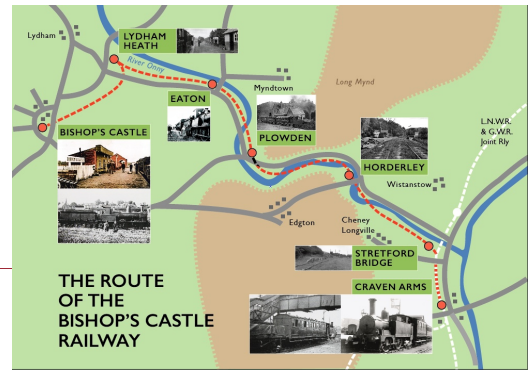


B.C.R.S. NEWS

May 2020

No 41

Monthly Newsletter of
The Bishop's Castle Railway Society



Weighbridge Project update

“Watertight by Winter”



An original rescued door in front of a temporary door made by volunteers.



Four new doors are the final step to making the building watertight.

During this period of social distancing, local company Shropshire Hardwoods, who have made the new windows, find themselves with all work on hold and by Anthony Jones and Aidan Oakley working in shifts alone in their workshop the doors can be made sooner than expected.

We have an opportunity to help a local business and jump the inevitable queue when life returns to anywhere near normal.

With fund raising events cancelled this year, we need to raise £2,300 to fund this part of the project.

CAN YOU HELP?

BACS payments can be made to HSBC – Bishop's Castle Railway Society Co. Ltd Account 01229877 Sort Code 40-12-02 ref: Doors or cheques can be made payable to B.C.R.S. Co Ltd. and sent to Mr Malcolm Jones, BCRS Treasurer, 40 Upper Road, Meole Brace, Shrewsbury, SY3 9JQ

For more information, please contact John Rimmer
Tel 01588 638998 Email john.bcr@outlook.com

From the Chairman.....

“Patience is the art of finding something else to do”

These are truly times to be patient. So many things we might want to do, so many places to go, so many people to see. The garden, if you have one, beckons. So many things to do, so much time to do it. There’s always tomorrow. But don’t be bored. Groucho Marx was right; there is always something else to do.

So it is with the Society. Changes in personnel mean changes to procedures, informing those who need to know (even if they don’t want anything by post at present) and getting used to each other.

Work to be done on the Weighbridge, windows to fit, holes to be dug, the inside to fit out. And no fundraising allowed. So the “something else” involves some detailed planning, ordering doors (which gives work to a tradesman with nothing else on) and the fermentation of ideas and, just plain thinking. So, when we can, we’ll know what to do, in what order and, with luck, have some money to pay for it. We’ve already had a response for the “Watertight for Winter” appeal (great title!) so if you can help, please do and we’ll have something to get on with when we’re allowed out. In the meantime, to everyone: be safe, be well, and be patient!

John Rimmer

An update on the Montgomery project from Jonathan David

Until the Newtown Model Railway Society had to stop meeting, work was continuing on track laying, with wiring started. In the mean time Trevor Hughes has been working on two ex LNWR carriages, two other members are building a W Stanley Gwilt coal wagon and a cattle wagon, both from kits, and I have completed a few more wagons.

The first was brake van No. 2 from a Walsall Model Industries kit, though with most of the etched components for the external framing replaced by timber. Next came a pair of scratch built LNWR timber wagons, based on drawings in “LNWR wagons volume 1” (Wild Swan). The BCR seems to have had a fair amount of timber traffic but never owned any wagons suitable for carrying them, so we assume that they must have been supplied by the GWR, LNWR or, in our scenario where the main line was completed, the Cambrian. Perhaps in the future I shall build a pair of Cambrian dumb buffered examples; I have the official drawing.



Finally I have produced a scratch built representation of one plank wagon No. 58 as seen in pristine condition with the proud construction team (Lucas page 14). It probably did not remain in this condition for long, and I am minded to build a model of No. 59 based on the photo on page 50 of Lucas, ie dirty with hardly any visible lettering. A question though? The caption on page 14 says the wagon had been rebuilt, though I am sure elsewhere it says that Beddoes built it. Which is correct?



Albyn Austin`s report on progress of his layout of Bishop's Castle station

Little shed behind cattle dock, two stores, one for oil and grease I think outside engine shed and one behind the signal for spare candles perhaps? All are various Hornby or Bachmann offerings repainted. None are quite correct but pretty close. Signal is from Model Signal Co parts - should have just a single spectacle frame not a double one (similar signal at Lydham Heath had the double frame spectacle though). Scratch built coal stage from plastic card and balsa plus bits from a Wills coal staith kit. A bit short but not enough space for the full size.



Second set of sheds are the ones on the goods platform. Again a mixture of kits, commercial models and scratch built with various modifications and all repainted.

Still 4 more to make - two van bodies, two coach bodies as bus garages and a permanent way hut. Photos from British Railways Journal of hut and one from the Stephenson Locomotive Society collection, others unknown .

2nd Instalment.....

Have now completed the 'sheds' with the two van bodies, the two parts of old coaches for bus garages and the PW lean to at the back of the goods shed.

The two buses are both plastic kits. The smaller is a US HO scale school bus from a US supplier that was built last year, but I've just added the rear transfer from the batch supplied by Robert Kosimider. The second is a 1/72 scale Russian Moscow city bus by Zebrano and supplied by Hannants who stock a huge range of plastic kits. Neither are that well built by me in truth but adequate for the job. They do resemble the photos of BCR buses but are not accurate replicas. The registration numbers are correct - must add the rear ones, removed to make room for the transfers.



Next job is the two timber cranes. I obtained two Mike's Models kits but these are too big for the space available so having to scratch build using the kits as a guide,

Jim`s monthly selection of videos to while away a wet afternoon or even a sunny one if you are fed up with painting and gardening!

Firstly a clip which was also sent in by David O`Neill and definitely worth watching,
<https://www.bbc.co.uk/news/av/uk-england-sussex-52487203/eastbourne-man-builds-railway-in-his-garden>

Now a link to a wonderfully detailed video shot on the footplate of a Black Five on the North Yorkshire Moors Railway. I`ve never seen a better depiction of what it was like for an engine crew. It runs for 20:17 and is very watchable <https://www.youtube.com/watch?v=RsO55gZDjbs>

This is a short clip from 1928 showing a railcar on the Shrewsbury & Montgomery Light Railway ("The Potts") at Maesbrook station. Running time 1:35.

<https://www.youtube.com/watch?v=XY3npBKTPQI&feature=youtu.be>

Next, the Flying Scotsman and its return to service after a £4 million pound restoration in 2016 by the National Railway Museum. Running time is about 29 minutes.

<https://www.youtube.com/watch?v=fR2kHoPsBHI>

"Merlin" was one of five 4-4-0 locomotives built in 1932 for the Great Northern Railway (Ireland) and hauled express trains between Belfast and Dublin. It`s been preserved. Running time 2:24.

<https://www.youtube.com/watch?v=hk6KVrfv4Xc>

This is a link to a 5" gauge model steam locomotive being prepared for action and then running, although the driver doesn`t look too happy. Running time 5:59.

<https://www.youtube.com/watch?v=-VL9vB8AFvU>

Finally a link to a short video of "Russell", a much travelled engine built in 1906, running on the Welsh Highland Railway and looking splendid. Running time 2:49.

<https://www.youtube.com/watch?v=YG9jRaPBj0Y>

Brian Gregory

Brian Gregory, one of our locally based members, died on Sunday May3rd. He had been unwell for a little while.

Brian was always cheerful. He had had two knee operations and suffered a bit after these. He never complained and when he made it to a meeting he was invariably first to arrive and always, unbidden, put out chairs and helped clear up afterwards. If he wasn`t able to come he usually rang me to let me know.

He was quiet and unassuming, supportive of the Society and our project, and always encouraging. I shall miss his friendly smile.

John Rimmer

John Rimmer confirms that railway enthusiasts can have other hobbies.....

Engineering in Wood

Apart from railways, I'm very interested in boats and boatbuilding. For the last eighteen months or so I've been following the rebuilding of the Tally Ho, a 48ft yacht built in 1909 in Shoreham. She won the Fastnet race in 1927 but now resides in Washington State in the Pacific North-West. There she is being restored by a young Englishman called Leo Goolden.

Why am I telling you all this? Well, Leo is crowd funding the restoration and produces a YouTube video of the progress made every two to three weeks. Mostly he works alone but from-time-to-time help arrives for the bigger tasks. For such a young man, Leo is a very accomplished shipwright. Much of what he does isn't carpentry, much less joinery but cabinet making on an epic scale!

The boat is being built from the lead keel up and currently he is about to fit deck timbers. There are 71 episodes so far, so you could binge watch for three or four days (which is what I did). Even if you have no particular interest in boats you might find the demonstration of skills and determination inspiring, as I did. A recent episode (69) involves the fitting of two 48ft, eight inch square, timber beam-shelves, curved in two planes, single handed. Oh, and he repairs, sets up and uses a threading machine to produce silicon bronze bolts.

When asked, he says that the boat will be finished "in two years"! This really is engineering in wood and well worth taking a look at.

<https://www.youtube.com/channel/UCg-1YeV8hBnDSay7nmpHUA>

Facebook : <https://www.facebook.com/sampsonboatco/>



The last word from Stuart Dickinson.....

SEVERN VALLEY RAILWAY - CLOSED UNTIL END OF JUNE, AT THE EARLIEST.

The emergency appeal to raise £250,000 to cover unavoidable costs, has been an overwhelming success, with £650,000 received by late April.

TALYLLYN RAILWAY - CLOSED UNTIL FURTHER NOTICE. Have, similarly launched an appeal for £75,000, which was passed at the end of April, no less a remarkable achievement. They have said that they hope to extend the normal running season past November as long as there is passenger demand.

"Just two of, no doubt, many such calls for help, which show that the spirit of the early preservationists is still alive, and that today's enthusiasts and volunteers are unwilling to let the achievements of the past 60+ years come to a grinding halt. Obviously, there are much greater needs than our interests, in this unreal time, with huge charity raising events nationwide, which could place the Railway Heritage movement at the back of a long queue. Somehow, though, folks have been able to spare a little more for us too."

www.bcrailway.co.uk

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

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