

AERON VALLEY
RAILWAY SOCIETY

THE AERONIAN XP

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

JULY 2021



The 2nd 100 mph attempt
[on May 9th 1964] will be 3rd!



36 miles in 8 days by train. See inside!

More of 'LONGMOOR - no more'

We're 'together' somewhere



&



Red-Hot Pantographs?

Find out more inside!

Can you find
[1] a link between

PUNCH

and

rail travel?

[2] a giant beer bottle
locomotive?

Who did the  describe

as

'lowest case of
passenger.'

Why not explore and Google

BRITAIN'S SLOWEST TRAINS?

EDITORIAL

As I type this section, there is a fortnight before what has been described in some places as *FREEDOM DAY* but whether the restrictions will be lifted or not, we must do whatever we can to continue what I call the *FELLOWSHIP OF THE AVRS* to

- [1] encourage enthusiasm and enjoyment among those who can attend meetings
- [2] encourage enthusiasm and enjoyment cannot attend meetings among those who [for varying reasons including distance]'

BOTH GROUPS need to spread such FELLOWSHIP OF THE AVRS to like-minded transport enthusiasts.

How can both groups help this spreading?

I believe the keyword is ENCOURAGE and this can be done [where possible] in at least either OR all/some of FIVE [?] ways.

- [1] where possible by encouraging folk to come to a meeting; especially for the ongoing future of the AVRS.
- [2] where possible to look out for 'something' for THE AERONIAN XP that you feel will be of interest to its readers.
- [3] if you hear [or know] of a speaker will be of interest at the forthcoming [hopefully!] monthly meetings - I'm sure Steve Parr would be interested in hearing from you with more details.
- [4] way of promoting the AVRS -
 - [i] contacting the local media including the local libraries
 - [ii] send a complimentary copy of THE AERONIAN XP, following this a week or so later.
- [5] Any other ideas?

Longmoor - No More [Part 2]

A good response to a letter published in *THE RAILWAY MAGAZINE* from a Southern Region driver in January 1966, brought the *BULLEID PACIFIC PRESERVATION SOCIETY* into



being. Most of the committee comprised mostly Southern Region staff, and the object was to preserve a fully-operational example of a locomotive to Mr. O.V.S. Bulleid's design. No. 34023 'Blackmore Vale' [a West Country 4-6-2] was selected because it was a relatively low mileage loco and within a year the money was raised.

THE MERCHANT NAVY LOCOMOTIVE PREERVATION SOCIETY

has a two-fold and more general outlook - that of preserving in working order the ultimate in S.R. main-line steam, and an example of a locomotive which regularly worked the last steam-hauled express passenger service on British Railways.



No. 35028 'Clan Line' was chosen because it was the last 'Merchant Navy' loco to undergo general repair at Eastleigh Works and had a good reputation for speed. Both 35028 and 34023 were hauled together from Nine Elms [70A] motive power depot in London to Longmoor on August 13th 1967.

The choice of a 2MT 2-6-2T by the *IVATT LOCOMOTIVE TRUST* was made by the organiser because few plans existed for the preservation of a modern design of branch-line locomotive. It is interesting also, in that it was an L.M.S. design built by B.R. after



nationalisation at Crewe in 1951. It also was include in the move to Longmoor from Nine Elms on August 13th.



The last two locos to come to Longmoor [No. 75029 and 92203] are very recent arrivals and were worked, in steam, from Crewe on April 6 and 7 1968 [seen here on that journey - *your Editor tried to get permission to use this*

photo but failed to do so]. Owned by Mr. David Shepherd, this may well be the last to work over Southern metals in such unique circumstances, steam having been banished from the Southern Region with the start of the Bournemouth electrification.

92203 [the class 9F which is to be named '*Black Prince*' by General Lonsdale on June 8th 1968] will haul the *Bulleid Pacific Preservation Society* special from Liss to Longmoor and back on that day. That loco's present home



is closely connected with the first British-built 2-10-0 - the War Department Austerity design produce under the direction of Mr. R. A. Riddles, and its popularity in war service and later on B.R. undoubtedly led Mr. Riddle to introducing the class 9F 2-10-0 as a B.R. standard.

[Left is a John Rees photo of 75029 and 92203 during their time on the East Somerset Railway, Cranmore]

WHY NOT VISIT [the website of the EAST SOMERSET RAILWAY?](http://www.eastsomersetrailway.com)
www.eastsomersetrailway.com

Slower by train [2]

Despite these operational deficiencies, the railroad [*the WALLA WALLA & COLUMBIA RIVER RAILROAD*] proved a commercial success. In 1876, 16,766 tons of wheat were transported from the growing regions around Walla Walla. The following year that figure rose to 28,806 tons. Iron rails replaced the wooden ones and new, larger, locos were ordered from Porter, Bell & Co. But already the Baker era was drawing to a close. In 1878, the Doctor agreed to sell the bulk of his stock to the *OREGON STEAM NAVIGATION COMPANY*.

A year later, he sold his remaining interest to *Henry Villard* of the *NORTHERN PACIFIC RAILWAY*.

The period need not concern us here, it's those early years of wooden rails, slow speeds and frequent derailments that captivate the imagination.

3,000 miles away in New England, narrow gauge railroading wasn't much better. Opened in 1880, the 3ft gauge *BRATTLEBORO & WHITEHALL RAILROAD* ran 36 mile along the West River Valley in Vermont's



Green Mountains. The promoters intended to build the line to Whitehall in neighbouring New York State but the racks only reached South Londonderry before the money ran out.

Construction was finished by the *CENTRAL VERMONT RAILROAD* who offered a \$150,000 mortgage in return for a lease to operate the line.

Sadly, the B & W was never a commercial success. "As a matter of cold economic fact," says Victor Morse in his book - *36 MILES OF TROUBLE* - "it was money wasted." On the plus side, "it cut the trip from South Londonderry to Brattleboro from *TWO DAYS* to *TWO HOURS*."

The Railroad boasted three locos - all wood-burners:-

No. 1 - *Brattleboro* and No. 2 - *Londonderry*

Both 2-6-0s built by Danforth-Cooke in 1879

ready for this line's opening.

No. 3 - *J. L. Martin* - a 2-4-0 built by Danforth-Cooke in 1881
[named after a prominent Brattleboro lawyer and politician].

The engine tenders were replenished from large woodpiles located at the wayside stations. As it took 30 minutes to 'wood-up', male passengers usually pitched in to save time.

Delays were routine on the steep grades either side of *NEWFANE* - *right* [12 miles]. Heavy trains had to be split - the loco would work the first half up to the Newfane Siding before running back down the



hill to collect the remaining cars. According to Morse, "*One trainman was said to leave the train when the first section got to Newfane to pay a half-hour's court to a widow!*" Passengers on the mixed train would often alight at the intermediate stations to pick flowers or berries while the crew unloaded the freight cars. When it was time to leave, the Conductor had to round them up.

Winters in the Green Mountains could be harsh and long. "*Cold and severe weather is the rule every day,*" noted J. J. Green - the Newfane stationmaster. In his diary entry for Wednesday 18th March 1885, Green recorded, "*the mercury registering from 14 to 16 below zero.*"



If a storm was brewing, the trains didn't always run. That seemed a sensible approach - *but* it often left passengers stranded at Brattleboro or one of the intermediate stations.

On such occasions, the local hotels did a brisk trade.

Happily, "*the railroad company paid the bills and light-hearted passengers made a lark of it,* says Morse.



Those trains that did venture out frequently got stuck. One Saturday evening in March 1887, a well-laden service left Brattleboro only to become marooned in a snowdrift 6 miles out at West Dummerston.

Eight female passengers sought refuge in a small hotel. Everyone else had to sleep on the train. This train finally reached South Londonderry on Monday morning!



But even that paled into insignificance compared to the great blizzard of 1888.

A mixed train departed from South Londonderry on Monday but got

stranded half a mile above Jamaica. A rescue loco and snowplough left Brattleboro the same afternoon - but, despite the heroic efforts of the crew, it took until Friday to reach the stalled train.



Rescuers found the carriages hardly visible and only the smokestack of the locomotive showing above the snow - left.

Passengers and crew had meanwhile reached Jamaica through the snow. After several more dramas, the mixed train triumphantly steamed into Brattleboro on Tuesday - 36 miles in 8 days!

To be concluded in the next issue

205.6 twice [Part 1]

When revolutionary new types of high-speed locomotives were introduced on French railway tracks [such as the CC.7101 and BB.9001 prototypes], there was a need to find out how these machines behaved at speeds greatly in excess of 140 km per hour [87½ mph] allowed on S.N.C.F.

The first trials took place between Dijon and Beaune during 17th - 21st February 1954. The locomotive tested was CC.7121 hauling a three-coach train of 111 tonnes tare.

On each day of the trials the maximum 101mph [on 17th February] to the [then] world record of 151 mph [on 21st February] - the previous world record of 143 mph was held by a petrol-engine propeller driven 4-wheeled railcar of the German Reichsbahn which travelled at 143 mph for 6¼ miles between Karstadt and Dergenthin on 21st June 1931.

The S.N.C.F. decided that, in view of the obvious capabilities of the CC.7101 locomotives to exceed the high speeds already attained, further high-speed trials should be made after the most careful investigations into the problems involved had been carried out. It was soon decided that the Dijon to Lyon line was, for many reasons, not a suitable locale and ultimately the 42 miles of level [and almost straight] track between Lamothe and Morcenx, south of Bordeaux, was chosen. This is part of the original P.O. electrification and the catenary consists of a single wire supported by light steel arches.

The problems of high-speed with electric locomotives are many.

[1] The first [and most difficult] is to ensure that the pantograph can collect and pass to the motors the large amount of current needed; to do this it must not bounce on the conductor, or arcing will occur as small gaps are formed between pantograph and conductor and thus the current available will fall [*more on p.26*]

- [2] The return current through the wheels and running rails must also be able to pass without arcing between wheel and rail.
- [3] At very high speeds it also became evident that the friction between pantograph and conductor was so great that not only was there excessive wear on the pantograph but that it would ultimately become red-hot and disintegrate.
- [4] It is also characteristic that while the traction motors can use up to 4,000 amps., and may do so when starting a heavy load, as the speed increases, so the current consumption falls until when the balancing speed with a weak field is reached no higher speed is possible.

For the next year [1955], the S.N.C.F. technical staff were heavily engaged with many such problems like those above. The locomotives for the coming trials were CC.7107 and BB.9004 [the latter being the last of the four prototype Bo-Bo locomotives which had only just been delivered by the makers].

The gear ratios were altered in both locomotives:-

LOCO	CHANGE OF GEAR RATIOS
CC.7107	2.606:1 to 1.145:1
BB.9004	2.517:1 to 0.849:1

All rolling parts - wheels and axles of these locomotives and the trains were tested to speed equivalent to 280 mph, in the laboratory. The raising and lowering times of the pantographs were reduced and the pressures [which they exerted against the conductor] were increased as follows:-

PANTOGRAPH	PRESSURE EXERTED
LEADING	increased to 182 p.s.i.
TRAILING	increased to 130 p.s.i.

It was arranged that the return current should pass to the running rails, not only through the locomotive wheels but

through the wheels of the coaches as well. Fairings, to reduce wind resistance, were fitted between the locomotive and the first coach and between the coaches of the train.

Special observation periscopes were fitted in the train so that the behaviour of the pantograph could be continuously studied. Radio telephones were installed for use between locomotive and train.

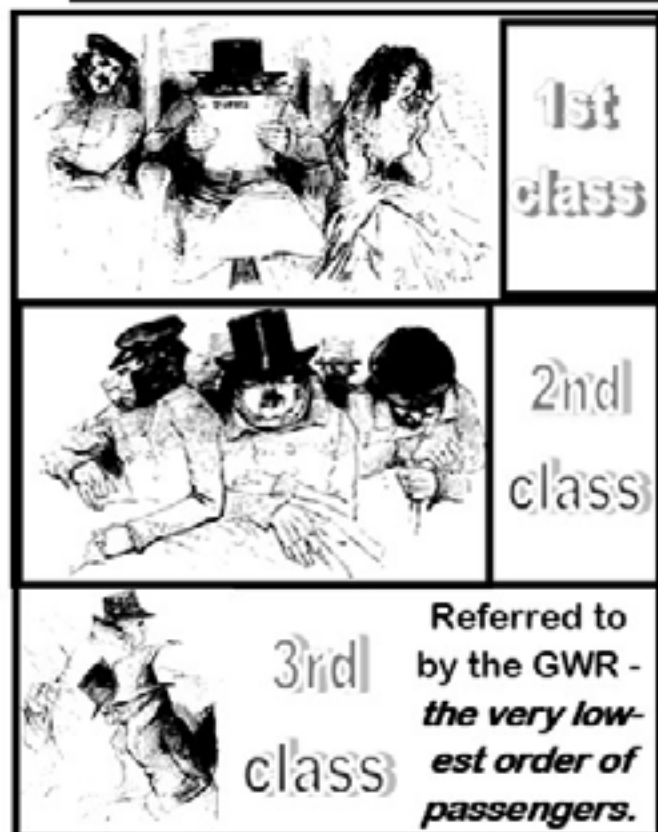
These were but a few of the problems tackled and during 1955 tests were made not only with CC.7107 but also with two locomotives in multiple unit control taking current from one pantograph and hauling 17 coaches of 727 tonnes tare. A top speed of 124 mph was reached on this particular trail and at this speed the pantograph showed itself of passing 4.000 amps to the two locomotives.

So the work went on with the goal of reaching 300km per hour [187½ mph] at which speed it was estimated that the locomotive would develop 10,000 hp., with a three-coach train. After the many trials and calculations it was evident that to achieve the results aimed at, some increase in conductor voltage would be necessary.



So as the days of the big trials grew near - 28th March for CC.7107 and 29th March for BB.9004 - several mobile sub-stations connected to the national grid were placed at intervals along the line giving a current boost of 25% in the conductor. Final checks and adjustments were made to the

Not less than 12 m-p-h for 1d per mile!



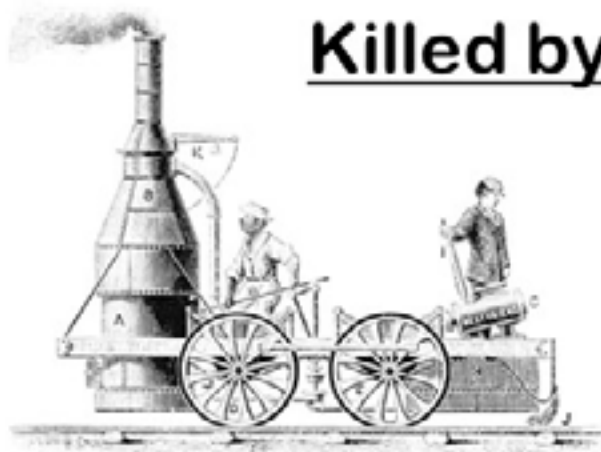
Legislation in 1844 required all railways to provide, once a day, a service for third class passengers in carriages '*protected from the elements*' at fares '*not exceeding 1d per mile*' and '*at an average speed of NOT LESS than 12 m-p-h!*

Worried that cheap travel would reduce their profits and '*offend the BETTER OFF travellers they carried*', the railways complied [more with the latter than the spirit] of the new measure.

In most cases the old open trucks were *just replaced* by closed trucks with shutters to '*admit air and light*' and comply with the 1844's stipulations requiring illumination and ventilation. In some cases tarpaulins were provided instead - but what is today adequate to deal with a summer shower during a Vale of Rheidol journey would hardly have been reasonable for a four or five hour stopping train journey in the darkness of an 1840's cold, wet winter evening. Skylights, plank seats and drainage holes in the floor to let out the rain were other refinements '*enjoyed*' by the third class rail travellers of the period.

WE ARE TREATING IT LIKE A ROYAL TRAIN. It was about 5-50 pm on 9th May 1964; a secondary schoolmaster asked the young signalman at Cogland Junction why he had '*the boards off*' for a train to cross to the Bristol line when the Ian Allan Great Western Special should be due in about 15 minutes. With some excitement he replied, "*This is or*

Killed by a BEST FRIEND!



The first loco ever built in the USA was *BEST FRIEND* [left] by E. L. Miller of the West Point Foundry for the Charleston and Hanbury Railroad Company of South Carolina in 1830. Miller's plan to start building locos faced

strong opposition. Investors or banks were not willing to lend him money; so he used his own money and his own initiative.

BEST FRIEND had no fire tubes; it was said to resemble a giant beer bottle, but all who saw it were surprised at this new, mechanical, capable of travelling at speed machine when horse travel was the norm. Such machines were much understood which led to many mishaps and accidents - such a case was the fate of *BEST FRIEND*. Only its builder knew how it worked and knew its limitations. It seemed as though his working instructions fell on deaf ears. Such folk regarded it as a mechanical horse; for example - if you mistreated a horse it might kick you back. Thus machines - in particular iron horses - must be the same. They were wrong!

An inexperienced fireman on *BEST FRIEND* was having his half-hour lunch one fine day when he was disturbed by the noise of steam escaping from the boiler. At first he took no notice, but soon it began to annoy him. He put up with it for a little longer but the noise was ruining his appetite - something had to be done. All he knew was how to stoke the loco. But, he thought, if something making a noise you don't like you shut its mouth! The noise was coming from the safety valve so the fireman sat on it and happily continued eating. Some time later there was an explosion; *BEST FRIEND* became a few tangled metal pieces and very little was ever found of the fireman - who was the only victim as anyone within 50 yards of that explosion would almost certainly have been killed.



It was while I was exploring possible sites from which to take photos of 35028 'Clan Line' travelling between London (Victoria) and Bristol via Swindon that I came across this signal.

A fixed distant signal I understand that it was 'protecting' Uffington Junction where this former 3½ mile branch from Faringdon joined the London to Bristol Great Western main line.



The Faringdon branch was promoted as an entirely local affair to connect the Great Western main line at Uffington Junction with the town of Faringdon in Berkshire. Its construction was funded by a businessmen's consortium called the Faringdon Railway Company which was absorbed by the G.W.R. on July 1st 1886. [One source said that the Faringdon Railway Company was forced to sell to the G.W.R. in 1881 at a price of £9,250]. This line was incorporated by an Act of August 13th 1860. It was to be operated by the G.W.R. and opened on June 1st 1864.

There was a plan to extend it to a junction with the Fairford branch just east of Lechlade in the late 1860s - it came to nothing!

Passengers were required to change trains at Uffington Station but it is said that the GWR staggered the arrival of their mainline trains to make that as difficult as possible. However, things

Faringdon branch train

[57xx 0-6-0PT + W7693 (a brake/composite)]



hadn't changed ten years after they took it over. Looking at the 1891 timetables above there were 6 trains a day, none on a Sunday, and it was anything up to a 2 hour wait at Uffington Station for the London train.

The line was inspected on 13 April 1864 by Captain F. H. Rich R.E., who found numerous faults that prevented the line's opening, including weak bridges. Rich re-inspected the line on 13 May and passed the line for opening, which was done on 1 June 1864. This branch was constructed as a broad gauge line, and was converted to standard gauge in on August 10th 1878. Farmers were able to send milk to London, employment prospects were

The Southall Railway club hired ex-GWR No. W14 to visit the Faringdon branch in April 1955.

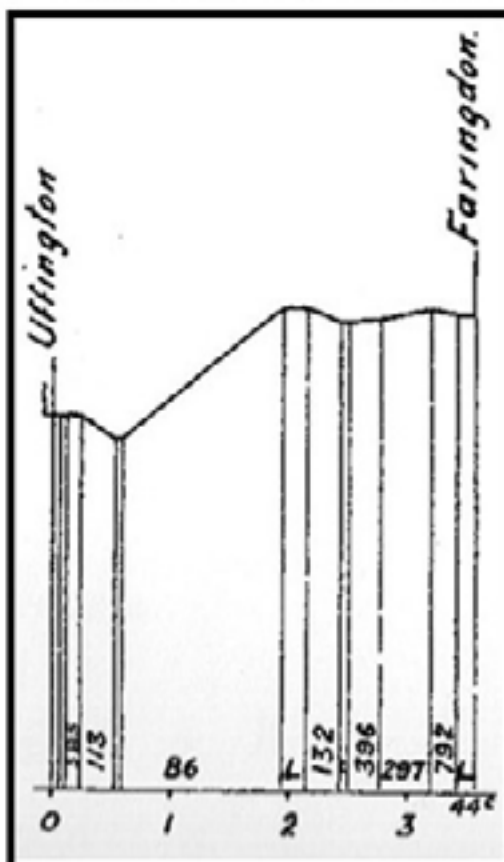
NOTE Slightly hidden by two people is one of the quaint ornamental buttresses that adorned the four corners of



improved. The railway served the area well through the summer of England's Imperial power and through the miserable winter of an enormous war. With the introduction of the petrol-engine lorries and buses after the Great War, its freight and passenger traffic was gradually taken away.

Passenger traffic peaked in 1913 and the directors of the GWR knew it was a liability as early as 1925, but they ran it at a loss all the same. Passenger traffic peaked in 1913, but later declined to such an extent that the passenger service was withdrawn on December 29th 1951. Complete closure came on July 1st 1963. Faringdon Town Council proposed

in 2005 to reopen the line, but it remains closed.



Faringdon branch

For the first few weeks there were only four weekday trains. The last Sunday services operated in 1875, but one or two milk trains continued to run on Sundays until closure.

	Weekdays	Sundays
1865	6	3
1870	7	4
1889	5	-
1909	12	-
1929	10	-
1934	4	-
1951	6	-

BELOW - 1909 & 1951 timetables

UFFINGTON and FARINGDON.—Great Western.															
Down.		Week Days.						Up.		Week Days.					
Miles.		dep.	arr.	dep.	arr.	dep.	arr.	Miles.		dep.	arr.	dep.	arr.	dep.	arr.
0	Uffington	7 40	7 45	8 10	8 15	8 40	8 45	3	Faringdon	8 45	8 50	9 15	9 20	9 45	9 50
3 1/2	Faringdon	7 50	7 55	8 20	8 25	8 50	8 55	3 1/2	Uffington	9 55	10 00	10 25	10 30	11 00	11 05

b Runs on the first Tuesday of each month.

UFFINGTON and FARINGDON											
Week Days only						Week Days only					
Miles		a.m.	a.m.	a.m.	p.m.	Miles		a.m.	a.m.	p.m.	p.m.
0	Uffington	7 30	7 35	8 10	8 15	3	Faringdon	8 00	8 05	8 30	8 35
3 1/2	Faringdon	7 35	7 40	8 15	8 20	3 1/2	Uffington	8 10	8 15	8 40	8 45



Polkemmet Colliery, Withburn in July 1979

STEAM à la Clag by John Barrowdale



Oil burner CP 2-6-4T 0185 enters Moncao on 24/03/'73.



Taken at Livracao on the 24/3/1974 alone sees a CP NG



Haig Colliery, Whitehaven in June 1974 showing 0-6-0ST
Austerity 'Respite' built by Hunslet in 1950



35028 '*Clan Line*' hurries past the site of Uffington Station [between Didcot and Swindon] heading for Bristol with the '*British Pullman*' on 19th May 2021.

FROM THE EDITOR'S CAMERA

60103 speeds through Kemble Station [with 100+ folk watching] on 12th June 2021 heading from Worcester to London via Gloucester.



SHE'LL REALLY NEED THAT CUPPA!

A retired couple from Tregaron had been shopping in Aberstywyth. They were getting back on the bus [the one and only that day to their village] when the conductor told the couple that there was only room for one more person inside.

Without any hesitation, the old man climbed onto the bus, then turned to his wife [who was behind him] and said to her, *"I'll have a cup of tea ready for you when you get home."*



In the refreshment room of Swansea station, a middle-aged lady was struggling with a cup of tea that was rather hot. She was trying to gulp it down before her train departed for Carmarthen and keeping an eye on the clock as she did so.



[Of course we all know that women can multi-task!].

Compo [from *Last of the Summer Wine*] saw and understood her plight; so he called out, *"'Ere, missus, take my cup of tea - I've already poured it into a saucer and blown on it."*



An
interesting
variation of
double deckers?

REMEMBER? No worry, no fuss - much better by bus.



**THE RED PANNIERS [Part 1]
Reflections on June 6th 1971**

Reproduced by permission from its author - John Scott-Morgan
and reproduced in the following magazine.

london transport museum friends **news**



DID YOU KNOW?

WHAT HAPPENED

50

Years Ago



COP trains near South Kensington

Just over 50 years ago I was travelling on a westbound District Line train of COP stock. We were slowing to a stop at

The Last Drop
The Steam Age on London Transport

This pictorial account of the past age of steam on London's Underground includes rare photographs, some in full colour.

'The Last Drop' is a remarkable souvenir of the steam locomotive, used as a present for a train-lever. On sale at London Transport's Travel Kingsley Offices at King's Cross, Oxford Circus, Euston, Piccadilly Circus, Victoria and St. James's Park Underground stations. Or post free, from the Publicity Office, London Transport, 261 Old Marylebone Road, W1M 3SL.

Price 50p.

1863-1971

Westminster station, I noticed a billboard with a blue background - it had the image of a pannier tank on it - see left - which from a distance intrigued me. At Sloane Square station I managed to get a closer view and read some of the lettering - it announced something that I had been dreading for some time, the demise of the ex-Great Western 57xx pannier tanks on the Underground. I had known these locos all my life and now



**Q stock train near
Surrey Docks**

in a month or so, they would be gone from the London scene for ever. A few months earlier I had ridden on the last Q stock in public service, visiting the East London line and travelling on the commemorative special that sad last Sunday run, but now we would be losing the

panniers as well, which for me was like a body blow. Memories of seeing a red pannier shunting at Acton Town station, running up the little used rusty sidings, while operating the mid-day stores train from Lillie Bridge and seeing a cluster of them in 1963 when I attended the Metropolitan Centenary celebrations [A special train was run from Baker Street to Amersham on 12th May 1963 to celebrate this centenary. LT electric locomotive No. 5 "John Hampton" and six "Dreadnought" coaches had been especially kept in working order for this train since the cessation of locomotive-haulage on the Metropolitan lines in September 1981. BR supplied ex-LMS "Jubilee" No. 45709 "Implacable" to work the train beyond the electrified section from Amersham to Aylesbury and return when the electric



locos took over once again] at Neasden depot; also the sound of a pannier working hard up the grade in the small hours of the morning between Acton Town and Ealing Common [see map left] flashed through my mind.

It was late April 1971 and the notice announced that the special farewell event would take place on Sunday June 6th with a special last train from Moorgate to Neasden,

where my friend and I were. It stood for about five minutes simmering in the sunshine as it waited the road to Farringdon and the Circle Line - right. On the footplate [in white overalls stood Michael Robins - a senior London Transport Board



member much respected railway and transport historian. In 1948 he influenced the Board to save Metropolitan Railway Beyer Peacock 4-4-0T No. 23 [formally L45] in 1948.

Presently L94 gave a sharp toot on its whistle and its train left Barbican station disappearing into the darkness of the tunnel and onward to Neasden for the last time. I stood for a moment trying to take it all in - I had witnessed an event in history that could never be repeated. My friend and I joined our C69 stock train which left shortly afterwards to follow L94 and its train to Neasden.

NEASDEN + L90, L94 & L95 feature in the next issue.

CONTINUED from Page 10

track and several dummy runs were made in excess of 100 mph, using a normal locomotive - CC.7113. The Bo-Bo locomotive was so far unique and preliminary trials had to be made with BB.9004 itself. On its first trial it distinguished itself with a speed of 171 mph.

GOING FOR 'GOLD' - more of these locos in the next issue.

**Is it too much to ask
the Romans to
re-invade Britain?
Someone needs to
resurface the roads.**

Insure your body parts when going by train!

The dangers of travel [real and imagined] frequently occupied the PUNCH magazine, which also offered solutions. One was a suggestion was to put second or third class carriage behind each locomotive so that [in the event of an accident] *'only second or third class lives would be lost!'*

So as to be seen to be more positive, PUNCH offered a *'NEW GRAND NATIONAL AND UNIVERSAL STEAM INSURANCE, RAILROAD ACCIDENT AND PARTIAL MUTILATION PROVIDENT SOCIETY'* explaining that *'by the constitution of the society, the whole of the profits will be divided among such of the assured as can come to claim them.'*

These were the rates of insurance as set down:-

BODY PART and travel class	INSURANCE
LEG - First Class	£1 -11s -6d (£1.57 ½)
LEG - Second Class	£1-7s-9d (£1.38 ½)
ARM - First Class	£1-0s-0d (£1.00)
ARM - Second Class	14s-3d (71 ½p)
BRIDGE OF NOSE - First Class [1]	8s-9d (48 ½p)
BRIDGE OF NOSE - Second Class [2]	6s-4d (32p)
A TOOTH - First Class	9d each (3 ½p)
WHOLE SET OF TEETH - First Class	£1-1s-0d (£1.05)
A TOOTH - Second Class	4¾d (2 ½p)
WHOLE SET OF TEETH - Second Class	12s-2d (61p)

I often travelled between London and Newport in the mid 1960s. Whenever I purchased a ticket at Paddington, the Ticket Officer often asked if I wanted to purchase an insurance ticket for 6d. Didn't he have faith in the WR A.T.C?



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For THE ENTHUSIAST from THE ENTHUSIAST



How many readers of the AVRS mag have explored the vast website of the C.R.S. since its logo was in the AVRS MAY issue?

Devon Belle Observation Cars brief history



Having just left Ilfracombe, passengers in the Observation Car get a close-up view of banker [31840] helping the train loco [34025 'Whimble' - out of sight] up the 1 in 36 climb of Morthoe bank which starts right from the platform end of Ilfracombe station.

DEVON BELLE OBSERVATION CARS

CAR NO.	DETAILS
13	Started life as another vehicle BUT I cannot find any details before its DEVON BELLE days.
14	1918 - Started life as a LNWR ambulance coach. 1921 - converted into a Pullman car. 1937 - Rebuilt as a Bar car.
13 & 14	1947 - Both remodelled as observation cars. Seating for 27 passengers + a bar for a drinks service. Work undertaken at Pullman's Preston Park works, Brighton.
After September 1954 when THE DEVON BELLE was withdrawn, both cars were transferred to the <i>London Midland Region</i> , repainted and renumbered:-	
13	became M280M and used for a couple of seasons on <i>The Welsh Chieftain Land Cruise</i> ' train in North Wales.
14	became M281M on charter services it seems.
13 & 14	1961 - transferred to the <i>Scottish Region</i> . Used on the following lines:- Inverness and Kyle of Lochalsh Glasgow and Oban.

DEVON BELLE OBSERVATION CARS PRESERVATION

CAR NO.	DETAILS
13	2018 - Due to return to service on the Dartmouth Steam Railway & River Boat Company after undergoing a major refurbishment
14	1969 - Toured the USA with 4472 " <i>Flying Scotsman</i> " 1970 - appeared at the 1970 Toronto Exhibition. Unable to return to the UK because of financial difficulties - therefore remained in America where it was attached to an office building in <i>San Francisco</i> where it was used as a café, conference room and humble store for 35 years. 1970 - appeared at the 1970 Toronto Exhibition 13th January 2007 - Removed from the site for return to the UK because the site owners wanted to renovate the site. 26th February 2007 - arrived at Southampton Docks <i>via the Panama Canal</i> , immediately transported by road to Ramparts Railway Workshops at Derby where restoration work was carried out, including the refitting of the classic interior and bar. 16th May 2008 - returned to the Swanage Railway. 16th July 2008 - officially re-launched into service.



A treasured photo of an observation Car being turned on the turntable at Ilfracombe taken many years ago by the Rev. John Harris who grew up as a young man who was able to look across the Slade Valley to the station and watch many trains struggle up the 1 in 36 of Morthoe bank.

A pen-and-ink drawing of inside the observation car just after it has passed under the Battledown Flyover. This flyover is just west of Worting Junction where the lines from Waterloo separate going to Southampton and Exeter respectively.



The 2nd is to be 3rd!

Once past Cowley Bridge Junction the fireworks began. To passengers riding in the second coach it was the experience of a lifetime. The acceleration is such that the back of the seat gives a distinct push! Speed rises rapidly and the howling exhaust from 7029's double chimney stings the eardrums. Driver Harry has to ease his mount from 75 on the 1 in 200 between Hele & Cullompton for the 65 mph restriction on the curve, which is taken at 62.

As the train nears the summit at Whiteball the sensation is almost overpowering. The dining car attendants are serving tea but even the gourmands are finding it difficult to continue eating. Every seat is occupied with stop-watchers, calculators and speed tables on every hand as the scenery flashes by. Just before entering Whiteball Tunnel, the shadow of 7029 cast by the western sun shows two plumes of exhaust still maintained after 23 miles of climbing culminating in two miles at 1 in 115. The drop in speed is no more than from 75 to 67 mph and they go over the summit with the cut-off at 25%. As *Clun Castle* roars into the tunnel the light dims and the thunderous pandemonium of sounds makes it seem that this simply cannot last.

In the 3 miles before Wellington [where the Chief Engineer has a limit of 80 mph - though it was understood that this was '*relaxed*' just for this special - it seems that no-one on the footplate was made aware of this!]. 7029's driver brings the cut-off slowly back to 18% and soon the speed is 90 quickening to 94 before the '*80 slack*'. The easy 5 miles to Norton Fitzwarren allows another tremendous acceleration with a maximum of 96 - some recorders make it 97 mph.

O.S. Nock said, "*The speed at the summit would have made a three-figure descent easily possible.*"

IF ONLY 7029 '*Clun Castle*' could do a '*GWR VERSION*' of 60163's '*TON*'



From
7029's
footplate

7029's Driver - HARRY ROACH -
writes about his thoughts of
9th May 1964 on the
Plymouth to Bristol

"On leaving Plymouth, my first job was to get couple of minutes in hand by Hemerdon because of the speed restriction at Monksmoor Bridge, Wrangaton. The engine was in good condition and no trouble was experienced in steaming. By Newton Abbott I had a couple of minutes in hand but adverse signals at Hackney Yard nearly brought me to a stand. Afterwards I found out that the 4 o'clock from Plymouth was just in front of me; I also had the 'distant' against me at both Teignmouth and Starcross But I had done well as I was still right on time when passing through Exeter I noticed the 4 o'clock in the platform and with backboards off I let the engine have her head.

The way she climbed up the Exe Valley was a treat. I even had to ease her on the rising 1 in 200 between Hele & Bradninch and Cullumpton for the 65 m-p-h restriction at milepost 183. The rest of the climb was very good and I entered Whiteball Tunnel at a good 8 m-p-h faster than the 'City of Truro' in May 1904. Bearing the instructions of the Divisional Manager in mind, it was a case of holding the train back. I have no doubt whatsoever that if I had been permitted I would have beaten 'City of Truro's' 1904 record."

***STILL MORE to come in this issue
AND the next issue!***



**More
from
7029's
footplate**

[From previous page]
After passing Taunton
I had to ease for the
40 m-p-h restriction at
Cogland Junction when
crossing from the
'Up Berks & Hants' to the

Bristol road and in the short distance to Durston I was doing nearly 80 m-p-h, at Bridgewater 80 and all the way to Bristol the needle was above the 90 mark.

On arriving at Bristol I had to draw the train right up the platform; if I had known that before I could have regulated the train accordingly - this several seconds were added to my time. At Bristol I told the Locomotive Inspector that the engine was in perfect condition and should continue right through to Paddington. I even went as far as to say,

"Give me a Pilotman and I will go through myself; I've got to know this engine coming up from Plymouth and I will guarantee you 100 m-p-h."

One of the firemen commented, "I would not have missed the trip for anything, but as you know I am not Harry's regular mate, and it was only that they insisted on two that I was on the job, but honestly speaking there was no need for two. The engine was very free and no effort was required to keep her steaming. The hardest job was holding her back.

Now you might think I am talking through my hat but I am convinced that the engine was capable of going well over 100 m-p-h on that day.
IN FACT I will go as far as to say that she could have given Mallard's record a shake."

Why did L.T. chose GWR 57xx panniers?

Why not J52s?



Why not J72s?



Why not J83s



Why not a 'Jinty'?



A 2-6-2T Standard 2?



Why not an 'Austerity'?



Although the above locos were suggested on an LNER



website, it was found that J52s, J72s, J83s and J94s ['Austerities'] were designed as shunters and were thought to be unsuitable for work like going to the Watford Tip.

Also the ex-GWR 57xx pannier tanks were known to have rapid acceleration - a great advantage when working during the 'normal service' when one could be said that they had to be able to 'get out of the way' of the normal passenger tube trains.



KILLED BY DIESEL FUMES?

There was a railway line carrying a fair amount of traffic which enters a tunnel which is low down between two retaining walls. When steam locos

were normal, the trees growing near the tunnel mouth appeared to flourish quite well, in spite of the fact that after the passage of a train there was a steady upstream of smoke after the train had passed through the tunnel.

However, since the introduction of diesel trains, three willow trees [see example above] growing quite near to where the steam and smoke used to rise have now died.

Other trees [ash and willow] have not been affected, but as the willow trees had been growing healthily for about 20 years, the phenomenon is a strong one, although obviously it would not be fair to judge from this one case that all willow trees would be killed by diesel fumes.

The conductor
needed to be
greased!

NEXT ISSUE:

**50
Years ago**

Cheltenham (St. James) Station



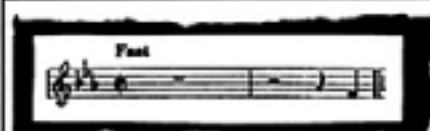
Cheltenham Spa (St. James) Station [closed 3rd January 1966] was the terminus of the old GWR/M.& SWJR joint terminus and was said to be the most conveniently sited of the Cheltenham stations.

Tennyson the poet [6th August 1809 to 6th October 1892] used to live nearby and would sometimes stroll over and talk to a pet parrot by the station offices.

Apparently the parrot could recite the destinations of the trains more distinctly than the station staff!

A Waitrose supermarket is now built on the station site.

**BEECHING closed railway lines
YET opened others - INTERESTING!**



A quick note **BUT NOT**
the right note!

The Czech Composer - Antonin Dvořák [1841-1904] was a keen railway enthusiast making daily visits to Prague's main station where he was friendly with many engine crews. On one occasion he was too busy to go, so he sent his servant to note the number of the engine on a particular train. When the man returned he was severely reprimanded for having noted the tender number by mistake!



Roughly 15 miles of Broad Gauge were laid at Swindon Works to



store surplus stock after the last Broad Gauge trains ran on May 20th 1892. By noon on May 21st, the sidings were just about full with 194 locos, 347 coaches + 3,544 wagons!

Most were cut up, though there was so much Broad Gauge stock that two Bristol & Exeter 4-4-0Ts [see above] were used as yard shunters until 1893.

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SECRETARY - Vacant at the time of typing



**Ex-GWR 'Star'
class 4-6-0 4056
'Princess Margaret'
which was to be the
last ex-GWR 'Star'
class 4-6-0 in service.
An RCTS special at
Exeter (St. David's).**