

BASH STREET

NETHER THORPE



A SUMMER DAY IN THE INTERCHANGE YARD
8F WAITS FOR A CLEAR ROAD
Photo by Mike Wild – Hornby Magazine



BARLOW
STREET
BRIDGE
BUS STOPS
Photo by David
Ford



A WINTER EVENING
THE EVENING GOODS HAS JUST ARRIVED
THE 18.15 DMU WAITS TO LEAVE FOR
CHESTERFIELD
Photo by David Ford

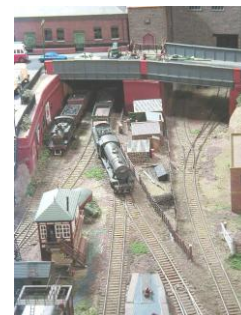
THE LAYOUT FEATURED IN ISSUE 2 OF THE HORNBY MAGAZINE

David Ford is a member of Stafford Railway Circle - see the Circle's Web Site for further pictures

The layout is listed on the eLayouts Web Site

BASH STREET NETHER THORPE 12 November 1959

Nether Thorpe is an industrial and coal mining town between Chesterfield and Sheffield in the East Midlands of England. It has been an engineering town since the dawn of the Industrial Revolution, initially making nails and early textile machinery. From the beginning of the 19th century it boasted several coal mines, iron foundries and boilermakers.



Nether Thorpe itself was initially connected, in 1855, with the growing railway network. The line, still known as "The Joint" by the older members of the community, was built as single track, by the Great Northern and Midland Railways. During the 1870's the Midland extended westwards towards Grindelford and Rowsley on two double track formations but laid to single track due to financial problems caused by the high cost of the Settle & Carlisle railway.

In the mid 1860's Frederick Bash had founded what was to eventually become the town's largest employer, the "Bash Boiler, Wagon & Locomotive Works Limited". "The Works", as it is still known, had a chequered history of ownership, but it was reluctantly bought in 1912 by the pre-grouping Railway Companies who had built The Joint.

The National Coal Board's Alma seam runs under the west of the town. It has been mined for over 80 years and now has only one shaft remaining. All its coal is brought out via the interchange yard, through Nether Thorpe and past the Works

Much however has changed, the westward lines progressively closed in 1957 & 8, but the line to the east looked like it had a secure future being served by the Midland and North Eastern regions, with passenger trains from Chesterfield, Sheffield Midland and Victoria. Freight comes & goes to all parts of the country with coal traffic particularly healthy



"The Works" is still very busy repairing and making Coaches, including new Mk 1's. The National Coal Board has just invested some £450,000 in new coal cutting machines. The station signal box has just been repainted and the line is supported by a vigorous pro transport Labour Council.

Inevitably, the axe has fallen, for a passenger closure notice has been issued with Sunday 26th March 1960, being the last train. Freight, Mineral, Parcels and some excursion traffic will remain

The Layout - Gauge "OO" with Fine Scale code 75 track at the station and code 100 in the interchange yard,

Motive Power	Steam and (Green) Diesels from both Midland & North Eastern Regions
Passenger Stock	Early DMU, one of the last Push pull operations in the Midlands, local and longer distance trains with some daily through coaches
Freight Stock	Loose coupled wagons, Engineers trains, Parcels and Fitted Vans. Large Locomotives are required by the coal trains to get up the 1 in 120 grade that starts just under the bridge

It normally requires four people to operate under show conditions. It is transported in the owners estate car with further transport required for the operators. The layout has been to several exhibitions both in the Home Counties, when based in Buckingham and now in the Midlands and North, from the Stafford area.

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Bash Street; Nether Thorpe – as seen in issue 2 of the Hornby Magazine

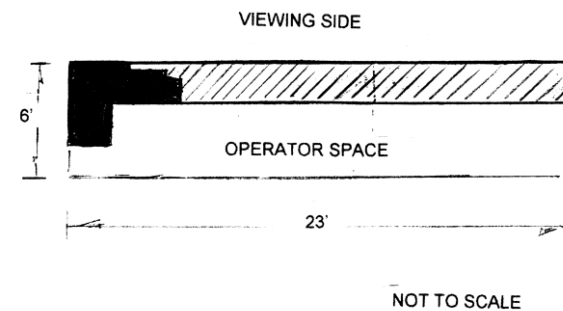
The layout is self supporting and is 34" to the rail height

Natural & overhead lighting is used with the layout

Two small stock tables are required as well a two 13A sockets

The "L" shaped Layout is 23' (6.9m) long by 4' (1.2m) wide. Entry for operators is at the long end and a floor plan of 24' by 6' minimum is needed for the operators.

Note that some extra room for the small stock tables is required



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