

# B.C.R.S. August 2023 NEWS No. 80



The Monthly Newsletter of The Bishop's Castle Railway Society

## WEIGHBRIDGE RAILWAY MUSEUM

The weekend of the 15<sup>th</sup> and 16<sup>th</sup> July had two open days in quick succession. On the Saturday afternoon members of the Shropshire Railway Society spent a couple of hours viewing the displays, admiring the BCR Station model layout and socialising over tea and cake. Photos below: Some of the group studying the timeline of the buildings restoration from 2017 – 2020.



The next day was Charter Day in Bishop's Castle and the influx of visitors to the town brought a steady flow to the weighbridge, many enjoying the refreshments. The Banana Van book shop also had a lot of enthusiasts looking for that particular railway book that they hadn't already got and going away with a bargain carrier bag full for a tenner. Photo below: the early birds looking for bargains.

This aerial view below of the Weighbridge site has been sent to us by Gary Essex - [randomrailways.com](http://randomrailways.com) taken during a warm and sunny open day.



**You never know who is watching!**

Following last month`s appeal for volunteers, several came forward to help with stewarding and serving refreshments on Charter Day.



The refreshment ladies:  
Hilary Moor, Gill Thornton & Sarah Ellison



Member Dick Smith  
supervising book sales

The annual Michaelmas Fair Day is only a few weeks away and just about enough volunteers have now come forward to enable us to hold an event similar to last year. The Military Vehicle Trust will once again be bringing a collection of historical ex-military vehicles. Photos right

Model railway layouts will be running in the marquee and `Carlisle` will be running on the BCR circa 1932 layout in the museum.

Refreshments will be served throughout the day from 10am – 4.30pm.

Of course, there is always room for a few more volunteers to steward. Offers of cake baking and help serving on the day are also very welcome.

If you can help to steward or with refreshments contact Lin Dalton – [mail@ludfordpark.plus.com](mailto:mail@ludfordpark.plus.com)



**Member John Tennent sent in this sad tale, that can`t help but make you smile....**

“It reminds me of a friend who emigrated to Canada, he found out that there was a local model railway club, so went along to join. He found it to have a club house which was an old caboose An elderly man answered the door. My friend asked when the next meeting was and the man said today I'm the only member now!”

**With 107 members, the Society is a long way from the above tale..... but without more volunteers the museum`s continuing success is in doubt!**

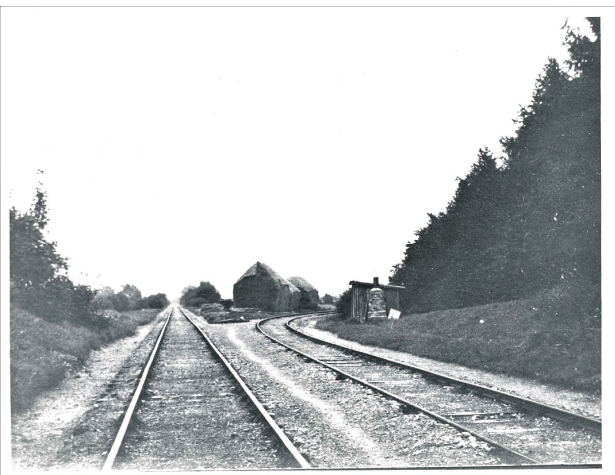
## BCRSMG Update

Work continues on *Bishop's Castle c.1932* so as to ensure the smooth running of both locomotives and rolling stock and completing the detailing of a few remaining scenic items. Number 1 - Tankey - is presently under construction down in Sussex and will be making his long awaited debut on the layout later this year.

The model of the ex-London and South Western 6 wheeler, which one of the modelling group is assembling, is also eagerly awaited. By the date of the layout, this was the only Bishop Castle Railway (BCR) coach that remained in working order - the rest had either been scrapped or else pushed into the carriage shed and left to rot.

I may have said this before, but when the need arose the BCR hired in additional coaches from the Great Western Railway (GWR) so an additional ex-GWR 4-wheel composite coach - see photograph - has now been constructed to join the existing brake third. Given the parlous state of the BCR's track and the line's short run round loops, the GWR only ever lent the BCR its most decrepit coaches - the afore-mentioned four wheelers. By the 1930s, these were at the end of their working lives, painted unlined chocolate brown, employed on workman's trains, and with their erstwhile compartment class distinctions long having passed into history.

A start has been made on producing the buildings required for the extension of the layout to encompass Lydham Heath. The photographs below show the station building and goods shed presently under construction. Neither were very large structures, the former built of timber with a corrugated iron roof, and the latter partly of timber under a slate roof.



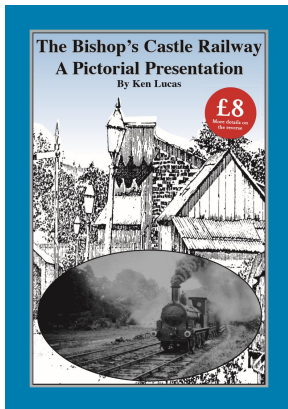
An interesting feature at Lydham Heath, and which appears in several photographs, are the hayricks erected in the "V" at the junction where the Bishop's Castle branch met what was supposed to have been the "main" line to Montgomery. Clearly, no-one ever seems to have considered the fire risk presented by steam trains passing within a few feet of a large pair of hayricks!

Jonathan Moor

## The Origins of the BCRS.

It was pleasing to have a visit recently from Paul Lucas and Bridget Nottingham, the children of the late Ken Lucas, who following a discussion with his son Paul and his nephew Keith Lucas, called a public meeting resulting in the Bishop's Castle Railway Society being formed.

Many of our longstanding members will remember Ken and Paul and of course Keith, who is the current Society President.



Ken is the author of The Bishop's Castle Railway A Pictorial Presentation. First published in 2007. There are still a few copies available to purchase either by downloading the order form from the website: <https://bcrailway.co.uk/shop-online/> or emailing: [mail@ludfordpark.plus.com](mailto:mail@ludfordpark.plus.com)



Bridget and Paul in the Weighbridge



Ken in a previous museum

**Alex of the Archives** Following Alex's first appearance in the May newsletter and the lack of response to his musing, he has now transferred to the Society Facebook page. The early signs indicate a lot of interest and he is receiving comments and information that will help him in his quest to archive the BCR photographic collection. It is an onerous task to sort through the hundreds of photos, weed out the doubles or those cropped from others, keeping the best image, and then collecting as much information as possible about the image. We are very grateful to finally have this work being done, after years of talking about it, but no action!

Follow Alex at [Bishop's Castle Railway Society | Facebook](#)

## Mike Boyd sent in this link to a recent Rail Accident Report, covering two adverse occurrences.

"The incidents are pretty straightforward: on two occasions, trains passed through the same junction at over double the speed limit (76mph and 65mph instead of 30), injuring several passengers and almost derailing as a result of severe jolting and lurching as the train traversed the points.

The investigation found that the train's wheels would have actually left the track; fortunately they landed back on it without damage.

However, the interest (no, really!) is in the way the incidents were analysed and investigated, how the drivers perceived the signalled route, and the recommendations made.

It is a very long report and gets into the weeds of Network Rail's signalling systems and training but the driver behaviour/rail fanatics amongst us may care to see it."

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1170796/R062023\\_230710\\_Peterborough.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1170796/R062023_230710_Peterborough.pdf)

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

In this video, shot at various preserved railways and on the main line, we see goods being delivered by rail over the years. It sounds boring – it's not thanks to the action footage. Running time is 36:34.

<https://www.youtube.com/watch?v=y2lOqVFhVzA>

Here are the world's longest trains or five of them. Ideal if you can't sleep and want to drop off. Running time 6:42 although it feels much longer...

<https://www.youtube.com/watch?v=ulz1ovZLrco>

A model railway, forty years on. Running time 10:18

<https://www.youtube.com/watch?v=eUAoHmimo1c>

## WELSH RAILWAYS RESEARCH CIRCLE

### Welsh Railway Records Volume 4:

#### Cambrian Railways Drawings. Part 1: 1853-1892

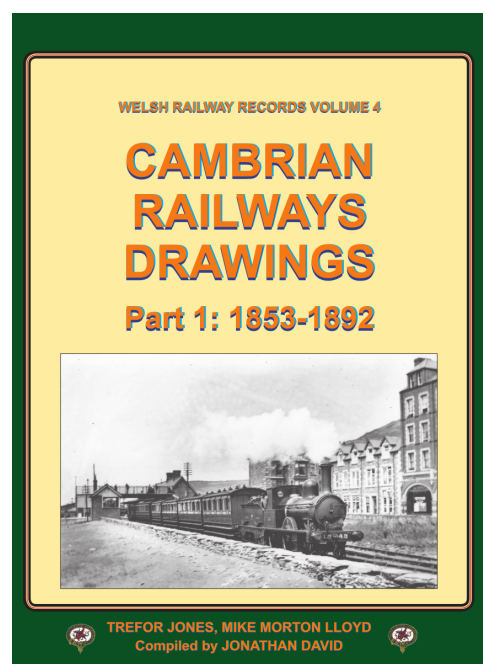
The first of two planned volumes of drawings based on the Mike Morton Lloyd/Trefor Jones collection held by the Circle. Because there were so many gaps in the drawings, it was decided to add to them and make the two volumes as complete as possible. This volume therefore contains

- 22 drawings of all the locomotives and tenders owned by the company up to 1892, including those which were rebuilt by the GWR
- 23 drawings of carriages and non-passenger carrying stock covering the same period
- 15 drawings of brake vans and goods vehicles from 1853 to 1892
- Complete detailed listings of all locomotives, carriages, non-passenger carrying stock, service vehicles, brake vans and goods stock owned by the company throughout its existence.

Many of these drawing have never been available before and all those except the MML/TJ collection have been redrawn for publication, usually from official drawings.

Part 2 is intended to continue the story to the Grouping.

Part 1 is now available, price £26.95 plus postage and packing from the Circle at [wrrc.org.uk](http://wrrc.org.uk)



<https://bcrailway.co.uk>



[Bishop's Castle Railway Society](#) | [Facebook](#)

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

You can opt out of receiving this newsletter at any time by emailing:- [mail@ludfordpark.plus.com](mailto:mail@ludfordpark.plus.com)

Registered Company  
No. 05520291  
Registered Charity  
No. 1111918