

WEIGHBRIDGE RAILWAY MUSEUM

The Weighbridge Project receives a CIVIC AWARD

Recently members of the project team attended the Bishop`s Castle Civic Society`s Annual Awards 2022. They were delighted to receive the Jack and Gillian Mawdsley Cup for Best New Work or Renovation.



L to R Jane Bradbury (Judge) Roger Dalton (Project Manager)
Mike Boyd (BCRS Secretary) Mike Dawes (Civic Society Chairman)



Malcolm Reeves at work with the heat gun

Work has started on the restoration of the LNWR bench, which has been donated by a Bishop`s Castle resident for use outside the Weighbridge Railway Museum. It was originally from East Didsbury and Parrs Wood station. Although the wooden slats used for the seat and back rest will all have to be replaced, the metal work and the original name plate can be saved and restored.

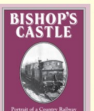
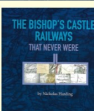
The individual letters are being carefully removed, cleaned and repainted before being put back onto the original name board. Although not a BCR bench, it will be a very useful edition to the outside seating area.



Weighbridge Railway Museum
Station Street, Bishop`s Castle, SY9 5AQ.
NEXT OPEN DAYS
Tuesdays 22nd November
& 13th December
11am – 3pm



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Quality 2nd Hand
Railway Books
All at £2 each



TEA ~ COFFEE ~ HOMEMADE CAKE



Christmas at The Weighbridge

Saturday 3rd December
12 – 5pm

Get your
Christmas Preserves
from the Sunny Bank
Preserves and Produce
stall

Join us for
Christmas Carols
2pm Men of Off
4.30pm Lesley`s Choirs

MODEL RAILWAYS ~ GIFTS ~ and more

Hot Drinks ~ Homemade Cake
and Mince Pies



Children`s `Have a Go`
Thomas
and Friends
Layout



The Weighbridge Railway Museum, Station Street, Bishop`s Castle, SY9 5AQ

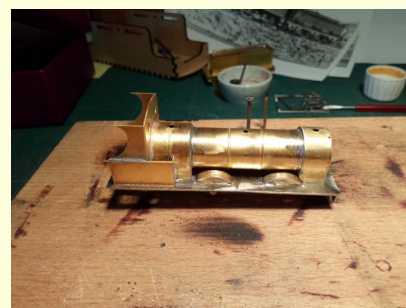
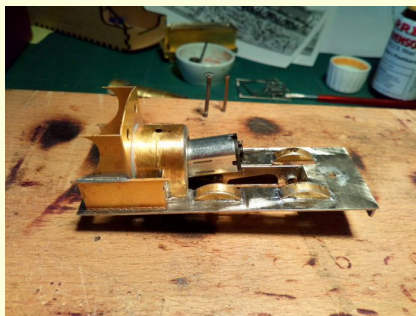
BCRSMG UPDATE

Andy Jones talks about the trials and tribulations of building 'CARLISLE'

I was approached by the society modelling group and asked if I would build the Mercian models kit of Carlisle for them. What follows is just some general notes about the build.

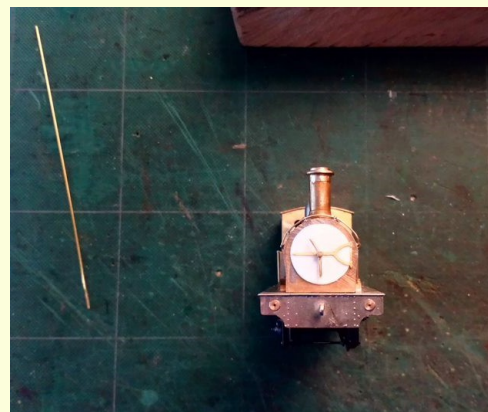
The first thing I would suggest is to make sure you have plenty of photos of both sides of the loco to study. I was given a pile of photos by David Hemsley to begin with and Albyn Austin forwarded me some more along with some more notes. The photos proved invaluable for lots of details and also when it came to finishing the tender as the instructions are incomplete and vague.

Building the loco chassis is fairly straight forward after trimming the frames to length as per the instructions. The splashers need some careful positioning so as not to rub on the flange of the wheels. I had opted for a High Level Road Runner+ gearbox with a drive stretcher (my go-to gearboxes for smooth running) but to get it to fit took a bit of thinking so that the chassis can be removed for maintenance. My way round this was to permanently fix the cab and firebox to the footplate and make the boiler and smoke box removable. The smoke box has a nut soldered inside and is held in place with a bolt. When the bolt is removed the boiler slides forward off the motor, allowing the chassis to be removed from the footplate. (see pictures below)



There were a few parts in the kit that were replaced and some extras like the vacuum pipe under the footplate side and various other piping was made up from brass rod and wire. The springs for the tender and the loco seemed a little on the large side so were replaced with RT models Manning Wardle springs. I remade the smoke box door out of plasticard to give a flatter less domed appearance. The chimney and safety valve dome were also replaced with ones kindly provided by Albyn, I believe these are David Geen parts.

Its an interesting kit to build and I am currently finishing a second that will be in the later black livery.



The National Railway Museum and the Bishop's Castle Railway

In the last Newsletter I detailed various artefacts with what I will term a Bishop's Castle Railway pedigree held by the National Railway Museum (NRM). Some of these, like the lattice signal post from Horderley, and probably the signal spectacles too, clearly come from off the railway. Others, such as a selection of carriage door handles may have nothing to do with the line at all. Nonetheless, while most of the papers relating to the railway have certainly long since disappeared, despite what we were told by a gentleman working in the archives at the NRM, there is, of course, documentation held there in the Selwyn Howard Pearce Higgins Archive.

Mr. Pearce Higgins (1912-1980) was a schoolmaster, a member of various railway societies, and became an authority on industrial locomotives and also on minor railways in Wales. In the collection held by the NRM there are various of his notebooks containing, among other things, delivery notes and invoices and notes from off the BCR, as well as information culled from extracts appertaining to the line taken from Board of Trade reports from 1866 and so forth. In addition, Mr. Pearce Higgins also amassed a huge collection of railway photographs, many of which were taken by himself on glass plate negatives. From the descriptions of the photographs of the BCR in the collection, it would seem that the majority of the views are very well known. For example, there is the one taken in the works of Messrs. Stevens and Company in Southwark, London. Dated between 1865-75, it shows the type of locking frame and signal used on the Bishops Castle Railway - of which the surviving example from Horderley, presently in the custody of the NRM, is the sole survivor.

There is also a photograph taken of an Easter Monday football excursion train, standing in Craven Arms station in April 1934. This particular image has been of inestimable value to those of us building the model of the Bishop's Castle terminus presently under construction, as it shows the use on the line of some ancient 4-wheel Great Western carriages which appear in the excursion train. By this date (1934) only one of the BCR's motley collection of carriages - the ex London and South Western Railway six wheeler - was serviceable. So, when additional coaches were required, the BCR did just as it did when it needed extra cattle wagons and hired them in.

The 4-wheel carriages from off the Great Western Railway had long since seen better days and were fast approaching the end of their working lives. While they were no doubt somewhat cleaner than the Great Western's cattle wagons, the company was obviously not worried about providing those travelling on the BCR "Football Special" with any degree of comfort as by 1934 its surviving 4-wheelers, so kindly lent for the excursion train, were only being used on workmans' trains. Nonetheless, it is probably fair to say that those travelling on the BCR in its final years were rather more relieved to find that there actually was a train awaiting them at Craven Arms and that they reached their infinitely remote destination of Bishop's Castle - and returned from it - without suffering any serious mishap!

Jonathan Moor



Messrs. Stevens and Company's works in Southwark, dated to the late 1860s - early 1870s, and showing the type of signal supplied by them for the BCR.

Membership fee increase.

Members will not need reminding about the current very high inflation rates, and generally poor economic conditions.

This seems to have been caused by a range of factors including the war in Ukraine, the aftermath of Covid, changes to the UK economy resulting from Brexit, and so on. At least, that's what the Government tells us anyway!

It is against this background that the Trustees have had to make some careful decisions around budgeting for the future and have reluctantly agreed that the price for Membership of the Society will need to rise next year.

From January 2023, Individual Membership will cost £20 and Joint Membership will cost £25.

Society income is generated in various ways such as book sales, cash donations, sales of donated items including models and pictures, fees from outside Organisations for talks and visits, Open Day stalls and so on.

All these incomes however, are unpredictable and cannot be relied upon. Conversely, most of our major costs are fixed, such as postage, printing, electricity, waste disposal, etc, and therefore must be covered by a predictable income: Membership fees are about the only reliable and dependable source of funds.

A recent financial exercise by the Trustees, where fixed outgoings were charged against only those incomes that can be relied upon (that is, assuming no open days, book sales, donations etc) showed that the margins were extremely narrow. The Trustees have a legal obligation to ensure the financial health of the Society, and allowing this situation to remain unaddressed was not an option.

We hope that members will understand the need to raise fees; the first rise that any of us can remember, and continue to support the efforts of the Trustees to promote the Society in telling the story of the Bishops Castle Railway.

Thank you.
Mike Boyd,
Secretary.

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Many of you renew your membership by standing order, for which we are very grateful.

Please remember to adjust the payment amount before the annual subscription date is due, which for most of you is the 2nd of January.

If you don't have a standing order, please consider setting one up, or paying via BACS. Now that the banks have introduced fees for charity accounts, it costs us money every time we set foot in the bank!

Lin Dalton
Membership Secretary

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

This is a bit different. It's a computer-generated animated film of Mallard reaching 126 mph in 1938. Running time 4:43

https://www.youtube.com/watch?v=jHy7r_OuC6A

Here's all about HS2. The project has met with much opposition. I wonder if the proposal to build what became the Bishop's Castle Railway was well received by those affected? Running time 34.08

<https://www.youtube.com/watch?v=FSD5ps9bLQ0>

The Hornby Class 57xx Pannier Tank No 8751 was produced in the 1970s and over 250,000 models are said to have been sold. I bought one cheaply on eBay some time ago as the seller said that it wouldn't run properly. It took me a good while to get it running, albeit hesitantly going forward but smoothly in reverse. I wish this video had been available at the time. Here's one being serviced. Running time 17:32

<https://www.youtube.com/watch?v=lb-5gUrrA-A>

Here's a link to another off-road video for you. The access is off the A489 before the double bend at Glenburrell Farm. The track bed is to the right. The main point of interest is at 2:10 where the vehicle crosses Glenburrell Bridge. The remaining 3:20 or so is just a drive in the country

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



Wishing our friends and supporters
a peaceful festival season!
Please nominate us to
win £1,000 today!




**The Benefact
Group are giving
away £120,000 in
December**

12 days of giving is the festive final phase of Movement for Good 2022. In December they will be giving 120 charities £1,000 each over 12 days. The first draw takes place on December 1st and the last draw on December 16th, with 10 charities drawn every working day.

Thank you if you have previously nominated Bishop's Castle Railway Society this year, your nomination will already be in this phase of the draw, if not, please consider doing so.

Click here to go to a pre filled form –


https://movementforgood.com/index.php?cn=1111918&ct=heritage_arts&i=1668017082-65123.jpg&utm_source=holiday+card&utm_medium=social&utm_campaign=12days2022holidaycard&utm_id=12days2022



2023 CALENDAR

"Tucked away in a remote corner of Shropshire, almost on the Welsh border, lie the last remains of what surely rank as one of the quaintest old railways in England"
- Edward Griffith 1949

Bishop's Castle Railway Station.




Bishop's Castle Station 1908.

Clearly this is a good photograph of a very different scene, with the station, platform and carriage. There are three members of the Lewis family in the scene - in the background on the right hand side - Thomas Lewis, in front of the engine, second from the left, Thomas (Clay) Lewis and the guard, W.E. Lewis. Information supplied by Keith Lewis.

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APRIL 2023



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MAY 2023



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DECEMBER 2023



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Welshpool & Llanfair Light Railway

Santa Specials

No queuing at the grotto! Santa meets every child on the train as it travels slowly through the beautiful Mid Wales countryside.

This is always popular, so book early to avoid disappointment.

Departures from Llanfair only. www.wllr.org.uk Photo by Andrew Charman



Mince Pie Specials

For 3 days between Christmas and the New Year the W&LLR are happy to announce the return of the Mince Pie Specials. On December the 28th, 29th and 30th you can enjoy a tasty mince pie and a festive drink from the comfort of the steam hauled toasty warm heated carriages. Book now for something to look forward to after Christmas! Departures from Llanfair only. www.wllr.org.uk

STOP PRESS..... The planning application submitted by Ransfords, relating to the land adjacent to the Weighbridge site has been refused. However we believe a fresh application is likely with alterations to the delivery area and additional parking added. We continue to monitor the planning progress, as the development could have a beneficial impact on the Weighbridge site.

Meanwhile, with Ransfords cooperation, the long awaited mains water supply connection to the building could be imminent.

Roger Dalton, Weighbridge Project Manager

If you have an item for the Newsletter please send to Lin Dalton at mail@ludfordpark.plus.com by the 1st of each month

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