

# BARROWMORE MODEL RAILWAY Journal

QUARTERLY MAGAZINE OF THE BARROWMORE MODEL RAILWAY GROUP ISSN 1745-9842 No. 44 Summer 2016

## **‘Elephant Van’ for Mostyn**

This fascinating SR-designed vehicle is built from an etched brass kit and joins the the parcel fleet in a move to add pre-nationalisation variety

## **Stockport to Stalybridge**

The complex history of the London & North Western Railway route illustrated with top quality archive photographs



**Giddy-up, Dick!  
Fintona Pictorial**

**SLW says  
‘Thanks’ for  
Class 24 launch**



# WHO ARE WE?

**Barrowmore Model Railway Group** is a friendly bunch of railway modellers with excellent clubrooms that are set in the Cheshire countryside a few miles east of Chester. We came together to pursue our hobby to high standards and build exhibition quality layouts.

WE HAVE TWO exhibition layouts at present:



**Johnstown Road** ('O' Gauge) portrays an imaginary branch line blending the style of the impecunious Tanat Valley Railway with a Cambrian Railways extension. It is L-shaped, 48ft long, requires six operators and is transported in a Luton-bodied Transit or similar.



**Mostyn** ('P4' 18.83mm Gauge) is an accurate model of the closed North Wales coast main line station as it was in 1977 featuring full length trains and prototypical speeds. It is continuous-run, 24ft x 30ft, requires 10 operators and is transported in a 7-tonne lorry.

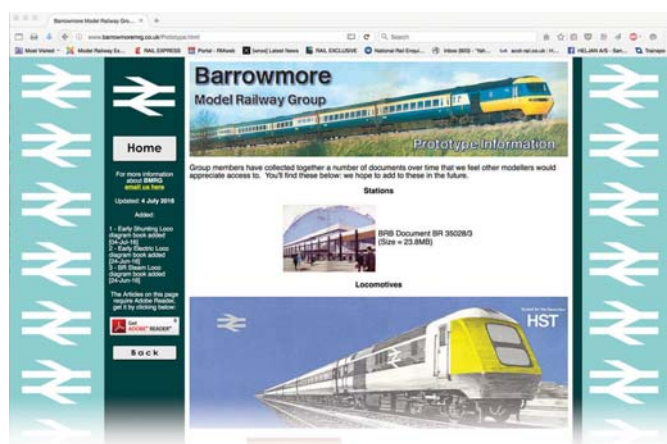
Both layouts are active on the exhibition circuit taking us to destinations as far apart as Perth and Chatham. We welcome invitations from exhibition organisers but only go out about three times per year.

Apart from the basic necessities we run very informally and all members are welcome to use the clubroom as they please – it is available on a 24 hours a day, 7 days a week basis and everyone has a key. We regularly meet on Wednesday and Friday evenings but frequently use weekends and other days, especially when an exhibition looms. We do not have a committee or minutes of meetings. Most of our formalities are dealt with on our Yahoo! Group or in person.

BMRG is guided by three simple principles:

1. You pay your subscription.
2. All major decisions are taken unanimously.
3. You respect your fellow club members (in as much as their obvious shortcomings permit!).

BMRG produces a quarterly Journal reflecting our areas of interest and has a website – [www.barrowmoremrg.co.uk](http://www.barrowmoremrg.co.uk). As part of our commitment to the hobby we have bought or borrowed a comprehensive collection of BR Diagram books which have been uploaded to the website for the benefit of modellers and historians alike.



## New members invited

We welcome (and need!) new members to refresh our ideas and bring in new skills. We are less worried about current modelling capabilities and more interested in your ability to fit in with a happy cohesive group. We will pass on our skills and expect you to share yours.

We currently have two types of membership:

- Full membership costing £360 per year
- Associate membership costing £100 per year

Full membership is the traditional route into our group whereas Associate membership was established relatively recently to welcome enthusiasts who, for whatever reason, are unable to use the clubroom but nonetheless wish to take part in the group's other activities. More details can be obtained by contacting us at [info@barrowmoremrg.co.uk](mailto:info@barrowmoremrg.co.uk)

## Visitors welcome

We welcome visitors to our clubroom in the grounds of Barrowmore Estate, near the village of Great Barrow (but please contact us first). We can always offer you a 'cuppa' and the highly-regarded Bluebell Café is nearby. There are plenty of great walks through the countryside. Be warned that we are not on any public transport route. Barrow for Tarvin station unfortunately closed more than 50 years ago! ■

# BARROWMORE MODEL RAILWAY Journal



Barrowmore MRG played an important and professional role in the launch of the new Sutton's Locomotive Workshops' ready-to-run Class 24 model when Mostyn was used to showcase the locomotive's capabilities in front of invited customers at a special event at Tarporley Community Centre. The model, produced by club member Philip Sutton, was specified to a 'Mostyn standard of detail' and is the first commercially available loco to be offered with a choice of 'OO', 'EM' or 'P4' wheelsets.

*EXHIBITING MOSTYN is not something that is undertaken lightly, requiring transport, accommodation, staffing and not to mention the preparation and setting out of hundreds of items of rolling stock. Therefore, I must put on record an immense debt of gratitude to my fellow BMRG members for dusting off the 'big beastie' and putting on such a superb display at the launch of my latest business venture - Sutton's Locomotive Workshops - at Tarporley late last year.*

*In a relaxed and friendly environment, Mostyn was shown off to around 250 like-minded people who were wowed by our 'P4' layout and its operation. More like a social gathering, helpers included many friends of the club who all pulled together to make the event such a success. It was great to see so many well known names in modelling and photographic circles, plus a healthy dose of professional railwayman! Now that the model is selling steadily (see cover picture), I hope to include a 'behind the scenes' account of how to get a model mass produced and shipped to the UK in a future issue of the Journal.*

*Talking of the Journal, please accept my apologies for the exaggerated delay in the publication of this issue due to work pressures following the resignation of Alisdair Macdonald (see story on page 4). Rest assured, we are endeavouring to recover lost ground with the publication of extra issues in the coming months. ■*

**Happy modelling! Philip**

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## **Contributions are welcome**

Please send to the editor (via e-mail or by post to the above address). You should include a contact telephone number so that any queries can be easily resolved.

Journal No. 44, Summer 2016

## **2 Who are we?**

Find out about Barrowmore Model Railway Group and our two exhibition standard layouts - Johnstown Road and Mostyn.

## **4 Club Developments**

Richard Oldfield describes the difficult decisions that lead to the dropping of club involvement in the Whithorn layout.

## **5 Notes & News**

What have we been working on? Richard Stagg builds new wagons for JR and we also welcome a new club member.

## **6 Elephants and Theatres**

In an attempt to fill the gaps in the Mostyn parcels fleet, Richard Oldfield builds the CRT kit of the distinctive SR-design Scenery Van.

## **11 Food & Drink**

The White Horse Inn at Great Barrow has had a change in fortunes. Eddie Knorn pays a visit and reports on a CAMRA award...

## **12 Stockport to Stalybridge**

LNWR expert Norman Lee takes a historical look at the Stockport-Stalybridge route using some superb images from the archives.

## **20 Barrowmore People**

Steve Hales offers up his life story. North American railways and upsetting his boss seem to be re-occurring themes...

## **23 Fintona Tramway**

David Goodwin provides a brief history of the Fintona horse-drawn tramway after turning up a fascinating picture from 1954.

Copies of this journal are also available to non-members. A cheque for £12 (payable to 'Barrowmore Model Railway Group') will provide the next four issues, delivered to your home. Send your details and cheque to David Goodwin (BMRG Distribution), 'Cromer', Church Road, Saughall, Chester CH1 6EN.

Next Journal deadline: With the intention of catching up on the publication schedule, contributions should reach the editor (details, left) as soon as possible, but at least before September 1st, 2014.



# CLUB DEVELOPMENTS

*With a large part of Journal 42 & 43 devoted to the prototype history of Whithorn, regular readers might well ask why this layout has now disappeared from our Group's portfolio. **Richard Oldfield** provides his own personal viewpoint on an unsuccessful chapter in BMRG's layout building activities.*

## Whithorn - what went wrong?

OUR FIRST GLIMPSE of the potential of Whithorn came at the Merseyside MRS 2014 exhibition when Alisdair Macdonald brought it along for its exhibition debut. Gavin, David Faulkner and myself were demonstrating modelling techniques at the show so we had a good opportunity to give Whithorn the 'once over'. Whilst there were clearly some issues such as the fiddle yard, poor running and lack of appropriate stock, the potential of this little-known Scottish branch line terminus was quite striking. There was also a body of opinion within BMRG that we should perhaps have a smaller layout available – one that smaller exhibitions could afford and one that would give a gentler weekend challenge than that presented by Johnstown Road and Mostyn.

In the month following the Merseyside MRS exhibition, Whithorn was accepted into the BMRG fold and, by the end of November 2014, an ambitious plan of work was agreed which would maximise the potential of the layout. The story of the layout would be that the line survived beyond its actual closure date as a result of the Whithorn creamery becoming rail-connected and this reprieve enabled passenger services to continue.

The woodworking programme of work was significant:

- A new fiddle yard board 6ft long with approx. 6-7 roads.
- Extra legs for Board A (station) and Board C (the bridge) – they currently cantilever on to Board B (signal box).
- Leg adjusters on all legs to be fitted.
- Board B (signal box) to be extended by 200mm to enable improvement of track layout at end of loop to creamery.
- All boards to receive new 9mm ply sides/ends to provide transit/scenery protection.
- Front of Boards A,B, C to receive curving front fascias.
- New backscenes.

This would give Whithorn two boards length 1200mm (A and C) plus two boards length 1800mm (B + Fiddle Yard) each capable of standing independently or being worked on whilst sat on a flat surface without risk to electrics etc.

Our customary enthusiasm saw all this work completed by the start of January 2015 with the trackbed carefully levelled and corked ready for tracklaying to begin. The track plan had been finalized and agreed whilst the wood butchery progressed. Ten new turnouts were built and nearly all the scenic trackwork was laid within a couple of weeks. Everything looked fine for Whithorn's appearance at Chatham exhibition in June 2015.

Gradually, though, cracks started to appear in the plan. BMRG's extensive exhibition experience has led us to an agreed consensus as to 'how things are done' but we were unable to convince the project leader to follow this path. This is not to say that an alternative approach was necessarily wrong but it led to major Whithorn contributors feeling that their experience (gained over more than 70 exhibitions) was not being taken into account. Key elements such as wiring design, control panel(s), signalling and turnout operation remained unresolved and started to grate. Scenic standards on the extended and re-conditioned baseboards fell well below the work on Johnstown Road and Mostyn.

Two factors probably signed the death warrant for Whithorn as a BMRG project. Firstly, a decision was taken to prioritise scenic work before the trackwork was fully tested – something BMRG has never done – and, secondly, Whithorn was withdrawn from Chatham exhibition. A quick six month project had changed into a much longer and more uncertain timescale.

A peculiar situation arose in which scenic work on Whithorn was happily continued whilst everyone else's enthusiasm waned and died. Some members commented that, given the amount of information that had been gathered, why was the re-worked layout straying away from the prototype to the extent it was? Over the summer it became clear that Whithorn had effectively ceased to be a BMRG layout and had become a personal project, calling on BMRG resource only when needed. The only question left was how to bring the situation to a head.

For a period of time we fudged the issue, hoping it would go away or something would happen. It did not. Then, when faced with the consensus view of the other contributors to Whithorn, its owner was understandably unhappy and has decided that he will pursue his Whithorn plans outside of BMRG. We have therefore lost a club member and our Journal editor.

I am sorry that this decision was taken but, having searched and failed to think up another solution, this outcome is probably best for both parties. If you are looking for extremes you could say that this was the inevitable outcome of the meeting between an impressionist/artist on one hand and the more precise rivet-counting tastes of our group in general. I do hope that Whithorn will eventually appear on the exhibition circuit but, to be honest, I am also be grateful that my own efforts can now be re-directed on to other projects. ■

# NOTES & NEWS



## Additions to the JR wagon fleet

*Richard Stagg writes:* One would think that it would be obvious to transport goods that needed to be kept dry in a van with a roof. However, for many years, open wagons covered with a waterproof sheet were used instead. In order to stop these covers from being misused or being misappropriated each railway company applied its own idiosyncratic design to these sheets. Apparently it was a time consuming process to return these sheets to the owning company if they had gone off to somewhere not on the owning company's network. Mind you, before the common user system came into force the wagon itself had to be worked back home empty too...

It's not a feature that one sees very often on models so I felt Johnstown Road needed a sheeted open wagon. The new addition to our fleet is believed to be loaded with grain in sacks which of course need to be protected from the weather so it has a Cambrian sheet over it. The tarp covers the wagon's lettering

and its end number completely – (thus saving a bit of work!) This model started life as a Slaters kit for a 5-plank open.

The other wagon, a 2-plank open loaded with slate slabs, is the first instalment of a planned rake of wagons featuring the slate slab traffic coming from the quarry somewhere up the narrow gauge tramway. The slabs were cut to maximum size at the quarry, shipped out to merchants who then cut them to whatever size the end user wanted. Typical uses included pantry shelves, fireplace components, tombstones, etc. Further wagons will include an empty standard gauge 2-plank to a slightly different design, and examples of the idiosyncratic narrow gauge slab wagons based on Corris Railway prototypes.

This second vehicle is from a Dragon Models kit and construction of it was a bit of a learning curve! I have two more to build and a detailed account of their construction will be the subject of a future article. ■

## Welcome Gareth

BMRG offers a warm welcome to Gareth Evans who has joined the club and is now fulfilling his probationary period. Gareth, an IT specialist from North Wales, has already proved to be a valuable active member and took a big role in Mostyn's recent Chatham showing. He is already tackling new stock for Mostyn on his regular visits to the clubroom. A fan of the BR blue era, with diesel preservation interests, he found us via the DEMU forum. BMRG now has 14 members – it's highest ever!

## Congratulations Mike

Mike 'Matey' Rapson finally 'tied the knot' on August 30th, marrying his partner, Karen, at St James Church, Holywell. BMRG members attended in force, enjoying the ceremony and an evening reception at the nearby Springfield Hotel.

## Clubroom clean-up

A major spring clean and reorganisation of the clubrooms is currently taking place after it became apparent that the workstations were becoming overwhelmed and the room generally claustrophobic. Unwanted or private storage is being moved out to make way for a proper racking system at the rear of the club that will hold all our Tuff Crates and Really Useful Boxes. Additional storage for member's projects is also being provided. The racking is being funded by the sale of surplus items on eBay.

## Goodbye Bob

We are sorry to record the recent passing of Bob, a regular visitor to the clubrooms whilst taking walks with his owner, Hazel. The English Springer Spaniel had a great life before his bad back and old age caught up with him.



**MAJOR PUSH FOR CHATHAM:** Members undertook a significant commitment to provide new stock for Mostyn's appearance at the Chatham show earlier this summer, the largest ever introduction of new items in one go. Space is at a premium in this view of the drying cabinet as rakes of Ironstone hoppers queue up after being painted. New items included both fitted and unfitted hoppers, coaching stock – including the Mk. 2 passenger rakes – and locomotives of Class 24 & 47.





## MODELLING PROJECT

*Originally built for the carriage of theatrical scenery, with a few examples later modified for the transport of circus elephants, a small fleet of bogie vans designed by the Southern Railway (SR) eventually found their way into general parcels use. Unexpectedly, they survived well into the BR corporate blue era. **Richard Oldfield** fills another gap in Mostyn's 1977 parcels fleet with the construction of a CRT Kits' SR Bogie Scenery Van.*

Prototype inspiration by kind permission of Robert Carroll. An ex-Works S4600 sparkles in the wintry sunlight in February 1977, its fresh blue paint contrasting with the dirty condition of the adjacent CCT. Eastleigh Works has been suggested as a location but can anyone confirm this?

*"We really are running out of parcels stock designs to build... Another 10 years should see the fleet fully finished."*

Right: After a very light dusting of traffic dirt, S4600 stands on Mostyn waiting to be integrated into a parcels rake. It really looks the part!

All model images by David Faulkner

PEOPLE WHO KNOW ME and know our 'P4' layout, Mostyn, will be aware of my great interest in parcels stock which has led, over the years, to a fleet of some 75 parcels vehicles running at a typical exhibition. In our chosen 1977 time period, and North Wales coast setting, the railway parcels scene was dominated by BR designs but there remained a significant amount of pre-Nationalisation stock in revenue service. This variety is demonstrated by an actual sighting on April 11th of that year, when Class 40 No. 40032 worked the 4J16 Holyhead to Bolton parcels comprising no less than 21 vehicles of 10 different types (see panel).

I really like the look of these very mixed parcels formations and have recently been focussing on some of the surviving pre-Nationalisation types. Three upgraded Hornby GWR Hawksworth BGs are already on the roster and have been followed by a couple of Hornby's LMS early design 2-axle CCTs. The newest addition to the NPCCS (non-passenger carrying coaching stock) fleet is the subject of this article - an SR Bogie Scenery Van based on the CRT Kits offering.

### The prototype

The SR issued two diagrams categorised as Bogie Scenery Vans. The earlier Diagram, 3181, was withdrawn by the mid-1960s and is not of interest

for Mostyn. The later Diagram, 3182, was built on two occasions - SR works order A975 covered numbers 4587-96 built in 1938 with Ashford underframes and Eastleigh bodies whilst Lot 3228 covered numbers 4597-4606 built in 1949 in the then newly-nationalised British Railways Lancing Works. The RCTS 1978 publication shows that five of the 1938 build and all of the





# Theatres and Elephants: 'Jumbo' van for Mostyn

1949 build still in revenue service at the end of 1977. This position did not last, though, as they succumbed during the subsequent mass cull of non-standard parcels stock and had all been withdrawn by 1981. Their durable design, however, proved attractive for departmental use and to preservationists.

Modellers of the more recent railway scene probably know some of these vans best as TDB975966 (ex S4604S) and TDB975967 (ex S4605S) used as Stores Vans with the Chipman's Weedkilling train or DB975663 (ex S4593) as a Tunnel Inspection Unit. It is worth noting that a number of these vehicles were internally modified (strengthened?) for the conveyance of circus elephants and David Larkin's book (see bibliography) shows two of them in this traffic as late as 1971.

Like other SR-designed parcels stock, the Bogie Scenery Vans have planked sides with external metal framing – a feature which resists attempts to keep them clean and, in the time of Mostyn, they were invariably filthy. The inspiration for my model was discovered on Robert Carroll's excellent Flickr site with an image showing S4600 undergoing (or having completed?) overhaul in early 1977 – an irresistible opportunity to have a smartly turned out SR parcels vehicle (see header photograph). I'm not too sure about whether the roof work is complete – note that the vehicle is 'red carded' – it looks too bluish and the roof seams are quite prominent. For the time being I am going to leave the roof as it is but may return to paint in a representation of the seams at a later date.

S4600 lived on beyond revenue usefulness

and was sold to Chipman Chemicals becoming, in much modified form, their CC99014 used in its well-known weedkilling train which traversed the whole network. It entered preservation in 2011 and now resides on the Isle of Wight Railway where it is listed as a donor underframe for future coach restoration projects.

## What's in the box

At first sight the kit might seem expensive at £49.50 but it does come supplied with various Markits components (sprung buffers, vacuum cylinders and fittings, steam and vacuum pipes, and door handles) plus Roxey accessories (window grilles, bogie frames and cosmetic bogie side-frames) as well as the CRT main etched sheet, rolled brass roof and other odds & ends. In theory, all you need to add are 3ft 7in plain disc wheelsets, couplings of choice, paint and transfers.

It may be possible to use glues to make this kit but it is recommended as a soldering exercise – and I would strongly agree that you need to be competent at this method of construction to get the most out of it. The kit has been designed as a scale reduction from CRT Kits' 7mm Scenery Van (7mm scale coach kits are their main business) and you do end up with some soldering operations which involve precise positioning of small components in awkward locations. Modellers old enough to remember the sadly-lost 4mm scale Pocket Money Kits will recognise this feature.

The kit comes with decent instructions, a plan of the etched sheet and exploded diagrams. So, how did it all progress?

## Parcels train formation

4J16 07.00 Holyhead–Bolton

Date: April 11th, 1977

Locomotive: No. 40032

BR	Mk.1 CCT	M94855
BR	Mk.1 GUV	M86887
SR	PMV	S1090
BR	Mk.1 BG	M80944
BR	Mk.1 CCT	M94906
LMS	50ft BG	M31915
BR	Mk.1 GUV	W86176
LMS	6-w BGZ	M32990
BR	Mk.1 BG	M80587
BR	Mk.1 CCT	E94625
SR	CCT	S2007
BR	Mk.1 CCT	M94315
BR	Mk.1 GUV	E86464
BR	Mk.1 BG	W80715
GWR	Siphon G	W1321
BR	Mk.1 BG	M80858
LMS	4-w CCT	M37316
LNER	6-w BZ	E70720
LMS	4-w CCT	M37227
SR	PMV	S1632
SR	PMV	S1298

*Observation by David Rapson.*

**What could be better? At least one design from each of the 'Big Four' plus plenty of BR standard stock and no fewer than 10 different types of vehicle in the 21-coach formation. With the exception of the two 6-wheel oddities we can recreate this formation from Mostyn's parcels stock.**





What the onlooker does not see. Note the interior curved bracing to keep the roof profile consistent, the two brass stiffening cross-members keeping the body square and the scratchbuilt window grilles in position.

## Theatres and Elephants

*"The recommended construction method is a little too fragile in my opinion, so I decided to add two stiffening cross-members near the centre of the body."*

### Let battle commence

My preferred weaponry for soldering is an Antex TC-660 station at maximum temperature with chisel-tip fitted soldering iron, Carr's Red label flux and 60/40 tin-lead cored solder. I also keep a spare iron fitted with a large flat angled tip handy for operations where heat loss is an issue and this was useful for certain stages of construction where multiple layers of brass are being soldered. Please note that thorough cleaning of all joints is essential and our group is lucky to have an ultrasonic bath for this purpose.

Construction began by adding all the detail parts to the sides, then the ends, and then soldering the sides/ends to form an open box. This assembly is a little too fragile in my opinion (given the operations that follow) so I added two stiffening cross-members made from scrap brass at the top centre of the sides to give rigidity and ensure squareness (see above photograph). This sub-assembly is put to one side so work could begin on the floor/solebars/headstocks. When adding detail to the ends I did get a bit confused with the various small etched components and replaced some of them with scratchbuilt versions aimed at giving more relief or depth. This included the drop-down door bump stops, lamp-irons and main door-opening handle. It did prove fairly hard, if not exasperating, to add all these small components without unsoldering adjacent components. The long horizontal hinges, in particular, putting up a good fight!

The first issue I noted on the underframe is that the buffer centres on the headstocks were about 21.5mm apart which is noticeably narrower than the 22.6mm which is more typical of railway vehicles. To correct this, the etched holes were elongated outwards (using a round Swiss file) to enable the buffers to be fitted in the correct

positions. The kit is designed such that the body/roof can be separated from the underframe – by the removal of 10BA fixing bolts – and it is critical to get this stage right to ensure the sides/ends sub-assembly fits neatly and squarely onto the underframe. Work proceeded to add further detail to the external faces of the solebars and headstocks, the main issue of note being the footboards located below each double door – the supplied ones are too short (or, at the very least, seem too short compared with those in all the photographs I have seen). It is easy enough to make correct length replacements from nickel silver strip but, as you will see later, sometimes the best of intentions can cause problems. Masokits screw-link couplings completed the bufferbeam detailing.

With the underframe/roofless body still in hand, I had another look over prototype images to see what could/should be added. On the body sides I noted label clips, metal fittings on the doors/bottom of the sides (which prevent the doors banging into the prominent louvres when fully opened) and hooks/eyes (to secure the doors fully open). The label clips are an etch designed by fellow Barrowmore Model Railway Group member, Philip Sutton, whilst the metal fittings are scratchbuilt from scrap bits of nickel silver etch recovered from some Ambis items. I decided the hooks/eyes are too small to model; you can drum me out of the rivet-counters guild if you wish!

On the prototype underframe you can see that iron-work extends down the outer edge of each door onto the solebar each side of the footboards. Similarly, where the body reinforcing iron-work extends down over the solebars, there are metal fillets which tie the iron-work onto the vertical face of the solebars. These small components are not in the kit and were made from Evergreen plastic strip.

Opposite: A significant number of parcels trains operated to and from Bangor in the 1970s. A year before Mostyn's time period, Class 24 No. 24036 is seen shunting a SR 'Elephant Van' at Bangor station in June 1976. When the resident Class 08 shunter was unavailable, a Class 24 was used as stand-in, crewed by Llandudno Junction drivers. Bangor lost its Class 08 duty when No. 08126 moved away in October of that same year with the cessation of the Bangor-Crewe TPO workings. Picture: John Atkinson



IMPORTANT – please note that all the extra components in the above two paragraphs were superglued on to the model after completion of all other soldering steps and major construction. This is for two reasons: They are fragile, exposed and can get knocked off and, critically, it is dangerous to solder anywhere near superglued joints due to the release of poisonous fumes.

### Completing the underframe

Assembly of the central trussing and associated fitments was problematic. The trussing itself went together fine but I could not reconcile this with the positions of the vee hangers, vacuum cylinders, brake handwheels and brake actuation connections.

Starting off with the vee hangers, I noted that, on the real vehicle, it is positioned outside the trussing with the apex of the vee below the level of the angled truss rod. I could not do this with the vee hangers supplied so substituted others which were threaded through with a length of 0.7mm nickel silver wire. With this modification done it proved difficult to use the vacuum cylinders and connections supplied with the kit so I replaced them with alternatives from my spares stash of coach components. Finally, I made new brass strip supports for the brake handwheels which were themselves dropped in favour of Colin Craig alternatives. All the brake actuation rodding was 0.45mm nickel silver wire with all joints soldered where possible or superglued afterwards. I would guess that, if you stick to all the kit components for the brake fittings, it will probably work fine but I think I have ended up with a truer representation of what was actually there.

The bogies supplied with the kit consist of a Roxey 4A500 etched brass sub-frame to which you overlay Roxey 4A530 Southern Railway 8ft steam coach bogie details. To make them suitable for EM/P4 you need to add (not supplied in

the kit) a Roxey 61880 8ft bogie compensation unit. To save me buying more components I decided to overlay the Roxey 4A530 details onto some MJT 8ft compensation units which I already had. The MJT compensation units remain our standard weapon of choice for coach compensation but I suppose we will eventually move on to sprung bogies when our stocks run out. The bogie mounting plates need shimming off the coach floor to get the buffer height correct, experimentation with various thicknesses of plastic spacer does the trick.

### Roofing matters

On the box it says 'with pre-formed roof'. In the instructions it says '...rolled to its approximate shape but it may need a little tweaking and trimming to form a good fit'. Well, the brass roof in my kit would have required considerable work to adjust it to fit. I tried but could not do it and gave up – perhaps it is straightforward if, unlike me, you have bending/rolling bars.

My first thought was to perhaps try and cobble together a pair of Parkside Dundas CCT/PMV roofs but the profile is quite different – you immediately understand why the Scenery Vans were chosen for the transport of elephants. It dawned on me that the roof had to be a scratchbuilding exercise in 0.5mm plastic sheet and proceeded to experiment. The challenge comes from the fact that the roof is not a constant radius, it is gentle over the central area but then tightens as it comes down to meet the sides (see photograph overleaf).

After some trials with the traditional method of wrapping the plastic sheet tightly round a circular former such as water pipe and then soaking it in very hot water, you soon learn not to soak it for too long and too hot (it becomes brittle). You achieve the varying radius by making a brass former through which the curved sheet was then passed a number of times

### Bibliography

*An Illustrated History of Southern Coaches* by Mike King.  
Published by OPC, 2008.  
ISBN 0-86093-570-1.  
*Note this book is out of print though secondhand copies can be found for about £35 – I did not buy the book but it is mentioned in the kit instructions.*

*BR Parcels and Passenger-rated Stock – Vol 1: Full Brakes, Parcels and Miscellaneous Vans & Car-carrying Vehicles* by David Larkin.  
Published by Kestrel Books, 2014.  
ISBN 978-1-905505-33-3.  
*Includes two images of modified scenery vans in use for circus elephant traffic in 1970.*

*The coaching stock of British Railways 1976* by P. Mallaband & L.J. Bowles.  
Published by RCTS, 1976.  
ISBN 0-901115-39-4.

*The coaching stock of British Railways 1978* by P. Mallaband & L.J. Bowles.  
Published by RCTS, 1978.  
ISBN 0-901115-44-4.





## Theatres and Elephants

(under hot water) in order to allow it to 'deform' into the desired profile (see photograph, right). Remember to cut the sheet overlarge in both dimensions as it will shrink. It took me six attempts to get one I was happy with and even this roof required some filling where 'flats' had appeared due to uneven heating. The roof profile has been maintained along the coach length by the addition of several internal formers made from scrap plastic sheet. It was with some considerable relief that I was able to permanently fit the roof to the sides/ends and then add some plastic rainstrips.

### Finishing off

At this stage, all that remains is the glazing, window bars, painting, lettering and weathering. I used 0.25mm Lexan sheet for the windows but, when I offered up the kit's security grilles, their appearance immediately jarred. My chosen prototype has five thin vertical bars present with two thicker horizontal bars located behind them, quite unlike the etched parts supplied. My rivet-counting tendencies emerged again and prompted me to scratchbuild 12 new grilles using 0.4mm brass wires for the verticals and 0.5mm brass wire for the horizontals. A simple jig held the wire in place whilst they were soldered.

Spray-painting is by Gavin Liddiard (one of my fellow club member's few recognised modelling talents!) and lettering is from the usual HMRS Pressfix sheet. The vehicle still needs some fine weathering to show a few weeks work after exiting Works overhaul.

### Conclusions

The CRT Bogie Scenery Van kit represents an unusual prototype and I'm grateful that they have taken the plunge to produce it in 4mm scale. Reading my article, you might feel that there are quite a few detail improvements that can be made but this did not in any way detract from my enjoyment. I would certainly buy another 4mm scale kit from this supplier should their range expand.

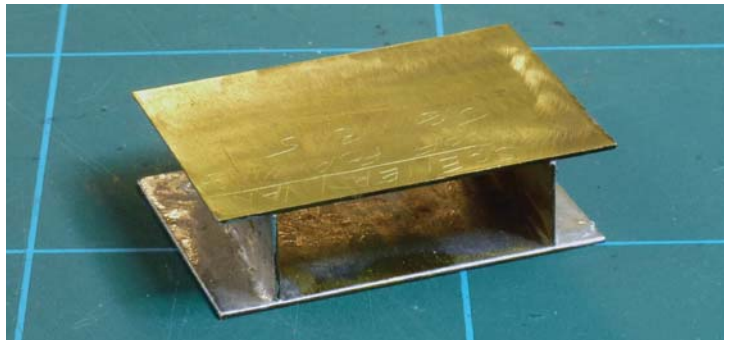
Eagle-eyed readers may note that, having taken some trouble to make correct-sized solebar-mounted footboards, my chosen prototype, S4600, has had them removed at some stage. This should teach me not to change my modelling inspiration half way through the build (I had originally thought of doing S4588S as it is preserved on the nearby Llangollen Railway). S4600's footboards will be coming off at some stage. ■

### Sources

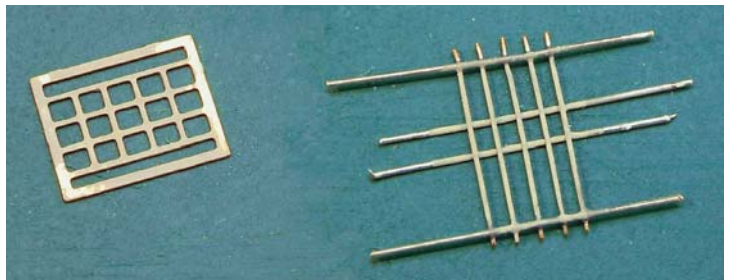
**CRT Kits, Robert Tivendale, Poplars Farm, Aythorpe Roding, Dunmow, Essex CM6 1RY.**  
Tel: 01279 876402 Website: [www.crtkits.co.uk](http://www.crtkits.co.uk).  
The scenery van is currently the only 4mm scale kit available from this source. It costs £49.50 as a kit but is also available ready-to-run for £165.00.

**Robert Carroll's images** - <https://www.flickr.com/photos/robertcwp/> and informative research group [BRcoachingstock@yahoogroups.com](mailto:BRcoachingstock@yahoogroups.com)

**Paul Bartlett's site** - <http://paulbartlett.zenfolio.com/paulbartlettsrailwaywagons>



Above: An improvised brass former designed, after some trial and error, to produce the desired roof profile from evenly curved plastic sheet. I am happy to pass this on to anyone who wants to experiment with this technique. Below: The window grille supplied with the kit (left), and it's scratchbuilt replacement (right).



Above: This end-on view captures the challenge of making a reliable, consistent, thin roof profile from plasticard sheet. Also visible are the numerous small soldered details added to the end doors and drop-down flaps.



## FOOD & DRINK

*Our club 'local' is under new management. **Eddie Knorn** reports on big improvements at The White Horse Inn at Great Barrow, which has won praise from CAMRA for its beer selection.*

# Local watering hole wins award

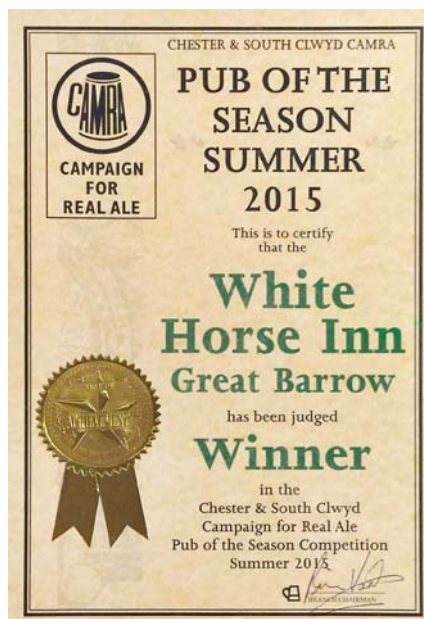
AN IMPORTANT ASPECT of the Wednesday night club meetings is the post railway modelling social drink with fellow BMRG members. After being hunched over a workbench or baseboard for several hours, this gives an opportunity to unwind and to put the world to rights.

I recall that when I first travelled across from Cambridgeshire to the new club rooms as they were then at Barrowmore over ten years ago, I was informed that the White Horse in Great Barrow was an excellent watering hole, and that it was only a few minutes away. The frenzy of activity getting our new club rooms ready was topped-off with a beer or two afterwards. As time passed, the White Horse fell from favour and latterly the Wednesday evening drinks were enjoyed at the Stamford Bridge pub/restaurant adjacent to the A51.

Around three years ago, my wife's car suffered technical difficulties in Great Barrow village and while awaiting the arrival of the RAC man, I took the opportunity to re-visit the White Horse. It is fair to say that on that occasion I was so unimpressed that I finished my beer as fast as I could and returned to the stricken motor vehicle. If I had to drag a review comment from the depths of that unpleasant memory it would be along the lines of the beer choice being 'nothing special' and the bar area seemingly having little opportunity to sit and enjoy my drink.

Late last year, I was pleasantly surprised to discover a write-up on the White Horse on the website of the local branch of the Campaign for Real Ale (CAMRA), and this implied that much had changed for the better. After a period of closure, it had re-opened in March 2014 under new management. On the basis of this, my curiosity was aroused and after a Wednesday evening of railway modelling I suggested that a research trip was in order. The immediate impression upon entering was that this was, once again, a place that could welcome us. The ale choice

was much improved, with offerings from local (and not so local) micro breweries, a good range of drinks was available for the non ale drinkers and there were proper seats and tables again.



The transformation has been brought about by landlady Paula and her son James who both know how to offer well-kept ale. The building itself has been purchased by a resident of Great Barrow, which has of course removed the constraints of being a tied house. This then allows the three hand pumps to host a varied range of ales from independent breweries such as Cheshire's Weetwood and Spitting Feathers, and from North Wales, Big Hand, Conwy and Porthmadog's Purple Moose. The decor in the bar area has been freshened-up and I have read that the rooms used for B&B



accommodation have also improved. An added bonus is that the beer choice, although limited compared with the Stamford Bridge, is appreciably cheaper. From memory, the initial visit was made by just Richard Oldfield and myself, but the White Horse has now found favour amongst all of our regular Wednesday night drinkers.

The local branch of CAMRA presents awards to pubs and clubs from time to time, and a few months ago there was a discussion about 'Pub of the Summer' award. The White Horse was one of the nominees, and following visits by branch members to all those nominated a vote was held and the White Horse emerged as the clear winner.

The presentation of the award was arranged for a Wednesday, and that evening I ventured out from Chester on the C84 bus, then walked across the fields to reach Great Barrow while other CAMRA members converged by various means. All three hand pumps were in use, and I vaguely recall a pleasant evening being spent. By happy coincidence, I was wearing a T-shirt bearing the artwork of the Purple Moose 'Dark Side of the Moose', a particular favourite beer of mine, and guess what was available on one of the pumps! For some reason, the barmaid had not seen the memo advising her that customers wearing such a shirt were entitled to a free pint of the stuff...

Later in the evening, the average age of those in the bar increased with the entry of Barrowmore colleagues Norman Lee & Dave Goodwin making the customary Wednesday pilgrimage for beer. To conclude this report, I just want to add the congratulations of BMRG to those of CAMRA, and I look forward to many more enjoyable pints at the White Horse. ■

*The White Horse Inn, Main Street, Great Barrow, Chester, Cheshire CH3 7HX. Telephone: 01829 741633, website: [www.whitehorsebarrow.co.uk](http://www.whitehorsebarrow.co.uk)*



# Stockport to Stalybridge

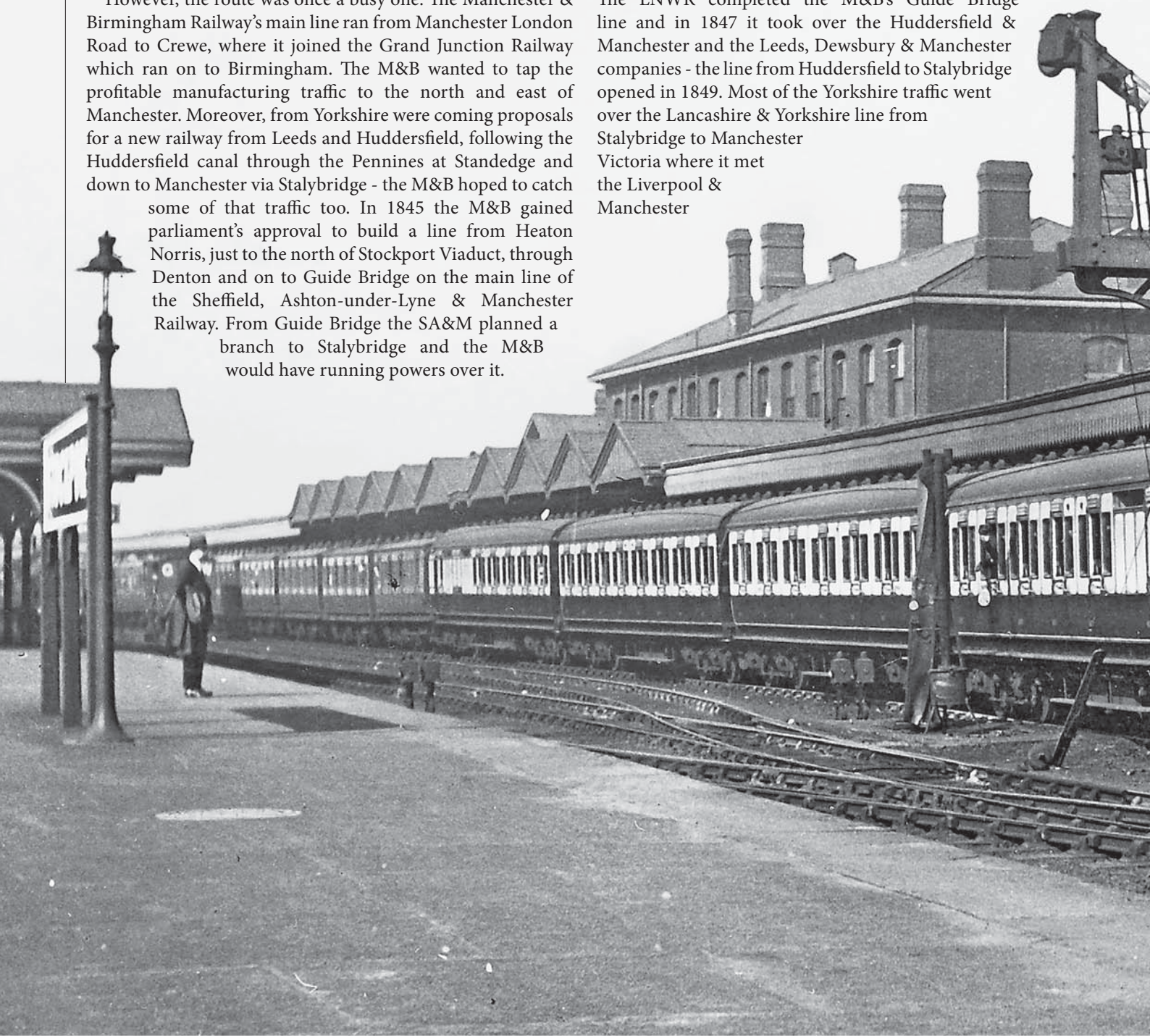
## HISTORICAL FOCUS

*Making use of the London & North Western Railway Society photographic archives, **Norman Lee** takes a look at the once busy line between Stockport and Stalybridge, and its immediate environs. Tracing its roots in the late-1840s, he recounts a complex history of collaboration and competition in its heyday before taking us up through the rationalisation of the 1960s to the present day.*

NOWADAYS, STOCKPORT TO STALYBRIDGE is the notorious route which has just one passenger train per week. This leaves Stockport at 09:22 on a Friday morning and reaches Stalybridge 21 minutes later. There is no service the other way and it is the only regular passenger train which disturbs the intermediate stations of Reddish South and Denton.

However, the route was once a busy one. The Manchester & Birmingham Railway's main line ran from Manchester London Road to Crewe, where it joined the Grand Junction Railway which ran on to Birmingham. The M&B wanted to tap the profitable manufacturing traffic to the north and east of Manchester. Moreover, from Yorkshire were coming proposals for a new railway from Leeds and Huddersfield, following the Huddersfield canal through the Pennines at Standedge and down to Manchester via Stalybridge - the M&B hoped to catch some of that traffic too. In 1845 the M&B gained parliament's approval to build a line from Heaton Norris, just to the north of Stockport Viaduct, through Denton and on to Guide Bridge on the main line of the Sheffield, Ashton-under-Lyne & Manchester Railway. From Guide Bridge the SA&M planned a branch to Stalybridge and the M&B would have running powers over it.

In the 1840s, miles and miles of railways were constructed. Some companies prospered, some failed. Some companies amalgamated to protect their interests and the greatest merger was in 1846 when the M&B amalgamated with the London & Birmingham and the Grand Junction to form the London & North Western Railway - the largest railway in Britain. The LNWR completed the M&B's Guide Bridge line and in 1847 it took over the Huddersfield & Manchester and the Leeds, Dewsbury & Manchester companies - the line from Huddersfield to Stalybridge opened in 1849. Most of the Yorkshire traffic went over the Lancashire & Yorkshire line from Stalybridge to Manchester Victoria where it met the Liverpool & Manchester





# by the LNWR route

(a component of the Grand Junction and therefore the LNWR) - the agreement with the L&Y was that running powers were only granted provided that all LNWR passenger traffic between Stalybridge and Manchester used the L&Y route.

The LNWR therefore never used the SA&M route from Stalybridge to Manchester London Road for passenger services. Nevertheless, the M&B route from Stockport was ready and available (by use of running powers between Guide Bridge and Stalybridge) for all LNWR traffic from the south. The Leeds line and the former M&B from Crewe to Manchester, along with its offshoots, became the major part of the North Eastern division of the LNWR.

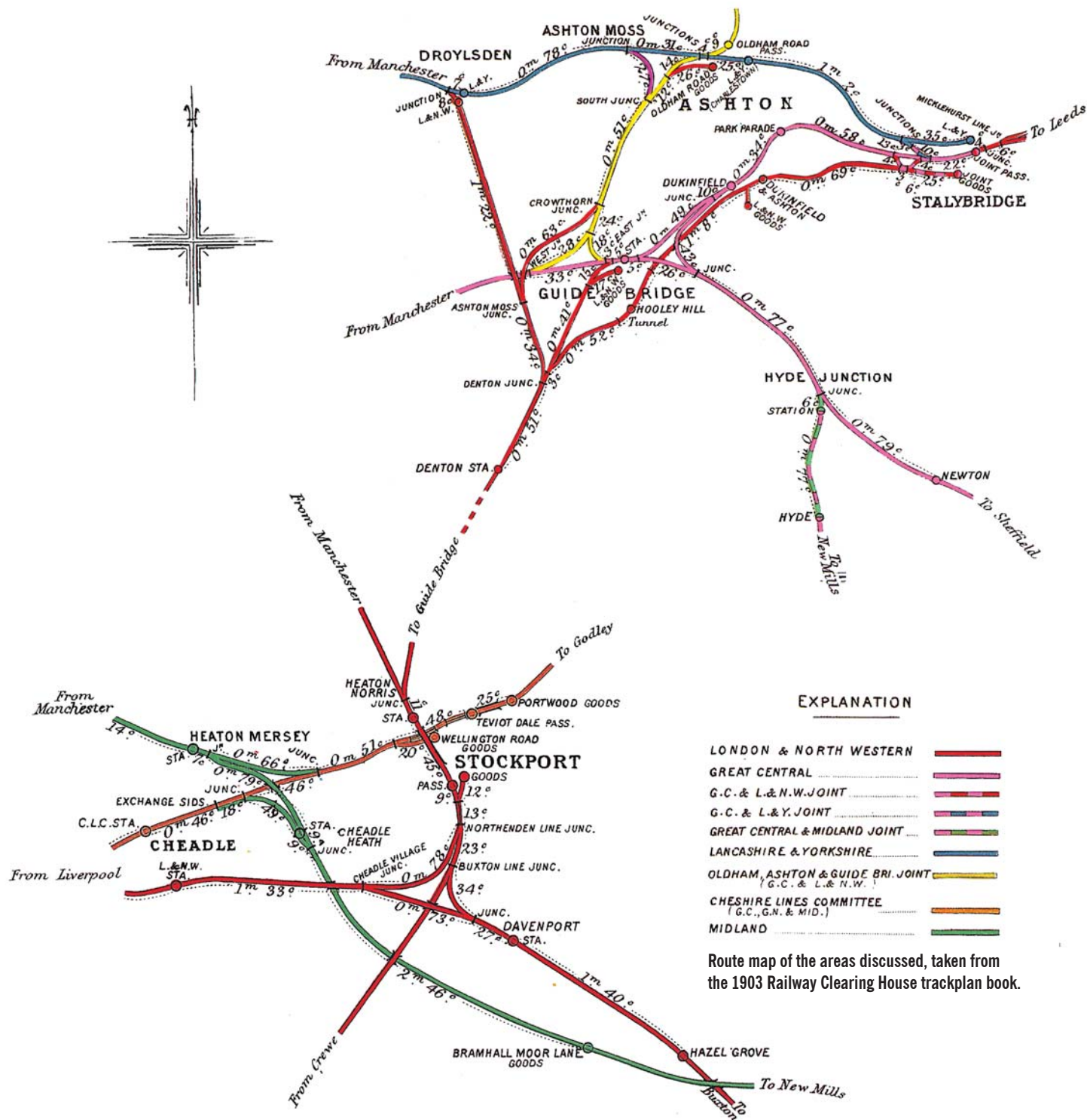
In LNWR lined black livery, 'Precursor Tank' 4-4-2T No. 748 pulls away from Stockport Edgeley, in the shadow of the bracket starter signal, with a long Up excursion on April 5th, 1926. The four leading vehicles are elliptical roof bogie carriages with six-wheelers making up the remainder of the train. In some years, the Company ran through carriages from Halifax and Bradford to London via Stalybridge where the carriages would have been detached and sent to Stockport on a local train.

At Stockport they would have been added to a Manchester to London express.

Photograph: S G Joscelyne.







Below: Looking north from Stockport Edgeley station platform onto Stockport viaduct on April 5th, 1926. The train is still in LNR livery and is pulled by 'Precursor' No. 1545 *CYCLOPS*. Photograph: S G Joscelyn



Above: Heaton Norris Junction on September 19th, 1951. The main line to Manchester London Road runs across to the left of the picture whilst the line to Denton Junction and Stalybridge curves off to the right. By this date, many of the signals have LM upper quadrant arms. Photograph: A C Gilbert





The Reddish accident, 1922. The Stockport to Stalybridge line had few problems - no bridge collapses - but right at the end of the LNWR's existence, in November 1922, one of Mr C J B Cooke's super-heated 4-6-2 tank engines ran into a horse box at the end of the preceding train. As was usual in those times, lots of locals have appeared to survey the damage and the policemen seem quite happy to let them join the line-up for the picture. Photograph: LNWR Archive

## Stockport to Stalybridge

In 1862, the LNWR reached northwards to Oldham when it leased (jointly with the Manchester Sheffield & Lincolnshire Railway, as the SA&M had become after another of the great amalgamations) the newly opened Oldham, Ashton & Guide Bridge Railway. The OA&GB had its terminus at Clegg Street in Oldham but the LNWR soon extended the line to its new station at Glodwick Road where the existing branch from the Standedge line ran into Oldham. Trains from Stockport had to reverse at Guide Bridge to reach the OA&GB and eventually, in

1876, the LNWR built a line from a junction just north of Denton - the origin of Denton Junction - to meet the OA&GB at Crowthorne Junction, south of Ashton. This link line became even more useful in 1884 when the LNWR built a spur from it which ran north west to meet the L&Y line from Stalybridge at Droylsden - that allowed the LNWR to run trains from Stockport to Manchester Victoria. Even in British Railways days a train from north Wales was scheduled to run to Victoria via Stockport.

The MS&L had some huge marshalling yards around Guide Bridge and the area became very congested by the 1870s and 1880s. The LNWR decided to build its own line towards Stalybridge and in 1882 opened a third route from Denton Junction - it ran through Hooley Hill to join the MS&L branch at Dukinfield, two or three miles short of Stalybridge itself. Eventually, in 1893, the LNWR completed its route - it built a huge viaduct through Dukinfield and joined the MS&L a little to the west of Stalybridge station. A new station was opened at Dukinfield - known as Dukinfield & Ashton - and the LNWR erected a large goods shed and yard which was reached by a spur off the new viaduct. Despite this final link, the LNWR still ran a few passenger trains on the line from Dukinfield to the MS&L where

*"The LNWR at first ran through to the GCR station at Guide Bridge and thence over the GCR branch to Stalybridge. The LNWR's own line into Stalybridge was built in stages and opened throughout in the 1890s."*



Denton station in the 1970s. The LNWR quadrupled the line from Heaton Norris to Denton Junction in 1889. Denton had two island platforms - the one for the Up and Down Slow lines is in the foreground and looks rather overgrown but the Fast lines platform appears reasonably kempt, with modern lighting, although the waiting shelter is rather spartan. The signals in the foreground are LNWR relics - the top arm is the Denton Up Slow Home, the middle arm the Denton Down Slow starter and the bottom arm is the Down Distant for Denton Junction. Nowadays, the slow lines have been removed and the station is even more spartan - the shelter and lighting have gone! Pedestrian access is not welcoming - the bridge in the background carries both the M57 and the A57 whilst both roads share a large roundabout with the slip roads for the M60 which runs just to the west. Photograph: G Fox.





Above: LNWR '19in Goods' No. 724 shunts wagons at the Guide Bridge GCR station in 1910. Even after the LNWR had built its line to avoid Guide Bridge it still ran over GCR metals mainly to reach the extensive goods yards around Guide Bridge and Oldham. The North Western built some enormous signals with very solid timber posts. However, the Great Central tried hard to surpass them using lattice posts - the underslung bracket signals on the right must surely outdo any others!

Photograph: Courtesy E C Lloyd.

## Stockport to Stalybridge

they could call at Ashton Park Parade station. Eventually, these trains ceased and the link to the MS&L (by now it had become the Great Central) was taken out of use in 1903 - the track was lifted sometime later. The LNWR route from Stockport to Stalybridge was well used until modern times by a mixture of freight and both local and long distance passenger trains. The section from Heaton Norris to Denton Junction was quadrupled in 1889. Your author remembers regular trips on a Crewe to Bradford train in the early 1960s which used the line. Much of the freight traffic for the Standedge line avoided central Manchester and ran to and from Stockport. From there it could run on to

Liverpool using the former Warrington & Stockport Railway (the Lymm line) and then on to Ditton Junction - by using this route, the LNWR considered that it had four tracks all the way from Leeds to Liverpool.

With 1960s rationalisation, the LNWR line from Denton Junction to Stalybridge was abandoned and the viaduct across Dukinfield was demolished in the 1970s - the remaining trains took the original route from Denton Junction through Guide Bridge, which is the route used by today's weekly train. Network Rail says it has no plan to close the Stockport to Stalybridge line which still has its uses for freight and as a diversionary route during periods of track maintenance. From time to time there are proposals to make more use of the route, particularly after the Standedge line has been electrified (although since this article was written, the plan to electrify the Standedge route has been withdrawn). There has even been a proposal to electrify the Stockport to Stalybridge route so that expresses can run from Leeds to



**Hooley Hill tunnel.** The LNWR opened its line from Denton Junction in 1882. It skirted the congestion around Guide Bridge and joined the MS&L Stalybridge branch in Dukinfield, a little to the south of Ashton Park Parade station. The new line had one station, Hooley Hill, which closed in 1950. This picture is taken looking north with the remains of the station in the foreground.

Photograph by Neil Fraser.



[illegible]

Below: Dukinfield goods shed. In 1893 the LNWR opened the final part of its route to Stalybridge when it built a long viaduct across Dukinfield. As seen in the photograph, the line passed between the rooftops of existing buildings and must have made a great impact on the neighbourhood! The LNWR built its own station, perched up in the air and named it Dukinfield & Ashton - presumably hoping to get a few passengers from Ashton itself. To the south of the new station, the LNWR constructed a short branch to a new goods yard where it built a substantial goods shed, seen on the left of the picture. The view looks south towards Denton Junction and illustrates the size of some of the mills in the area. The engine coming out of the yard is ex-MR 3F No. 43410. Local passenger services ceased in 1950 but the goods yard lingered on until 1965 when the line closed under Dr Beeching's axe. Dukinfield viaduct was demolished in the 1970s.

Photograph by Neil Fraser.







Above: The bay platform at the west end of Stalybridge station. Ex-LNWR '5ft 6in Tank' No. 6644 waits to depart with a train of six-wheeled carriages. The engine is in early LMS red livery, with initials on bunker and number of the tank side, but the carriage is still in LNWR plum and spilt milk'. Local services usually started from the bay and the train is probably bound for Stockport. Photograph: LNWR Archive.

'Claughton' 4-6-0 No. 154 *CAPTAIN FRYATT*, in LNWR lined black livery, waits to leave Stalybridge with a Leeds to Manchester express formed of arc roofed bogie carriages. Note also the GCR signals cantilevered out from 'pigeon loft' on platform roof. Captain Fryatt was the captain of a Great Eastern Railway steamer during the first world war. Despite the hostilities, the GER continued its shipping services to Holland, which was a neutral country. A German submarine challenged Captain Fryatt who rammed the U-boat and escaped. Some months later, the Germans ambushed his vessel, captured him and shot him after claiming that, as a civilian, he was not entitled to attack a U-boat! After the war, the LNWR named one of their new 'Claughtons' after him.

Photograph: W H Whitworth.





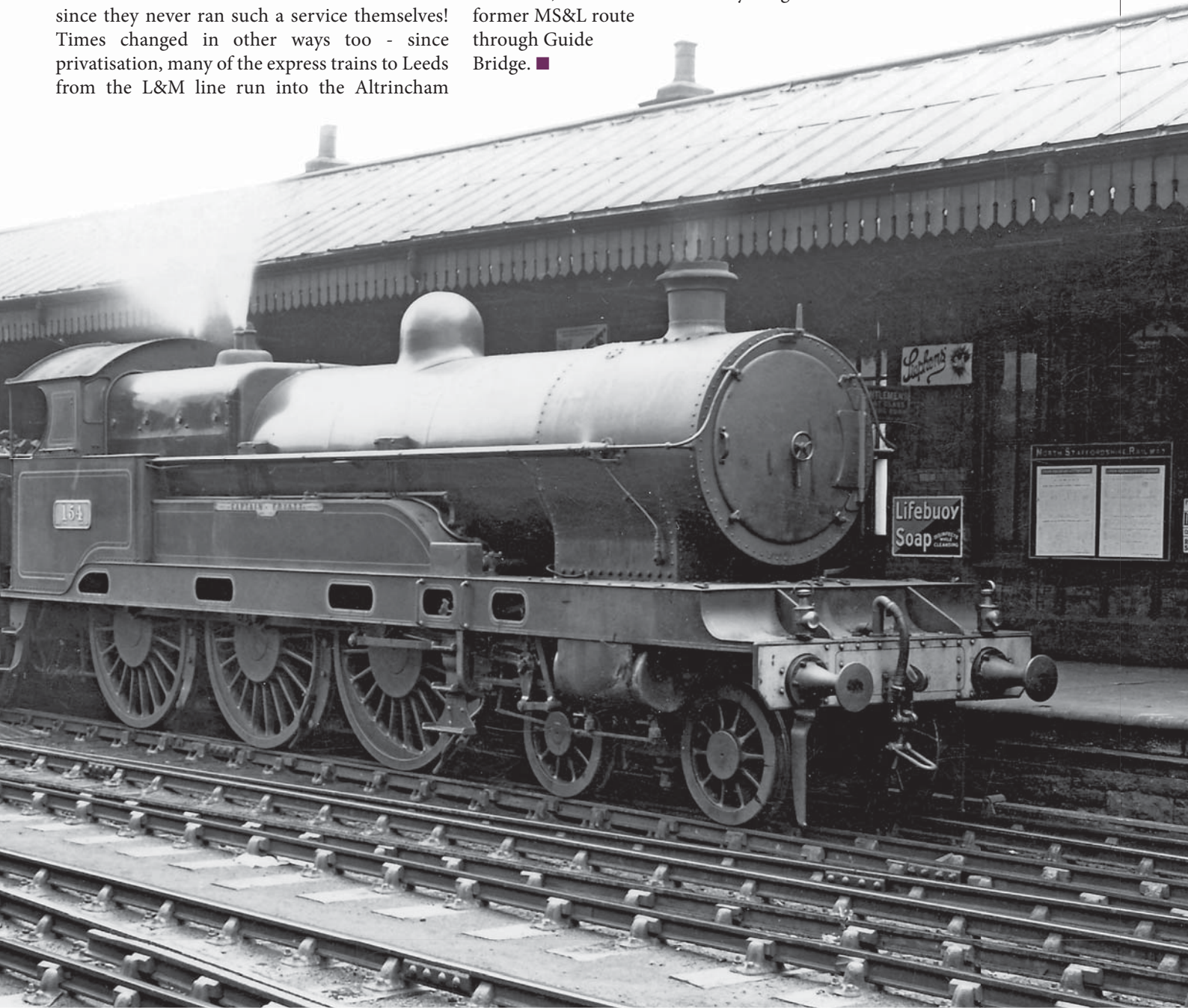
# Stockport to Stalybridge



The west end of Stalybridge station. Three routes converged on Stalybridge from the west. This Neil Fraser photograph, taken in 1960, and shows a train headed by Stanier 2-6-4 tank No. 42563 coming off the L&Y branch from Victoria and Exchange - this was the route used by the LNWR for its passenger traffic to Manchester. The lines in the centre of the picture form the GCR branch from Guide Bridge - this is the line used in modern times by expresses from Manchester Piccadilly to Leeds. The LNWR route from Denton Junction came in from the left, beyond the signal box - the carriages on the left of the picture may well have come from Stockport.

Euston via Denton - a thought which would have no doubt bemused the directors of the LNWR since they never ran such a service themselves! Times changed in other ways too - since privatisation, many of the express trains to Leeds from the L&M line run into the Altrincham

platforms at London Road (now called Piccadilly, of course) and then on to Stalybridge via the former MS&L route through Guide Bridge. ■





# BARROWMORE PEOPLE

*One of Barrowmore MRG's newest members, **Steve Hales**, maintains he is oblivious to the strange sexual practices that go on in his home village, yet professes to be embarrassed only by its poshness. In between bouts of model railroading, this 'Yankophile' provides his life story...*



## The Count of Pennsylvania

I WOULD LIKE to tell you that I remember my first recorded exposure to railways but I can't, since I can't actually remember much before last month! This is going to make writing this autobiography something of a challenge, but as none of you can check it up, I guess it doesn't matter much. Anyway, this first encounter illustrates me being shown a steam locomotive - as it's British, that's all I can tell you about it - at Cleethorpes station in about 1956/7. The young lady is Judy, my mother's niece, later to become a keen motorcycle pillion rider before settling down to have four children. ...but I digress.

Later, an interest in model railways was recorded and shows my commitment to scenery in the hall of our home in Teddington. Note the quality of the track laying - some may sneer and say this is the first evidence of a talent-free zone in the Hales household. However, this nascent interest in things railway was encouraged by

my father who managed to build half an over-ambitious layout in the loft for the 12 year-old Stephen, before admitting defeat (is talent-free modelling inheritable?). Nothing ever ran on it. Dad also took the opportunity of holidays to take us to visit the various preserved railways that had come into existence in the late-1960s - this was less challenging and more successful in establishing my interest in all things trains.

### Early American inspiration

A couple of years later my interests became diverted into unsuccessful studying and the slightly more successful acquisition of girlfriends (one at a time, I should clarify) helped by very long, wavy hair, good looks and my natural charm and personality - the first of which is long gone but the others I am pleased to have retained. My strongest railway-related memory of this era is reading about the Gorre & Daphetid Railroad -

**Main picture:** My first railway encounter took place in 1957 at Cleethorpes station, the ex-GCR terminus of the lines from Doncaster and Sheffield. That's me in the 0-4-0 pushchair, trying not to be impressed by the towering Thompson B1 4-6-0 waiting to take its train on to Grimsby and beyond. Steam traction left a lasting impression but future interests were to lay 'across the pond'.



a floor to ceiling American layout – in a black and white Model Railroader.

## Going on the offensive

Anyhow, life proceeded and despite abysmal A-levels I got into university after a year as a technician at the BP labs in Sunbury. I chose Royal Holloway College at Egham, hedging my bets; it was close enough to home to keep an eye on my girlfriend, and, having previously been a women-only college of London University, had a significant majority of the more attractive sex. I took the opportunity there to change the world (unsuccessfully) by setting up a Labour Club, still managed to graduate in biochemistry. I applied to Cambridge but then went to Cardiff to carry on my studies, having offended the obnoxious little knighted professor and advisor to the government who interviewed me in the hallowed halls. Offending people who could help my career sort of became a pattern...

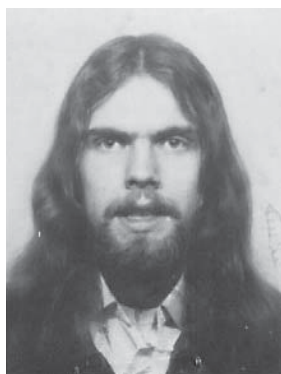
Eventually I ended up at Unilever's labs in Port Sunlight in 1980 supposedly looking into bad breath – those were the days! After spending nine months dozing at my desk and advising them to rebrand chewing gum, I was delighted to get a transfer into the environment group (called, in best 1980s-style, 'Bioconsequences'). My speciality was biodegradation and to that end I worked happily with river water and sewage effluent. We even had our own, pilot-scale sewage plant and the smell has stayed with me ever since... There was a fair bit of travel and overall I thoroughly enjoyed this until the late-1990s.

## Marriage, kids and the Tallylyn

In 1985 I had met Yvonne and a year later we moved to Willaston and married. With my left-wing views, I was so embarrassed about living in Willaston that I told everyone we lived in Eastham – ahh, those were the days. (If you don't know the Wirral, this is lost on you). Shortly afterwards, first Anna and then Katie



Above: A young Hales 'playing trains' on the wooden floor of his home in Teddington. There appears to be a mix of scales involved, no track but a roadway made up of dominoes!



Left: Do you know this man? Flowing locks were 'in' during the 1970s. We're not sure if this is from a Labour Party membership card or a wanted poster for fashion crimes.

Below left: American modelling interests were triggered by John Whitby Allen's Gorre & Dephetid (pronounced gory and defeated) layout which featured in Model Railroader magazine at the end of the 1960s. It's third incarnation was recognised as one of the greatest US layouts of all time featuring incredibly realistic mountain scenery and superbly crafted handbuilt structures.

*"Offending people who could have helped my career move forward sort of became a repeating theme."*

were born and, within a couple of years, this gave me a chance to buy Thomas the Tank Engine & Friends models – for the girls of course. I built a scenic engine facility for them using 'OO' gauge track. Of course, the models didn't even sit on the track, never mind run on it, but at least there was track. I see this now as the start to my commitment to getting it right.

On my 40th birthday we visited the Tallylyn Railway for the day, and travelling along it, noticed a campsite. We checked it out and the next year booked a pitch for a fortnights' holiday. That was the beginning of several lifelong friendships – and regular visits to the Tallylyn.

My sole contributions to the railway were taking photographs and offering up my daughters as platelayers, track cleaners, bench painters, station gardeners, lineside weed-clearers and so forth in the Tracksiders' group (member needed to be old enough to walk).

Away from the Tallylyn, we had some great holidays on the Norfolk Broads with whole flotillas of houseboats, sailing and rowing dinghies and kayaks: all of which is to be thoroughly recommended.

Meanwhile, in 2001, I took redundancy from Unilever having offended a very senior Dutchman this time – you can't get away from them in Unilever, but I'm told you don't have to





# The Count of Pennsylvania



Steve busies himself in the Barrowmore clubroom. The locos being modified are 2-8-2s - known as 'Mikados'. The 'Mikados' on the CNJ had Wootten fireboxes (wide fireboxes) needed to burn the anthracite coal of the region. Also being added are Elesco feedwater heaters which were found on most of the CNJ locos. The work is necessary because the only commercial CNJ Mikados are brass and retail for about \$1000 a piece (if you're lucky). Hence the need to modify plastic ones! How many pairs of Xuron cutters does one man need?

offend them all - with the intention of becoming a rich, self-employed consultant. The best things I can say about that five-year period is that we didn't lose the house due to the Halifax's extremely generous policy of giving you money if you said you were still earning it. I also built the goods shed on Mostyn, in the company of another, young, Unilever exile.

## A second (but short) career...

In 2006, I joined EDS who provide IT outsourcing and started my second, short, career which ended in 2013 when they made me redundant. Lots of travel around the UK was involved, to exciting places like Newcastle, Preston, Sheffield, Derby and, of especially fond memory, Reading! I met some excellent people, and one or two less so, including - you've got it - a very senior consultant who I offended and I suspect was behind my redundancy. I had also got involved in a group called SCiO (Systems and Cybernetics in Organisation - [www.scio.org.uk](http://www.scio.org.uk)) in 2003 and, as you do, ended up becoming its treasurer

and company secretary and, for a while, their webmaster. I'm still doing it.

## Merseyside MRS days

I notice that, so far, I haven't mentioned the Mr Hyde to my Dr Jekyll! Yes, around 1992 I had joined the Merseyside Model Railway Society and, in particular, its 'HO' group. There, the father figure Max encouraged me to try modelling and I later moved on to the Woodside project - mainly because I was already drinking with the team. This included several parties of later renown - such as Dr Clarke and Mr Goodwin (I have a photo!). The standards were high and I started to learn. Although the Woodside model was exhibited in Birkenhead Town Hall for several years, it has sadly been 'in store' for many more - it deserves better.

After Woodside, I modelled on Mostyn (the first and, later, the phoenix version) and then, in 2002, Chris Bennett and I started an American layout called Mauch Chunk, based on a prototype in Pennsylvania as it operated in the 1940s & 1950s (see [www.homauchchunk.co.uk](http://www.homauchchunk.co.uk)). This has occupied my modelling interests ever since and involved me in the extensive frequenting of eBay and purchasing much stock for the rather obscure Jersey Central (or CNJ) railroad. It proved to be of additional interest as all the steam was either 'Camelbacks' (center-cab) or Wootten-fireboxed. There were also some unusual Baldwin diesels. Others have helped over the years, in particular Paul Rees did the wiring and Dave Williams; more recently Doug Wishart and Gordon Young got stuck in. We've taken it to Merseyside and Warrington shows and it is booked as an exhibit at Wigan in 2017. It was to improve the rolling stock for Mauch Chunk that I first came to Barrowmore MRG. And so, another chapter starts... ■



Mauch Chunk in 'HO' represents a section of the Central Railroad of New Jersey modelled in the late-1940s, featuring both steam and early diesel traction. The continuous run track plan includes a 20ft long scenic section and 16-road fiddle yard. The station house and yard area, on the shores of the Lehigh River, are pictured here.



# PICTORIAL

Prompted by the discovery of this August 1954 dated photograph taken by his late friend Tony Miles, which was rescued from being skipped, **David Goodwin** looks at the second last example of a horse-drawn passenger carrying tram service in the British Isles. 'Dick' and his 'van' made their last trip on September 30th, 1957.

## The Fintona Horse Tramway

MANY TRAMWAYS and railways started life being powered by horses – low capital cost and running costs being important factors. Those systems having flat routes and smallish loads would have little motivation to up-grade to more capital-intensive forms of motive power: horses were relatively cheap initially, with quite low running costs. A further advantage is the ease of replacement in an emergency, compared with the problems arising when (for instance) a steam locomotive broke down.

The Fintona Tramway, with a route mileage of less than a mile, began in 1853 as a short branch on the Londonderry & Enniskillen Railway in Co. Tyrone in what became Northern Ireland. This company became part of the Great Northern Railway (Ireland) by 1854, with permission from the Board of Trade to operate passenger services by horse tram between Fintona and Fintona Junction from where passengers could travel by steam train, west to Enniskillen or north to Derry or Belfast, via Omagh [1].

The passenger service was always worked by horse traction, with the down-hill section from the Junction to Fintona being allowed 10 minutes and the reverse journey taking 15 minutes [2]. Freight services (in later years, at least) were operated by a steam locomotive and wagons, in the morning, before the passenger services started.

Passengers travelled in a four-wheeled car with two decks; the last car in use entered service in 1883; it had longitudinal seats on the lower deck (first and second class), with back-to-back seats on the upper deck (third class) which was open to the elements. This car was preserved when the tramway closed, and was towed by a steam engine first to the Belfast Transport Museum (where I first saw it in the early 1970s) and was later transferred to the Irish Folk Museum at Cultra near Belfast, where I also saw it – both times without taking a single photograph! It was latterly painted in the Great Northern's passenger stock livery of Oxford blue and cream, numbered 381. It was known to locals as 'the van'. The horse was traditionally called 'Dick', whatever its sex! ■

*Editor's comment: The legacy of the horse tram can be seen when you enter the village by road, with the welcome signs displaying a silhouette of the horse tram.*

*Whilst putting this item together we were kindly provided with four further illustrations by Wilson Adams, all taken on June 7th, 1957, which are reproduced below and on the outside back cover.*

*I can also suggest this online film footage from the British Film Institute archive: <http://player.bfi.org.uk/film/watch-the-last-horse-drawn-tram-in-ireland-1954/>*



[Note 1] *The Great Northern Railway in County Tyrone* by Norman Johnston. West Tyrone Historical Society, 1991. (concentrates on the railways rather than tramways). [Note 2] *The Fintona Horse Tram: The story of a unique Irish branch line* by Norman Johnston.

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