

## WEIGHBRIDGE RAILWAY MUSEUM

During the past month, the Society has hosted two evening events for other Societies.

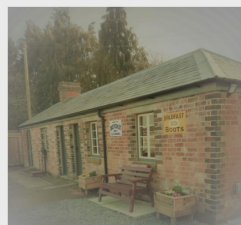
The first was a request from Mainstone W.I. to have a tour of the museum, followed by a fish and chip supper. Many of the ladies had tales to tell - Some remembered as children, visiting the weighbridge building with relatives, to collect the coal. Others recalled the tales of family members, now long gone, who travelled on the railway. It turned into an evening of nostalgia, ending in them enjoying the evening sunshine whilst eating their supper. Photo right.



Two weeks later members of the Midland Oil Engine Club enjoyed a presentation by Mike Boyd, in the marquee, followed by a tour of the museum including a demonstration of how the mechanical weighbridge works. Socialising over refreshments concluded the evening and a good time was had by all. Photo left.

The regular Tuesday open days continue to attract both local and visiting members and tourists. Recently, member and well known modeller of the `Lydham Heath` layout Barry Norman called in with his wife and the lovely `Ruby`, their cockerpoop.

Meanwhile member and professional sign writer, Malcolm Reeves, continues to recreate the original information that would have been on the exterior of the GWR Banana Van. It really is a skill that Malcolm makes look easy! Photo right



The Weighbridge Railway Museum  
Station Street, Bishop's Castle, SY9 5AQ  
Enquiries phone: 07553 010196

**NEXT OPEN DAYS**  
**TUESDAY**  
**26th July & 9th August**  
**11am – 3pm**  
Tour the building  
See the Weighbridge in operation



## BCRSMG UPDATE

There was much excitement on Wednesday as the group finally got to play trains!. This was made possible by the delivery of a superb model of Carlisle which was given its initial test run on a length of track (Photo right)

This was captured on film on a short video.

To view the film visit <https://fb.watch/eeyZ7-xhy3/>

Buoyed by this happy event, more work on the layout was undertaken:- The track laying was completed, the electrical section wires were attached and the carriage and engine shed area was ballasted with BCR 'gunge'. Jonathan was so engrossed in this task he forgot to drink his tea! **Stuart Taylor**



### The fun and games of making the buildings

As anybody familiar with the Bishop's Castle Railway knows, save for the Weighbridge, the railway buildings which once stood at the terminus in Bishop's Castle are now all long gone.

None of the buildings are available as kits and no architectural drawings of them are known to survive. In fact, save for both the weighbridge and the goods shed, they probably never existed. However, the railway was very well photographed and it is this which has enabled accurate scratch built models to be produced of virtually all of the structures formerly occupying the station site.

Nonetheless, despite the numerous photographs, there are certain views lacking, while many of the photos are undated. So it has proved something of a challenge to place them into the correct chronological sequence when trying to establish how (and when) the buildings were altered, extended, or demolished.

Some views yet remain elusive - for example, it has proved impossible (so far) to find a photograph showing the steps which led up to the door in the office attached to the goods shed. Were they of wood or brick? Given that the entire building was built of brick, I've opted for brick (photo right). Equally (and perhaps unsurprisingly) views of the gentlemen's urinals which stood at the rear of the station are just as rare, as well as detailed (as opposed to distant) photographs of the huddle of sheds which once stood at the Lydham end of the loading wharf.



The authentic Earle's Cement sign on the building was created by Hilary Moor

In the absence of any architectural drawings, the models - made mainly from picture mount card - have had to be scaled from photographs. While the basic structure of each was produced relatively quickly, adding in all of the details takes a great deal of time - whether the valance on the station, the electric lamps on the same building (there were two of these but why since the B.C.R. did not run trains after dark remains a mystery) the decrepit state of the corrugated iron roofs of both the engine and carriage sheds, or the slate roof and decorative brickwork on the gables and walls of the goods shed.

As to timescales, by way of example, the goods shed alone has taken about six weeks to make and is now - apart from a little bit of painting and weathering - almost complete, along with most of the other buildings. Ironically, the last of all to be finished will be the weighbridge itself. **Jonathan Moor**

## David O'Neill shares his enjoyment of a holiday visit to the Isle of Wight Steam Railway

On a recent visit to the Isle of Wight we took a day out to visit the Isle of Wight Steam Railway. It happened to coincide with a 1940s weekend and there was a large contingent of re-enactors present as well as a Spitfire display. Excellent timing.



The steam railway survived by the skin of its teeth in the 60s and 70s but the railways had their beginnings in 1862 and grew to a network of 55 miles at its peak. There had been tramways before this but steam brought a great enlargement to this system. As with so many small local railways it all fell into decline and in 1965 the network was due to close. Efforts were made to preserve some sort of rail service but all that survived were 8 miles of electrified line still running today between Ryde and Shanklin and a short stretch of line that the steam railway now uses. This is centred at Havenstreet and runs either side of this giving 5 miles in total between Smallbrook and Wooton.

It had all the usual problems of lack of cash and the logistics of getting engines and rolling stock to the isolated steam section. As usual with the massed efforts of volunteers they succeeded in 1971 in opening to visitors and today the line as a visitor attraction is beautifully run and operated.

For those who know these things they own and run 41298 (photo right), 41313, W24 Calbourne (the original locomotive), W11 Newport and 198 Royal Engineer. These operate in rotation when they are available.



A beautiful ride through lovely country and the four wheeled coaches rock and roll in a similar manner to the BCR but with added safety! There is a museum of the island's railways which is very similar to our museum but on a slightly bigger scale. Lots of rescued bits and pieces but plenty of pictures and documents. The railway website has very interesting articles on the railway and its history and rescue and is well worth a read – <https://iwsteamrailway.co.uk/>



## News from the Society Archivist .....

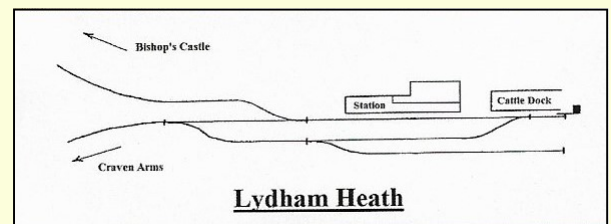
Among the Society's most cherished artefacts is a slim, typewritten, bound, hardback volume, the author of which was one David Morgan (1917-2003). Born in Birmingham, as a boy and a young man, David Morgan had a passionate interest in railways, which remained with him throughout his entire life.

What is fascinating for the Society is that when he was seventeen years old, young Mr. Morgan took a trip on the Bishop's Castle Railway - from Craven Arms and Stokesay to the terminus and back, on 6th April 1934. The result - written up in July of that same year - was the volume referred to above. Back in July 2011, the Society was very fortunate to be presented with the original work by David Morgan's grown up children. Presently held in the Museum Resource Centre it is anticipated that the original volume will be deposited with the Shropshire Archives in Shrewsbury for safe-keeping.

The little book is packed full of information about the line and its operation and contains plans of all the stations, complete with the position of the signals and how they operated, along with track layouts drawn by the author, as well as detailed descriptions of the two engines and rolling stock.

A flavour of the content may be gained from perusing the following brief extract:-

**Lydham Heath** Here, amongst other things, a spot of overzealous fly shunting almost led to calamity when a loaded coal truck was shunted off on to [sic] the siding... the loco [Number 1] gave it a terrific push... when the wagon was half way [sic] down the siding... doing about 15m.p.h. In order to stop the wagon running off the siding (there was no buffer stop) ... an old man with squint eyes, protruding teeth and wearing a dustman's hat literally charged the waggon [sic], slammed down the handbrake lever and hung on like grim death until the truck stopped.



Above plan as drawn by David Morgan

We will leave Mr. Morgan standing on the platform at Bishop's Castle awaiting the return train to Craven Arms but it is fitting that we end with him telling us what then happened:

**I found that the engine had been put into the running shed which was now locked up... the 5.20p.m. from Bishop's Castle only ran if there were any cattle to take down to the main line.**

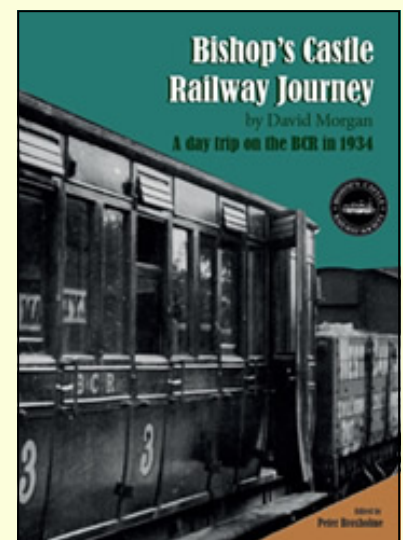
On the occasion of David Morgan's visit there were no cattle to be transported to Craven Arms, so on that long gone spring evening back in April 1934, he made his return to civilisation, riding down the beautiful Onny valley, aboard the B.C.R.'s Chevrolet bus!

In 2014, the Society produced a record of David Morgan's journey on the railway. Titled *Bishop's Castle Railway Journey by David Morgan A day trip on the BCR in 1934*, it is still in print and copies are obtainable at the Weighbridge for £7.00 or from the website - <http://bcrailway.co.uk/> for £8.25 incl. postage. It makes for fascinating reading.

**Jonathan Moor**



A young David Morgan in 1935



# Railway footbridge plans near Craven Arms



The crossing connects two footpaths either side of the rail line

Plans for a railway footbridge have been approved despite concerns it would be "intrusive on the landscape". Proposals had been put forward by Network Rail for the bridge north of Newington near Craven Arms, Shropshire.

The bridge would measure about 27 metres (88ft) from west to east, with a height of about 6.2 metres (20ft), and be fabricated from composite materials. It would connect two public footpaths either side of the Shrewsbury to Hereford railway line.

At a recent meeting held at Shrewsbury's Shirehall, committee members granted approval to the scheme subject to a programme of archaeological work before construction as the site was "known to hold archaeological interest".

Full story - <https://www.bbc.co.uk/news/uk-england-shropshire-61972953>

This section of line is where the BCR would have run between Stretford Junction (photo right) and Craven Arms Station. Who knows what may have dropped off one of the BCR locos? A previous artefact which stood in the School Lane Museum, thought to be a part of Carlisle's funnel, turned out to be a common drain pipe on closer inspection when the museum closed and was emptied.



As the excavations are very close to the old Roman Road, they are more likely to reveal roman remains than railway remains..... but we can live in hope!

**Saturday 30th July 2022**  
**Come to the Bishop's Castle Community Celebration Day**  
**FREE! 10:30 - 4:30 at SpArC**  
**More than 40 local community projects, clubs, societies and organisations will be showcasing their work**  
**Let us know what you would like for your community**

- Outdoor demonstrations
- Children's films (from 10:30)
- Live music (from 12:30)
- Giant inflatables in the pool (booking required)
- Bouncy castle (attended)
- Entertainment from 'Whack it Smack it!' (pm)
  - Bar and refreshments
  - Soft play area
  - Steam engines

Hosted by Bishop's Castle Town Council, Community Partnership and Community Resource

**BISHOP'S CASTLE'S BEST KEPT SECRETS REVEALED**

**Family Fun!!**

BCRS has a stand at Sparc in Bishop's Castle on Saturday 30th July. Members will be engaging with the community, talking about the various activities on offer when you join the Society. The model group will also be on hand to discuss their latest project and hopefully attract new members.

A day out at a model railway show is always a good way to spend a Saturday.

If you visit the CADMRC Exhibition at Ludlow Racecourse on the 20th August, you won't be disappointed.

**Craven Arms and District Model Railway Circle**

**Help us celebrate our 50<sup>th</sup> year.**

**MODEL RAILWAY EXHIBITION AT LUDLOW RACECOURSE BROMFIELD SY8 2BT**  
**ON SATURDAY 20 AUGUST 2022 FROM 10.00 AM TO 4.00 PM**

PLEASE JOIN US ON OUR 50<sup>th</sup> YEAR WITH WORKING LAYOUTS, CONTINUOUS, END-TO-END, STATIC DISPLAYS AND TRADE STANDS TOGETHER WITH MANY OTHER ITEMS.

LIGHT REFRESHMENTS ARE AVAILABLE ALL DAY  
 DISABLED ACCESS & FREE PARKING

Admission Fees: - Adults £5-00  
 Children under 16 FREE if accompanied by an adult otherwise £3-00

**CADMRC**

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

I posted a link to the classic film "Night Mail" some time ago but here's a restored copy from the BFI which you can watch for free. Running time 24 minutes

<https://player.bfi.org.uk/free/film/watch-night-mail-1936-online>

Next, 60163 Tornado and 6233 Duchess of Sutherland on the Welsh Marches in a video shot on 13/11/21. Running time 16:24

<https://www.youtube.com/watch?v=3moFspmE58E>

To close, "Clarendon", an impressive exhibition layout set in the late Victorian/ Edwardian era in P4. The track gauge is 18.83mm as opposed to the 16.5 of OO gauge. Running time 6:10

[https://www.youtube.com/watch?v=OGZE\\_FuSTew](https://www.youtube.com/watch?v=OGZE_FuSTew)

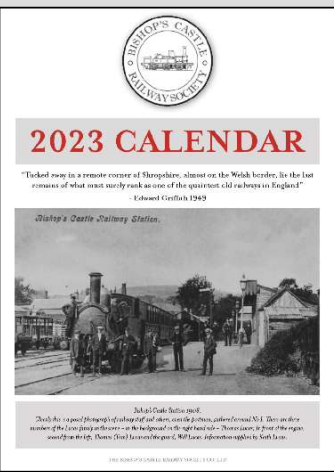
There has been quite a bit of feedback from those of you who enjoyed watching Thomas Edward's unique video of his tour of the BCR line mentioned in last month's newsletter. Here's the poor man's Fred Dibnah again. This time he's looking around Ludlow and then tracing the lost Woofferton to Bewdley line. It's in two parts, running for nearly a hour in total

[https://www.youtube.com/watch?v=seo7K\\_2XO1s](https://www.youtube.com/watch?v=seo7K_2XO1s)

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

### Adverts on You Tube and how to get rid of them.

YouTube is owned by Google who make their money by harvesting user usage patterns and selling that data to advertisers. That's why short adverts may appear at the start of a YouTube video. Adverts have even started appearing in the middle of some videos like commercial breaks on the telly. You can block them by using a free ad blocker such as Adblock Plus which can be added as an extension to your browser.



**2023 CALENDAR**

*"Tucked away in a remote corner of Shropshire, almost on the Welsh border, lie the last remains of what must surely rank as one of the quaintest, old railways in England!"*  
- Edward Griffiths 1969

*Bishop's Castle Railway Station.*

*At Bishop's Castle Station, 1900.*


*Such has it a good strength of railway staff and others, can be found, rather formal N.I. Then in their number (9) a new line in the area - as the railway in the right hand side. These cases, in fact, the region would be more like, than the other, and the region, it will have a different complexion to, with time.*

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