

B.C.R.S.

December

2022

No. 72

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



**Wishing you all
A Very Merry Christmas
and a Happy New Year**

SOCIETY UPDATE

During this year the Weighbridge Railway Museum has become firmly established as a tourist destination within the town. On the twice monthly open days we have welcomed many members and visitors to the area. The special event open days that tie in with events in the town have been very busy, with the `Not the Michaelmas Fair Day` on September 17th being our busiest day so far.

We have welcomed several group visits in the evenings, with the surprise being the popularity of the W.I. visits. There are already several booked for next year.

Our Secretary Mike Boyd is making a name for himself giving talks to various organisations, including The County of Salop Steam Engine Society and the South West Shropshire Historical and Archaeological Society. All of which bring in additional funds through donations.

In October the Society received an award from the Bishop`s Castle Civic Society for the Best New Work or Renovation.

It`s important to remember that the Society now has its own headquarters and Registered Office in an original BCR building, on its original BCR site.

We also have an official BCRS mobile phone for the first time, which can be used to make direct contact with the Secretary. The number is 07951 058810, you can either call or text.

So all in all a progressive, successful year for the Society.

B.C.R. DOCUMENTS

Having completed the audit of the inherited Accession Register, Society Archivist Jonathan Moor has turned his attention to the myriad of BCR documents that have been discovered in various locations.

His aim is twofold; to deposit all the original documents held in the Society`s possession with the Shropshire Archives, once good quality facsimiles have been obtained, and to obtain good quality facsimiles of many of the original documents already held in the Shropshire Archives and the National Railway Museum.

Once completed, the Society will have fulfilled its mission to preserve all the original documents in perpetuity. It is expected that the quantity of documents of which facsimiles have been made will enable the displays within the museum to be periodically changed to provide continuous interest to the public. The process will take a while to bring to full realisation.

Lin Dalton

WEIGHBRIDGE RAILWAY MUSEUM

For the final newsletter of the year, here is a look back in pictures at some of the main events of 2022



Weighbridge Railway Museum
Station Street, Bishop's Castle, SY9 5AQ.
NEXT OPEN DAYS
Tuesdays 13th & 27th December
11am – 3pm

TEA ~ COFFEE
HOMEMADE CAKE

2023 CALENDAR
Last few left
£7.50



ARTS FESTIVAL WEEKEND



MAINSTONE WI LADIES



MIDLAND OIL ENGINE CLUB



THE QUEEN'S PLATINUM JUBILEE



ABOVE and BELOW
'NOT THE MICHAELMAS FAIR'



CHRISTMAS LIGHTS SWITCH ON



Member Peter Featherstone shares his thoughts and progress on his BCR layout

Thank you for some very interesting notes on Carlisle and BCR signals in BCRS News 71. I am making progress on my 7mm scale, 0-gauge model of Carlisle and have recently finished a BCR signal.

The signal uses a Stevens & Co 30' Lattice Signal Post etch made by MSE from Wizard Models (code S7/02/2). The other parts have been made from scratch or from inherited etches.



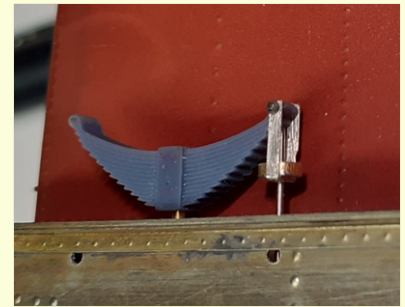
The recent Journal 118 articles were most interesting. The report by S.P. Higgins suggested that the signal at Horderley level crossing once had 2 arms. I suspect that it only ever had one arm which was painted red with a white stripe on both sides; it may well have had 2 eye-glass spectacles so that the lamp could be seen from either direction. You can imagine this from some of the pictures. The Stevens & Co system with the lattice posts

was very adaptable. An example from The Chattenden and Upnor Railway can be seen in the Narrow Gauge Museum at the Talylyn Railway Station in Tywyn.

Carlisle is entirely scratch built from Nickel Silver and Brass and has reached the detailing stage. I have just received some 3D printed tender springs, to which I am adding the hangers.

Concerning the real Carlisle, SPH says that she had some new green paint on splashers and sandboxes in October 1934. This suggests that Carlisle was painted green at that time. Given her occasional visits to Stafford Road Wolverhampton works of the GWR, it seems likely that she was painted GWR green. Perhaps this happened when she was there for the fitting of vacuum brakes

when the second-hand 6w tender was acquired. Perhaps this surplus GW tender was already painted green? Is this enough evidence for me to paint my model green?



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

Time for some football-free links. There's some snow and a Santa at the model railway exhibition below. Best wishes to all for Christmas and 2023! Jim Trenfield

This is the story of Gresley's A4 Pacifics, one of the most iconic locomotive designs which included Mallard. Running time 28:32

<https://www.youtube.com/watch?v=WTeFc1VgwP4>

Here's 6233 the "Duchess of Sutherland", built at Crewe in 1938, going flat out in the West Country last April. Running time 8:11

<https://www.youtube.com/watch?v=o0aytEsRf5I>

This one's from the Pecorama Model Railway Exhibition in October 2022. Some very impressive layouts on display! Running time 22:14

<https://www.youtube.com/watch?v=x75arIIIrII>

BCRSMG UPDATE



All photographs taken by member David Hemsley including the mono chrome version of the photo above right.



Members of the model group have been hard at work recently to achieve their goal of 'Carlisle' running with a rake of mixed rolling stock during the Christmas Open Day event.

They are proud to say that the layout has been accepted as a reserve for the Stafford Show 2023 or definitely booked for 2024!



The attention to detail speaks for itself in these photographs.



Emmanuel Beddoes and his lorries..... Some interesting facts sent in by Jim Trenfield, whose wife Jayne is Emmanuel's granddaughter.

I thought I'd send photos of some of the lorries used by the Beddoes firm over the years. A lorry was parked up for 25 years or more in a shed at the Beddoes yard in New Street. When we were trying to clear it, a chap who renovated old vehicles came to see the lorry one Sunday morning. After about an hour, he announced that he thought that he could get it going. It was at the top of a slope so we opened the gates, made sure that there was no traffic and with a good shove it rolled down onto Station Street with him at the wheel. He let the clutch up and the engine roared into life somewhat nosily as the exhaust had long rusted away. I wonder how many had their Sunday lie-in rudely interrupted that morning!

I don't know much about lorries but "lorries001" is a Ford similar to the Ford railcars used on the Potts line in the 1920s.



Possibly "lorries002" is one as well. Oddly, both lorries don't seem to have number plates but they had to be fitted to all new vehicles from 1904 and they're much later than that.



I'm not sure about "lorries003" but the headlamps have blackout shields so that would date it to WW2. There's just one blackout shield fitted to the Bedford so had the other one fallen off?



I'm sure that "lorries004" is a Bedford introduced in the 1930s.

Jayne doesn't think her Granddad could drive which is strange as he seemed to be able to turn his hand to most things.





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 Griffith 1949



Bishop's Castle Station 1908.

Clearly this is a posed photograph of railway staff and others, even the footman, gathered around No. 1. There are three members of the Lucas family in the scene - in the background on the right hand side - Thomas Lucas. In front of the engine, second from the left, Thomas (Tom) Lucas and the guard, Will Lucas. Information supplied by Keith Lucas.

THE BISHOP'S CASTLE RAILWAY SOCIETY CO. LTD

LAST FEW COPIES LEFT



Cartchick with its four wheeled tender and staff in 1908 or earlier. The Bishop's Castle Railway was one of the few railways where a member of staff "killing his old" movement, could be disciplined by being forced to "sign the pledge". He was afterwards covertly served up in a soup.

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Membership renewal

For members who joined prior to 2022 membership renewal is due on the 2nd January 2023. Anyone who has joined in 2022 will have joined under the new system of renewal being due annually on the date of joining.

Membership is £20.00 Single or £25.00 Joint

You can renew either by Standing Order or if you do internet banking a BACS payment can be made to: Bishop's Castle Railway Society Co Ltd

Account No: 01229877 Sort Code: 40-12-02 Ref: Name & Membership number

Both of these methods are free to the Society.

However from November 2021 HSBC introduced charges for branch transactions including a 0.4 per cent fee to pay in and withdraw cash, and a fee of 40p to deposit a cheque. In addition we are charged a fee of £5 per month or £60 a year just to keep the account open.

If a cheque is your only option, please post to: - Lin Dalton, 37 Mary Elizabeth Road, Ludlow, Shropshire, SY8 1LP. Thank you.

www.bcrailway.co.uk



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