit of corridor stock (and a RMB) on the Whithorn Branch!

The fare for this railtour was 33 shillings (£1.65) which is around £30.00 at today's monetary value. Not a bad deal!

POST SCRIPT...In 1875 the locomotive engineer Dugald Drummond succeeded Thomas Wheatley as the Locomotive Superintendent for the North British Railway. In 1882 Drummond went on to take up a similar appointment as Locomotive Superintendent of the Caledonian Railway. Here he designed the 'Jumbo' 0-6-0 class of steam locomotives, and No.57375, the Whithorn Branch locomotive, was one of that class built in 1894 at St.Rollox Works in Glasgow.

It was the last regular locomotive to be used on the Whithorn Branch.



The Railway Inn – St John Street – Whithorn

Acknowledgement – Creative Common Licence

WHITHORN TODAY

Today there is no evidence that there ever was a railway running into Whithorn, apart from the former earthworks embankment of the line running north out of the town.

The station and goods yard have since been levelled and a new fire brigade station is on the north end of the site at the station throat. There is a public house in St.John Street, the main street in Whithorn, called 'The Railway Inn'. Was it there when the railway was active, and is there any connection? And, more importantly, does it require a Barrowmore Group Field Trip to find out?

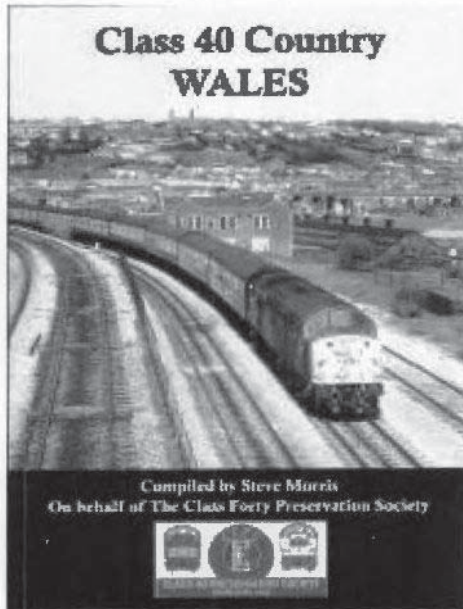


The SLS 'Wigtownshire Railtour' at Whithorn on Saturday 2nd September 1961. CR Jumbo No.57375 has run around the train for the return journey to Glasgow, while a group gathers to view the Wigtownshire Railway timetable poster which is illustrated on Page 9. The permanent way trackwork certainly looks in good order for a goods-only branch that was to be closed within the next three years. Author's collection

The Reading Room

Book Review

by Eddie Knorn



Class 40 Country – Wales

by

Steve Morris

Ty Mawr Publications
For the Class 40 Preservation Society,

£14.95 (plus £2.55 P&P)

ISBN 978-0-09552354-8-1

As soon as I heard about the publication of this book, I immediately thought of the significant fleet of these locomotives hosted on Mostyn.

The book has been compiled on behalf of the Class 40 Preservation Society, so I was able to speak to a society member with whom I work, and a copy of the book found its way to my desk. Slightly larger than A5 size, with soft covers, within its 96 pages can be found 33 monochrome and 148 colour images.

The part of Wales most associated with the Class 40 is the Chester to Holyhead line, and unsurprisingly, the first section of the book, which is by far the largest, is entitled 'North Wales'.

The Class 40 locomotive first made its presence felt on trains through here in 1960 and it was a defining feature of the route into the 1980s.

The book starts with a half page of historical overview of the class in North Wales, and then launches into a pictorial journey from Holyhead to Mold Junction, with the spectrum of different locomotive liveries and hauled traffic all well represented.

The branches to Amlwch, Caernarfon, Blaenau Ffestiniog and Llandudno are not forgotten. Also included within the scope of North Wales are locations ranging between Dee Marsh and Rossett to Wrexham. The collection of 1970s era pictures from the Dee Marsh area is notable, being provided by Dave Rapson, father of group member 'Mikey Matey'.

Although Class 40s were never as prolific on the lines to Aberystwyth and Pwllheli as they were along the North Wales coast, these areas are also covered, along with a couple of rare appearances on the Central Wales line. The final section of the book provides evidence of just how busy the type was in South and West Wales.

Photographic quality is mostly very good, and while there are a few images with less than perfect lighting, they deserve a presence in the book as they illustrate rare workings. Captions are all informative and many of them give additional historical details of the machines depicted.

The range of pictures extends beyond the era of Class 40s as 'normal' BR motive power, with the wanderings of preserved No.40122 (D200) when it was a railtour pet, and pictures of the CFPS' own No.40145 on tours on the privatised railway. Your reviewer was pleased to see a photographic record of two of the latter's excursions into Wales.

The book is available from the Class 40 Preservation Society website for £14.95 (plus £2.55 P&P), and I can immediately recommend it to any diesel enthusiast. (EK)

MEHI

The Times, dated 25th June 2015, noted that the Oxford English Dictionary has added 500 new words to its latest edition. Among the new words are 'meh' which means an interjection expressing 'indifference or a lack of enthusiasm'

It is good to see that Norman Lee and Dave Goodwin are so up to date with their use of the English language. "

Meh!"

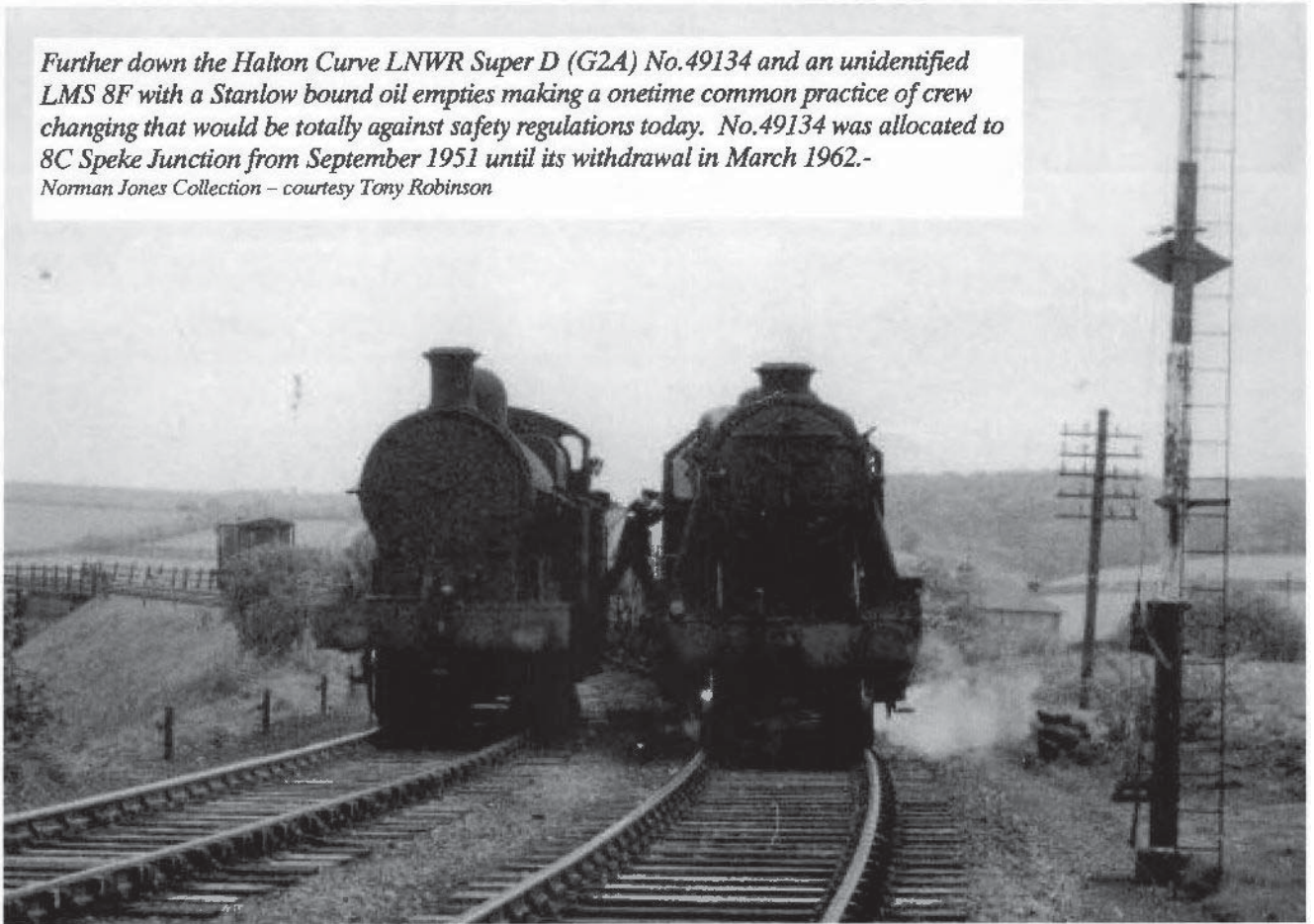


Undated picture of BR Class 2 2-6-0 78033 of 6A Chester at Mouldsworth Signal Box – Allocated to 6A from June 1960 to May 1963. –Norman Jones Collection –

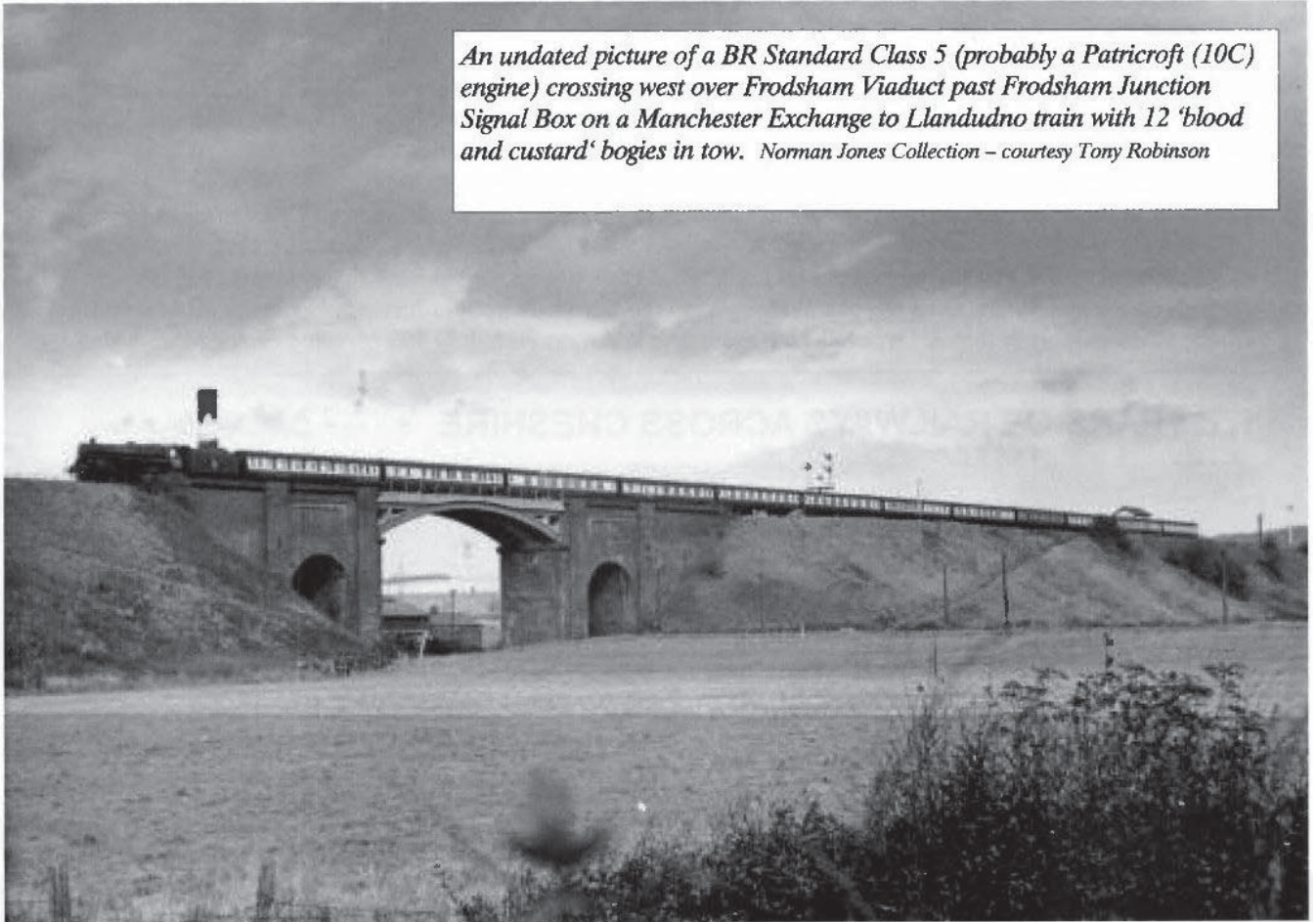


*Taken from the Junction signal box, backing slowly off the main line at Frodsham Junction onto the Halton Curve is LNWR Super D (G2A) 49134 of 8C Speke Junction – re-allocated from Bescot to 8C in September 1951 until its withdrawal in March 1962 These locomotives were not popular with crews when worked tender first due to the degree of weather exposure. Many were fitted with tender cabs.
Norman Jones Collection – courtesy Tony Robinson*

Further down the Halton Curve LNWR Super D (G2A) No.49134 and an unidentified LMS 8F with a Stanlow bound oil empties making a onetime common practice of crew changing that would be totally against safety regulations today. No.49134 was allocated to 8C Speke Junction from September 1951 until its withdrawal in March 1962.- Norman Jones Collection – courtesy Tony Robinson



An undated picture of a BR Standard Class 5 (probably a Patricroft (10C) engine) crossing west over Frodsham Viaduct past Frodsham Junction Signal Box on a Manchester Exchange to Llandudno train with 12 'blood and custard' bogies in tow. Norman Jones Collection – courtesy Tony Robinson



North Wales Coast Line



Photo courtesy of J Wallace Sutherland Collection

Richard Oldfield comments : - Taken at Llandudno Junction the photograph shows Class 25 No.25103 working 'Trip 46' heading for the Amlwch branch, with Associated Octel traffic. Note the single loaded ironstone hopper immediately behind the Sulzer Type 2.

Class 24 No.24023 is on 'Trip 36' terminating at Llandudno Junction, having come from Chester/Mold Junction.

It is very probable that the ironstone hopper and two tanks have been shunted from the inbound 'Trip 36' to outbound 'Trip 46'. 'Trip 36' does not call at Mostyn, so the ironstone hopper has either come from Mold Junction or perhaps Chester Wagon Repair Depot. The picture was taken on 28th July 1977 – bang on for Mostyn's period!

175 YEARS OF RAILWAYS ACROSS CHESHIRE

From Cheshire West and Chester local residents free paper 'Talking Together' : Summer 2015 –
There is a note about two railway anniversaries to be celebrated in Chester. The LNWR / GWR Joint line from Chester to Birkenhead which was opened on 23rd September 1840 and the Chester to Crewe line which was opened a few days later on 1st October of the same year.

The article notes that the Council's Museum Services is joining forces with rail operators, local railway historians and enthusiasts to celebrate 175 years of railways.

The celebrations start with a series of exhibitions at the Council's History and Heritage Centre at St. Michael's Church, in Bridge Street, Chester, from 1st July to 18th December which includes such titles as 'All Aboard!', 'Homeward Bound!', 'The Train Don't Stop Here Anymore' and 'A Stranger's Guide'.

Classic films 'Brief Encounter' and 'The Ghost Train' will also be shown, along with the promotion of a Thomas Brassey Guided Walk.

For further details visit :
www.cheshiremuseums.co.uk

Odds and Sods 1

LETTER TO THE EDITOR

Congratulations

Congratulations on your appointment as Editor of the Barrowmore Model Railway Journal. You have a hard act to follow. Dave did a fine job.

Thank you for your Journal No.42 (Spring 2015). I think it matched the quality set by Dave.

Hope you are keeping well and enjoying retirement.

With best wishes

*Richard Thwaite
Liverpool Model Railway Society*



*Circa 1956 and an unidentified LMS Class 5 from Bangor Shed (6H) bursts out of Halton Tunnel with a North Wales bound express with reporting code W494 displayed
Photo Norman Jones Collection – courtesy Tony Robinson*

PERSONAL COLUMN

Alisdair Macdonald

celebrated his seventieth birthday with 'Team Barrowmore' at the Bengal Dynasty Curry House in Shotton on 12th June. Gav was unable to attend having overindulged the previous evening on something unspecified.

Dave Goodwin missed the occasion as well, having been given a hospital instruction to fast, with no alcohol, ahead of some medical tests. A bit of a tough call for Dave that one!

David Goodwin

(after his fast - as noted above) – issued the following verbatim report on Tuesday 16 June :

I suffered an endoscopy (upper gastrointestinal tract examination) and a colonoscopy (lower g.i. tract examination) at Countess of Chester hospital, as ongoing investigation into slight anaemia.

The results: I have Barrett's oesophagus, hiatus hernia, and diverticulosis – all with no symptoms and therefore no action! So, no further on! I have to see my GP at the end of the month; perhaps more news then??

But at least he is back on the ale again.

Richard Oldfield

is now recovering from his Freightliner-induced RSI in both wrists. He is quoted as saying that this nasty complaint is not going to affect his modelling skills and ability! I am sure that others will be the judge of that!

The RSI has slowed down Richard's rate of production (which he has set himself) of this massive task. He is finding this most frustrating.

Iain Kirk

continues to progress back to health and made his first visit in a while to the clubrooms recently, together with his father-in-law, Frank. It is understood Iain has quite a lot of part-built stock on his workbench at Padgate Workshops. Time to sort out wagon numbers to avoid duplication!

To paraphrase your saying "May you, Iain, continue to see what is required of you, the courage to accept it, and the capacity to discharge it"

Odds and Sods 2



My first railway photograph and other reminiscences by David Goodwin

I was born in Birkenhead in 1933, where I lived until the start of World War 2 when the family moved to Flintshire. My father, an electrician, was recruited to work on 'Wellington' bomber aircraft being built at the Vickers-Armstrong factory at Broughton. This factory later became BAE and is now the Airbus site.

After the war the Goodwin family moved to East Saltney. (As the English-Welsh border runs down the middle of Boundary Lane in Saltney, the only urban street in England and Wales where this occurs. Dave has not confirmed if he was still living in Wales, or England, when they moved to Saltney – Ed)

After marriage in 1956 we moved to Saughall. Until the mid-1970s, I had been a keen ship modeller, apart for a brief spell in the 1960s when I was looking for a change and dabbled in OO gauge model railways. Like many folk, I had been tempted by the inexpensive, but excellent, plastic Airfix railway kits.

Although I had moved from Saltney to Saughall, I was still a regular visitor back to Saltney, where my mother still lived. At that time Saltney was a good place for photographing railway rolling stock, with both the main North Wales Coast line and also branch lines adjacent to public roads. There were several level crossings and, of course, the engine shed at Mold Junction.

On the map extract the Great Western Chester to Wrexham line crossed over Saltney High Street on an overbridge, while the Dee Branch diverted to the north, dropping down to street level to cross the High Street on a gated level crossing.

There was a footbridge for those pedestrians and cyclists too impatient to wait for the trains to pass! Of course carrying a bicycle up and down the footbridge steps was a chore unless you were young, fit, and the owner of a lightweight bike!

The accompanying photograph, which was shot using an Ilford Ensign 35mm camera which I used for my ship photography, is of an LNER 12-ton van – E237771 from Lot 2752. It was taken near the level crossing at Saltney in 1963. The Chester-Holyhead main line crosses on the overbridge with the van standing on one of the roads of the Dee Branch.

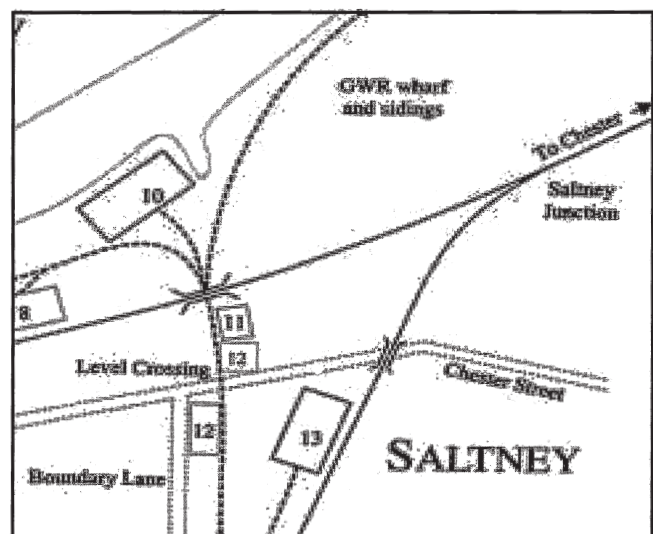
These standard LNER 12-ton vans were introduced in the latter part of the 1930s, and had metal underframes with 10ft wheelbases. Most were fitted with vacuum brakes. Through their working lives they went through many modifications, including a variety of materials being used in their reconstruction and repair.

And while there were over 7,000 of these vans in service with the LNER, by 1947, at the time of the end of the LNER, many had been scrapped, while others soldiered on, like the one in my photograph, before being scrapped by British Railways.

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Pictorial record of LNER wagons Peter Tatlow.
Oxford Publishing Co., 1976. ISBN, 0 902888 92 7.

Railways around Saltney: A pictorial record
John Dixon and Geoff Pickard
Pickard, 2003 ISBN 0 99553882 0 1.



An extract from a diagram in John Dixon's excellent book showing the Dee Branch – where it crosses Saltney High Street on a level crossing and then passes under the Holyhead line

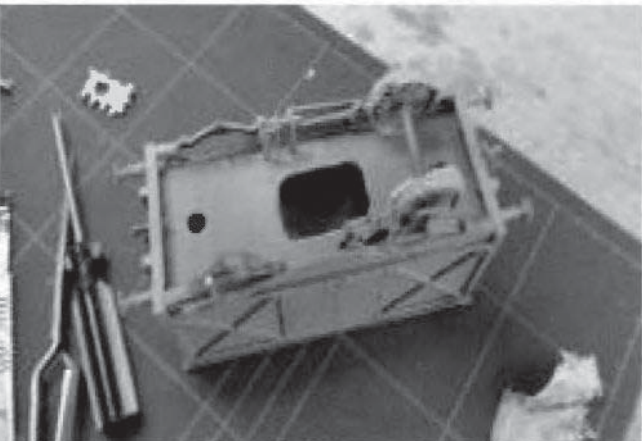
No detail has been provided to reference the building numbers.

Making the most with what you've got!

Most railway modellers have a box of bits that might come in useful for some future project, and others have been known to change the gauge and scale in which they are modelling. And here is some proof.....



Richard Stagg purchased a goods van from a stall at an Gauge O Guild event some time ago, where the team were exhibiting Johnstown Road. It was a North British Railway goods van, liveried in NB colours and NBR transfers, but crudely overpainted by its previous owner on top of the NBR livery.



In an idle moment, Gavin began fettling the goods van, and found a rattling noise from inside the van when he shook it. Anticipating a ballast weight, when he opened up the floor, he found a 4mm white-metal horse, a piece of white metal of indeterminate origin, and a crumpled 4mm motor van!



Clearly the previous owner, and van builder, had changed the gauge in which he (or she?) was working, and decided to convert the contents of the 'might come in useful' box into ballast

Now, could the pieces be fettled, and used in 4mm on Whithorn, to complete the recycling circle?

SOMETHING TO LOOK FORWARD TO....

David Goodwin has promised an article on the Fintona Tramway and Dick the Horse, while Kevin Bays has promised to let us know if he is a Kentish Man, or a Man of Kent. Meanwhile Richard Oldfield sets to on his Freightliner update.

All coming up in future issues of the BMRJ!

David's picture makes a negative.

In BMRJ 42, David Goodwin enquired about a family photograph from his collection taken outside Llandrindod Wells Railway Station in 1939 asking the question:- "Who was the photographer?"

I am sure David would like to know that there has been absolutely no response whatever from our widely spread readership to his question.



Take a ride on the DRS time machine

Glasgow Eastfield 1985? No, Carlisle Kingmoor 2015!

