

THE AERONIAN XP

SUMMER 2022 SPECIAL

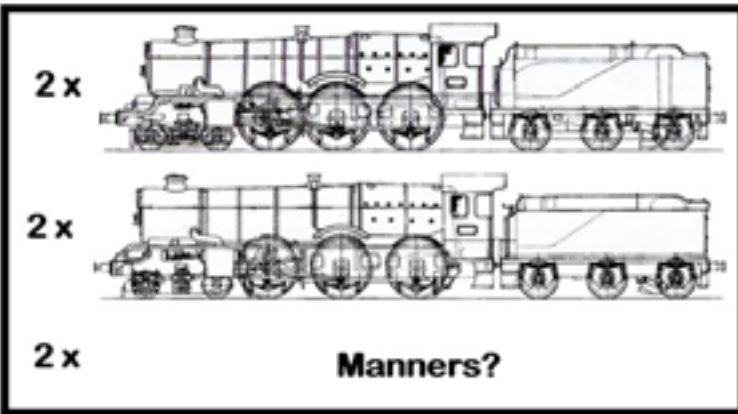
Some of this issue's articles - explore inside, please!



Sanders
on?
WHY?



From the driver's seat



2 x
2 x
2 x
Manners?

IT MUST BE AWFUL
TO FEEL YOU'RE
NOT NEEDED

AND
SENT TO
Barry
Scrapyard
BUT NOT
FOR KEEPS!



Elizabeth and Victoria in London

Well Well Well
BUT ONLY
Well Well
escaped the scrapyard!

2 had ones
BUT
ONLY 1 had ones

GWR locos
linked to
Campanology?
REALLY!!



A 'SAINT'
demoted to
a 'HALL?'
NEVER!!



Maybe it's because I enjoy producing the AVRS magazine that this issue is a SUMMER SPECIAL because much material.

BUT

It would be very much appreciated IF more AVRS readers would contribute to this magazine, please. Especially welcome would be experiences; for example - stores of folk who work on the various transport systems, past, present and future - who read this magazine - and, I trust, future issues.

When you've finished with an issue of THE AERONIAN XP, what do you do with it? Bin it? Please don't but maybe pass it on to someone who in your

opinion, would find something in an issue of interest to them. Maybe at your place of work or who you meet when you're out and about; the ways are endless! The next '*normal*' issue is due out

late August/early September. **DON'T FORGET your contribution PLEASE - thank you!**



What thinkest thou?



9F 2-10-0 No. 92231 comes off the Lickey Incline and has its sanders on. Someone suggested that the driver put these on to help with the braking of this train down the incline. What do AVRS readers think? Send your thoughts to the Editor, please.

As some motorists see it!



Knowing now, what we didn't know then, they were just transporting time lapse rust buckets. Though I did like to drive these BMC's, when I could afford one, the cancer had long set in, with just a few months left on the MOT's. Sub frames, and porous fenders, were the norm, and the hydro elastic suspension, all major worrying factors for the owners. The MOT garages certainly had a ball with them. Love the box type trailers and the Foden.

Interesting to always see comments about rust. Older motorists like myself and familiar with the industry at the time were very much aware of the policy practiced by all the volume manufacturers and that was obsolescence. The cars were not meant to last years and years. They were specifically designed with body shells and components that would wear out so the owners would renew on a periodic basis. This was an important factor to the growth and ultimate survival of any volume auto manufacturing business and so they never wanted their cars to last any length of time. The smaller specialist manufacturers took a different route, some succeeded, many didn't. Obviously, we are thankful for those cars that have survived but

they were never intended to do so.

I visit a city called Greensboro, in North Carolina, quite often, to visit friends. One of my friends works in the council offices, and when I was driving through town with him I remarked that it was amazing how the lights all seemed to go green as we got to them. Except, he told me, it is not amazing at all - it is an intentional policy. If you stick to the speed limit you get a string of greens right through the city, but if you exceed it you get there too soon and they are still on red. Two policies achieved at once - keep the traffic flowing and enforce the speed limit (without ripping anyone off with scam, revenue-generating speed cameras). That strikes me as absolute REALLY genius, and in stark contrast to the morons in the UK, who delude themselves they can save the world by intentionally making life hard for motorists, and by making them stop and start all the time (which massively increases fuel consumption and damages the environment!!!).

It seems like Councils want to make travelling through towns and cities as frustrating as they can, like setting traffic light sequencing so that if you travel at the speed limit each one will change to red just as you approach it. Years ago those on the A4 through the Slough Trading Estate were set at exactly the opposite to keep traffic flowing. For a lot of Councils it is stated policy, *'to discourage car use and encourage people onto public transport'*

SUPPORT THE AVRS ALWAYS ALL WAYS



5422 in Woodham's scrapyards, Barry on December 14th 1963 awaiting its future.

In June 1960 it was withdrawn from Oswestry [89A].

It was reported that it languished in the yard [unwanted, unloved?] until March 1965.

Nobody wanted me!

0-6-0PT IP 5400 Class

Introduced 1931. Collett design for light passenger work, push-and-pull fitted.

Weight: 46 tons 12 cwt.

Pressure: 165 lb.

Cyls.: 16½" x 24".

Driving Wheels: 5' 2".

T.E.: 14,780 lb.

ABC winter

1962/3

edition

5410/2/6/20/1

Total 5

The 54xx class had wheels of 5ft 2in diameter compared the 57xx class which had 4ft 7in diameter wheels.

NOTE the difference in the sizes of the 5422's splashers and those of 7723 to the right of the 54xx 0-6-0PT.



1,2,3 - All together now!



Last Brecon Special

It was December 30th 1962 when an SLS Special, double-headed by Ivatt 2-6-0s Nos 46504 and 46509. This special started at Shrewsbury, then via Moat Lane Junction and Tallylyn Junction to Brecon. Its return to Shrewsbury via Hereford (via the Barton Curve).

In freezing conditions [which your Editor witnessed that previous day on the way north from Newport to Brecon] this SLS Special is taken during a prolonged photo stop at Builth Wells. Such was the coldness that there was another prolonged stop at Rhayader while point work was thwarted out! These two prolonged stops caused the time-keeping to be well out of order.

Indeed such was the lateness at Hereford (Barton Curve) that there were some passengers who needed the last bus to Gloucester from Hereford. The result was that some jumped off this special during a 'convenient' signal check and disappeared into the night - ignoring the train crew shouting at them!

BUT that last bus had gone!

Fortunately a good friend took pity on at least one passenger and provided sleeping accommodation.



DON'T FORGET the Editor has a presentation on the BRECON & MERTHYR railway!



Rhayader



Phil's K5G rescue.

As a schoolboy this [A Bristol Body Works BRISTOL K5G] was the last all Bristol vehicle that I recall in service in original form. These buses were well remembered for the rather spartan interiors complete with rattling half-drop windows and the steep rake to the front of the body.

As a member of the BRISTOL VINTAGE BUS GROUP I spent many hours in the 1970s and 1980s restoring this [the lone survivor of these vehicles] back to its pre-war condition. Before purchasing this K5G for preservation, this bus had spent the previous 20 years with a showman. Initially it was taken to some rallies in the condition I acquired it in - basically a van!

The roof and staircase had been removed and double doors fitted to the rear.

The first step in my restoring of this unique K5G was to replace the lower deck window that had been panelled over and refit a staircase and open platform at the rear where the double doors had been.

This first step made the acquired van-looking vehicle an open-topper - as such it was shown at the first Bristol Rally. Next the roof was added with all new woodwork being

spliced in from about half-way down between deck panels. The original hoop sticks across the roof were steam bent from one piece of wood but the new ones had to be fabricated in three pieces.

The aluminium roof panels and staircase came from a body which had survived for some 11 years as a builders site hut. A full set of seats were located at Clevedon Bowling Club where they had been placed around the indoor rink for exhausted bowlers to rest on. Although not from an actual type of vehicle, they date back to the right period so it was the best that could be found. New half-drop windows complete in pairs were bought for the upper deck but were about one inch too wide so all the mechanism had to be shortened and new glass made. All interior trim panels have been fitted and many yards of wooden floor treads nailed down.

When this K5G had its last overhaul with BRISTOL TRAMWAYS all the exterior flat panels fitted were made of hard wood - an experiment carried out on *only a few vehicles*. After 20 years odd service these had all become warped and were replaced with aluminium as work progressed.

The destination blinds were wound into an interior sprung cannister fitted at the top of the destination box and when the lock was released on the lower handle turned roller the blind rewound itself like a household roller blind! At that time none of these cannisters had been found, so there was another problem to solve.

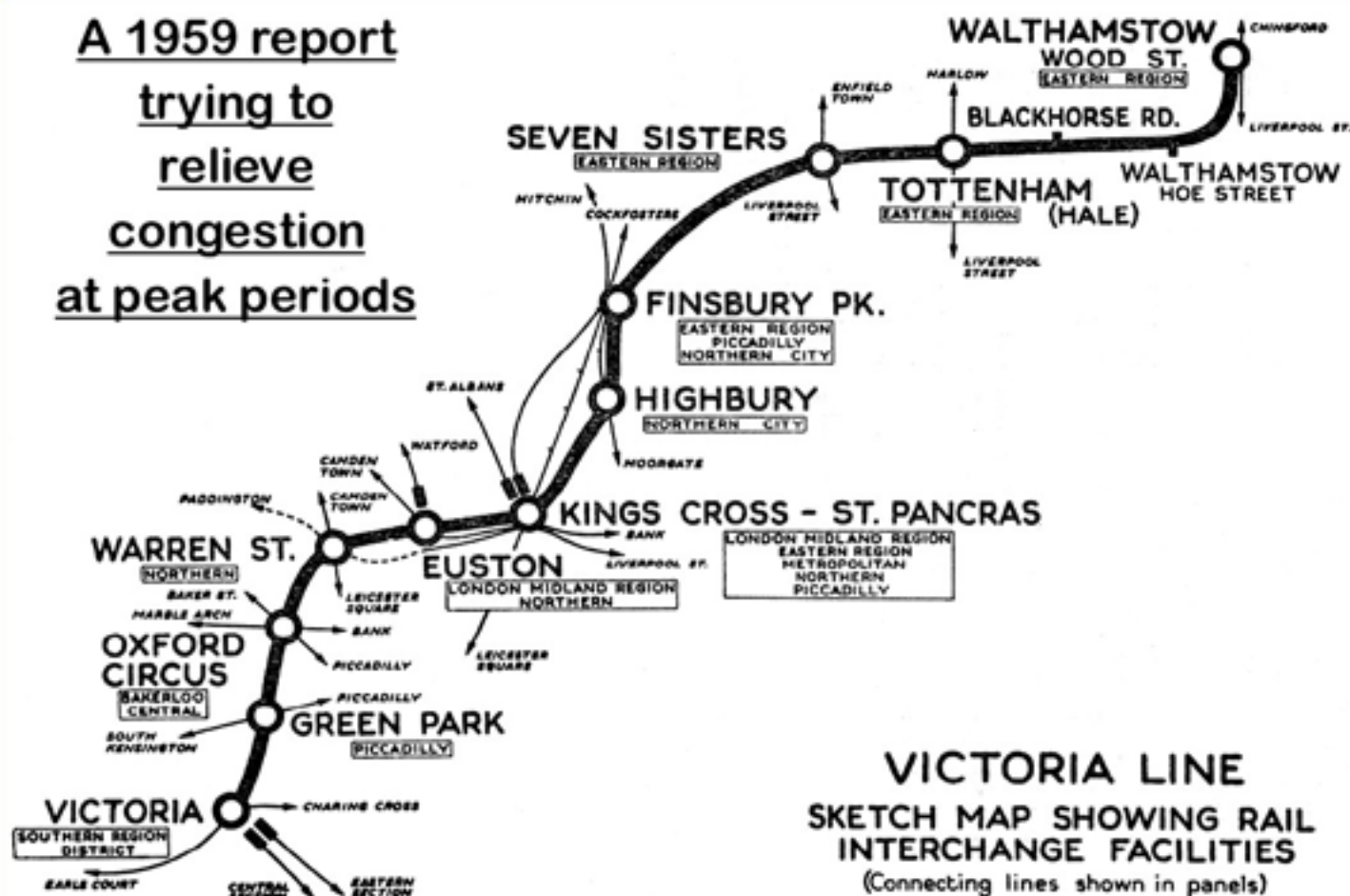
Mechanically [at the purchase] this vehicle was not too bad as it was plated as a lorry under the H.G.V. test. The previous owner [the showman] had fitted an auxiliary gearbox mid-way down the prop-shaft to give lower gears for the loaded vehicle to also tow a living van. This modification was removed and replaced with a Prop-shaft obtained from a Cardiff scrapyards. All the brakes

have been relined and new piston rings fitted to the engine.

After this the chassis needed to be painted plus final coats of paint given to the exterior. Numerous odds and ends needed doing, so it was just a case of plodding on!

Reproduced from THE WAYBILL [May 1981] - the quarterly magazine of the SWINDON VNTAGE OMNIBUS SOCIETY.

A 1959 report
trying to
relieve
congestion
at peak periods



Leading up to the beginning of 1959 the *LONDON TRAVEL COMMITTEE [LTC]* were asked to 'consider staggering of working hours, so as to relieve congestion at the peak periods on:-

- [1] roads within and leading into and out of Central London
- [2] services to and from Central London provided by London Transport and British Railways.

The LTC were also asked to recommended 'any measures to further these objects which the LTC consider desirable but are themselves unable to initiate.

The LTC surveyed London's travel problems with its complex component problems - they were impressed with the Underground and surface railway

services major playing part in the demands of the peak hours and the LTC decided to investigate further how these services could be better suited to carry passengers more speedily and in less congested conditions.

As BR were, by now, implementing various modern schemes with their suburban lines in London. The LTC turned to LTs rail services and, in particular, the Victoria scheme which had been considered in the past by the *LONDON PLAN WORKING PARTY* and the *CHAMBERS COMMITTEE of INQUIRY into LONDON TRANSPORT*. The Victoria scheme had been put forward by them as the most urgent and desirable work of new tube construction which would, at the same time, enhance the value of the Underground.

It was in February 1959 that the LTC appointed a working party was formed to investigate the Victoria scheme. From time to time there was assistance by the *ROAD RESEARCH LABORATORY* and there was detailed information provided by BR and LT. Local authorities from the areas which were going to be served by the *VICTORIA LINE* with some input by some private individuals.

It was important that the LTC considered that the case for [and against] the Victoria Line need to take into account the present and future travel pattern in London. Thus a general pattern of London's travel facilities and Londoners' travel habits.

Hence the *HMSO* 1959 report - *THE VICTORIA LINE* of which the last few paragraphs are just an introduction!



Much more on the *VICTORIA LINE* is to be found on the Internet.

At 11:00 a.m., 7th March 1969, Her Majesty the Queen made the first trip, on a 5d (2.08p) ticket, from Green Park to Victoria, where she unveiled a plaque. In so doing, she was the first reigning monarch to ride on the Underground.¹

SPOTTERS' PARADISE v RESIDENTIAL FLATS



The Nine Elms [70A] turntable was situated in the shadow of a block of flats which overlooked that depot. Several good angles for taking photos of locos on the turntable.

BUT

A nightmare for night workers **OR** Mum hanging out the washing to dry!



It's 1959 and the prototype 'Deltic' waiting to leave with the 8-50 a.m. Kings Cross to Leeds via Doncaster - 'The White Rose'.
NOTE - Steam-type headboard and express passenger code headlamps.

It was said that this was the only one that didn't have a number [BUT it had 'on paper' the number DP1]. Some said that it was the forerunner of the best of the diesels. There were men who worked in its engine room whilst the Napier engine(s) was (were) running - what a noise!. However, some worked in the engine room with both engines at full power as part of their daily work and didn't regard it as 'misfortune.' Although it did leave a lot of the men who worked on them regularly with hearing issues.



AT



After a decade or so of Cumbrian winters on the *EDEN VALLEY RAILWAY* this is 37042 at Warcop awaiting restoration - photographed by Alexander Johnson in June 2022. Briefly, this locomotive, [a class 37]



SHED BASH gives 86A as the Cardiff (Canton) shed code for its allocation of locos in July 1960 but for



its allocation as at July 1961 88A is given.

entered BR service in June 1962 as D6742 and led a nomadic life which is detailed on the colourful website of the *EDEN VALLEY RAILWAY*.

Of interest to those readers living in Wales, this loco [along with D6743] was the first of its class to arrive at Cardiff Canton depot [Editor - I believe it was from Sheffield 41A] for crew training.

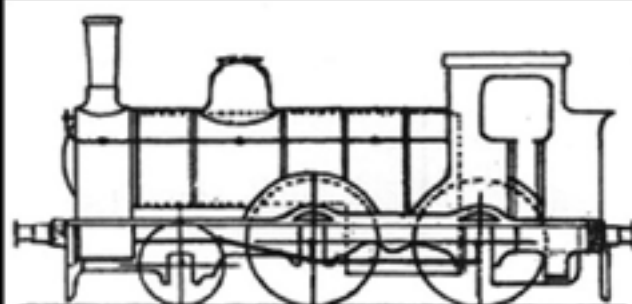
A National Embarrassment?

IN
THE
PAST

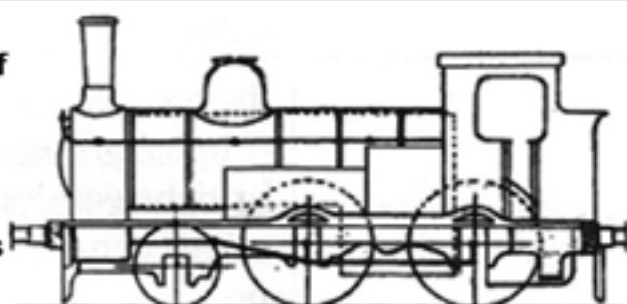


Stored
non-steam
locomotives
from
a
variety
of
classes
at
Long
Marston.

*[Some
photographs
thanks to
Brenda Brownjohn]*



The BR number of the loco with square splashers was?



2-4-0WT OP Class 0298

Introduced 1874. Beattie L.S.W. design, rebuilt by Adams (1884-92). Urie (1921-2) and Maunsell (1931-5).
 Weight: 37 tons 16 cwt.
 Pressure: 160 lb.
 Cyls.: (O) 16½" x 20".
 Driving Wheels: 5' 7"
 T.E.: 11,050 lb.

30585-7

Total 3

DATE BUILT	ORIGINAL NUMBER	DUPLICATE LIST	SOUTHERN RAILWAY 2nd NUMBER	BRITISH RAILWAYS NUMBER
June 1874	314	0314 [06/1901]	3314 [11/1936]	30585 [07/1948]
November 1875	329	0329 [10/1901]	3329 [09/1935]	30586 [04/1948]
June 1874	298	0298 [06/1898]	3298 [05/1933]	30587 [07/1948]

A BRIEF INTRODUCTION

These three amazing survivors had been ousted from their London duties by the '0415' 4-4-2Ts who in turn outlived their normal life on the Lyme Regis Branch. They had already been heavily rebuilt to this condition by Adams in the late 1880s and they were finally ousted from their duties by the availability of three ex-GWR '1366' 0-6-0PTs made redundant from Weymouth Docks in 1962.

A LITTLE MORE INFORMATION.

The water on these locos was carried in two tanks [both between the frames] - one above the leading axle whilst the other was under the cab footplate. 85 of this type were built

between 1863 and 1875

THOUGH 3 were built in the L.S.W.R. workshops at Nine Elms during 1872.

These Beattie 2-4-0WTs were said to handle heavy loads with ease and were fast runners. From 1890, when newer locos became available for London suburban services, these well tanks were sent to depots outside the London area. However, as some of their duties required a greater water capacity than these Beattie locos could carry, 31 were converted to tender locos between 1883 and 1887 but were withdrawn between 1888 and 1898.

All except 6 were withdrawn between 1888 and 1899 [because

DID YOU KNOW that all three survivors were meant to be preserved?

they had become worn out and redundant] . These 6 were modernised for use on branch lines [such as to Exmouth and Sidmouth] but 3 of these were withdrawn between 1896 and 1898.

The remaining 3 [298 (30587), 314 (30585) and 329 (30586) were transferred, in 1895, to the Bodmin & Wadebridge Railway which was one of the earliest railways in Cornwall and all on its own from the main L.S.W.R. main network until that year.

64 YEARS ON THIS CORNISH RAILWAY WHY?

BECAUSE these locos were the only suitable ones to cope with the sharp curves of that railway's Wenford Bridge freight branch which carried china clay traffic to the Plymouth to Penzance main line at Bodmin Road [now Bodmin Parkway].

Under the re-organisation of 1958 there was a golden opportunity to replace these three well-tanks with three unique, but more modern ex-G.W.R. 1366 class 0-6-0PT small dock tanks [1367/8/9] which had become redundant around the docks at Weymouth. Thus, in 1962

some of these ex-GWR locos were transferred from Weymouth [71G] to Wadebridge [72F] after they had been found to be able to cope with the Wenford Bridge branch with its tight curves and light track without damaging the track - *a problem when other locos had had trials on that branch.*

In 1958 these three stalwarts were commented on as 'the oldest design still in use on British Railways - ALTHOUGH NOT quite the oldest locomotives. . . . The latter being 32636 and 32670 which were former L.B. & S.C.R. A1x class 0-6-0Ts built in 1872.

IN RETIREMENT?

Only 30585 and 30587 led an active life in retirement!

30585 is owned by the Quanton Railway Society and can normally be found at the Buckinghamshire Railway Centre whilst 30587 is owned by the National Railway Museum but is loaned to [and normally based at] the Bodmin and Wenford Railway.

In October 2010 both preserved well tanks were in steam and operated trains together on parts of the routes they were have run on between 1895 and 1962!

What is a DUPLICATE LIST?

When locomotives became old, their numbers were altered in order to release numbers for newer locomotives being built as replacement.

This process was known as a *transfer to the 'DUPLICATE LIST'* and the existing number could be altered in any of four ways:-

- [1] addition of a zero prefix**
 - [2] being crossed out**
 - [3] being underlined**
 - [4] being given a 5-inch line or dot beneath the number.**
- These methods were equivalent, and some locos had the numbers altered in one way on the cab side, and in a different way in the record books.**
Thus, 298 became 0298.

6000 or 6018 - that is the question!



When 6000 'King George V' went into Swindon Works for overhaul it was found to have badly cracked frames.

At that time it was said that to build new frames was not justified. Thus there was a suggestion that 6000's name and number plates [*and one assumes its famous bell*] ought to be moved to 6018 'King Henry VI'.

This report [*found on the Internet*] stated that on September 15th [*year not mentioned*] 6000 was at Swindon Works and 6018 was at Old Oak Common motive power depot [81A]. The latter was scheduled to haul a Shakespeare special to Stratford-on-Avon a few day later but was cancelled at the last minute.

2925 to be scrapped or renumbered: is that another question?

The exhausting trials of 2925 'Saint Martin' with their results were an immediate success. The tractive effort had been raised from 24,395lbs [Saint class] to 27,275lbs [Hall class]. 2925 accelerated faster than before and passed all the tests with regard to reliability, fuel consumption and so on. The reaction was so positive in fact that in December 1928, an order went out for 80 of these machines [i.e. Hall class 4-6-0s] to be built.

The first of the new engines was originally going to be numbered No. 4900, so was the intention to discard No. 2925 after the test period ended. But soon after a decision was made to keep the engine. Thus No. 2925 became No. 4900 [and retained its name] on 7 December 1928 to denote its rightful place as class pioneer.



Tie me down, kangaroo, sport?

No! Certainly NOT!!

"Couldn't tie us 13 - 15 year olds down in those days!"

London - amusing travel??

History was made, for the first time, on June 13th 1842 when Queen Victoria set a seal of respectability on railway travel [which started to be regarded as a new way to travel] though it had been claimed to be safe and reliable. Of course there were many who still regarded it as hazardous and even perilous in comparison to ballooning or exploring unknown countries.

This Royal Journey convinced many timid folk that, after all, rail travel must be quite safe; that there was no possibility of one's journey ending in a massacre, or of the steam engine exploding without warning and destroying



York Newcastle & Berwick Railway, Darlington, 2nd February 1850, three people died. Appears to be a Kitson long-boiler of around 1845 (note the staggered spokes), as supplied to the York and North Midland Railway.

Not everyone was convinced but this royal journey had quite a favourable effect on the 'DON'T KNOWS.'

Although the Queen was pleased, she was 'attacked' for her recklessness in some newspapers; one such remark was about inadvisability of risking another regency when the country

was in its present state. About ten days later her Majesty returned to Windsor by train AND took the infant Heir Apparent [later King Edward VII] with her.

Queen Victoria, having taken to travel using this form of transport, caused several railway companies [which, of course, including the GWR] to expect Her Majesty to use their company travelling facilities - thus they set about providing suitable rolling stock.

One such railway company was the London & South Western Railway [L.S.W.R.] because of its branch to Gosport which was the line for naval occasions or visits to the Isle of Wight.

One such occasion was when the Royal Party travelled to the Midlands *but not* by train from Windsor to Paddington, then Euston northwards *but* by road to Watford where the Royal Train was met. Another time the Royal Party drove to Farnborough and used the L.S.W.R. [*for Gosport and the Isle of Wight possibly*].

Both these visits were in 1843 when, on the first, the London & Birmingham Railway provided what was said to be the first example in the UK of a railway carriage having any real sort of warming apparatus. It was a hot-water heater served by a small boiler under the floor and devised by Perkins who invented the *steam gun* [*a secret weapon of the 1820s which, however, to go off! failed to go off!*]

TAKEN FROM the booklet:-

ROYAL JOURNEY
by C. Hamilton Ellis [F.R.S.A.]
Published by British Transport Commission
1953



Thank you to the Great Western Trust

4079 'Pendennis Castle' at 82D Westbury m.p.d on 9 May 1964, with smoke drifting ominously around the rear driving wheels. That day it was the chosen loco to haul an Ian Allan special between Paddington and Plymouth. Speeding towards the 'TON' near Lavington, the intense heat produced by Ogilvie No. 1 coal caused porous firebars to melt and drop onto the ash-pan and thus red-hot pieces of metal were being dropped onto the track. A watchful staff member pulled the communication chord AND the rest is history, so to speak!

Tender Attached	Date Stopped	Station	To Factory			Date set to work	No. of days stopped	Classification of Repair and Miles	Boiler Change or Renewed C. (in %)
			Station	Pool	Shops				
	25 11 53	Staff Rd Shed				10 12 55	15	U	
26 03	28 1 53	Staff Rd Shed	Edon	15 2 17 2		30 3 24	61	HI	1,373,250
	4 10 54	Swindon Works				21 10 54	17	U	
28 06	16 8 55	Swindon Pool	Fac	18 5 21 6 55		21 6 55	3 6	HI	1,442,193
	26 4 56	Staff Rd Shed	Edon	14 5 25 6 14 9 56		14 9 56	14 6	HC	1,505,699
	30 7 57	Staff Rd Shed	Edon	8 10 10 10 28 0 57		28 0 57	59	H6	1,545,693
	32 3 58	O.D. B.				28 3 58	6	U	
29 04	27 7 59	Cardiff	Edon	11 7 6 8 29 7 59		29 7 59	64	H6	1,632,489
	27 7 59	Cardiff	Edon	25 8 30 8 20 10 61		20 10 61	36	HI	1,720,522
	3 12 62	Swindon Shed				17 12 62	14	U	
	12 3 64					1 4 64	20	U	2,1875

Swindon works following haul of 97 m.p.h. on 12/3/62

TITANIC The unfolding story



Speaker - John Perkin

AVRS AUGUST MEETING WEDNESDAY AUGUST 17TH

The story of mankind against the elements, which nature won. From the original concept in 1908, to her sinking we follow this famous ship through her short life, with details of passengers and crew. We explore the Truths, Facts, Myths and Arrogance that surrounded her, leading to the sinking and her rediscovery almost 100 years later. THIS SOCIETY EXISTS TO ENTHUSE & ENCOURAGE FOLK IN THE AERON VALLEY - AND BEYOND TO SUPPORT THE AVRS.



**On the engine it says
'ILFRACOMBE' BUT. . .**



3383 'Ifracombe' is about to depart from Leamington Spa
BUT as some passengers asked - was it really going to Devon?

Some engines of the 'BULLDOG' 4-4-0 class [such as 3383 above]

were given names of towns or cities, e.g. 3387 'Reading', 3388 'Swansea' and 3389 'Taunton'. Unfortunately, some passengers thought that these names were the destinations of the trains and so the names were removed between 1927 and 1931.

Some engines of the 'DUKE' 4-4-0 class were also given similar names.

However, such engines lost their names [see later] in 1930 at the request of the GWR Traffic Department - they had received complaints from Passengers because they thought the name on the engine was the destination of the train.

More about *BULLDOG* locos elsewhere in this issue!



YES! All three photos are of the same locomotive - class 20 No. 20188.

On the *left* it was disguised as an armoured loco [715-5623] for the James Bond film 'GOLDEN EYE'. It is understood that some scenes for this film were shot on the Nene Valley Railway, Peterborough. At *top right* it now carries a livery it never carried in the whole of its life.

Delivered new in 1967 to BR [when blue was *THE* colour] as 20188, it has never [until now] carried the green livery UNTIL it went to the *SEVERN VALLEY RAILWAY* hauled by

47727 - seen *top right* at Kidderminster on January 11th 2014.

Since mid-1995, this class 20 carried *WATERMAN RAILWAY* black [as see, in a non-standard livery at Ropley (right) as D8188 - a number it *MIGHT* have carried when built] after its 007 film appearance.



It's not unusual - this help!



RAIL STRIKES might be in mind today as I work on this article a week after the three day strikes in June [21st, 23rd and 25th].

However, on 4th February 1982, Instow Box featured in "The Times" newspaper in an article entitled '*CLOUD WITH A SILVER SIDING.*'

A rail strike at that time had an unexpected benefit to the [then] *INSTOW BOX EMERGENCY FUND*, abbreviated to *IBERF*. British Rail had stipulated that repair work to Instow box [at the above emergency fund's expense] could only take place IF this emergency fund paid BR a £52 per day fee for a flagman to be there to wave the daily clay train past that box.

BUT on strike days there was no need for a flagman! Thus the BR-approved contractor [Jewell & Son of Barnstaple] could work on this box without needing to pay the fee! Jewell took advantage of that and carried out far more work than the Emergency Fund could pay for at the time!

BUT guess who got wind of this happening?

THE **TIMES**

This caused an article and a photo and the contractor [Jewell] had to come from Barnstaple with his van

and ladders for a photo session at Instow signalbox. Three Jewells staff (up separate ladders!) and the late Steve Whitaker (who was pretending to hammer in a non-existent nail!) appeared in the published view.

BACKGROUND INFORMATION

Instow signal box has guarded the road crossing at Instow since 1874.

It was built by the London and South-Western Railway and is classified as their Type 1 box. The passenger service through Instow ceased in October 1965, with the line then only used for milk traffic from Torrington and ball clay traffic from Meeth.

Rationalisation set in and the signal box only survived because of the busy level crossing and the fact that it was regarded as an operational half way point between Barnstaple and Torrington. The down loop in the Station was removed in 1968 together with the small siding, and all signals were dismantled except for the "down home", "up starter", and the two distant signals, the "up" one being the long-lived ex-LSWR lower quadrant arm on a wooden post. In the never-ending quest for manpower savings, BR began replacing conventional level crossings with automatic barriers and flashing lights and, as Instow's turn loomed, protests arose in the village about possible dangers to elderly people, especially from local residential homes. Nevertheless, conversion work started at the beginning of January 1979, with gates and signals removed and four sets of flashing red and amber lights mounted around the crossing.

However, just three years later in 1982, the freight traffic declined, the line was closed completely and the box was threatened with demolition. The villagers came to the rescue and the Instow Box Emergency Restoration Fund came into being. IBERF managed to persuade the local authority to successfully recommend to the Department of the Environment that the box become a listed building (Grade II), thus thwarting any further attempts to demolish it or alter its outward appearance.

With the purchase of the trackbed for what was to become the Tarka Trail, Devon County Council also became owners of the signal box, but immediately showed interest in preserving its heritage. During 1985 contractors lifted the track through Instow and removed the flashing

lights, but the section of track across the public highway remained intact with the unsightly yellow box on it being tarred over. So that is why the signalbox is still with us today.

The box eventually became under the control of BRHC and is opened on occasional Monday mornings during the high season, subject to the availability of volunteers. The interior of the box contains the original lever frame and fittings, which have been reconnected to one of the reinstalled signals. The large wheel that was turned to operate the level crossing gates also remains. The décor of the box is just as it was when the line closed to traffic.

In 2003 Instow Signal box received the 2003 CARILLION RAIL AWARD at the National Railway Heritage Award ceremony.





Identity crisis!

34006 Bude arrives at Marylebone with the 08.25 Manchester (London Road) via Sheffield during the locomotive exchanges on 9th June 1948. (Ben Brooksbank)

BUT

NOTE:-

Southern roundel still on the front, but British Railways on the tender. The number on the buffers is BR, but the typeface is Southern Railway..



Diesels can also make water displays!

D303 [an English Electric Type 4 diesel-electric] picks up water from Bushey troughs - some 16 miles out of London (Euston) - as it heads north with the 'MID-DAY SCOT.'

M. Edwards

WORKSHOPS
'64

- [1] Mid-September - 70022 reported to have a cracked frame but repaired not withdrawn.
- [2] Eastleigh Works overhauling only Bulleid Pacifics and BR Standard locos [including from other Regions - e.g. ex-Crofti 2-10-0 No. 92028].
- [3] Swindon - cutting up withdrawn steam locos from other regions e.g. 60809/12/33/56/9/87, 60904/16/22/5/32/41/5/64/75, BUT 42945/54/75 being overhauled + withdrawn 92223 restored to traffic.
- [4] P.S. WR withdrawn ex-L & Y "PUG" No. 51218 and S & D 2-8-0 No. 53807 both last of their respective classes.

If you worked at 16D and lived at Hucknall or Bulwell!

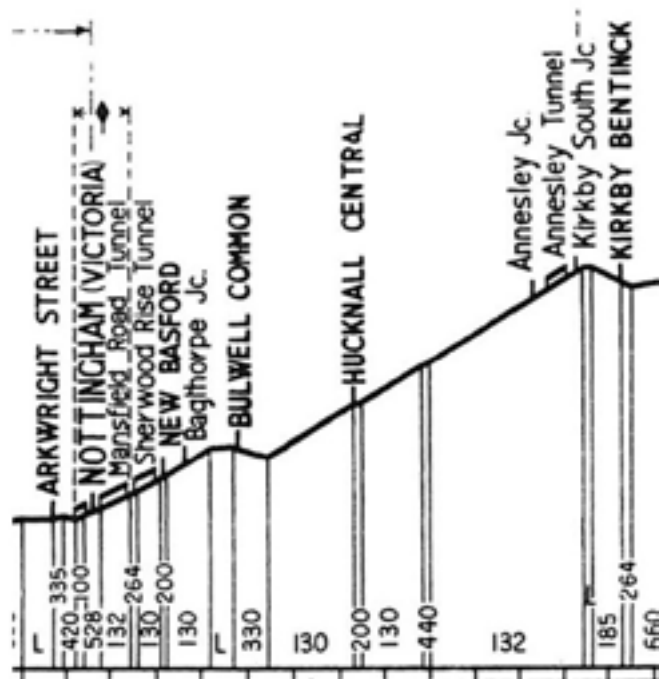


For 70 years [1897 to 1967 - the opening and closing of 16D] and you worked at 16D and lived in Hucknall or Bulwell because there were no houses in Annesley, the ANNESLEY DIDO - Day In Day Out], this special train was exclusively for railway staff working at the Annesley Complex. It ran as far south as Bulwell [shown left] and only stopped at

Hucknall. To help readers have a better idea of where the ANNESLEY DIDO operated a few 'extras' have been added.

In early days the ANNESLEY DIDO was always worked by locomotives on their 'last legs' [or should I use a better railway term e.g. last wheels?]

However, our photo shows [in March 1952] unusually six year old North British Locomotive built B1 class 4-6-0 No. 61063



ANNESLEY 16D.

The shed is between the G.N. Leen Valley Branch (closed to passenger traffic) and the main G.C. Nottingham—Staveley line, about 2½ miles north of Hucknall. At this point the Nottingham—Mansfield (M.R.), Leen Valley (G.N.) and Nottingham—Staveley (G.C.) lines are running parallel, and are close together. The actual position of the shed is 53.04.20N; 01.12.50W.

Follow the line north from Newstead Station for about 200 yards, and then turn right past Newstead Colliery yard. Cross the level crossing by a closed station, and bear right. The shed entrance is on the left hand side, a few yards further on. Walking time 5 minutes.





4627 at Newport with the 11:15 service to Brecon 29th December 1962 (41)



9675 waiting for the 14:05 service from Brecon to pass at Telybont on Usk
9675 was probably undertaking a 'wiping up exercise', getting all wagons in sidings back to Merthyr or Newport before the line closed the next day 29th December 1962 (41)

Having ridden several times and briefly driven the above loco, several years later your editor was able to purchase its smokebox numberplate.

Stratford NOT Clapham?

September 13th 1964 saw the first cavalcade of withdrawn locomotives consisting of Class LN 'Lord Nelson' 4-6-0 No. 30850 with Class M7 0-4-4T No. 30245 and Beattie Well Tank 2-4-0T No. 30587 being towed *on the way* to Stratford Works from Fratton to Basingstoke; the following day continuing their journey except for No. 30587 which had to be detached because it had run hot; eventually reaching Stratford Works on September 24th.

A second cavalcade made up of 'King Arthur' 4-6-0 No. 30777, 'Schools' 4-4-0 and the restored 'T9' 4-4-0 no. 120 set out on Sunday September 20th; these locomotives arrived the next day without any mishap en route to Stratford.

Ostensibly these locomotives have been sent to Stratford for painting. However, there was a rumour at that time that the arrival of these two groups of locomotives strengthens an impression that Stratford might become the site of the British Railway Board Transport Museum in London IF the economy axe falls on the present Clapham Museum.



Clapham Tram Depot after WW2 bombing

An ex-B.R. driver who worked on THE GHOST TRAIN at a seaside funfair said that the experience was All tickety boo!



"It's true," the garage mechanic said when I took my car in for servicing, "that I do get high on brake fluid; BUT I can stop anytime I like!"



NOT the slowest form of transport BUT guess who's always LAST?

My pet racing snail hasn't been doing too well in the local snail racing club; I've tried everything to get my snail to go faster. I even tried taking off his shell, but it just made him sluggish!

NON-TRANSPORT but how to keep up with your NEIGHBOURS?

What better time of the year than when you've had a heavy snowfall. Maybe it's the only time that your lawn looks as nice as your neighbour's!



Gas Street Basin - see above and also right

YES or NO
 Does Birmingham really have more miles of canal than Venice?
 It depends on where one draws the city boundaries, **BUT** the whole **BIRMINGHAM CANAL NAVIGATION** system adds up to **100 miles of canals!**

Gas Street Basin is a canal basin in the centre of Birmingham, England, where the **WORCESTER and BIRMINGHAM CANAL** meets the **BIRMINGHAM CANAL NAVIGATION** Main Line. It is located on Gas Street, off Broad Street, and between the canal-side developments of Mailbox and Brindley Place

* * * * *

THAMES SAILING BARGE [see below]



BIRMINGHAM'S CANAL NETWORK	
CANAL	BUILT
Stratford-on-Avon Canal	1793 - 1816
Worcester & Birmingham Canal	1791 - 1815
Grand Union Canal*	see below
Birmingham Canal Navigation	short stretches

* formed in 1929 by the amalgamation of a number of waterways including The Grand Junction Canal *and* the Warwick & Birmingham Canal.
 For additional information please explore the Internet.

With over 2,000 sq. ft of reddish-brown sail, the occasional preserved Thames Sailing Barge makes a wonderful sight! These spritsail barges, flat-bottomed with retractable leeboards and often no engines, were designed for use where inland navigations such as the River Stour, met the shallow estuaries of the East Coast. Handled by a crew of just two or three, they were commonplace up until WW2, fleets of them trading along the rivers and coast from East Anglia to the rivers Thames and Medway, and beyond. It is good to see preserved ones and there are often sailing barge races.

Who knows a
committee member
whose face
will really
light up when
he sees one of
the illustrations on
this page!

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ARTICLE
[PHOTO] FILL
THIS SPACE IN
THE NEXT ISSUE?**

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Villa Park

It is understood that William Stanier wasn't really happy about experimenting with steam locomotives BUT the third of his "*Princess Royal*" class type locomotives Stanier used a new and promising propulsion method.

However, the performance of a turbine-driven Swedish 2-8-0 created a lot of interest and Doctor Guy and William Stanier went to Sweden to investigate.

Earlier in 1932 [*in conjunction with the Nydqvist and Holm company*] Fredrik Ljungstrom developed a very successful 2-8-0 steam turbine locomotive, based on an existing conventional design, for freight traffic on the Grangesberg - Oxelosund Railway. The main purpose of this Railway was the transportation of iron ore from mines around and at Grangesberg to the Baltic port of Oxelosund, a distance of 159 miles (255 km). The first turbine locomotive proved to be more efficient than its conventional sisters; it could pull 1830 tons up a 1 in 100 gradient, and was reckoned to save 10% on fuel. All the engines were non-condensing, with a forward-mounted turbine and jackshaft drive. In addition, this locomotive eliminated hammerblow to the track.



A preserved Swedish turbine-driven loco in steam.

Back in Great Britain, turbines, supplied by Metropolitan Vickers, Stanier's 'Turbomotive' was built at Crewe on 29th June 1935 carrying the number 6202. A comparison with other British locomotive experiments, it was quite successful with performances showing [for example] some 2,000 horsepower generated at 70+ m-p-h trailing a 500 ton load on a 1 in 300 gradient.

Interestingly, the predicted fuel savings were not as expected! Yet, would some [*how many?*] turbine-driven locomotive have been produced? Because 6202 was a '*ONE-OFF*' it had to put up with problems that affect [*afflict?*] such solo locos - longer than normal waits for spare parts; its best mileage was for 1936 when it ran 73,268 miles.

In 1948, its turbines needed some repairing and so British Railways took it out of service as a turbine-driven loco and in 1949 decided to rebuild 6202 [then 46202] as an *almost* conventional member of the '*Princess Royal*' class and give it the name '*Princess Anne*'.

However, as a conventional 4-6-2 Pacific locomotive, it was only in service for a few weeks before it was involved in the horrific multiple train accident at Harrow with damage so severe it was written off.



6202 having the cover for the forward turbine removed.

This is a '**RINGER**'
BUT where are the **BELLS**?



GWR 'Atbara'
and 'Bulldog' class 4-4-0s

The first twenty-three engines of the 'ATBARA' class were introduced with the oval combined name and number plates on the cab sides, while the remainder carried the full segment type of nameplate around the driving wheel splashers.

The 'ATBARA' GWR 4-4-0 class were express locomotive versions of the 'BULLDOG' as they were fitted with 6' 8½" driving wheels.



BUT why the name '**ATBARA**'?

The name of 'Atbara' for the class was due to the Boer War being fought in South Africa when the class was first built, therefore it was thought "proper" to the use the names which were so much in the public eye.

The first locomotive of the '**BULLDOG**'

class was in fact number 3340 '*Camel*' and for a number of years the series were known as the '*Camel*' class. The first locomotive, '*Camel*', was built with the engine number on the sides of the smokebox with the engine name together with the Great Western coat of arms on an oval plate on the cab sides - *above left*.

With locomotive 3320 '*Avalon*', a nameplate/numberplate variation was fitted in 1899 with an oval plate on the cab side which incorporated the engine name and number on the outside of the oval together with the G.W. arms in the centre.



NOT 4079

BUT

3253/3300

This is 3253 '*Pendennis Castle*' in original 1895 condition with straight nameplates, round-top firebox, narrow cab and side clack valves, and running with a 2000g tender. Chimneys on the Dukes were originally set in a rear position, but were later moved forward. Rebuilt from '*Duke*' class engine number 3253 in November 1908, it was superheater fitted September 1914. In May 1922 its shed allocation Hereford, its ame removed May 1923 to avoid similarity to 4079. Last shed allocation Bristol Bath Road. Withdrawn January 1936.

Steam bankers had gone between the two Exeter stations !



B



U

T

MANORS?

So I said to our preserved railway boss,

MANNERS?

"What GWR engines have we got for our forthcoming Steam Gala?"

He replied, *"We got 2 Kings and 2 Castles, now go away & stop bothering me."*

I said, *"How about some manners?"*

His reply, *"Yes, we've got 2 of those as well!"*

**THE
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Even
alongside
the
Welshpool
& Llanfair
Railway?