



35011 'General Steam Navigation' on the S & C at Blunsdon, Wiltshire. More inside!



The Royal Train [see last issue] crossing Barmouth Bridge on 15th July 1937 drawn by 3210 and 3208 on its journey from Aberystwyth to Caernarvon.

THE AERONIAN XP

AERON VALLEY RAILWAY SOCIETY

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



Normally at this time of the year we hold our AGM. Sadly the COVID problem prevents us from doing that, and we surely miss that, most especially the Durrant family buffet!

All AVRS members have already had the AVRS Chairman's report and having had a chat with the Editor, we have agreed to:-

- [1] Send another complimentary copy to people who express an interest in membership can now be deemed to be a member and thus receive the AVRS publication - *THE AERONIAN XP*.

- [2] If you receive this publication as a complimentary copy and therefore wish to become a member, then ALL such members including existing members will be excused payment of a subscription [i.e. *FREE*] until AVRS monthly meetings can resume.

- [3] New members are asked to send to the MEMBERSHIP SECRETARY
(a) their name and postal address
(b) their e-mail address [*for sending THE AERONIAN XP this way to reduce AVRS costs*]

Those who do not have an e-mail address can have *THE AERONIAN XP* sent to their postal address.

It would be great if steps can be taken to stay in touch with as many AVRS [*both existing and future*] members as possible. Maybe through *THE AERONIAN XP*. We hope and pray that an end will come to this Covid menace and that as many as

Davis

Your Chairman and Editor have agreed to bring out this issue in November when your Editor has enough material - so here is the next issue in order to help AVRS members [and others] to enjoy some good reading - we trust!

Your Editor is still planning to bring out another issue



MAD FERROINEQUINOLOGISTS, PERHAPS [Part 2]

5051 at Didcot on another date.



Photograph by Peter Heath

Leaving Radley we headed for Oxford, first on unclassified roads then onto the A4144. On the outskirts of that city, at the Red Bridge Car Park - one of Oxford's Park & Ride sites - we saw an ex-London Transport DMS [in an all-over advert livery for Barrett the house builders] awaiting custom. A few minutes later an Alder Valley VR passed us en route to Newbury.

It was decided that it ought to be quicker going through Oxford rather than using the Ring Road - heading into that city using the A4144, how wrong we were! However [maybe it was a sort of consolation] as we passed Gloucester Green Bus Station

456 KTG - an ex-Rhondda AEC Regent V now belonging to Charlton-on-Otmoor was spied plus a large poster advertising Route 170 - the City Link service to London.

As soon as conditions allowed we were speeding out of Oxford on the road to Banbury [A4260], but our pace was reduced just north of Kidlington when we caught up with some slow-moving traffic and followed it for some time. Tension mounted - how far ahead of us was 5051? Would we beat 5051 to Hatton even knowing that that loco had a 30-minute water stop at

Banbury? Tension dropped once we were clear of this slow-moving traffic and our speed increased to 60+. If only we had more time that day.

Why?

Just north of Oxford Airport I spotted some preserved City of Oxford double



deckers - there was at least one AEC Regent V and I'm sure I saw a AEC Regent III. Was it one of the above now at their new 'home' near Long Hanborough off the A4095? A few seconds later AEC Reliance 354 from the City of Oxford bus fleet passed us heading south.

Our pace increased as we tried to make up time lost by slow-moving traffic further south; such pace didn't last long as we caught up with a string of traffic held up by a Volkswagen minibus pulling a caravan - another traffic holder-upper. Fortunately this vehicle turned off after a mile or so; unfortunately another traffic holder-upper [a heavy lorry] pulled out into the traffic but, at least, this vehicle was speedier than the VW minibus.

Soon we were approaching Banbury wondering how much time we might lose going through this town. Entering Banbury we did meet some traffic and ex-Midland Red single decker CHA 79C with the word 'Leyland' in its typical logo - quite interesting. It was 11-40 a.m. as we passed the end of the road that led to the town's railway station - was 5051 still at that station taking on water? OR was it ahead of us? No



time to find out or admire [above] the Banbury Cross and its associated nursery rhyme?

Traffic in Banbury wasn't too bad and we were soon heading out on the A41 [signposted 'WARWICK'] with our speed matching road conditions though our speed was reduced to go around a tractor and trailer.

For the first time that day the sun began to shine - was this a foretaste of what the weather would be for the rest of the day? Our Renault 12TS was purring along at 4,800 r.p.m. with our speed at 80 before settling down to 60/70 as we matched the speed of a Bowles International Overseas Removals artic [judging its ability to maintain 70+ at times as he way it was bouncing along] must have been empty or very lightly loaded.

Then we caught up with another traffic holder-upper at Gaydon [home of the British Leyland Technology Proving Ground). We were held up by part of a fun-fair on the move - can you remember a heavy lorry (Scammell or Foden?) pulling one of those massive fun-fair type caravans. This was quite frustrating crawling along at 20 m-p-h though there were times when it 'sped' along at 40!! At last a dual carriageway which, although we were able to overtake the fun-fair traffic holder-upper, it was not long enough to overtake the artic which settled down to speeds of 60+

What happened to the sun? Drizzle set in causing the Bowles artic throwing up a lot of spray reduced our visibility briefly. Approaching Leamington Spa we saw some gentlemen pheasant shooting before we encountered another stretch of dual carriageway which enabled us to touch 5,000 r.p.m. This helped us to make up for time lost further south.

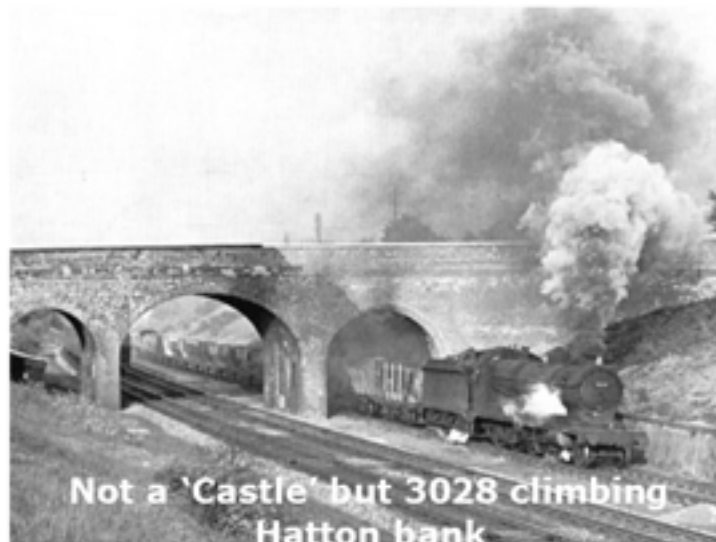
By now (12-10 p.m.) we felt that we were on the right side of time as we approached Hatton. About half a mile from Hatton we took a turning to Hampton which led us to the ex-GWR London to Birmingham/Wolverhampton (via Banbury) main line. We found a car park near Hatton Top Lock [one of a series of locks here with the name 'Stairway to Heaven' - see next page] on the Grand Union Canal.

As we pulled up another train enthusiast got out of his car having just come from Banbury. He informed us that 5051 was having a 40 minute water-stop there and would be at Hatton in about 30



minutes. So we had made it! We trudged in slight drizzle short way alongside this canal, across a field to the top of a cutting overlooking the foot of Hatton bank. What fun it was carrying one's lunch box + film equipment + recording equipment through long damp grass and over an overgrown style - I should have worn wellington!

There was plenty of time to choose a suitable spot making sure that one didn't get in the way of others - I've seen this happen! Once settled I had a quick bite of some lunch to stop the 'inner man' complaining. At the same time train enthusiasts eagerly awaiting 5051 'enjoyed' [if that's the right word] a 3-car DMU, a class 47 and a class 50 before, in the distance, we could see the unmistakable ribbon of steam exhaust coming from the Leamington Spa direction.



As this exhaust got nearer it was an indication to do a quick equipment check then 5051 came storming into sight as it began to get to grips with the 1 in 108/103/110 of Hatton bank.

Tape recorders, cine cameras and ordinary cameras snapped into action - all capturing that unique 'magic' of steam. What a sight - steam in action - working hard to get it load of steam enthusiasts on the way to Birmingham.

5051 - soon out of sight but not of sound. We waited until we heard the 4-cylinder beat no more. Then it was 'poste haste' back to our car via the long wet grass, over the overgrown style and pass Hatton Top Lock. Bundling bodies and equipment into the Renault 12 TS we tried to pick up speed up the lane to the main road but were prevented by several 'sleeping policemen' - obviously designed to slow down getaway railway enthusiasts.

On to the B4439 we turned heading for Hackley Heath where we joined the A4023 for Redditch and Bromsgrove - this being a dual carriageway enabling our driver to put his foot down. However, in Bromsgrove, we took the wrong road which was a B-road taking us in a northerly direction instead of north-west. A little diversion soon had us heading for Kidderminster here there was a slight hold-up before we were then heading for Bridgnorth on the A442. We passed roads leading to places associated with the Severn Valley Railway - Arley and Hampton Loade. Again the sun was trying to break through the clouds'

As we approached Bridgnorth it



SVR membership was 2s-6d
[12½p in today's currency]

Across the Severn Valley I spotted a SVR train on the move but alas I couldn't see its locomotion. As we got nearer to Bridgnorth I could see more of the railway; indeed on passing the station I saw 80079 [above] in steam and some of their locos stored outside.

brought back memories of my first visit to the SVR in a Mark I Ford Cortina with a hole in one of its exhaust boxes - it sounded great especially when accelerating!

On that first visit 3205 [above] was giving cabrides from the station south for about 300 yards and back whilst [for legal reasons] entrance to Bridgnorth Station was to buy day

BUT!! WHAT AM I NOW SEEING??

Read about what I see in the next issue which it is planned to send out at the beginning of December



The Purr-fect Stationmaster??

8 year old Tama was appointed [in 2007] as the stationmaster at an unmanned station on the Wakayama Electric Railway (which runs between the cities of Wakayama and Kinokawa in Japan). Since then the number of passengers has increased dramatically, so much so that an assistant human being [Mr. Nishiyama] has to be employed to assist Tama.

Tama's office has a ventilation fan and a toilet.

Stationmaster Tama begins each day with a stretch on the floor, puts on his stationmaster's cap and greets customers as they leave and enter the station during the morning rush-hour. His human assistant sometimes helps Tama wave to train passengers. Much of Tama's day is spent entertaining fans who have come to catch a glimpse of this famous stationmaster. Tama-branded souvenir goods [buttons, snacks and a special photo book] are on sale at the station shop.

When Tam puts his paws together, the patters on his fur form a heart shape and sometimes gives TV interviews and attend events as a VIP.

ENTHUSIASTS? YOU'RE JOKING!

Several enthusiasts from LOTS [the **L**ondon **O**mnibus **T**raction **S**ociety - of which your Editor was Vehicle News Editor] were present outside Barking Garage [coded BK] on the so-called last night of route 87.

Generally a pleasant evening was had as RTs came into the garage, though some RTs had already been substituted during the afternoon.

There were several London Transport garage staff present, all of whom were aware of the significance of the evening's events, and most of whom were well inclined towards the enthusiasts who had gathered.

The general state of the RTs was interesting - hardly a single vehicle had its bonnet fleet-number plate in position. Many of the RTs (which had come off the road earlier in the day) had had their destination blinds 'removed'. Indeed, the garage staff were so concerned about what was going on that they were having to put as many buses coming off the road inside the small garage as was possible - why? To prevent further 'removals.'

Finally, one 'enthusiast' visited the foreman's office and 'REMOVED' the list which told the staff where 'surplus' RTs were being transferred! 'REMOVING' is quite clearly *STEALING* or *THEFT!*

Aldenhams L.T. Works had to make a large number of destination blinds for the October 28th bus changes. Therefore most of Barking's RT blinds were supposed to go into replacement Routemasters [Ed: that's strange!] and therefore obviously not

'available' to enthusiasts.

The removal of bonnet plates is similar to the one-time removal from Western Region diesels some time prior to this 'event' - B.R. had to remove them before so-called enthusiasts did!

It is this sort of dubious behaviour which gives ALL enthusiasts a bad name, and it MUST STOP, before irreparable damage is done to omnibusology relationships.

Julian Bowden-Green



Welsh Sheepdog



goes for a bus 'WALKIES'

A Welsh sheepdog (*with a taste for adventure*) hitched a ride for a day trip to the bright lights of London.

This sheepdog was first in the queue for the Cardiff to London express coach.

However, Inspector Ken Satterley thought that dog belonged to an old lady who was also a passenger, but when the Inspector found out that the dog was a non-paying passenger he tried to persuade the dog to get off the

bus but the answer (*despite the bribe of a biscuit*) was a teeth-snarling growl. The

Inspector added,
"we were running very late and so we had to take this dog with us - there was just no alternative!"

At Victoria Coach Station the dog was the first to get off and dashed away. The coach driver (*Allan Watkins*) thought, "*Was this the last I'd see of this cheeky passenger?*"

How wrong Driver Watkins was because an hour later, just as the coach was about to leave Victoria Coach Station on the return journey to Cardiff, that sheepdog bolted back onto the bus and curled up in the same seat as before for the trip home!

The driver remarked, "*How did this sheepdog know the right bus to catch from the dozens that were parked at Victoria Coach Station?*"
Originally found in "THE WAYBILL."



is a FREE monthly online digital magazine [e-mag] provided in PDF and SWF interactive format.

The AVRS Editor appreciates very much the help that David Patten from this magazine has given me in the assembling of THE AERONIAN XP since the Autumn Half-Term issue.

May I suggest that the readers of THE AERONIAN XP, in return, support this magazine.

More details:- david@railtalkmagazine.co.uk OR info@had-print.co.uk

AVRS EDITOR: "*Terry, do you believe in free speech?*"

AVRS CHAIRMAN: "*I most decidedly do*"

AVRS CHAIRMAN: "*Splendid! May I use your telephone?*"

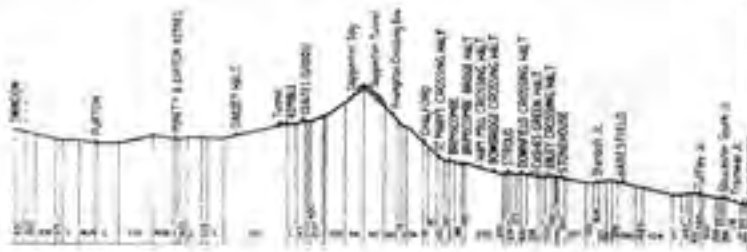
Fireman Wilfred Clements on his loco on the river bridge at Exeter (St. David's) heard screams and saw two little girls struggling in the water. He immediately jumped in and rescued them. He placed them in charge of their friends near by and returned to duty.

Seen on a bus leaving Sydney for the Blue Mountains
"**DO NOT ACCESS BUS THROUGH WINDOW**"

Seen in Goathland, North Yorkshire
"**BUS STOP, NO WAITING**"

"**RABBIT HOLE - NOT SUITABLE FOR HGV ACCESS TO A20/A260**"

Does this sign make lorry drivers hopping mad?



The *CHELTENHAM & GREAT WESTERN UNION RAILWAY* eventually opened a line from Swindon to Cirencester on May 31st 1841. There was no Kemble station until May 12th 1845 when trains began running through to Gloucester.

Kemble through Time



10th May 1963

Kemble was busy as 2-6-2T No.6137 returns to Brimscombe after banking a Gloucester - Paddington express up Sapperton bank. D7020 waits to follow on the 12 mile stretch of (then) single track towards Swindon whilst an AC railcar awaits custom in the Cirencester bay.

25th August 1981



The 15.00 Worcester (Foregate Street) leaves Kemble and approaches the 415 yard Kemble Tunnel which was not necessary for engineering reasons, but to appease a local landowner. A short length of the Cirencester branch was kept for engineers and often tamping machines were kept there.

27th October 2020



A Cheltenham to Paddington '*FLYING CUCUMBER*' leaves Kemble for its next stop at Swindon. Note what's left of the Cirencester branch; its rails very rusty. **BELOW** - some other photos taken on that October day,

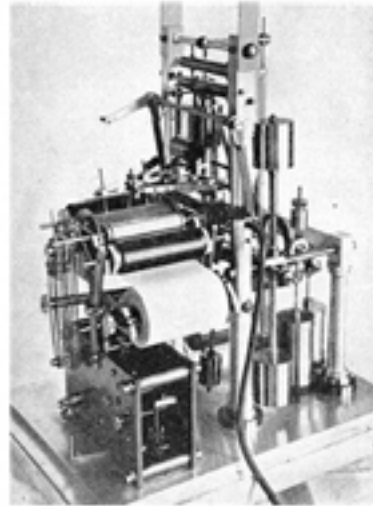


[More from the last issue of THE AERONIAN XP]

The ganger, anxiously walking his length after the passage of the Whitewash Train, keeps a watchful eye for signs of whitewash. If he is unfortunate enough to find any, he searches for the fault which has caused it. It must not be assumed any, that the defects located in this manner are very obvious. Even with the aid of the whitewash it takes a practised eye to trace them. This track marking is supplementary, of course, to the daily inspection and normal routine maintenance of the track.

There are several factors that influence the way in which a coach in motion rides along the track. Apart from the condition of the permanent way the engine itself creates a source of disturbance to the adjoining vehicles. Then every coach possesses its own idiosyncrasies. Some coaches ride more roughly than others, while their position in the train also governs their behaviour. The last coach is always more subject to lateral oscillation, for it lacks the restraining influence of adjoining vehicles. Quite apart from speed, therefore, all these factors affect the riding qualities of the vehicles.

Of course, in addition to the track-marking apparatus (and independent of it) there is the Hallade Recorder to which reference was made in the previous issue of THE AERONIAN XP and also see above. This sensitive instrument automatically compiles a continuous graphical record of the condition of the track.



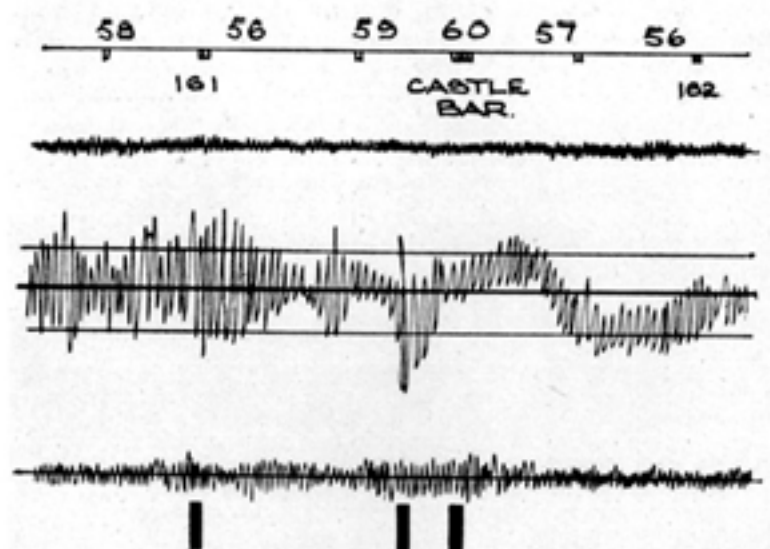
The Hallade Recorder [right] consists of three sets of pendulums, each of which is free to move only in fixed places - longitudinally, laterally and vertically. It is

by the movement of these devices that track faults are indicated.

The top of each pendulum operates a style which runs over a slowly moving chart.

Thus, the records obtained afford an indication of the condition of the track as shown in the last issue. In this way a systematic record of track irregularities is compiled, and enables any deterioration in the track to be quickly noted and attended to before it becomes excessive. This check is achieved by comparing each fresh record with its predecessor.

It will be observed that the top line of the chart carries a series of points at intervals. These are recorded



electrically by an operator stationed at a look-out window of the whitewash coach, who presses a button switch every time a quarter-mile post is passed. The same method is used to locate on the chart whenever stations, tunnels or viaducts are passed. Knowing the speed at which the chart travels over the recording drum, it is then quite a simple matter to plot the train speed every quarter of a mile when the record comes to be written up in the Engineer's Office.

carefully examined for the amount and run-out [*the reduction of cant to zero at the end of the curve*] of curve super-elevation, or the manner in which they vary. The presence (or otherwise) of low joints, bad alignment and other features are noted at the same time. A copy of this record is sent to every permanent way inspector over whose district the test has been made, so that he and all concerned may do something about it.

During this process the records are

Now, over to the GWR for the way they do IT better?? Read all about it in the next issue!

A PIG TRAIN

In the summer of 1939 the L.M.S. owned ONE PIG FARM?

NOT FOR PUBLIC USE!

In 1979, a much-delayed Waterloo to Exeter train [diverted because of a derailment] rolled into Reading Station. The station announcer, over the loudspeaker, said, "*Stand clear of this train. This is a Southern Region train and is not for public use.*"

Why didn't he name it after his mother-in-law?

Originally owned by Reading Society of Model Engineers, the 7¼ inch gauge NCB 0-4-0ST locomotive was passed to comedian Les Dawson just before Les passed away in 2000 for the comedian to finish. This locomotive was named 'ANNA' after Les' grand-daughter.

Knowing that Les Dawson was always one for his mother-in-law jokes, one wonders why he didn't name it after his mother-in-law!!

[*You could try the Reading Society of Model Engineers website for a photograph of this locomotive*]



Railway Porter [to referee at village football match]

"Gimme my whistle back quick - the 3-10 is waiting to go out."



Airport Transfer



Helicopters took people for a somewhat high price to Heathrow as an option to travelling there on the 4RF4 [[see below]



A tour in a preserved coach above ran from the site of the former Waterloo Air Terminal [see below]



Also visited [getting as near as possible to it] was the former Cromwell Road West London Air Terminal [see top of next column].

The idea for London check-in facilities was tried later with a check-in for Gatwick Airport in



Victoria Place from where you could descend to the Gatwick Express platforms. [see below]



There was also a short-lived check-in for Heathrow at Paddington (The Lawn) with a luggage transfer tunnel specially built to the Heathrow Express platform [see below].



Have you got a transport article for the next issue of THE AERONIAN XP?
Then let the Editor have it, please.

TOOT! TOOT! TOOT! *or* **THREE CROWS**

I suppose you could say this article about the 'a week events' in September 1965 all began with *THREE CROWS - NO! not the feathered variety - but three crows provided by a GWR whistle.*

It was during my student days and I was on vacation at my parents' home in Cefn Fforest, Blackwood, Gwent (or, as it was in the days of this article - 1965 - Monmouthshire). I was having a lie-in when through the air down in the Rhymney Valley came three blasts on a steam locomotive whistle answered by three blasts on the horn of a diesel locomotive.

To me, that could only mean one thing - a train was receiving banking assistance and a steam locomotive was involved.

In September 1965, 'something' down in the valley requiring banking assistance and a steam locomotive was involved demanded one thing - *INVESTIGATION!*

But what train? Which railway line in the Rhymney Valley - there were two?

1. The ex-Rhymney Railway line (on the west side of the valley where Pengam (Glam) station was (from Rhymney at the top of this valley to Cardiff (on the Bristol Channel)
2. The ex-Brecon & Merthyr Railway line (on the east side of the valley where Pengam (Mon) station was) from Brecon in the north to Newport (on the Bristol Channel).

'NOTHING VENTURED - NOTHING GAINED!'

So I decide to investigate.

The following day I got up, earlier than the day before - *what an effort!* I walked down (complete with my camera) to Pengam (Mon) station involving going down a sort of ash and cinder path but some 50 years later it has been tarmacadamed.

From the top of this path I had a super panoramic view of the Rhymney Valley - northwards towards Bargoed and the largest slag-heap certainly in Europe [which the Germans used as a 'marker' to turn their aircraft to then go south to bomb the docks at Cardiff and Newport] and southwards to Hengoed [here one could just make out the viaduct there which once carried the railway line between Pontypool, Aberdare and Neath.

Leaving that ash cinder path I joined the Barn Hill still descending into the Rhymney Valley, and I could see clear evidence of a steam locomotive at work causing me to quicken my pace though crossing the main road carefully almost at the former Pengam (Mon) station - see below.

The nearer I got to that station the more I heard and saw of a steam locomotive shunting! At the closed Pengam (Mon) station [closed Monday 31st December 1962 with last train calling on a vvvveerrryyy cccooolllddd Saturday December 1962 - no trains ran on Sundays] I discovered an ex-G.W.R. 57xx 0-6-0PT in the shape and form of 9675; most steam





locomotives at that time had that 'run-down look' - such a look varied from one loco to another.

9675 was almost complete - its smokebox numberplate was missing [its not now because I bought it from another enthusiast for 7 guineas after seeing it advertised in a national railway magazine - which one I can't remember.

Sitting in what was the Newport-bound waiting shelter [on the right, above] I decided to take few B & W photos of 9675 engaged in some shunting; its crew [Driver Ken Cooper and Fireman Ron Brown] were being given instructions by a Christian friend of mine from a chapel I attended as a youngster - Henry Evans.

9675's driver, seeing my interest, invited me onto his locomotive's footplate. I had been on a steam loco's footplate at this station before whilst they were being watered during their stop there - often stated in signal box's log book as 'DELAYED,' that was 'exciting' but this loco was about to move!

During 9675' shunting operations Driver Cooper moved his loco down the line a few hundred yards in the direction of Newport. When I asked where we were going Driver Cooper replied, "Just for a ride." On stopping, he handed me 9675's

regulator and told me to take it back to the station. Cor! A ride on steam locomotive and *NOW* I was going to drive one! I was told to 'open her up' and I did - for a while - Pengam (Mon) was getting too close. I estimated that I got 30 m-p-h out of 9675 before braking to stop alongside the deserted platform.

Then I discovered that 9675 was not only used for shunting the Britannia Colliery sidings *but* was also used



transport water for Angel Cottage [see above] alongside the former track linking the closed Aberbargoed Junction [where the former B & M Rhymney branch went straight ahead to New Tredegar *AND* the line towards Bargoed turned left up to the former Bargoed South Junction [where the line between Rhymney and Cardiff] was met. [The photo below is of Shunter Henry Evans and fireman Ron Brown after we had



delivered water to Angel Cottage] During my first day I asked about the 'three crows' I had heard the day before. It transpired that 9675 banked a coal train from Pengam (Mon) via Fleur-de-lys to Maesycmmer Junction [see above which was situated at the top of an incline linking Fleur-de-lys (on the line from Brecon/New Tredegar to Newport) to the line between Pontypool, Aberdare and Neath]. This link was the only outlet for coal going south from Britannia Colliery. This had happened earlier in the day. Therefore I missed this operation *BUT* if I came down early enough the next day I could ride on 9675 when it was doing its banking duty. Naturally I accepted - who wouldn't in the closing years on B.R.

In fact I spent several days on 9675 at Pengam (Mon) station and so I had plenty of rides on 9675 including banking a D67xx diesel-electric (now known as a class 37) via Maesycwmmmer Junction [*below*] and



The last coach is passing the actual junction.

stopping *INSIDE* the Bryn Tunnel. *BUT* let's find out more about this banking.

Before banking this coal train 9675 would help get the class 37's train ready by doing some shunting

of the Britannia Colliery sidings. Then 9675 would buffer up bunker first and couple up to the coal train's guard's van. When all was ready that's was when the three crows were exchanged between 9675 and the diesel.

Driver Cooper would then open the regulator slightly and let 9675 have a slight 'taste' of steam - this was because the line was downgrade at 1 in 96 and there were some sharp curves between Pengam (Mon) and the next station south which was Fleur-de-lys Platform - below.



A little more steam was applied to the inside cylinders after we had passed through Fleur-de-lys and then the regulator was opened to its fullest just before we branched off the 'main line' [which would have taken us to Newport via Bedwas and Bassaleg]. This gave us a run at the bank whose gradient I would have estimated at 1 in 50; on that gradient you felt that 9675 really wanted to really push that D67xx diesel into the ground - certainly in getting that coal train to Maesycwmmmer Junction.

The 'main line' we now joined was more easily graded and 9675's regulator was gradually closed and the whole train was allowed to drift into the Bryn Tunnel [398 yards long]. Inside this tunnel [*of all places!*] Fireman Ron Brown jumped

down and uncouple 9675 from the guard's van; then without any



further ado, 9675 would puff back out of that tunnel and down the bank via

Going back down the bank



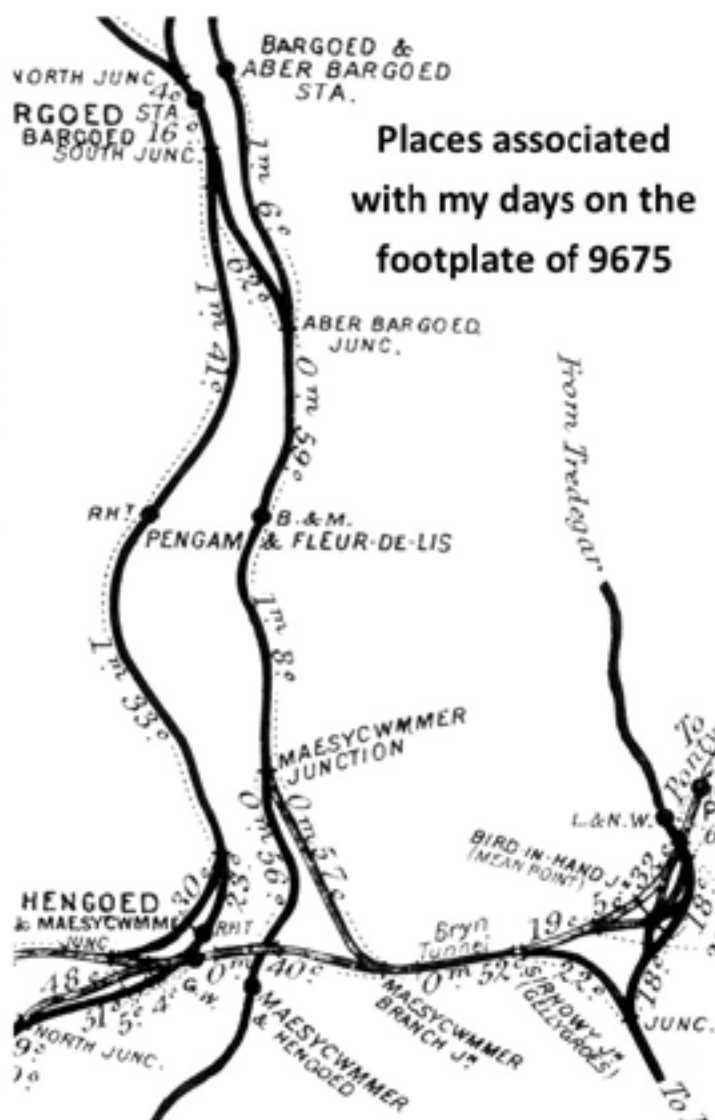
Fleur-de-lis to Henry's smiling face at Pengam (Mon) and more shunting.

On one of these banking duties, driver Ken Cooper drove out of the tunnel, allowed to get down whilst he took 9675 back into the tunnel in order to allow me to photograph 9675 leaving that tunnel - but after all those years ago [55 years!] I can't find that photo!



Another time during those few days Fireman Ron Brown showed me how bacon etc. would be fried on a fireman's shovel after washing it down with coal dust! [see *previous column*] Me? I didn't like the thought of eating a bacon butty after frying bacon that way! Round about Ron's lunch-hour, driver Ken Cooper suggested that I might like to. . .

[Find out about this suggestion in the next issue]



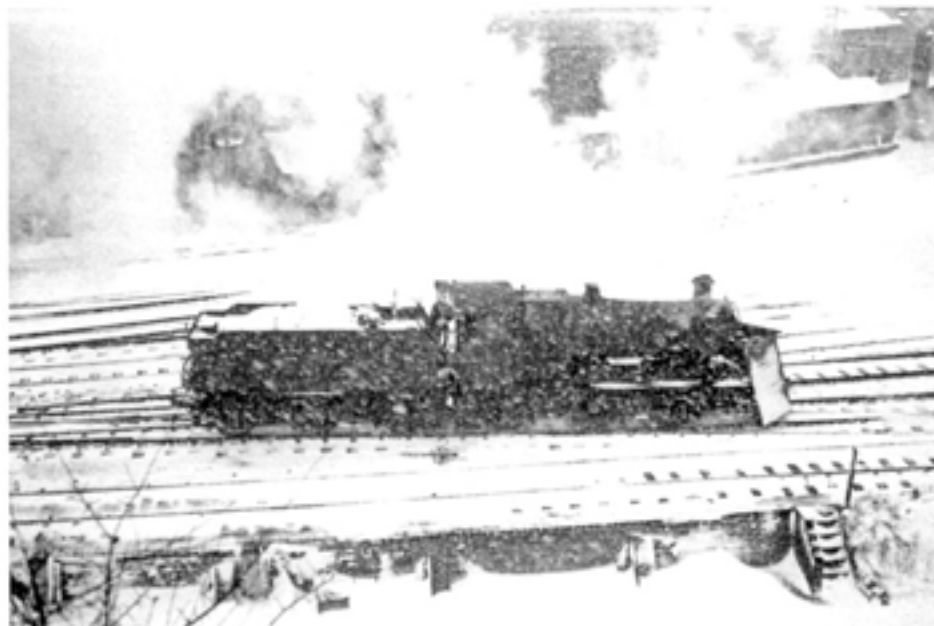
Places associated with my days on the footplate of 9675

THANK YOU



To David Patten for helping with the production of THE AERONIAN XP

Crouched in the cab for warmth at 20 m-p-h!



particular 15 hour shift for him and his driver.

One morning in January 1963 my driver [*Charlie Krubb*] and I booked on duty to work a local Worcester to Stoke Works freight with loco 2246. However, on our arrival in the yard, we were told to return to the shed and couple up to the breakdown vans as there

milk factory sidings at Moreton-in-Marsh.

Snow plough fitted 3MT Collett '2251' class 0-6-0 No. 2253 [officially withdrawn week ending 27th February 1965, although its shed had not yet implemented, but seen here on 4th March 1965] moves cautiously around Worcester loco depot [85A] during a heavy snow storm. Is it preparing to go out or has it just returned from snow-plough duties?

The 1962/3 winter was I shall never forget. This story is in a section of my book: "WORCESTER LOCOMOTIVE SHED BOOK" and con-

tains some atmospheric snow scenes over the Cotswold route to Oxford. This particular winter was one of the worst on record with snow arriving on Boxing Day and staying on the ground until March 1965. For the railway the combination of snow and freezing conditions meant a challenging time. Worcester fireman and WLS [*Mick Rock*] recall a

Whilst the breakdown gang worked on re-railing the milk wagon, my driver and I decided to turn 2246 (our '*Baby Castle*') before we did the return journey from Moreton-in-Marsh to Worcester. Why?



On the return journey we would be travelling tender first. If you're familiar with '*BABY CASTLE*' locos, then you will know of the exposed nature on the footplate of such locos with their low tenders [except for those such locos fitted with

R.O.D. tenders - see end of this article]. So, around 5 p.m. and now experiencing falling snow, we informed the signalman that we wanted to run light engine to Yarnnton Junction (near Oxford) to use the turntable. En route we decided against topping up the tender at Charlbury water troughs just in case they were frozen and therefore damage our water scoop.

We stopped outside Yarnton signal box to inform the signalman that needed to use the turntable.
His reply, "I think it's frozen solid."
I can't reply what was said by my driver - Charlie Knibb.

2246 was stabled in a nearby siding while we walked through the snow to



look at the turntable; sure enough - it was solid! Charlie and I couldn't move it and we gave up (after 15 minutes) and returned to the warmth of the signal box - see below.



to the warmth of the signal box.
Then signalman then rang Oxford to explain our plight and to suggest that we continued to Oxford. We were told that the Oxford area was at a standstill. To add to this, it was snowing heavily at Yarnton.

My driver then suggested that we try Didcot - but we got the same response. It was now 10 p.m. There was nothing left but to return to Moreton-in-Marsh **TENDER FIRST!** There was no cab sheet to protect us from the freezing wind and snow we were experiencing. Thus we set off at a gingerly 20 m-p-h.

Reaching the breakdown gang we found that the milk wagon had be re-railed and this gang were in the mess coach around a roaring fire. Charlie and I were treated to the usual ribald jokes at our escapade. After a well-earned steaming mug of tea, we set off back to Worcester crouching all the way at a gingerly 20 m-p-h, crouching in the cab for warmth and some degree of comfort against the freezing wind and snow. We arrived back at Worcester shed around 2 a.m.

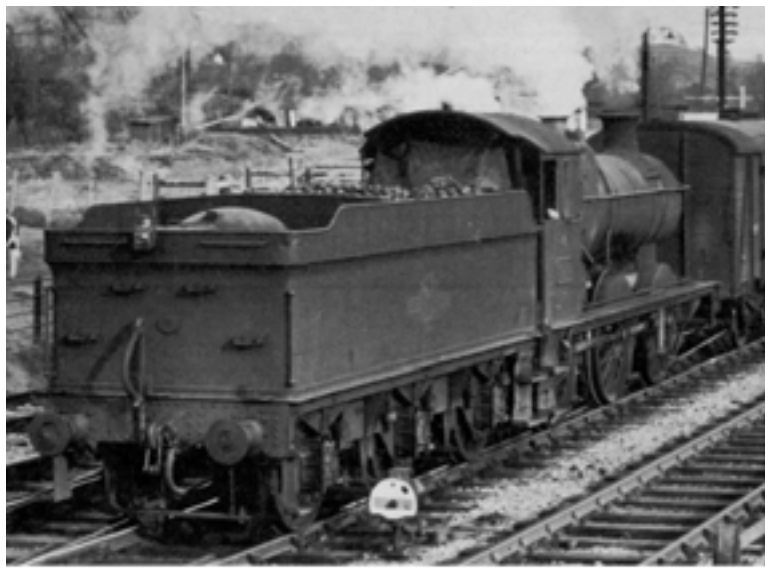
What a day - but, at least we were given the mandatory 12 hour rest before reporting for duty once more.

Thank you to **STEVE BARTLETT**
for this very interesting story

His book
"WORCESTER LOCOMOTIVE SHED"
is available as a hardback
from Pen & Sword.

Thanks to the
Worcester Locomotive Society.
AND
Vic Mitchell of Middleton Press

Will your contribution be in the Christmas issue of THE AERONIAN XP?



Ex-GWR Class 2251 0-6-0 No. 3210 comes off the long branch [Evercreech Junction - Glastonbury - Highbridge and Burnham-on-Sea] at Highbridge and running tender-first shows how exposed the footplate is in any weather!
[See previous article]



In an endeavour to reduce the length of station stops on London's Underground, London Transport was experimenting with 'hustler' sirens to warn passengers when train doors were about to close.

The first of these sirens was brought into use at Liverpool Street (Central Line) on November 11th 1957. So that the train service as a whole would run to time, it was necessary to ensure that station stops did not exceed 30 seconds, and therefore a siren - a klaxon - sounded 25 seconds after each train had arrived.

Posters were exhibited requesting passengers off the train first, and by standing clear of the doors when the siren sounded.

Not only during the winter months **BUT** all the year round [virus permitting] you'll receive a warm friendly welcome at all our monthly meetings when they resume.

The above nocturnal warmer was kindly loaned by a lady who uses it to keep her warm whilst her 'man of the cloth' is speaking.

Need a rest? Then sit down and read
THE AERONIAN XP



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Chairman - Terence Davis

Felin Pontfaen, Llangwryfon, Aberystwyth, Ceredigion, SY23 4HA

Tel: 01974 241653 e-mail: TerryD147@hotmail.co.uk

Secretary - Vacant at present

Treasurer - Les Mowbray

Plas-y-Dderwen, Boncath, Pembrokeshire, SA37 0HS

Tel: 01239 841346 e-mail: leslie.mowbray@btinternet.com

Social Secretary - Steve Parr

Talfedw, Llwyn y groes, Tregaron, SY25 6QF

Tel: 01974 821444 e-mail: talfedw@gmail.com

Exhibition Secretary - Martyn Cook

Garn Foel, Pennant, Llanon, Ceredigion, SY23 5JG

Tel: 01974 272611 e-mail: martyn.cook@mypostoffice.co.uk

Aeronian XP Editor - Ken Mumford

"Penylan," 41 Towcester Road, Coleview, Swindon, Wiltshire, SN3 4AS

Tel: Ex-directory e-mail: ken.mumford@ntlworld.com



The undercover MW [Drawing by Phil Sposito of Cheltenham]

Thank you, Phil.