



# ON-TRACK

KINGSWAY MODEL RAILWAY SOCIETY NEWS - EDITOR ROGER M. HANDCOCK. ISSUE No:2 FEBRUARY 2025

## Welcome to another Kingsway Model Railway Society Newsletter

**This time with the 'L' in Welcome! ooops!!!**

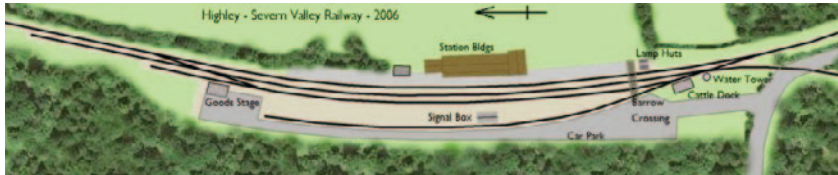
**I understand that** an order has been placed with Grainge and Hodder, for three 1200 x 600 mm Standard Module Laser Cut Base Boards, for the club's new project, an exhibition OO layout that will be named "Highley" based on the railway at Highley Village situated on the Severn Valley Railway, roughly halfway between Bewdley and Bridgnorth, in the Shropshire countryside.

The three boards will be just the start of the project featuring the laying of the track and main scenic work including your chosen buildings, etc. So, thinking you may like to know a bit about Highley, if you do not know already, I have researched and found out the following.

**So, as soon as the boards arrive, let's get started!**



Highley signal box and Highley station.



Plan of proposed layout.

## Highley Village Railway

The railway came to the area in 1862; and the Highley Mining Company in 1874 opened a new mine, in the area on the opposite bank of the River Severn, which has since become the Severn Valley Country Park after the mine's closure in 1969.

Traffic from the colliery and agricultural freight became the main reason for the existence of the railway. The need for passenger services was limited with normally four services in each direction daily. Closer to Highley Station is the site of Stanley Quarry which was rail served from Highley's yard, the connecting spur still exists crossing over Station Road, the lane which leads down from the village. The site of Stanley Quarry now forms

the facility for storage and display of out of traffic stock in 'The Engine House' which opened in 2007.

Passenger traffic ceased in 1962, followed by freight in 1969. The recently formed Severn Valley Railway Company then acquired ownership and prepared the line south of Hampton Loade with services resuming in 1974. The station is still very much as it has always been with the exception of the removal of a lattice work footbridge from the south end of the station in 1973 which was recognised as a costly renovation and ongoing cost that could be managed without.

Note:  
(I believe that a footbridge has now been restored).



**KINGSWAY  
MODEL RAILWAY  
SOCIETY**

**WELLINGBOROUGH  
Northamptonshire**

**KINGSWAY CENTRE  
MODEL RAILWAY  
EXHIBITION**

*at the*  
**Kingsway Centre  
130 Kingsway  
WELLINGBOROUGH  
Northamptonshire  
NN8 2HF**

**Sunday, 3rd August 2025  
10a.m. to 4pm**

*Admission: Adults: £5 - Children: £1  
FREE PARKING*

**Layouts - Trade Stalls - Refreshments**

This Newsletter is the second edition. A regular item I would like to include is a letters page, your letters. It's your club, tell us what you feel would improve it and what will make you want to attend and participate every week. Email: [newslettereditor@kmrs.org.uk](mailto:newslettereditor@kmrs.org.uk)

LET'S SPREAD THE WORD ABOUT **KINGSWAY MODEL RAILWAY SOCIETY** - TOGETHER. PLEASE COPY & PASS ROUND

**My recent purchase for my home layout,  
“Glenfield Heritage Railway” in the  
‘Station Master’s Office’, 00 Gauge 4-2-2  
Rapido Stirling Single No:1.**

**Steam locomotive and tender, Great Northern Railway, 4-2-2 No.1, designed by Patrick Stirling, built at Doncaster in 1870, withdrawn in 1907.**



The Great Northern Railway (GNR) ‘8ft Singles’ were a type of steam locomotive designed for express passenger work between London King’s Cross and York by Patrick Stirling. It is characterised by a large single driving wheel allowing it to haul trains of around 150 tons at an average speed of 51mph while reaching speeds of up to 85mph and over with lighter loads. Completed at Doncaster Works in 1870, No.1 was the prototype of a fleet of 53 ‘Singles’, the last being built in 1895.

**Stirling chose** a large wheel diameter to improve mechanical reliability during fast running as wheel movement amplified the effect of each piston stroke. The weight of the wheel also improved adhesive grip on the rails. The use of such a large wheel posed a problem, as inside cylinders and connecting rods would have meant mounting the boiler at an unacceptably high pitch. Stirling therefore chose to adopt outside cylinders, easing access for routine maintenance. Two-cylinder locomotives could ‘waddle’ along the track and so stability while running was achieved by mounting the cylinders in a horizontal position, the resulting overhang at the front of the locomotive being supported on two axles. A domeless boiler with round-topped firebox was adopted for simplicity of construction, and the locomotive exterior was kept clear of clutter. Disadvantages of

the design included a lack of room for a larger boiler, while the weight of the driving wheels could cause rails to break.

**The GNR ‘Singles’** took part in the ‘Races to the North’ of 1888 and 1895, which were conducted unofficially to capture public attention by establishing the fastest route between London and Scotland. Their speed and status as the GNR’s principal express passenger locomotives throughout the period guaranteed their participation.

**Trains were getting** heavier by the end of the century, and there was little scope for improving the ‘Singles’. Stirling’s successor, Henry Ivatt saw the need for larger, more powerful locomotives and introduced the Class C1 ‘Atlantics’ in 1898. The ‘Singles’ were increasingly relegated to secondary duties before being withdrawn from service. GNR No.1 was withdrawn in 1907, although the last of the type was retired in 1916.

**What is your latest purchase or favourite locomotive?**

Maybe you’re not into Steam, maybe Diesel is your preference. Perhaps you don’t have a particular preference to either but just love anything that runs well - as I do! Whatever, how about an article from YOU!

**Some suggestions:**

1. “How YOU became interested in model railways”
2. “Which is the Gauge YOU prefer and why, 0 or 00 or N or EE9 etc”.
3. “Have you been to any Railway Exhibitions, if so how was it”?
4. Anything that is Model Railway connected or about YOU and your experiences during the time you have been modelling.

I am sure there are many other topics that fit the modelling bill. How about sharing them with the rest of the members of Kingsway Model Railway Society.

I look forward to hearing from YOU!

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GNR Stirling Single Number 1, at the National Railway Museum in York