

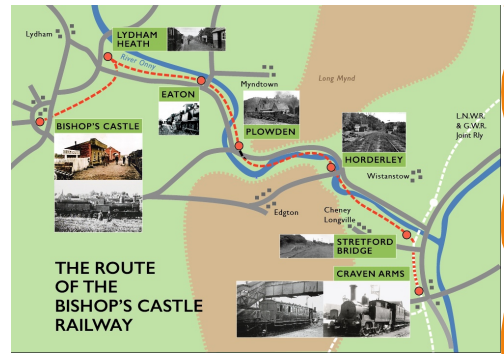
B.C.R.S. NEWS

July

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No. 43

The Monthly Newsletter of The
Bishop's Castle Railway Society



Weighbridge Project Update

Now that Building Control approval has been received work is continuing apace. Enthusiastic volunteers turn up regularly to take on a variety of tasks, but there's always time for a chat and a coffee break.



All the windows have now been wedged into place and are being lime mortared into the surrounding brickwork. The doors have been ordered and it is hoped to have them in place by the end of August.

Replica cast iron guttering has been installed by Mike and David (photo left)

The next big job is to dig around part of the building and out into the spare land to the rear of the building to enable the rain water soakaway to be installed. A mini digger will be required for this work, much to the delight of one or two volunteers.... they know who they are!

To give access and allow this work to be done safely, it has been necessary to temporarily move the Banana Van to the opposite end of the site. With the help of Ransfords equipment and workforce this manoeuvre was successfully completed, though not without a few tense moments.



Weighbridge Project Continued.....



WINDOW CILLS

We are very grateful to Tim Royall from McMillan Masonry Ltd of Leebotwood, who worked in the recent extreme heat and made an excellent job of resurfacing the weather damaged original window cill of the weighing room part of the building.



&

VICTORIAN GRAFFITI

Whilst fitting a new window in the front of the weighbridge building a set of initials and a date were discovered, carved into the stone cill. The initials are H.J.J. and the date is either June or July 30th 1898. The building was built at least 30 years before that date so it is unlikely to be the stonemason's mark, so who was H.J.J.?

Jim Trenfield has suggested the most likely explanation so far.....

"It looks to me that the initials are "HJ" with the second J being the first letter of the month. In the 1890s, Richard James, a coal, lime and manure merchant, was based at the station and there's evidence that he operated the weighbridge. He had several sons, one of them being William Henry (born 1883). It's possible he would have worked with his father. I can imagine a bored 15 year old doing a bit of carving to while away the time"



Fundraising

With all fundraising events cancelled for this year, there was concern that the weighbridge project funds would run out and the project would have to be put on hold. However with a bit of lateral thinking and the support of our members and friends, work continues.

The Watertight by Winter appeal has realised £1,510 and a further £1,000 has been awarded by the Ecclesiastical Movement for Good Awards. Thank you to everyone who donated to the appeal and to those who took the time to go online and nominate us for the Ecclesiastical award.

To continue fundraising whilst social distancing, it has been decided to produce a Bishop`s Castle Railway "Nostalgia" Calendar, a collection of some of the best Black and White photographs held in the Society`s archives with a description of each one, researched by Peter Broxholme.

Available to purchase from 1st September and can be pre ordered now by emailing: socialmedia@bcrailway.co.uk or phoning 07553010196

Pre ordered and collected locally for £7.50 and for those living further afield, they can be posted for an additional £1.50 to cover p&p.



£7.50
+ £1.50 p&p

This unique Calendar, the first ever produced by the Bishop's Castle Railway Society on sale from September is available to pre order now by emailing—socialmedia@bcrailway.co.uk or phone 07553010196



Peter Featherstone`s addition to his Carlisle layout

BCR Van 22. My son recently took an old model of a GW Iron Mink and repainted it white with black under frame. Transfers from Endon Valley Custom Decals were applied and with a coat of matt varnish they now seem secure. The end result is very pleasing, as van 22 is reborn and part of a suitable train for Carlisle. (Photo left)



Photo right: the original Van 22



Jonathan David asks for information about early BCR rolling stock

As we proceed (conditions permitting, eventually) with our model of the never-built BCR extension to Montgomery town, Newtown Model Railway Society would like to be able to run trains representative of the last 19th century. We shall have a model of Carlisle (and its 4-wheeled tender) and we have a fair idea about the six ex-LNWR carriages, but information on goods rolling stock is extremely sparse:

1. There is a drawing attributed to Mike Morton Lloyd of the side and part of the end of a wooden goods van. Has anyone ever seen the complete drawing as the one I have shows signs of having been photocopied with part omitted? Also it has been suggested to me that there is still a van body somewhere.
2. In the background of a couple of photos lurk some early cattle wagons which are open at the ends as well as the sides. There is insufficient showing to identify them and I have been unable to find a similar design on another line.
3. The BCR must presumably have had one or two brake vans before it bought the two from the GWR. But if so they seem to have escaped the photographer.

The BCR is understood to have had a considerable amount of timber traffic, but there is no evidence of BCR timber wagons at any time in its life. For the later period I have built a pair of LNWR ones and intend to build a pair of Cambrian ones to accompany them – chosen because I have drawings.

Any suggestions of sources of information on this will be much appreciated.

Jim`s monthly selection of videos

Here's a link to "Mishap" a British Transport film from 1958. A train enters a tunnel but doesn't come out. Railway staff follow a set procedure to deal with the emergency. The line has long gone but colour pictures of what the locations are like now have been edited in. Running time 13:47. <https://www.youtube.com/watch?v=vnCdr1r5YxI>

Next, a link to a silent film in colour of the last train from Buildwas Junction to Much Wenlock and back in July 1962. Running time 1:10.

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

Another ride on a footplate. This time it's on 6990 Witherslack Hall built in 1944 and being run on the East Lancashire Railway. Running time 6:04.

<https://www.youtube.com/watch?v=H47xId2-U5M>

Although some examples of steam locomotive classes have been preserved, most were cut up. Here, thirty of the lost ones live on as models in this chap's impressive collection and are shown running on his extensive layout. Running time 18:37.

<https://www.youtube.com/watch?v=WG5Q2dvMb4Y>

SEVERN VALLEY RAILWAY NEWS

Lots of good news at last, this month, although you may have heard about some of it, already.

Finances - The appeal has now raised over £750,000 and is still ongoing, plus the company has successfully applied for a Government funded Business Interruption Grant of £1.5 million. So, its financial position is now much more secure.

Falling Sands Viaduct - A first engineering train has crossed over the newly relaid trackwork with the first phase almost complete, leaving some signalling engineering work to be finished. Discussions about the bats roosting under some of the arches are ongoing, although this will not affect train services.

Services - The long wait for the first trains, is almost over.

Between 1 & 16 August there will be special services, using compartment stock, with one departure from Bridgnorth and two from Kidderminster each day. These will be on a pre-booked whole compartment only basis, for up to six people, priced at £75 (10% member discount available) a good saving if there are 4+ people. Each one will follow a fixed itinerary for the day, with a timed stop at Highley, for the Engine House, it will be also possible to end the up journey at Bewdley. Passengers will have one round trip, and have the same compartment to themselves; boarding or alighting at other intermediate stations will not be possible and these remain closed to the public.

Tickets available now:- phone 01562 757900 or online at svr.co.uk No tickets will be available on the day.

A final decision on the details of services after the above dates has not yet been announced.

Controlled numbers of volunteers have been working on the whole line for the past month, preparing locos and rolling stock, doing essential maintenance work, in particular reversing the unfettered advance of nature in our gardens etc.

Bars and shops at Bridgnorth and Kidderminster are now open and refreshments are available at the Engine House

Social distancing restrictions apply at all locations



Help

We have been given a LNWR station seat from East Didsbury and Parrs Wood. It's been in the same family for 50 years and we'd like to restore it to its original livery. Currently it's in an apricot/orange hue; we have no idea about what would be authentic. Can anyone help?

Contact John Rimmer
Tel 01588 638998
email: john.bcr@outlook.com

On The Road Again

I'm writing this on the Monday following "Super Saturday" when, it seems, we didn't all go mad and undo the good work of the last three months. Also today I've heard from my son, living in the Southwest, who has been on the first steam passenger train to run since before lockdown. This was the Dartmouth Steam Railway, from Paignton to Kingswear. So things have changed; not ignoring the difficulties and the sadnesses of the past few months, and recognising that we aren't out of the woods yet, there is hope that, beyond the horizon, we who like railways and all the things that are associated with them, have something to look forward to.

Some preserved railways have decided not to open this year; all will suffer financially. We, as an organisation, are no different; we know that our ability to raise funds is severely limited this year but by using our imagination, by appealing for support and by thinking about marketing some of the assets we have, we are feeling very positive about the future.

There is still uncertainty about whether we will start our winter programme in September but things may be clearer by early August. I have a Zoom quiz up my sleeve: for those puzzled by this concept, all will be revealed in good time if we go ahead. So I'll repeat my appeal for anyone who has a paid for Zoom account, and would be willing to "lend" it to us, to please get in touch.

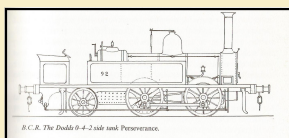
We had a virtual Committee Meeting very recently. There was an update of the Society's general activities, an update on the Weighbridge and a review of the financial situation. I'm pleased to report that the decision was made to release further funds for the Weighbridge project, whilst ensuring that there are sufficient reserves to safe guard the position of the Society. This will greatly help our forward planning.

It was also decided to review the number of artefacts we have in storage; these came from the museum. Some are loaned to us, but there are others that we don't really see forming any future displays. Bishop's Castle Railway items will, of course, remain. Help to achieve this, would be gratefully received as would any advice on disposals.

I hope the summer proceeds well for us all. We can be optimistic that we are heading for the light.

John Rimmer

And finally a rather apt quote from Jim Trenfield.....



**"Perseverance" makes "Progress"
in "Bishop`s Castle"**



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www.bcrailway.co.uk

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