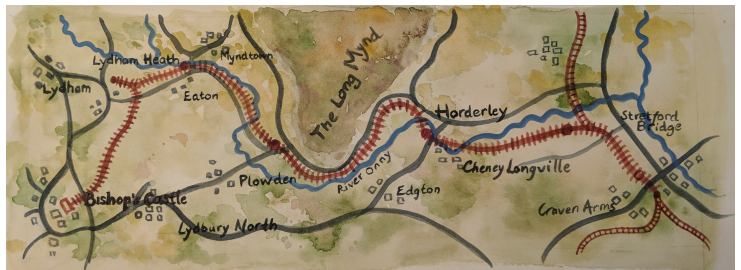


**B.C.R.S. November  
NEWS  
2023  
No. 83**



**Our final big event of 2023**

**Christmas at  
The Weighbridge  
Saturday 2nd December  
11am – 3pm**



- Exclusive Christmas cards
- Second-hand books
- Tea and coffee
- Gifts
- Cakes & Mince pies
- Model railway



The Weighbridge Railway Museum  
Station Street, Bishop's Castle, SY9 5AQ  
What 3 Words: ///tribes.countries.thorax



The Weighbridge will also be open on the usual 2nd and 4th Tuesday of the month.

The next two dates are the 28th of November and the 12th of December.

The 4th Tuesday in December falls on Boxing Day this year. As yet a final decision hasn't been made about whether to open or not. A lot of people do like to get out and about that day and not everyone rushes to the Sales. Some local knowledge is needed to find out whether Bishop's Castle has any special events happening that day.

**There's still time to buy the 'Weighbridge in the Snow' Christmas Cards.**

It was a photograph taken by David Hemsley during the surprise heavy snowfall in March of this year that prompted this card.

There are two designs of this quality card printed by Craven Design and Print. Priced at £2.50 each or 3 for £5 collected from the weighbridge. If you would like them posted to you, it is £3.00 for a single card or 3 for £6.

To order by post complete the order form at <https://bcrailway.co.uk/shop-online/>

Or contact Lin: [mail@ludfordpark.plus.com](mailto:mail@ludfordpark.plus.com)

phone: 07553 010196



*Merry Christmas*

A



*Merry Christmas*

B



## News from the Modellers

News comes in of a small reshuffle in the weighbridge internal arrangements. With the model of Bishop's Castle station sitting across the whole end wall of the building, the directors decided to allocate the rest of room 1 to the modelling group. The result is extra space in room 1 eventually to display the layout stock in a locked glass-fronted cabinet when not in use, and a concentration of the artefacts in the middle room.

In addition, some of the spare information boards can go up in the room to help interpret the model. The stock cabinet is still a future project!

Some of you may have noticed the walls in room 1 getting a bit tatty during the course of the year, a legacy of the damp before the French drain was completed, so on one of the Wednesday modelling afternoons, Jonathan and David set to with the limewash to give the room a refresh. At the time of writing, I haven't seen how the paint has dried ... fingers crossed it doesn't need another coat as we used up the whole tin!



Literally, paint drying. Stare at the photo as long as required to gain the full effect.



Ready for the off ...



You missed a bit. Helping!

Other news from the model – having given up on scale three-link couplings owing to advanced can't-see-where-the-coupling-hook-is, the layout stock is slowly being fitted with Sprat & Winkle auto couplings. The modellers amongst you will know what these are, for everyone else, they are a hinged inverted hook that engages with a wire bar on the next vehicle and avoids the need to fiddle with tiny scale couplings.

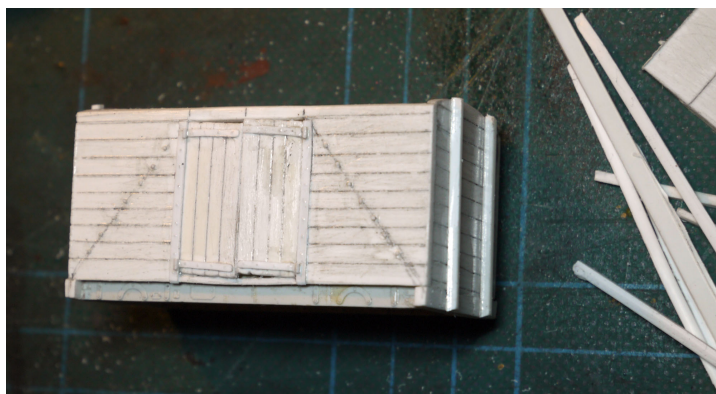
In addition to Stuart's work on the couplings, David T brought in some troublesome diesels for investigation.

Modelling session right:  
David E's Hornby class 66 repair workshop was going well.



## Modelling Matters Continued

Meanwhile, I promised ages ago to build the grounded van that used to sit by the weighbridge in the 1920s and presumably 1930s (photographic evidence is thin on the ground; in fact: one photo). It's one of the old BCR planked vans that ended up being used as stores at Plowden, Eaton and



Grounded van with some strapping and hinges

Bishop's Castle. Two may well have been at BC's station, with one also at the end of the loading dock, but as I haven't seen a photo with both wagons in, it is also possible a single wagon was moved. I also don't yet know where the vans came from - they are similar in size and horizontal planking to contemporary LNWR vans but have internal strapping and pretty much everything else different. I'm sure someone will be able to fill in more details on both counts!

I built the wagon from plasticard. The sizes of the sides and ends were estimated from vans of a similar era - an MR van and a GWR Mink - and cut out separately. The planks were counted off the one photo we have, and scribed before assembly around a scrap Midland wagon under frame. After that ... simple but slow ... the strapping was added from strips of thin plasticard, with bolt heads pressed through from the back of the strip. The bolt heads on the planking were added from tiny, tiny slivers of square 10 thou, stuck to the model with solvent and then when dry washed over with more solvent to try and round the heads a little.

In the outsourced BCR engineering workshop, Andy Jones has been cracking on with Tankie/No.1. It turns out that in order to convert the whitmetal GWR 517 class kit into No.1, more than a little scratchbuilding is required. You can see how much has had to be changed; even the chimney isn't as-supplied. I won't say more here, in the expectation that Andy can be persuaded write a little about the saga.

David Hemsley



Tankie at BCR Station

The model as of the middle of November looking at home on Tarring Neville



**“Over on the Welsh Marches there were two very jolly railways, whereof the Shropshire and Montgomeryshire was the most respectable”** *an excerpt from a book by C Hamilton Ellis.*

The other railway being referred to was The Bishop`s Castle Railway and described as `not respectable`.

Yet near the end of the article Hamilton Ellis concludes `It was a perfect railway for a tranquil holiday`.

On the right is a copy of the page in that book  
Thanks to member David Dilks for sharing this with us.

*Byways and Oddities*

London and South Western, designed by Joseph Beattie and known, by the evidence of an old lithograph, to have been in existence at least as early as 1844. Colonel Stephens used it as an inspection car; he had a similar, but slightly less ancient carriage on the Kent and East Sussex. This had been an admired exhibit in the Crystal Palace in 1851.

The Bishops Castle Railway was not respectable. It had been in Chancery for a few generations, for so long, indeed, that even the Receiver was sensitive about it, and there was a row if people tried to photograph it. But it carried on down the years, with its overgrown tracks drunk with honeysuckle and meadow-sweet, its ancient signals giving various equivocal indications somewhere between “stop” and “clear,” its station at Stretford Bridge Junction which was to all intents and purposes without access except by train, and its trains which were ghosts of those that had ranged the British main lines sixty years ago. All sorts of ancient rolling stock found their way to the Bishops Castle Railway; antique locomotives from the Somerset and Dorset and the Great Western; carriages with chain brakes from the London and North Western; other carriages from the South Western and the Hull and Barnsley, but all of a kind that few could remember having used on the parent systems.

It was fitting that the Bishops Castle should have its beginning at Craven Arms on the Shrewsbury and Hereford line. Craven Arms is hard by Stokesay, and just as Stokesay Castle showed you English domestic architecture, complete with all the modern conveniences of the thirteenth century, mellowed and for centuries untouched by the hand of war, so did the Bishops Castle Railway, opened in 1866, preserve British railway practice of the industrial middle ages, likewise overgrown and embowered in the country it had sought to serve. All the station clocks seemed to have stopped between 1890 and 1900, if not earlier; at Bishops Castle station the guard used to listen for the striking of the church clock when he knew it was round about train time. It was a perfect railway for a tranquil holiday; the journey from Craven Arms to Bishops Castle, 10½ miles, occupied 50 minutes.

David Hemsley recently spotted this ticket for sale on Ebay. With one day left for bidding it had reached £19.



- Who and why did someone travel First Class from Newport to Bishop`s Castle?
- How many different locomotives were encountered?
- How long did the journey take?

All questions we may never know the answers to, unless .....you can work it out!

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

This is the sad story of the Harrow & Wealdstone train crash in 1952, the worst railway disaster in the UK since the Quintinshill carnage of 1915. Running time 10:28

<https://www.youtube.com/watch?v=9ksj6J7sNBk>

Here`s the tale of two Hogwart`s Express locomotives on display at Harry Potter attractions, one in London and the other in Japan, but how can there be more than one steam engine?

Running time 9:38

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

This model railway enthusiast wanted to build a layout whereby drinks could be ferried from his kitchen to his office. The problem was that the kitchen was on the ground floor and his office was upstairs.....Running time 11:08

<https://www.youtube.com/watch?v=akHUMQm3144>

## Membership renewal

For members who joined prior to 2022 membership renewal is due on the 2nd January 2024. Anyone who has joined since 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. Cheques and cash are still accepted, but they do incur banking charges when paying into the bank account.

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

Please would members who didn`t alter their standing order for January 2023 make sure they have done so for January 2024. It caused so much extra work at the beginning of this year not only for me, but the members who had to make an additional payment.

An additional plea to the few who said they would pay the extra and then didn`t, please, please get it right this year!

Thank You

Lin

<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)

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