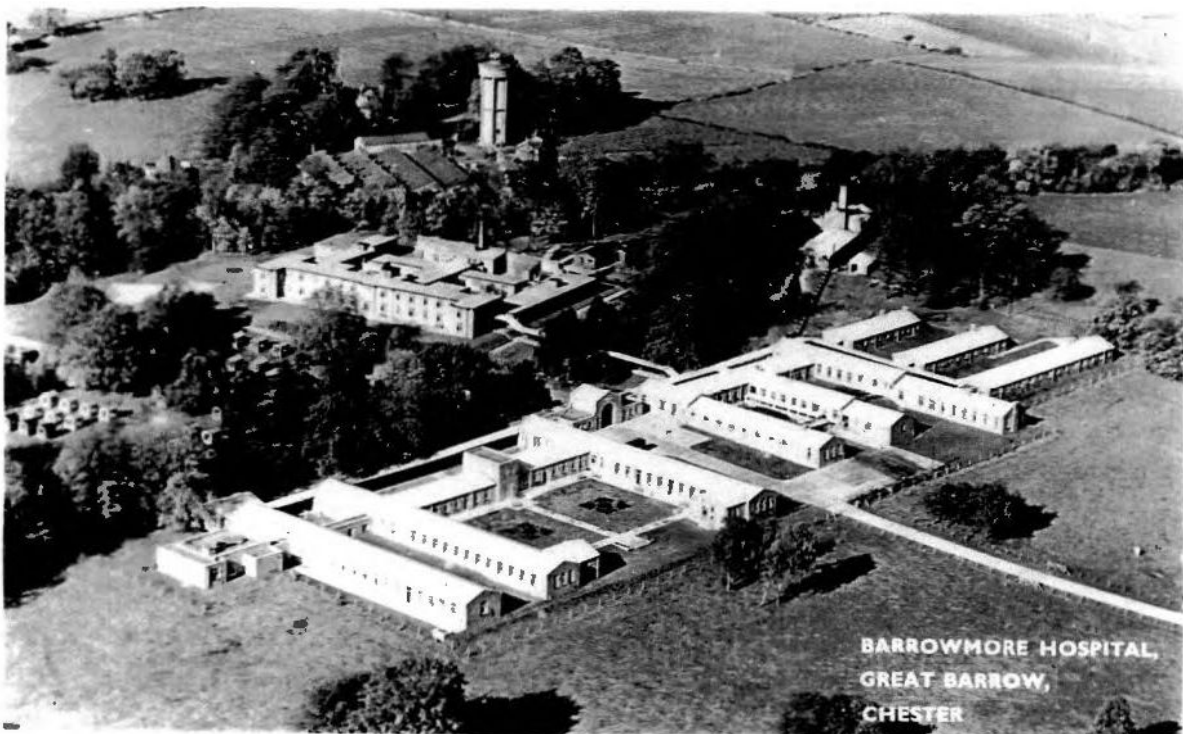


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Barrowmore Model Railway Journal



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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) a hard copy of a computer file;
- (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 March 2013, and contributions should get to the Editor as soon as possible, but at least before 1 February 2013.

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Copies of this magazine are also available to non-members: a cheque for £9 (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 one of a couple of photographs of Barrowmore, of unknown provenance, discovered by Harry Wilson when he was unpacking some belongings transferred from his former house in Tarvin. Readers will recall that Harry rented a couple of units at Barrowmore, using them for storage of the book-stock of his bookselling business. He is now retired and lives with partner Eileen near Berwick upon Tweed; Harry sends his good wishes to all at BMRG.

The reverse of this picture bears the date 1971 – when Barrowmore House itself still had flat roofs. The other photo, which appears later in this issue, is of 'The Turret, Barrowmore Hall'; this must date from before November 1940, when the Hall was destroyed by bombing during the German blitz on Merseyside. (*See pages 25/27 of this issue*).

Forthcoming events

(2013)

19 Jan 2013: 7mm running track, Llanbedr (see Editor for details).

2/3 Feb. 2013: Stafford show.

11 Feb. 2013: "Wrexham to Bidston line" talk by Dave Rapson. Wrexham Railway Society meeting, St.Mary's Catholic Club, Regent St. (details from Mike Rapson).

2 Mar. 2013: 7mm running track, Llanbedr (see Editor for details).

6 Apr. 2013: 7mm running track, Llanbedr (see Editor for details).

20/21 Apr. 2013: Scalefour North, Wakefield.

15/16 June 2013: Chatham show ("Mostyn" is appearing).

14/15 Sep. 2013: Woking show ("Mostyn" is appearing).

26/27 Oct. 2013: Merseyside show ("Johnstown Road" is appearing).

9/10 Nov. 2013: Newcastle show ("Mostyn" is appearing).

Notes of other railway-related events for this column are welcome

("Who are you?" – Alisdair Macdonald)

TRAINED IN LIFE

Writing this autobiography, and reflecting on my life as someone who now receives the Winter Fuel Allowance, I can now see that railways have played a major part in my life, even, at times, helping me to keep my sanity in difficult times.

With VE Day for World War II arriving in May 1945 I waited, out of the way in the dark and warm, until coming into the world in June 1945 in the Oxford Street Maternity Hospital in Liverpool. I had decided to give it all a month to sort itself out just in case there might have been a change of mind somewhere. Yes, Japan hadn't settled until August 1945, but that was geographically far enough away from Liverpool for me.

So I began life, with my parents, living close by Walton Junction Station on the Liverpool to Ormskirk electric railway line in North Liverpool.

My parents moved south to Woodley in Reading when I was around eighteen months old, and not being old enough to live on my own, I moved south with them. My new home was within half a mile of the famous Sonning Cutting on the Great Western main line. I lived here until around my fourth birthday, and am told that my mother took me on regular trips in my pram to one of the two road over-bridges over the cutting. I have the vaguest of memories of seeing steam locomotive exhausts, no doubt from the 'Kings' and 'Castles' running on the Great Western main line from Paddington. Being unable to read and write at the time I was unable to make a note of their numbers, or differentiate between the various locomotive types. Yes, railways were in my psyche from an early age.

On my fourth birthday the family moved north to Glasgow. Again I moved with them. The green fields of Berkshire were now replaced with the sights, sounds, (and smells), of a major iron and steel making plant which could be clearly seen from my new Scottish bedroom window. I had arrived into the world of the Central Scottish industrial belt which was seeing out the last days of the Industrial Revolution. The main reception sidings for the iron works, with their laden 16 ton unfitted coal wagons, was a continuous moving picture for me, together with an endless variety of steam locomotives, arriving and shunting the yard all around the clock.

The lure of green engines, copper capped chimneys and cream and brown carriage stock of the Great Western had gone, to be replaced with black engines, some of which dated back to the days of the Caledonian and North British Railway companies, as well as LMS Black Fives and BR standard tanks; the best that 66A Polmadie and 65A Eastfield sheds could offer on the workaday goods locomotives of the 1950s.

There were still family connections with Liverpool. These allowed me regular holidays down to Liverpool travelling often by rail, and sometimes by road. I can recall an early memory of seeing a rebuilt LMS 'Duchess' in blue livery at Glasgow Central Station on the Midday Scot while a family member was being waved off on the later Liverpool train in the adjacent platform.

My Liverpool grandparents' house overlooked Orrell Park Station on the Liverpool Exchange to Ormskirk and Preston line. On my Liverpool holidays I regularly used to sit in their upstairs front bedroom window trainspotting the steam locomotives on the Ormskirk line.

My grandfather liked to get out and about when I was down on holiday. He took me all over Liverpool on our days out. I was lucky enough to have regular trips on the Liverpool Overhead Railway with him as well as cruises on the Mersey ferry from the Pier Head to the Tower Grounds in New Brighton, where trips on the miniature railway on the promenade at New Brighton were always a must.

As a pattern maker with Grayson Rollo and Clover Docks, the ship repairers, he would find the opportunity to take me, as a special treat, in the company car, chauffeur driven of course, from their Sandhills depot over to the Rosebrae Yard in Birkenhead [adjacent to Woodside station site]. The particular thrill of this trip was the run through the Birkenhead Tunnel. Added to the thrill was to see the Tunnel Police Land Rovers which were just like my own Dinky Toy version. The *Meccano Magazine* was always avidly read at this time as it seemed to always feature something with a Liverpool connection.

After the Eleven Plus I found myself at Uddingston Grammar School, a half hour bus ride from home on a red Central SMT Alexander bodied Leyland double decker - or sometimes a Bristol Lodekka. Even here railways continued to be the major part of my life, being situated right beside the West Coast Main Line out of Glasgow Central. If I caught the earlier SMT bus to school I could see 'The Caledonian' rushing south to London with a clean red LMS 'Duchess' Pacific at the front. It was a good incentive never to be late for school.

School days are divided for staff and pupils by periods of lessons. My own school days were divided by the Working Timetable of BR Scottish Region. Early morning lessons in English saw any late running northbound sleepers passing the classroom window, while the Science lesson was always accompanied by diesels 10000 and 10001 heading south on 'The Royal Scot' followed by the Birmingham usually with a 'Princess Royal' in charge. The Manchester and Liverpool provided a 'Clan' or 'Britannia' for further variety. Sometimes 10201/02 and 03, the Bulleid Southern diesels, were in charge on the Londons or Birmingham.

But the best of the school day was lunchtime with packed lunches – and not school dinners - and a bottle of Irn-Bru and a Tunnocks Caramel Wafer (made just down the road from the school) and the arrival of the 12.11pm morning Carlisle to Glasgow passenger service at Uddingston station. The service was usually hauled by a Holbeck Leeds 'Jubilee'. More often than not it would be a different locomotive each day. I think the service must have been a filling in turn for a later train from St.Enoch back to Carlisle via the Glasgow and South Western route, but it certainly ensured that many more than the usual Scottish Corkerhill, Polmadie or Carlisle Kingmoor 'Jubilees' would be red lined in my Ian Allan book.

While at school I was also instrumental, with other likeminded school friends and a sympathetic art teacher who was also a railway enthusiast, to start a school railway club. The principal benefit of the school railway club was regular opportunities to have engine shed visits to faraway places like Edinburgh, Carlisle and Newcastle complete with that pass of passes - a shed permit. For these important school trips we were able to obtain a full

financial grant from the local Education Authority to assist with the train fares. After all these were educational visits!

It was during my early teens that I had a chance encounter that really developed, and matured, my interest in railways. I had been in Edinburgh for a day's sightseeing with an aunt, and for the return trip to Glasgow I wanted to sit at the front of the new DMU service which had just been introduced between Edinburgh Princes Street and Glasgow Central. This allowed the view of the driver and the road ahead. Sitting on the seat next to me right at the front was John Thomas, the renowned Scottish Railway History author. From that chance meeting we became lifelong friends. John introduced me to SLS railtours as well as to the Stephenson Locomotive Society indoor meetings and lectures in Glasgow. It was at these SLS Saturday afternoon meetings that I was lucky enough to get to know well such railway worthies as David L Smith of Glasgow & South Western Railway fame, Cam Camwell and his film shows, as well as WAC "Bill" Smith and W.Stuart Sellar the well-known Scottish railway photographers, as well as many other Scottish (and English) railway personalities and worthies. For a time before I came south in the late 1960s I had the honour being the Scottish Area Secretary for the SLS which gave me great grounding for later life in running business meetings and AGMs.

It was about this time too that I first worked on the Talylllyn Railway spending many happy summer holidays as a train guard, or blockman, on the railway. I later went on to give much of my time to the running of the TR Publicity Committee.

I left school with an adequate leaving certificate, but with the added benefit of having seen all my LMS 'Duchesses' and 'Princess Royals' (apart from 46202 'Princess Anne' - cut up after the Harrow and Wealdstone crash) as well as all the 'Clans' and WD 2-10-0s, and 71000 'Duke of Gloucester'! For me it was an all-round education, and provided enough qualifications to enable me to seek gainful employment and start a career in architecture.

Working as a junior in an architect's office in Glasgow, I attending the Part Time Course in Architecture at the Glasgow School of Art. The architecture course was a long and arduous marathon, seven years and more out of my life, but I kept up with the course work, and in due time I qualified as an architect. And in all of this I still found the opportunity to maintain my interest in railways.

In the early 1970s, having qualified as an architect, I moved south from the West of Scotland to Liverpool, with itchy feet to get away from Glasgow. My interest in railways had not waned, but the local SLS group in Liverpool held their meetings on a Saturday evening which did not suit my social and domestic life. I certainly missed the camaraderie of the SLS in Glasgow. So it was with delight that I saw an advert for a series of evening classes run by Dr.David Halsall at Pensby Boys School in Wirral on the subject of the history of the Chester & Holyhead Railway. I went along to see what it was all about, and from that winter session I found myself as one of the founder members of the Merseyside Railway History Group, which continues to this day. Some lifelong friends were made in this group.

Model railways for me in the 1950s began, of course, with Hornby Dublo, the major model railway player at that time. In my view, Rovex Triang rolling stock and locomotives had superior plastic bodies which ran on the more aesthetically pleasing two rail track, rather than the Hornby Dublo tinplate three rail track with its tinplate stock. Coarse 00 track by Wrenn with fibre sleepers riveted to the rails allowed Triang, Trix and Hornby stock to run together,

all before the days I knew anything about wheel profiles and wheel standards, and the world of fine-scale modelling.

Later in the late 1960s I built a small 009 tailchaser using Eggerbahn stock and Peco track for the Tallylyn display stand at the regular Glasgow Model Railway exhibition.

I continued to model in a small way in 4mm 00, and even contemplated N Gauge with the attraction of the Minitrix Class 27 for a Scottish connection, but I never made any serious modelling attempts, and for some long time model railways drifted out of my life. A good friend and fellow architect, Ian Dickson, who sadly died some years ago, suggested that I should get back into railway modelling as I would find it relaxing from the stresses of work. We worked in the same office, and for our lunchtimes we would regularly visit Stanley Street in Liverpool and the model shop, City Models, run by the Dutchman Gerry van der Hoek. Ian described the shop as an island of sanity in a sea of madness. An apt description, and through this my interest in railway modelling was rekindled.

Reading *BMRJ* 32 – September 2012 issue – I noted the 1912 Great Central Railway poster for train services from Liverpool to Chester. On the poster the address for the GCR Liverpool office was given as Floor 6 : Fenwick Street : Liverpool. It was in this very building, albeit in the 1980s that I worked with Ian, on this very floor overlooking the same Fenwick Street. India Buildings is now very much changed internally from its 1912 condition and the days of the GCR, having been badly damaged during WW2. Here was another railway connection for me, previously unknown.

I subscribed again to the *Railway Modeller*, and in one particular issue noted in the small ads, a layout for sale. The layout was “Ardbealach” constructed by Peter Fletcher of York in EM gauge. It had been featured in the *Modeller* some months earlier, and was a Scottish layout based upon Highland Railway practice. I immediately purchased the layout from Peter and found myself in the deep end of EM gauge modelling. Peter also sold me a couple of diesels - a Wrenn Class 20 and a Hornby 25, both of which he had re-gauged, together with a Caley ‘Jumbo’, a Caley Pickersgill 0-6-0 goods and a neat Caley 0-4-4 tank. All in all it was an excellent introduction to EM and with the bonus of some good Scottish stock

EM was new territory to me. But Ian guided me, and he went on to introduce me to Chris Hewitt and the Liverpool Model Railway Society who gave me much help and advice. By coincidence the clubrooms of the LMRS in North Liverpool were just around the corner from that first floor bedroom window of my grandparents’ house overlooking Orrell Park Station where I had train-spotted as a lad on holiday.

A later move to a house in Birkenhead found it more convenient for me to become a member of the Merseyside Model Railway Society. Here I ploughed a lone furrow as its only EM modeller, while at the same time I revived the *Merseyside Express* club journal as its editor.

A more recent move to Saughall in Chester, and retirement, has enabled me to start a new EM layout, suitably located in a purpose built shed in the garden. The layout is based upon Whithorn in Galloway in south west Scotland. It was the most southerly railway station in Scotland, closed to passengers in 1950 and goods traffic in 1964. I was fortunate enough to travel on the last but one special train over the line with GNSR 49 ‘Gordon Highlander’ and stove piped chimney ‘Jumbo’ 57375 in charge. Luckily Peter Fletcher's stove pipe Jumbo from Ardbealach matched 57375. So with modeller's licence the line continues to operate

after 1964 with freight and passenger traffic, and I understand diesels have been seen from time to time on the line. Like many model railways it has some way to go to completion.

Fortunately I have a great supporter in Hazel, my partner, who is becoming a bit of an expert on trees and scenery construction. She is a great companion who happily attends model railway exhibitions with me, and anything else to do with railways. How lucky am I?

My daughter Jayne has long accepted my interest in railways and when family photographs are dug out, she always comments how often railways seem to appear in the background of the shot. Yes, railways have always been a part of my life, and I have no intention of changing that.

Finally Jayne has often said that it is easy having a Dad who is a model railway enthusiast. For birthdays and Christmases all she needs is the catalogue reference number and Hatton's phone number and my present is sorted!

Letters to the Editor

E-mail from **Richard Oldfield** on the subject of "**Mostyn**" backscenes

"The other week at the club we were discussing the improvements needed to keep Mostyn up-to-date. The most obvious issue is the backscenes which are looking tired, too low and not up to current standards. In a discussion led by Alisdair we have formulated a basic plan which would see the backscenes become curved round the rear of the trapezium boards and set back from the front straight boards as well as being taller. Alisdair will be coming up with a concept for the artwork in due course.

This is not a trivial job as it has implications for our transport arrangements, lighting gantries, scenic control panel and cctv monitor mounting.

I'm hoping that we will be able to start the basic woodwork after we return from Merseyside exhibition.

If anyone would like to make their views known, you have a few weeks in which to share them."

E-mail from **Bob Miller**, following the **Lobitos fireless locomotive piece**

"Thanks for sending the three Stan Yates photos of the fireless locos; these are nice and clear.

The September 2012 issue of *BMRJ* is fully up to the usual high standard. I particularly enjoyed the item on the renaming of the 'Scot' *The Cheshire Regiment* in 1947. I remember the headquarters of Western Command which was situated in the area around Queen's Drive and St George's Crescent (now covered with housing) and like most HQs included a very high proportion of officers to other ranks. At times the suspension footbridge over the Dee could be so crowded with soldiers that there was a local rule in force that there should be no saluting (as well as everyone having to break step!).

I was called up for my National Service on 18 September 1947 and was sent for my six weeks basic training with the Cheshire Regiment at The Dale in Chester. I remember near the end of the six weeks being inspected by General Sir Brian Horrocks, the GOC. Like all such inspections, the General chose at random to stop and exchange a few words with a few of the soldiers and he duly stopped to talk for a few moments to the Private stood next to me before continuing on his way, completely ignoring me standing rigidly to attention. That was the nearest I got to meeting the General.

After my basic training I was drafted as a Sapper into the Royal Engineers so had nothing further to do with the Cheshire Regiment.

Best regards to everyone in the BMR Group."

E-mails from **Stan Yates**, following the **Lobitos fireless locomotive piece in BMRJ28**

".... The name Lobitos lives on in the form of the Lobitos Discount Tyre Depot, retailer of tyres, batteries, exhausts and petrol, on the A548 coast road at Gwespyr, near Gronant. Log on to www.lobitostyres.co.uk for the company history.

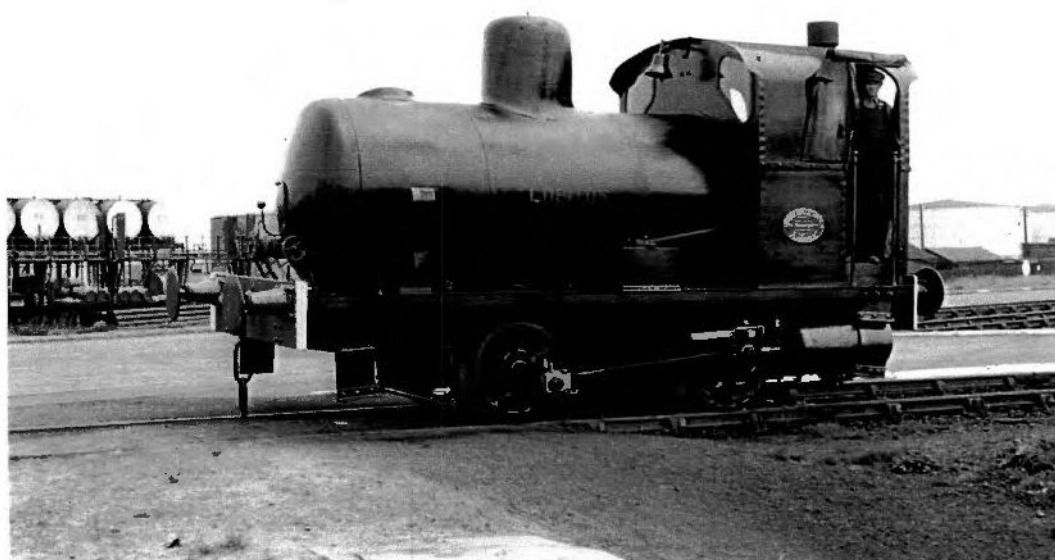
I have a photograph in my collection of the fireless loco 'Lobitos', dated 24th June 1951. The loco is in near ex works condition with the name 'Lobitos' clearly visible on the side of the boiler.

I also have photographs of fireless locos no's 1 and 3 at Bowater's Merseyside Paper Mill, Ellesmere Port of the same date".

[So, of course I asked Stan to do a short piece on them]

"Here's a selection of photographs of fireless locomotives in my collection which may be of interest to yourself, Bob Miller and readers of the *Barrowmore Model Railway Journal*.

Photograph 1



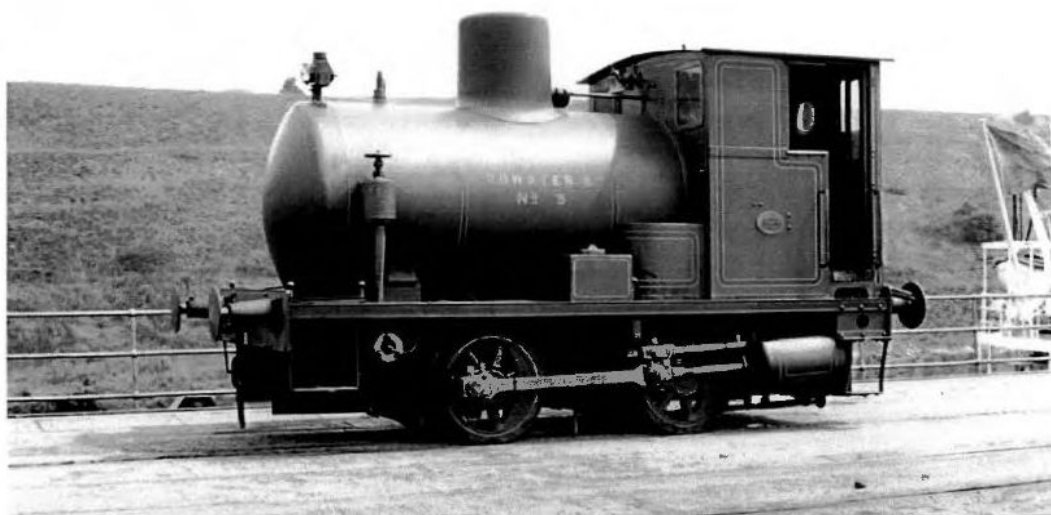
Andrew Barclay 1548/17 fireless 0-4-0 "Lobitos" in the yard of Lobitos Oil Co. Ltd. at the Oil Refinery, Stanlow, Cheshire.

Photograph 2



Andrew Barclay 1982/30 fireless 0-4-0 "No.1" in the yard of W. V. Bowater & Sons Ltd. at Merseyside Paper Mills, Ellesmere Port, Cheshire.

Photograph 3



Andrew Barclay 2228/47 fireless 0-4-0 "Bowaters No.3" in the yard of W. V. Bowater & Sons Ltd. at Merseyside Paper Mills, Ellesmere Port, Cheshire.

The name of the photographer is unknown but the photographs were obtained from the Kidderminster Railway Museum.

All 3 photographs are dated 24th June 1951".

E-mail from reader **Simon Caldwell of Pennine Wagons ...**,

"Many thanks for continuing to send us copies of the BMRJ. We have just received issue 32, which we are finding an interesting and enjoyable read, as always. Meanwhile we have recently been able to commission our first new limited edition N-Gauge model wagon for a while, and from a new source rather than our previous suppliers Dapol. On this occasion we have chosen to reproduce a private owner livery local to your neck of the woods, so we thought that you might be interested to see our 'press release' and accompanying photo, as follows :-

'Pennine Wagons, suppliers of limited edition ready-to-run N Gauge wagons by mail order via the internet, have just taken delivery of their latest special commission wagon. The newest addition to the range is a 7-plank end-door open wagon made by Mathieson Models using their highly-regarded finescale moulding, and is in the livery of Ernest Griffith of Chester (photograph attached). This is the first special-commission wagon manufactured by Mathieson to go on general sale to the public, and only 50 have been produced. The wagons are available for £11.50 each or £30.00 for a rake of three (prices include P&P within the UK) from :-

Pennine Wagons
34 Leith Court
Dewsbury
West Yorkshire
WF12 0QP

Further details, plus information on how to order online, can be found on the website
www.penninewagons.co.uk

We hope that the readers of the BMRJ might be interested in this news. If anyone were to have any information about the firm of Ernest Griffith then we would be most interested to hear it.
Regards, Simon Caldwell & Barbara Corrison, Pennine Wagons'



[The Editor has a photograph of this wagon, and it bears the date '1898'; a recent visit to Chester Library gave the chance for a quick check in local commercial directories about this date, with the following results:

There was no mention of Ernest Griffith in the 1893/4 edition of the Chester Directory, and there is a gap in the library's stock until the 1900/1 edition, which does have a mention – "Griffith, E., coal, coke and lime merchant, 3a Coal Exchange."

Entries along similar lines (except for the addition of another office at number 14 Coal Exchange) continue until 1964, when entries cease. Of course all private owner coal wagons were taken over by the government at the outbreak of the Second World War and any Ernest Griffith wagons which existed at that date would have continued in national use. With the nationalisation of the railways in 1948 they would have continued in operation with the earlier livery until eventual scrapping when worn out – probably by 1960 at the latest].

The Grandfather of Model Railway Manufacture?

by Chris Moseley

'*London: a Pilgrimage*' the 1872 book by Blanchard Jerrold was a voyage for wealthy Victorians into the hidden metropolis. Illustrated by the artist Gustave Doré it is his grotesque and darkly humorous engravings that have become its lasting legacy. You may never have heard of the book but I



The Metropolitan Railway by Gustave Doré

guarantee you know the contents subliminally. The book's imagery has been endlessly recycled to provide scenes and settings of Dickensian slums in many films and costume dramas especially the musical 'Oliver' and the 1948 David Lean film 'Oliver Twist'. Hidden in the seldom read text is, I believe, the earliest written description of model railway manufacture in Britain. In the chapter 'Humble Industries' there appears as if by candlelight an old man, the forgotten and anonymous 'grandfather' of the train set. Let us enter his world through the author's eyes:



That which most astonishes the watcher of the industries of the poor, is the fertility of invention that never slackens. In a low lodging house by Shadwell, which we entered late one February night, in the midst of the hurly burly, herring frying, gambling, and singing, a poor man was making card-board railway carriages – for sale in the streets. I remarked that this was something new. “Yes Sir,” he said, lifting the side of a carriage with his gummed pencil (brush) as he spoke – for he could not afford to lose a moment – “Yes Sir: they won’t look at stage-coaches now. Yer see, the young ‘uns’ don’t know ‘em’: so I’ve took to these ‘ere; and now they takes them readily.”

There he is with cold but nimble fingers, caught forever in time, making his penny or ha’penny toys ready for the day ahead, crude and gaudy, fragile and ephemeral his toys may have been, but this down at heel entrepreneur has spotted an opening in the market and was looking forward to exploit some rosy cheeked children with superior pester power; nothing changes.

(From Wikipedia:

Paul Gustave Doré (January 6, 1832 – January 23, 1883). French artist, engraver, illustrator and sculptor. Doré worked primarily with wood engraving and steel engraving; perhaps best known for his illustrations of Dante and Milton.

William Blanchard Jerrold (23 December 1826 – 10 March 1884), was an English journalist and author.

*****8

Y PUMED CYNHADLEDD RYNGWLADOL AR REILFFYRDD CYNNAR

gan Richard Stagg

(Way back in June I went to weekend course on early railways. Whilst there I thought perhaps you might like some account of the proceedings for the club’s rag, so tried to take fairly accurate notes but without going completely over the top.

It has taken a long time to decipher the scribble, but I think the attached gives a flavour of what was on offer. Sorry no pictures!)

The fifth international conference on early railways was held in *Y Galeri* Caernarfon from the 7th to the 10th June 2012, and your scribe had the opportunity to attend.

This conference had a very full programme lasting from the Thursday evening to Sunday lunchtime and included some 24 papers plus visits to the Gwynedd Record Office and the Ffestiniog Railway,

where delegates had the opportunity to travel in Victorian age quarrymen's coaches, and for some – selected by ballot – an opportunity to ride in a gravity propelled slate train.

The conference was started by Dr Dafydd Gwyn who gave the inaugural lecture which was a masterly survey of the local railways of North West Wales in the period leading up to the arrival of main line railways such as the Chester & Holyhead. These were in the main privately owned quarry lines but did include a description of the public Festiniog and Nantlle railways, both at that time horse and / or gravity powered.

Friday saw the start of the main presentations; and, as is so often the case, some topics were far more interesting than others; ditto the ability of speakers – fortunately the duff speakers could probably be counted on one's thumbs. So a start was made with two papers on some early waggon ways in Cumbria (**The Harrington Waggonway**), and Staffordshire (**17th century foottrayles**), both built to connect mining ventures with water, either the sea or a river navigation, the Staffordshire one having the earliest parliamentary act (1662) relating to railways where reference is made to *foottrayles*. This paper gave very detailed information culled from meticulous research into estate documents and old maps about wooden waggon ways running from coal mines to the Stourbridge Navigation. It was apparent from the reproductions of some of the old maps that the cartographers had no idea of barges nor waggons on foottrails; barges being depicted as three-masted ships and the interpretation of waggons somewhat of a black art, but think of a waggon being spread-eagled or spatchcocked and you will not be far out.

Stoneways

Tim Smith followed with an excellent paper on Stoneways. It should be remembered that at the start of the transport revolution in the first quarter of the 19th century no one knew quite how things would develop so inevitably a number of things were tried which turned out to have little or no commercial future. Stoneways were, basically, an effort to reduce the rolling resistance of iron shod wheels on road surfaces and so improve the load hauling capabilities of horses. Stoneways were nothing new. They had been in use in Italy since the Renaissance. They were also referred to as Stone Tramways or Granite Tramways.

The theory is that a smooth stone surface offers less friction to the ironshod wheel than contemporary road finishes did; so parallel granite blocks are laid into the road surface at a gauge of about 5 feet centres with a cobbled (urban) or gravelled (rural) horse path between them. A Stoneway reduced the number of horses required to move loads – one horse could manage a 6 ton load – so also reducing pollution.

In the 1820s Stoneways were suggested for all main roads in the country both for freight and steam powered coaches particularly for use on hills, but the contemporary development of main line railways saw this plan fail. However in 1825 the Commercial Road Act was passed which authorised the laying down of a Stoneway along Commercial Road from the docks in London uphill into the City. This was opened in 1830 and lasted till 1871 and was about 2 miles long. There were powers for the Stoneway to be double tracked but in the event only the “uphill and with the load” Stoneway was laid down. It was found that the wearing qualities of granites varied; Jersey granite being the best and Aberdeen the worst.

Despite the “victory” of the main line railway Stoneways were laid down by railway companies and others where heavily laden horse hauled carts and drays had to tackle short sections of steep gradients; typically on the exit from goods yards or in industrial yards and town streets. Examples can still be found in Chester, Portsmouth, Hull, Chatham and London. Indeed in Chester there is an example of the modern use of this principle where a Stoneway has been laid to suit wheelchair users in areas of “retro” cobbled road surfaces. It's also good for pram pushers!

There were variations on the Stoneway theme with cast iron being used in some places such as the Pig Iron tramway in Chatham Dockyard. Another variant developed from “Causeys” which were single lines of flagstones laid down for packhorses; sometimes doubled for carts with sets in between for the horse paths. Some of these were known to have plate ways in between also. In 1805 flat cast iron plates were suggested as an alternative to edge or plate railways – with the term “Flat Railways” being applied to the idea.

"Gauges" varied as horse paths and presumably cart gauges were wider in the north than in the south east.

Professor Patricia Layzell Ward reported on her work cataloguing the "old" Ffestiniog Railway's records which have been deposited in the Gwynedd Record Office. We subsequently visited the Record Office where a very interesting selection of these documents, plans and drawings had been laid out for our perusal.

As she said, the challenge for now is how to preserve today's digital records for the historians of the future.

Friday afternoon saw three presentations on **early lines in the Antipodes** with a comprehensive survey of some wacky early lines in New Zealand, including horse and gravity on 3' gauge, a 5'6" system using second hand Irish equipment and some standard gauge lines that failed, before the colonial government in 1870 scrapped the earlier schemes and standardized on 3'6". Among these earlier oddities was one where a standard gauge contractor imported a 5'3" engine from Australia to give rides, whilst he used wooden track at £400 per mile instead of iron at £2000 per mile on his contract to build a line using Prosser's patent – a system using flangeless wheels on edge rail with guide wheels mounted at 45° to keep everything together. He then used Crampton engines which at 15 tons destroyed his track!

We then had an interesting account of where archaeology has shown to be Australia's earliest line which dates from 1825 – a line serving coal mines at Newcastle – powered by convicts! But two steam engines were imported in 1827 to handle increasing traffic. An original fish belly rail stamped with the original owner's marks confirms all this. Many of the practices at Newcastle NSW copied contemporary activities in and around Tyneside – evidence of a Tyneside mafia at work. Timber being very plentiful in Australia there is evidence of "Railedways" being used from about 1788.

Saturday started with a survey of **early coal mine to canal lines in the Wigan area** – (Wigan pier being built to allow coal to be tipped into barges). The speaker, Dr Derek Winstanley, introduced us to the "Yorkshire" horse. This was a rack and pinion loco in service by 1812. The jury is out as to whether this was an adaptation of Blenkinsop's design, or a predecessor to it. At any rate the illustrations of it show a remarkable similarity. He went on to compare the costs of horse haulage and steam haulage for the mine owners. In 1800, during the Napoleonic wars, horse haulage came to 35% of mine overheads. A "Yorkshire" horse could do the work of 16 horses – a saving of £300-500 per annum. In 1816 after the war had ended there was an economic crash and horse costs became competitive again.

He gave an overview of the colliery lines in this area remarking on their varying gauges and systems of traction which ranged from the "Yorkshire Horse" above to "conventional" horse power and gravity down and horse hauled empties up. We were also shown pictures of the *Arches Viaduct* said to be the oldest steam locomotive operated viaduct in the world, worked for four decades on a 4% incline.

Plymouth & Dartmoor Railway

Dr Peter Northover has been analysing the records of the P & D Railway with particular reference to the costs of construction, particularly the costs of its iron. This was planned as a double tracked horse worked line with a steady falling gradient with an original estimate of £45k. The cost of the iron required was £25k – well over half the total. However they had no powers of compulsory purchase, only powers to lease land so were "taken to the cleaners" over land costs and ended up with a single track line that cost £27,783 and heavy operational costs. Incidentally Dartmoor prisoner of war camp – later Dartmoor jail - was used to house American prisoners of war in the war of 1812-14.

Haydock Railways 1757 – 1835

John Crompton [former member of Merseyside M.R.S.] took us back to Lancashire. This was a well presented talk on colliery lines running to the Sankey Canal in the Warrington area discussing the transition from "early Railways" to more modern systems. The evidence showed that these lines started as wooden waggonways, but by 1787 Williamson of Broseley was supplying cast iron rails –

possibly iron strap rails to go on top of the wood. In 1824 the land owner Thomas Lee was supporting the Liverpool & Manchester and early maps of the L&M show Mr Lee's railway crossing the L&M on the level at what later became Earlstown station. By 1833 his line was using fish bellied rails and he was also running his own coal trains to Manchester with his own engines. Later he switched to using L&M power and waggons.

There was some discussion on gauges. Shropshire lines seemed to use 3' - 3'9" whereas the North East used 4' and upwards. There was some thought that the gauges might be a reflection on mine tunnel widths.

Pictures and Terms from early mining transport

Dr Ulrich Stanjek gave a short presentation on early terms and illustrations of guided transport systems culled from frescos dating from the late 15th century found on church walls in Bavaria which showed mining scenes with four wheeled vehicles running on planked tracks with a guide pin on the waggon running in a two inch gap between the planks. Other illustrations from this period show waggons being hauled by dogs, draught animals or men. He suggested that the use of large dogs was so widespread that it led to the term *hunt* being used in Bavaria for a mine truck. (As an aside the writer has a theory that the term *tram* comes from South Wales and the Welsh verb *tramwy* which means to pass to and fro.)

Early carriage of passengers by rail

Michael Lewis gave a survey of the evidence for the carriage of passengers. There was mention in 1799 of the need for a fast and safe national system for passenger transport, but prior to the 1830s passengers were very much secondary to goods and minerals.

In 1807 the Oystermouth line was charging tourists 1/- a trip.

1808 saw Richard Trevithick's demonstration line running in London.

In 1809 a Dr Griffiths in south Wales was charging 3d for shoppers to go to market in clean trams attached to coal trains, and there are drawings showing people in special cars on the Sirhowy line. Were passengers carried on it from its opening in 1805?

Then followed references to the many early lines on the Welsh borders whose parliamentary acts all mention passengers. Services were operated by contractors, not by the owning companies, and tended to charge 1d per mile. After 1830 carriages increased in length, size, and degree of protection from the weather; and by this date some 300-400 miles of passenger carrying lines existed – but virtually all of this was horse drawn.

Short papers

We were treated to some short papers on diverse subjects such as **William Brunton's mechanical horse** – a weird contraption that had a boiler mounted on wheels at the front and a pair of mechanically operated legs at the rear to push it along a 3' 6" gauge plateway. W. Brunton was an engineer from the Boulton & Watt factory who moved to Crich in 1808 as senior engineer to the Butterley Company. Also mentioned were two early lines in Leicestershire, the **Cloudhill Plateway** which had a combination rail that allowed for both plateway and flanged wheel use, with a minimum gauge for the plateway of 4' 1"; and the **Loughborough and Nanpantan** an interesting 4' gauge gravity and horse line with 2' of crushed stone laid in a longitudinal trench under the rails and 3' long oak sleepers between them as pads for the horses to walk on.

The Dalkey Tramway

Then followed a concise survey of the Dalkey Tramway [in Ireland] which was built to supply the stone for the breakwater at Kingstown (Dun Laoghaire). This had three self-acting inclines with a horse drawn tramway linking the quarry to the construction site. The line was built using standard 3' long fish bellied tramplates from William Hazeldine of Shrewsbury. Continuous chain was used on the inclines with three loaded waggons being the maximum downward load. Individual stones of up to 8 tons weight could be carried.

The Bell Rock Lighthouse Railway

Prof Roland Paxton was next up to present a paper on the 1808 Bell Rock Lighthouse Railway. It was only 220 yards long, but was essential for the building of the world's oldest sea washed lighthouse. This lighthouse was built by Rennie and Robert Stevenson on the Bell Rock – a reef about ½ mile long at low water which meant there was only about 2-3 hours working time available per tide for the construction of this line. The railway – 2' 7" gauge was built using knowhow from the construction of the Caledonian Canal railway taken to Bell Rock by Francis Watt. The line is built on an open framework to keep it about 5' above high water. A model built by Stevenson in 1822 shows the railway and a loaded waggon which was a 4 wheeled truck with moveable front wheels. The base of the railway was on timber baulks. The line was extended in 1809-10 to two new wharves to speed up construction of the lighthouse. The railway lasted till 1916 when it was destroyed in a storm but was rebuilt and is still there though only about 20% of it remains.

Rutways in Stone Mines

From the North Sea to Bath to study the Rutways in Bath and Cotswold stone mines. These mines, called quarries locally, had ruts in their floors about 3' gauge. It is not known whether these ruts were deliberately cut or just the result of wear, but they look very clean and are fitted with drains. Motive power was donkey or pony and the waggon must have occupied the full width of the passage way. The Kingswood mine at Bath has several km of passages with ruts of 4' gauge. Most of the stone dressing was done underground and the finished stones were about 10 cubic feet. The Westwood mine, used in the second world war for various purposes, had 4' 5" rutways.

Revised interpretations on the working of the Peak Forest Railway

Back to Derbyshire for a look at some of the finer points of working the Peak Forest Railway. This was originally built as an Outram plateway. Its inclines were counter balanced with a maximum run of eight waggons. Above the incline, trains of 16 -18 waggons were gravity worked, braking being done by spragging with chains. Empty stock was horse hauled. The inclines were first worked with hemp ropes which soon changed to chain which only got renewed after breakages. Wire was used after the 1840s so stopping breakages. The incline profile was concave in section with the gradient at the top twice that at the bottom thus giving both acceleration at the start of the run and deceleration at the bottom. Tractive force reduces by a factor of 4 from start to finish so giving a natural control of descent, but this required an endless taut chain as otherwise chain drag towards the end of the run would cause problems. The chain tension was adjusted by the lower chain wheel being mounted on wheels so forming a sort of carriage. On other sections of the line it was found that a 1-in-100 gradient was ideal for horse traction with the load coming down and empties up. If the incline was steeper then sledges or slippers were used for braking though by the 1870s gravity working was being used.

The Tavistock Canal and its Railways

At the Morwellham terminus the barges themselves were lowered down an incline. This feature is well documented with excellent datable industrial archaeology, with a haul way being used to move barges between levels. The incline was built as a plateway with two sets of lines, one of which was later changed to edge rail. This talk was a very comprehensive report on the excavations at Morwellham quay showing that the rail gauge was approximately 4' 3" with a lot of use of trough rail that allowed both flange and plateway wagons to be used contemporaneously.

Sources of finance for early Cornish Railways

There are good records existing for some of these, but not all.

There are no good records for the Portreath and the Pentewan Tramways which were privately funded and built. (But it seems obvious that if they were built by local land owners then the capital itself had to have been local!)

After 1824 lines seeking Parliamentary Acts had to show their sources of capital. So for example, the 4' gauge horse worked Redruth & Chacewater was funded 60% from London, 19% from Cornwall with 21% not known, whereas the steam powered Bodmin & Wadebridge was 95% funded locally. It

had £25 shares and the records show many local farmers holding single shares. The Hayle Railway, standard gauge but with 4 inclines, and £100 shares was London backed with 15 people holding 60% of the shares. The split was London 75%, Cornwall 25%; whilst the Liskard & Caradon had only one subscriber who was not local. Again shares were £25 nominal value.

It seems that companies offering £25 shares were popular locally whilst £100 shares had to be financed from London or other major sources of capital.

As others saw us – accounts of the Middleton

200 years ago the Middleton Railway started its rack and pinion system with the engine *Salamanca*. In 1814 it was examined by Swiss and Prussian visitors who were looking at English industry and who have left an interesting contemporary description of the Middleton. Apparently there was great difficulty in finding words to describe engines, carriages, etc, etc. The word "locomotive" itself was first coined in 1814.

Summation

Attending this conference was an interesting experience. To me at any rate, there were a number of new pieces of information and I gained to some extent a fresh view of the ideas and thought processes of the early pioneers of what has become one of our accepted means of transport. The pace of the conference was fast and intensive. Just as well that they are only held every four years. I feel that the contributors probably need that length of interval to catch up.

An excerpt from the *What the railways are doing* column in the *Railway magazine* of July 1934

AN interesting train service development in Cheshire is referred to in a letter from Mr. Francis J. Clough. It is the institution of a through train service between Birkenhead (Woodside) and Knutsford, on the Cheshire Lines Committee's system. One train runs at 2.33 p.m. on Thursday afternoons from Birkenhead, returning in the evening, and there are two services in each direction on Sundays, one at 10.40 a.m. and the other at 2.33 p.m. from Birkenhead, of which the former returns at midday and the latter in the evening. These trains stop at all stations between Birkenhead and Hooton; and then at Little Sutton, Ellesmere Port, and Ince, on the Joint G.W.R. and L.M.S.R. Hooton and Helsby spur, after which they diverge at West Cheshire Junction, Helsby, and follow the single goods line of the C.L.C. from there to the junction with the C.L.C. main Chester line at Mouldsworth. Curiosity attaches to the latter portion of the journey in that many maps do not show this C.L.C. branch at all; on the Ordnance Survey it is indicated as a "mineral line or tramway". The through journey takes just under 1¾ hr., and L.M.S.R. locomotives and G.W.R. stock are used throughout.

Book review ... by Tony Robinson

Chester to Rhyl ... by Vic Mitchell & Keith Smith. Middleton Press, 2012. £15.95.
ISBN 978 1 906008 93 2.

The full title of this book is:- *CHESTER TO RHYL Including the Holywell Town & Dyserth Branches* and comes under the "umbrella" heading MIDLAND MAIN LINES. It follows the format used in a large number of earlier publications and is essentially an annotated photo album. There is an index at the front of the book giving the locations and their photograph numbers. These could be construed as page numbers but confusingly the pages are *not numbered*. The final listing is for the Dyserth branch at numbers 111 to 120. The location photographs are greatly enhanced by station and yard maps that have a brief synopsis of their history and if anyone is contemplating making another model of Mostyn (ouch!) there is an excellent map covering station, yard, quays and Iron Works circa 1910.

I already have a copy of another recent local area book by the authors in the same series, *Oswestry to Whitchurch* so am well versed with the format and I have to say I like it. Another similar book is due out shortly entitled *Rhyl to Bangor including Llandudno & Bethesda* and I look forward to seeing this in due course.

Problem for me is that being reasonably familiar with the geography of this particular book, having made return journeys between Chester & Llandudno Junction at least half a dozen times each year between 1954 and 1968 there are a couple of very apparent "howlers" in the captions! An example is the shot taken from the bridge at Mold Junction and I quote "We look east from the bridge on 8 August 1982 at No. 1 box, Hawarden Airfield and the 09.34 Stoke to Llandudno" !!? The next page shows the same train (a DMU) progressing Westwards towards what is obviously the airfield!

The period covered stretches impressively from early twentieth century (pre-grouping) to a 2008 picture of the new concourse at Chester station, but here the passenger lift is described as a modern addition! (Last time I used the lifts, you stood still and the shaft walls moved past you!)

So what we have then is a well tried format with excellent quality black & white photographs replete with maps and ample historical background but it does show signs of having been researched and compiled from a distance by non-local authors.

Editor's note: It is several months since I asked Tony if he could review this title, for publication by both BMRG and the HMRS; it duly appeared in *Points*, the HMRS Newsletter, in July this year, but somehow missed being printed contemporaneously in *BMRJ*. So here it is in our pages, albeit six months late!

ALPS Printers and their Application in Modelling

by David Faulkner

Way back in 2006, the "Mostyn" team heard about a way of doing custom decals on a printer capable of printing 'white'. This being something that sounded so useful, why had we not heard about it before?

First introduced by the ALPS corporation of Japan [1] some 15 years ago, there are several things you have to understand about the series of 'Microdry' printers made by the ALPS Corporation: (i) they were launched into a market in which the ubiquitous inkjet was becoming dominant for home printing; they therefore lost out on economies of scale despite their advantages (which included an ability to do dye-sublimation printing, ideal for high quality photographs); (ii) because they use solid colours on ribbons rather than ink, full colour requires several passes of the paper through the printer and so they can be slower than their inkjet rivals; and (iii) they are no longer made.

There were several printer models in the microdry range, the last of which finally ceased production a few years ago (the MD5500 for the Japanese market). During 2006, Richard and I were lucky enough to purchase, from the States, an MD5000. This particular model had ceased production nearly 5 years previously and was effectively at the end of its warranty period – as delivered to us, our MD5000 was in 'factory-fresh' condition; effectively a brand new machine from a warranty replacement.

As for similar printers from other manufacturers ALPs licensed the technology to OKI [2] who produced the DP series of printers (the DP5000 being identical to the ALPS MD5000).

Second-hand Printers occasionally come up on eBay, though expect to pay a premium for a fully working example or assume that some repair may be required; and assume that it will have to come from the States (allow between £400 – £500 all in). I've not got a definitive list of other ALPS models that are suitable, though I've seen MD1300, and understand that it is possible to use 'inks' intended for other ALPS models by changing the label on the cartridge so it is recognised by the printer.

Fortunately, whilst the printers are no longer in production, the 'inks' are still readily available from a few suppliers (I got ours from PrinterBase Ltd [3]) and should remain so until support for the later Japanese MD5500 model ceases (usually five years after printer production ends). Their price ranges from between ≈£5 for your basic black though to ≈£10 for the more exotic metallic foils; they should have a good shelf life as there is no liquid component.

So how do we start producing decals with our ALPS?

To start with, it's helpful to look at the yahoo groups [4][5] dedicated to the ALPS use, as these detail others' experiences along with the various quirks of printer operation. Uses include producing graphics for tee-shirts, decals for model cars, aircraft, and of course trains!

For building up graphics, the disadvantage of the printer having to deliver each colour to the page separately works to our benefit as it can be switched to only print 'spot colours'. In spot colour mode, rather than the usual blend of Cyan-Magenta-Yellow-Black (CMYK) inks, the printer uses one colour, these single colours can be overlaid by the printer (you have the option not to eject the paper to enable overlaid colours to line up). In addition to the usual CMYK for spot colours there is of course White, as well as other exotic colours like Gold and Silver Foils, Metallic Silver, Gold, Cyan and Magenta.

Building up a decal graphic

The most suitable decal paper for the ALPS is that intended for laser printers and this is available from various retailers. Just beware that you should **never** use decal paper intended for an inkjet as this will permanently damage the print heads within the printer; this rule goes for all paper types when printing on ALPS, not just decals.

The rules for using spot colours are fairly simple:

- 1 – The required colour must be printed at full density on the page. The artwork in whatever computer program you are using must be black else the printer attempts to print the colour on the page at a density proportional the effective greyscale of the graphic.
- 2 – Some printer colours can be difficult and so printing must be performed in a specific order. With our MD5000, I've found that white will never correctly print if there is already 'ink' in the page (including any previous white layer), so white must be printed first. The egroups show that other people have similar problems, possibly with specific printer models, along with suggestions as to the reason e.g. temperature.
- 3 – Always remember to tick the 'overly' box in the printer settings if doing multiple layers; this enables the printer to correctly line up the graphics for each layer, else you waste both paper and ink, as there will be minute difference each time the paper is manually loaded.

The hardest thing to remember is drawing the colours as black when creating the graphics as this can seem counter-intuitive, especially with complex artwork.

It helps to use graphics software that can do layers if building up a complex sheet of decals; I've been using Microsoft Visio as this is available to me on each of the computers that I use; other vendors' software is available.

Example 1 - To help explain the process we'll start with a TOPS box that has been painted straight on to the side of a wagon (Figure 1a). Being solely white with no other colour involved, this can be done in a single pass of the white ink from the ALPs and needs the artwork in Figure 1b – note that the artwork is full density black even though it's assigned to the white printed layer.



Figure 1a – Target graphic –
white detail on painted vehicle body



Figure 1b – White layer

Example 2 - A prototype TOPS box could equally well be painted on a background, such as black (Figure 2a). This black colour can be part of the decal. Due the problems alluded to earlier with white, this black layer needs printing after the white, and the artwork graphic is prepared as follows:

- a) A layer of white is printed at a size that is the overall width and height of the target decal, this is shown as the lower layer in Figure 2b; again, this white must be full density black artwork.
- b) Now the black layer needs printing, the black artwork is shown as the upper layer in Figure 2b; again the black is full density and avoids those parts of the decal that is white i.e. the lettering and box (which in this case is drawn in white on the black layer of the decal, you can see how mistakes are made if not concentrating...).

c)



Figure 2a– Target graphic



Figure 2b – Graphic Layering

We have found that if the background is anything other than the spot colours available, it is best to paint this at the sizes of decal we require, the printer is unable to blend the CMYK colours to a smooth solid-looking colour (our results look 'speckled', not unlike the pictures in a newspaper).

Other tips - For the runs of decals so far created for BMRG projects, it has proved useful if one person looks at and describes what is needed, whilst another person drives the computer. In this way, the person doing description can see both the prototype and compare this to the artwork on the screen, can easily spot differences between the two and then describe what needs to happen to make the artwork look like the prototype. The person driving the computer can then concentrate on how to achieve the desired result in terms of artwork colours and layers.



Decal Application

One problem with decals from the ALPs is their relative flimsiness. Whilst this can be countered by using additional coloured layers, this seems not possible with white and so we have to be extra careful once the decal is cut from the sheet, during its application, and it needs sealing quickly to protect it once it is in place.

Anyone familiar with waterslide transfers will be at ease with ALPS printer decals – they separate from their backing paper after soaking in water and they adhere better if they are applied onto a glossy surface. You can use Microscale Micro Set with them but do not use Microscale Micro Sol as this softening agent is too strong for the carrier film and destroys the decal.

Computer Requirements

- Windows 95/98/ME/NT/2000/XP
(drivers are not compatible with Vista or Windows 7 or later operating systems)
- Bi-directional Parallel port
(some USB to Parallel port adaptors can be used, though this is not guaranteed as it seems dependent on the chipset within the adaptor – you may have to try a couple of different types)

References

- [1] ALPS Electric
[http:// http://www.alps.com](http://www.alps.com)
- [2] OKI
<http://www.oki.com>
- [3] PrinterBase Ltd, Victoria House, Victoria Street, Salford, Cheshire, SK15 3HY
<http://www.printerbase.co.uk>
- [4] ALPS yahooogroup
<http://tech.groups.yahoo.com/group/Alps/>
- [5] alpsdecal yahooogroup
<http://groups.yahoo.com/group/alpsdecal/>

Letters to the Editor (continued from page 11)

Attached to a 'sympathy card' from Robert Fysh of the Manchester M.R.S., following the BMRG presentation at Dean Hall in November....

*Your lads did a super
job last Friday.
How about "baseboards
track and signals for Mostyn"
next year?
Best wishes
Robert*

Chester Zoo monorail



A while back, conversation at BMRG happened to turn to the subject of 'monorails' (I can't recall why!); and by chance I came across this photograph while looking for something else.

It shows the monorail at Chester Zoo, on 7

October 2006; this system dates from the 1990s and is of the 'straddle-beam' type, powered when built by dc motors; extensively rebuilt in 2011 with ac electrics which will give improved reliability, economy and performance. The circular track is mostly elevated and totals about 1½kms; the trains are driverless, giving panoramic views of many of the animal enclosures.

THE WESSEX EXPRESS – Saturday 20th April 2013- To Bath, Dorchester and Weymouth

Promoted by Chester Model Railway Club and the Dee & Mersey Group of the Ffestiniog Railway.

As a member of the Chester Model Railway Club we bring you notice of our Spring 2013 outing. Please help to make this railtour a success, our share of the proceeds from this tour will provide funds for future enhancements to our clubroom and facilities.

We have studied the rail map of Britain and alighted on what is known as the Heart of Wessex Line, the Great Western's route to Weymouth. Passing from Somerset, through Wiltshire to Dorset, this is an area we haven't visited before, but one we feel will be ideal for our spring excursion.

We start from **Hooton** then pick up at **Bache, Wrexham, Gobowen, and Shrewsbury**, before heading south towards the Severn Tunnel. We bypass Bristol to arrive at **Bath** where we drop off. This city is one of Britain's premier tourist attractions, and with around six hours it will suit the customer who likes longer to explore than at our further destinations. We then follow the scenic Avon Valley route to Westbury and Castle Cary where we branch on to the Heart of Wessex line itself. Meandering past Yeovil and in to Dorset we will be in an Area of Outstanding Natural Beauty and certainly 'Far From the Madding Crowd'. We drop off at **Dorchester** for those that want to explore the ancient town, the inspiration for Hardy's 'Casterbridge'. Just a few miles on we arrive at **Weymouth** from where it is just a short stroll to the sea. Weymouth is an elegant Georgian resort with sweeping terraces around a bay of golden sand. A modern town centre has all the facilities that we need for our visit. Weymouth has benefited from much investment in connection with the Olympic sailing events and presented an attractive face to the world. We hope to have about four hours in Dorchester and three hours in Weymouth.

Full details are now on our website www.chestermodelrailwayclub.com/railtours.htm where you can either book online or download and print a booking form for posting.

Our online system uses the PayPal interface, and is completely secure; we don't have access to any bank details. You can use any debit or credit card or your PayPal balance. You will receive an email acknowledgement of your online booking and tickets and final times will be posted a few days before the train runs. (There is no need to provide a SAE when booking online).

We look forward to meeting all our existing customers and welcoming many new ones. Please forward this email to friends and family who may be interested in joining us on this splendid day out.

Any questions, please drop me a note to my personal address, laurence.wheeler@tesco.net

Laurence Wheeler
Railtour Organiser

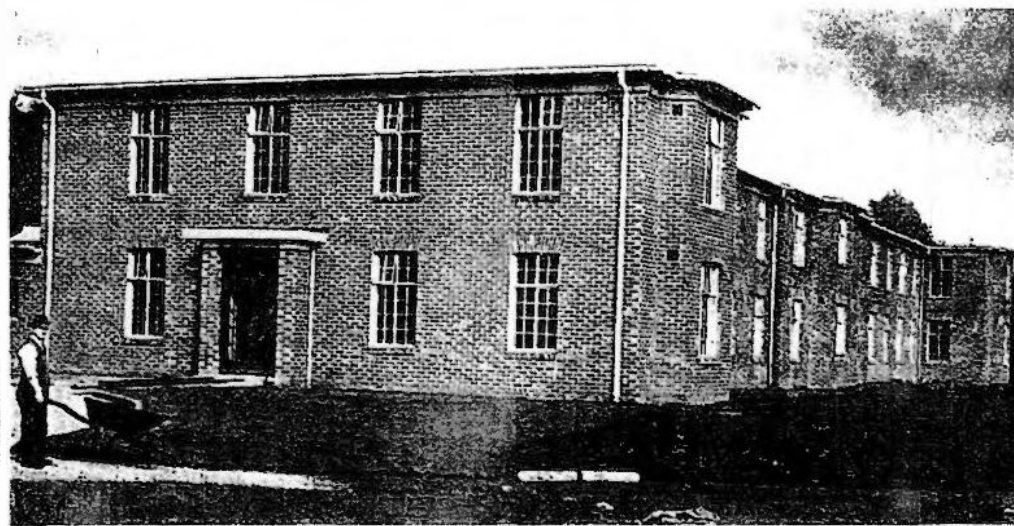
[The following very brief summary history of Barrowmore is an edited version of the text which appeared on: <http://www.barrowmore.co.uk> and is repeated here for the benefit of new readers, together with other relevant extracts from previous issues of BMRJ....]

Barrowmore's history

Barrowmore is a registered charity established in 1920 by a Joint Committee of the British Red Cross and the Order of St. John of Jerusalem, as a sanatorium to treat soldiers returning from the First World War with tuberculosis. The colony of Barrowmore Village Settlement was established in the Barrowmore Hall, purchased from the Lyle Smith family in 1920 and later bombed and destroyed in November 1940, with the loss of twenty lives.



Barrowmore Hall, near Chester, home of the East Lancashire Tuberculosis Colony, blitzed in November, 1940, and (below) the modern new Sanatorium.



Note the 'as built' flat roof.

A new sanatorium was built over the period from 1942 to 1946, and it was taken over by the NHS from 1948 and continued to operate until its closure in 1982. A workshop providing sheltered employment together with a residential estate for employees of the settlement, were added in the 1930s. During the war years the workshops were engaged in the sub-assembly of aircraft parts. A hostel for single men was built in 1954. Following closure of the NHS hospital (it had become redundant by 1982), the building was converted into a nursing home which opened in 1993. On the site is a social club providing opportunities for meeting socially with local residents. This has given Barrowmore a unique range of facilities for meeting the needs of people with disabilities.

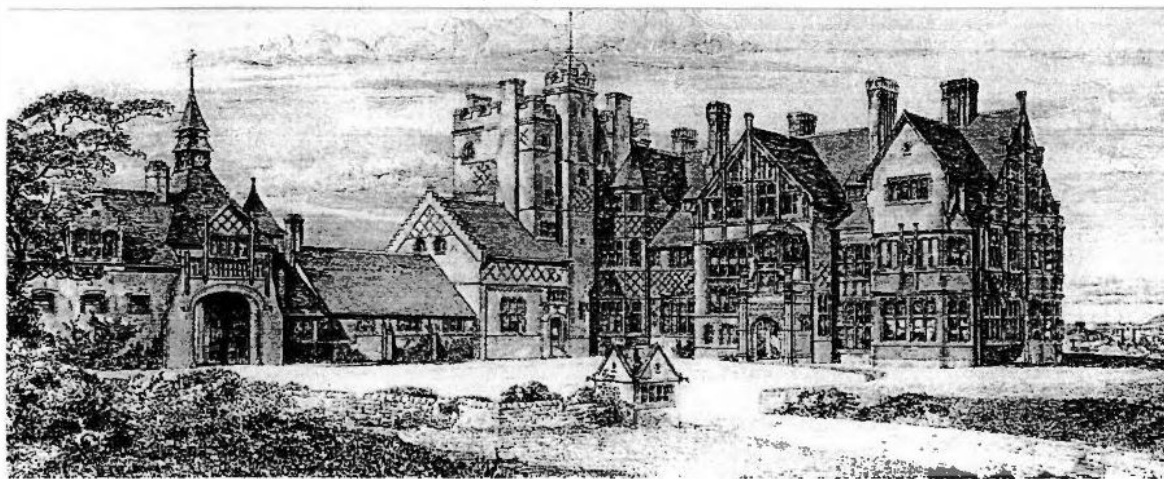
The Charity has responded to changes in the need for care in its area and has widened its scope to cover all forms of disability from all sectors of the community although ex-servicemen have primarily been given priority.

Due to unsustainable losses the nursing home was closed in October 2001, its residents and patients re-homed and the building was converted into supported accommodation for people with disabilities in line with the government's initiative of Supporting People. Its first new core intake were the residents of Hulme Hall and it now has a capacity for 32 people with a disability.

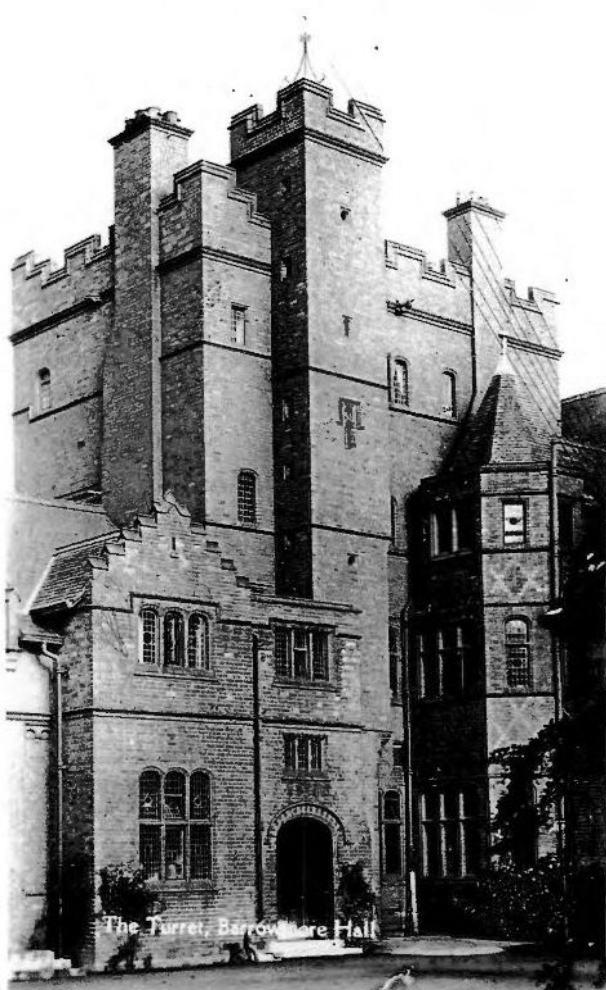
Barrowmore is managed by a Chief Executive reporting to a committee of Trustees, including members of the original organisations, which founded the charity.

.....

[Editor's note: Barrowmore now houses many small businesses and in the past, amongst them was listed 'Henry Wilson Books': of course it is basically Harry Wilson's fault that B.M.R.G. are here! The Editor has known Harry for many years – originally in his capacity of Area Organiser of the Historical Model Railway Society, and then as a bookseller specialising in railway/transport books. I had known that Harry rented space at Barrow for some of his book stock, but never visited Barrowmore until earlier this year (2004), when we had arranged to pick up some donations of potential for our library, using Richard Oldfield's large car boot. During the course of our visit, conversation got around to the subject of the search for club premises, and then to speculation about the possibilities of Barrowmore as a home. We were initially led to believe that there were currently no suitable empty units, but there might be in the future ... This was back in the summer of 2004, and we heard nothing more until later ... the rest is history. As they say!]



(The drawing above by E.Hodkinson first appeared in *Building news* in 1881 and was later reproduced in Edward Hubbard's *The work of John Douglas*, published by the Victorian Society in 1991 (ISBN 0 901657 16 6).



This is the second photograph of Barrowmore found by Harry Wilson.

Editor's page

Lorna Goodwin 1930-2012



I regret to have to report the death, on 4 November 2012, of my wife Lorna. We had been married for over 56 years; she eventually succumbed to complications after suffering over a number of years from T-Gamma syndrome (a blood complaint similar to leukaemia) as well as severe arthritis. She was cremated at Blacon on 14 November 2013; my thanks to all who have expressed sympathy, and to those who contributed to a three-figure donation (in lieu of

flowers) to the RSPCA. She was a devoted animal-lover (witness the numerous strays that she looked after, from chinchillas, tortoises, rats, hamsters and mice, to budgerigars, cats and dogs. As well as me!). Although she wasn't a railway enthusiast, she turned into a keen visitor to the various Welsh narrow-gauge lines, and never complained about my modelling expenditure. What more could you ask for!

Recent books

Merry-go-round on the rails by David Monk-Steel. Historical Model Railway Society, 2011. ISBN 978-0-902835-30-6. (Hardback, 194 pages with 202 pictures plus other maps, diagrams and figures.) Price = £32.50 (or £22.00 for HMRS members).

Still nodding: a history of the Class 142 by Peter Dickinson. Historical Model Railway Society, 2010. ISBN 978 0 902835 29 0. £7.99.

A register of West Coast Joint stock by R.M.Casserley and P.A.Millard. Historical Model Railway Society, 1980. ISBN 0 902835 04 1.

Addendum to a register of West Coast Joint stock by R.M.Casserley and P.A.Millard. Historical Model Railway Society, 1993.

LNWR wagons: supplement no.1 by Peter Ellis. LNWR Society, 2011. ISBN 978 0 954 6951 8 7.

Civil Engineers wagons, vol.2: A pictorial study of the 1968 to 1977 period by David Larkin. Kestrel Railway Books, 2012. ISBN 978 1 905505 24 1. £15.

English Electric traction, Chester to Holyhead, vol.1: 1959 to 1983 by Steve Morris. Ty Mawr Pubns., 2011. ISBN 0 9552354 5 6. £17.95.

Forgotten railways: North-West England by John Marshall. New ed., David St John Thomas, 1992.

(Forgotten railways series, vol.9). ISBN 0 946537 71 2. [Not a new book, and it stops just north of Chester; but priced at 30p in a charity shop ...!]

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