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# Barrowmore Model Railway Journal



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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 September 2013, and contributions should get to the Editor as soon as possible, but at least before 1 August 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** this quarter shows an example of a vehicle from a traffic flow on the North Wales line that we have not yet attempted to model: the movement of chemical tanks (some of them RIV ferry tanks, some restricted to British Railways), between Associated Octel works in Amlwch (Anglesey) and Ellesmere Port. This is Tiger TTA tank no.51570 which was built in 1966 by Charles Roberts, photographed at Stanlow on 22 July 1991 when on hire to Octel. This traffic was concerned with the manufacture of anti-knock petrol additives, and ended some years after 1977 (in 2000 in the UK) with the abolition of the sale of leaded petrol. Both chlorine and the additive were very hazardous loads.

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### **Forthcoming events**

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

**27/28 July 2013:** Mid Cheshire Line rail weekend, at Weaver Hall Museum, Northwich (including films, model railways, etc.).

**17 Aug. 2013:** 7mm running track, Llanbedr (see Editor for details).

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

**5 Oct. 2013:** 7mm running track, Llanbedr (see Editor for details).

**13 Oct. 2013:** Gresford show CHECK

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

**16 Nov. 2013:** 7mm running track, Llanbedr (see Editor for details).

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

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

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*This definitive account of the industrial railway infrastructure of Widnes was first published in 'The Industrial Locomotive' (journal of the Industrial Locomotive Society), vol.14 nos.1,2,4 and 5; 2011-2012. Bob thought it might be of local interest: part 1 was in "BMRJ34" – and here is the second part:*

## INDUSTRIAL WIDNES - Part 2

by Bob Miller

The numbers prefixing the following accounts of the various works built on land leased from the Hutchinson Estate and served by the estate railway are also repeated on the sketch map of the estate (overleaf) to show their locations.

**1 - West Bank Power Station** which was at the southern extremity of the estate just to the west of the LNWR line over Runcorn Bridge (grid ref 350950-383800). This was partly established in 1918 by United Alkali to supply all the company's requirements in Widnes and was fully operational from 1920. Previously small generating plants at the Gaskell Deacon, Muspratt, Pilkington and Sullivan Works had been used. Became ICI General Chemicals Division in 1926. The locomotive shed was at the north end of the yard. Known engines are:

**VICTORY** 0-4-0ST Hawthorn Leslie 3358 of 1918, outside cylinders 14" x 22", wheels 3' 6", came new but transferred after a few years (mid 1920s) to the Marsh Works (at the former Muspratt Works) which became part of the Gaskell Marsh Works in 1929. Still at the former Muspratt Works in April 1957. There followed a long period without an engine until the next arrival in 1943.

**WESTON** 0-4-0ST LYR Horwich 817 of 1901, outside cylinders 13" x 18", 3' 0" wheels, ex LMS No.1 1224 sold to A R Adams in June 1934 (who had her for sale in May 1935) and re-sold to ICI Castner Kellner Works in Runcorn. Transferred to the power station in 1943. Had ceased work by the beginning of 1949 and was sold for scrap to Britannia Scrap Metal in December that year, being cut up at Ditton in June 1950.

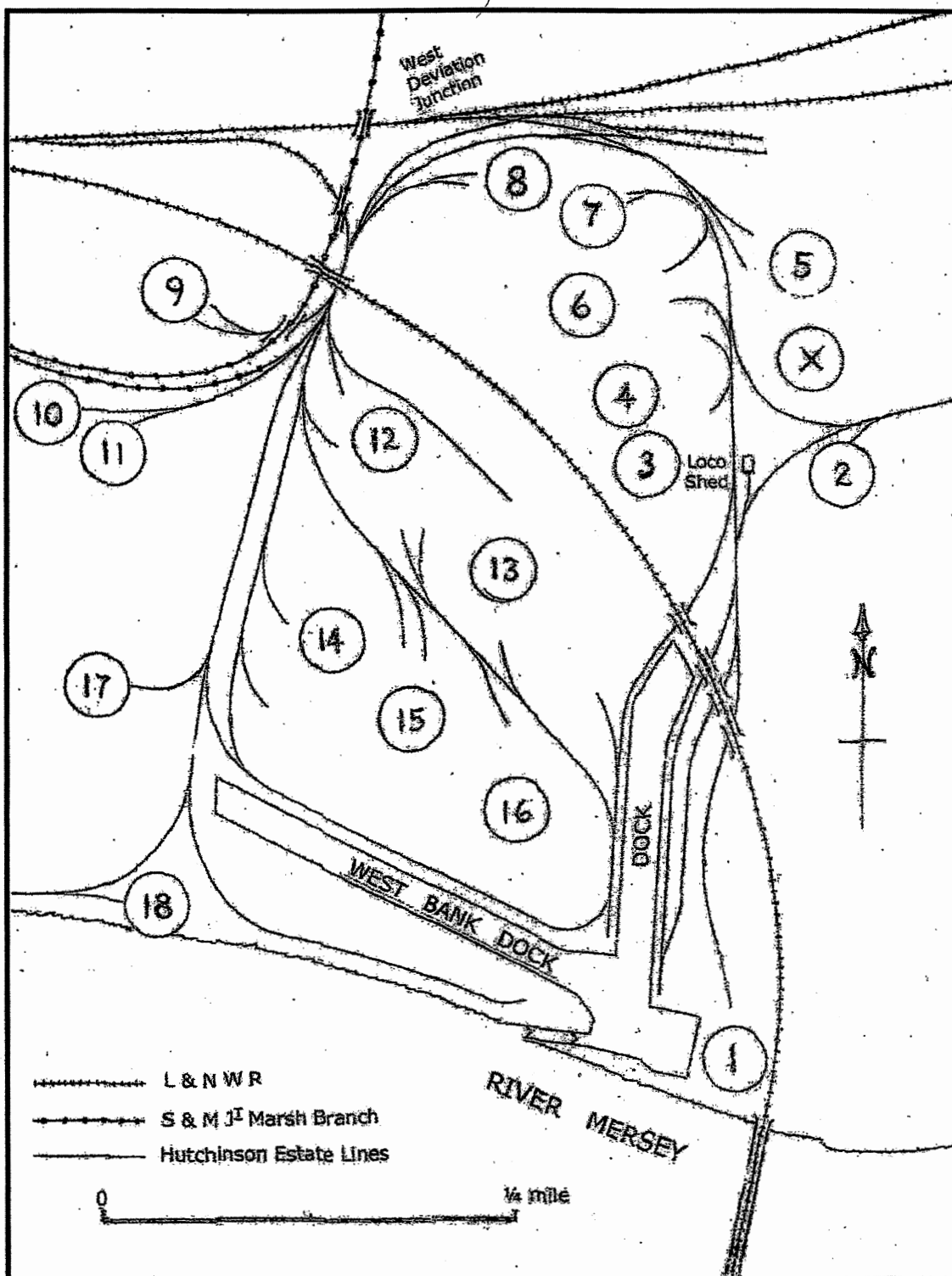


MAGADI (P 1299/14) seen at ICI's Castner Kellner works at Widnes. (ILS, Frank Jones collection)

**MAGADI** 0-4-0ST Peckett & Sons 1299 of 1914, class 'W5' with 14" x 20" outside cylinders, 3'2½" wheels. New to the Magadi Soda Co, Irlam, Lancs in April 1914 but in April 1916 acquired by the Ministry of Munitions for use at the Victoria Works, Middlewich, passing in February 1921 to the Electro Bleach & By-Products' Middlewich works of Brunner Mond & Co Ltd, which became ICI in December 1926. Sold in March 1932 to the dealer T Hindley of Fallowfield, Manchester who resold to ICI's Castner-Kellner Works at Runcorn in October. It

seems strange that ICI should sell this engine to a dealer only to repurchase a few months later. She was at the West Bank Power Station from May 1948 to December 1949, again by April 1952 until the following year, otherwise at Runcorn. She came to the West Bank for the third and final time in 1956 (by 2 January 1957) but was noted out of use in April 1959 and was sold for scrap early in 1960.

**No.3** 0-4-0ST Andrew Barclay 2070 of 1939, outside cylinders 16" x 24", 3' 7" wheels. New July 1939 to ICI at the Castner Kellner Works, Runcorn. Came to West Bank in September 1951 but back to Runcorn in April 1952. To West Bank again in 1954 (after July) and returned about May 1957. To the nearby Rock Savage Works (also Runcorn) in 1958 and scrapped in 1960.



Widnes showing the area of Hutchinson's West Dock and Estate. See the text for the identity of the factories indicated by number. Individual sidings not shown.

(S&MJt.=Sheffield & Midland Joint Committee)

**RELIANCE** 0-4-0ST Andrew Barclay 1621 of 1919, outside cylinders 16" x 24", 3' 7" wheels. New October 1919 as **ALLIANCE** to Ellerbeck Collieries Ltd, Adlington, Lancs. On loan to S R Anthracite Collieries Ltd, Blaenhirwaun Colliery by February 1921, returned by May 1924. Ellerbeck Colliery acquired by the Adlington Coal Co Ltd in 1929 but colliery closed in July 1932. The loco was sold to A R Adams (who fitted "Rebuilt Adams 1932" plates) and re-sold by 19 April 1934 to TCI Castner Kellner Works, Runcorn being re-named **RELIANCE**. Came to West Bank for a period in 1953 where noted working on 5 January 1954 but returned soon after but back at the power station in November 1958 where she remained until she ceased working about July 1960; she was sold for scrap the following year.

**SULPHUR** 0-4-0ST Robert Stephenson 2668 of 1889, outside cylinders 13" x 18" and 3' 6" wheels. New to Christian Allhusen & Co, Gateshead, which became firstly the Newcastle Chemical Co Ltd, then United Alkali Co Ltd in 1890 and ICI in 1926. Works closed in 1932 so sent to the Castner Kellner Works at Wallsend on Tyne, then came to the Gaskell Marsh Works in Widnes in 1934, transferred to the Muspratt Works subsequently (noted there on 30 May 1947). Sold to Britannia Scrap Metal Co Ltd in August 1950 which see later for further details. On hire to the power station sometime after July 1952, returned by April 1954. Cut up after October 1958 and by April 1959.

After **RELIANCE** ceased working around July 1960 the power station was shunted by an engine from the Gaskell Marsh Works but by November 1967 one of the Hutchinson Estate's diesel locos had taken over these duties. The power station appeared to be out of use in June 1974.

**2 - Ankers & Sons Boiler Works** (grid ref 351050-384350) only a single siding into the works so clearly did not require their own loco. Listed in the 1877 and 1904 Handbooks, (as Anker's Boiler Works in 1877) but not in that of 1938 so presumed closed by then. Shown as John Ankers in Slater's 1895 Directory.

**3 - Marked as Copper Works** on 1:2500 maps of 1907 to 1958 with a single siding at grid ref 350900-384450. Siding but no works shown on 1890 map; site cleared on 1969 map. Believed owned by Thomas Bolton & Sons Ltd (which see below) but clearly a separate locomotive would not have been required just for this site.

**4 - Atlas Chemical Works**, just north of the Copper Works mentioned above, grid ref 350880-384450. The Atlas Chemical Co Ltd was established in 1873 by James Hargreaves and Thomas Robinson (of the Atlas Foundry in St Helens and of the Liver Alkali Co and the Brookhouse Foundry in Widnes) to exploit a salt cake process and produce chlorine. Passed to the United Alkali Co Ltd in 1890 who closed down the works in 1898 although still listed as a private siding by the RCH in 1904 and shown on the 1907 1:2,500 map. Just the one locomotive known:-

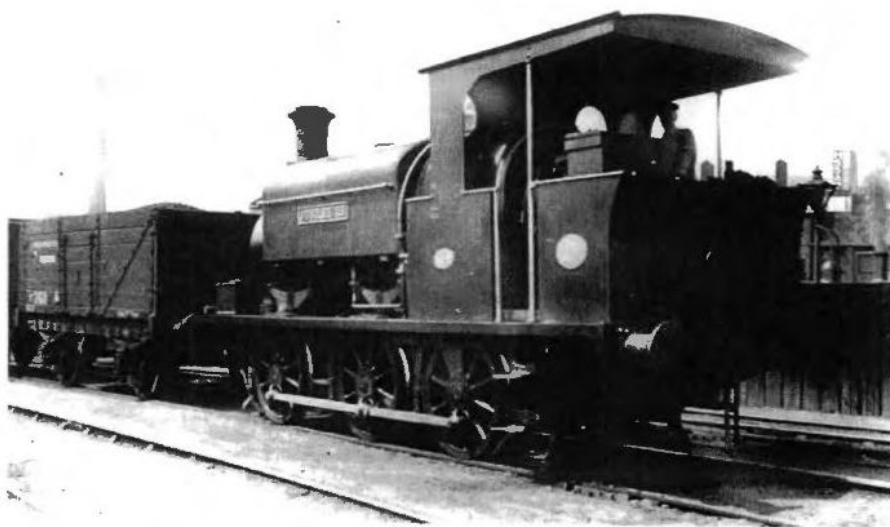
**ATLAS** 0-4-0ST Barclays & Co 236 of 1877, outside cylinders 13" x 20", ogee tank. Came new, passed to United Alkali in 1890, transferred to their Pilkington Works about 1892 (probably when the Atlas Works closed in 1898), by 1928 transferred by ICI to the Synthetic Ammonia & Nitrates Works in Billingham as No.55.

In Slater's 1895 Directory of Warrington, Widnes and St Helens (which showed the position in 1894), under 'Chemists - Manufacturing' is listed the Globe Chemical Co in West Bank Street and also at New Mills, Derbyshire. I know nothing about this firm and have no siding listed for them. West Bank Street is mostly housing except at the north end where the boiler works of Ankers & Sons was situated (just southeast of the level crossings, and a works at the extreme northern end (grid ref 351020-384500 and marked as X on the map) which by the time of the 1905 map and subsequently was a part of Thomas Bolton's works.

**5 - Thomas Bolton & Sons Ltd, Mersey Copper Works**, grid ref 351050-384600). Various leases with Hutchinson's Trustees were agreed for small parcels of land from 1863, but the main works is believed to date from September 1881 and was to the north-east of the Hutchinson lines and on the south side of Hutchinson Street. The firm had other works in Oakamoor and Froghall, Staffs. Taken over by British Copper Refiners Ltd (a subsidiary of British Insulated Callender's Cables Ltd) in 1964 and subsequently closed. The loco shed was at the south-west corner of the works, grid ref 350980-384500. The first known engine arrived about 1889 so there is the possibility of an unknown earlier example before the following:

**JUBILEE** 0-4-0ST Manning Wardle 991 of 1887, class 'E special' with 9" x 14" outside cylinders and 2' 10" wheels. New in March 1887 to the contractor John Woolley of Wrexham. Disposed of in 1889-90 through the agency of Edward Ratcliffe of Hawarden to Thos Bolton & Sons at Widnes. Sold about 1899 to Isaac Gould (again probably through E Ratcliffe) for the construction of the Scalebor Park Mental Hospital, Burley in Wharfedale, completed in 1902.

**JUBILEE II** 0-4-0ST Manning Wardle 444 of 1873, class 'H' with 12" x 18" outside cylinders and 3' 0" wheels. New in June 1873 to the Hindley Field Coal Co, Bickershaw, Lancs as ELLEN. Sold, probably in 1899 and through the agency of E Ratcliffe, to Thos Bolton & Sons at Widnes who changed the name. Re-Sold, possibly again via E Ratcliffe, about 1904 to the Darwen & Mostyn Iron Co Ltd, Flintshire and became No.3; scrapped or sold by May 1942.



JUBILEE 111 (MW 1613/13) at the Mersey Copper Works of Thomas Bolton & Sons Ltd. (ILS, Frank Jones collection)

**3012** (LNWR number) 0-4-0WT Crewe Works 2216 of 1880, 2' 6" wheels, inside cylinders 9" x 12", on hire about 1904. Others of the class are believed to have been hired from the LNWR from time to time. Nos.3010, 3016 and 3018 were all stationed at Widnes shed in November 1912, with Nos.3010 and 3018 still there in 1921.

**IRENE** 0-6-0ST Andrew Barclay 1114 of 1907, inside cylinders 14" x 22", 3' 7" wheels. Came new to Bolton & Sons at Widnes with painted name but later (by May 1948) had nameplates; these probably fitted when overhauled by the makers in 1945. Sold to Britannia Scrap Metal Co, Ditton for scrap in March 1964 and cut up in April 1964. After she had ceased work any shunting required in later days was performed by the Hutchinson Estate's diesel locos.

[Editor's note: After I had started typing this part of Bob's article, I came across notes I had made some years back relating to Thomas Bolton's colliery interests and railway wagons.

**BOLTON & SONS, Ltd., THOMAS**  
**Head Office:** Mersey Copper Works, Widnes, Lancs.  
**London Office:** Slater Chambers, 168, Regent Street, W.1.  
**Telephone Nos.:** Widnes 13; Regent 8250.  
**Directors:** THOS. BOLTON, J.P., 168, Regent Street, W.1.  
 F. A. BOLTON, J.P., Moor Court, Oakhampton.  
 SIR T. O. CALLENDER, J.P., Hamilton House, Victoria Embankment, E.C.4.  
 BRIG-GEN. A. C. CRITCHLEY, C.M.G., D.S.O.  
 W. LEE MATHEWS, 168, Regent Street, W.1.  
 GEORGE RATHBONE, J.P., Mersey Copper Works, Widnes.  
 C. B. TOLLER, Mersey Copper Works, Widnes.  
**Secretary:** T. J. TAIT.  

| Name of Mine and Locality.             | Manager.        | Employees Under ground. | Above ground. | Railway and nearest Station. |
|--|-----------------|-------------------------|---------------|------------------------------|
| 18, Gilmoor, Froghall, Stoke-on-Trent. | James H. Lister | 52                      | 7             | Froghall L.M. & S.           |

**Other Information:** The whole of the output is used in the Company's Works.

First is an excerpt from the *Colliery year book and coal trades directory*, 1928, which details the coal mine in Staffordshire; it was obviously a small colliery – about half the workers of the Neston mine.

Second (copied below) is a Charles Roberts makers' photograph of Sulphuric acid tank wagon no.2 of 1928: This is no.AAR404 in the Historical Model Railway Society photographic collection.





Next is notes I made from being able to examine (courtesy of Don Rowland and Peter Lawson) the Railway Clearing House's 1950 listing of *Non-pool wagons*. i.e., *privately-owned wagons allowed to run over railways owned or operated by the British Transport Commission*; in section B.(4) "open wagons with no doors and no fittings for doors" is a list of Bolton's wagons nos.6, 8, 10-15, all 10tons capacity, and built between 1891 and 1916. Unfortunately tank wagons are explicitly excluded from the listing.

The last relevant item found, was a poor photocopy of an article on *Private owner wagons of North Staffordshire* by the late Bernard Holland; this was a series published in *Model railway constructor* and part 3 which includes the Thomas Bolton information came out in December 1969. As well as the fleet of one-plank open wagons for the transport of copper ingots between Oakamoor and Froghall in Staffordshire, mentioned above, the firm also operated tank wagons.]

**6 - Mort Liddell & Co, Viaduct Chemical Works** established in 1872 by Frederick Harry Mort of London and Thomas Cross, chemical manufacturer of Prescott, Lancs to manufacture caustic soda and later sodium sulphide, name soon (about 1874) changed to Mort Liddell & Co. The works was at grid ref 350850-384520, immediately north of the Atlas Works, was taken over by the United Alkali Co in 1890 and was closed in 1920. Just the one locomotive known:-

**No.1** 0-4-0ST Barclays & Co, outside cylinders. It is believed that this engine was Barclays 234 of 1877 with 13" cylinders and a saddle tank probably of ogee shape. Presumably came new to Mort Liddell, then passed to United Alkali in 1890 and was transferred to the Hutchinson Works in 1916 (or 1917) before being scrapped in 1920. From 1916 the Huskisson Works was administered as part of the neighbouring Gaskell Deacon Works until closed in 1919 and this may have given rise to the suggestion that she worked at Gaskell Deacon. She seems to have been named BLACK DUCK in her later years.

**7 - Bowman & Co, Victoria Chemical Works** at grid ref 385800-384600). I don't know anything about this firm or if there was any connection with Bowman Thompson & Co of Lostock, Northwich. Not listed in Slater's 1895 Directory but shown in the 1904 RCH Handbook. Unlikely that a locomotive was required at any time.

**8 - Greenway Bros Ltd (of Bilston) at the Liverpool Iron & Steel Works** (rolling mills) grid ref 350750-384650, Hutchinson Street. The lease of land from Hutchinson's is dated 1906 and they are listed in Kelly's 1909 Directory, also the 1938 RCH Handbook. Became a subsidiary of the Brookhouse Organisation of West Bromwich during the 1939-45 War. Ceased production soon after 1960. Just one known locomotive:-

**BANNER** 0-6-0ST Manning Wardle 1287 of 1894. Special design, outside cylinders 15" x 20", 3' 1" wheels. Previously mentioned as working for the contractors Holme & King on the alterations to the West Bank Dock around 1907 but had been sold by February 1909 to Greenway Bros Ltd. Disposal not known.

**9 - Neil Mathieson & Co** had a large chemical works between the LNWR Ditton to Runcorn line and the Sheffield & Midland Joint Marsh branch at grid ref 350350-384550. Established in 1870 by Mathieson, Thomas Sutton Timmes and Frederick Herbert Gossage (son of William), when Mathieson was also a Director of the Runcorn Soap & Alkali Co Ltd. Neil Mathieson (1823-1906) was a Scot born in Campbeltown; his two sons Thomas Train (1857-1920) and Douglas Dugald (1861- 1886) both came into the business. Timmes (born Acton, Cheshire in 1830) was previously with W Gossage & Sons. As well as being served by the Hutchinson Estate lines, the works later had a connection at the west end with the LNWR's additional goods lines from West Deviation Junction to Ditton, completed in 1885; the siding agreement was dated 31 July 1885. Became part of United Alkali in 1890; amalgamated with the Golding Davis Works in 1915 to form the Marsh Works. From 1926 part of the General Chemicals Division of ICI Ltd and from 1930 combined with the Gaskell Deacon Works to form the Gaskell Marsh Works. Three locomotives are known:

**(No name or number)** 0-4-0ST Andrew Barclay 42 of 1865, outside cylinders, new to Neil Mathieson & Co. Scrapped or sold but probably not before 1933.

**(No name or number)** 0-4-0ST Peckett & Sons 458 of 1887, class 'W4' with outside cylinders 12" x 18" and 3' 2" wheels., new in January 1887. Sold in 1948 (before 7 July) to Britannia Scrap Metal Co, Ditton which see later for subsequent history.

**SIR MAX** 0-4-0ST Manning Wardle 502 of 1874, class 'I altered' with 13" x 18" outside cylinders and 2' 11" wheels, new in September 1874 as MAX to Muspratt Bros and Huntley of Flint (Limited from 1886); became United Alkali in 1890. Max Muspratt was two years old when the engine was built; he was created a baronet in 1922 by which time he was Chairman of United Alkali Co Ltd and was a Director of ICI until his death in 1934. The loco was transferred to United Alkali's Fleetwood Salt Works, probably by 1906, then came to the ICI's Marsh Works (former Mathieson Works) probably by 1933 when the Fleetwood Works closed. In 1934 was transferred again to the Castner Kellner Works, Runcorn before moving on to the nearby Wigg Works. Sold in 1950 for scrap to Britannia Scrap Metal Co, Ditton.

**10 - Satinate Chemical Co** at grid ref 350080-384420, the furthest west of the works served by the Hutchinson Estate lines. Not listed in 1877 but down under 'Chemists - Manufacturing' in Slater's 1895 Directory and still shown on the 1969 1:10,000 map but believed closed soon after. New warehouses were erected by Hutchinson's about 1980 after which the site was sold to Albert Constable who set up AHC Warehousing Ltd (incorporated 1 October 1982). In 2007 the name was changed to AHC Westlink Ltd. There were only a couple of sidings into Satinate's works so it is unlikely they would operate their own locomotive.

**11 - Craig's Ltd** Saw Mills just east of the Satinate works at grid ref 3850300- 384410, not listed in 1895 but included in both the 1904 and 1938 RCH Handbooks. The site with that of Satinate was acquired by AHC. No locos known.

**12 - Golding Davis & Co** Marsh Alkali Works to the south-west of the viaduct carrying the LNWR approach to the Runcorn Bridge at grid ref 385650-384400. The lease for the site was dated 1869 and the works was established in 1870 by Richard Holden Davis (I have not discovered anything about Golding) and was fully operational in 1872. Became a part of United Alkali in 1890. Amalgamated with the Mathieson Works in 1915 to form the Marsh Works. To ICI (General Chemicals Division) in 1926 and from 1930 combined with the Gaskell Deacon Works to form the Gaskell Marsh Works.

**EDGAR** (later 3) 0-4-0ST Black Hawthorn 296 of 1875, wheels 3' 2", outside cylinders 12" x 19", new in February 1875 to Golding Davis, rebuilt 1894 (by Black Hawthorn?). Transferred by ICI to Muspratt Works in 1932 as BREIDDEN (believed to be the name of an earlier loco at the Muspratt Works, see under Hall Bros below), sold c.1935 to William Evans & Co (Manchester) Ltd, Ditton (see later) and became KENYON. Scrapped May 1959.

**2 KILMARNOCK** 0-4-0ST Andrew Barclay 766 of 1895, outside cylinders 10" x 18", 3' 2" wheels, came new to United Alkali at this works. Later (probably after 1929) transferred to the Gaskell Deacon Works. Sold in April 1954 to Britannia Scrap Metal Co Ltd, Ditton and scrapped in August 1958.



**4** 0-4-0ST Andrew Barclay 1427 of 1915, outside cylinders 15" x 20", new to United Alkali Co, Marsh Works. Transferred by ICI (date unknown but evidently after 1926) to their St Rollox Works.

It could be that there was also an unknown engine numbered 1

**13 - Thomas Vickers & Sons Ltd**, phosphate works to the south-east of the Golding Davis Works at grid ref 385780-384220. The land lease was dated 1870, siding listed in both the 1877 and 1938 Handbooks as Vickers & Son, but Sons in the 1904 Handbook and in Slater's 1895 Directory. Did not join United Alkali or ICI. Instead became Fison, Packard & Prentice Ltd in 1936, name changed to Fison's Ltd in 1942. In February 1972 the plant was renamed the Whiffin Works after the London industrial chemist Thomas Whiffin (1819-1904). Believed to have been the last works on the West Bank Dock estate to cater for rail traffic, but this is thought to have ceased before 1982. Known locomotives are:-

**(No name or number)** 0-4-0ST Yorkshire Engine Co 182 of 1872, class 'Ax' with 10" x 16" outside cylinders and 3' 0" wheels (also ogee tanks?), probably built for stock but new to Vickers (cost £1,250, spares ordered December 1875), scrapped or sold after 1936.

**2** 0-6-0ST Fox Walker 396 of 1878, class 'B1' 13" x 20" outside cylinders, new. Rebuilt by Peckett & Sons in January 1923. Last spares ordered from Pecketts September 1938. Scrapped or sold after 1948.

**1** 0-4-0ST Peckett & Sons 495 of 1891, class 'W4' with 14" x 20" outside cylinders and 3' 2" wheels, new in April 1891 and rebuilt by makers in August 1923. Last spares ordered October 1956. Scrapped or sold.

**(no name or number)** 0-4-0ST Peckett & Sons 1649 of 1924, class 'R2' with outside cylinders 12" x 18" and 3' 0" wheels. Transferred to Widnes about 1947 from Fison's Burwell Works in Cambridgeshire and returned by 1951. New in January 1924 to the Pennington Mining Co, Ulverston, Lancs. Purchased by Thos W Ward Ltd June 1933 and resold to Fison, Packard & Prentice Ltd in September 1935. Had a period on loan to British Gas Purifying Materials Co Ltd, Desborough, Northants from 1943 to 1946, sold about January 1959 to Richard Duce (Salvage) Ltd, Cambridge (there by 15 February 1959) and scrapped in July 1962.

**14 - Widnes Metal Co.** Established in 1867 between the Golding Davis Works and the west end of the dock at grid ref 350580-384280. Recovered copper from waste burnt pyrites. Private siding listed in 1877 but not included in Slater's 1895 Directory as closed down in 1890. The site was later acquired by W J Bush & Co Ltd (who are not known to have operated a locomotive). A sale of 23 March 1891 included a 12" locomotive by Hunslet and eleven wagons. This loco was:-

**(No name or number)** 0-4-0ST Hunslet 22 of 1867, outside cylinders (presumably 12"), new in November 1867 as BILLY to G Wythes for his East & West India Docks extension contract and probably came to Widnes about 1871 (two locos for sale on 2 December 1870 at end of contract). Sold (1891 is likely) to Gibbs & Canning at Glascote as their No.1 who ordered spares in August 1897.

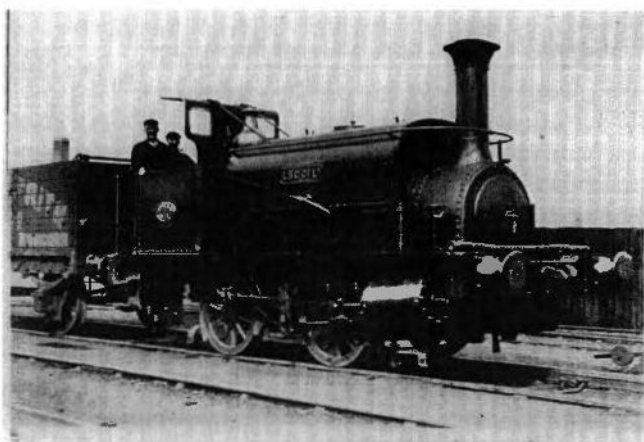
**15 - Hall Brothers & Shaw** on the West Bank Dock estate at grid ref 350680- 384120 was established about 1865-66 by Hall Bros of St Helens and Robert Shaw of Runcorn to manufacture salt cake and bleaching powder, later caustic soda and sulphur. Started in a small way with just 45 men being employed in 1870; nevertheless in 1873 they ordered their first locomotive. Taken over by United Alkali Co in 1890, the works was closed in 1903. Site passed to W J Bush & Co.

**(No name or number)** 0-4-0ST Walker Bros 440 of circa 1873, 10" outside cylinders, came new. There is a strong suggestion that it was a rebuild of a locomotive purchased second-hand by Walker Bros in 1872 from the Potteries, Shrewsbury & North Wales Railway. This was BREIDDEN 0-4-0WT built about 1865 by Hawthorns of Leith for R S France the contractor who built the PS&NW. In the rebuilding Walker Bros fitted the saddle tank. Became United Alkali in 1890 and possibly passed to the Muspratt Works in 1903 who reportedly later had an engine named BREIDDEN (formerly EDGAR with Golding Davis, see above).

**ELLA** 0-4-0ST Peckett 469 of 1888, class 'W4' with 14" x 20" outside cylinders and 3' 2" wheels, came new in May 1888, passed to United Alkali in 1890 and transferred to Muspratt Works in 1903 moving on to the United Alkali works in Fleetwood (presumably before 1927). Scrapped or sold.

**16 - Liverpool Silver & Copper Co Ltd**, later the Ditton Oil Mills. This was the closest to the dock entrance of the works connected to the Hutchinson Estate lines, at grid ref 350730-384020. Not

listed in 1877 so evidently established after then. A locomotive was obtained in 1892 and the firm is listed in Slater's 1895 Directory under 'Coppersmiths'. This one known locomotive is:



An early photo of Hunslet 568/92 at the Liverpool Sulphur & Copper Co Ltd at Widnes. It may have carried the name LIVINGSTONE when new for photographic purposes only. (Jim Walker, ILS Harold Bowtell collection)

**LIVINGSTONE** 0-4-0ST Hunslet 568 of 1892, outside cylinders 12" New in September 1892. For sale in March 1916 (was this when the works closed?) and passed to Charles Roberts at Horbury Junction by July 1916 as No.2. Next with Lockwood Blaydon & Crawshaw Ltd of Doncaster (but at Bawtry?) by July 1919; Sand, Glass & Foundry Materials of Bawtry by August 1921; Yorkshire Amalgamated Products, Bawtry by April 1931 and General Refractories Ltd, Bawtry (still as No.2) by November 1941. These last four firms are believed to be all at the same site. Although now un-named the loco had L S C Co LD on plates. Note that the Hutchinson Estate also operated a Hunslet (No.60 of 1871) named LIVINGSTON between c 1880 and 1908.

The whole area formerly occupied by the Golding Davis, Vickers and Fison's works right down to the site of the Liverpool Silver & Copper Co.'s works is now covered by a vast distribution depot for Tesco.

**17 - Croft Granite, Brick & Concrete Co** south of Craig's Saw Mills at grid ref 350390-384190. Siding listed in the RCH 1938 Handbook and shown on the 1954 1:10,560 map with two sidings. Unlikely a locomotive was required.

**18 - Viaduct Alum Co** also known as the West Bank Alum Works was the furthest south of the works on Hutchinson's estate at grid ref 350390-384030. Alum is aluminium sulphate. A siding is listed in 1938 and may be the same as the West Bank Chemical Co shown in the 1904 RCH Handbook. Also shown on the 1954 1:10,560 map with but two sidings and thus unlikely to need a locomotive.

This concludes the survey of the works served directly by the lines of the Hutchinson Estate & Dock Co (the former Harbour Trust) in Widnes. It is intended in a further article to look at the industries alongside the route of the original St Helens Railway of 1833 from Widnes Dock as far as Farnworth & Bold. My thanks are due to Ken Plant, Russell Wear and particularly John K Williams for answering the many queries regarding the history of some of the locos.

(Further to Part 1, following correspondence with Cliff Shepherd and Russell Wear, it would seem most unlikely that AB2254/48 carried the name STEPHENSON when working for Higgs & Hill Ltd on the construction of Fiddlers Ferry Generating Station (see IL 140, p.6) as she had been renamed HUNTCLIFF after arrival at Skinningrove in July 1957. TLS records suggest she was still at Skinningrove in May 1967 so arrival at Fiddlers Ferry was evidently later in 1967 or in 1968. The power plant started generating in 1971 but was not completed until 1973. The diesel locomotive used on the construction was 165hp 0-4-0DE Ruston & Hornsby 418596 of 1957, new to ICI Winnington and came to Higgs & Hill Ltd late in 1965 via T W Ward Ltd. This engine was later with Tunnel Cement Ltd, Padeswood, Flints in 1969 (again via T W Ward), then Tilsley & Lovatt Ltd, Trentham, Staffs in 1972, and Patent Shaft & Steel, Wednesbury in 1973; subsequently passing to the Severn Valley Railway for preservation. - RM)

..... here is some correspondence that appeared in *Industrial locomotive* following publication of Parts 1 and 2:

(from Peter Witts of Cheltenham:) The Liverpool Silver & Copper Co. Ltd (IL 140/41) was incorporated in 1889 (Company no. 30277). It was in production by January 1891 per a case brought under the Workmen's Compensation Act. According to *Kelly's Directory 1894* the main offices were at Union Bank Buildings, 5 Fenwick St., Liverpool. An EGM to wind up the company was held on 5.5.1915 and this was confirmed at another meeting on 2.6.1915 and a liquidator appointed. The Chairman at this time was A Hornby Lewis. A liquidator's meeting was held on 28.12.1916 showing how the winding up had been conducted and property disposed of. As for Hunslet 568 the works list compiled by Ralph Russell makes no mention of the name LIVINGSTONE, only "L.S.C. Co." indicating a painted name. Painting details of many Hunslet engines built in this period have survived and No 568 was painted in the standard Victoria green with purple brown frames with no mention of any name. HE 212/1879 had similarly been given the name LIVINGSTONE for photographic purposes. I understand a photo of HE 568 may have been used in a Hunslet catalogue of 1893.

(from Geoff Jones of Wigan:) I can add a few points/ reminiscences re the dock rail system formerly at West Bank Widnes. I lived in West Bank from day one until I was 23, that is from 1947 to 1970. As a young lad I used to spend every school holidays' waking hour down at or near the docks. Overlooking<sup>1</sup> the West Bank Dock was a vantage point called 'The Cob'. This was a piece of waste ground just under an arch of the main line viaduct, the most southerly one on the Part 2 map.

MAGADI used to poke her nose out occasionally from the power station area, but my main interest was hitching rides around the dock estate on LUCY. She covered more ground around the dock estate. I vividly remember a trip on her to the Granox Works. (This is not noted on the map in Part 2 but was continuance of the line to the left of Factory 18. The line is dotted on the general map in Part 1). The line was used very infrequently and the ride resembled a rock and roll dance. The Granox, locally known as 'The Bone Yard' was situated on the edge of Ditton Marsh and was to the west of the town. This was said to be to avoid the evil smells invading the town, but someone had not done their homework, as the winds were mostly from the west so we were often invaded by the obnoxious aromas the factory produced. I think it was, or maybe still is, some sort of animal rendering factory as keen fishermen would get their maggots from there even if it meant moving certain anatomical parts- of dead horses and former livestock. Even the later addition of deodorisers to the smell failed miserably!

Around the late 50s the two road loco shed (to the right of Factory 3 on the Part 2 map) had LUCY on the left hand road and MARY on the right. GERTRUDE was nowhere to be seen so had probably gone or been put out to grass. Later MARY disappeared and was replaced by a rubber tyred digger. Under the work stained appearances, LUCY was painted apple green and MARY a dark maroon. I never saw MARY in steam. At break time LUCY would be parked over the weighbridge on the track which led originally to the east of the old trawler dock, marked Dock on your map. Sometimes the docks were invaded by a B.R. Class 2 mogul coming in on the line from the single line Waterloo Road crossing, sweeping round to the north of Factory 2 on the map. It would be delivering full coal mineral wagons to the power station sidings. This track occasionally saw internal traffic as well, MUSPRATT being the usual ICI locomotive in question.

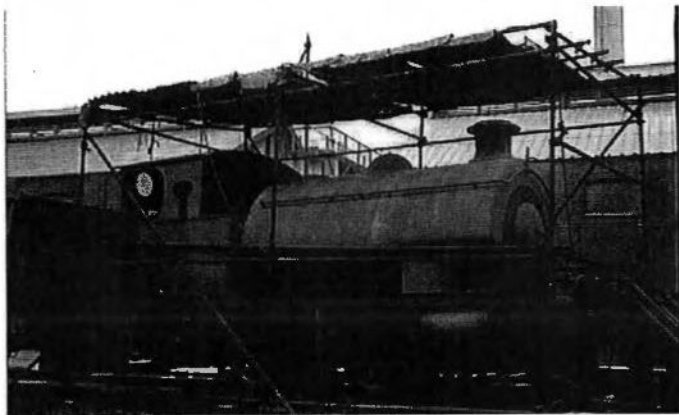
I also remember Fison's' two locos, especially the Fox Walker which always looked so 'elderly' to me, but perhaps people are beginning to say the same about me! There was a rail/road entrance half way along the Fison's' building and they often popped out like mice without any warning.

NINA took over from the steamers, and I became involved with the Liverpool Locomotive Preservation group whom of course were responsible for saving EFFICIENT and LU-

CY. Their later exploits on the 'Birkenhead Docker' rail tours were great experiences and are another story. Unfortunately they had to leave Lees Shed at Seaforth as the access track outside was being cut up to facilitate a road widening scheme. No one had told us! Anyway both are now safely ensconced on the Preston Ribble Steam Railway. NINA seemed always to be parked down the west side of the Fisons' building and I never saw her in action.

Last but not least, when the society was at Southport one of GERTRUDE's nameplates was affixed to an inside wall. I do hope it found its way to Preston.

(from Bob Yate of Stafford:) I enjoyed Bob Miller's two-part article on "Industrial Widnes" (IL140/1) as it recalled a visit that I organised to this area on 26 April 1962. After



HL 3590 at Orr's Zinc White Co Ltd. Widnes on 26 April 1962. (Bob Yate)

main line sheds in the Liverpool / Widnes / Warrington / Wigan area had been visited we came to the premises of Orr's Zinc White Co. Ltd., which although being in Widnes, was not connected to the Hutchinson Estates lines. Here 4wDM FH 3918/1959 had retired for the day, but untitled 0-4-0ST HL 3590/24 was stored under a flimsy corrugated roof supported by a scaffolding frame, ostensibly as spare engine. Next we found the locomotive shed of the Hutchinson Estates,

but as it was late this was locked and we were unable to identify the locomotives inside, although various shapes could be discerned. Somehow we came next to the Fisons works near to the LNWR viaduct, and in a lengthy shed comprising a single line running alongside a loading platform was Fox Walker 0-6-0ST 396 of 1878 numbered 2. If memory serves correctly there was a number plate on the cab side. This was an astonishing find, and the first Fox Walker that I had come across. Unfortunately, it was dark by this time, and the light inside this building was poor, so photography was out of the question. I should also add that it was totally complete, but had obviously not been used for a long time. At least, this helps to give some more information on FW 396, which Bob Miller has as 'scrapped or sold after 1948' - this can now be revised to 'after 1962'.

(To be continued...)



Our model of ZUV 'Shark' DB993793 which runs in ballast trains on "Mostyn". Olive livery.

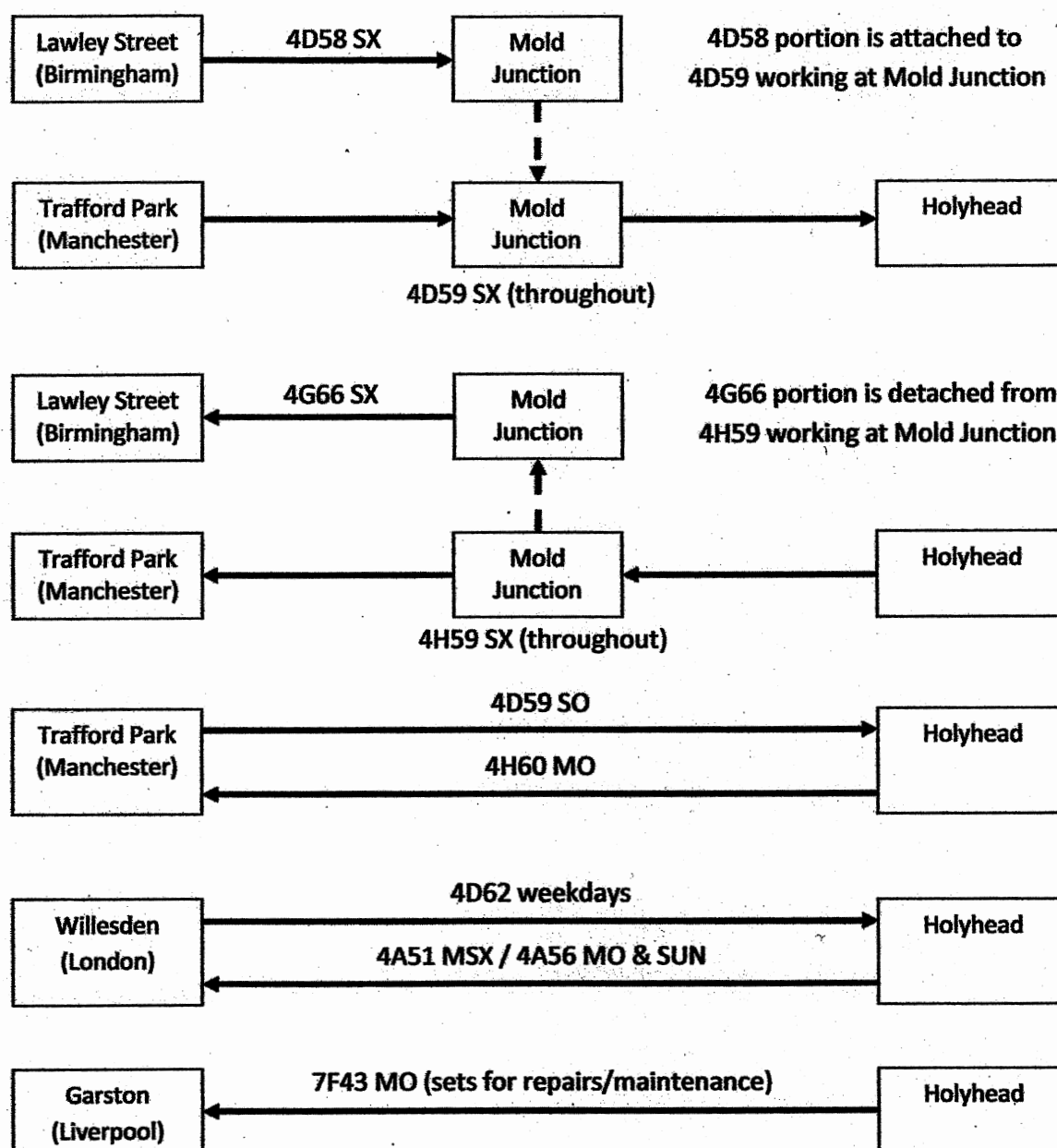
# Freightliners on the North Wales coast main line in 1977

## by Richard Oldfield

### Introduction

A distinctive, but sadly long-gone, freight flow on the North Wales coast main line was the Freightliner service to and from Holyhead Container Terminal. For our layout, Mostyn, set in 1977 we have the opportunity to model the flows when they were still growing – long before 1991 when the container terminal was closed due to unprofitability.

A study of the 1977-78 Working Timetable reveals the following pattern of workings:-





This can be summarised as six trains per week in each direction on the Willesden-Holyhead and Trafford Park-Holyhead routes plus five trains per week in each direction on the Lawley Street- Holyhead route. Please note that, as shown in the above graphic, the Lawley Street workings only ran to/from Mold Junction where they were attached to or detached from Trafford Park workings. As far as Mostyn is concerned (being west of Mold Junction) this means there were twelve workings in each direction per week plus the once per week 7F43 cripple working from Holyhead to Garston.



### **The workings in more detail**

From the Working Timetable (WTT) it can be established that there was a restriction controlling the maximum length of Freightliner services on the North Wales coast main line. I do not know whether this was a limitation of Holyhead container terminal but it seems more likely that it was connected to the length of passing loops and/or refuge sidings. This limit was expressed as 64 SLU (Standard Length Units) where an SLU is 21ft. The Working Manual for Rail Staff defines the length (in SLU) for individual Freightliner vehicles and the five-vehicle sets in which they habitually ran at that time. A five-vehicle set is equal to 16 SLU so the maximum length of a Freightliner working to/from Holyhead is 4 five-vehicle sets (64 divided by 16). Please note that the train locomotive is not included in the maximum length of trains.

In order to ensure that the length of trains on the Mold Junction – Holyhead section did not exceed this limit, workings which combined/split at Mold Junction were restricted to 32 SLU to and from Lawley Street and Trafford Park. Thus a maximum 32 SLU formation from Birmingham joined a maximum 32 SLU formation from Manchester and became a maximum 64 SLU formation from Mold Junction onwards. In the reverse direction a maximum 64 SLU formation left Holyhead and then split in two at Mold Junction.



The train length limits for these workings define the maximum capacity of each route. Thus Willesden-Holyhead is  $6 \times 4 = 24$  five-vehicle sets per week in each direction, Trafford Park-Holyhead is  $(5 \times 2) + 4 = 14$  five-vehicle sets per week in each direction and Lawley Street-Holyhead is  $5 \times 2 = 10$  five-vehicle sets per week in each direction.

The 7F43 MO Holyhead-Garston cripples movement is interesting in that there is no balance flow. A clue to the solution is given in the Working Manual for Rail Staff section C6/1(c) which authorises the movement of Freightliner wagons "when empty, on trains of Classes 7, 8 and 9, marshalled immediately inside the brakevan." Trip 30 running as 7T30 SX departing Mold Junction 07.10 and serving stations west of Llandudno Junction provides the return service for repaired/replacement Freightliner vehicles and we have seen several photographs of this happening in practice.

### Stock considerations



Colin Craig launches the first in sprung bogie kit range

The first generation of Freightliner vehicles was introduced in the mid-1960s and continued in production at BR Ashford (with a couple of batches at BR Shildon) until the mid-1970s. Originally equipped for Freightliner dimension containers and clamping design, the internationally acceptable ISO specification was then adopted for later batches and was the only system fitted on vehicles built after 1970. Vehicles were designed to run in sets of five consisting of three inner vehicles (TOPS coded FFA) and two outer vehicles (TOPS coded FGA). Inner vehicles had special bar type couplings linking them to other vehicles in the set whereas the outer vehicles were slightly longer in order to accommodate buffing/drawgear

fittings at the outer end of each vehicle. By Mostyn's time period of 1977 containers were standardised to 20ft, 30ft and 40ft lengths with each Freightliner wagon capable of handling combinations of them up to 60ft per wagon. Vehicles were numbered in the 601xxx, 602xxx and 603xxx series. For a fuller examination of these vehicles and their usage the best book I have found is *Life and Times Series: Freightliner* by Michael J. Collins, published by OPC in 1991, ISBN 0-86093-455-1.

In modelling terms we were stuck for many years with the distinctly toy-like Hornby Freightliner whose chunky solid plastic underframe did not accurately reproduce the skeletal appearance of the prototype. Although they could be improved with detailing parts, it is true to say that they were best loaded (to hide the underframe) and viewed from a distance. Having said this, we had two sets modified by Keir Hardy happily running on Mostyn between 2002 and 2009. They were withdrawn and sold when a better solution became available.

This better solution was devised by Colin Craig who designed and launched a beautiful brass kit which is truly a work of art and, in my opinion, the best product of its type in 4mm modelling. Thoroughly researched, the builder can use the kits to build many different varieties of Freightliner wagon although, to the typical enthusiast, 'they all look the same'.

I built three of the 5-car sets in time for Wigan exhibition in 2009 when their smooth running, courtesy of well-designed sprung bogies, made them an instant success. Between David Faulkner and I, there are a further three 5-car sets, one 4-car set and one 2-car set in the 'to do' pile. Where have the 4-car and 2-car sets come from, I hear you ask? Well, reduced length sets could be seen going for maintenance when serviceable inner vehicles had been removed and the intention is to run the 7F43 MO cripples working with these two shorter sets thus leaving the 5-car sets for the loaded workings. These 'spare' inner vehicles create a further modelling possibility as BR converted redundant Palbrick wagons into Freightliner match wagons which had a bar type coupling at one end in order to couple up to container flat wagons.

### **The remaining challenge**

No-one produces realistic containers for our time period. Anyone fancy designing and producing them?

\*\*\*\*\*



Another of "Mostyn's" 'Sharks':  
DB993796 – in brown livery.

(I don't know how our "Mermaids" and  
'Catfish' feel about fraternising with  
'Sharks'!).

*In BMRJ34 we published an article by reader Stan Yates on the NSR 'D' class shunting locomotives at Birkenhead; included in this was a plea for further photographs taken in Birkenhead. The Editor then thought to approach fellow modeller John Sherratt of the North Staffs Study Group – unfortunately he could not come up with anything from his own collection, but one his fellow study group members thought he had one – but so far not found! But John has provided a better picture of no.1583, together with a potted history of the engine.*



## **Former North Stafford Railway “D” Class No.1583**

**by John Sherratt (North Staffs Study Group)**

This photo shows former NSR “D” Class loco no.1583 at Crewe, probably just prior to scrapping. There are several photos taken of former NSR and LNWR locomotives in this location that seem to be in the queue for scrapping. The engine is recorded as having been withdrawn in June 1934.

These engines were all built at the Stoke works of the NSR to the design of Luke Longbottom. The first was built in 1883 and construction continued until 1899 when a total of 49 had been built. They had 4’ 6” driving wheels, were later fitted with vacuum brakes. They were versatile and could be found on a selection of branch line and shunting duties, and passenger trains. The D Class locomotives were similar to, and shared a lot of design features with, the B Class 2-4-0 tank locos.

When first built, 1583 carried the NSR No 83 and would have carried Victoria Brown livery. This was later changed to the better-known Madder Lake livery by Longbottom’s successor, William Adams. Under LMS ownership, these engines were all painted black. 1583 carries its number on the tank side – many D Class locomotives ran in this livery until withdrawal.

## Editor's page



Chester Station  
Floor 1, East Wing  
Chester CH1 3NS

### Graham Jones

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Graham has asked me to correct my description of his former post (I described him as a "retired signal engineer"): the correct nomenclature is given on this pre-retirement card!

This photograph of the Editor may seem surprising to his acquaintances, since he has avoided flying ("if God had intended us to fly....!") for the first 79 years of his life: his father worked in an aircraft factory. But one of his sons-in-law, Sadik, a qualified pilot, persuaded him to try it. So we flew in this Piper Archer II from Sneap airfield in Shropshire, via Cranfield (near Bedford, where the photo was taken) and Wellesbourne (near Stratford) and back to Sneap. It was an interesting trip, giving a different view of transport to the familiar roads and railways. A couple of things of note: how visible roads, railways and waterways are from a low flying aircraft; and how sparsely populated this country really is!



In *BMRJ32*, Syd Wainwright asked for information about the whereabouts of the second nameplate from no.6124 'The Cheshire Regiment' (one is in the regimental museum), and he

he has now discovered that the other one was bought privately at an auction in Stafford for £25,000!

**Tony Miles**, of "Adavoyle", and P4 modelling of the Irish 5ft3in gauge fame, died a month back in Hereford Hospital. He had been in poor health for some time, and was complaining on the last time I spoke to him, on 24 April. But old folk do complain of ill health and general advancing decrepitude – I do it myself. But I didn't realise that Tony was so poorly. In retrospect (that wonderful thing, 'hindsight'!) I should have made the effort to go down to Ashford Carbonell to see him. But I didn't.

Anyway, fellow modeller Denis Bates (he works in 21mm gauge, mostly on Belfast & County Down Railway prototypes) has collaborated with other enthusiasts to write an obituary; this is copied below, preceded by a few personal observations -

I first met Tony about 1969 or 1970, when I worked at Widnes Public Library, which at the time had one of the largest collections of books on transport history in the country. When a reader had a complex query about railway bibliography, the girls passed the reader on to me, but I can't recall now what it was that Tony was investigating at that time! But we got talking and eventually the topic of railway modelling arose and he asked if I was interested in meeting a group of modellers working in Chester on a project to model the Great Northern Railway (Ireland) in fine scale to 4mm:1ft scale; and would I like to make a goods brake van for them? Saying "yes" was the first mistake, and led me into 'proper' railway modelling (I had toyed with OO some years previously and failed to get it to work to my satisfaction), associating with railway enthusiasts with a liking for real ale, and 'research' trips to Ireland. The meetings in the Chester home of a member of the Protofour Society were soon after substituted by transfer to the Birkenhead clubrooms of the Merseyside Model Railway Society, where we stayed with "Adavoyle" until its eventual relocation following Tony's retirement to Ludlow.

I too took early retirement, in 1985, and so was able to go down to Ashford Carbonell to do some modelling on the new layout, and (staying overnight) some socialising in the local hostels. After working on the layout, we would drive out at 10ish, to a local pub that Tony had scouted out – they never seemed to close before midnight although I think chucking-out time was officially 10.30pm; I remember one occasion, somewhere in Herefordshire, when a team of morris dancers turned up at the pub we were in, and proceeded to perform their routine in the street, by lamp-light, at midnight. On another occasion we were driving back to Ashford in the dark along a very narrow lane when we came across a stray calf which was blocking the road: with difficulty, we persuaded it through a gate into a field, but we had no clue whether or not it was the field it had escaped from – at least it would not get run over! Back at Tony's (Beatrice long asleep) we would have nightcaps of malt whisky or 'pussers' high strength rum, and he would recount stories from his naval days. His job in submarines was as an ASDIC operator on which he blamed hearing loss, and he pursued a claim against the MoD for a small pension until eventually successful.

I learned my model engineering skills from Tony who was an artist in his use of an early example of a Unimat lathe: "take light cuts, slowly". He was happiest modelling locomotives, and then coaching stock; he wasn't really interested in wagons at all, so a group member who had an interest was made welcome! I remember that I decided that it would be sensible – having decided on the dimensions of a piece of Plastikard – to cut more than one piece so that you could choose the best pieces. So I made four brake vans: which was lucky, since I managed to drop one – but it found use as a grounded body! I believe they are still working on "Adavoyle Junction". This was the origin of my practice of batch building rolling stock.

Tony would have been delighted that the hearse at the funeral was driven by his friend and Adavoyle group member Gordon Roden, and that Ludlow Brewery, located in the former goods shed at the station, was chosen as the venue for the 'wake'; many of his friends and family took advantage appropriately!

## **TONY MILES (1922–2013)**

**Compiled by Denis Bates**

St Andrew's – Ashford Bowdler Church



Tony Miles was a long-time member of the Railway Preservation of Ireland and a brilliant railway modeller. He passed away on Saturday 18th May.

Tony was born in 1922 in Sussex, but his father was a tax inspector, posted to Northern Ireland in 1927, and he grew up in Belfast. His interest in, and love of, railways was formed early, when in 1935 he went to school in Brighton, at the age of 13 travelling alone to and from school by train to Holyhead, and from Dun Laoghaire by a train to Belfast, on the Great Northern Railway (Ireland) – the company which was to form the inspiration for his ground-breaking layouts, "Adavoyle" and "Adavoyle Junction". At Easter 1936 the train was hauled by No.86, "Peregrine" – and Tony was inspired to build a model of her.

As a teenager, Tony met his future wife, Beatrice, but at the outbreak of war in 1939, he joined the Royal Navy. Initially he served on the destroyer "Witch", a First World War vessel, before becoming a subma-

A Service of Thanksgiving

For the Life of

### **ANTHONY HAROLD MILES (TONY)**

Who passed away on  
18<sup>th</sup> May 2013  
Aged 91 years

Service on Friday 31<sup>st</sup> May 2013  
at 11.00am

Followed by Committal at Telford Crematorium

Conducted by The Venerable Colin Williams  
riner, on a number of vessels. His last voyage before demob was in the autumn of 1945, on HM Submarine "Uproar" to the Foyle, and he immediately caught the train to Belfast, to "reclaim her from various wartime devotees".

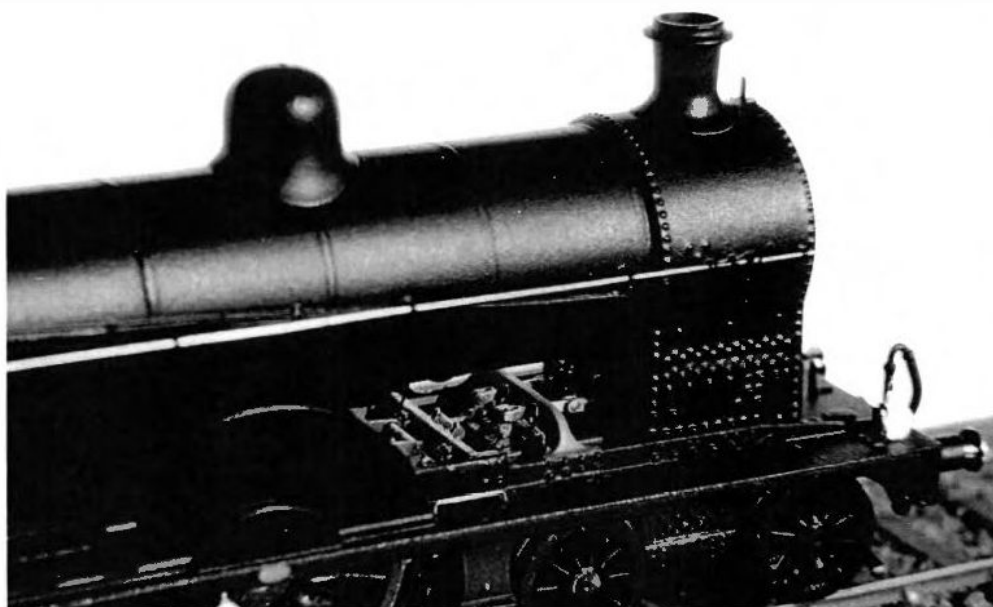
After being demobbed, he set out on a career of teaching. Initially going to a training college, he also did an external degree at Trinity College Dublin. His first post was to a rural school near Dungannon (on the GNR(I) line to Londonderry) in western Northern Ireland. Subse-



quently he moved to schools in England, and finally to Padgate Teacher Training College, Warrington, where he was a Principal Lecturer.

His serious work on model railway building started in the early 1960s – when he decided to plan a complete railway: 4mm scale, correct 21mm gauge and wheel standards. Jumping in at the deep end, the first locomotive built was a GNR(I) UG class 0-6-0 goods engine. He made practically everything from scratch, including all the wheels, except for the motor. It featured working inside valve gear, split locomotive axles, and tender drive. This pioneer loco still runs (it is now modified as described below).

Subsequent locomotives, most of them tender engines, featured modifications from the original design: pick-up by split axles on the tender, drive by a motor (with a flywheel) in the tender to the driving wheels through a cardan shaft above the footplate (Tony said in print that it resulted in most GNR firemen having very high pitched voices!). These locos run superbly; they almost never fail to start, and can be controlled from imperceptible movement to, where appropriate, express train speeds. The culmination of Tony's loco building was in the construction of another loco with working inside valve gear, GNR Q Class No.123 (featured in



*Five Foot Three No.35*). Unusually for a model to such a small scale, it was awarded a Gold Medal and the Model Railways' bowl at the Model Engineer Exhibition of 1987. (Bob Cockcroft photo)

While work on planning Adavoyle continued during the 1960s, the new P4 standards were being formulated in the *Model Railway Constructor* by Bernard Weller, Malcolm Cross and Joe Brook Smith. It transpired that their standards corresponded precisely with Tony's (except obviously for gauge), and the stage was set for the use of P4 components, reducing the amount of scratch building required for, particularly, wheels and track components. Tony could now embark on the construction of "Peregrine".

By 1970 Tony had amassed some stock, as well as locos, and, in Widnes Library he had met David Goodwin. The Merseyside Model Railway Club became the home of the first "Adavoyle" layout, built by Tony and David with a small group of P4 modellers. Much of the goods stock was built by David. This layout (described in the *Railway Modeller* special extra of 1980) was 18'x13', with a continuous double track main line, and single track branch. Together with "Heckmondwike", they were the first large P4 layouts with continuous running, "Adavoyle" being exhibited from 1976 to 1985.

Tony retired in 1980, and he and Beatrice moved to Ashford Carbonell, near Ludlow, to a house with a double garage – over which they put an upper room: ideal for a larger successor layout, “Adavoyle Junction”. During the planning of this, Tony met Martin Wynne, of 85A Models and Templot, and Peter Taylor. Martin and Peter were instrumental in planning and building the layout – Martin in the fields of baseboard construction and electrics, Peter building most of the trackwork and designing buildings. However, the team assembled for both construction and exhibition of the layout, has included over ten people. A narrow gauge line and station, across the platform from the main line, was included. Wheel standards were identical with those for the broad gauge, enabling mixed gauge track to be laid. The layout measures 21’6”x12’6”; it has sweeping curves – the platforms are on a 40’ radius, and express trains can sweep through at scale speeds, passing rock-steady over the immaculate pointwork.

Tony’s loco building skills were also applied to the narrow gauge, again with split axles. He built County Donegal Railcar No.19 using an Anbrico body, but with a chassis and mechanism miniaturised from his broad gauge versions, again with split axles, a tiny motor and flywheel, cardan shaft and spur gears.

“Adavoyle Junction” was first exhibited in 1986, and has appeared in many shows, from a tent in Chatham Dockyard in the south-east to the covered turntable in Cultra Transport museum in Northern Ireland.

Although Tony’s wife, Beatrice, was not an active member of the team, she always accompanied him to exhibitions, as he said, “keeping out of the limelight and seemingly quietly intent on her Trollope novel, while, in fact, keeping an eye on the vulnerable stock in the rear fiddle yard”. During the York Exhibition at Easter 2004, she died during the early hours of Easter Monday – a grievous loss to Tony of his 65 year-long companion.

Although the layout was exhibited on a few occasions after this, Tony decided that, with his advancing age, the layout would have to find a new home. In 2009 he found it – in the clubhouse of the South Dublin MRC, and it was transported there and erected on July 23rd. Most of the team were able to accompany it, and demonstrate its running to the Club.

Tony’s last few years were spent in his house in Ludlow. Here his upstairs workroom – labelled on the door “Dundalk Works” – remained untouched, with his 1960s Unimat lathe, on which all his work was done. The dining room wall was adorned with locomotive name plates, particularly one from GNR(I) “Slieve Donard” (one of his favourite locomotives, and the subject of one of the Adavoyle models), and that of “The Foyle”, an LMS NCC mogul.

Tony was one of the most delightful characters to know. He was a person of strong commitments, to the Church, where he was a former churchwarden, to leftish politics, reading *The Guardian* and *Private Eye*, and of course to railways. He had a great sense of humour, beautifully expressed in his semi-autobiographical account of Adavoyle in *British Railway Modelling* in 2006. He will be sorely missed, but “Adavoyle Junction”, in fact and in print, will remain as his memorial.

### Recent books:

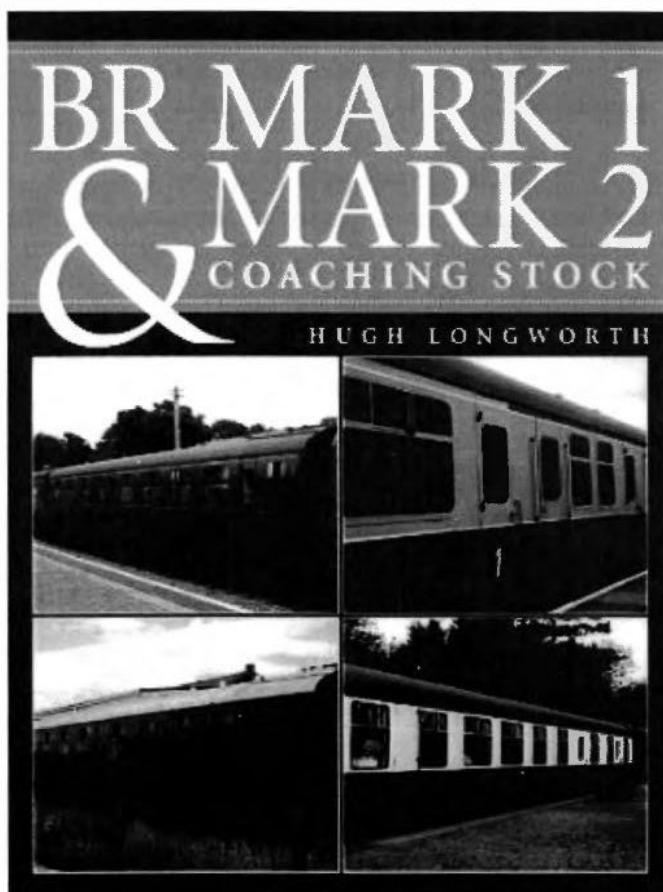
*A history of Royal Air Force Sealand* by Aldon P. Ferguson. Merseyside Aviation Society, 1978. ISBN 0 902420 28 3. [The Great Central/L.N.E.R./B.R. railway line ran through the middle of the camp.]



This rather poor photograph of Sealand station was taken by the late Geoff Platt in the 1960s – presumably from a train. The line (Mickle Trafford to Dee Marsh Junction) was not well photographed. The station dates from WW1 days, and was formerly known as ‘Welsh Road Halt’ until renamed on 14 September 1931. Closure was on 9 September 1968.

*BR mark1 & mark 2 coaching stock* by Hugh Longworth. Oxford Publishing Co., 2013. ISBN 978 0 86093 650 3. £45.00. [See review below].

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Book Review by Richard Oldfield

### BR Mark 1 and Mark 2 Coaching Stock by Hugh Longworth

Published by OPC 2013. ISBN 978 0 86093 650 3. List price £45.00.

I would have to admit that I have developed a very wary attitude to new books over the last few years, only parting with my money when I have

seen the contents. On too many occasions I have eagerly anticipated a new title only to find

myself disappointed with one or more of the content, photographic reproduction or analysis. So how did I fare with this new book by Hugh Longworth?

My initial thought was “£45.00? this had better be something special” although this was quickly tempered by the Amazon offer at £28.80 which is where I bought my copy. The volume is hardback, 304 pages long, has mostly black and white photographs (but with a number of colour images in the central section) and has small diagrams to accompany each vehicle type.

This publication does not tell the story of the Mark 1 and Mark 2 coaches and there is very little narrative, most of it confined to explaining the scope of the book, some basic notes on vehicle types, TOPS classifications, coach numbering and, importantly, how to use the book. I am sure the great majority of purchasers of this volume will already own Keith Parkin’s Mark 1 work (main book and supplement) plus Michael Harris’s Mark 2 book so this lack of story is not an issue.

The largest section of the book contains a numeric listing of all Mark 1 and Mark 2 coaches subdivided by Lot number, showing the BR Diagram, basic build details and key events during its life. If the vehicle was subsequently re-numbered it is then possible to follow this through on separate pages to build up a complete picture of the life of the vehicle. I have always been a bit mesmerised by the complex story of Mark 1 Restaurant vehicles and these listings are a very powerful tool to help understand the full picture. Similarly, with my current build of BR Mark 1 BGs, the law of sod dictates that I can always find images of re-numbered vehicles but struggle to work back to what they were originally built as. Hugh Longworth’s massive effort makes this task straightforward.

Given my own interests, I am particularly pleased to see the parcels vehicles given the same treatment as the passenger-carrying vehicles and this even extends to Carflat conversions, Motorail vehicles and Freightliner brake vans. The real icing on the cake for me, however, is a complete listing of Departmental Coaching Stock in the DB975xxx and DB977xxx series. The listing includes vehicles in this numbers series that were not converted from Mark 1 and Mark 2 stock (such as pre-Nationalisation stock) and will be invaluable for building Breakdown Train Unit (BTU) formations. I have long thought that these distinctive conversions for carrying tools and manpower to the scene of accidents, derailments and failures would make an attractive addition to “Mostyn”. At the very least their red livery (nowadays their equivalents are bright yellow) will add to the colour on the layout.

The sheer amount of hard slog that must have gone into sourcing, collating and checking this mountain of information would daunt all but the most committed and Hugh is to be applauded for making this available. It will have pride of place on my shelf next to his DMU work – *British Railways First Generation DMUs*, published by OPC in 2011, ISBN 978 0 86093 612 1 – which does the same job for 1<sup>st</sup> generation Diesel Multiple Units as this work does for Mark 1 and Mark 2 coaching stock.

This is a superb book, well worth its money – my only question is whether to buy a spare copy now or wait for a later re-print. I know that four copies have been bought by members of BMRG so hopefully the book will do well for the author.

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**London & North Western Railway  
Stations and Yards. Cheshire. Mickle Trafford.  
Mickle Trafford. The Birkenhead Joint station. Looking  
towards Warrington along the wooden Down platform. Station  
nameboard partly in view on left. CLC station buildings in  
view at higher level on right. Shows the double junction  
(installed during the second world war) leading from the  
Warrington direction to the CLC line to Chester.**

3.969Mb LNWRS photograph INFRA 150.

(From the archives of the London & North Western Railway Society).

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## **D2388 at Connah's Quay**

**Notes by Stan Yates**



This locomotive had a very brief life: new in April 1961; first shed Birkenhead. Transferred April 1970 to Derby; withdrawn from service in July 1972.

Technically an 03 but not around long enough to acquire a TOPS number.

The photo is from the Paul Chancellor collection; the date of the photo is 24th May 1961. I understand that Bidston Shed rather than Rhosddu had responsibility for shunting at Connah's Quay docks and after the closure of Bidston in 1963 the responsibility was transferred to Birkenhead.

In LNER days, Bidston used to send a Sentinel 0-4-0T to shunt the docks.

[The photograph, loaned by Stan Yates, shows the Buckley Railway passing under the Holyhead main line and Connahs Quay station platform. The wagon looks to be an LMS-built container flat of some sort, but I have been unable to identify the diagram – the load is similarly mysterious; any help with identification would be welcome].



## Connahs Quay station



A photograph of Connahs Quay station from the Max Dunn collection (courtesy of the L.N.W.R. Society), looking to Chester; the former Buckley railway (ex-Wrexham Mold & Connah's Quay Railway) joins the North Wales main line on the right. The branch down to the docks passes under the main line at the far (Chester) end of the station.



Another view by Max Dunn; both photographs are thought to date from about 1950. The station was opened on 1 September 1870, and closed on 14 February 1966. As can be seen from the 03 photo and from the signal box name-board below, the name of station

(at least in later B.R. days) appears to be "Connahs Quay", while the town itself is normally given as "Connah's Quay". Who or what "Connah" was, is not known [1].

# Connahs Quay No.1 signal cabin

Notes by John Dixon (Signalling Record Society)



This photograph of Connahs Quay No.1 signal cabin was taken by John Dixon in May 1976. The box (on the 'up' side of the line) was one of the first L.N.W.R. Type 5s in the country and was opened in May 1906, when it replaced the nearby temporary Wepre Crossing Box (built for the widening from two to four tracks). As well as controlling the change of track numbers it also controlled a small goods yard on the 'down' side. It had a 36 lever tumbler frame. When No.2 box (on the Flint side of C.Q. station) closed, No.1 was renamed 'Station' in 1954. From 1970 it was manned 'as required' and in 1980 for turns from 10.00to 12.00hrs on Mondays/Wednesdays/Fridays.

On 13 August 1980, the box was badly damaged by fire (caused by vandals), and never re-opened (official closure date was 24 August 1980). The remains of the box were set alight by vandals again on 23 June 1982, and the last parts demolished in January 1983.

**Note:** [1] the various possible derivations of 'Connah's Quay' are discussed in the Wikipedia article which can be accessed via the Internet

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