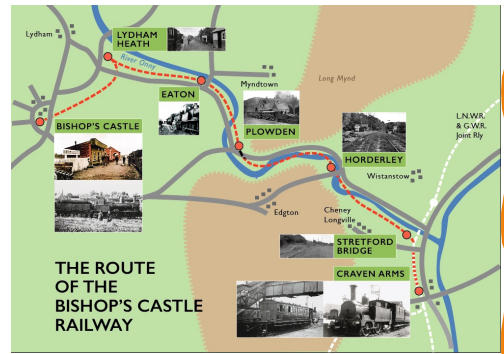


B.C.R.S. NEWS

November
2020
No. 47

The Monthly Newsletter of The
Bishop's Castle Railway Society



Weighbridge Project update

Watertight by Winter has been achieved

Despite all the challenges this year has brought, a tremendous amount of work has been achieved.

The windows and doors have been fitted and just need the final coats of paint.

First fix electrics were installed and then there was a big push to have everything ready for local plasterer Harry Aldridge to begin on 19th October. The final door was fitted just 2 days before the plastering began. A big thank you to the volunteers who put in all the extra hours necessary to be ready on time.



Once the plasterer got to work, insulation was rolled out above the ceiling joists and plaster board was fitted, followed by a plaster skim. (photo left)

The walls required three coats of lime plaster due to the unevenness of the hand made bricks.

The finished plaster is about one inch thick (photos right)



The next job is second fix electrics including four wall heaters, although the fire will still be lit at coffee time on cold winter days. The building now needs at least 4 weeks to dry out before the walls can be painted.

With electricity imminent and a small kitchen area planned and ordered, the volunteers will have a warm, inviting space to while away the winter months.... and do a bit of work, abiding by government guidelines of course.

Weighbridge Fundraising

Co-op Local Community Fund



We're delighted that Bishop's Castle Railway Society Weighbridge Project has been selected to take part in the Co-op Local Community Fund.

The funding round started on Sunday 25 October 2020 and will run until 23 October 2021. During this time, Co-op members will be able to select us as their chosen cause. The more members who select us, the more funds we'll receive.

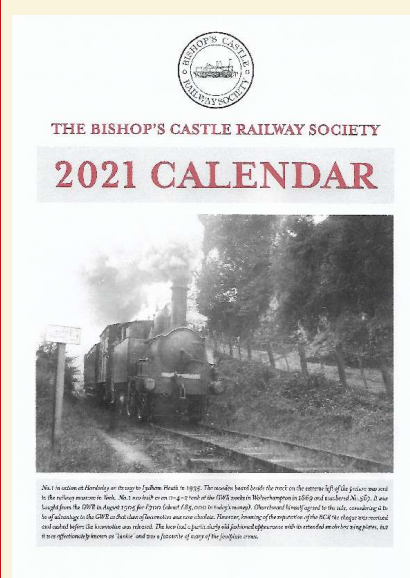
Even though we're linked to local Co-op outlets in Bishop's Castle, money raised through Co-op Membership can be generated anywhere in the UK, as long as a Member is buying selected products or services from the Co-op Group. You can choose which cause to support by signing into your membership account or by calling the membership helpline on 0800 023 4708.

For every £1 spent on selected Co-op products and services, 2p will go into your membership account and the Co-op will give the same to The Weighbridge Project.

You can follow the progress of how much you are helping to raise by visiting our profile page <https://membership.coop.co.uk/causes/45367>

If you are not already a Co-op member you can join online at coop.co.uk/membership or by downloading the [Co-op app](#).

We were previously chosen to be included in the 2018/19 Co-op Community Fund and received a total of £2,647.15. **It just goes to show that every 2p counts!**



Calendar sales far exceeded expectation and by early October all 100 copies were sold. With requests still coming in it was decided to approach Craven Design and Print to see if they would consider supplying an additional small quantity, which they readily agreed to do. There are now only a few copies left, so if you intended to order one but haven't yet got around to doing it, please send your order to Lin either by emailing: socialmedia@bcrailway.co.uk OR calling: 07553 010196

£7.50 to collect from the Weighbridge or £9 including postage



MAY 2021

1 Sat	17 Mon
2 Sun	18 Tue
3 Mon	19 Wed
4 Tue	20 Thu
5 Wed	21 Fri
6 Thu	22 Sat
7 Fri	23 Sun
8 Sat	24 Mon
9 Sun	25 Tue
10 Mon	26 Wed
11 Tue	27 Thu
12 Wed	28 Fri
13 Thu	29 Sat
14 Fri	30 Sun
15 Sat	31 Mon



JULY 2021

1 Thu	17 Sat
2 Fri	18 Sun
3 Sat	19 Mon
4 Sun	20 Tue
5 Mon	21 Wed
6 Tue	22 Thu
7 Wed	23 Fri
8 Thu	24 Sat
9 Fri	25 Sun
10 Sat	26 Mon
11 Sun	27 Tue
12 Mon	28 Wed
13 Tue	29 Thu
14 Wed	30 Fri
15 Thu	31 Sat

Are there any Railway Modellers within travelling distance of Bishop`s Castle who would be interested in setting up a modelling arm of the BCRS?

I am very happy to have become a recent new member of the BCRS.

At the last open day at the weighbridge Lin asked me for my thoughts on setting up a railway modelling group which could meet at the weighbridge and take advantage of the facilities available for community groups which exist there.

I thought it was an excellent idea!

This article in the newsletter is the first step in ascertaining the level of interest from railway modellers in Bishops Castle and the surrounding area in setting up a modelling arm of the BCRS.

I am aware that some of the members of the BCRS are also railway modellers and I have already received an expression of interest from a fellow member of the Gauge 0 Guild in Ludlow.

Lin has also been in contact with an interested person.

Sadly, there is insufficient space within the weighbridge building to construct a club layout but I envisage members of the railway modelling group meeting to discuss aspects of railway modelling, exchange ideas and skills and perhaps bring along their models to construct and seek advice from others.

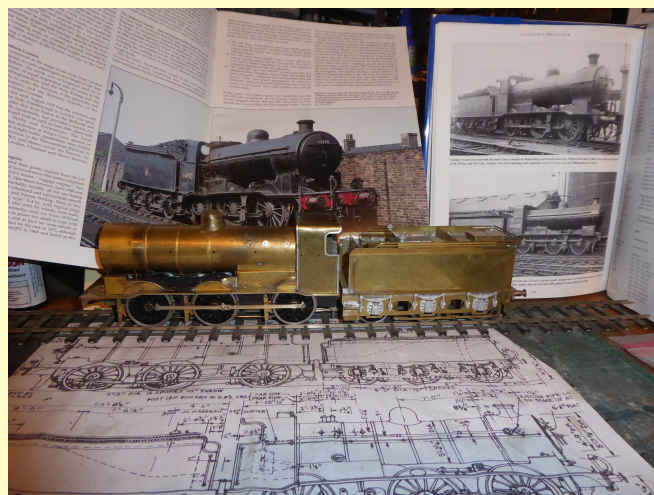
I am informed that the weighbridge building should be ready to host small meeting groups from around April next year (Covid permitting, of course).

In the meantime, I would be delighted to receive expressions of interest from anybody who would like to participate in the setting up of a railway modelling group.

Please email me on satalt17@gmail.com if you would like to become involved.

Thank you

Stuart Taylor



Two photos of Stuarts projects

Member David Dilks recalls family memories of the BCR.....

"When we were looking through some photographs from pre-war days, we came across the image on the right. We can date it to 1936 or thereabouts, because the picture shows my wife's cousins John and Sybil Evans, together with Mr. E. Medlicott, my wife's uncle, and her mother, Mrs. May Medlicott. Uncle Ted, I should further explain, had a cottage in south Shropshire, near Wentnor; and many years later, when I had appeared on the scene (late 1950s onwards) he told me that he had visited the BCR while the line was being dismantled.

Now, whether this picture shows that railway or some other is a matter for experts. To my amateur eye, the engine here shown resembles 'Carlisle' ?

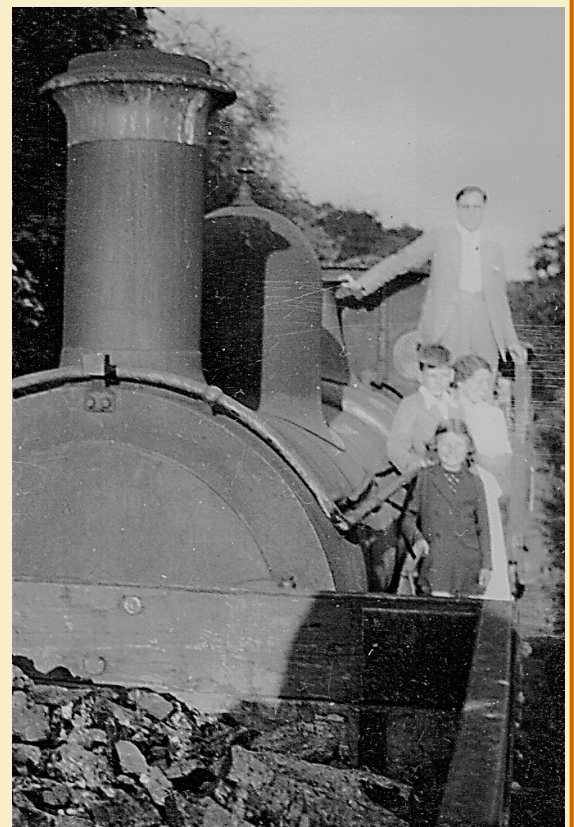
I remember being told by Uncle Ted that he had visited the BCR during the demolition, and the Railway was important to the family in early days, well before the First World War, because they then lived in Bishop's Castle; my wife's grandfather, Mr. Jack Medlicott's father, was manager of a shop selling game, fish and poultry and then lived at 40, High St., B.C. Many of the provisions came from Craven Arms by train; my father-in-law once described to me how it was possible to hear the engine a long way off and scamper down the street to the station in time to collect the goods the moment the train arrived.

Perhaps you may be able to show it to someone who knows the history of the B.C.R. Thoroughly"

Peter Broxholme comments "As far as I can tell this is Carlisle during the demolition. 1936 works as a date and the locomotive would be left outside on the line as by that time BC station and the shed would be gone. The features of the locomotive are consistent with Carlisle. The only thing that puzzled me was the absence of a steam pipe from the smoke box running down the boiler to the cab, which was on the right hand side of the loco.

I think the image has been printed backwards at some time. I have flipped the picture (photo right) and it looks right."

Albyn Austin says "I'm practically certain it's Carlisle - looks absolutely right to me - with some interesting close up details you don't normally see very well.



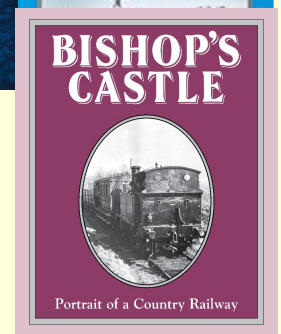
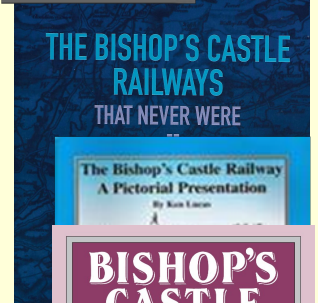
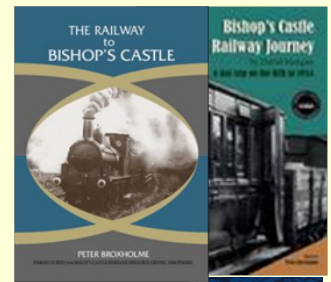
Give Santa a Helping Hand!

The clocks have changed and the nights are drawing in, autumn is well and truly upon us and with it our plans for Christmas start to come together. This Christmas will no doubt be somewhat different as browsing the shops for that hard to find present will be much more difficult.

To avoid all the crowds in the shops simply choose a BCR book to send to your nearest and dearest, they really will thank you for it and you can feel justly righteous about all the time and stress that you will have saved yourself, not to mention the reduction in CO2 that would follow from allowing us to post out your BCR books this Christmas.

So, if you want Pictorial Presentation by Ken Lucas, Portrait of a Country Railway by John Scott Morgan, Railway Journey by David Morgan, The Railway to Bishop's Castle by Peter Broxholme or Bishop Castle Railways That Never Were by Nicholas Harding there is still plenty of stock available.

Simply go to the BCR website: <http://bcrailway.co.uk/available-to-buy/> and download the order form. Fill it in with the lucky recipient's details and send it off to us with your remittance and leave us to do the rest.



Peter Broxholme

This 4mm scale EM model, in LMS livery, was built from a London Road Models etched brass kit, during the first Welsh lockdown period earlier this year by member Stuart Dickinson.

The company started building picnic saloons, to cater for the growing interest in travel by the emerging middle classes in the era before mass car ownership and motor coach touring. They could be hired by family groups, social clubs or friends for a day out.



LNWR 40ft Picnic Saloon

The early ones were 30ft six wheelers and a survivor has now been substantially restored by a Trust at the Buckingham Railway Centre.

The bogie version emerged from Wolverton works in 1898, and 55 were built. Gas lighting was provided, and existed on many vehicles, until their final demise, the last one was withdrawn in 1946. The LNWR was noted for its frugality and did not see the financial benefit in converting their existing stock to electric lighting, despite the safety hazard. All were dual fitted, as befitted their anticipated use in West Coast Joint Stock trains. This was a collaboration with the Caledonian Railway for Anglo-Scottish services, and this company was one of the pioneers in adopting air-braking as different to the more common vacuum brakes in use by most companies at that time.

The interior was divided into two compartments with a central vestibule, and a toilet at each end; giving flexibility for different sized groups. Upholstered seats were fixed down each side, facing a long central polished table. The interior was said to be well furnished but not opulent !

In view of their popularity, other similar coaches, such as club cars and family saloons were converted to provide a larger fleet.

SEVERN VALLEY RAILWAY NEWS via Stuart Dickinson

In line with Covid-19 restrictions, the railway is now in lockdown mode again until 3 December, with only essential and contract work proceeding. Most volunteers are excluded from the line, as are many paid staff, especially the over 60's. The practical effects on public services are detailed below.

SANTA SHOW TRAINS - November weekend cancelled. Refunds will be offered, and an additional date may be arranged in December. (all weekend dates now fully booked)

TRAIN IN LIGHTS - continuing as planned. (selling out fast)

These arrangements may change in the light of any further Government announcements.

On a more optimistic note the SVR has received £906,000 from the Cultural Support Fund, which is aimed to help protect organisations which are part of the nation's heritage. It is aimed to cover the period until 31 March 2021, and has to be mainly spent on salaries, additional security, etc. So, wonderful and much needed financial support at this difficult time.

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

This is "Portrait of an Engineer", an educational film made in the early 1950s. It shows a day in the life of an engineer at the Vulcan Foundry in Lancashire where locomotives were built. We joke about Health & Safety but look at the dangers the workers were exposed to back then!

Running time 19:01 https://www.youtube.com/watch?v=vq3AX3K_d5o

Here's Clun Castle being tested on the mail line last year. Running time 3:53

<https://www.youtube.com/watch?v=DZB1iYkOZ7A>

Next, the Fairbourne Miniature Railway in Mid Wales from 2016. You may have visited it in summer days gone by. The line runs for just two miles along the coast from the village of Fairbourne to the ferry station from where passengers can then be taken across the estuary to Barmouth. Sadly, the sea defences at Fairbourne will cease being maintained in the 2050s, but Gwynedd Council have said that it may begin "decommissioning" the village before then and start moving residents out. Running time 21:06.

<https://www.youtube.com/watch?v=KmewsY0kRu4>

To end, a link to the Hornby Railways Collector Guide website covering OO gauge models issued from 1955 to 2011. For each model listed, there's a description of the actual locomotive or rolling stock on which it was based. There's a wealth of other information as well. This isn't an official Hornby website but seems to be from Australia and has a record of being unavailable at times over the years. <http://www.hornbyguide.com/default.asp>

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