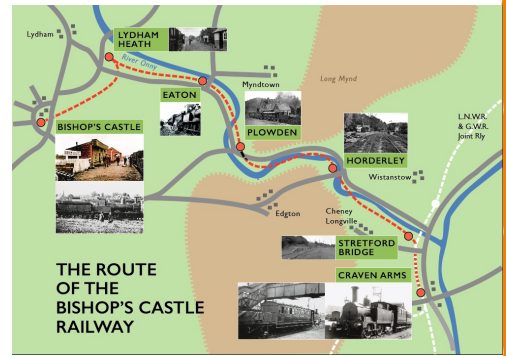


B.C.R.S. **September**
NEWS **2021**
 No. 57

The Monthly Newsletter of The
Bishop's Castle Railway Society



Forthcoming Events

  **EDIBLE ENGLAND**

See the tractor that arrived on the Bishop's Castle Railway, spent its working life nearby, and in 2009 was fully restored and now lives only a few hundred yards from where it first arrived.



Saturday 18th September 2021
10am—4pm

The Weighbridge Railway Museum
Station Street, opposite the Cattle Market,
Bishop's Castle, SY9 5AQ.

Anyone who has a vintage tractor is welcome to bring it along on the day and park up on the land outside the Weighbridge. Enquiries please contact Lin: socialmedia@bcrailway.co.uk or call 07553 010196 Tea/Coffee and Homemade cake available at the Weighbridge.

The Corris Railway

A small railway with big ambition

A talk by David Coleman

Friday 1st October 2021

Doors open
7pm
for 7.30pm



The Church Barn,
Church Lane,
Bishop's Castle,
Shropshire,
SY9 5AY

BCRS Members free ~ Non Members are very welcome £3

Weighbridge Update

It is now officially The Weighbridge Railway Museum, telling the story of The Bishop`s Castle Railway.

We continue to curate the interior of the building and acquire original BCR artefacts whenever they become available. The area surrounding the building is becoming a really useable space for displays and seating.

Although there is still lots to do on site, we are now able to hold events, which not only bring in much needed funds, but significantly raises the profile of the Society.



The marquee is ideal as an extra space during events, the recent book sale being a good example. It was well attended with many people braving the damp start to the day to snap up some bargains. Photos left and right were taken by Keith Harcourt, a trustee of the Historical Model Railway Society, who by sheer chance was visiting a friend in Bishop`s Castle that day. Keith was pleased to see first hand how the HMRS book donations are helping to raise funds for the continuing development of the site.



The open day the following week, coinciding with the Bishop`s Castle Yard sale, was also well attended, with the cakes and sausage rolls proving very popular. For the first time since starting refreshments, we had to send out for more milk, and the cake was almost sold out by mid afternoon.

Regular fortnightly open days start on Tuesday the 14th of September when the weighbridge will be open between 11am and 3pm for anyone to call in, have a look around and a chat. There will be tea/ coffee and homemade cake available. This will be continued on the second and fourth Tuesdays of each month and could be developed into some kind of small social event. All ideas are welcome.



A big thank you to all the volunteers who attend regular work parties and also the additional volunteers who help out with open days, making the cakes and stewarding on the day.

If you would like to join in with any of these activities please contact :-
Lin – social media@bcrailway.co.uk

B.C.R.S.M.G. Modelling Group update



The first meeting took place on Tuesday 7th September at the Weighbridge, led by the Group Coordinator Stuart Taylor.

Five potential Model Group members attended and six others sent apologies as they were either away or suffering ill health. They all requested to be kept informed of the outcome of the meeting.

The meeting started with each of the attendees introducing themselves and setting out their modelling interests.

David Etheridge, who is a very recent new member of BCRS, kindly, brought along a box of his very impressive 5.5mm models.(Wikipedia definition for the benefit of other MG members)

5.5mm scale narrow gauge model railways were developed by GEM in 1963, using 12 mm (0.472 in) gauge track, which was the smallest commercially available gauge at the time (TT gauge). GEM produced kits for locomotives and rolling stock from the Ffestiniog and Talylyn railways.

Here's an excellent example:[Model Railway with Working Incline - Pen-y-Graig - 5.5mm Scale - YouTube](#)

The attendees then talked a bit more about their interests, which include 0 Gauge, 00 Gauge and 5.5mm and what stage they were at in building a model railway.

It was then discussed (and agreed) that, in order that the BCRSMG could use the weighbridge for future meetings without paying a rental fee, it would be a requirement that Model Group members were also members of the BCRS.

All the attendees were keen to continue with the Model Group and decided that, initially, the meetings would take place on a monthly basis on Tuesday evenings at 7pm, with the next meeting being Tues 5th October. This meeting will be an opportunity for members to bring along examples of their work for discussion.

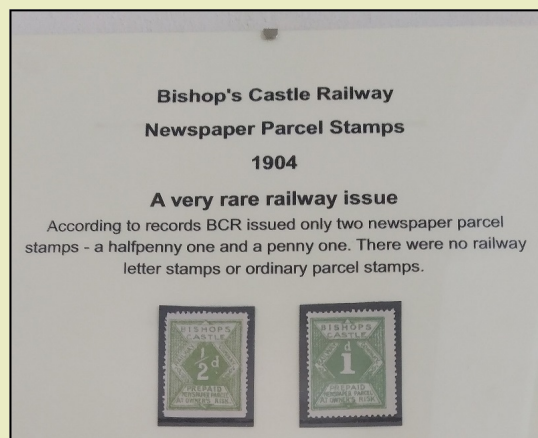
Stuart would be pleased to hear from anyone who would like to join the group.
He can be contacted at: satalt17@gmail.com

The Society`s latest acquisition.....

Railway Newspaper Parcel Stamps

Although the Post Office had a monopoly on Letter delivery, it had no monopoly on parcel delivery. Indeed, the Post office did not even start its own parcel delivery service until about 1883. So, the railway companies of the day, seeing an opportunity to raise money, moved into the Newspaper Delivery business. Railway companies printed and used their own stamps for use on newspaper deliveries in much the same way as Post Office stamps were used on letters.

At the height of the railway boom in the late 1800s, more than a hundred railway companies in Britain and Ireland printed and used their own stamps! Most railway companies printed a serial number (usually called a Control Number) on each stamp as a precaution against fraud and the unlawful re-use of stamps. The designs of these railway newspaper stamps were many and varied, which makes them attractive to collectors.



Following the article from GWR Magazine in the August newsletter, Jim Trenfield has done some research which raises the question... Was it The Red Lion at Horderley or The Plough at Wistanstow?

The background was that the BCR had acquired land from a W. M. Beddoes, a director of the company, but had never paid him. When he died, his widow sued the BCR and a court ordered them to pay the money with interest within 28 days. When they couldn't, a court order was issued for the possession of the land. This was publically read by the legal representatives at Craven Arms station on 27 February 1877. They then made their way to the boundary of the land, removed a rail and put a fence across the track.

Edward Griffith wrote coal and supplies had to be brought there from Craven Arms using wagons and then transferred to a train to be taken to Bishop's Castle at considerable extra cost. After a week or two, a plan was hatched to lure the bailiffs to the Red Lion at Horderley for drinks one night. Whilst they were enjoying their beer, the fence was removed and the rail was replaced so that a train hauling supplies could get through to the town.

The GWR version of the incident says a barrel of beer was sent down the line to where the bailiffs were. Whilst they were consuming it, a train was run through. A barrel of beer is 288 pints so they must have been too drunk to notice.

I searched the British Newspaper Archive for any accounts of the incident but found only one mention. Eddowes Journal of 25/04/1877 reported that nearly all the coal brought up to Bishop's Castle on the night the "law representatives" were caught napping had been used.

I then found a report in the Wellington Journal of 03/03/1877 about the reading of the order at Craven Arms station. It said that, afterwards, the legal representatives proceeded up the line to a point about a mile from Craven Arms on the boundary of the Beddoes' land. Rails were taken up and a "rude" fence erected. This would have been a little to the north of Stretford Bridge. Horderley is at least a couple of miles further on.

The nearest pub is the Plough at Wistanstow.
Was that confused with the Red Lion at Horderley?
One to think about!

The BCR originally agreed to pay Dr William Minton Beddoes (1818 - 1870) the sum of £800 for the land they wanted. That was a colossal amount in the early 1860s, more than £100,000 in today's money. What was it for? Given that the boundary was about a mile from Craven Arms station, that suggests that it was the large field where Stretford Bridge Junction halt would be built later. John Scott Morgan wrote that there was speculation that the excavated site was used for goods facilities. Railway historian T R Perkins said that there was local talk of sheds, sidings and even turntables having been there once. Where's Time Team?

(photo right the same area in January 2019)



Stretford Bridge Halt at the time of the BCR



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

To start, a link to a film showing how railway track was replaced in 1956 in the days before H & S was thought of. Running time 16:19

https://www.youtube.com/watch?v=MGszU8cA8_I

Here are the top 15 high speed trains in 2020 with the fastest reaching 267 mph! Running time 17:35

<https://www.youtube.com/watch?v=lGdhI2gTVdM>

This is the Bodmin Model Railway, an impressive end-to-end layout set in 1928, and dating from the early 1980s. Running time 5:40

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

Finally, here`s a website listing disused railway stations. All of those on the BCR are listed and described with some photos. There`s a history of the BCR and the Society gets a mention although it`s way out of date

<http://disused-stations.org.uk/index.shtml>

and Anorak time!

Edward Griffith wrote that, after the BCR closed, a couple of coaches were purchased by a Mr Brisbane from Knighton and converted into holiday bungalows for his family. They were still in use as such in 1969 at Gwarfelin Farm, Llanrhystyd and Gwstre Farm, Upper Borth he wrote. T R Perkins, writing in 1937, said that one was the former Hull and Barnsley four-wheeler coach. I posted a photo of the former LSWR, six-wheeler on the Knighton Memories Facebook site and asked if anybody could remember the coaches. I didn`t mention where they were sited. Remarkably, two different people said that they remembered holidays in a coach like that at Llanrhystyd with their parents who`d been lent it by Stan Brisbane. Ergo, the Hull and Barnsley coach must have gone to Upper Borth. It`s unlikely that they are still about I suppose but who knows?

A chap replying to my post on the Knighton Facebook site about the coaches, wrote that he`d been told by his father that tables removed from one of the coaches were made of mahogany set in cast iron surrounds. They ended up being used as tables in The Royal Oak pub in Presteigne. There`s nothing new about recycling!



BCRS member Ian Cross has long been associated with The Corris Railway and was recently appointed their official 2nd hand book seller. Now Ian is also responsible for supplying us with quality 2nd hand railway books and has assured me that there are plenty of books to go around. So I'm pleased to say that our Book Sale Open Days will continue with new stock arriving periodically.

He sent in these photos of his recent visit.



Corris no7 and Vlad our big diesel.



No 4 on the lorry back home



the pair of them together



No 4 entering the shed

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