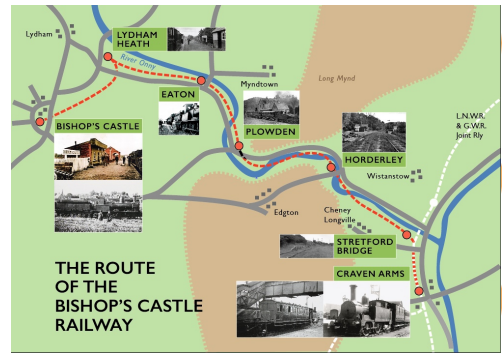


B.C.R.S. August 2021

NEWS No. 56

The Monthly Newsletter of The
Bishop's Castle Railway Society



It's been a long time coming.....

At last the marquee has been erected and events are planned. In addition to the two events listed below, fortnightly casual tea and chat open days are planned on the second and fourth Tuesday of the month starting on the 14th of September.

Call in anytime between 11am and 3pm and you can be sure of a warm welcome and a chat over a mug of tea or coffee and cake.



Sale of Quality Railway Books surplus stock from THE HISTORICAL MODEL RAILWAY SOCIETY All at £2.00 each

Saturday 21st August 2021 10am – 4pm
The Weighbridge, Station Street,
Bishop's Castle, SY9 5AQ
Light refreshments available

Additional
Sale of surplus
Railwayana
No sensible
offer refused

Member Ian Cross, a librarian at the Historical Model Railway Society, based in Derbyshire, is keeping us amply supplied with quality railway books surplus to their requirements. All are for sale at £2 each and while we all know that is cheap for a quality book, it is better to keep turning them over, it provides an income for the BCRS and enables railway enthusiasts to buy at prices they can afford. Once read, many are returned for resale and the cycle starts again.

Following the success of the previous Bishop's Castle Yard Sale Event, the town has decided to do it again on August Bank Holiday Sunday. Last time there was a wonderful atmosphere throughout the town, with street music and over 50 households having table top sales in their driveways. Pop up events are what Bishop's Castle does best! Of course we will be joining in. The more the Society can join in with community events the better.

The Railway Weighbridge Site will be Open on Sunday 29th August 10am – 4pm

To coincide with Bishop's Castle Yard Sale Event

- The History of the Bishop's Castle Railway is starting to be told through artefacts and stories
- Lots of second hand quality railway books all at £2.00
- Sale of Surplus railwayana at sensible prices
- Light refreshments

Station Street, Bishop's Castle, SY9 5AQ

From the Past, to the Present and the Future

The tale of a lamp.....

When the Society was formed in 1989 its objective according to the Constitution was - *"The Society is established to advance the education of the public in the history of Bishop's Castle Railway and other local railways in particular by the provision of a museum at Bishop's Castle and for the preservation and display of documents and artefacts which have contributed to the development of the railway industry. To hold meetings, outings and seminars."*

In 2003 when the Society became a limited company that objective remained the same. Recently the article below written by Ken Lucas in 2000 came to light. (No pun intended)

BISHOP'S CASTLE RAILWAY GUARD'S LAMP

When the Society received Tom Cadwallader's hand lamp from his son, the late Sid Cadwallader, he told us that it was not complete, the red aspect glass was broken and missing, nevertheless, we put the lamp on display with the other artefacts that he gave us.

Last month, whilst on museum duty, a gentleman and his wife came into the museum and I could see that the gentleman was very interested in our lamp collection. He gave us much information about the lamps - it turned out that this gentleman was Trevor Saunders, The Wick Burner man from Surrey. He asked if he could take the hand lamp to pieces and out came a small pocket tape measure. He informed us that he would most likely be able to supply the missing red aspect glass. After a letter from him to check a certain measurement, and writing back to him, last weekend of the 15th of July a parcel was delivered to



my house containing the red aspect, together with a supply of wicks for all our lamps - also about a dozen GWR Luggage Labels for the Shropshire area.

The Bishop's Castle Railway Guard's Lamp is now fully operational in working order, even filled with lamp oil. The Society would like to express their sincere thanks to Trevor for this most generous donation. Thank you Trevor.

In the next Society Journal I shall have more news for members of other artefacts relating to the Bishop's Castle Railway.

Ken Lucas
Museum Curator.



Journal No. 34 *Page 11* *Autumn 2000*



That same BCR Guard's Lamp (photo left), is now proudly displayed on a wall in the BCR Weighbridge building.

The interior of the building is being developed to display all the BCR artefacts and to tell "The BCR Story", from the railway's inception, to the people who worked on the railway, the community that used the railway and the many fascinating tales of life on the railway.

B.C.R.S.M.G. Modelling Group update

The inaugural meeting of the Bishop's Castle Railway Society Modelling Group (BCRSMG) can now take place. The meeting will be held in the Weighbridge building, Station Street, Bishop's Castle, SY9 5AQ. The group just needs to decide whether a Wednesday or Thursday is preferred and whether it should be in a morning or afternoon. Hopefully meetings will begin in early September.

The group coordinator Stuart Taylor would like to hear from those who have expressed an interest in attending meetings and anyone else who would like to join in.

There is already an invitation waiting for a group outing to Tony George's model railway at All Components near Montgomery. You can contact Stuart at – satalt17@gmail.com



Meanwhile Stuart shares a photo (left) of his partially completed Dia 229 GNR 52'6" Open Third.

He says, "It is constructed from Ian Kirk parts and has the grey primer undercoat applied. It needs glazing and door handles fitting. I will finish it as E 43130 E in LNER teak brown paint as running in 1950.

The photo also shows part of my end-to-end test track in my workshop, which is operational now. BCRSMG members are welcome to use it to test out their models."

If you would like to share your latest modelling project, please send a photo and description to Lin Dalton at – socialmedia@bcrailway.co.uk by the 1st of each month

Jim's monthly selection of videos.....

First, a BBC TV documentary from 2011 about the railways in Wales before Dr Beeching's axe fell. Lots of archive footage and reminiscences with heritage lines featured.

It's in two self-contained parts with running times of 29:09 each

<https://www.youtube.com/watch?v=GajurWNzzEU>

https://www.youtube.com/watch?v=Y4iCt-W8_Xo

This link is about the Beijing to Lhasa railway and how it was built - an amazing feat of engineering in some of the most extreme conditions on earth. Running time 49:23

<https://www.youtube.com/watch?v=uTSpdD6MswA>

I like the way this chap says that he had a room spare so he built his model railway in it. If only! Running time 8:47

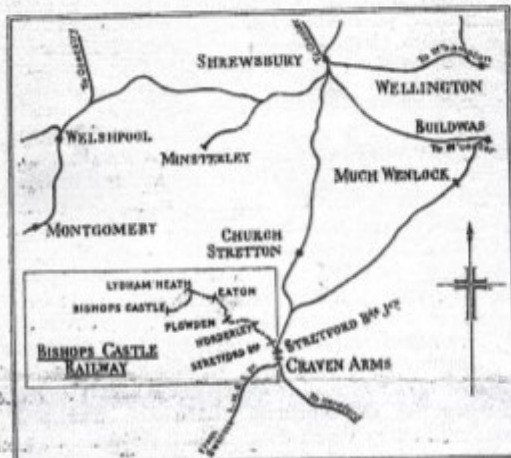
<https://www.youtube.com/watch?v=J59GgVj8HV0>



The Bishops Castle Railway

THE passing of an ill-fated undertaking, known as the Bishops Castle Railway, took place when the line was closed to traffic in May, 1935, and now, all that remains is in process of demolition.

The original scheme for the railway was promoted in 1859 and authorized in 1861. It provided for a line from Craven Arms Junction (G.W., & L.M. & S. Joint Railway) to Montgomery, with branches from Lydham Heath to Bishops Castle, and from Chirbury to Minsterley. Difficulties of a financial nature were met with almost at once, and resulted in the construction of only a single line



of standard gauge from Craven Arms to Bishops Castle—a distance of nine miles. The remainder was to wait for better times—a hope that never materialized.

The work of construction commenced in 1863, but owing to delays the section to Stretford was not completed until late in 1865 and eventually the railway was completed to Craven Arms in 1866. Financial trouble again overtook the undertaking; surplus lands and some movable effects were sold by creditors and the Company was placed in the hands of a Receiver in Chancery, where it remained ever after. The line was actually closed in 1867 but was re-opened the same year.

Further difficulties were met with in 1877, when the executors of a local landlord who had not been paid for the land used by the Company took possession of it, tore up a rail, and placed a fence across the track. The

tradesmen of Bishops Castle obtained a temporary respite by running a barrel of beer down to the spot on a trolley, and while its consumption was being enjoyed by the men in possession, a train loaded with necessities was able to run through. Local sympathizers bought one of the locomotives from the Company and leased it back again, so that the purchase money could be used to pay the debt.

A scheme to extend the line to Montgomery was promoted in the 'eighties, but later abandoned. The financial state of the line became worse and worse, fewer and fewer trains were run,



[Photo by F. C. Nicholas.]

The old engine "Carlisle," of the Bishops Castle Railway, after having made last journey over the dismantled railway to collect its few remaining rails.

and two years ago the High Court terminated the Receiver's appointment. The line was then closed and all the permanent way and rolling stock were sold.

The last trip was made on February 21, by the seventy-five-years-old engine *Carlisle*, which ran into Craven Arms goods yard, where she will be cut up.

News from the Welshpool & Llanfair Light Railway

The Earl is back, and in a new livery

The Welshpool & Llanfair Light Railway (W&LLR) welcomed one of its original locomotives back to the line on Monday 26th July, in a livery it has not worn for more than 70 years.

Beyer Peacock 0-6-0T 'The Earl', built in Manchester in 1902, had been sent to the Vale of Rheidol Railway (VoR) for a major overhaul in 2019, following the expiry of the locomotive's 10-year 'boiler ticket'. The most extensive work carried out on the engine for many years included a complete dismantling, and was due to be completed in 2020. However it was delayed by the Covid pandemic which closed the VoR's workshops at Aberystwyth for several months.

The pandemic also threatened to delay the overhaul for funding reasons, due to the significant loss of revenue suffered by the W&LLR while the line was unable to run services through much of the 2020 operating season. However a 'Keep The Earl on Track' appeal launched by the railway attracted an enthusiastic response from supporters, raising £95,000 to complete the restoration in just three months.

The return of The Earl was not before time – with the boiler tickets on both sister Beyer Peacock 'The Countess' and 1927-built Kerr Stuart 0-6-2 'Joan' expiring over the winter of 2020-21, and the effects of the pandemic delaying the restoration of the 1944-built France-Belge 0-8-0T 'Sir Drefaldwyn', services so far in 2021 have relied on 1900-built 0-6-2T 'Zillertal', on hire from the Zillertalbahn in Austria.

As soon as running-in turns and checks are completed The Earl will take its place on the W&LLR roster. These will include hauling special 'Great Western Trains', pairing the loco with the railway's replica Pickering carriages and original freight stock representing the era between 1923 and 1947, when the W&LLR was owned by the Great Western Railway.

As part of the overhaul The Earl's British Railways-era black livery has been replaced by GWR green. This livery has in recent years been worn by The Countess and on 28th July the two were posed together in Llanfair yard, the first time they had both appeared in this livery in more than 70 years. The date was significant, exactly 60 years since The Earl first returned to Llanfair in 1961 following six years of storage in Oswestry after British Railways closed the W&LLR in 1956. At that time the loco was central to the plans of the fledgling preservation company, which ran its first passenger trains in 1963.

The Countess will now spend a period on show in the W&LLR's display sheds at Welshpool before its next overhaul. Part of the reason for this is to separate out the boiler tickets of the two Beyer Peacocks, so that in future the W&LLR will always have at least one of its original locomotives in service.

Meanwhile the Vale of Rheidol transporter that delivered The Earl on 26th July then loaded up the W&LLR's former Sierra Leone Government Railway Hunslet 2-6-2T No.85, built in 1954 and repatriated by the railway in 1975.

While very popular with W&LLR footplate crews, this locomotive has not worked on the line since 2010, when its boiler ticket expired. The VoR is to carry out a detailed condition assessment of No.85 as part of a joint project between the W&LLR and the UK-based Friends of the Sierra Leone National Railway Museum (FoSLNRM). The railway is officially affiliated with the museum and several members are involved with both organisations.

The condition assessment, financed from a fund started by W&LLR members, will provide a detailed report on the feasibility and likely costs of restoration of the loco, with the potential for the FoSLNRM to raise the funding for the restoration to be carried out. Assuming the project goes ahead the aim is for the work to be completed by 2025, in time for No.85 to appear at the 200th anniversary celebrations of the Stockton & Darlington Railway, the world's first public railway opened in 1825.



Family Connections.....

William John Cadwallader, son of Ned Cadwallader the last apprentice employed by the BCR, regularly follows our Facebook page from his home in Cape Town. Recently he commented *"Another story was while my father was the delivery boy for parcels etc - he was the one with the effort to take the bale of hay to the 3 Tuns. Ask me why the hay? A bale of hay would soak up all the cigarette smoke and sometimes cigars smoked in the place. You don't get stories like that anymore do you? No charge..."*



Ned Cadwallader



Another photo from the past, supplied by Jim Trenfield, is the one on the left of Emmanuel Beddoes in his fireman's uniform. Apart from keeping the rolling stock going for the BCR as well as general maintenance work between 1905 and 1924, he held many offices within the town. Emmanuel was also a member of the hand bell ringers and the band. He was a loyal member of the Odd fellows, being Grandmaster several times which involved attending conferences all over the country. A keen photographer, some of his work is held by Shropshire Archives. He also sat as a town councillor for many years and was entitled to be a hereditary Freeman but never claimed the title.

Stop press.....

12th August The sign is up

The Weighbridge Railway Museum is officially named and will be ready to welcome visitors on Saturday 21st August 10am - 4pm.



Thank you to Pete Griffiths for not only allowing the use of his wall and forklift, but for helping David O'Neill to put the sign up.



Follow us on Facebook <http://bit.ly/2vCUOt8>

www.bcrailway.co.uk

If you have an item for the Newsletter please send to Lin Dalton at socialmedia@bcrailway.co.uk by the 1st of each month

You can opt out of receiving this newsletter at any time by emailing:- socialmedia@bcrailway.co.uk

Registered Company No. 05520291
Registered Charity No. 1111918

For general enquiries please contact David O'Neill at bcrscontact@gmail.com