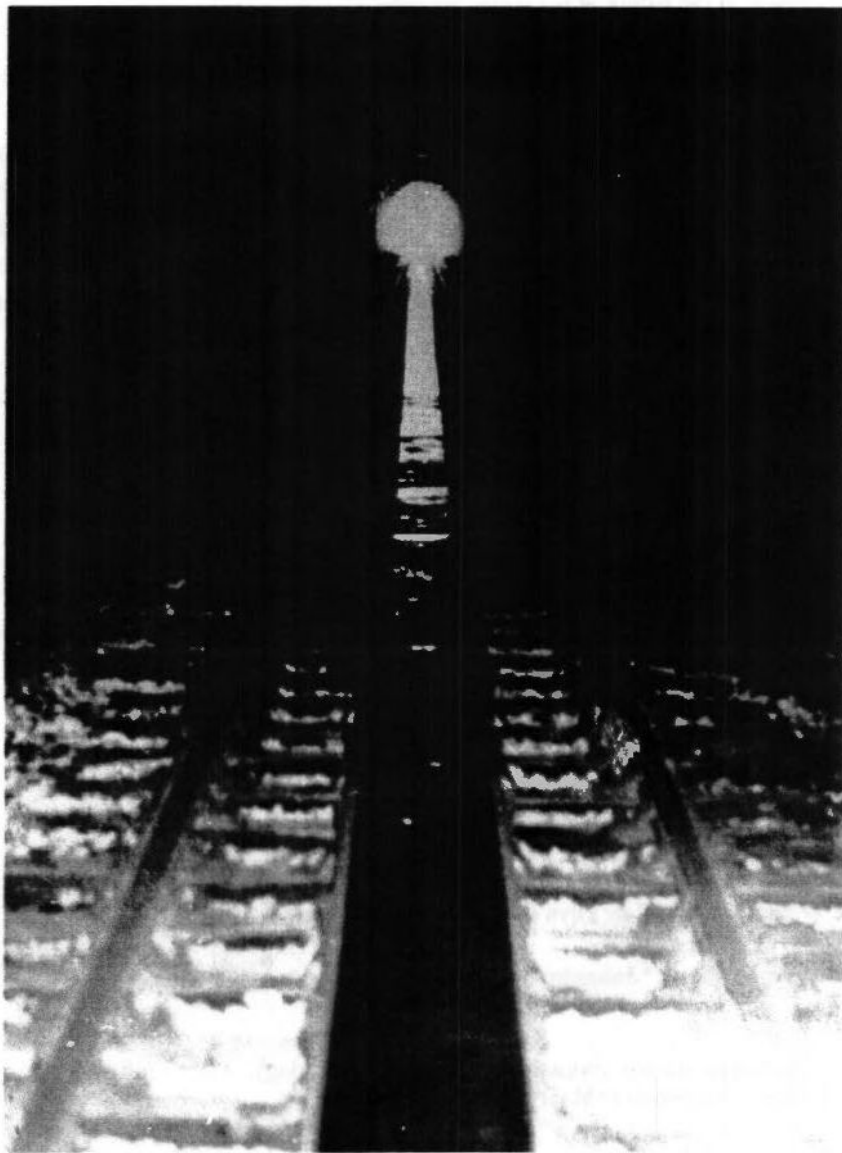


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Barrowmore Model Railway Journal



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Published on behalf of Barrowmore Model Railway Group by the Honorary Editor: David Goodwin, "Cromer", Church Road, Saughall, Chester CH1 6EN; tel. 01244 880018. E-mail: david@goodwinrail.co.uk
Contributions are welcome:

- (a) as e-mails or e-mail attachments;
 - (b) as a 3.5in floppy disk, formatted in any way (as long as you tell me if it's unusual!); disks can be provided on request;
 - (c) a typed manuscript;
 - (d) a hand-written manuscript, preferably with a contact telephone number so that any queries can be sorted out;
 - (e) a CD/DVD;
 - (f) a USB storage flash drive.
- Any queries to the Editor, please.

The NEXT ISSUE will be dated December 2008, and contributions should get to the Editor as soon as possible, but at least before 1 November 2008.

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Copies of this magazine are also available to non-members: a cheque for £6 (payable to 'Barrowmore Model Railway Group') will provide the next four issues, posted direct to your home. Send your details and cheque to the Editor at the above address.

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The cover illustration for this issue is a striking photograph taken looking south-west out of Standedge Tunnel, between Manchester and Huddersfield. We think the photographer was the late Neil Fraser of the L.N.W.R. Society. And no, he wasn't run down by a locomotive! The photo dates from the 1960s, when the trough was still in use. (Photograph courtesy of the Society, per Norman Lee; but see also his letter on page 30).

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Forthcoming events

(2008)

- 6/7 Sep. 2008: W.H.R. show at Dinas.
- 13/14 Sep. 2008: ExpoEM North, Slaithwaite.
- 25 Sep. 2008: "Narrow gauge of North and Mid Wales" by Dave Southern. Merseyside Railway History Group, United Reform Church Hall, Meols Drive, West Kirby, 7.45pm. (See Editor for more details).
- 27/28 Sep. 2008: Scaleforum (Leatherhead).
- 3/5 Oct. 2008: Manchester show.
- 11 Oct. 2008: 7mm running track, Llanbedr (see Editor for details).
- 18/19 Oct. 2008: Blackburn show.
- 25/26 Oct. 2008: Beckenham show ("Mostyn" is appearing).
- 15 Nov. 2008: 7mm running track, Llanbedr (see Editor for details).
- 22/23 Nov. 2008: Warley show.
- 27 Nov. 2008: "Wirral transport" by Glyn Parry. M.R.H.Group (see above).
- 28/30 Nov. 2008: Wakefield show.
- 13/14 Dec. 2008: Wigan show ("Johnstown Road" is appearing).

(2009)

- 10/11 Jan. 2009: St Albans show ("Johnstown Road" is appearing).
- 27/28 June 2009: Perth exhibition ("Mostyn" is appearing).
- 12/13 Dec. 2009: Wigan show ("Mostyn" is appearing).

(The Editor welcomes details of other events of railway interest for this column)

Our web-site address is: www.barrowmoremrg.org.uk
(Also of interest is: www.mostynhistory.com)

Fraudster jailed over £32,000 con

A TRAIN enthusiast used his inside knowledge as a taxman to steal more than £32,000 through a false tax refund and pay off debts.

Chester revenue and customs VAT officer Richard Thornton also set up two false companies, invented directors using the names of eminent 19th century railway engineers and used aliases based on 1970s politicians.

Thornton, 43, of Llanddulas, North Wales, had pleaded not guilty but was sentenced to two-and-a-half years imprisonment for two counts of fraud at the end of the trial in Mold Crown Court.

In 2001, he had hoped to open a railway centre offering short pleasure rides on vintage trains in Bodfari, Denbighshire and had started to buy rolling stock.

After being refused planning permission, Thornton set up two companies, Park Royal Vehicles Ltd and Mold and Denbigh Junction Railway Company Ltd, with him as the only shareholder.

Eric Power came across this paragraph in the *Chester Chronicle* of 25 April 2008.

In June 2005, an invoice for £185,000 was issued between the two companies selling all the rolling stock, spare parts and equipment for an embellished price. A false VAT return for a £32,392.50 repayment was submitted by Park Royal Vehicles Ltd to revenue and customs (HMRC) and paid into Thornton's personal account.

Graham Knowles, prosecuting, said: "He didn't have to do it if he didn't want the money. He had high hopes for the business and was bitterly disappointed."

Judge John Roberts QC, in sentencing Thornton, said he was "thoroughly dishonest" and had "committed a gross breach of trust".

Below is a short extract from the Chester Model Railway Club's website.

(See www.chestermodelrailwayclub.com and go to 'castlefinn'). This 4mm:1ft scale model of an Irish prototype is in the early stages of construction, but judging by their previous Irish narrow gauge layout ("Dingle"), holds great promise as an exhibition attraction.

Castlefinn

Castlefin, or Castlefinn, depending on which side of the platform you stood, was a station on the County Donegal system. It was originally part of the Finn Valley line, a 5'3" gauge branch from Strabane to Stranorlar opened in 1864. In 1882 the West Donegal was opened to 3ft gauge between Stranorlar and Druminin (a shortage of cash meant that it didn't reach Donegal Town until 1889). The Finn Valley line was converted to narrow gauge and reopened in 1894 (it had been extended to Derry by 1900). Major Marindin was the inspector for the new line - in 1893 he sat at the enquiry into the Camp disaster on the Tralee and Dingle, so it's good to know he knew both lines we have modelled! As it was just over the 'border' in Donegal, it spent its later years as a customs checking point, passenger trains having to stop here for searching, goods needing to be left for thorough inspection, or a quick glance if part of a mixed train! As it had been converted from Irish standard gauge, spacing of the loops was quite generous. *(Thanks to Simon Starr for permission to reproduce; he has promised to do a short report on the progress on the layout for our next issue).*

Archive railway films: what is available?

by Dave Millward

Once I was bitten by the bug of archive railway film I not only studied the marvellous list of quality films available from Strathwood and Julian Peters (son of Ivo) but also began interrogating the internet in the hope of happening upon other producers operating at the same level. A chain of events sparked by a holiday on Exmoor led to just such a discovery; standing proudly outside the museum in Lynmouth was clearly a cast concrete station name-board, in the Southern Railway style, proclaiming 'Lynton & Lynmouth'. Having spent a week toiling over steep hills and a challenging coastal path, the obvious question was "what type of railway served this place"? The cliff railway linking the two towns seemed to be of the correct gradient. My curiosity was further provoked when, having taken some of the marvellous local fish-and-chips up to Woody Bay to savour, whilst enjoying the view across the Bristol Channel to South Wales, we happened upon the new Lynton & Barnstaple railway being re-laid along the original route amidst this lovely setting.

On returning home I consulted my now battered copy of Jowett's *Railway atlas* and called on the trusty 'Google' search engine to track down any available archive film footage. The Oakwood press had already scored highly with me due to their diverse range of books offering great insight within a relatively few pages. I didn't need convincing that their video library titles would provoke similar levels of interest within me:.....

The Lynton and Barnstaple Railway featuring the L.T. Catchpole collection. Oakwood Video Library (tel: 01291 650444) 65mins, Black & White video cassette. My tankard of real ale was relatively unscathed when this production moved me sharply out of my comfort zone - I had smugly decided that I could only tolerate high quality colour film, with occasional black and white offerings of at least an equal standing. In front of me was a somewhat grainy offering of considerable vintage with a reasonable soundtrack; reaching for the box the reason became clear, as closure came in 1935..... I should be grateful for any film being available.

The political stage of the late 1800s is considered first, with local personalities using their influence to decide the form, route and direction of the new railway. A detailed look at the rolling stock follows before a journey along the line illustrates the challenges faced during the engineering of the route. Interviews with Roger Kidner (founder of Oakwood) and travelling companion to L.T. Catchpole during the filming of this archive material; a one time L&B driver based at Barnstaple and various local people who travelled along the line up to 1935 add bulk to this already impressive production. The last weekend in September of that year brings the curtain down despite valiant attempts by the Southern Railway to boost revenue. Footage of the auction of the lines assets is also included along with 'then and now' sequences and a look at surviving L&B stock.

Initially, I had been prepared to consider this programme as a 'one off' purchase from Oakwood, a useful record but one to be tucked away to gather dust, however, over time my attention often wandered back and I considered what it was that had disturbed me. Here was a production, in true Oakwood style, that looked beyond a quaint narrow gauge line to the seaside and explored the reasons for its being; the staff, perception of

the travelling public and finally the reasons for failure and its consignment to history. I now view the programme in a different light and readily scan the list of various other Oakwood video titles to make sure that I'm not risking missing something else:

LSWR Mainline Vol. 1 - Waterloo to Woking Oakwood Video Library, Black and White/Colour. 60mins video cassette.

Prior to enjoying this particular programme I had occasionally heard the names of Bert Hooker and Stan Symes in the same sentence as Southern region steam but hadn't really registered it in my mind. Knowing what format to expect from Oakwood I sat back to savour a three-dimensional experience of the heyday of Nine Elms and the route to the sunshine.

We start with a look at the origins of the LSWR, some impressive re-enactments of the days of the stagecoaches and their role in 'bridging the gap' during the building of the railway, at a time when the route was not yet open in its entirety. Views of early locomotives follow on, leading into Bert/Clive Groome outlining the footplate line of promotion and their experiences with some of the motive power types. David Shepherd joins in and offers his perspective of a young artist drawn to steam locomotive depots.

Whilst the film is mainly 8mm, the soundtrack has been extremely well dubbed and the impact of some of the high speed running sent a shiver down my spine: the Bournemouth Belle and Atlantic Coast Express at speed, superb. Coverage is in-depth and captivating, someone at Oakwood knows how to entertain and inform simultaneously. Many loco types feature, some of impressive vintage. One of the former Waterloo signalmen goes on to describe his role before a series of 'then and now' sequences show how much has been lost. This tape ends at Woking but it only seemed to be around 10 minutes long, excellent is the only verdict, a real engineman's programme. There are 3 more tapes to collect in this series in order to complete the journey to Weymouth, one is nearly 2 hours long! If they're all of this calibre then we're in for a real treat.

Letters to the Editor

(E-mail from Don Rowland) Dave: Many thanks for the copy of Journal 15 which arrived today. Here's a little snippet which may be of interest -

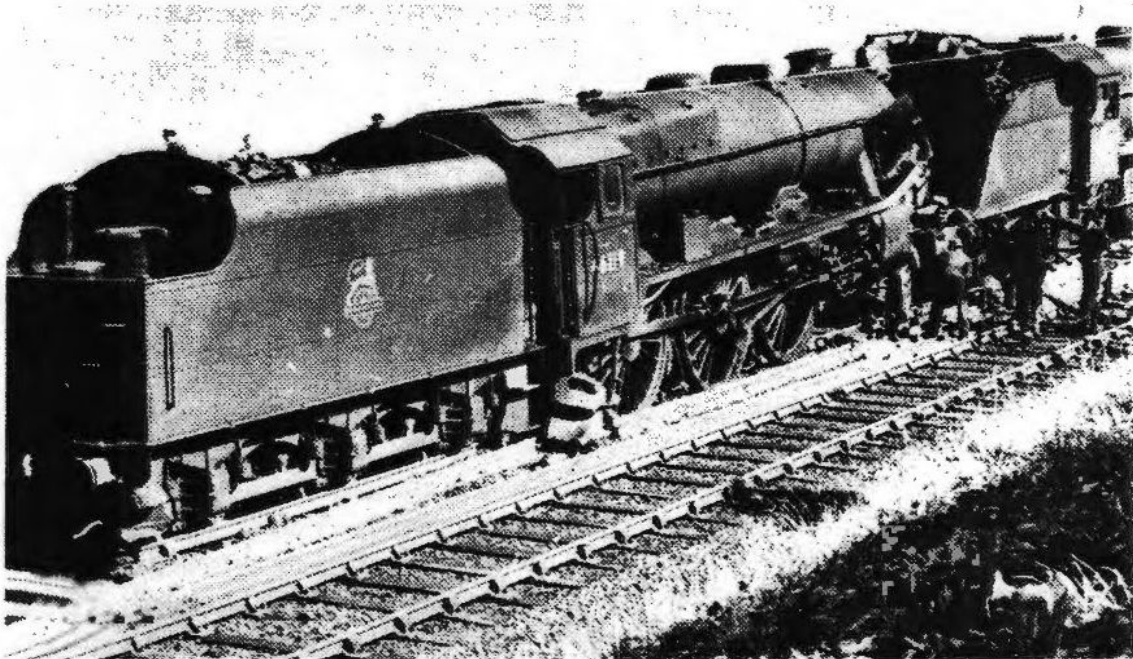
Penmaenmawr Postscript The late Bill Broadbent was a Crewe-trained locomotive engineer and also an enthusiast. He told me that in 1950 he was Shedmaster at Holyhead and 46119 was one of his engines. Its driver at the time of the accident, also a Holyhead man, was seriously injured but after a period in hospital and convalescence was fit to return to his old job. The morning he came back to work Bill was chatting to him in the shed yard when 46119 came home from Crewe. Bill was concerned how his driver would respond, but need not have worried, his dry comment was "It seems we have both been 'on the panel' ".* Don.

* A reference to sick pay arrangements before the NHS.

(E-mail from Tony Robinson) If anyone is interested I have a few remaining copies available of our Foxline publication about Queen Victoria's passage from ship to Royal Train at Holyhead station in April 1900. It was the occasion of her last trip away from her then abode of Osborne House on the Isle of Wight when she is seen returning from a visit to Ireland. For more details or to order a copy at £5.95 inc P&P please contact myself. Regards, Tony Robinson, 8 Earl Edwin Mews, WHITCHURCH, SY13 1DT. TEL.01948 664994. MOB.07989 199864.

(E-mail from Phil Hindley of Old Colwyn:)

With regard to the Penmaenmawr accident, I have a couple of photos of this - one showing the wrecked coaches and another showing 46119 against the wrecked tender of 42885. They were probably copied from a newspaper as they are rather grainy but may be of interest. [copied below]



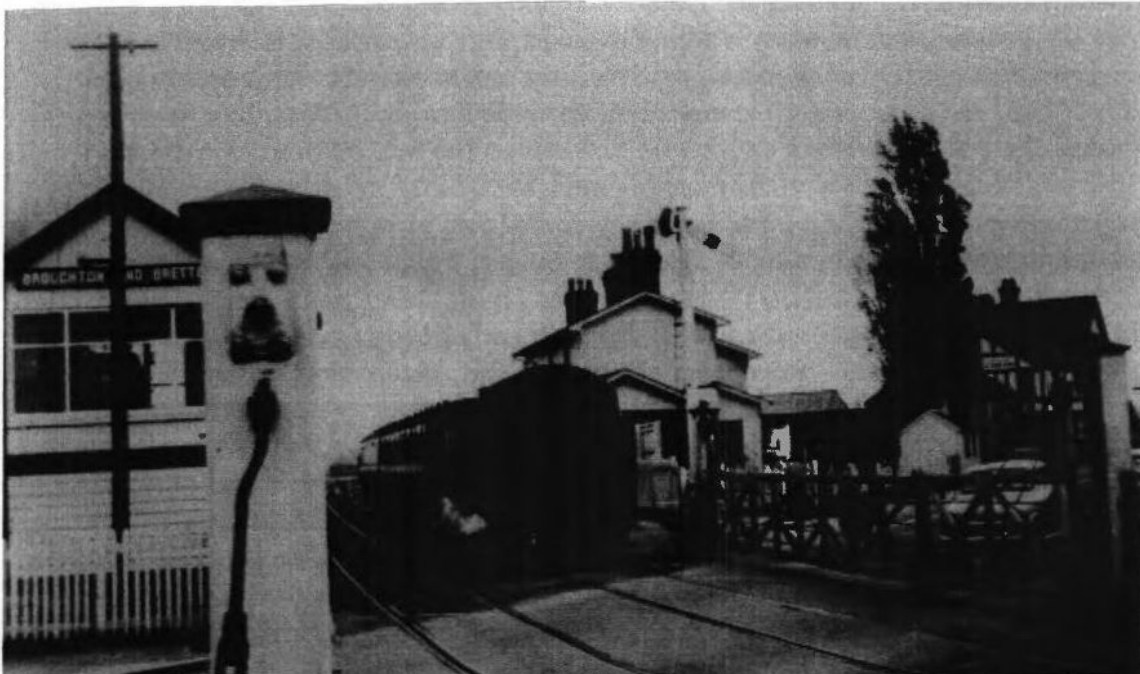
(Extract from "Dad Had an Engine Shed", an unpublished manuscript by Tony Robinson - from the chapter entitled "High Days & Holidays"):-

A SCHOOL TRIP WITH A DIFFERENCE!

There was another event that took place a month or two earlier in 1959, which I think, deserves a mention and that was my first ever school trip. You will recall from previous chapters that I attended Broughton C.P. school and it was the tradition of the said institution that every summer the members of the two senior forms (i.e. ten and eleven year olds) were taken on a day's outing to some place or places of interest. As on previous excursions the day began with an early rendezvous and head count in the school yard and then we were marched in crocodile fashion to Broughton & Bretton station, there to assemble in an 'orderly fashion' on the 'up' platform. I distinctly recall my dad arriving some seconds before his train, the 08.20 (departing Ruthin 06.58) pulled in behind one of his Fowler 4Fs (his timing was always precise!) and then some ten minutes after the departure of his train to Saltney Ferry and Chester our train of six open corridor thirds of period II vintage arrived behind what was to be our steed for the day, a Fowler 2-6-4T of Chester shed. The train had already picked up kids from Mold and Pen-y-ffordd schools and so was at least half full, but thanks to some genius at control the carriages had been clearly marked with the names of each school on the windows! So having boarded in our 'orderly fashion' our steed trundled us off, bunker first, to Chester. Here the kids of Saltney and Saltney Ferry Junior schools were waiting, I think Saltney Ferry station had been discounted as too small to hold the numbers involved. At Chester, the bidirectional platform 14 was used and our Fowler ran around the train so facing the direction of travel – Llandudno!

The sun was shining as we left Chester and did so all day, it was a scorcher typical of that long hot summer of '59. On arrival at Llandudno we again were assembled on the main arrival platform 3 which with its carriage drive was an excellent marshalling area for a trainload of errant juniors. Our crocodiles then proceeded down Vaughn Road and across Mostyn Street and onto the promenade. From here we marched along the seafront and onto the pier and so to the end of it where our next conveyance was waiting: the steamship "St Seiriol" of the Liverpool & North Wales Steam Packet Co. If my memory serves me correctly we ate our sandwiches (prepared by our devoted mothers) aboard the ship before enjoying that singularly superb sea journey across Conway Bay and around Puffin Island and into the Menai Straits. (One of the great losses to the area's tourist attractions was the demise of the steamer services to Menai Bridge, the Isle of Man and Liverpool that this steamship company provided. On a fine day the view of Snowdonia from a ship crossing Conway Bay was unbeatable). Well, on arrival at Menai Bridge pier Crosville Motor Services had very kindly laid on a fleet of the most modern cream liveried 'forward control' Bristol single deckers to take us back down the road to Beaumaris where we were let loose like a pack of un-caged hooligans around the castle and its myriad dark passageways. On a humorous note I recall buying my parents small gifts in one of the village shops, my mum got a dressmaking tape measure whilst my dad got a wooden letter rack with the words "All the world's queer except thee and me and even thee's a little queer!" (We must remember that the word "queer" had no other connotation than 'strange' in those halcyon days.) Anyway needless to say it tickled him pink and it was years later before I saw the joke!

Well our small fleet of buses eventually deposited a very weary and footsore crowd of kids and their equally weary teachers at the bus station in Bangor from where the various school groups went off in search of supper, as I recall we settled on eating fish and chips at a café not far from the station. I think it was about 6.30 p.m. and the time had come to make the journey home so we all repaired to the station and there standing at platform 1 was that most welcome sight of our trusty Fowler with the same train that had deposited us at Llandudno some hours earlier. How well organized B.R. was in those day's and so accommodating! Read on, the story is not yet over!



DENBIGH BOUND 80006 LEAVING BROUGHTON & BRETTON – MAY 1959.

Photo: H.F. Wheeler collection.

As the song goes, we travelled home from Bangor on that eastbound train.....well er, not quite! You see the Saltney crowd had alighted at Chester all according to plan, the train had reversed and this time manned by men of Rhyl shed was merrily making its way back up the Mold branch, we passed Mold Junction at a healthy pace and our coach resounded to the strains of "Knick, knock paddy wack give a dog a bone this old train went rolling home!" Ah but not exactly! For we went belting through Broughton & Bretton station at about 40 mph and accelerating! We glimpsed our parents grouped around the crossing gates looking on in astonishment, my dad, needless to say, was in the signal box chatting to an even more astonished signalman (Mr Dennis Jones). The road was always set at clear for down passenger workings due to the fact that the gates were right off the platform edge and the loco would always stop on the crossing. The singing subsided into a deathly silence as the train's Broughton bound inhabitants realized they might not be getting home as planned! For my part it was great, here we were getting more ride for our money, anyway my dad would sort it out - he always did! By now the train was tearing down the short bank which was always used by down freights as a run up for the 1 in 43 of Kinnerton Bank. We went through Kinnerton station at what must have been an all time speed record as there was no stop booked there either, whether the 'flight crew' realized their gaff as the sun began to stream in through the westward turning bunker spectacles is not and probably never will

be known but when Pen-y-ffordd was reached (in record time) they were left in no doubt as the Broughton signalman had the wires buzzing! (No doubt augmented by a crowd of hysterical parents in his box). With much verbiage and scratching of heads the driver went off across the line to speak to control from the box, meanwhile the Hope and Pen-y-ffordd kids alighted a few minutes earlier than expected. After the driver got back on the footplate rumours of a "Diesel" started to circulate, these didn't make much sense but anyway we still had the Mold kids on the train so off we went. As we pulled into Mold station the rumour took shape, there in the up platform stood a brand new two car Gloucester R.C.W. d.m.u. replete with its 'cat's whiskers' on the front. We were ordered off the train and over the bridge to board what to us in those day's was a fantastic contrivance and so much better than the 'grimy old thing' we had been on for most of the day! Well the contrivance got us back to Broughton in what seemed to be next to no time at all, my pal David and I 'boggied' the back seat so that we could view the receding journey (teachers got the front seats!) Not many people can claim to have ridden in a d.m.u. on the Chester, Mold & Denbigh line save for those who indulged themselves in rail-tours towards the end of the line's existence. Reason being that right up until the cessation of passenger services at the end of April 1962 suburban coaches were steam hauled. To finish off we all got off our beloved d.m.u. at Broughton to be greeted by some very relieved parents, my dad later laconically explained that due to an oversight at control the driver's route card didn't have a stop at Broughton & Bretton marked on it! It was sheer good fortune that the diesel had been at Mold on a driver training trip as there was no way the crew of the Fowler were going to back track for us as they were booked through to Rhyl and had to get there before the line was closed for the night!



BROUGHTON & BRETTON STATION BUILDINGS ARE TODAY A VET'S SURGERY, NOTE THE STILL EXTANT UP PLATFORM WAITING SHELTER.
Photo: AJR.

Pennine Wagons market a 'local' coal wagon in OO



Manufactured for them by Dapol, painted green with shaded white lettering; for more information, see their website – www.penninewagons.co.uk or write to: Pennine Wagons, 34 Leith Court, DEWSBURY, W.Yorks, WF12 0QP. Tel. 01924 459104. Most of their output of limited editions of wagons is in British N gauge. They are regular readers of "BMRJ"!

Back in the railway heyday of the Victorian and Edwardian era, every town and village had its station, and every station had its coal sidings where the local coal merchants set up shop. Wagonloads of house coal would come in from the collieries and get laboriously shovelled into staithes, bagged up and weighed. Then the sacks would be stacked up on the back of a horse-drawn cart and clip-clopped round to the customer. The collieries who supplied the coal would send it in their own wagon, for a price, but if you were a coal merchant getting wagonloads on a regular basis then it was much more cost-effective in the long run to fork out for a wagon of your own. Not only did you save money, but you made yourself look like a big-time outfit by having your name painted on the side of a railway wagon. Real big-time outfits had hundreds of wagons, of course, whereas the countless local family firms like E Bedford & Co just had a handful. By the time the 20th century was getting into its stride, low-capacity 5-plank wagons like Bedford's were beginning to look distinctly old-fashioned, but the smaller merchants stuck with them well into the 1920s and 30s. Time caught up with them in the end though, like it caught up with local coal merchants and steam railways and everything else, but you can turn back the clock on your layout with one of our E Bedford & Co open wagons.

PENNINE WAGONS LIMITED EDITIONS

£9.50 each (including P&P within the UK)

PW999

E Bedford & Co.
5-plank open wagon.
Dark green with white lettering shaded black.
Includes removable 'coal' load.

IN STOCK NOW

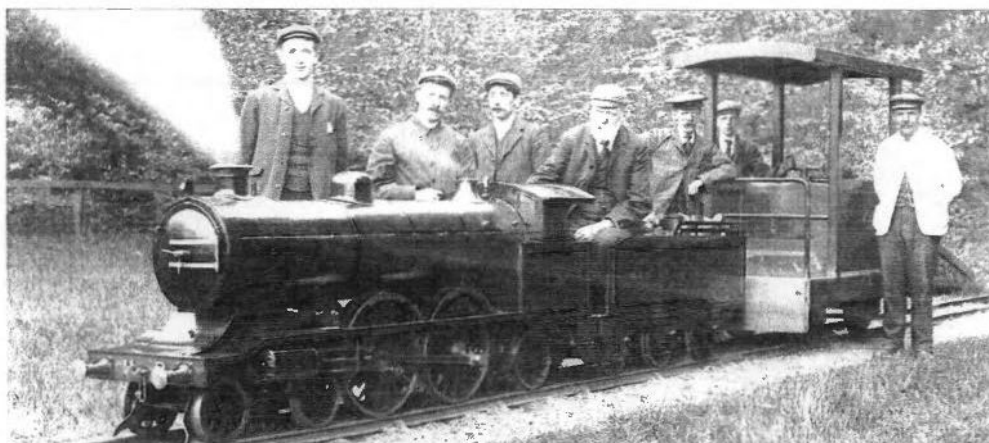
Eaton Hall Railway – Further Thoughts

by Dave Greenly

I was very interested to see Syd Wainwright's article on the Eaton Railway in the latest issue of the "Barrowmore Model Railway Journal", because I had recently come across a reference to this line while engaged in Greenly Family History research, particularly in connection with the famous member of the family, Henry the miniature railway engineer. In 1905 Henry Greenly had come to the conclusion that, for aesthetic and functional reasons, the most satisfying type of miniature locomotive for passenger lines should be a scale representative of a British type and should be built to 15 inch gauge, as built by Sir Arthur Heywood at Duffield and Eaton Hall amongst other places. At this time, Greenly was also attracted by Ivatt's design for an 'Atlantic' class loco, the first in Britain, that was being developed for the Great Northern.

In conjunction with Bassett-Lowke, he designed a loco to just over one quarter scale, 15 inch gauge with the 4-4-2 wheel configuration, the prototype being named "Little Giant". The loco was built at Bassett-Lowke's Northampton factory for a line that Greenly was designing at Blackpool, on the South Shore. However, by the spring of 1905, the line at Blackpool was not ready and Greenly needed to test the loco on a more extensive line other than the few yards of test track at the Northampton Works.

Negotiations having been successfully concluded with the Hon Cecil Parker, the Duke of Westminster's agent, "Little Giant" was sent by rail to the siding at Balderton



"Little Giant" undergoing trials at Eaton Hall. (Extreme left: Bassett-Lowke; 3rd from left: Henry Greenly).

where it was re-railed onto the miniature tracks. The first trials took place on Greenly's birthday, 3rd June, where the loco performed well, on one occasion pulling a two and a half ton load at 22mph for a distance of 1 mile. On another trial 30mph was achieved. A photograph taken at the time shows what seems to be a group of very satisfied observers.

"Little Giant" was therefore sent up to Blackpool where it stayed for about two years, before the line was moved to Halifax, following serious problems with sand in the bearings and moving parts of all the stock – hardly surprising for a beach railway! As a footnote, "Little Giant" is now at the National Railway Museum, York.



"Little Giant" outside the National Railway Museum, York. (Photograph courtesy Colin Peake).

Bibliography: *The miniature world of Henry Greenly*, by E.A. and E.H. Steel, Model and Allied Productions, 1973.

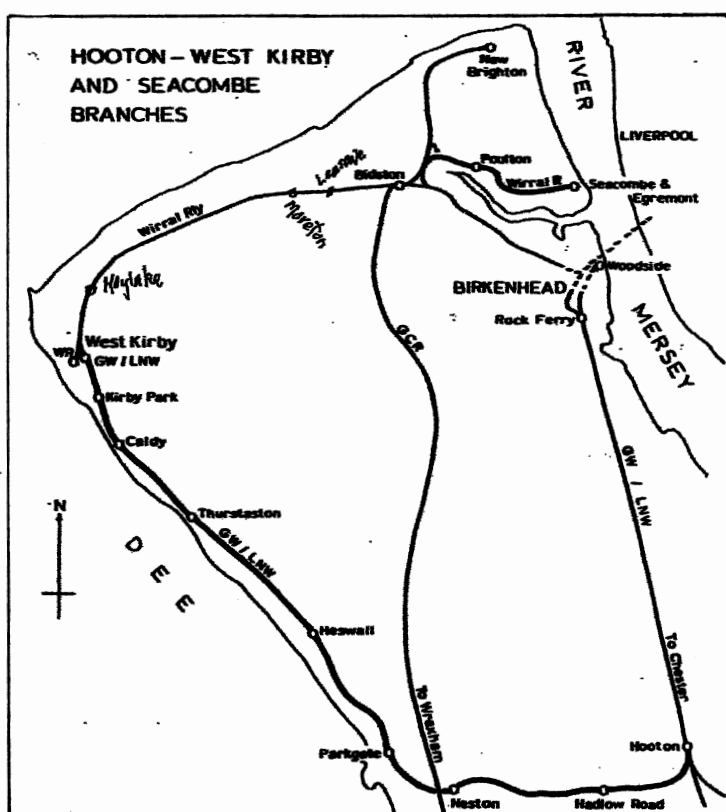


Irish Railways signal cabin at Navan on a wet day in June 2008. Navan is on the former Kingscourt branch from Drogheda – its use these days is goods only, serving a major cement works at Platin and zinc ore from Tara mines.

RAILWAY AND CANAL HISTORICAL SOCIETY - NORTH WEST GROUP: NOTES FOR A VISIT TO NORTH WIRRAL - THUR 31 JULY 2008 [by John Dixon]

The morning session is taken up with a trip to Saughall Massie to view Thomas Brassey's first constructed bridge [see page 33 of "BMRJ" no.6, March 2006] and after lunch at West Kirby we will walk the northern section of the former L&NWR and GWR Joint railway line, now part of the Wirral Way, as far as Thurstaston station site, just under 3 miles.

We meet at Leasowe station, most of us having arrived by rail, and take the bus from the station car park on its circular route to Saughall Massie about 15 minutes away. A short walk brings us to the bridge spanning the River Birkett which seems no more than a brook nowadays. The bridge was erected in 1829 by the Cheshire born railway contractor and a plaque and notice board now commemorate this nicely preserved edifice, the very first of many, greater other achievements worldwide. On our return bus journey we will travel over the 'single line' bridge.



Alighting from the return bus in Moreton we catch the train from the station there (15 minute intervals) to West Kirby terminus and notice here and other stations on the line the Art Deco style station buildings dating from the time of the electrification of the Wirral lines in the late 1930s. At Hoylake the station was given a revamp in time for the 2006 Open Golf Championship when £600,000 was spent on the listed-status buildings and platforms. Hoylake was the original terminus of the Hoylake Railway from Birkenhead Docks, Op 2/7/1866. The

single line was extended to West Kirby 01/4/1878 and doubling completed in sections in 1895 and '96 when a new West Kirby station was erected and which is on the present site. Here we will have time for a lunch break and a look around the Wirral line station area. Nothing at all remains to be seen of the former neighbouring Joint line station terminus which once lay just to the east and which site is now covered with a modern concrete leisure centre-cum-library complex.

A short walk along Grange Road would have once brought us to the Joint line road overbridge but this has long been demolished and the land levelled. From here, though, we start our walk along the northernmost section of the 12 mile Wirral Way, one of the country's first linear parks and home in the past to the sounds of the various tank engines provided by the two owning railway companies to work the train services. Given a nice day's weather we should get some fine glimpses of the Welsh coast across the Dee although there isn't much in the way of railway remains on our way to Thurstaston station site except for overbridges. The bridges are evidence that the line was built for future double tracks but only a single line was ever put down, except at passing places.

The line was opened as an extension to the Hooton - Parkgate line of the LNWR & GWR, 19/4/1886, and some trains ran through between West Kirby and Birkenhead Woodside. The signalling was to the LNWR Co's designs. Between the wars there were as many as two dozen passenger trains in either direction each working day and the freight traffic included milk from local farms and coal from Neston Colliery until c1926. The LMSR also ran a through coach from New Brighton to Euston and return in the interwar years over this route and a club car was also included on certain services at the same period over the branch.

HOOTON and WEST KIRBY—LMS & G W																															
Miles		Up										Week Days																			
		mn										aft																			
		HOUR																													
	Hooton dep.	6	7	8	10	11	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
	Hooton dep.	35	25	58	18	31	23	40	48	4	53	58	41	30	0	33	37	56	20	9	40	35	30	0	45	42	40	12	55	53	
1 1/2	Hadlow Road	39	29	2	22	36	27	46	54	8	57	2	46	34	4	42	27	41	1	25	14	54	41	34	6	49	46	40	12	55	
3 1/2	Neston	45	35	8	23	42	33	54	2	14	3	8	52	40	10	43	33	47	7	32	20	0	49	40	12	55	53	50	48	12	55
4 1/2	Parkgate	48	38	11	32	46	36	57	5	17	6	11	55	43	13	51	36	50	10	35	23	3	52	43	15	53	50	48	12	55	
7	Heswall	55	45	16	40	52	44	2	10	22	12	17	0	50	18	56	41	55	17	40	23	3	57	48	20	3	1	1	1	1	
9 1/2	Thurstaston	2	50	21	49	59	49	7	16	27	17	22	5	23	2	46	1	45	33	14	2	53	25	10	3	1	1	1	1	1	
10 1/2	Caldy	54	25	54	3	..	..	..	X	..	9	27	6	50	5	49	..	..	..	..	..	X	..	..	..	..	..	..	..	..
11 1/2	Kirby Park	9	57	23	57	6	56	15	24	35	25	30	12	30	10	53	8	52	42	23	9	0	32	17	..	..	..	..	..	..
12	West Kirby 496	12	0	31	0	9	59	18	27	38	28	53	15	53	13	56	11	55	45	26	12	3	35	20	..	..	..	..	..	..

Miles		Down										Week Days																				
		mn										aft																				
		HOUR																														
	West Kirby dep.	6	7	8	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11
	West Kirby dep.	40	30	10	40	15	26	18	27	48	48	45	25	40	25	25	0	25	40	22	50	42	24	52	50	42	24	52	50	42	24	52
1 1/2	Kirby Park	42	32	12	42	17	28	20	29	50	50	47	27	42	27	27	3	27	42	24	52	50	42	24	52	50	42	24	52	50	42	24
3 1/2	Caldy	45	35	15	45	20	31	23	..	53	53	30	45	30	30	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5 1/2	Thurstaston	49	39	21	49	24	35	27	36	57	57	54	34	49	24	34	11	34	49	31	51	51	49	31	51	51	49	31	51	51	49	31
7 1/2	Heswall	55	45	27	40	54	29	40	33	41	2	2	0	39	7	55	40	40	52	16	39	55	36	52	16	39	55	36	52	16	39	55
9 1/2	Parkgate	0	51	32	44	59	24	46	36	46	7	10	6	44	12	1	47	46	56	21	44	3	42	47	46	56	21	44	3	42	47	46
10 1/2	Neston	4	55	36	48	33	38	50	42	50	11	16	10	48	18	5	55	50	0	28	48	7	43	53	50	0	28	48	7	43	53	50
11 1/2	Hadlow Road	9	2	41	53	8	43	55	47	55	16	21	16	53	23	10	0	55	53	53	53	12	53	53	53	12	53	53	12	53	53	12
12	Hooton 496, 498, 500 arr.	13	3	53	13	47	0	52	59	21	26	20	58	28	16	6	59	9	38	59	17	58	59	17	58	59	17	58	59	17	58	59

W. BEIGHTON ARR. 12.547

C To Birkenhead (arr 8 57 mn) p 498 E Except Sats N Arr New Brighton 10 28 aft, p 495 P Thro Train (12 54) aft S Sats only V From Birkenhead (dep 5 3 aft) p 501 X Stops to set down Y Thro Carr, New Brighton to London (E.) pp. 495, 497, 500, 510 and 426 Z Thro Carr from London (E.) (dep 5 20 aft) to New Brighton

FROM BRADSHAW TIMETABLE, JAN 1935

NEW BRIGHTON, ARR 12 E 47
DEF. 09-57

The rural situation of the line combined with bus and car competition resulted in closure to all scheduled passenger trains, 15/9/1956, although occasional trains continued to convey RAF personnel to West Kirby who were stationed at a nearby camp and also visitors to Cadbury's new factory at Moreton via the connecting chord with the Wirral line. The line was also used for driver training in diesel car sets before final closure to freight, 5/1962. The track was lifted in 1964 and in 1969 the railway land was purchased by Cheshire County Council with a helping grant from the Countryside Commission and so developed the UK's first countryside park.

During our ramble we pass three station sites:-

KIRBY PARK - $\frac{3}{4}$ mile from West Kirby; this was a single wooden platform on the north side of Sandy Lane overbridge. Op 1/10/1894 as 'experimental station', Clo 5/7/1954 to public and 15/9/1956 to local scholars. A long coal siding on the western side stayed in use until line closure.

CALDY - $\frac{1}{2}$ mile from Kirby Park and on an embankment adjacent to a road underbridge, it was similar to Kirby Park with a corrugated iron building comprising ticket office, waiting room and toilet. The village of this name is $\frac{1}{2}$ mile away. Op 1/5/1909, Clo 01/2/1954.

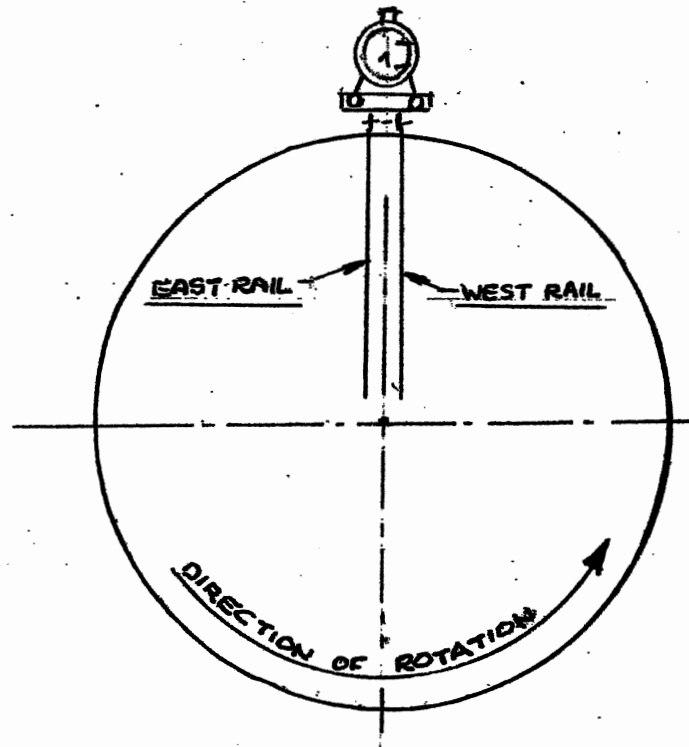
THURSTASTON - $1\frac{1}{2}$ miles from Caldy, Op 19/4/1886 with the line, Clo 01/2/1954. The Wirral Way Visitor Centre is here and where we finish the railway walking. There were two platforms, sidings and the main building and signalbox were on the landward side, with some remains of one platform still extant.

Thurstaston hamlet lies some distance away and the road between the two places was built on land provided by two landowners of the time, one of whom was Thomas Ismay of the White Star shipping line. The other landowner, Baskervyle Glegg, was responsible for the station being built away from any population and it is along the connecting road we will need to walk to get to Irby village for connecting buses with Birkenhead and Liverpool.



Quay Street station, Dundalk (formerly Dundalk, Newry & Greenore Railway which closed in 1951). The building has had various commercial uses since, but is currently empty. Photographed on 8 June 2008.

Track topics



VIEW ON UPPER SURFACE OF EARTH
LOOKING DOWN THE AXIS OF ROTATION

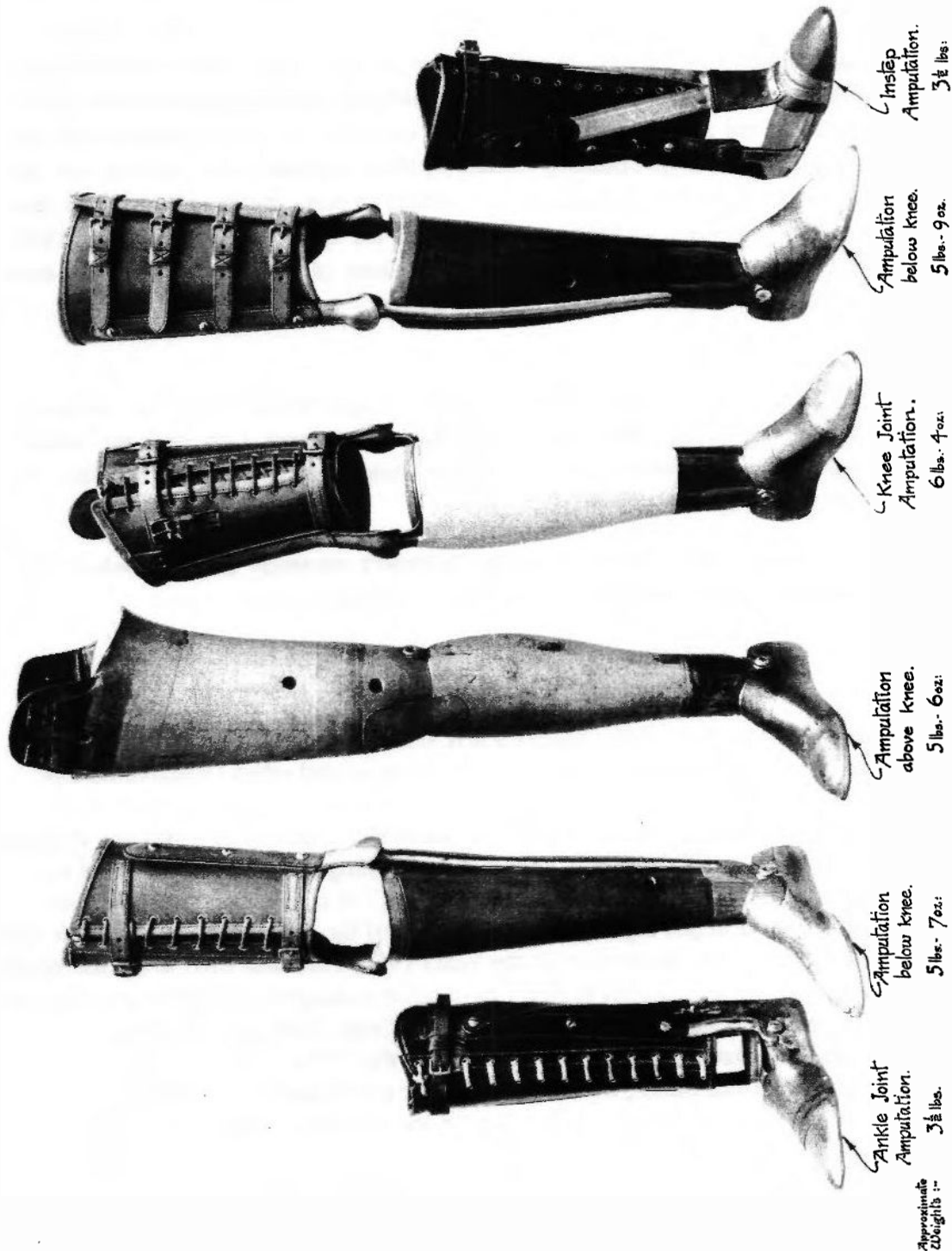
The L.M.S. main line from Euston to Crewe was at one time reputed to be the busiest main line in the world. In consequence the wear on the track was well above average. It was also noted that the western rail on each track wore away faster on the inside than the eastern one.

Now the line runs roughly from north to south and it has been suggested that the uneven wear was caused by the earth's rotation tending to force the trains against the inside of the western rail (see diagram). Certainly the rails were swopped over occasionally to even out the wear; can anyone confirm or deny the theory? (S.D.Wainwright).

[Editor's note: is the Coriolis effect relevant here? – water down plugholes in the northern and southern hemispheres, etc.]

A Crewe Works oddity

Perhaps the oddest part of the London & North Western Railway's Crewe Works was the workshop which manufactured artificial limbs for the Company's workers who had the misfortune to lose parts of their anatomy through industrial accident. The Railway developed so good a reputation for their prosthetics that after the 1914-18 War they were contracted by the U.K. government to make limbs for injured ex-servicemen. There are several similar Official Crewe Works photos (L.N.W.R.S. nos.C1004/7). This one is L.N.W.R.S. ref. no. CRPRT C1003.



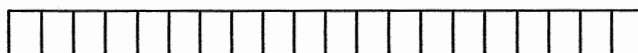
About Railway Children

The idea behind Railway Children began in 1993 when David Maidment, Chairman of Railway Children (former Controller of Safety Policy with British Rail), was on a business trip in Mumbai. David was deeply moved by the many street children he saw at the main railway terminal, and was haunted by the image of a 7 year old girl beating herself to elicit sympathy and money. On his return he researched all organisations working to help street children and saw a gap in the market, no one was focussing on early intervention. In 1995 Railway Children was launched, to stop the abuse of children living alone and at risk on the streets, through early intervention.

Our activities

Railway Children works with over 40 partner organisations with 117 projects worldwide across Africa, Asia, South America and Europe. Last year we helped over 24,000 street children and for the first time ever spent over £1 million on street children projects.

For further information about Railway Children's strategy please contact our Chief Executive, Terina Keene: Terina.keene@railwaychildren.org.uk

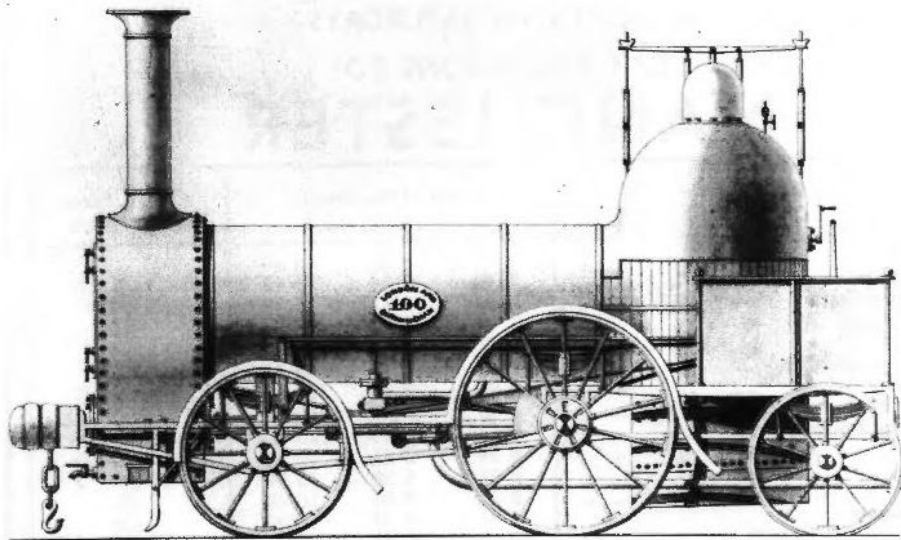


I first came across mention of this charity a few years ago, when it was featured in a television programme about Indian Railways. It re-appeared when I discovered that fellow Irish railways enthusiasts Dermot McCarthy and Brian Baker were collaborating in the production of a DVD on the **West Cork railways** (former Cork, Bandon & South Coast Railway). The DVD is largely comprised of photographs (from very good colour transparencies) and cine film (not technically as good – it is from forty or fifty years ago!). Their aim was to put together a visual survey of the parts of the railway that were still running (under C.I.E. ownership) in the years 1958, 1959 and 1961 when the whole West Cork system closed. To my regret, I have never managed to visit this part of Cork (yet!) – at the nearest I have several times stayed in Cork, Cobh, and the Beara Peninsula; and my first visits to Ireland weren't till the 1970s anyway. The commentary is by Brian Baker, who did most of the photography – his father's last appointment was as station master at Bandon. A nice touch is a copy of the 1897 R.C.H. map of the railway – very useful for locating the various places mentioned – not many of them household names! It strikes me (as a member of B.M.R.G.) that it provides a lot of useful background material for modellers. The DVD runs for 60min, and can be obtained for £18 post paid from Signcraft, Bretby, Burton-on-Trent, Staffs. DE14 0PS; tel. 01283 551581. (Credit cards accepted). Profits go to the Railway Children charity.

CHESTER STATION

In the autumn of 1846 it was agreed between the London and North Western, Chester and Holyhead, Chester and Birmingham, Lancashire and Cheshire Junction Railways, that they should erect a joint station at Chester. Mr Robert Stephenson was appointed Engineer and in the summer of 1847 the contract was let and the first stone laid in August of that year. The station, although not quite complete, was opened for traffic on 1 August 1848 and remained very much in the same condition until 1905 with the exception of an extra platform. The station consisted of a façade facing the City of Chester, built of dark-coloured bricks relieved with stone facings and dressings. The centre of the building, which is or was two storeys in height, containing on the ground floor the usual station offices and on the upper floor the offices of the various companies. Inside the station there were, in 1848, large main through platforms 750 ft long by 20 ft wide and two platforms for arriving trains, each 290 ft long. There were also bays at each end. The station was covered by an iron roof 60 ft span, the height of the walls on which the roof rested being 24 ft from platform level. Behind the passenger station and only divided from it by a series of pillars and arches, was a shed for spare carriages, 450 ft long by 52 ft wide and covered by an iron roof. There was also a gasometer to produce light for the station and pumping engine to supply water for station requirements. The goods shed, commenced in August 1848, was laid out to be a building 200 ft long by 170 ft broad and arranged for the transfer of good from one company to another. In consequence of a public road crossing the line on the level close to the station it was necessary to erect a brick and stone bridge over the line at a cost of £13,000.

(Extract from "The Railway Magazine", dated August 1906).



Bury's type D 2-2-2 no.100, London & Birmingham Railway, 1846; withdrawn and scrapped by February 1863. (Details provided by Norman Lee, from Harry Jack's *Locomotives of the LNWR Southern Division*. R.C.T.S., 2001).

I found the British Railways circular from 1953, reproduced on the next two pages, in an old book – obviously used as a bookmark! Saughall station (the Editor's local station) was then still open for passenger traffic – it closed on 1 February 1954.

UNTIL FURTHER NOTICE
SUMMERTIME CHEAP TICKETS
TO
CHESTER WREXHAM
LIVERPOOL and MERSEYSIDE

Available by any train after 9.30 am each week-day, and 9.0 am each Sunday ; both outward and return journeys to be made the same day.

	THIRD CLASS RETURN FARES TO							
	Chester Northgate	Wrexham Central	BIRKENHEAD			LIVERPOOL		Sea- combe
			North	Park	Ham't'n Sq.	James St.	Central	
Cefn-y-bedd ...	2/1	10d.	3/5	3/6	3/7	3/10	3/10	3/7
Caergwrle Castle ...	2/1	1/-	3/3	3/4	3/5	3/8	3/8	3/5
Hope Village ...	1/11	1/-	3/2	3/3	3/4	3/7	3/7	3/4
Penyffordd ...	1/7	1/5	2/11	3/-	3/1	3/4	3/4	3/1
Buckley Junct. ...	1/7	1/6	2/9	2/10	2/11	3/2	3/2	2/11
Hawarden ...	1/3	1/9	2/5	2/6	2/7	2/10	2/10	2/7
Shotton H.L. ...	1/3	1/10	2/2	2/4	2/5	2/6	2/7	2/6
Hawarden Bridge ...	1/2	1/11	2/2	2/2	2/4	2/6	2/6	2/6
Sealand ...	—	2/2	2/4	2/5	2/6	2/8	2/8	2/6
Saughall ...	†11d.	2/2	2/5	2/6	2/7	2/10	2/10	2/7
Blacon ...	†6d.	2/2	2/7	2/8	2/10	3/-	3/-	2/10
Mouldsworth ...	1/4	—	—	—	—	—	—	—

†Cheap Day Fares—available daily by any train.

First Class Tickets will be issued at fares 50 per cent. over those for third-class travel.

Passengers holding Summertime Cheap Tickets may alight at a station short of destination in either direction upon surrender of their tickets, and commence the return journey at an intermediate station.

MONDAYS TO SATURDAYS
DAY EXCURSIONS TO
MANCHESTER

FROM				Times of Departure			Return Fares Third Class
				a m	a m	a m	
Cefn-y-bedd ...	...	...	...dep.	7 36	8 14	9 46	10/6
Caergwrle Castle ...	...	...	...	7 39	8 17	9 49	10/3
Hope Village ...	...	...	...	7 42	8 20	9 52	10/3
Penyffordd ...	...	...	...	7 47	8 25	9 57	9/9
Buckley Junction ...	...	...	...	7 55	8 32	10 4	9/6
Hawarden ...	...	...	...	8 01	8 38	10 9	9/-
Shotton High Level ...	...	...	...	8 16	8 46	10 26	8/9
Hawarden Bridge ...	...	...	...	8 18	8 49	10 28	8/6
Sealand ...	...	...	...	8 24	8 55	10 34	8/3
Saughall ...	...	...	...	8 27	8 58	10 37	8/-
Blacon ...	...	...	...	8 32	9 03	10 42	7/6
Mouldsworth ...	...	...	...	8 31	9 37	11E32	6/9
MANCHESTER CENTRAL ...	...	...	...arr.	10 3	10 45	12N54 pm	—

First Class Tickets are issued at proportionately higher fares.

RETURN ARRANGEMENTS

Passengers return same day from MANCHESTER (Central) at 3.45 pm, 4.28 pm, 5.7 pm, 5.40 pm, 6.50 pm, 6.40 pm, 7.52 pm, or 8.20 pm.

C—Not for Hawarden Bridge or for Stations beyond Shotton, except on Saturdays ; E—Except Saturdays, 11.59 on Saturdays ; N—arrives 1.23 pm on Saturdays ; S—Saturdays only ; *—Not Saturdays.

PLEASE SEE OVER

MONDAYS TO SATURDAYS
8th JUNE TO 19th SEPTEMBER, 1953

DAY EXCURSIONS TO
LIVERPOOL
SEACOMBE and NEW BRIGHTON

FROM	Times of Departure				RETURN FARES THIRD CLASS		
					Liverpool Central S	Seacombe S	New Brighton
	am	am	S am	S pm			
Cefn-y-bedd ...	7 15	7 36	9 46	12 58	6/-	5/9	5/9
Caergwrie Castle	7 18	7 39	9 49	1 1	5/9	5/6	5/9
Hope Village ...	7 21	7 42	9 52	1 4	5/9	5/3	5/6
Penyffordd ...	7 26	7 47	9 57	1 9	5/3	5/-	5/-
Buckley Junction...	7 33	7 55	10 4	1 16	5/-	4/9	4/9
Hawarden....	7 40	8 1	10 9	1 23	5/-	4/6	4/6
Shotton High Level	7 49	8 11	10 17	1 32	4/6	4/-	4/-
Hawarden Bridge	7 51	8 12	10 19	1 34	4/3	3/9	3/9

†—Cheap Day Tickets available by any train, out and return.
First Class tickets will be issued at proportionately higher fares.

S—SEE OVER FOR DETAILS OF SUMMERTIME CHEAP TICKETS
TO LIVERPOOL AND SEACOMBE BY TRAINS AFTER 9.30 am

RETURN ARRANGEMENTS—Passengers return same day by any train.

WEDNESDAYS, THURSDAYS and SATURDAYS

HALF-DAY EXCURSIONS TO
NEW BRIGHTON

FROM	Times of Departure.				Return Fares Third Class
					N. Brighton
	SO				
	a m	p m	p m	p m	
Cefn-y-bedd ...	11 36	12 58	2 46	3 56	4/-
Caergwrie ...	11 39	1 1	2 49	3 59	3/9
Hope Village ...	11 42	1 4	2 52	4 2	3/9
Penyffordd ...	11 47	1 9	2 57	4 7	3/6
Buckley Junction	11 53	1 16	3 2	4 14	3/3
Hawarden ...	11 59	1 23	3 7	4 20	3/3
	p m				
Shotton High Level	12 7	1 32	3 15	4 28	3/-

RETURN ARRANGEMENTS—Passengers return same day from New Brighton at 4SE55 pm, 5 39 pm, 6 19 pm, 7 22 pm, 8 2 pm or 9 22 pm.

SO—Saturdays only. SE—Saturdays Excepted.

Passengers for Liverpool (Central) change at Bidston in both directions and similarly passengers for New Brighton change at Bidston and Birkenhead (North)

(The train services and other facilities shown herein are subject to alteration or cancellation at short notice and do not necessarily apply at Bank or Public Holidays.)

Children under three years of age free ; three years and under fourteen half-fares.

For conditions of issue of these tickets, also luggage allowances, see the Railway Bye-Laws and Regulations, Notices and Conditions of Issue of Tickets, etc.

TICKETS CAN BE OBTAINED IN ADVANCE AT STATIONS AND AGENCIES.

Further information will be supplied on application to the Stations, Agencies or to F. H. FISHER, District Traffic Superintendent, Chester. Telephone Chester 24680 (Ext. 92)

The Deeside Printing Co.,
Sandycroft, Nr. Chester

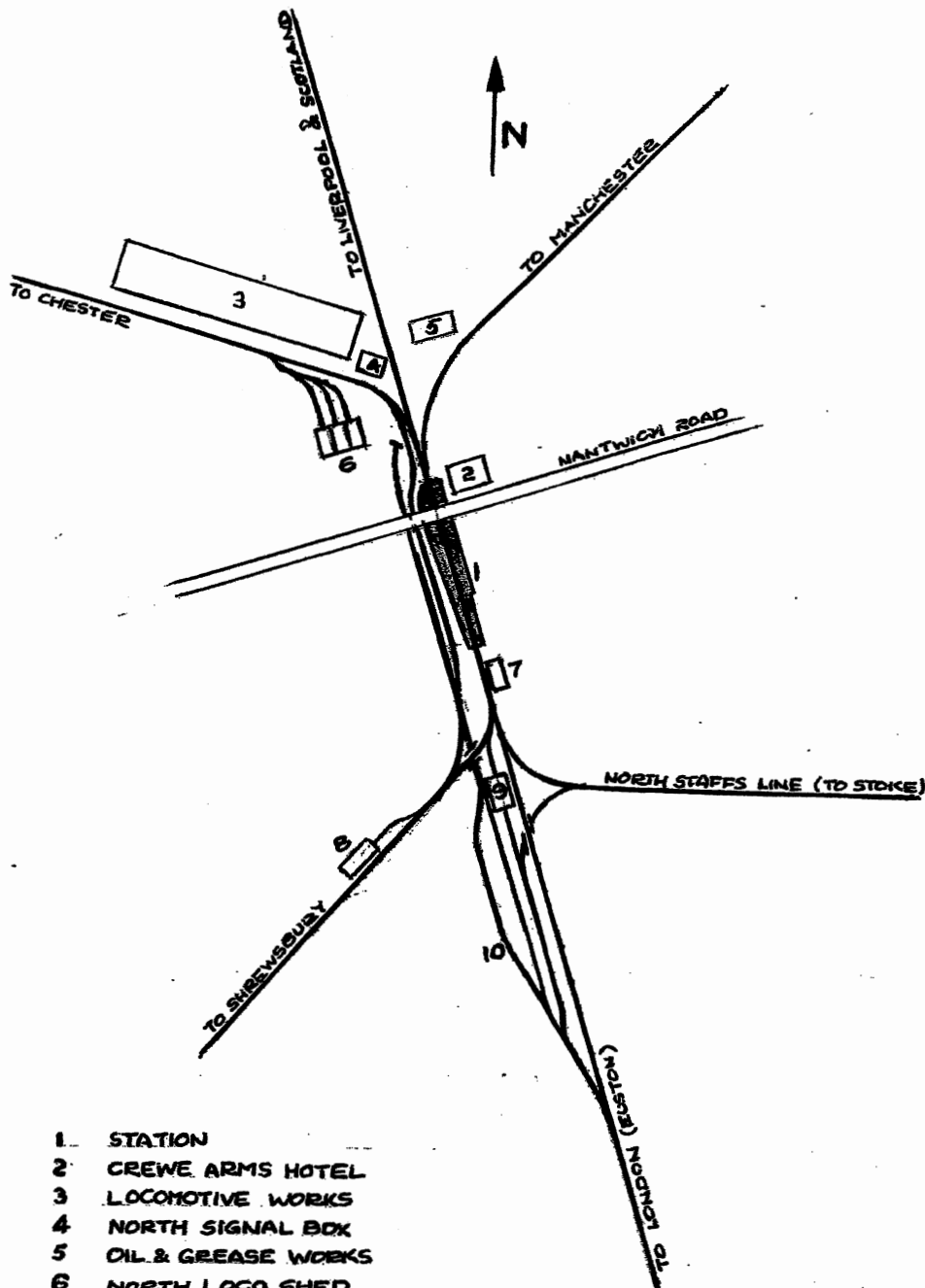
BRITISH RAILWAYS

June '53 BR 35001 K 372

PLEASE SEE OVER

“Cameraman at Crewe, 1950 – 1960”

by Syd Wainwright



1. STATION
2. CREWE ARMS HOTEL
3. LOCOMOTIVE WORKS
4. NORTH SIGNAL BOX
5. OIL & GREASE WORKS
6. NORTH LOCO SHED
7. SOUTH SIGNAL BOX
8. GRESTY LANE SHED (G.W.)
9. SOUTH LOCO SHED
10. BASFORD HALL SIDINGS

SKETCH MAP TO SHOW
THE RAILWAY LAYOUT
AT CREWE, CHESHIRE

NOT TO SCALE

S.D. Wainwright
15-6-2008

As I have stated in a previous article about my railway photography, I took very few pictures on branch lines. In the early 1950s I was employed at the local aircraft factory

as a senior draughtsman, working on the design of special purpose equipment for building the Comet airliner. A lot of overtime was being worked; we got a lot less holidays than people do now, and consequently spare time was a bit limited. I tended therefore when time for photography arose, to head for main lines where trains were plentiful, and one of my favourite venues on Saturday afternoons was Crewe station which was easy to get to.

I usually travelled from Chester on a train which left about 2.00pm and stopped at Waverton, Tattenhall Road, Beeston Castle and Calveley, arriving at Crewe about 2.40pm. Nothing unusual about the train itself: three ancient non-corridor coaches hauled by a 2-6-4 tank – no records broken, a nice trundle across the Cheshire countryside and a glimpse of what was on the North Shed as we rounded the curve into Crewe.

However, on one occasion for some reason, the tank was substituted at the last minute at Chester by a 5XP Jubilee, no.45638 “ZANZIBAR”, and we left about five minutes late. The acceleration from each stop was meteoric to say the least, you could hear cinders and what sounded like small coal falling onto the carriage roof. Needless to say, we arrived at Crewe on time.

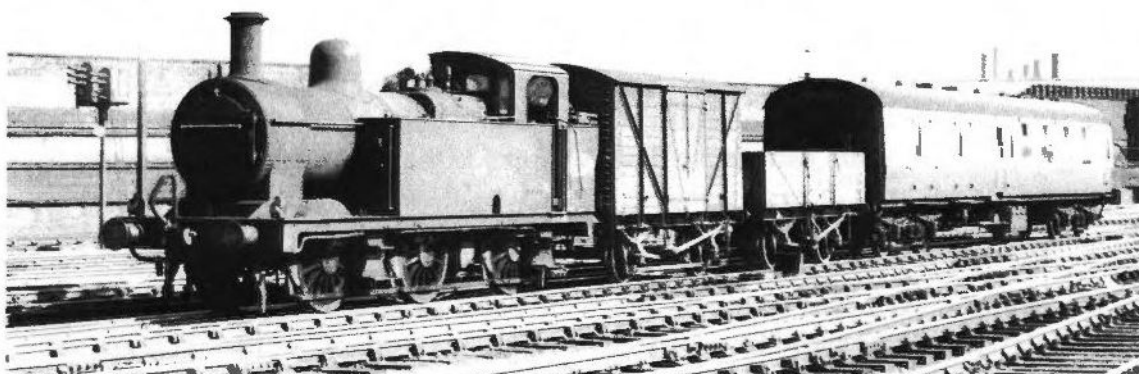
Now it would be hard to imagine anything less like a branch line than Crewe station on a summer Saturday afternoon in the days of steam. There were six through platforms and ten bays and it was about 400yards long from one end to the other. Platforms 1 and 2 were used for north-bound trains only and had crossovers in the middle. Platform 3 was bi-directional and 4, 5, and 6 used for south-bound trains only with a crossover in the centre of platform 4. Successful photography depended on a knowledge of the station layout, the timetable and being in the right place at the right time.



No.46151 with 14 coaches on the 12.30pm Bangor-London (Euston) runs into platform 4, Crewe, 10 March 1952.

On arrival, I usually headed for the well known north footbridge, which gave a panoramic view of the whole of the north junction. In the following half hour or so there would be a succession of south-bound trains, together with duplicates in the summer. The 2.10pm Liverpool-Euston would be already signalled in the ‘up’ through line, closely followed by the south-bound ‘Royal Scot’ on its nonstop run from Carlisle to London, also the Glasgow-Birmingham which ran into platform 4 where it changed

With the clock creeping up to 3.30pm I would (as a rule) change ends and move to the south end of platform 2. A London-Liverpool train – the ‘Red Rose’ – was due through nonstop about 3.30pm and the Bangor-London train would be leaving at about the same time. I would stay there until the arrival of the north-bound ‘Mid-day Scot’ at 4.15 into platform 2, having photographed whatever turned up as well in the meantime that was worth it.



No.47680 passes through Crewe station on 19 August 1957 with a stores train (ignore the XP head code!)

One disadvantage at Crewe was the fact that the only goods trains that passed through the station were the ones from the Chester line heading for the North Staffs line, and *vice versa*. Any bound for Manchester or the north used the low level avoiding lines on the west side of the station which passed underneath the north junction. Goods trains



No.45111 at Crewe on 19 May 1957, with a north-bound goods.

bound for Chester from the Basford Hall area also had their own tracks on the western side of the station complex. These were also used by passenger trains to and from Chester which were not booked to stop at Crewe – usually on summer Saturdays.

Apart from the photography, Crewe station was a place to see the world go by. In the fifties the train was the main means of transport and far more people just changed trains at Crewe than passed through the barriers. There were happy scenes and sad scenes: marriage parties and funeral parties (yes, I saw a coffin loaded into the front van of the ‘down’ ‘Mid-day Scot’ once, with due dignity shown by the four porters). There were

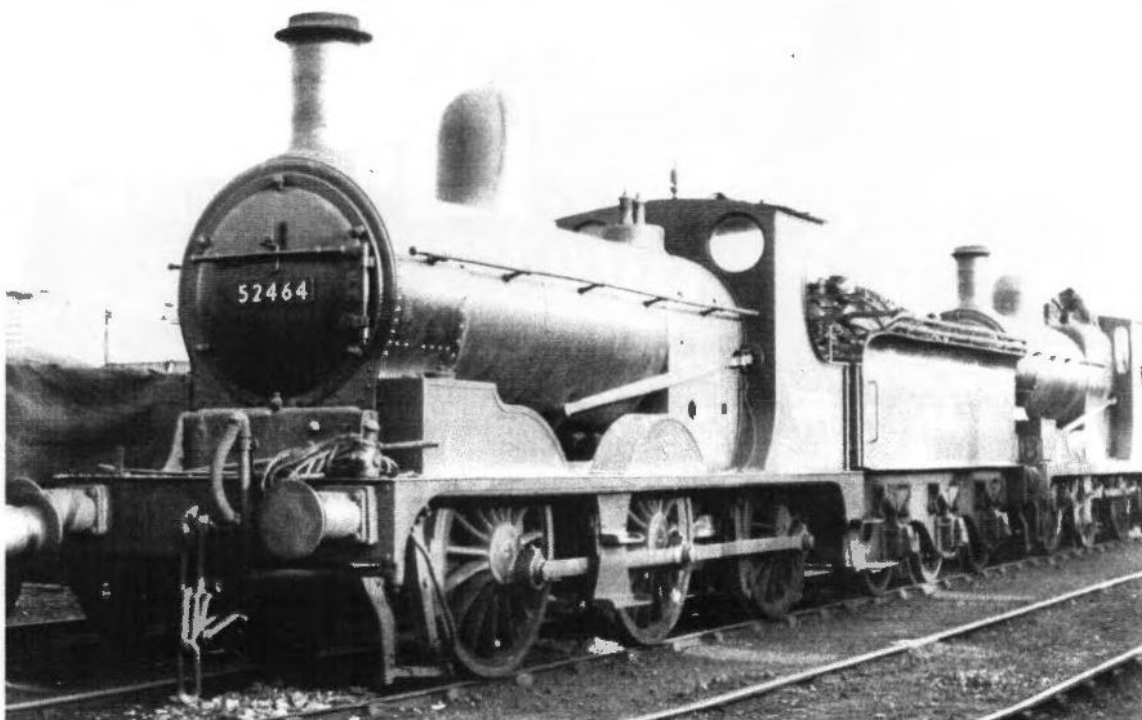
even occasionally prisoners in handcuffs being taken to the gaols at Stafford or Shrewsbury – unthinkable now.

There were three good bookstalls at Crewe, one on each island platform, stocking all the latest transport publications – always worth a look; and Thelwell's bookshop was only a hundred yards away down the Nantwich road. Military personnel were always present (compulsory National Service was in operation until 1960), and it was possible at times to see whole trainloads of troops on the move.

The weather was a factor to consider: on a still day a haze hung over the whole of Crewe, and in the station area could affect definition. Similarly, if an east wind was blowing, it blew the steam and smoke down on the side the light (if any!) shone from. It could get bitterly cold there as well, though this could soon be offset in one of the many refreshment rooms.

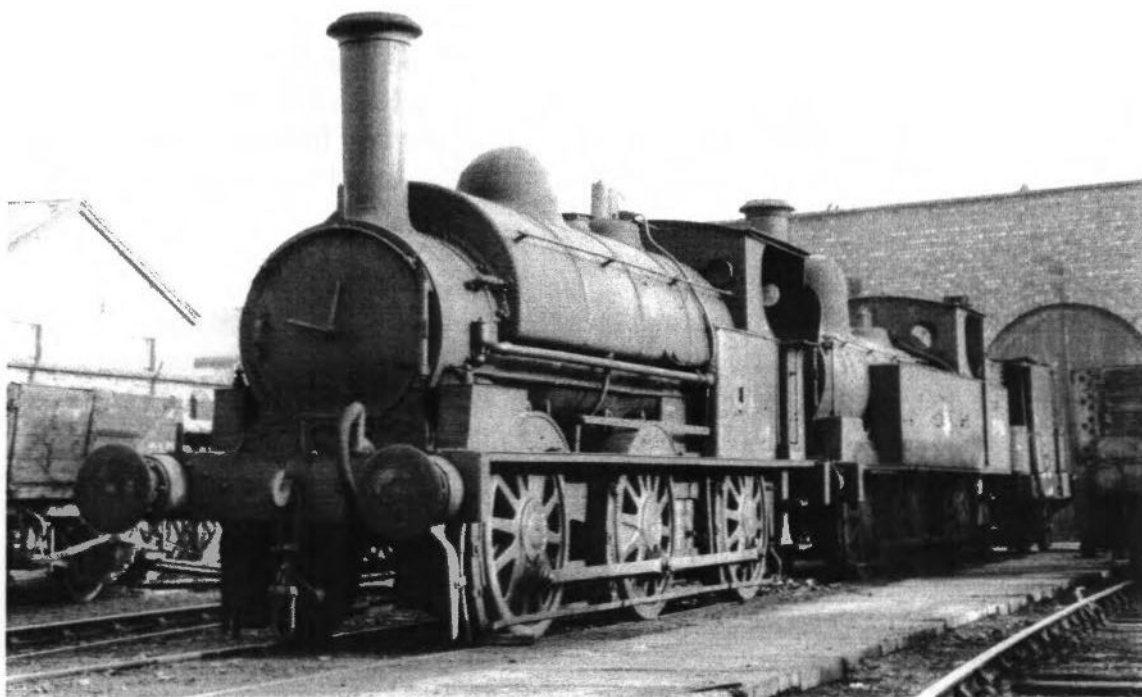
I usually returned to Chester on a train which left bay 7 about ten past five, bound for North Wales and often headed by a large loco which was fresh off works. This got me home in time for tea, and after a clean up I would be out again until midnight with friends in a Quaintways buffet dance on Northgate Street. Where I got the energy from in those days, I don't know – I wish I had some of it now!

Apart from photography in the station area, I managed to photograph around the works and the north shed. This was achieved by joining the Railway Correspondence & Travel Society which regularly organised trips on Sundays and included the Crewe works and north and south sheds plus the G.W. one at Gresty Lane.



Ex-L&Y 0-6-0 no.52464 at Crewe Works on 22 November 1959

It was not permitted to take pictures inside the works buildings, but there was plenty to make up for this outside, with works shunters, the paint shop yard and locomotives overhauled and ready for use again.



Crewe works paint shop yard on 22 November 1959, with an ex-LNWR saddle tank, a coal tank, etc.

I only covered the whole itinerary once, finding the amount of walking involved a bit much. What I used to do was tell Bill Cashen (the organiser) that I would not be going to the south shed, so there was no danger of him sending out search parties for me. I would tour the works which interested me as there were often people working there who you could have a quick chat with about what was going on. When we got to the north shed I would get busy with the camera and gradually drop back to the rear of the party until I was on my own. My theory was that if I was challenged I could say I was with the Chester party but had lost them somewhere. No-one ever bothered me however and there were often other groups there anyway.

The main thing was to take great care, there were few locos in steam but the golden rule was never to stand in the four foot to photograph, keep well clear and to remember that locomotives and rolling stock can move very quietly. There was always the chance of tripping up and falling into inspection pits in the gloom.

Towards the end of the 1950s things were starting to change everywhere at Crewe for the proposed electrification: masts were being erected, holes dug and the place generally knocked about, plus the fact that a lot of the principal expresses were becoming diesel-hauled.

I spent many pleasant hours there, not always on Saturdays and got to know a few more photographers, though if you did too much talking you could risk missing something. Also, 'loco spotting' became more popular – the north footbridge became so congested you couldn't heave yourself along it at times. One afternoon I got into conversation

with the legendary W.H. Whitworth, a Manchester dentist whose main interest was photographing locomotives rather than trains. He had a camera the size of a small piano accordion, all brass and mahogany, and it was loaded with glass plates – not roll film. In his time, I believe he took about then thousand pictures, which eventually came into the ownership of Real Photographs of Southport.

So if you wanted to photograph a lot of trains in a short time, Crewe was the place: you never knew what was going to turn up. I remember seeing B.R. no.70000, later to be named 'Britannia', a day or two after it had been turned out new from the works in 1951. I also managed to photograph the prototype 'Deltic' diesel loco passing through with the south-bound 'Manxman', on test in 1958.

The station had its characters as well, and I was once told that there was at one time a funeral director in Crewe who had never missed spending at least a few minutes on Crewe station every day for fifty- odd years ... It was said he had enough knowledge of the steam locomotive to have been a motive power inspector, and dressed in his dark coat and bowler hat, a lot of footplate men thought he was one. He didn't take notes or photographs, he just would just have a word or two with loco men who came and went, and knew him well. Has anyone else heard of him, or is this a bit more Crewe mythology, or what?

Finally, another tale I was once told concerned an elderly lady passenger going up to the cab of a loco at the head of a North Wales train in bay 7, and saying to the driver "is this the train to Llandudno?". To the astonishment of his fireman, the driver replied: "no luv, we are going to Blackpool"; after a few seconds he added "do you want to go to Llandudno?", and the lady replied "Yes". The driver then said: "well, I don't really want to go to Blackpool – get into the train and I will go to Llandudno instead!". Yes, there was humour at Crewe at times as well.



No.22019, one of Irish Railways newest class of DMU made by Hyundai-Rotem, which entered service on 6 May 2008 on the Dublin-Sligo service; pictured in Connolly Station, Dublin, on 3 June 2008.

Dundalk Newry & Greenore Railway Bridge, Bush



Road bridge over the filled-in railway track-bed at Bush, photographed in August 2006 by Aubrey Dale

Bush village and railway station were on the former Dundalk Newry & Greenore Railway line between Dundalk and Greenore, about four miles south-west of Greenore. The railway closed in 1951, and subsequent re-alignment and alteration to the road network led to the partial infilling of the track bed, leaving just the top of the now isolated road-bridge visible above the undergrowth. The bridge has since been partly excavated (though you can see it has not been taken down to track level!).



The same location in June 2008.

Letters to the Editor (cont'd. from page 6):

(E-mail from Tony Robinson) Class 40 Whistlers ... Hi David, Don't know whether you can help with this one. I'm looking for a reasonably good photo of one of the above loco's working a train in the region of Crane St box. Preferably in the earlier 'green' days *sans* yellow panels etc. This sort of loco probably fell outside of the subject matter of the likes of S.D.W. but I know some of you Mostyn guys are diesel enthusiasts, hence the request. Thanks. Regards, Tony.

8 Earl Edwin Mews, WHITCHURCH SY13 1DT.

TEL.01948 664994; MOB.07989 199864.

[I have suggested trying John Feild of the R.C.T.S., since I have a vague memory of seeing some photographs taken by him at this rather inaccessible locality between the Northgate Tunnels and the River Dee bridge].

(E-mail from Norman Lee): David - you wanted a note about the troughs at Standedge. Here it is, if it isn't too late....

Standedge Water Trough. The picture shows the water trough which was at the Diggle (south west) end of Standedge tunnel. The photograph (LNWR Society No. NFSRN 1) is part of the late Neil Fraser's collection and was probably taken in the mid to late 1960s by Bill Stocks, who was a railwayman from Huddersfield.

The LNWR's policy was to have troughs at intervals of around 30 miles on all its main lines. The line from Huddersfield to Manchester climbs steadily at 1:130 from Huddersfield to the tunnel and then falls at the same gradient from the tunnel to Stalybridge. The only level track was in the tunnel and so that is where the troughs had to be installed - almost 30 miles from Leeds. After the long grind up to the tunnel, reaching the underground troughs was not much of a reward for enginemen although they would certainly get cooled down.

The photograph shows one of the single bore tunnels - there were two single bore tunnels and one double bore, giving four lines (and four troughs) although only the double bore tunnel is in use nowadays. There is a fourth tunnel - the Huddersfield Narrow Canal still runs beneath one of the single bores. Regards - Norman

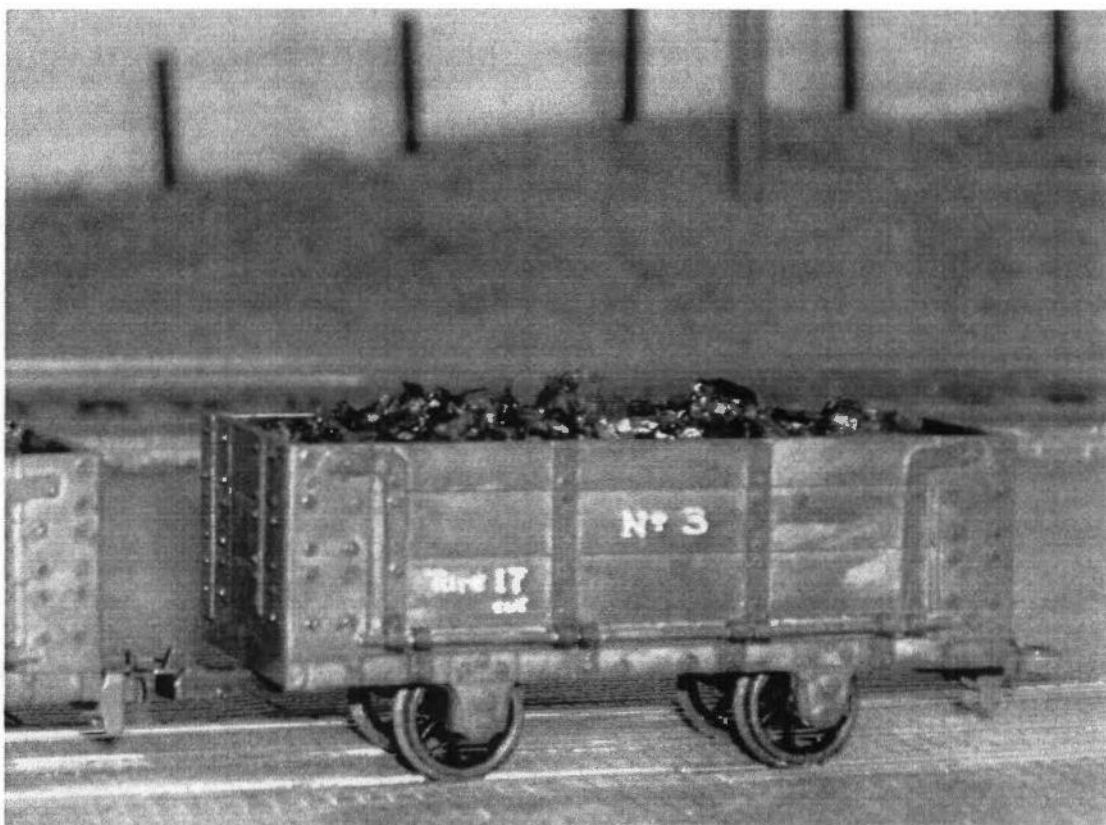
“Johnstown Road” narrow gauge



We now have another two narrow gauge wagons for use on “Johnstown Road”. They are coal wagons, loosely based on the Penrhyn Railway's no.1. This was a dropside wagon, originally built in 1892/3 for the Anglesey Shipping Company, and used for transferring coal to Port Penrhyn for ships' bunkers. In

effect, it was a narrow gauge Private Owner wagon – a relatively rare breed! It and sister wagons were acquired by the Quarry in 1904. They were still around, although

out of use, in the 1960s. Phil Hindley of Old Colwyn made a drawing of the prototype no.1 from measurements taken in the Quarry in the 1960s. Our models (lettered 'No.1' and 'No.3') are slightly shorter in overall length than the actual no.1, which was 10ft long. Our models represent wagons 9ft3in in length – more in keeping with the size of



an average narrow gauge wagon on our fictional quarry railway. But we have tried accurately to copy the features of the bodywork, including the drop door which was on one side of the wagon only, and the odd planking widths.

Of course we already have some coal wagons, kits based on F.R. prototypes, and made up by Bob Miller with stone – rather than coal – loads.

Our new models have coal (real coal!) loads, and are painted a 'dirty black', with white lettering. You should be able to see them in use at Wigan exhibition on 13/14 December 2008.

Editor's page

Yet again, we run out of space due to the constrictions of the multiples-of-four-pages printing problem. It had been intended to print several longish articles, including a report of my visit to Ireland in May and June of this year (with another Greenore update); next issue, I hope!

Recently acquired books:

Liverpool & Manchester, vol.2: Cheshire Lines, by Bob Pixton. Kestrel Railway Books, 2007. ISBN: 978 1 905505 03 6.

The X site: Britain's most mysterious government facility, by Tim Jones. Gwasg Helygain (Rhyl), 2000. ISBN 0 9522755 5 4. £10.95. (The story of the Ministry of Supply factory at Rhydymwyn (near Mold), its wartime use by I.C.I. for the manufacture of poison gas, and later secretive government purposes).

A history of the old parish of Hawarden; including Broughton, Ewloe, Garden City, Mancot, Pentrobin, Queensferry, [Saltney], Sealand & Shotton, by T.W.Pritchard. Bridge Books, 2002. ISBN 1 872424 60 0. £19.99. (Includes industrial history).

Modern locomotives illustrated, no.171: the Class 37s. M.L.I. (Ian Allan), 2008. £3.95.

Lost railways of Dundalk and the North East, including railways of Cos. Louth, Meath, West Meath, Monaghan, Navan, Cavan and Longford, by Stephen Johnson. Stenlake, 2006. ISBN 978 1 840333 70 1.

A note in "Narrow news" (the 7mm Narrow Gauge Association newsletter, gives contact details for the new owners of Branchlines, who are:

Brian and Isabel Osbourne, P.O. box 4293, Westbury, Wiltshire BA13 9AA; e-mail – sales@branchlines.com

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