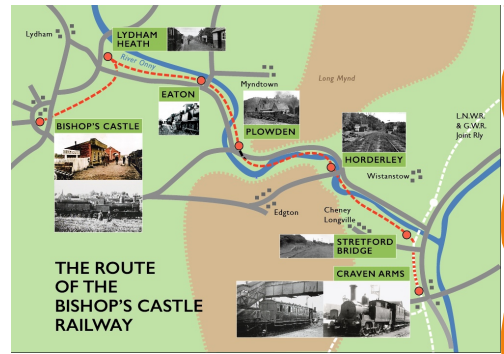


B.C.R.S. May 2021 NEWS No. 53

The Monthly Newsletter of The
Bishop`s Castle Railway Society



SOCIETY UPDATE

The recently elected Director/Trustees have held three meetings in the past month.

Much was discussed and individual roles were allocated. Roger Dalton continues as Weighbridge Project Manager and David O`Neill has taken on the role of Weighbridge Caretaker. Lin Dalton continues as Social Media, Fundraising and Events Coordinator.

The officers remaining unchanged are Mike Boyd as Secretary, Malcolm Jones as Treasurer, Nick Downes as Membership Secretary and Peter Broxholme as Journal Editor.

It was agreed that one of the urgent tasks was to retrieve the artefacts from the various locations where they had been stored since January 2018, when the Museum in School Lane closed. David O`Neill, Richard Newcombe and Mike Boyd completed the task in record time. Now starts the job of collating the various registers and lists to enable identification of each item and it`s provenance.

First Weighbridge Site Open Day of 2021

Bank Holiday Sunday May 30th 10am – 4pm

Over the past few months the building has undergone
a major transformation

Come and see how the vision is being turned into the reality
of A Railway Museum and Visitor Centre

Lots of bargain railway books

FREE ENTRY

In conjunction with Bishop`s Castle Driveway Sale Event

A car boot sale with a difference

Individual stalls outside properties throughout the town

COVID SAFE ~ TRACK AND TRACE IN PLACE

Weighbridge update

After months of delay due to lockdown and the winter weather, the soakaway system is finally in place. Shropshire Council Building Control have not only approved the rainwater soakaway, but much to our surprise and delight they have agreed to Roger`s soakaway plan for the kitchen waste water. That can now be done much quicker and more cheaply than going into the main in the road or putting a cesspit on site. (Photos right)

David O`Neill and Mike Boyd have been busy installing the kitchenette and sales area. Anyone who has experienced flat pack furniture will know the "fun" they had putting it together. And yes, they did have a large bag of bits left over! Coffee breaks are now far more comfortable and civilised, though the tap is only for effect. More funds will be needed to connect to mains water. (Photo below)



Finally the temporary security barriers were put in place to delineate the site boundaries from Ransfords Timber Mill. We are grateful to Ransfords for allowing us to store materials on their land whilst building work was in progress and to Steve Hudson and his forklift for help in moving the heavy materials into the new storage area. The next stage of the project is to agree a design for the gate and to erect permanent wooden fencing to replace the security barriers.



Following last month`s article about Give as You Live, David O`Neill shares his thoughts

"There is a very easy way to raise funds for the society if you use Give As You Live when you shop online. If you search for this on Google or the like you can read all about it. All you will need to do is, instead of going directly to a shopping website, go to Give As You Live first. When you join you will be asked to nominate your charity, Bishop's Castle Railway Society of course, and that is the only time you will do this. If you have an iPhone, Apple PC or Apple tablet there is an app for all this. Android users can tap the dots at the top right of the screen when you are on their site and select 'add to home screen'. It helps me to remember to use it if I drag the icon over to my most used screen.

When you want to shop click on the icon and select your store from the most used selection or search for your chosen site. You will be surprised how many large stores are taking part, M&S, Screwfix, Ebay, Boots and thousands of others. You will go directly to your chosen store and then you shop as normal. A small percentage of your spending goes directly to the Society and you need do nothing more. Give As You Live holds none of your information or financial details at all. The store pays Give As You Live directly and they pay the Society.

More stores are being added all the time but not all the supermarkets are signed up yet which is disappointing. Please give it a try and all it involves is one small extra step in your online shopping."

The Shrewsbury Chronicle carried many reports of the BCR

12/4/1861

A meeting was held at Montgomery to obtain local support for the BCR bill to be put before Parliament. Mr J. Mickleburgh, surveyor, explained that the route had been selected by the most eminent engineers of the day as the most direct communication between London and the ports of North Wales and Ireland. The previous year, he'd attended a meeting at Bishop's Castle and afterwards a committee was set up to apply to Parliament for permission to construct a line between Montgomery and Bishop's Castle. Landowners were to be asked if they'd accept shares or rent for the land required. A deposit of £14,800 had to be deposited with the Bank of England as a sign of good faith. Half of this sum came from Mr Savin, the contractor, and half from the Ebbw Vale Iron Company who would supply the materials (there was a local connection it seems). Similar meetings to garner support were held at Bishop's Castle and Craven Arms.

11/4/1862 A large staff of railway surveyors was in the town actively engaged in surveying the route of the line for the contractor.

2/9/1864 Construction had started at the junction with the Shrewsbury and Hereford Railway near Craven Arms. All the land needed from there to a point between Lydham Heath and Bow House had been acquired.

28/10/1864 Work on the line from Lydham Heath to Bishop's Castle had commenced the previous Monday.

23/12/1864 It was certain that 300 men were at work on the Craven Arms end of the line and they were going to immediately commence at the Montgomeryshire end.

23/02/1866 The Farmer's Supply Company Ltd advertised that they were selling lime, coal, building materials, fertiliser and oil cake at Bishop's Castle, Lydham Heath and Plowden stations. Prices could be had on application to the salesmen.

Wellington Journal 15/04/1865 The directors of the BCR invited loans on debentures for 3, 5 or 7 years at £5 per cent per annum payable half-yearly. This was a recurring advert in several newspapers for some time.

Oswestry Advertiser 17/01/1866 John Craston, Traffic Manager, advised on 8 January that the BCR was open for goods and mineral traffic.

Shrewsbury Free Press 03/02/1866 The BCR opened for passengers on 1 February. Earlier, on the 27 January, a special train had been provided to bring the Squire of Plowden and his shooting party back.

Wellington Journal 03/11/1866 A timetable seemed to indicate that trains only stopped at Eaton on Fridays.

The Stroud Journal of Saturday 22/12/1866

Bailiffs had arrived the previous Tuesday and taken charge of the buildings. Services were still running with bailiffs at each end of the line with another on the trains. This was due to a writ from a creditor who was owed less than £1,000 for professional services.

BCRS Model Group update

Mark Cudworth's Lockdown Layouts

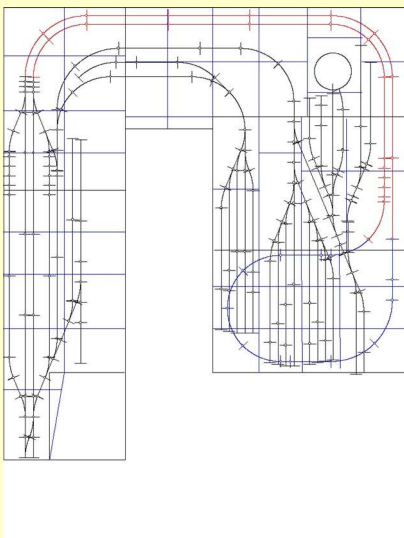
When the weather improved, I guess like many others I started pottering in the garden. So began the next project. At the bottom of the garden, I created Klettendorf Bahnhof as a place to display all those bits of railway bits and pieces. So, I built a platform and lean to shed. With the help of my friend Matt created a locomotive from a water butt and scrap wood from an old climbing frame. (photos right)

As something to look forward to, David Hemsley a fellow member of the BCRS had the idea to build a 00 layout in a shoebox over Christmas. With the idea after lock down we can meet up and join the shoeboxes together and run trains through them. So a snow covered valley was created. (photo below)



Not everyone has room for a large layout, so for those interested in micro layouts here is a link to a micro layout constructed in an A4 Box File. The full build appeared in the November issue of Railway Modeller. <https://www.youtube.com/watch?v=HwGA0mjH5vI>

Gren Jackson has sent an update of his latest project



“At this stage the best that I can send is the main track plan and a photo of the part of the track under construction as of last week . Track laying and electrics should be complete during May.”



Any member wishing to join the group can contact Stuart Taylor by emailing: satalt17@gmail.com

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

This is "The Queen's Lost Railway", the former King's Lynn to Hunstanton line. Running time 15:56 <https://www.youtube.com/watch?v=kppMFgxiluc>

How's this for a restored Garratt locomotive on the Ffestiniog & Welsh Highland Railway. Running time 20:06 <https://www.youtube.com/watch?v=5mS2JF0MGsA>

Here's one for model railway enthusiasts. Uncoupling rolling stock on a layout can be awkward. I've seen this tip before but the attached link explains how it can be done well. Running time 3:27 <https://www.youtube.com/watch?v=HzT3P2pYsss>

Some say 3 in 1 oil and WD40 are bad for model railway locomotives. Here's a rebuttal of that. Running time 8:25. <https://www.youtube.com/watch?v=6bmbFtEB5Tw>

The Mickleburgh / Piercy Connection

An article appeared in the Winter 2020 Journal about the purchase by the Society of two original documents concerning money owed to John Mickleburgh by the BCR.

Jim Trenfield has carried out further research into John Mickleburgh's relationship with the BCR and it has revealed that he had a connection to Benjamin Piercy.

In 1847, Piercy went to work for Charles Mickleburgh, a land and road surveyor, in Montgomery. John Mickleburgh was a land agent living, and probably working, with his father, so he and Piercy would have rubbed shoulders. Piercy was still lodging in Montgomery in 1851. He studied engineering in his spare time apparently.



The BCR director's report in 1868 said that "the great difficulty was the failure of Mr Piercy and his inability to complete the line to Montgomery". It was previously thought that this meant he'd been made bankrupt like Savin, but far from it. He had other irons in the fire. He was involved in the building of most of the railways in Wales. Between 1862 and 1885 he worked on projects in France, India, Italy, Sardinia and Wales and yet, somehow, he found time to build the BCR. He lived in Sardinia for many years as chief engineer to the Royal Sardinian Railway Company, building a villa on the 3,700 hectare estate he'd acquired.

Benjamin Piercy (photo left). His timeline can be found at:-

http://www.engineering-timelines.com/who/piercy_B/piercyBenjamin.asp

Michael Rosenbaum sent in this link saying

"I think I have seen all these photos before but don't recollect seeing this collection"

<https://transportsofdelight.smugmug.com/RAILWAYS/RALWAYS-EXCLUDED-FROM-THE-1923-GROUPING/BISHOPS-CASTLE-RAILWAY/i-qtQs5f9>

SEVERN VALLEY RAILWAY NEWS via Stuart Dickinson

Visiting GWR 2999 Lady of Legend returns to Didcot in early May, after a successful visit which enabled a few initial teething problems to be resolved, during what could be said to be it's first "running in turn".

Daily services are now running until the end of September. In order to help save costs this year, after the effects of the last 12 months, trains will not normally run on Mondays, apart from Bank and School Holidays. For the foreseeable future all trains will continue to be Covid secure, very favourable feedback from passengers has been received on this aspect, and pre-booking is recommended. The following events are being staged in the next few months.

13 to 16 May - Spring Diesel Bash.

Three trains per day from Kidderminster, and one from Bridgnorth. Each train will do three round trips with a specific type of motive power :-

- Train 1, Class 50s - 50007, 50035, 50049
- Train 2, Hydraulics - D821 Greyhound and D1015 Western Champion
- Train 3, Sulzers - Class 33 33108 and visiting special guest 47773
- Train 4, English Electrics - Class 40 40106 Atlantic Conveyor and visiting Class 20
- There is also the opportunity to ride behind a Class 14 and new liveried class 17 on a shuttle between Kidderminster and Bewdley.
- Photo opportunities at Bridgnorth and Kidderminster.

Usual pre-booking arrangements for travel on one train for the 96 miles will apply, details of the train departure times on the website. No intermediate stops.

Joint Packages On certain dates there will be add on opportunities:- Arley Arboretum, Walking with Alpacas at Country Park, or a tour of Bewdley Brewery.

Booking essential for service trains and the events www.svr.co.uk tel: [01562 757900](tel:01562757900)

Welshpool & Llanfair Light Railway

Prepare for a visit today

Timetables - Welshpool & Llanfair Light Railway (wllr.org.uk)

Tel: **01938 810441**



If you have an item for the Newsletter

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by the 1st of each month

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