

AERON VALLEY
RAILWAY SOCIETY

THE AERONIAN XP

Endeavouring to enthuse folk with transport
in the Aeron Valley. . .and beyond.

APRIL 2021



More about this building inside



Can you find where this lady
might be going in this issue?
P.S. There are 5 more porters
behind equally loaded with her
luggage - and the kitchen sink?

What was your editor
69 years too late for?



Can you find
an article
which
mentions
these two
famous
ladies?

Did you once eat BUNG-OLE?
Find out if you did in this issue!



Is there anyone
in this issue
connected to
this lady?



Regarding two columns per page or one column per page, I've decided in this issue to use both; though my personal preference is with just one column on can get more words to a page.

BUT MORE IMPORTANTLY...



is that it seems that towards the end of February our Prime Minister seemed to indicate that there could be light at the end of the tunnel - provided a train isn't coming!



All is well and all restrictions are lifted, then the first AVRS meeting **could be -- Wednesday July 16th?? ???**

MEANWHILE

THE AERONIAN XP is being produced monthly to maintain an awareness of the AVRS.

wouldn't
it be
great if...

it happened

AVRS folk will be told if we can meet in July



As my bestest friend, I'd like you to contact the AVRS Chairman for a complementary copy of this publication **AND** I'd like to invite you to come along with me to the AVRS meetings when they re-start.



Stalled steam

After a steam-hauled excursion got into difficulty returning from the Hunter Valley to Sydney. What was considered to be Australia's most famous locomotive - New South Wales Government Railways' 'C38' class Pacific No. 3801 was vainly trying to gain traction to restart its train on Cowan Bank, Brooklyn.

On entering tunnel Boronia No.4 loco 3801 started to slip violently. The driver [Stewart Eyb] closed the regulator and applied sand to the rails. There followed a second bout of slipping, but the train came to a complete standstill. Three unsuccessful attempts were made to restart this train during which some volunteer members on board the train were asked to check if anyone had interfered with the carriages' handbrakes.

At the coronial inquiry on December 14th 1990, it was said that a passenger on that train *could have pulled on the handbrake in one of the Carriages.* It had been suggest-

ed that sometimes on these types of steam train excursions a train 'buff' will apply a handbrake to hear the locomotive work harder up the bank.

COWAN BANK has an average gradient of 1 in 40 and has five tunnels (of which four are still used), and is about 30 miles north of Sydney. The line was built through very rugged and heavily forested terrain on the western edge of the Kuring-gai Chase National Park.

Because of its 5 mile 1 in 40 climb and proximity to locomotive manufacturing and maintenance facilities in both Sydney and Newcastle, Cowan Bank is often used to test locomotives and power cars.



3801 pulls a tourist train past the abandoned Boronia No. 5 tunnel - 18th March 2006.

Why not read more about 3801 and [separately] COWAN BANK .

LOTS ROAD POWER STATION



LOTS ROAD POWER STATION, Chelsea was built in 1905 and was the largest in Europe, built besides the River Thames to supply electricity to London's underground system. At this time it burnt coal, but later was

converted to oil, then in the 1970s converted to natural gas.

It was finally closed around 2000 and the area has been converted into luxury accommodation.

The station burned 700 tonnes of coal a day and had a generating capacity of 50,000 kW. At the time it was claimed to be the largest power station with the tallest pair of twin stacks ever built.



The power station also played a part in the birth of commercial radio in the UK.



LONDON'S NO.1 HIT MUSIC STATION

When the first two stations

(LBC and Capital Radio) opened

in October 1973, a temporary 'Tee' antenna was strung up between the two chimneys until the permanent site at Saffron Green was ready in 1975.

Did you know that the ex-LNER class L1 2-6-4Ts were nicknamed '**CONCRETE MIXERS**' because of their metallic pinking and coasting when they were coasting?

The Bennie Railplane



This was a form of rail transport invented by George Bennie (1891–1957), which moved along an overhead rail by way of propellers. Bennie, born at Auldhouse, near Glasgow, Scotland began work on the development of his railplane in 1921. In 1929–1930 he built a prototype on a trial stretch of track over a 130-yard (119-metre) line at Milngavie, off the Glasgow and Milngavie Junction Railway, with one railplane car to demonstrate the system to potential clients. The car ran along an overhead monorail, stabilised by guide rails below. It moved by propellers powered by on-board motors.

It was intended to run above conventional railways, separating faster passenger traffic from slower freight traffic.

Bennie believed his railplane cars had the capability of travelling up to 120 mph (193 km/h) and would offer a "fast passenger and mails and perishable goods service". Slow and heavy goods freight and local passenger services would continue on the traditional rail service below.

Each car could carry a maximum of 48 people;
the prototype had seating for fewer.

MORE INFO - *East Dunbartonshire Information & Archives*.

SILCOX of Pembroke Dock once had some interesting buses.



This was *one* of them - this lowbridge double deck body on a Bristol K5G chassis [SDE 450] - a chassis new in 1950 *but* the bus was not licensed until 1954 [top left].

It clocked up 15 years of service though in 1959 the body was rebuilt to rear entrance/exit [top right - L32/28R]. In its original form here, it had a glazed nearside window but not the side.

SLE 450 must also be one of the very few cases where a front entrance DD was later rebuilt to rear entrance - normally it was only the other way round.



A particularly 'quirky' feature is the upper front emergency window at the *FRONT!* [left]. Did the soldiers at *MERRION CAMP* [see top left destination blind] use the front emergency window [better seen left] for some form of training exercise?



ALSO Bristol K6G [ODE 402] carried a 1940 MCCW body [ex-Birmingham City Transport Leyland TB7 trolleybus 90 - FOK 90] - see left. ALSO Similar body from BCT 83 - FOK 83 fitted to K6G ODE 401.

Now not trading - its fleet history is certainly worth exploring!



Before amalgamation, the Isle of Wight has had no less than *TEN* railway companies in its history from 1862.

- [1] Cowes and Newport - 1862
- [2] Isle of Wight - 1864
- [3] Isle of Wight (Newport Junction Rly.) - 1875
- [4] Freshwater, Yarmouth and Newport Railway - 1888
- [5] Ryde and Newport Railway - 1875
- [6] Newport, Godshill and St. Lawrence - 1897
- [7] London and South Western Joint Rly.
- [8] London, Brighton and South Coast - 1880
- [9] Brading Harbour Railway - 1882

[1], [3], [5] and [6] were formed into the
Isle of Wight Central Railway

[2] and [9] were known as one line -
Isle of Wight Railway.

It is said that a IOW electric service would only pay
for about 3 months in the year BUT if it was
connected to the mainland by one of these means:-

- [1] A BRIDGE - maybe of the '*Forth Bridge*' cantilever idea
between Hurst Beach and Colwell Bay. Problem -
strong currents through the 'Western Passage'
would cause navigation dangers.
- [2] TRAIN FERRY - proposed was one of the large
English Channel ferries as used in WW2.
Said that such ferries would have difficulties
in the close confines of the Solent.

[3] A CAUSEWAY - close the Solent but have a sort of a 'gate' to allow shipping to pass.

[4] FLOATING ROAD BRIDGE - car ferry already in operation between Yarmouth and Lymington Pier. Also Fishbourne and Portsmouth.

[5] AN 'ATMOSPHERIC' RAILWAY UNDER THE SOLENT - A rough outline of such a railway was in an engineering publication for 31st May 1932.
From 'THE SOUTHERN RAILWAY' Issue No.29

A bus shelter - No buses!



Residents were somewhat amused when council workmen put up a brand new bus shelter, as it was just what they need to shelter from the bitter winds. BUT there was just one problem - buses

stopped running in that part of Anytown, ten years ago!

Subsequent enquiries revealed that the modern-type glass shelter was 150 yards off course - it was supposed to be sited at the entrance to a housing estate.

Now officials at the Anytown District Council have been ticked off for giving workmen the wrong instructions.

And the shelter? It has mysteriously disappeared!



A cannibal child on a South Sea island to an aeroplane flying overhead and asked his mother what it was.

"It's like lobster," she explained. "You eat only what's inside."

Don't forget - Support the **AVRS** always **ALL WAYS**

SATURDAY NIGHT OUT



Come with Robert Beatty
"The Man with the Mike."

See things happen!
When they happened!
Where they happened!

How many AVRS subscribers
remember this programme?

REMEMBER

In February 1956 a staged derailment
was carried out for the above live BBC programme.

Recently withdrawn SR 'King Arthur' No. 30740 'Merlin'
[still carrying its nameplate] was brought to the
Longmoor Military Railway. Ted Taylor [from the LMR] was
instructed to push this loco and its three coaches down
an inclined section of the track in front of the cameras.

*"A section of rail was canted over to derail the train on the
northern section of the line, and I pushed the rear of the train
with 2-8-0 No. 700 Major General Carl R Gray Jnr - an
American Liberation loco which was one of my regular locos.*

*"I was under strict instructions to give it only a gentle nudge -
I wanted to give it a hefty push, but that was forbidden.*

*The train ambled down and derailed itself so gently
you could have sat on the footplate of 30740
drinking tea and not a drop would have been spilled."*



30740 'Merlin' [above left] still steaming after its staged
derailment, and [above right] Ted Taylor at the controls of No. 700

The Other New Underground Line



The Northern Line Extension between Kennington and Battersea

Lost somewhat against the cacophony of noise about the Crossrail problems, it's easy to forget that there's another Underground project that's running slightly more on time – it's the Northern Line Extension that will bring the Underground to Nine Elms and the redevelopment of Battersea Power Station.



Battersea Power Station was decommissioned in 1983 and the site remained largely unused for the next 30 years. There were various proposals over the years - one was for a Theme Park with a railway link to Victoria Station using a spare track on the Grosvenor railway bridge. Another suggestion was that Chelsea Football Club would build a 75,000-seater stadium on the site.

In 2012 Malaysian developers purchased the 40-acre site and approval was given in 2014 to a £5.5 billion mixed use redevelopment which included 3,700 homes, 1.6 million sq. ft. of office floorspace and 700,00 sq. ft. of retail and restaurant space creating up to 25,000 new jobs.

Integral to this proposal was the construction of a 2-mile extension of the Northern Line from Kennington, to be achieved by means of an end-on connection with the Charing Cross branch, with an intermediate station at Nine Elms. The developer was required to pay a contribution of £100 million, and another source of funding came from a contribution relating to the construction of the new US Embassy.

Initially there were four proposals for the extension:-

- [1] & [2] Two with slightly different locations for Nine Elms station.
- [3] An interchange at Vauxhall for the Victoria Line and National Rail.
- [4] A direct link with no intermediate station.

Preparation works for this new line started in 2015. In February 2017 two tunnel boring machines (TBMs - right) were delivered to the Battersea construction site, and lowered to tunnel level by a large crane.



Following a competition amongst local schoolchildren the TBMs were named *HELEN* and *AMY* - after the first British astronaut [Helen Sharman] and British aviation pioneer [Amy Johnson] who was the first female pilot to fly solo from Britain to Australia.

The main tunnelling started in April 2017 and was completed on 8th November 2017. On 14th June 2019 a battery-operated engineering train travelled the full length of the tunnel from Kennington to Battersea for the first time.



Looking down the Rhymney Valley towards New Tredegar. The lady descending the steps is in line with the track bed of the B & M Rhymney branch. When the Editor visited this section where the railway tracks once were there was washing front the houses opposite washing strung across the track bed!

You wanted to know Did this inspire Bulleid? DIDN'T YOU?



To make room inside this carriage for other passengers, hoops had to be removed before taking one's carriage seat and then one's hoop was hooked onto the back of the carriage.



An 'ungainly' spark arrester seen by a young Bulleid fitted to Stirling 2-4-0 No. 72 in February 1905.



Railtalk Magazine

**FOR the enthusiast
FROM the enthusiast**

More details about this

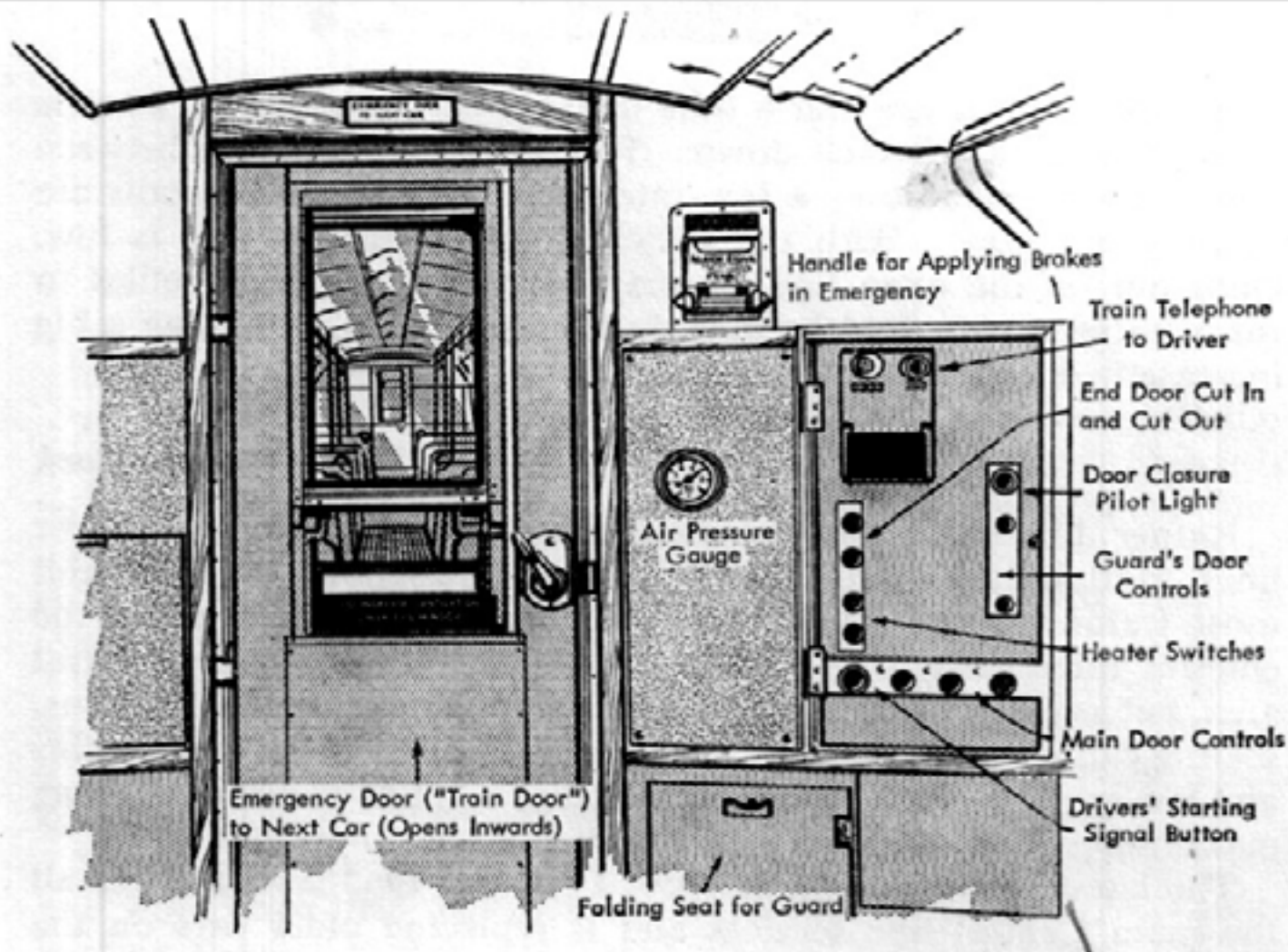
FREE publication:-

www.railtalk.info

Support the magazine that supports
THE AERONIAN XP.



In April 1958, 0-6-0PT No. 3711 was converted to burn fuel oil instead of coal. The experiment seems to have been successful, although no further conversions were made. 3711 was based at 81A and 82C. Seen here at 82C [small roundhouse]

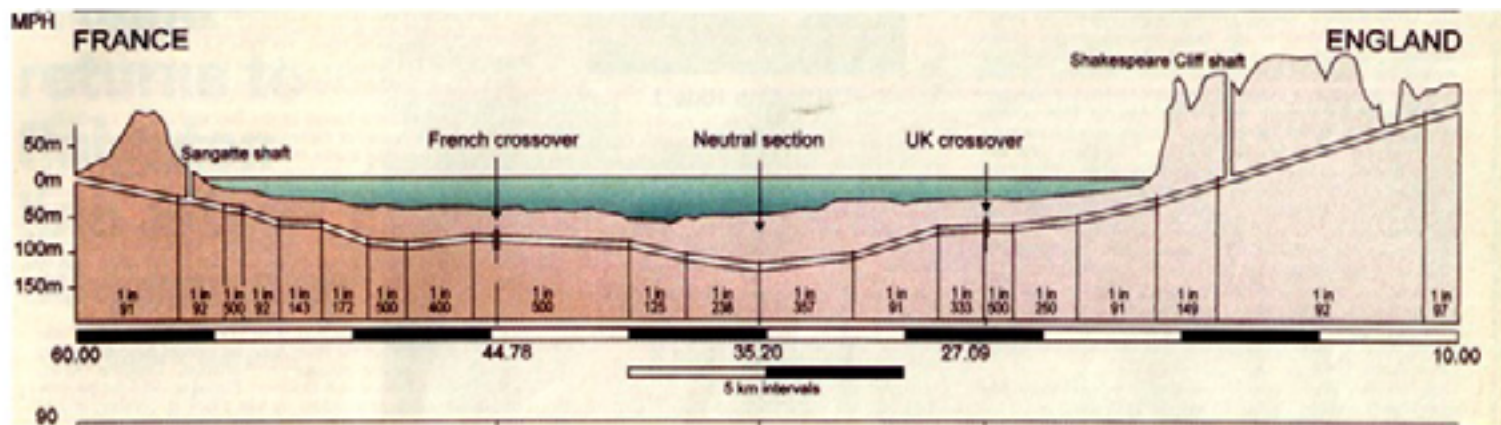


ABOVE: Of course you remember that doors of London Transport trains of the 1960s are worked by compressed air engines which are controlled (through electro-pneumatic valves) from the guard's push-button panel shown above. This panel has to be '*switched-in*' by the guard when he takes up his position, and he uses a special key to do this. That's why the buttons do not work when you press them!



During
1956-68
over 16,000
British
steam locos
were
taken out
of service.





Channel Tunnel Survey Begins

The following is a snippet taken [with permission] from the November 1958 issue of *'THE RAILWAY MAGAZINE.'*

Engineers have begun work on a geological survey into the possibility of a Channel Tunnel linking Great Britain with France. As an initial step, they are clearing the shaft and galleries built at Sangatte, near Calais, in 1881. The work is being undertaken by the Channel Tunnel Study Group, in which the Channel Tunnel Co. Ltd. Has accepted liability as the British group participant for a 30% share in an initial total expenditure of £100,000. The company itself will provide 12%, and the remaining 18% will come from sub-participants, who have agreed to take an interest in the Study Group under the aegis of the company. The British Transport Commission, as successor to the South Eastern Railway, has the largest individual shareholding in the Channel Tunnel Co. Ltd.



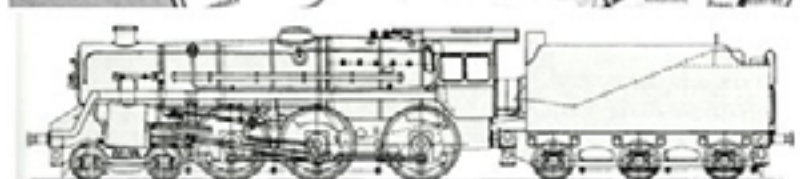
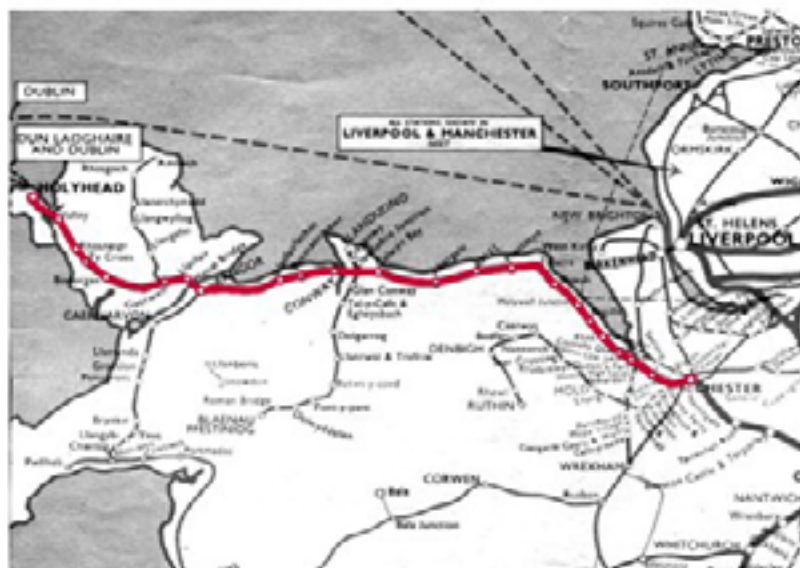
Parked in what was part of a crossing loop on a West Country branch - now closed.

Note the milk churn in which your water was delivered OR you had to collect it yourself from the station where you also probably had to go for the loo! George Powell

Generously filling his glass

On Bank Holiday Monday 1965 four Swindon railway workers caught the 10-05 am Manchester to Holyhead train hauled by Standard Class 5 73165.

Travelling non-stop between Chester and Holyhead and despite delays en route, arrival at Holyhead was on time.



Spending some time in a nearby public house, they came across 73165's driver who was returning non-stop back to Chester on the 4-20 pm off Holyhead. Generously filling his glass, he was asked what the chances were of 73165 catching the '*IRISH MAIL*' at Chester enabling them to reach Swindon via Euston. He replied that his loco would follow that train into the same platform at Chester. The '*IRISH MAIL*' that day was hauled by a class 40 diesel-electric and left several minutes before our train. We decided to catch the 4-20 pm and take a chance.

Holyhead was left slightly late 73165 hauling 10 vehicles, but we were soon speeding along. Despite a permanent way slowing, a spirited run ensued. [See accompanying table].

Nearing Chester, Driver Williams threw a note out of the loco to a signalman presumably indicating that passengers for London were on his train. Arriving at Chester slightly early, we dashed across the platform and caught the '*Irish Mail*.'



Look out for an **article** [in the next issue]
which has connections with a **sub-shed of 89C**.

This train's route.

4-30 pm HOLYHEAD - MANCHESTER [30/08/'65]

Loco: 73165 Standard Class 5 4-6-0

Load: 9 + 1 [313/335 tons]

Driver: Williams [+ an unknown fireman]



LOCATION		ACTUAL min sec	SPEED
HOLYHEAD		0 00	0
Valley		6 26	53/52
Rhosneigr		10 50	58
St. Cross		11 33	57/53
Bodorgan		15 29	62/75
Gaerwen	<i>p. w. s.</i>	22 02	17
Llanfair P.G.		28 11	51/29
Menai Bridge		31 47	37
BANGOR		33 34	50
Aber		38 48	69/71
Llanfairfechan	<i>water troughs</i>	40 35	66
Penmaenmawr		43 01	65
Conwy		47 57	
Llandudno Junction		49 21	46/55
Colwyn Bay		53 55	52
Old Colwyn		55 26	56
Llysfaen		56 37	53
Abergele		60 57	71
RHYL		63 51	59
Prestatyn	<i>water troughs</i>	66 28	60
Talacre		70 43	65
Mostyn		73 17	66½
Holywell Junction		76 16	69
Bagillt		78 15	68
FLINT		80 03	66/68
Connah's Quay		83 14	66
Shotton		84 14	67
Queensferry		84 54	66
Sandycroft		86 02	70
Mold Junc.[N 2 box]		88 07	58
CHESTER		95 18	0



Why did this
Bristol RE
have
'armour'
covering its
windows?



Find out in the next issue of **THE AERONIAN XP**

Both these are from unusual

*Bristol
buses*



This is *EASTERN NATIONAL 2401* trying to break the world record for driving a double decker bus on two wheels - the bus remained under control for only a short distance before falling back onto four wheels. Prior to this, it had been used as a promotional vehicle for *THE WORLD BUS* - a world tour undertaken by *434 FHW*. It departed from Liverpool in November 1988 and returned in December 1989 *without any major mechanical issues!*

The Heroine of Dunkirk

The *MEDWAY QUEEN* is a paddle driven steamship, the only estuary paddle steamer left in Great Britain; probably best known for being one of the 'little ships of Dunkirk'. She made a record SEVEN trips and rescued 7000 men in the 'evacuation of Dunkirk.' Hence the title of this article - *THE HEROINE OF DUNKIRK* - also maybe because she was said to be the biggest of those 'little ships of Dunkirk.'

This paddle steamer was built by the *ALISA SHIPBUILDING COMPANY* at *TROON, Scotland* in 1924 to work on the *RIVER MEDWAY* and in the *THAMES ESTUARY*.

After trials on the *RIVER CLYDE*, it headed to *ROCHESTER, KENT* where was part of the "Queen Line" fleet of the *NEW MEDWAY STEAM PACKET COMPANY*, steaming on routes from *STROOD* and *CHATHAM*, to *SHEERNESS*, *HERNE BAY* and *MARGATE* [in Kent] and to



CLACTON and *SOUTHEND* [in Essex].

On 3 August 1929, the *MEDWAY QUEEN* collided with *Southend Pier*, Essex, and suffered extensive damage to her bows.

After attending the Coronation Fleet Review for King George VI at Spithead, the *MEDWAY QUEEN* was converted to oil-fired steaming by *Wallsend Slipway & Engineering Company* in 1937.

Requisitioned by the Royal Navy on 9 September 1939, her first task was evacuating children from *Gravesend* to *East Anglia*. She was refitted at the shipyard of the *General Steam Navigation Company* in *Deptford Creek* as a minesweeper, her stern being modified to take sweeping

MEDWAY QUEEN - Minesweeper



gear, and allocated pennant number J 48 (N 48). She served for the duration of World War II in the 10th Minesweeping Flotilla, patrolling the Strait of Dover and the English Channel.

May 1940 and OPERATION DYNAMO saw this ship [fitted with a 12-pounder and two machine guns.

TRIP 1 - soldiers taken off the beaches by lifeboats and ferried to the ship. Arrival at Dover during an air raid, she shot down a German aircraft outside the harbour. Also the BRIGHTON BELLE ship sunk after going over sunken wreckage; the *MEDWAY QUEEN* rescued all that ship's crew and passengers. Thus heavily overloaded our naval heroine was able to berth.

TRIP 2 - she took the soldiers directly off the beach; this required more skill, but was much faster. On later trips, the *MEDWAY QUEEN*

penetrated the damaged Dunkerque port and took off men from a concrete jetty or mole. Men were discharged at Ramsgate rather than Dover, where the vessel was fuelled and reprovisioned.

3rd June an Order was given that all ships were to leave Dunkirk by 2.30 the following morning. This was the *MEDWAY QUEEN*'s seventh trip. In Dunkirk a destroyer moored astern of her was driven forwards by an explosion and smashed her starboard paddle box. Despite considerable damage the *MEDWAY QUEEN* limped back to Dover with 400 French soldiers on board.

Four awards for gallantry were awarded, having shot down three enemy aircraft, made seven channel crossings and rescued 7000 men. Thus she earned the title of "*THE HEROINE OF DUNKIRK.*"

In 1942 she was converted to a minesweeping training ship, served out the war in this capacity, and was returned to her owners in January 1946.

MORE IN THE NEXT ISSUE

9K [26C] - NO NEWS FOR A WEEK!

The fastest train worked by footplatemen from 9K [26C] was the 3.45 a.m. Manchester (Victoria) for Bolton, Darwen, Nelson and Colne - but it wasn't for passengers! Its 'cargo' was newspapers for these towns.

First part of this 'job' was for a footplate crew to sign [the previous evening] at Crescent Road sheds and work a parcels train to Stockport, then go the Red Bank carriage sidings to collect the vans and then to proceed to Platform 11 where the newspapers would be loaded.

The footplate crew would work this train as far as Bolton where they would be relieved by another crew from their shed who would take this train on to Colne.

The schedule for the Manchester to Bolton was 17 minutes - faster than any other train between these places.

After negotiating the complex trackwork leaving Salford, the driver had to go fast - and the fireman to keep abreast of his driver's steam demands.

It was usual for the footplate crew to be offered '*free samples*' by the newspaper men on arrival Bolton; these copies were then taken back to 9K [26C].

Driver Tommy Sammon was booked on for the Manchester to Bolton run and he was determined to get to Bolton in record time - according to his fireman Tommy set off '*like a bat out of hell.*' On arrival at Bolton Tommy went to the van to see the newspaper staff and asked for his free copies. He was met by a burly red-headed Scotsman who told Tommy in no uncertain terms that as long as he drove the train like that, he'd be getting no papers.



73014 - the regular loco

So, that week, the messroom at 9K [26C] was devoid of its newspaper supply!



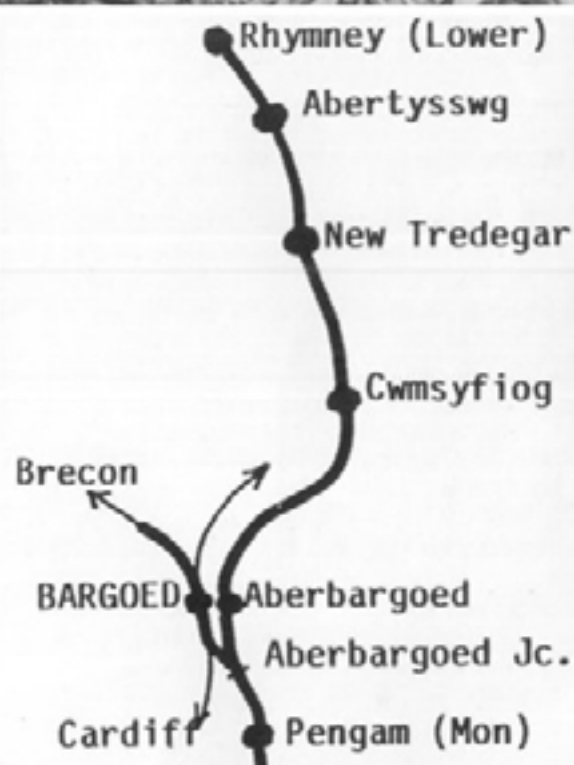
New Tredegar landslip.

The hillside above New Tredegar had shown itself to be unstable resulting in temporary closure of the line in 1916, and more serious slips took place in September 1928, April 1929 and April 1930. This resulted in the closure of the upper portion of the branch from 14th April 1930; the only working colliery on the affected section could equally well

be served by the former Rhymney Railway branch.

Above [left] is a photo taken after the landslip on 11th April 1930 at *NEW TREDEGAR COLLIERY HALT* situated between the stations of New Tredegar and Abertysswg.

The 'up' platform is on the left, but the down platform is under the rubble caused by the landslip which meant the permanent closure of the B & M. Rhymney branch north of New Tredegar



DATE	STATION NAME	<p>More about this branch</p> <p>1. RHYMNEY AND NEW TREDEGAR LINES</p> <p><u>and</u></p> <p>The main B & M line in</p> <p>2. BRECON TO NEWPORT</p> <p><i>Middleton Press</i></p>
From 1866	White Rose	
1885 - 1906	New Tredegar & White Rose	
1906 - 1924	New Tredegar & Tirphil	
From 1924	New Tredegar	

THE BREAKNECK & MURDER RAILWAY coming soon - hopefully!

TOO LATE

for

**my
special
occasion**



**The AVRS Editor unreservedly apologises
for missing this special occasion.**



**Well, the
Chepstow
Rail Bridge
was, on
July 19th
1952**

On July 19th 1852, the above Brunel-designed bridge to carry the *SOUTH WALES RAILWAY* over the River Wye at Chepstow was opened for single-line working. Thus a through route was established between London [Paddington] and Swansea. This railway had been opened from Chepstow westwards to Swansea on June 18th 1850; and also opened [on September 19th 1851] from Grange Court [a junction with the Gloucester to Hereford GWR line] to a temporary station on the east side of the River Wye at Chepstow.

At the site chosen for this bridge, a limestone cliff rises on the left bank to a height of 120 feet above the river bed, but the opposite bank slopes gently, and is composed of clay and loose shingle. The structure is 600 feet long, and

consists of a main span of 300 feet over the river, and three approach spans of 100 feet on the west side. The eastern abutments of the main span rest on the cliff, but its western



end is supported on piers resting on cast-iron cylinders filled with concrete. One of the requirements of the bridge's design was the provision of a clear headway of 50 feet at high water for shipping - see Grace's Guide drawing above.

Although the approach spans have been re-girdered, and the deck-carrying plate-girders of the main span stiffened, the appearance of the bridge is much as it was when built [Ed: REMEMBER this article was originally found in a September 1952 magazine used with permission]; indeed the great trusses are unaltered. There are two separate trusses, each carrying a single line of railway. The 9 foot diameter tubes were fabricated on the shore, launched across the river and hoisted up into position as complete units. The remaining parts of the trusses were built in position without any temporary support from below, a most unusual method which has seldom, if ever, been repeated.

The truss for each line consists of two suspension chains, one on each side of the track, hung from the ends of the ends of a horizontal circular tube, and resting on piers or portal towers rising about 50 feet above the level of the rails. Each pier has two archways for the trains to pass through - right. The chains carry the roadway girder at four points, and the tube is supported at two intermediate points in its length by upright standards



resting on the chains. The weight of the wrought-ironworks in each of the trusses is 460 ton, inclusive of the longitudinal and cross girders weighing 130 tons.

No scaffolding was required in the erection of the superstructure nor was there any interference with navigation for more than a single tide. The truss was made so that it could be divided into parts, each of which could be lifted separately and quickly. For the operation of lifting, Brunel used chain purchases worked by crabs. The tube was temporarily stiffened to enable it to carry its own weight when suspended by the two ends.

The truss was assembled on staging on the west bank of the river, and rolled forward on multiple-wheeled trolleys until its end overhung a pontoon consisting of six wrought-iron barges. As the tide rose, the pontoon floated with the end of the tube resting on it. To guide it in a straight line across the main channel, hawsers were anchored on the bank upstream and downstream, and were led to crabs on the pontoon, so that by hauling on either hawser the tube was kept on its right course.

Spring tides at Chepstow rise 40 feet and there is a rapid current except for a very short time. As the pontoon moved across the river, the trolley carrying the other end of the tube moved forward until it reached the base of the pier.

The floating took place on 8th April 1852 - the operation started shortly after 9 that morning. 45 minutes later the pontoon had reached the other side safely, and the tube spanned the river. The work was carried out under Brunel's personal direction. As soon as the pontoon reached the further shore, the chains of the lifting tackle were attached. The tube was lifted during the course of the day, one end at a time to the level of the railway, and afterwards to its place on the top of the piers, when the suspension chains and the rest of the truss were attached to it. The second tube was floated in a similar manner to the first, and the second track over the bridge was brought into use on 18th April 1853. The South Wales Railway was converted to standard gauge in 1872.

Have you had your '*BUNG-OLE* today?

It is interesting to go back to 1911 when I [J. V. Holbrow] was an office boy, and we started work at 6 a.m., finishing at 5.30 p.m. [Monday to Fridays] and mid-day on Saturdays. If you lived near enough to the Works, you bolted home at 8.15 a.m., bolted your breakfast and bolted back to check in at 9 a.m. You did the same thing at dinner time from 1 p.m. to 2 p.m. It's strange, but never did I see a man drop dead through these exertions. I suppose thrombosis wasn't known. Then there were, of course, the trams to ride in - if they were convenient and you could afford to.

From about 5 a.m., alarm bells, and wives calling their

sluggish husbands and more sluggish sons, echoed all over the town. If you were too late for a snack before leaving home, so long as you had a copper in your pocket, you could take the edge off your appetite by stopping at a kind of travelling kitchen at the Works entrances. Here you could buy, and consume [if you had the time], a cup of steam hot coffee or tea, and a bun or a large slice of what was affectionately called "*BUNG-OLE*" - a kind of bread-pudding so doughy and stodgy that it was difficult to swallow unless well chewed and washed down with gulp of scalding tea/coffee which you poured into your saucer and then drank as demonstrated by Compo! Who else?





Can you help answer the question that comes with this article, please?

Two 34B [Hornsey] depot cleaners were detailed to clean an LNER class 'J52' 0-6-0 tank [*above right*] that had been altered to make it look like a German locomotive, as it was to be used in a wartime film. They were unable to find out anything about the film as it was all very '*hush-hush*', as most things were during the war years.

Q. Does anyone know anything about the J52 alterations?

The above left photo was found in Yeadon's Register of LNER Locomotives Volume 25 "*Class N1 & N2 Tank Engines*"

Not adequate enough! When five double chimney 'Castle' class 4-6-0s were transferred to Cardiff East Dock shed when Cardiff (Canton) shed closed to steam, that its coaling facilities were inadequate and its turntable could not accommodate tender locos.

The **CARDIGAN BRANCH TRAIN** [on 09/05/1958] stayed longer than usual en route. WHY? The engine driver was picking rhubarb from his lineside allotment.

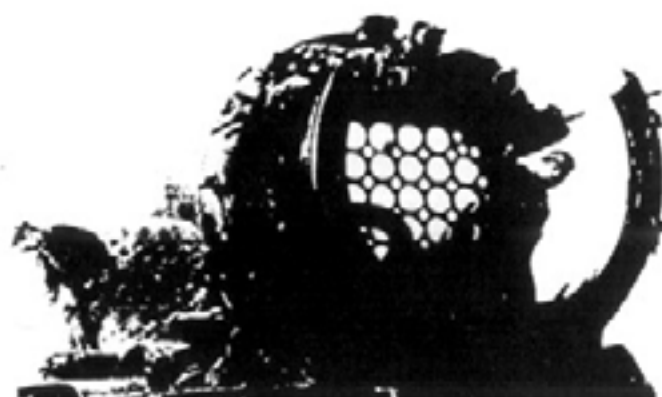


Laughter is like changing a baby's nappy;
it doesn't permanently solve and problems,
but it makes things more acceptable for a while.



Scrapyard Slaughter!

In the British Isles there were several *GRADE ONE YARDS* [locations where hundreds of locomotives were cut up] - where a bizarre and formidable



exercise where operations assumed 'production line' proportions and thus almost were un-recorded as happened at Birds scrapyard at Pontymister, Risca, near Newport. Between 1964 and 1966 at least 172 steam locomotives, 1 diesel locomotive and TWO GWR railcars.

In or around May 1964 the Pontymister Works started cutting up ex-GWR locos 1028 [*County of Warwick*], 1421, 2204/51/77, 3206/16, 3720, 4916 [*Crumlin Hall*], 4924 [*Eydon Hall*], 5410, 6769, 9770 and 41245/76.

In July 18 locos entered the Works included 'Jubilee' 4-6-0 No. 45685 '*Barfleur*'. Then, in August, the two railcars and ex-SR 'N' class No. 31821 was in an appalling condition [its smokebox containing a bird's nest] after a long time in store.

It was November's purchase was 'Q1' 0-6-0 No. 33036, but it was December before 61 locos were tendered for, including ex-GWR class locos :-

4109 + 5037 in this yard [04/08/64]

a 'Grange', a 'Hall' and a 'Manor' plus a 16xx 0-6-0PT, a 2251 'Baby Castle' 0-6-0, a



28xx 2-8-0, a 42xx 2-8-0T, a 43xx 2-6-0, a 51xx 2-6-2T, a 56xx 0-6-2T, a 57xx 0-6-0PT, a 61xx 2-6-2T, a 72xx 2-8-2T and a 94xx 0-6-0PT. January 1965 9707 a condensing 0-6-0PT, 7911 [*Lady Margaret Hall*], 7008 [*Swansea Castle*], 6996 [*Blackwell Hall*], 46163 [*Civil Service Rifleman*]. March and April 1965 saw 10 more ex-GWR locos and 44102 - an ex-Midland 4F 0-6-0. June saw 30 more ex-GWR locos + 44135 - another 4F 0-6-0. November saw 6163/7 - Prairies.

January 1996 saw 4 'Hall'
4-6-0s Nos 4962 [*Ragley Hall*],
6910 [*Gossington Hall*], 6927
[*Liford Hall*] and
6931 [*Aldborough Hall*]



Aug '65 6974 '*Bryngwyn Hall*'

In February a 61xx and a
Standard loco [both 2-6-2Ts]
were cut-up. October 1967

saw this yard purchasing their only diesel loco - D2757. Then

in November 1967 and January 1968 these locos were
slaughtered [all Standard class locos:- 75068/76 - class 4
4-6-0s, 76007/31 - class 2-6-0s, 77014 - a well-known
class 3 2-6-0 which was the Southern Region's only
[and unexpected] example, not forgetting
80011/16/85/134/40/52 - class 4 2-6-4Ts.

A fuller list can be found on the Rail UK photo gallery,
Some information on BRDatabase

5259 awaits being cut-up at Birds in Pontymister

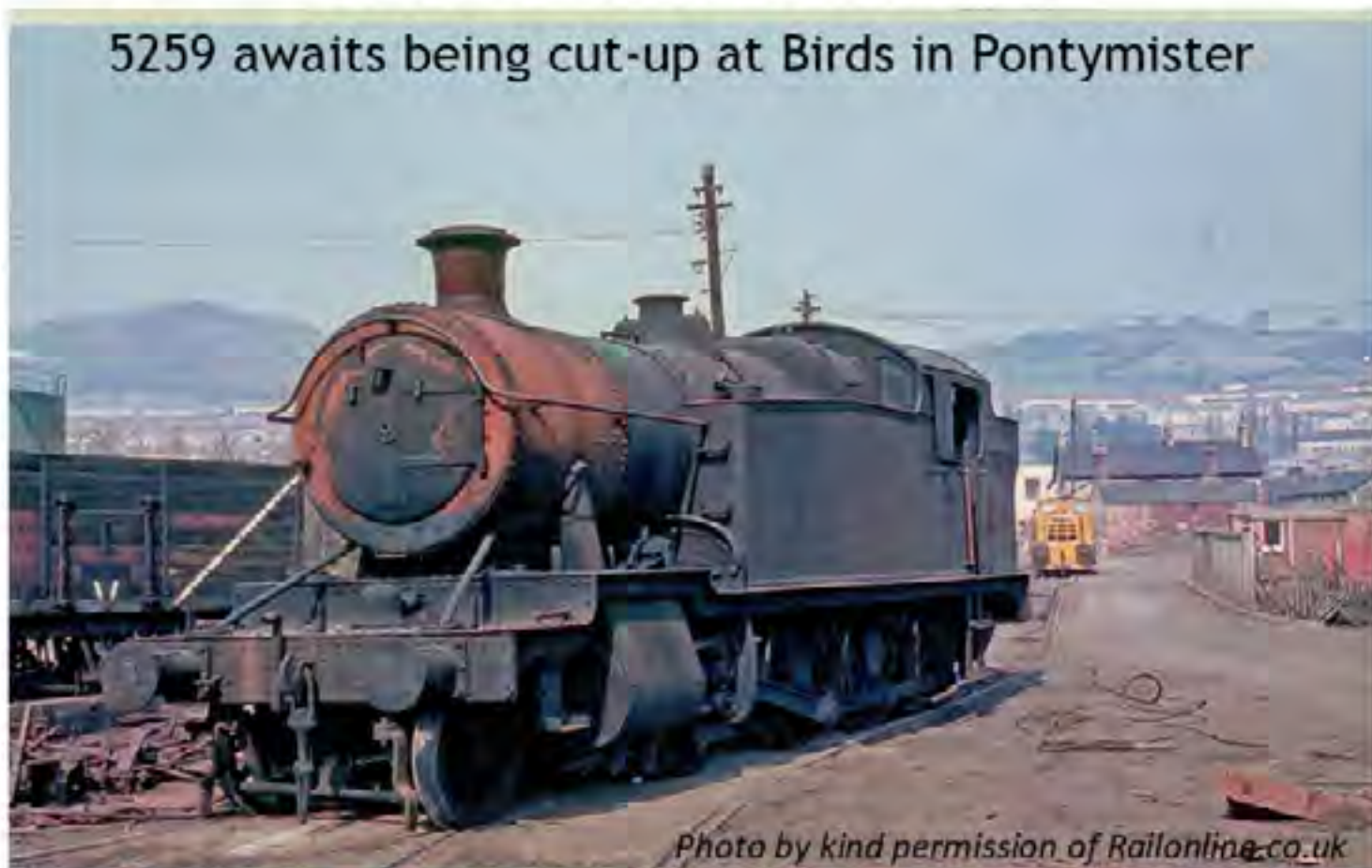


Photo by kind permission of Railonline.co.uk



**The editor is interested in any photos of
the steam-hauled RED DRAGON.**



An unusual way
of transport in
Clovelly
as these men
deliver coal to
houses on that
village's famous
cobble street .



Originally supplied to
SOUTH WALES
TRANSPORT in 1946 ,
this AEC Regent III
with a 56-seater
Weymann body, it was
withdrawn in June
1958. Sold to a
dealer [Deacon of
Dorchester] it was
re-sold to a Showman
in Borehamwood,
Hertfordshire.



What interesting forms of transport have you seen at Fun-fairs?



Do you know there's a
miniature woman tied
to the tracks
who remarkably looks
like my mother!
Sent to your Editor by a 'friend'



We
answered
your
plea
48305



Your Editor saw this loco in Barry Scrapyard when, several times I took secondary school pupils [with a permit] around. Indeed, it was the girls who found these locos more interesting than the boys. 48305 is shown here with the windcutter train and

MORE INFORMATION on 48305 and the Great Central Railway can be found on the Internet AND www.gcrailway.co.uk



A pause in a driving/
firing experience day
several years ago
which your
editor took part in.
Loco is 34016
'Bodmin' at
Alresford.



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SECRETARY - Vacant at the time of typing

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