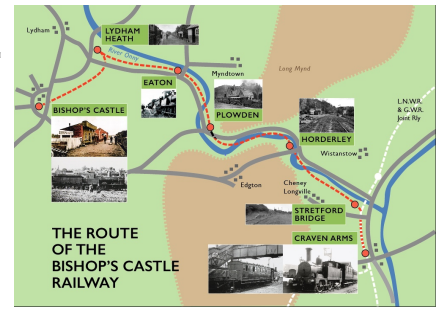


# B.C.R.S. NEWS September 2022

## No. 69

### The Monthly Newsletter of The Bishop`s Castle Railway Society



## WEIGHBRIDGE RAILWAY MUSEUM

### DROP IN OPEN DAYS

**Tuesdays**  
**13th & 27th September**  
**11am – 3pm**



The Tuesday open days are proving to be quite a success. During August they proved to be both interesting and entertaining! . Photos below.



Visitor and member Graham Whatley arrived with a palm tree on his bike. Graham and David deciding where to put it!



Members of the Shropshire Military Vehicle Trust called in to finalise arrangements for displaying their military vehicles outside the building on Michaelmas Fair Day.



Meanwhile work continued on the french drain around the building. Member Dick Smith's grandsons joined in to help Mike and David.

**Weighbridge  
Railway Museum**  
**Saturday 17th September**  
**Open 10am - 5pm**

- Model Railway Layouts
- Garden Railway
- Military Vehicles
- Refreshments
- Railway Books



Children`s Have a Go  
Thomas the Tank Engine

**THIS WILL BE  
GOING AHEAD  
AS PLANNED**



Another recent visitor mentioned his local railway group, St Nicholas Railway Circle. Subsequently he sent a link to their latest very interesting August newsletter.

Well worth a look.  
<https://stnicscodsall.files.wordpress.com/2022/08/august-2022-no-22.pdf>



## BCRSMG UPDATE

Excellent progress has been made on the scenic parts of the layout. Jonathan has dumped a load of scrap in the vicinity of the carriage shed and has cultivated wild flowers behind the station building. Following the recent rainfall weeds are beginning to grow on the track bed.



Stuart and David E have installed the wire-in-tube point control and the design of the control panel has been decided with Roger. Stuart has obtained the various switches for installation in the control panel.

In preparation for the Michaelmas Fair open day, a temporary electrical connection has been installed to enable 'Carlisle' to enter the goods shed siding and the station platform road to demonstrate his shunting skills to visitors!

David H is investigating the possibility of building models of the BCR brake vans from 3D printed parts. Unfortunately, the commencement of the building of a model of 'Tankie' has been delayed due to the lack of various etched parts to enable South Eastern Finecast/Squires to complete the kit. **Stuart Taylor**

Members of the Society will, no doubt, have heard tell of the Beddoes family and their involvement with the Bishop's Castle Railway. Yet, there is another family - the Crabbys - whom it is understood were just as prominent in the ancient market town during the 1920s and '30s, even if they have left scant record of their presence. "Crabby by name and crabby by nature" was, it is believed, a phrase then current in Bishop's Castle.

There were two spinster sisters - Miss Lynette Crabby - known as Lin - and Miss Nicolette Crabby - known as Nicky - along with a dashing, debonair, younger, bachelor brother, Captain David Crabby. Rumour has it that this military gent, possessed of a Walter Mitty disposition, spent most of his time propping up the bar in the tap room of The Three Tuns public house.



As can be seen from the model of the station, looking as it did c.1932, there are two seated female figures on the platform and inspection of the urinals at the rear will reveal, in a manner of speaking, a military gentleman. Do these figures represent the Crabbys? In the parlance of Private Eye, perhaps we should be told!



However, for the avoidance of any doubt, and indeed legal action (s), that the three Crabbys bore Christian names almost the same as those of two of the present Directors and one of their spouses is purely coincidental!

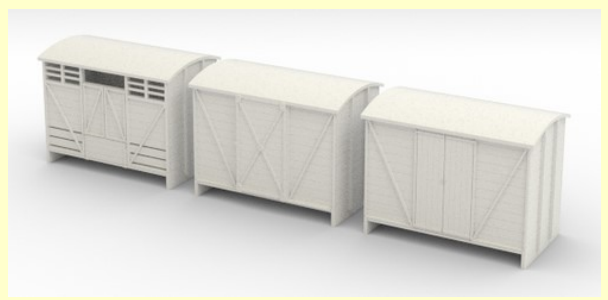


On a more serious note, given the fact that the conveyance of cattle and sheep was big business for the railway, 4mm livestock has now arrived on the layout in force, in the guise of Hereford cattle and Shropshire sheep. Over forty animals in total, all of which have had to be painted individually by hand.

**Jonathan Moor**

## WILL 3D PRINTING MAKE ETCHED BRASS AND WHITEMETAL OBSOLETE?

David Etheridge looks at the onward march of progress in modelling.



3D printing seems to be taking the world by storm, and not just in model railways. A few months ago I was watching absorbing stuff on TV about one of the latest car shows, with one company offering a new car built from scratch in hours rather than days, and the majority of it was via 3D printing. Just for added grunt in the performance stakes, some key parts are printed with carbon fibre included to meet the demands of automotive technology.

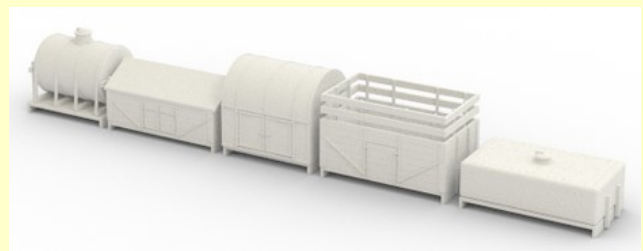
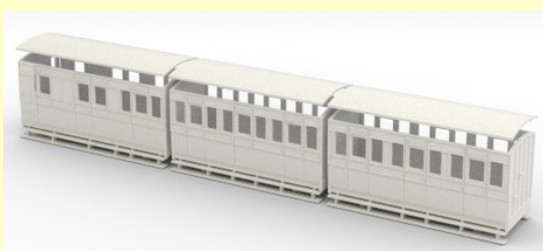
In model railways, it seems that 3D printing has become the kind of cottage industry that used to be dominated by small whitemetal and etched brass kit manufacturers. As the 3D printer technology is improving all the time (the early rather rough finishes are getting smoother and more accurate) as well as the tumbling costs of setting up your own printing business, the sky is potentially the limit. With this degree of specialisation available, there are plenty of folks who want bespoke parts and entire loco bodies made to their requirements, and professional (albeit admitted DIY home enthusiast) 3D folks can have plenty of enquiries.

Look at the advantages over whitemetal: No shrinkage when preparing moulds, no distortion and blow holes to worry about, and with CAD you can make up your loco body, dome, chimney or whatever incredibly easily (that's presuming that you're already a whiz with CAD, of course). If you get it wrong or want to alter things, it's back to the Mac or PC and away you go. I'll admit a good degree of ignorance over the whole thing, but from reading comments posted in the model forums there would appear to be differing grades of 3D raw material, from the coarse and clunky to the superfine. Of course the one disadvantage 3D printing has is it's lack of weight over whitemetal. No matter, you can use whitemetal or lead as weights to let your locos haul suitable loads with ease.

Likewise, where does 3D printing leave the etched brass market? At present, there doesn't seem to be a 3D printed chassis as yet, but surely that time will come. As definition and detail improve in 3D, maybe you won't have to worry about embossing those rivets on tank side any more, or worrying about using three or four different solders on a kit to avoid unsoldering everything by accident. I would guess (and it is only a guess) that for the time being we'll still need brass bearings, steel axles and the rest for mechs, but with the carbon fibre factor added in at some point in the future, maybe we'll see entire chassis and mechs that have been produced with 3D printing technology.

Of course, for many skilled loco builders, only brass or nickel silver will do, and they'll be very happy keeping on with producing breathtaking models using in effect 'model engineering' techniques. Going back in time, the late Don Boreham admitted he'd built narrow gauge loco bodies from card that were very successful -but he still felt it was 'cheating', somehow!

It's going to be interesting and absorbing to see how 3D technology will develop in the coming decades, and whether it will be the answer to all those kits, parts and accessories you thought were too difficult to design, or too expensive to make.



## A recent email from Richard Bond set off a chain of information

He writes *`I'm editing a railwayman's memories for the Shropshire Railway Society magazine. Brian Penney recalls that objects salvaged from the BCR after closure were to be seen in The Three Tuns. As his memories are mainly from about 60 years ago, is that still true? I should know as we had a holiday in Bishops Castle (at Lane House) in June last year but I don't recall seeing any objects in the pub.*

*Incidentally, the memories I refer to includes another BCR reference, which may be of interest . When I was in the Birmingham DTSO [this would be between 1960 and 1963] there was a Shed man at Stratford on Avon Shed who had worked on the Bishop's Castle Railway and he had acquired one of the nameplates from the Kitson 0-6-0 locomotive "Carlisle" after it had been withdrawn.`*

**William Cadwallader commented....** *`My father John Edward (Ned) was son of John Maurice - both of New Street. John I know was a driver and my father was the last employee of the BCR joining as an apprentice as the parcel delivery boy.*

*Many times I would visit my Grandmother Beatrice (known for her good works of keeping the Church clean) and look up at the Carlisle nameplate proudly displayed high on the sitting room wall. After her passing it came to my father, and after he emigrated to South Africa, it was left to me. A year or so later I was offered a job in Cape Town and I too would emigrate. I couldn't leave with Carlisle's nameplate and a Castle Football Cup (that's another story for another day as to how Cadwallader was involved with that) - I delivered both to the BC Museum.*

*Congratulations to all involved in the project of keeping the BCR alive and well re-discovered.`*

**Jim Trenfield commented.....** *`I don't recognise the abbreviation "DTSO" in this context. Might it stand for "Departmental Transport Stratford Office" or similar?(Later discovered DTSO stands for - District Traffic Superintendent's Office.) Relics from the BCR were indeed on display in the Three Tuns when John Roberts had it. He retired in 1976 and the pub was bought by the Wood family I think. By 2009, it was owned by Scottish & Newcastle Breweries. When the Roberts family left the pub they may have taken the BCR displays with them. They included photographs, relics and a hand bell from Plowden according to Edward Griffith in 1969. Roy Hatfield would likely know. The name plates from Carlisle were presented to John Cadwallader and R Matthews, the driver and fireman who brought the engine to Craven Arms for the last time. The whistle was given to H D Morris, the engineer in charge of the dismantling work.`*

**Roy Hatfield replied.....** *When Gwen Roberts passed away all BCR memorabilia was sold off at auction along with Carlisle name plate.*

**Jim Trenfield then replied.....** *`I've found that R Matthews, the fireman who was presented with one of the name plates from "Carlisle", went on to work at Stratford on Avon shed so that ties in.`*

It seems conclusive that the `Carlisle` name plate in the Weighbridge Museum is the one presented to the BCRS by William Cadwallader. The other one, originally given to R Matthews was the one that found it's way into the Robert's family, displayed in the Three Tuns and then into auction and now in private ownership.

**Unless of course anyone knows differently!!**



**David Hemsley asks....** Does anyone have an unmade 00 gauge ABS models GWR outside framed brake van? Or a drawing of the BCR brake vans 1 and 2? If you can help, he can be contacted at — [david@davidhemsley.co.uk](mailto:david@davidhemsley.co.uk)

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

Here`s an in depth documentary about GWR`s mighty King Class locomotives built between 1927 and 1936. Thirty-one were made of which three have been preserved. Running time 17:40

<https://www.youtube.com/watch?v=F18VfsM-5dw>

London`s new Elizabeth line cost £19 billion but one station didn`t open with the others. Here`s why. Running time 9:52

<https://www.youtube.com/watch?v=1S3J1d9BpUo>

This is a link to a video about the impressive Buckingham Great Central model railway in EM gauge (1:76). It was started by the late Rev Peter Denny in 1947 and is mainly scratch built. Running time 19:22

<https://www.youtube.com/watch?v=vkyNCXk1jw4>

## Things are seldom straightforward with the BCR!

Those were the words that finished Jim`s musings in last month`s newsletter. He follows it up with....

`Here`s something to think about. With that incident with the bailiffs near Horderley, once they were in the pub and the rails replaced, how was word that the line was open again sent to the train waiting at Bishop`s Castle with the empties? Horderley was seven miles away. There was no telegraph on the line and it was long before telephones appeared. How long would it have taken to deliver the message at night on horseback say? How long might the train have then taken to creep down to Craven Arms? There would have been the danger that the bailiffs might have had enough to drink or become suspicious and returned to their posts so time would have been critical. Answers on the back of a postcard or a £5 note.`

### **The Ford at Wistanstow**

I tracked down a video of that possible route to the Plough by someone driving an off-road vehicle (3:34). I found that there`s a public right of way from Cheney Longville which joins the lane near the track bed. You can see the stone abutments which carried the line over the lane (1:30). It`s easy to picture a couple of labourers using the right of way to get to the local pub and persuading the bailiffs to come with them for a pint or more.

<https://www.youtube.com/watch?v=te9ek9EZX3k>

This video provides a unique opportunity to see the bridge abutments that would otherwise be inaccessible to most people. At the start of the video I thought perhaps we could drive the route in the Frelander, but as the stream turned into the river I thought perhaps not! Lin



One of the Great Little Trains of Wales

## WELSHPOOL & LLANFAIR LIGHT RAILWAY EVENTS COMING UP




- Paddington Visits on the 24<sup>th</sup> and 25<sup>th</sup> September
- Beer Festival! October 14<sup>th</sup> - 16<sup>th</sup> Great ale, train trips and all-around social time.
- Santa Specials December 3,4,10,11,17,18 and 19. The jolly man, clad in red suit and with presents for all those on the nice list joins us.
- Mince Pie Trains Take a post Christmas journey with your loved ones complete with mince pie in our toasty warm carriages.

For more details or to book your tickets visit <https://wllr.org.uk/>

### `Lydham Heath` returned to Shropshire for one day only




Pictured above in front of the Lydham Heath layout at The Marches Finescale Group Open Day at the Mascall Centre in Ludlow, left to right – BCRS members Ian Cross, Simon Dunkley (owner of Lydham Heath), Lin and Roger Dalton.

  
**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 1949

Bishop's Castle Railway Station



Bishop's Castle Station 1908.  
Clearly this is a general photograph of railway staff and others, seen in the distance, gathered around No. 1. There are three members of the Llanfair family in the scene - in the background on the right hand side - Thomas Lucas in front of the engine, second from the left, Thomas (Tim) Lucas and the guard, Will Lucas. Information supplied by Keith Lucas.

THE BISHOP'S CASTLE RAILWAY SOCIETY (UK) LTD

EDUCATION



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