

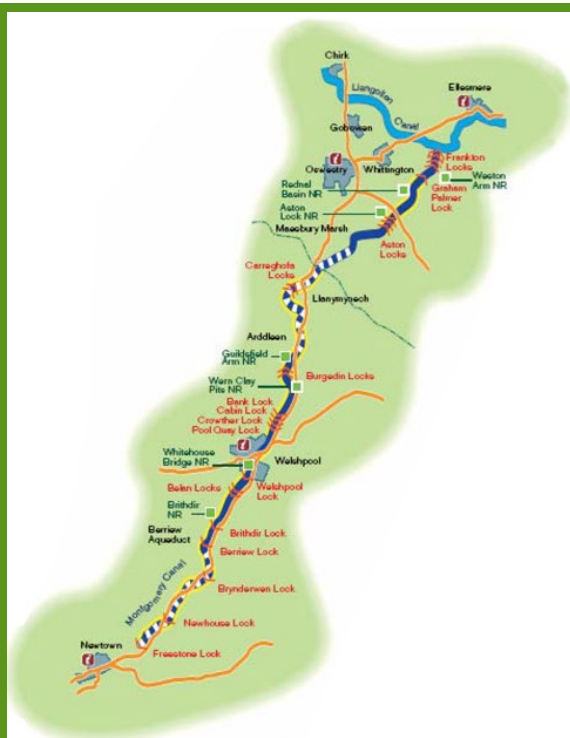
A Happy New Year to all our readers

A few changes in Job Roles for 2022

Membership Secretary Due to ill health Nick Downes is retiring after many years as membership secretary. A few years ago, when Nick and his wife Sheila moved from Kempton to Wakefield to be nearer family, an attempt was unsuccessfully made to find a new membership secretary. At that time Nick very kindly agreed to carry on, as it wasn't absolutely necessary to reside in the Bishop`s Castle area to fulfil the role. The Society would like to thank Nick for his dedication and wish him many years of happy retirement. Lin Dalton has taken over as membership secretary. New contact details are on page 6 of this newsletter and have been updated on the website

Website Administrator The Society`s website is due for an overhaul and update in format. One of the new features will be to include a member`s only section. Mike Boyd and David O`Neill will be taking over from Lin Dalton as website administrators.

Society Book Sales After two years in the role, due to family commitments, Peter Broxholme has relinquished selling the Society publications via the website. David O`Neill has now taken over this role and details of how to obtain Society books have been updated on the website.



Our Society talk for February 4th will be given by Michael Limbrey from the Montgomery Canal Restoration Trust on the history of this canal and the ongoing work to complete the link to Welshpool and beyond.

The canal never actually went to Montgomery and the railways hastened its decline.

This will be a Zoom meeting and also will be shown in the Church Barn at the same time. The talk will start at 7.30 and you can log on from 7 o'clock.

Members Free ~ the link is in the email

Non Members £3.00 ~ for payment and link contact David O`Neill bcrscontact@gmail.com

WEIGHBRIDGE RAILWAY MUSEUM

OPEN DAYS

The weighbridge will be open on Tuesdays 25th January and 8th & 22nd February between 11am & 3pm. Hot drinks & homemade cakes will be available.

Although times are still somewhat uncertain, we are optimistically planning ahead with a programme of themed events for 2022. The first event on Saturday 26th February will coincide with the Bishop`s Castle Arts Festival – <https://bishopscastleartsfestival.com/>

Member Malcolm Reeves, a professional sign writer, will be demonstrating the art of sign writing. Malcolm has already produced several authentic signs for the weighbridge building and banana van, including the three on the poster below.



Since Roman times the craft of brush painting letterforms and ornamental images was used to display information for public viewing.

Saturday 26th February
10am—4pm Free Entry
The Weighbridge Railway Museum
Station Street, Bishop`s Castle.
Next to the Public Hall
Hot Drinks & Home made Cake will be available

For the demonstration he will be working on a Bishop`s Castle Station sign, a replica of the original sign shown below.



The major projects for this year are to install a fresh water supply to the building and landscape the area around the building. Mike Boyd is consulting with Severn Trent Water to find out exactly how much it will cost to connect to the main supply situated approx. 50 metres from the point of entry into the building. Roger Dalton is liaising with representatives of our lessor and neighbour Ransfords, to further the installation of a gate and entrance to enhance the site.

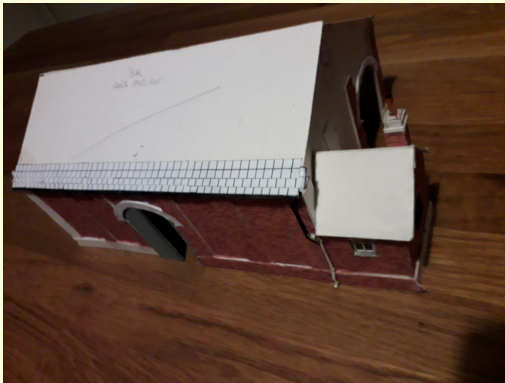
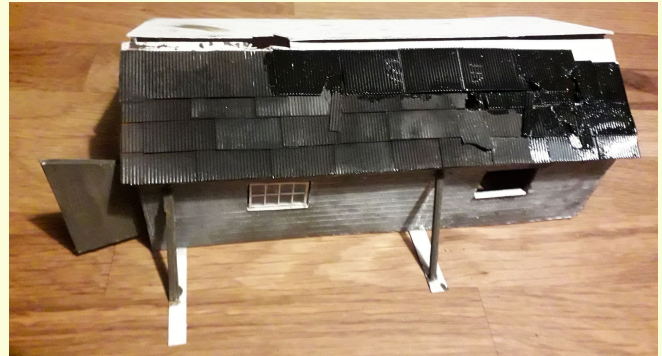
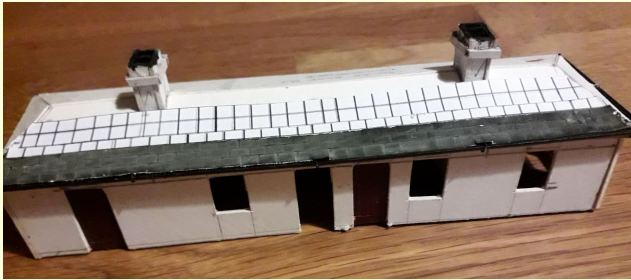
The banana van now houses a good selection of second hand books all at £2 each. It is open for browsing whenever there are volunteers on site, which is most Tuesdays between approximately 10.30 am. and 3.30 pm. If you are making a special journey it is advisable to check with David: bcrscontact@gmail.com or Lin: mail@ludfordpark.plus.com



BCRSMG UPDATE

The BCRSMG met for the first meeting in 2022 on Wed 5th January.

Jonathan had made further progress on the goods shed, weighbridge and station buildings as well as a couple of miscellaneous huts. (Photos above and below)



With the help of these buildings and some track work which Richard kindly brought to the meeting, the track plan of the station complex was completed in pencil on lining paper. (Photo right)

This enabled the baseboard divisions and the position and size of the fiddle yard/traverser to be agreed upon.

With the help of the OS plan the siting of the Love Lane road bridge was agreed. (The bridge and its abutments will create a visual 'end stop' between the layout and the fiddle yard/traverser).



A discussion regarding the livery and origin of the various Private Owner wagons which were used by the Bishop's Castle Railway took place and it was determined that the majority of the PO wagons are available in kit form with pre-printed sides or transfers. (See the photo of Eaton Station left and on the Oct 2021 page of last year's BCRS Calendar).

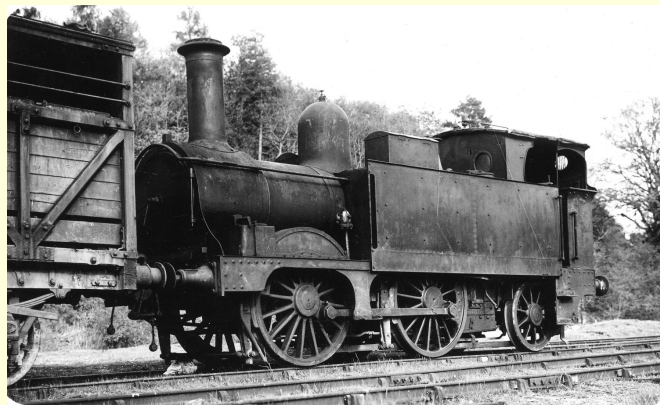
At the next meeting of the MG (2pm Wed 19th Jan) work on the construction of the baseboards will commence. Stuart Taylor would be pleased to hear from anyone who would like to join the group. He can be contacted at: satalt17@gmail.com

Facebook can produce some surprising results.....

For the fourth year running, I posted the BCR Twelve Days of Christmas on the Society's Facebook page. Starting on Christmas Eve I posted one rarely seen photo of the railway each day. Whilst all the photos were popular, some exceeded all expectation.

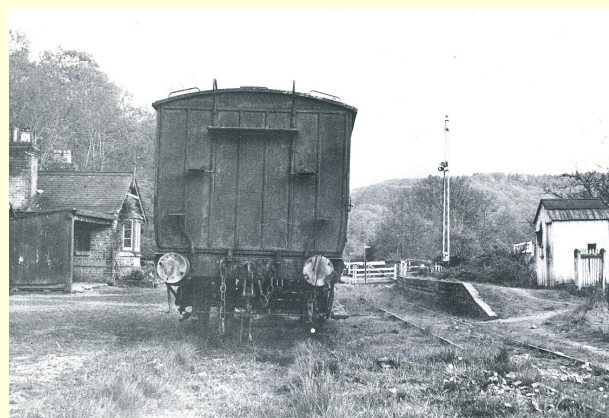
The photo on the right shown on Christmas Eve of No.1 at Plowden reached 3,776 people.

Closely followed by the photos below of an ex LSWR and an ex LNWR coach, which reached 3,221 people



In third place was the photo on the right of Horderley Station, which reached 3,045 people

All twelve photographs can be seen at - <http://bit.ly/2vCUOt8>



Another surprise was the photo on the left posted in response to a photo of Carlisle. Anthony Coulls posted a painting of Carlisle that he did many years ago. He has since agreed to allow the society to use the photo for fundraising memorabilia such as mugs, pictures, coasters, etc.

Lin Dalton

A thought provoking article sent in by member Robert Humphreys.....
If the woke don't cancel steam trains, then green extremists will

The suggestion that expanding the railways benefited only capitalist imperialists is absurd

DAVID ABULAFIA 8 November 2021

David Abulafia is professor of Mediterranean history at the University of Cambridge

If you thought steam trains had a certain romance, think again.

The National Railway Museum in York is one of Britain's great museums, a celebration of the genius of British technology in the nineteenth and twentieth centuries. It is also a place of solemn commemoration, with its hospital carriage from the First World War containing a display about the horrors that took place in that very vehicle.

Yet the museum has begun to work with local universities to investigate the links between its steam trains and imperialism, colonialism and slavery. A special focus is a model of a locomotive from central India.

Concerns had already been expressed by museum staff about the presence of the train that hauled Winston Churchill's coffin to its place of burial beyond Oxford. This is a truly bizarre example of the guilt by association that characterises woke activism. Or maybe critics of this train, having been brought up on Thomas the Tank Engine (who will now have to be cancelled) believe that engines are living beings.

Blinded by their ideology, it seems to be irrelevant to them that steam locomotives had a magnificence and beauty quite unlike the other machines produced in and after the Industrial Revolution. At their best, they were works of art as well as miracles of engineering, and it is no surprise that one of the museum's greatest attractions is the fastest ever chariot of fire, the art-deco Mallard.

Did railways facilitate empire-building and slavery? More than 60 years ago an economic historian from Cambridge, WJ Macpherson, explained how the building of railways in India was seen as an engine of social improvement; British firms invested £95 million in the Indian railways in the three decades after 1845.

For sure, there was something paternalistic about the approach adopted by the British government; Lord Salisbury argued that railways "will enable us to propagate our civilisation in the most peaceful and most harmless way". One target was the caste system, very difficult to maintain in the crowded intimacy of third-class carriages.

But another motive was "the prevention of local famine and the uniform dispersion of food"; a special famine line was built in Bihar, while attempts were made to penetrate by rail into cotton growing districts to reduce British dependence on American cotton, well known to have been produced by slaves.

The export of tea from Darjeeling and Assam to England depended on the railway to Calcutta. The conditions on the tea plantations were very far from perfect, but just as it would be wrong to claim that the steam train improved everyone's life, it is absurd to suggest that the expansion of railways only brought benefit to capitalist imperialists.

Perhaps, then, steam trains can be saved from woke cancellation. If so, they face another threat, as they are also in the dock as great polluters. Once upon a time smoke from trains fouled the atmosphere of great cities, contributing to the choking yellow fogs all too atmospherically described in the Sherlock Holmes canon.

Now, though, the owners of heritage railways in Great Britain are wondering whether they will still be permitted to use coal. A few excursions on the Bluebell Line cannot raise global temperatures. Indeed, rather than talking about Indian railways and imperialism, we should talk about contemporary emissions from that very country.

Or, on the other hand, as this film's commentator says –

"today, Nyasaland; yesterday and tomorrow, to the far corners of the Earth, to the five continents of the World, to the dominions and colonies, North British locomotives have left the Clyde to give long and faithful service, locomotives which, whatever the climate, and however adverse the conditions, have given of their best, the best there is in locomotive building...."

North British - YouTube In case you find the full 35 minutes beyond you, try viewing this 1949 piece of history from 29 minutes for the South African engine and then from 34 minutes for the Nyasaland majestic machine.

Jim`s monthly selection of videos.....

This must be one of the earliest UK railway film I`ve come across so far. It`s a ride on the Llangollen Railway, passing through Llangollen station, made in 1898. It would be best to turn the volume down. Running time 2:54

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

This is a lovely video of a trip through the beautiful Welsh countryside on the Talyllin Railway in warmer times. Roll on the summer! Running time 21:17.

<https://www.youtube.com/watch?v=-hv9kIqwaek>

To close, here are eight model railway exhibition layouts with commentary at the Cupar MRC Xmas Show 2021. Running time 22:55

<https://www.youtube.com/watch?v=IqFfc-gSBMA>

Links may have short adverts at the start which you can skip. YouTube now detects if you are using an ad blocker and stops the video from running. Best to switch the ad blocker off temporarily if this happens.

And finally.....

Membership renewal was due on the 2nd January 2022. Recent new members who have joined since 1st August 2021 do not have to renew until 2nd January 2023.

Many thanks to all of you who have already renewed your membership, it is much appreciated.

Membership is £15.00 Single or £22.50 Joint

If you haven`t quite got around to it yet and are able to do so, please consider renewal by Bank Transfer or Standing Order, using details - Bishop`s Castle Railway Society Co. Ltd
Account No: 01229877 Sort Code:- 40-12-02 Ref: membership number

Cheques made payable to Bishop`s Castle Railway Society Co. Ltd. with your membership no. on the back of the cheque, can be posted to-

Lin Dalton, 37, Mary Elizabeth Road, Ludlow, SY8 1LP.

Don`t forget if you are a tax payer the Society can claim Gift Aid on your subscriptions and donations. This means an extra 25p for every £1 you give and it will not cost you any extra. If you are not sure whether you have completed a Gift Aid declaration, I will be more than happy to check for you. Email me at: mail@ludfordpark.plus.com or write to the address above.

Lin Dalton

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www.bcraileway.co.uk

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If you have an item for the Newsletter please send to Lin Dalton at mail@ludfordpark.plus.com by the 1st of each month

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mail@ludfordpark.plus.com

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