

THE AERONIAN XP

June 2023 Edition

The magazine of

THE AERON VALLEY RAILWAY SOCIETY

*Endeavouring to enthuse and encourage folk in the
Aeron Valley - AND beyond*



I'm related to a
steam locomotive
which [*unlike me*]
changed its shape
during its lifetime

BRITISH RAILWAYS

to the rescue??

SEE INSIDE for AVRS monthly meetings

GWR designed squat, heavy and Americanised 0-6-0PTs?

FERROEQUINOLOGICAL ACT OF FAITH UP NORTH!

2,000 gallons in 20 seconds!

Xing the gap!

Luxury on rails in the 1930s?

Railway enthusiasts berated!

Unusual summer treat!

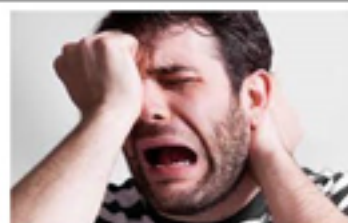
Two metallic graceful ladies helping one another!

451 'sort of' meets 458!

BUSES 1 TRAINS Lost!



Can you find a
comment in this
issue on the
'cardinal sin' linked
with the days of
THE DEVON BELLE
at Waterloo?



FOUR pre-grouping
non-GWR classes
GONE WITH REGRET!

EDITOR'S BIT!

Regarding ©

Irwell Press have now been taken over by Strathwood Publishing.

As I've wanted to use material from their books for THE AERONIAN XP and my PowerPoint Presentations, I sent an e-mail asking for Reproduction Permission to Strathwood Publishing and this is their reply from Kevin Derrick:-

Hello Ken although the copyrights are not ours as you say I don't see an issue as long as you plug all those concerned including ourselves of course. good luck with the presentation.

DO YOU REALISE

that YOU [the person reading this magazine] is valued by this society?



Can YOU suggest one who would be able to give a presentation to the AVRS? OR could contribute to THE AERONIAN XP?



ENCOURAGED

2 GET INVOLVED

with the **AVRS?**

YOUR AVRS MONTHLY MEETINGS

DATE	MEETING TITLE	PRESENTER
June 21st	COLOUR RAIL presentation	Chairman Terry Davis
July 19th	BREAKNECK & MURDER RAILWAY [2]	Editor Ken Mumford
August 15th	To be arranged - see Steve Parr	
September 20th	Military Railways of World War One	Gareth Jones
October 18th	ANNUAL GENERAL MEETING	Show you care by being there!
November 15th	To be arranged - see Steve Parr	
December 20th	Christmas Dinner - details later	Hungry AVRS members & friends



**Held at the Royal British Legion Hall,
Victoria Street, Aberaeron, SA46 0JA.**

See you there?

Why not bring a friend?

I was going to tell you a railway joke - BUT I lost my train of thought!



The Brentford branch was built from the dock to the GWR main line at Southall [originally Broad Gauge]. Brunel's original covered dock was destroyed by fire in 1920 and replaced by an iron and steel structure. The former dock yard was redeveloped in 1972 [completed in 1978] and is now the Brentford Dock Marina and Brentford Dock Estate .

After World War I the Thames frontage was adapted for boats of up to 300 tons. Craft using the dock included heavy river barges, canal boats and sailing barges, and the dock offered customs facilities. Traffic included coal, steel, timber, wood pulp, flour, animal feedstuffs, cork, general merchandise and, in the 1950s, Morris cars from Oxford. Coke from Southall Gas Works was carried in daily block trains from Southall to the dock. The dock closed on 31 December 1964. It was redeveloped as housing and a marina in 1972 by the Greater London Council (GLC).

Brentford Dock in Brentford [West London] was a major trans shipment point between the Great Western Railway (GWR) and barges on the River Thames.

The building of Brentford Dock was started in 1855 to a design by Brunel [with its entrance via a lock from the Thames] on a large island between the River Thames and the two mouths of the River Brent and it was formally opened in 1859. The Brentford branch

Transport Ticklers



Two men were waiting at a bus stop. When the bus arrived it turned out to be a one-man bus.

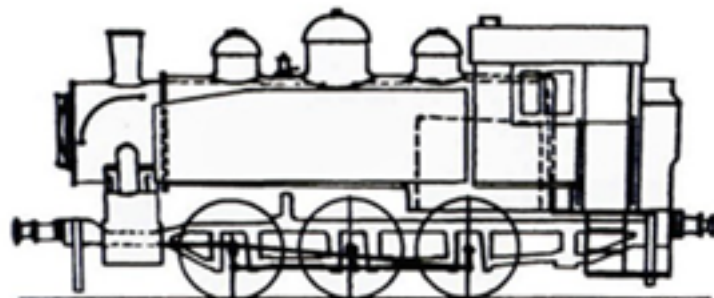
So the one man turned to the other saying, "You take this bus, I'll wait for the next one".

Q. Why did they build the railway station two miles from the town?

A. Because someone thought that it would be a good idea to have the station near the railway!

THOUGHT

How many railway stations were built some way from the town or village they served and they were closed though some re-opened later.



Your Editor has sent a request to reproduce this article from the *RAILWAY MODELLER* publishers but, after some time, has not received any reply.

Really and honestly, these locomotives, being built after Nationalisation [1st January 1948] were the products of British Railways - yet they show clearly Great Western Railway characteristics. Placed alongside traditionally shaped 0-6-0PTs e.g. the 16xx locomotives, these 15xx locomotives appear squat, heavy and [dare one say] Americanised pannier tanks which were destined to be the final essence of GWR steam technology refined over 100 years of Swindon locomotive designing from Chief Engineers there of Daniel Gooch with the broad gauge of the 1840s right through to Frederick Hawksworth in the World War Two of the early to mid-1940s.

A typical GWR pannier tank had inside cylinders with Stephenson's valve motion, plus a simple but free-steaming parallel biler that punched out considerable power relative to the locomotive's small size. Not only had the 15xx locomotives a tapered boiler - the standard No. 10 with which Hawksworth also equipped did he see sound reasons behind their design his other 0-6-0PTs [the 94xx 0-6-0PTs without superheaters] but also outside cylinders which were low slung on the frames and controlled via outside Walschaert's valve gear. In addition, most of the separate parts were welded instead of

mentioned 'novelties' were no wheel splashes and running plates! Compare all these 'novelties' with the 'USA' class 0-6-0Ts [see above] that once operated on Southampton Docks - did Hawksworth inspect and of the US Transportation Corps 0-6-0Ts that operated in our country during WW2? Was Hawksworth impressed with what he saw in such locomotives? Did he see sound reason behind the design of such locomotives?

The 15xx locomotives were designed for heavy shunting and freight haulage; they were provided with a very short wheelbase [12ft 0 inch] so that they could negotiate small radius curves that existed in many yards [the minimum requirement was for the negotiation of 3½ chains radius]. Because of the long overhangs front and rear this gave rise to uncomfortable and [ultimately] dangerous yawing when hauling trains at any reasonable speed [??] - so passenger work and freight trains for which they were partly intended; the overhang also caused problems in tightly packed yards, thus the utilising of the 15xx were narrowed some what. These locomotives were outshopped in



plain BR black livery; though some received lining during their life - see 1501 on the Severn Valley Railway on the previous page.



The first five 15xx locomotives were sent to 81A [*Old Oak Common*] for basically empty stock movements in and out of Paddington station. The rest were sent to various yards on the Western Region section of BR - mainly in South Wales with Newport in particular though some of these later found themselves joining those first five on the e.c.s. duties etc. from 81A. This class carried on working until 1962.

[Accompanying this article is a table of information about the 15xx class]

LIFE after British Railways

1501 was one of the first of the class to be withdrawn in 1961, but was sold along with 1502 and 1509 to the National Coal Board for use at



Coventry Colliery - see next two photos. The three locos were sent to

Andrew Barclay Sons & Co., in Kilmarnock, Scotland for overhaul



before delivery [*to the colliery*] in a maroon livery but retaining their BR numbers at the colliery.

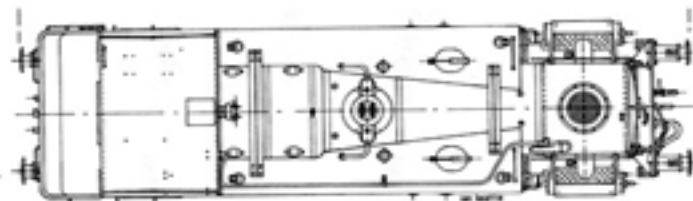
After working at that colliery until 1970, all three locomotives were purchased in 1970 by the Severn Valley Railway. Locomotives 1502 and 1509 were used as sources of spares for the restoration of 1501.

The remains of 1502 and 1509 were cut up and scrapped at Cashmore's, Great Bridge in October 1970.

In 2006 No. 1501's boiler certificate expired and it was withdrawn from traffic. The locomotive was overhauled and steamed again in August 2012. It was repainted in British Railways lined black colour scheme with the early BR emblem on its tanks, a livery not normally used on shunting locomotives but carried by classmates.

The photo [*on the next page*] was taken on the day that your Editor and his wife visited the SVR and had a lively ride from Kidderminster to Bridgnorth behind 1501.





NUMBER	BUILT	SHED	W/D	W/D SHED	DISPOSAL
1500	24.06.1949	81A	02.12.1963	81A	T. W. Ward, Briton Ferry
1501	08.07.1949	81A	07.01.1961	81C	Swindon Works
1502	29.07.1949	81A	17.01.1961	81E	Sold to the N.C.B.
1503	09.08.1949	81A	02.12.1963	81A?	T. W. Ward, Briton Ferry
1504	19.08.1949	81A	02.05.1963	81A	T. W. Ward, Briton Ferry
1505	31.08.1949	81A	16.05.1962	81A	Wolverhampton Works
1506	01.09.1949	86B	02.12.1963	81A	T. W. Ward, Briton Ferry
1507	07.09.1949	86B	02.12.1963	86B?	T. W. Ward, Briton Ferry
1508	14.09.1949	86B	12.09.1962	86C	Caerphilly Works
1509	22.09.1949	86B	24.08.1959	86A	Cashmores, Great Bridge

*Some sources of data information MIGHT have different dates -
but I have done my best to double check the above details*

1501, 1502 and 1509 sold to the National Coal Board [N.C.B.]
which conflicts with the above information - see also text .

*Grateful thanks to the late Ian Beattie from whose original article
much of this article is taken but not the photographs.*

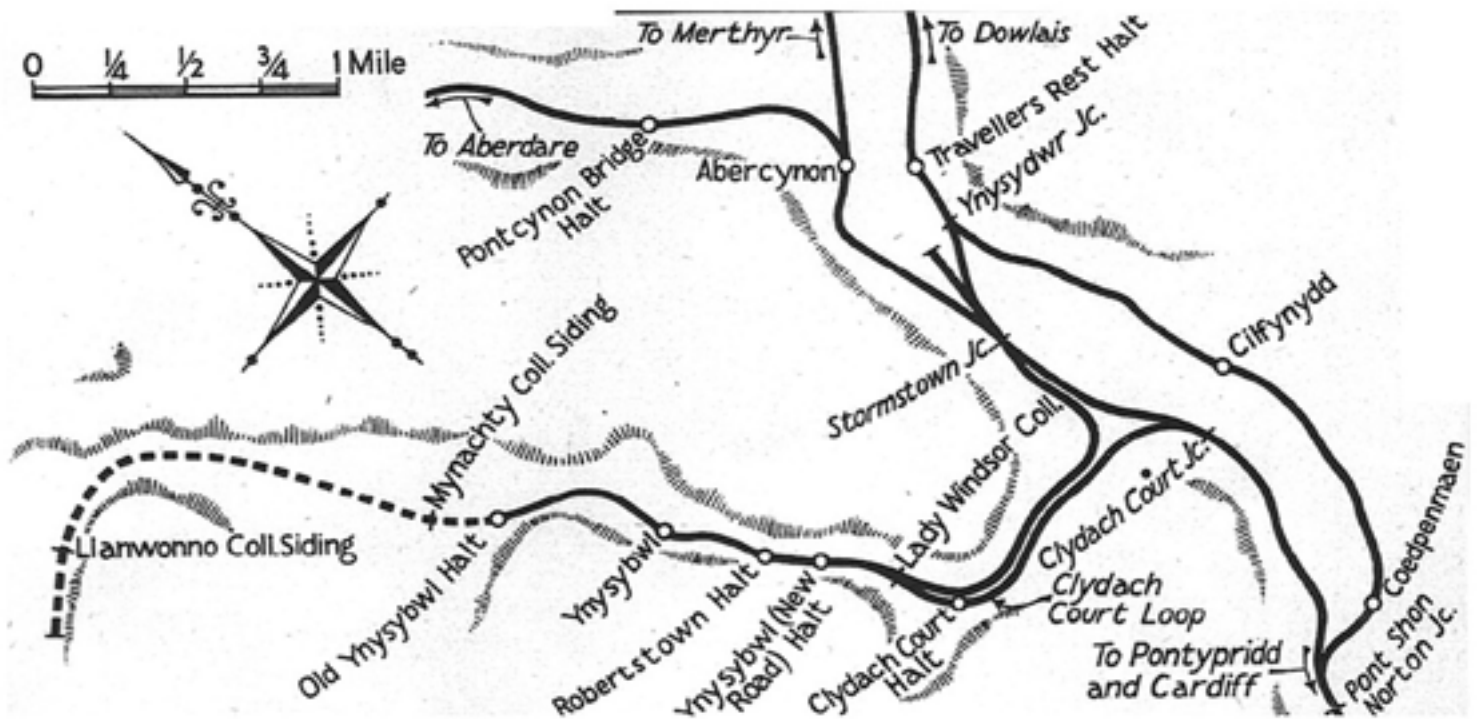


The Island in the Pass

From the October 1952 issue of
THE RAILWAY MAGAZINE with
reproduction permission from
Brenda Brownjohn of the RM staff.

With the cessation, *after the last train on July 26th 1952*, of passenger services on the Ynysybwl Branch of the Western Region, there disappeared from the public timetables one of the shortest, steepest, and [in places] one of the most picturesque of the South Wales valley lines, and with it, one of the few station names without an English vowel!

YET another distinction of the Ynysybwl branch was that of being one of the few to terminate



**Ynysybwl branch and associated lines
with the sections abandoned in 1938 and 1949 shown dotted.**

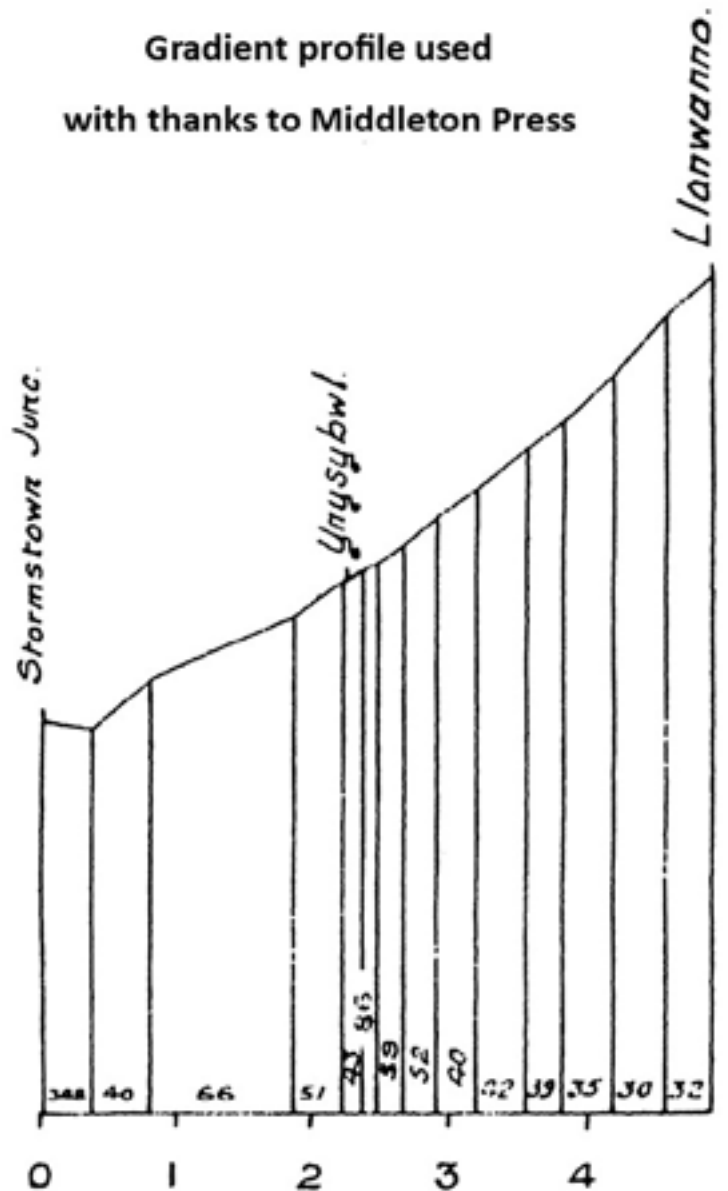


**6401 and staff pose at Ynysybwl Halt.
Photographer - unknown**



**5644heads for Abercynon past Clydach
Court Junction [5th November 1958] with
Ynysybwl South Curve in the foreground.**

**Gradient profile used
with thanks to Middleton Press**



An enhanced version by the Editor

Ynysybwl [*the island in the pass*] had a population of about 5,000 people and was a sort of mountain-hemmed cul-de-sac lying between the much larger Rhondda Valley and the Aberdare Valley [*now known as the Cynon Valley*] about 5 miles north-west of Pontypridd.

The branch was built by the Taff Vale Railway primarily to serve the Lady Windsor Colliery near Robertstown. This pit was sunk in 1885 under the auspices of a syndicate - one of whose leading members was David Davies of Llandinam - who, as chief promotor of the Barry Dock & Railway, later became one of the Taff Vale's bitterest opponents. The Lady Windsor Colliery began production in 1886, and the slightly over 2 mile length Ynysybwl, was brought into use for freight traffic in the same year; its *original* connection with the Pontypridd - Merthyr line at Stormstown Junction faced towards Merthyr. Local passenger services began on 1st January 1890 between Ynysybwl and Aberdare Junction [*as the 1952 station at Abercynon was called between 1846 and 1896*].

To afford a *direct* outlet towards Pontypridd, the Clydach Court Loop [*1 mile 11 chains*] between Clydach Court Junction on the main line and Windsor Passing Siding on the Ynysybwl branch, was brought into use for freight traffic in 1900.

With the extensive development of steam railcars on the TVR during the next few years, a passenger service worked principally by this means [*see top of next column*] was began between Pontypridd and Old Ynysybwl on 17th October 1904. Intermediate halts were added on the branch at Clydach Court, Ynysybwl (New Road) and Robertstown - the older survivors



of these structures being still of the Taff Vale design whereby intending



passengers wait under a shelter-awning outside the platform with the gate to the latter being unlocked by the train guard - as at Robertstown above!

Before the development of road transport, a good volume of passenger traffic was handled on this branch - especially on Saturdays when in TVR days as many as 1,000 passengers were take into Pontypridd and back- cost was 4d in 'old' money. As late as 1920, 12 trips were run in each direction, with extras on Saturdays.

Like many other branch lines in South Wales. However, the Ynysybwl service suffered severely from the development of close-headway bus services along the parallel road through the valley - see next page - and in its closing days the branch had



only 5 trips each way (8 on Saturdays), of which 2 up trips and 1 down ran *via* Stormstown. A pannier tank and one [*sometimes two*] push-and-pull trailers provided the service.

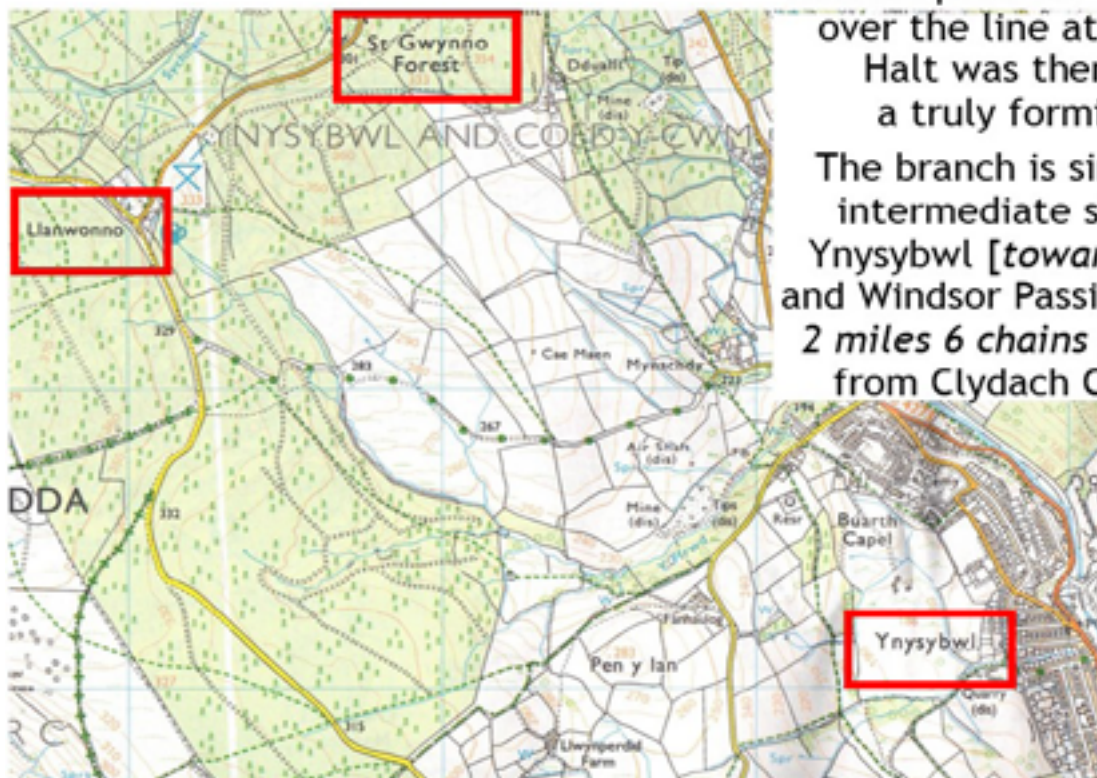
Before its closure, the Ynysybwl branch was one of the steepest lines in a land of steeply-graded railways.

The original connection from Stormstown falls gently to its junction with the Clydach Court Loop, but from this point there so a climb at 1 in 47, 56, 66, 51 and 59 to Old Ynysybwl Halt - beyond this halt (2 miles 64 chains from Clydach Court Junction), the branch at one time extended as a purely mineral line,

through picturesque wood-and-mountain scenery, for a further just under two miles - its final termination being close to the isolated village of that name on the slopes of Cefn Gwyngul - where there is an ancient spring known as St. Gwnno's Well. This upper branch section climbed continuously at 1 in 30, 32 and 35 towards Llanwonno; under TVR rules the loco always worked at the Pontypridd end of the train, irrespective of the direction of travel. With the working-out of the Llanwonno and Mynachty pits, the outer 1.5 miles of the branch were taken up in December 1938, and the remaining portion [between Old Ynysybwl Halt and Mynachty] was closed on 22nd September 1949; the road bridge over the line at the aforementioned Halt was then filled in to make a truly formidable *DEAD END!*

The branch is single throughout, the intermediate signalboxes being at Ynysybwl [*towards the end not used*] and Windsor Passing Siding [*respectively 2 miles 6 chains and 1 mile 22 chains*] from Clydach Court Junction. The

curiously-named Windsor Passing Siding Box has hitherto controlled both the junction of the lines from the junctions at Clydach Court and Stormstown, and the



National Coal Board connection to Lady Windsor Colliery, electric train staff working being in force between the main line junctions and Windsor Passing Siding, and wooden train staff [one engine in steam] thence to Old Ynysybwl Halt. The considerable economics accruing from the cessation of passenger train working include not only the dismantling of 1 mile 8 chains of track between Clydach Court Junction and Windsor Siding, and of 40 chains between Ynysybwl and Old Ynysybwl Halt, but also the closure of Windsor Siding Box - its replacement being a ground frame plus the substitution of working by train staff [one engine in steam] throughout between Stormstown Junction and Ynysybwl Goods, as one section.

A T.V.R. loco as used on this branch [c1900]



Typical T.V.R. branch halt



More on the Internet about the railway and the area



WITHDRAWN or NOT WITHDRAWN

A burning question?

This is 'Patriot' class 4-6-0 No. 5512 'Bunsen' during World War 2. It was rebuilt on 26th July 1948 with a number 2A boiler and was the first of the rebuilt 'Patriot' class 4-6-0s on 27th March 1965 according to a table of information in 'BRITISH RAILWAYS ILLUSTRATED - Annual Number One BUT details of other

rebuilt locos of this class does not bear this out?

Interesting that this particular 4-6-0 only lasted 14 years 12 days before its 'shape' was changed YET in name sake with a similar name - the Bunsen Burner was invented around 1855 and its design has not changed radically in 168 years!

The standard design of this scientific burner - unchanged for much longer than 5512/45512.



A Transport Tickler - are there others?

The train was leaving the station and three men went racing along the platform; two of them jumped on, leaving their mate stranded, laughing his head off! One of the porters asked, "What are you laughing at?" "Those two came here to see me off" said that man."



REMEMBER

buying Fish & Chips
at the Fun Fair?
A former 'Albion' single
decker coach serves
Chips at 6d and
Fish & Chips at 1s-6d
[7½p in today's money]



A spectacular dewired
trolleybus at a Canons Park
roundabout while on
route 645 -
*'Barnet to Canons Park
via Cricklewood.'*



A GWR pair-horse delivery
vehicle at Paddington Station
around the late 1930s
when 1,700 horses were
owned by the GWR - 500 of
them employed in London.



Is all that steam
coming from one of
the engines of this
Swindon Inter-City
dmu over-heating
as it awaits
departure from
Glasgow (St. Enoch)
station?
Photo by Derek Cross

The AVRS Editor has
been given
permission to use
any of Derek Cross'
photos [by his son -
David Cross]
but not to overdo
that privilege.

After the 'Silver Jubilee'

Encouraged by the success of the 'Silver Jubilee', the LNER provided even more lavish passenger accommodation on the 6-hour London to Edinburgh flyer; the weight was increased from 220 tons to 312 tons - this meant that even harder work was required though it was the coal consumption rather than the actual locomotive capacity that tended to govern the performance of that train. On this [*said to be the hardest of all East Coast workings*] the locomotives worked through from London to Edinburgh. Roughly 7½ tons of coal was thrown into the firebox on that journey, though cross winds or other adverse conditions could increase the coal consumption to nearly 9 tons which was the capacity of the 'A4' tenders - indeed on another high East Coast flyer [*'The Coronation'*] heading for London ran out of coal and had to call into Hitchin loco depot [*now 34D*] for a refill. Would changing locomotives at Newcastle have made all the difference?

Against testing conditions - some slacks causing 'The Coronation' [a train of 325 tons gross] to pass Grantham just over a minute late - Driver Walker of Newcastle (Gateshead) Depot to use 15% cut-off when breasting Stoke Summit at 64½ m-p-h. With no change in the cut-off the 'A4' [4491 'Commonwealth of Australia'] accelerated to 106 m-p-h before Essendine as in the accompanying table. The average speed from Essendine to Helpston Box was no less than 104.8 m-p-h! About half this distance of 6.7 miles is downhill at 1 in 264 and 1 in 449, however between Tallington and Helpston [where the running was 105 to 106 m-p-h] the gradient changed from 1 in 528 to dead level.

DISTANCE <i>miles*</i>	LOCATION	SCHD <i>min</i>	ACTUAL <i>min sec</i>	SPEED <i>m-p-h</i>
162.8	GRANTHAM (<i>pass</i>)	150½	151 53	69
168.2	Stoke Box		156 48	64½
171.2	Corby		159 14	85
176.1	Little Bycham		162 25	98
				106
179.7	Essendine		164 30	104
183.5	Tallington		166 40	106
				104
186.4	Helpston		168 20	106
188.8	Werrington Junction		169 47	
191.9	PETERBOROUGH (<i>pass</i>)	174	172 45	

* = miles from Newcastle

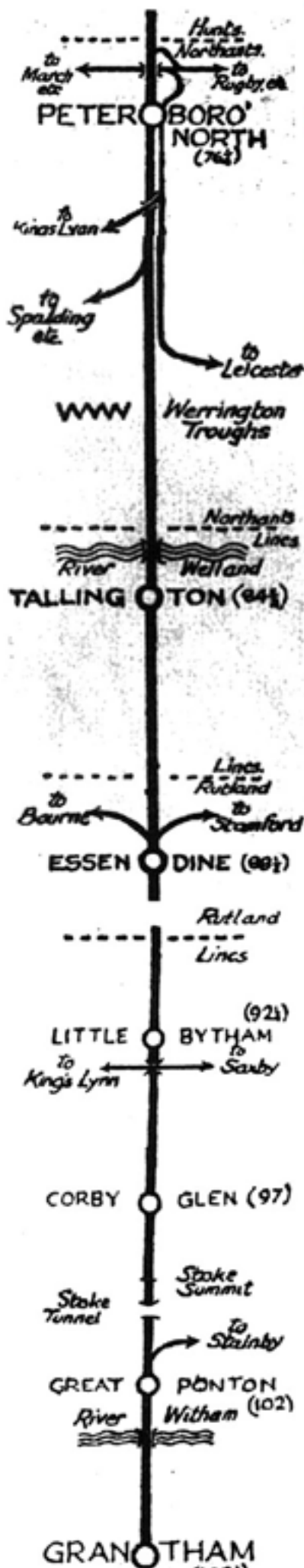
Extra information

Average speeds:-
Corby - Werrington
[17.6 miles - 100.1 mph]

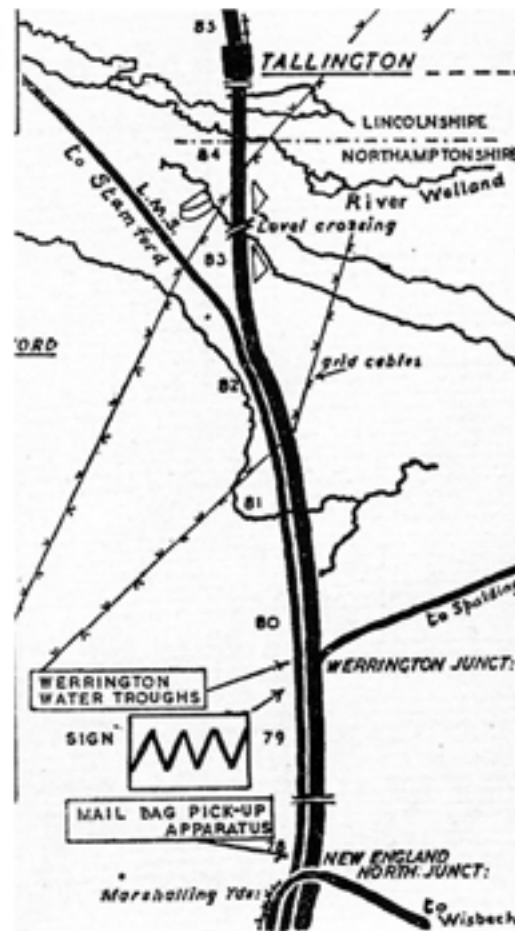
Little Bytham - Helpston
[10.3 miles - 104.5 mph]




Your Editor had 'fun' attempting to join three route maps from a 1950s book - hence some irregularity in the clearness of the background - sorry!



WERRINGTON JUNCTION signalbox and preserved LNER 'V2' class 2-6-2 'Green Arrow' on a special eastbound from Carnforth to Leeds.



WERRINGTON TROUGHS [as used by 4491 'Commonwealth of Australia'] were situated midway between mileposts 79 and 80 [miles from London] and there was a large lineside trough sign ahead of the troughs. Some 60 yards further on the 4491's fireman would have lowered the water scoop in the tender to make contact with the water in the trough while the train was rushing over them.

These troughs at Werrington were 1,780 feet long and 6 inches deep and 4491's tender could be replenished with some 2,000 gallons during the time [20 seconds, for example - depending on the train's speed] the scoop is down in these troughs.



ESKDALE

ESKDALE is said to be one of the loveliest of Lakeland's valley - a place of many delights, the finest of all valleys for those whose special joy is to travel on foot and a paradise for artists. Unspoilt by commercial and industrial activity, it remains today little changed since the first settlers discovered and cultivated with loving care this perfect Arcadia in the hills.

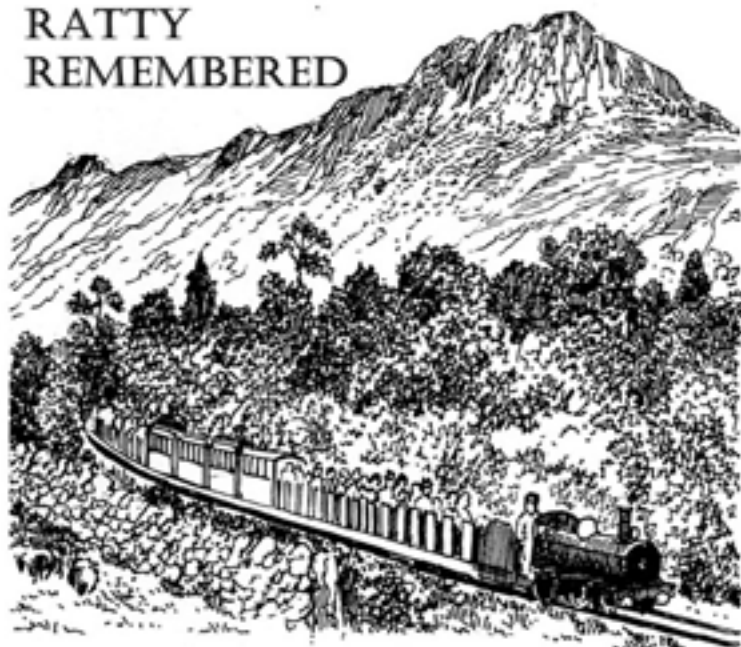
BUT

Eskdale's miles are long and public transport services scanty, so that for many walkers the valley was virtually beyond reach

UNTIL

In 1960, a group of enthusiasts led to the re-opening of the old narrow-gauge railway constructed in 1875 to link the iron mines in the valley with the line at Ravenglass.

RATTY REMEMBERED



Irton Road Station



This act of faith has been rewarded by the support of the public, the railway proving immensely popular. For many of its patrons the delightful journey is pleasure enough; for others it solves the problem of access, serving as a springboard for many lovely walks.



Alan Wright

The Editor and his wife took a party of secondary schoolchildren to the

Lake District in the late 1980s.

They did various activities including a ride on 'La'al Ratty' and climbing Scafell Pike!

So much to explore of the La'al Ratty!
An information-packed website:-
www.ravenglass-railway.co.uk



6115 [a 2-6-2T] passes through Pilning (High Level) with an excursion from Bristol Zoo returning to South Wales. Local railwaymen referred to these trains as *'Monkey Specials.'*
[the late T. W. Nicholls]

IN and AROUND Bristol



7024 *'Powis Castle'* arrives at Bristol (Temple Meads) 5 minutes early with the last steam-hauled Paddington to Bristol *'Bristolian'* on June 12th 1959. Note that some passengers are having words of commendation with the footplate crew - it seems that other passengers are making their way towards the locomotive.
[the late D. H. Ballantyne]



After the GREAT BRITAIN XV steam special had passed, a Cornish friend and companion were accosted by a middle-aged woman who berated them for enjoying something that was (in her words) *"burning coal"*. They did not rise to the bait (although they could have suggested that she go and protest in China where they are still building coal fired plants like there is no tomorrow). They just smiled and said they'll enjoy it whilst it lasts. She went off still muttering about *"burning coal"*. Perhaps she was going to glue herself to the A38. We would have provided the Evo-stick.

L.N.E.R. SOUVENIRS

FLYING SCOTSMAN LOCOMOTIVE No. 4472

Scale model (base 5ins. by 2ins.) finished oxidised silver, 2/6.

HIGH PRESSURE COMPOUND LOCOMOTIVE No. 10000

Coloured plate 2 1/2ins. by 1 1/2ins., in postal tube, 1/-

Photograph 7ins. by 1 1/2ins., with dimensions and other details, 1/-

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"LOCOMOTIVES OF THE L.N.E.R., PAST AND PRESENT"

Full details in non-technical language of many styles of L.N.E.R. engines and their uses, illustrated in photo-gravure, 1/-

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Depicting and describing features of interest to be seen from the train between London (King's Cross) and Edinburgh, Glasgow, Fort William, Inverness and Aberdeen, 3d.

Obtainable at L.N.E.R. Stations, Offices and Bookstalls.

Oh! NOT ANOTHER BOOK ON THE FLYING SCOTSMAN?

YES! Another book!
BUT on the express
of that name.

This is the inner back page of a book -
*THE FLYING SCOTSMAN - the world's
most famous express with the world's
longest daily non-stop run.*

**BUT NOTE the
dates of the four editions:-**

<i>First Edition</i>	-	1925
<i>Second Edition</i>	-	1927
<i>Third Edition</i>	-	1929
<i>Fourth Edition</i>	-	1931



King's Cross Station pre-1900



Hairdressing Saloon



Edinburgh (Waverley) Station



FIRST CLASS COMPARTMENT



North of NEWCASTLE-UPON-TYNE station



ROYAL BORDER
BRIDGE

To
continue
your
journey



please make
your way to
the other
station!

Ribblehead Viaduct was opened for the Settle & Carlisle line in 1876 BUT at that time there was a dispute between the two rival concerns who were running the lines that met here caused two stations to be opened at either end of the viaduct! Thus passengers who wanted to continue their journey had what was probably a rather frightening walk to make their way between the two stations!

Now resolved, one can take a more leisurely 4.5 kilometre circular walk [*THE RIBBLEHEAD VIADUCT WALK*] which is

generally considered a moderately challenging route taking an average of 65 minutes to complete. It is popular for hiking, mountain biking and running [*Count the Editor OUT for ALL of these!*] yet it is said that one can still enjoy the solitude during quiet times of the day! Perhaps an AVRS reader would be willing to do this walk [*on behalf of the Editor!!*] and not only admire the Grade II Ribblesdale viaduct BUT also the surrounding area.



More information about this area on the many internet websites



A little different

It was windy yet mainly sunny on Swindon station on April 13th this year BUT during the course of your Editor taking several photos of a **TRANSPORT FOR WALES** unit undergoing mileage accumulation runs, there was a downpour which caused the Editor to take this photo!



Someone said that they had heard that the Chairman fell asleep on some old issues of THE AERONIAN XP.

The Chairman's wife said that he had back issues!

DID YOU KNOW?



17th Earl of Derby said around 1937;-

I am an individual who is too cowardly to go flying.

I prefer to make my journeys by railway with something

substantial under my feet.

Taking the family out for the day



On the Talylyn Railway in the 1920s, families could hire a slate truck for the day to ride around in, as a summer treat!



2
Ex-GWR
pannier
tanks took
36 loaded
ammonia
tanks up to
Torpantau
on the
Brecon &
Merthyr
Railway!

A young engine cleaner

by Hugh Ballantyne

35013 'Blue Funnel' takes water at Salisbury [18th April 1964] en route to Waterloo with the *Atlantic Coast Express*. Footplatemen were based on the 'up' and 'down' platforms during the busy summer months to assist with shovelling coal forward on locomotives that were working through on duties which were not booked to change locomotives.

As a young engine cleaner I was sent on loan to Salisbury [72B] from Yeovil [72C] and spent many a happy day shovelling coal forward and putting the 'bag' in the tender. All this was spent with smoke drifting from the locomotive and the safety valves roaring away, then we had accomplished our task in the short time allowed (6 minutes only), the locomotive would leave with an almighty slip on the ever greasy rails,



and we would retire to the locomotive's cabin on the platform for a brief spell to have a cup of tea before the next arrival.

On another of Hugh's visits to Salisbury and a photo of a relief 'ACE' he states that only 4½ minutes were allowed at the Exeter end of the station for crew changeover, take on water, and shovel coal forward - a reason why spare crews were kept on the station that crews were kept on the station to assist enginemen.

Only the cold, dark river to fall into!

A driver and his fireman from Bricklayers' Arms [later 73B] had an interesting predicament. They were to haul the 12.53 a.m. Cannon Street to Dartford - but they never did!

Running light engine from the shed, they stopped at Borough Market to help put out incendiaries on the track in the Blitz, they then got across the River Thames to Cannon Street station.

As they backed on to their train, the bombs began to fall on the station - the signal lights all went out and the side of the station began to blaze. The driver [a writer of fine prose] reported thus:-

"The fires were like hugh torches and there were thousands of sparks. The smoke from the fires blacked out the moon, and then the station roof caught alight."

By that time it was clear that the first thing to be done was to save the two trains standing in the station. The Bricklayers' arms men pulled their train halfway across the bridge and there stopped! They were followed by two locos coupled together which were pulling another train out of the blazing station. This must have been

the most extraordinary and incongruous bit of double-heading on record, for one of these coupled locos was a "Schools" class ['St. Lawrence'] and the other was one of Wainwright's elderly [but most shapely] 0-4-4Ts first built in 1904 for the South Eastern; in their different fashions they were a pair of very graceful ladies. Alas, one of them was to be a casualty that night, for the two trains had not long come to rest on the bridge, when a fresh cluster of bombs rained down, and one fell on the boiler of the "Schools" class 4-4-0, damaging it severely, and turning half the train standing on the parallel line over on its side.

By a miracle the men on the footplate escaped death. Then the coaches of one of these trains began to blaze, and the wind (blowing up the River Thames) was too strong to allow he buckets of water they threw at the burning train to prevail, and the fire got a firm hold.

So they uncoupled their loco and drew it clear, and there being nothing else they could do, they stayed on the bridge for the rest of the night by the loco they might not leave, and looked with awe on burning London.

<p>7905 Fowey Hall 7906 Froon Hall 7907 Hart Hall 7908 Henhall Hall 7909 Heyensingham Hall 7910 Hoven Hall 7911 Lady Margaret Hall 7912 Little Linford Hall 7913 Little Wymley Hall 7914 Llewellyn Hall 7915 Mere Hall 7916 Hobblerley Hall 7917 North Aston Hall 7918 Rhoss Wood Hall 7919 Runter Hall 7920 Coney Hall 7921 Edstone Hall 7922 Salford Hall 7923 Speke Hall 7924 Thornycroft Hall 7925 Wansel Hall 7926 Witley Hall 7927 Wylington Hall 7928 Wolf Hall 7929 Wyke Hall</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>8456</td><td>8467</td><td>8478</td><td>8489</td></tr> <tr><td>8457</td><td>8468</td><td>8479</td><td>8490</td></tr> <tr><td>8458</td><td>8469</td><td>8480</td><td>8491</td></tr> <tr><td>8459</td><td>8470</td><td>8481</td><td>8492</td></tr> <tr><td>8460</td><td>8471</td><td>8482</td><td>8493</td></tr> <tr><td>8461</td><td>8472</td><td>8483</td><td>8494</td></tr> <tr><td>8462</td><td>8473</td><td>8484</td><td>8495</td></tr> <tr><td>8463</td><td>8474</td><td>8485</td><td>8496</td></tr> <tr><td>8464</td><td>8475</td><td>8486</td><td>8497</td></tr> <tr><td>8465</td><td>8476</td><td>8487</td><td>8498</td></tr> <tr><td>8466</td><td>8477</td><td>8488</td><td>8499</td></tr> </table>	8456	8467	8478	8489	8457	8468	8479	8490	8458	8469	8480	8491	8459	8470	8481	8492	8460	8471	8482	8493	8461	8472	8483	8494	8462	8473	8484	8495	8463	8474	8485	8496	8464	8475	8486	8497	8465	8476	8487	8498	8466	8477	8488	8499	<h3 style="text-align: center;">Just numbers underlined in a book?</h3> <p style="text-align: center;">Why do we keep them?</p> <p style="text-align: center;">Do we ever refer to them later in life?</p> <p style="text-align: center;">Do they bring back memories of the past?</p> <p style="text-align: center;">Will we ever forget those nostalgic days?</p> <p style="text-align: center;">Can we relax in a comfortable chair and dream of those far-off days? Yes, we can with a recording of Peter Handford's train sounds helping us remember such times?</p>																											
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OOPS on the Great Central - Contributed by David Heath

It was Sunday August 31st 1924 when the 11.52 p.m. suburban train from Wembley Hill to Marylebone [*headed by class 'A5' 4-6-2T No. 451*] struck the rear of the rear of class B7 4-6-0 No. 458 - a light engine standing at a signal catapulting it into another the rear of another train immediately in front of it. The driver of loco 451 [*Driver Eastaff*] had passed a signal in what was termed 'the approved manner.' but had failed to proceed with

Two illustrations relating to many years after these incidents!



sufficient caution subsequently.

The locomotives and coaches suffered a considerable amount of damage BUT there were no injuries.

Kilburn on April 2nd 1934 class 'A5' - 5156 was running light engine into Marylebone in order to perform its initial duty, ran into the rear of a special from Nottingham waiting at signals; its rear coach was badly damaged though there was nobody in it and the guard had had time to jump clear as he saw 5156's bunker approaching. Walter Stevens

[5156's driver] was injured causing him to be in hospital for a month - the accident was caused by his failure to properly observe signals.

There was an element of providence in this mishap, because the damaged coach had contained a number of passengers who only a few moments before the impact had decided to go forward into the next carriage via the

connecting corridor to save walking time at Marylebone station. These folk happened to be religious revivalists going [*on this Easter Monday*] to a rally at the Royal Albert Hall; on discovering their remarkable 'lucky' escape they knelt down on the spot and gave thanks to the Almighty!

A rare and somewhat strange case happened on October 21st 1923 when a late evening train from Aylesbury arrived in Marylebone with a dead body hanging out of one of the carriage windows; the head was badly battered and it transpired that the individual - a newspaper employee on his way to work - had been leaning too far out of the window causing his head had struck a bridge abutment.

Ted Harrison - a well-know Neasden driver - lost his life on August 6th 1936 when he fell from the footplate of his engine at Sudbury Hill while working the 6.58 p.m. Marylebone to Ruislip train.

I'm tired - but I'll do a TON! [100+ three times actually!]

Train		18.38 ex-Sals 35003		18.15 ex-Weymouth 35003		18.15 ex-Weymouth 35003	
Locomotive "M.N." No.		7/232½/245		5/160/175		5/164½/175	
Load coaches/tons (e/f)							
Dist.		Actual	Speeds	Actual	Speeds	Actual	Speeds
Miles		m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.
0.0	BASINGSTOKE	0.00	—	0.00	—	0.00	—
4.1	Newnham Sid....	4.51	82½	4.33	84	4.43	82
5.6	Hook ...	5.54½	89	5.35	90	5.44½	89
8.0	Winchfield ...	7.26	95	7.07	98	7.17½	99
9.8	Milepost 38 ...	8.35½	100	8.11	106	8.22	105
11.3	Fleet ...	9.29	101	9.02½	100	9.14½	100
12.2	Bramshott Halt	10.03	100	9.34	102	9.44	102½
14.6	Farnborough ...	11.29	91½	11.02	71½	11.16	77½
15.6	Sturt Lane Junc.	12.10	94	12.00	68	12.04½	65
16.8	Milepost 31 ...	12.59	90	13.01	p.w.r. 74½	13.14	p.w.r. 66
18.2	Pirbright Junc....	13.50½	97	14.01	90	14.22½	75
19.8	Brookwood ...	14.51	100/97 sigs.	15.04	95 sigs.	16.45	70 sigs.
23.1	Woking Junc. ...	17.31	56	17.50	51½	20.57	37½
23.5	WOKING ...	18.22	—	18.48	—	22.02	—

Towards the end of steam on Southern Region many drivers decided to see what they could get out of their 'tired' and 'run-down' locos; one of which was 'Merchant Navy' class No. 35003 'Royal Mail' Logged by C. Ballantine of Teddington.

EDITOR'S NOTE
Several years ago Brenda Brownjohn of the RAILWAY MAGAZINE staff gave me permission to use articles from the RM.



Two views of 35003 'Royal Mail'

**DO YOU
REALISE**

AERON VALLEY RAILWAY SOCIETY?

That YOU reading this magazine is valued by the



Don'T READ this!

Donations towards the cost of THE AERONIAN XP are always welcome - ask our Chairman.

Have you ever thought of inviting someone to one of the AVRS meetings?



Some data from the 1948 Locomotive Exchanges

THE 1948 EXCHANGES—EXPRESS PASSENGER ENGINES NEWTON ABBOT—PLYMOUTH

Date	Engine No.	Type	Load, tons tare/full	April 27th 35019 S.R. 4-6-2 317/335	May 4th 60033 E.R. 4-6-2 325/345	May 6th 60033 E.R. 4-6-2 328/350	May 18th 46236 L.M.R. 4-6-2 327/355	May 20th 46236 L.M.R. 4-6-2 329/350	May 25th 46162 L.M.R. 4-6-0 282/300	May 27th 46162 L.M.R. 4-6-0 281/305							
Dist.	Sched.	Grad.	Actual	Speeds	Actual	Speeds	Actual	Speeds	Actual	Speeds	Actual	Speeds	Actual	Speeds	Actual	Speeds	
miles	min.	I IN	min. sec.	m.p.h.	min. sec.	m.p.h.	min. sec.	m.p.h.	min. sec.	m.p.h.	min. sec.	m.p.h.	min. sec.	m.p.h.	min. sec.	m.p.h.	
0-0	NEWTON ABBOT	0	0 00	—	0 00	—	0 00	—	0 00	—	0 00	—	0 00	—	0 00	—	
1-1	After Junction	259	3 10	—	3 10	—	2 50	—	2 52	—	3 00	—	2 45	—	2 46	—	
1-4	Milepost 215½	L	p.w.r.	*27	3 42	—	3 20	—	3 18	—	3 27	—	3 10	—	3 14	—	
1-9	" 216	98	4 48	37	4 28	39	4 02	45½	3 54	53	4 03	51	3 48	51	3 52	48	
2-4	" 216½	57	5 43	33	5 22	30½	4 50	34½	4 34	43	4 43	43	4 28	44	4 33	41½	
2-9	" 217	55	6 41	31	6 30	26	5 45	30	5 17	41	5 26	39	5 11	40	5 20	34	
3-4	" 217½	43	7 54	21½	8 04	117½	6 59	19	6 14	25	6 18	27	6 08	23	6 25	20	
3-9	Dainton (218)	8	75	9 12	25	9 44	18½	8 24	22½	7 26	25½	7 22	28	7 23	25½	7 54	20
8-8	TOTNES	15½	15 39	*41	16 18	*45	15 19	*44	14 48	*40	14 25	*45	14 00	50	14 29	50	
9-4	Milepost 223½	66	16 43	—	17 09	49	16 18	—	15 52	—	15 20	—	14 51	—	15 22	—	
9-9	" 224	63	17 39	—	17 50	—	17 04	—	16 45	—	16 05	—	15 33	—	16 03	—	
10-4	" 224½	48	18 52	—	18 37	—	17 59	—	17 50	—	16 52	—	16 21	—	16 52	—	
10-9	" 225	54	20 15	—	19 35	—	19 07	—	19 07	—	17 44	—	17 22	29	17 53	—	
11-4	Tiptrey (225½)	52	21 43	20½	20 41	27	20 41	25	20 20	23	18 40	31½	sig.	5	19 04	23	
11-9	Milepost 226	86	23 00	—	21 44	—	21 26	—	21 28	—	19 36	—	21 48	—	20 18	—	
12-4	" 226½	90	24 08	—	22 37	—	22 20	34	22 19	—	20 23	37	23 05	—	21 18	36	
12-9	" 227	80	25 12	28½	23 25	38	23 14	32	23 03	41	21 15	36	sig.	5	22 09	33½	
13-3	Rattery	25	L 25 58	—	24 02	—	23 57	—	23 37	—	21 55	—	26 58	—	22 48	—	
14-4	Milepost 228½	153	27 51	—	25 49	—	25 43	—	25 16	—	23 38	—	—	—	24 34	—	
15-6	BRENT	28	L 29 25	47½	27 27	*40	27 15	48½	26 45	47	25 05	47	30 53	45	26 10	41	
17-8	Wrangston	240	32 18	47½	30 29	45	30 08	47	29 39	41½	27 59	47½	33 51	47½	29 36	37	
21-1	Ivybridge	—	36 08	*40	34 43	*30	34 18	*33	33 32	*40	31 54	*37	37 54	*33	33 47	*	
25-2	Hemerdon	40	40 46	61/69	39 47	*48/61	39 32	55/66	38 06	*50/65	37 28	62/67	43 24	56½/65	38 26	66½/70	
27-9	Plympton	—	43 58	—	43 02	—	42 49	—	40 47	—	39 59	—	46 13	—	40 46	66	
30-4	Lipson Junction	47	p.w.r.	49 22	—	48 42	—	p.w.r.	48 57	—	44 42	—	p.w.r.	*15	45 39	*15	
31-9	PLYMOUTH	50	—	52 50	—	52 38	—	p.w.r.	52 44	—	p.w.r.	—	p.w.r.	—	49 20	—	
31-9	Net times (min.)	50	—	49½	—	49	—	48½	—	46½	—	46	—	46½	—	46½	—

* Speed reduced by brakes. † Engine slipping.

THE 1948 EXCHANGES—EXPRESS PASSENGER AND GENERAL PURPOSE ENGINES PLYMOUTH—NEWTON ABBOT

Date	Engine No.	Type	Load, tons tare/full	April 28th 35019 S.R. 4-6-2 330/350	May 5th 60033 E.R. 4-6-2 328/350	May 19th 46236 L.M.R. 4-6-2 330/350	May 26th 46162 L.M.R. 4-6-0 293/310	July 7th 61251 E.R. 4-6-0 249/260	July 14th 45253 L.M.R. 4-6-0 252/265	July 21st 34006 S.R. 4-6-2 249/260							
Dist.	Sched.	Gradient	Actual	Speeds	Actual	Speeds	Actual	Speeds	Actual	Speeds	Actual	Speeds	Actual	Speeds	Actual	Speeds	
miles	min.	I IN	min. sec.	m.p.h.	min. sec.	m.p.h.	min. sec.	m.p.h.	min. sec.	m.p.h.	min. sec.	m.p.h.	min. sec.	m.p.h.	min. sec.	m.p.h.	
0-0	PLYMOUTH	0	0 00	—	0 00	—	0 00	—	0 00	—	0 00	—	0 00	—	0 00	—	
1-5	Lipson Junction	4	4 53	45	3 58	49½	4 17	47½	4 13	48	3 54	—	4 38	—	4 10	—	
4-0	Plympton	—	p.w.r.	*20	9 54	*25	p.w.r.	*21	p.w.r.	*19	p.w.r.	*20	p.w.r.	*20	p.w.r.	*20	
4-5	Milepost 241½	660-41	10 16	38	11 04	24	9 25	39	9 21	39	9 02	41	9 46	37	9 28	32	
5-0	" 241	43	11 12	30	12 25	22	10 23	29½	10 19	28½	9 58	30½	10 40	32	10 34	25	
5-5	" 240½	42	12 24	23½	13 51	20½	11 41	21	11 52	17	11 26	18½	11 57	21½	12 03	19	
6-0	" 240	42	13 54	19	15 22	19½	13 30	16	14 41	10	13 23	14½	13 57	13½	13 43	17½	
6-5	" 239½	42	15 37	17½	16 59	18½	15 29	15	17 39	9½	15 34	13½	16 46	10	15 35	15½	
6-7	Hemerdon	14½	75-L 16 09	—	17 31	—	16 04	—	18 18	—	16 13	—	17 29	—	16 13	—	
16-3	BRENT	27½	p.w.r.(2) 31 25	*	p.w.r.(3) 34 22	*	p.w.r.(1) 32 21	*	32 53	—	p.w.r.(2) 35 30	*	p.w.r.(2) 35 23	*	p.w.r.(1) 30 57	*	
23-1	TOTNES	36½	—	39 38	*40	42 54	50	40 17	46	41 17	53	45 34	46	45 24	49	39 34	
25-0	Milepost 221	L-78	42 13	43	45 19	45	43 00	42½	43 23	50	48 18	42½	47 53	44	42 08	42	
26-0	" 220	120-86	43 39	40	46 43	39	44 33	37	44 41	44	49 46	39	49 21	39	43 37	39	
26-5	" 219½	L	44 18	47	47 20	48½	45 15	43	45 20	48	50 27	45	50 01	45	44 17	45	
27-0	" 219	125	44 57	46	48 00	45	46 00	38	46 00	43½	51 08	43	50 45	41	44 59	43	
27-5	" 218½	57	45 44	33½	48 45	38½	46 55	31½	46 50	34½	51 58	34½	51 39	32	45 50	34½	
28-0	Dainton (218)	40	46 53	23½	49 52	25	48 23	18	48 16	17½	53 16	19	53 14	16	47 20	16	
30-8	After Junction	—	51 01	*40	54 14	—	52 37	—	53 35	—	—	—	57 22	—	52 05	—	
31-9	NEWTON ABBOT	51	—	53 23	—	56 48	—	55 05	—	56 05	—	59 35	—	59 02	—	54 14	—
31-9	Net times (min.)	51	—	49	—	48	—	49½	—	52½	—	50½	—	52½	—	49½	—

* Speed reduced by brakes. † Passing time. ‡ Equivalent net time to stop.

EDITOR'S NOTE - I have thoroughly checked and there is no reference to any copyright regarding the contents of the book 'THE LOCOMOTIVE EXCHANGES by Cecil J Allen' written by him dated - Hatch End in 1950 - from which the above is extracted.

SUPPORT THE AVRS ALWAYS ALL WAYS

From the Past [1]

During 1967 plans were afoot to save a Churchward 43xx 2-6-0 which had been lying in Barry scrapyards for several months - locomotive 5322.

“Although the price is likely to be in the region of £2,500, Mr. David Rouse is hopeful about raising the whole amount. Already, nearly £400 has been credited to a restoration fund, and a British Rail clause that locomotives sold for scrap must not be re-sold except as scrap is to be waived, provided sufficient funds are available quickly.”

“The locomotive’s boiler is to be examined by a competent inspector to ascertain whether it is in a fit condition to be used again, and a set of footplate fittings to replace those removed is being stored. An oily deposit which covers most of the engine has served as protection from the elements and inspection will establish that 5322’s derelict appearance is merely superficial.”



5322 at Barry Scrapyards



5322 at Didcot in R.O.D. livery

From the Past [2]

August 1955 was a worrying time at Bromsgrove motive power depot when a rumour spread like wildfire - at least one Birmingham newspaper headlined it as fact - that ‘BIG BERTHA’ was to be withdrawn from service.

Bromsgrove railwaymen were reported as petitioning Derby for a reprieve and one driver said that he proposed organising a farewell dinner to the 0-10-0, to which Bromsgrove loco crews past and present, senior railway officials, representatives from the railway enthusiast fraternity and civic signatories would be invited.

[Would the dinner be cooked on a fireman’s shovel in Big Bertha’s firebox? Just a suggestion!!]

Why the anxiety?

Perhaps it arose because of the arrival of 69999 [the ex-L.N.E.R. Beyer-Garratt] for banking work

AND the arrival of

Standard 9F 2-10-0 No. 92008 for trials as an assistant on the incline in mid-August.

However thanks to the October 1955 issue of *TRAINS ILLUSTRATED* there was confirmation that there was no decision to withdraw the 0-10-0.



58100 resting at Bromsgrove depot in between banking duties.

Much more about 58100 on the Internet!

From the Past [3]



LAMPETER

on the Manchester & Milford line, just after the Aberaryon branch had been opened.

A railmotor waits, like passengers, for the arrival of the fast train from Aberystwyth to Carmarthen.

Possibly the two ordinary coaches were going to be returned to Aberaryon or placed later into a siding.



D1023 "Western Fusilier" [seen here at Exeter with a West Country train] was built at Swindon in September 1963 and was withdrawn in February 1977 having operated various runs including the last ever Western hauled rail tour, that is - the 'Western Tribute'.

In 1973 D1023 was the last ever hydraulic to have a general repair at Swindon.

On February 12th 1977 D1023 hauled a special Exeter to York train. However between Bristol and Gloucester [at Charfield] it hit a cow that had strayed onto the former Midland Railway line - yet the train was able to continue after the 'second man' on D1023 removed the debris and the crew reaper the brake pipe fracture. A collection on that train realised no less than £63 which was handed to the 'second' man in appreciation of his efforts. The train arrived in York two hours late.



DID YOU KNOW that when, on August 16th 1958, 9F No. 92184 touched 90 m-p-h down Stoke Bank hauling 'THE HEART OF MIDLOTHIAN' (a 14 coach 485 ton gross train) its 5ft driving wheels were revolving 8½ times per second?!



A

Centenarian speeds forth

Sunday April 30th saw 60103 leave Bristol for the West Country and return.

The Editor received many photos of these journeys.

He has chosen these two from Barry Jones.

The first is of 60103 heading westwards passing Langford Bridge just after passing Aller Junction, Newton Abbot and beginning the climb up to Dainton Tunnel.

The second is of the return journey passing over Forder Viaduct near Saltash with part of the River Tamar in the background.

The West Country part of Sunday's excursion by this locomotive is well covered by the **CORNWALL RAILWAY SOCIETY** website which is most certainly worth exploring - ***BUT*** make sure you've plenty of time because there's so much to explore!

Timings of 60103 are often not revealed until the last moment because of trespassers!

INTERESTING??

July 30th 1960 - Patriots at Carlisle

Taken from the October 1960 issue of TRAINS ILLUSTRATED

NUMBER	NAME	TRAIN DETAILS	EXTRA INFORMATION
45503	The Royal Leicestershire Regiment	9.30 am Morecambe - Glasgow	45509 taking over from here
45509	The Derbyshire Yeomanry	8.43 am Ayr - Manchester/Liverpool	
45542		9.00 am Glasgow (St. Enoch) - St. Pancras	piloting 70051
45515	Caernarvon	9.30 am Manchester -Glasgow	
45521	Rhyl	9.43 am Liverpool - Glasgow	see also entry above
45537	Private E. Sykes, V.C.	Birmingham - Glasgow relief	
45507	Royal Tank Corps	Millom - Hamilton troop train	
45515	Caernarvon	Up C.T.A.C. train	
45542		4.30 pm Glasgow - Liverpool [2nd part]	

From an AVRS Reader

You asked in the latest edition on page 8 whether readers wanted to comment on 'A cardinal sin'. The idea of making a hole in the fire to cool the firebox down to prevent the safety valves lifting is practised still on heritage railways when you arrive in a station with too much fire especially in a residential area and need to keep the neighbours on side. The best thing is to avoid doing this in the first place and get it right before leaving the shed, however when needs

must using a rake to make a hole about 3 foot square usually brings the desired effect. This is usually a situation at the start of the day, when bringing the engine round to pressure too quickly and even an experienced fireman can be caught out, albeit sometimes it can happen at the end of the day like in the above article or sometimes during the day, but hopefully you learnt your lesson by then!

*From John Barrowdale
A Watercress fireman*



1. Swansea & Mumbles Railway service approaching the Mumbles terminus .
2. A Swansea & Mumbles Railway service near the Mumbles terminus with the Mumbles Pier at the back.
3. Approaching The Knap - see O.S. map below which the Editor has had permission to use from an O.S. representative.



Pictures by the late Dick Sanbury
[Meon Valley Locomotive Society Collection]



EXTINCTION of ex-RHYMNEY RAILWAY 0-6-2Ts

CLASS	INTERESTING INFORMATION
A'	LAST SURVIVOR - 59
	Left Cardiff East Dock on 29th July 1955 for Swindon
A1'	LAST SURVIVORS - 69 and 70
	Their final years were working in the Margam Steelworks area [out of 87B - Duffryn Yard]
	69 reached Swindon 21st July 1955 70 reached Swindon 28th July 1955
AP'	LAST SURVIVOR - 78
	Started its journey to Swindon 2nd August 1955.



Although your editor, as a young boy, saw No. 78 passing through Pengam (Glam) station; only a photo of 79 (from the same loco class) could be found entering Rhymney station with a train from Cardiff via Caerphilly.



Last surviving member of the R.R. 'AP' class. Started its final journey to Swindon works on August 2nd 1955

- Built by Hudswell Clarke in 1921 as Rhymney Railway [R.R.] No.35
- For many years it was shedded at Rhymney [which became a sub-shed of Merthyr with the B.R. code of 88D]
- Worked passenger trains to Cardiff and over other branch lines in the area
- When the 41xx 2-6-2Ts came to Rhymney, 78 was confined to the shorter branches
- BUT when several 41xx 2-6-2Ts were under repair, 78 was again hauling Rhymney-Cardiff-Barry trains
- Most of the R.R. and T.V.R. [Taff Vale Railway] 0-6-2Ts were modi-

fied with G.W.R. boilers between 1926 and 1931 BUT NOT 78

- 78 was re-boilered at Caerphilly Works in November 1949
- 78's last passenger train workings [on 14th July 1955] were:-
An early workmen's train to Trethomas while the rest of the day covered the Bargoed-Fochriw-Dowlais workings
- Last duty was on 15th July 1955 - a coal train from Ogilvie Colliery [see below] to Ystrad Mynach



Round the Golf Course - driverless, of course!



Two driverless shuttles with a single remote supervisor, in service, and on track at France's National Sports Shooting Centre (CNTS).

TRAINS verses BUSES

The **Queensbury lines** was the name given to a number of railway lines in West Yorkshire, England, that linked Bradford, Halifax and Keighley via Queensbury. All the lines were either solely owned by the Great Northern Railway (GNR) or jointly by the GNR and the Lancashire and Yorkshire Railway (L&YR). The terrain was extremely challenging for railway construction, and the lines were very expensive to build. For some time the network was busy, both for passengers and goods, but carryings declined steeply,

1974] However this line continued to be used to train crews with the new diesel railcars and used by excursions and all its stations were still staffed for freight and parcels traffic.

There continued to be strong local pressure for an experimental diesel railcar service for three months following a public meeting at which it was alleged that the British Transport Committee was heavily subsidising the buses which have replaced the trains!

A THOUGHT! Has such subsidising happened anywhere else in our country?



On May 23rd 1955 the passenger services on the ex-Great Northern Bradford-Keighley-Halifax branch were withdrawn. [Goods traffic ceased in

Make A Note

August 13th, 2023

THE AVRS EXHIBITION
at
Llwynycelyn Village Hall SA46 0HF

See YOU there?
More details:-
Martyn Cook
Address back page.

A BIG LONDON TERMINAL - 20th June 1953

73 departures and 83 arrivals
between 10-45 a.m. and 7-25 p.m.

107 different locomotives observed

County 4-6-0s (2)
Hall 4-6-0s (37)
Grange 4-6-0s (5)

Castle 4-6-0s (36)
Mogul 2-6-0s (2)
Britannia 4-6-2s (6)

47xx 2-8-0s (2)
King 4-6-0s (15)
Standard class 4 4-6-0 (1)

ARRIVALS

15	EARLY	12	ON TIME	6	1 LATE	Average lateness -6.9 mins Since Summer T.T. start WR timekeeping much improved
11	Not more than 5 LATE		10	Not more than 15 LATE		



35004 [then 21C 4 - Cunard White Star] heads one of four special trains taking passengers going on the maiden voyage of the Cunard liner 'Queen Elizabeth'
Photographer - unknown

35004 'Cunard White Star' was renowned in this way by the locomotive crews BUT while hauling a Bournemouth bound express went into a slip near Farnborough with such a force that the coupling rods buckled and a piece of wheel tyre fell off from a wheel rim. The result was an ignominious tow to

Eastleigh, where an examination resulted in 35004 being condemned on the spot and cut up at the front of Eastleigh locomotive depot - 71A.



71A Eastleigh
Andover Junction
Lymington
Southampton Terminus
Winchester

As at Winter 1962/3

BREAD VANS and/or Surface Raiders?

How popular were these locos?

One ex-LMS depot [1C?] got the best out of them but they were often put on duties below their real capabilities with Ivatt 2-6-2Ts much

preferred; indeed at the same depot 41223 was nicknamed 'the Rolls-Royce.'

41223 did three trips on the St. Albans branch [known as the Abbey Line - see map] on one tank full of water with one driver seeing if four trips could be done BUT it was too close a go! A Fowler 2-6-2T [as to 41223] could only manage a double trip.

BUT why did depot 1A nickname them 'Surface Raiders?'

Because the smoke, sparks and fuss made by these Fowler 2-6-2Ts were made as they emerged from the various cuttings in the Camden area especially when they were on ECS duties!

Photographic extract + caption by Stephen Gradidge



BONCATH Past and Present



The station was formally opened on 31 August 1886, although services began a day later, by the Whitland and Cardigan Railway. It was situated on the west side of a minor road on the B4332. On the up platform were the station master's house, the booking office and the station building. On the south end of the up platform was the signal box, which controlled the level crossing and allowed access to the goods yard, which had three sidings, a stone-built goods shed and a cattle dock. The station closed to passengers on 10 September 1962 and closed to goods on 27 May 1963. The station building survives as do the platforms, albeit in an overgrown state.



Tramway Trust took over the operation of the tramway and introduced some much-needed standardisation in the form of new 'Dropcentre' trams, this was followed by the Brisbane City Council in 1925 and added the streamlined 'FM' cars. However, many of the earlier single truck and bogie crossbench trams along with the 'Dreadnought' cars survived into the 1950s. The Brisbane system was always seen as modern system. Following the 1962 Paddington Tram Depot fire, the system was slowly closed, culminating in the final tram runs on 13 April 1969.

The Brisbane Tramway Museum is a volunteer Australian transport organisation dedicated to preserving a collection of trams and trolleybuses most of which operated in Brisbane from 1897 to 1969.

Electric trams had commenced operating in 1897 gradually replacing a horse tram network. The system was initially in the hands of a private company; in 1923 the Brisbane



It is hoped that more information [including details of these photos] will be in the next issue.

THE AERONIAN XP

June 2023

The magazine of
THE AERON VALLEY RAILWAY SOCIETY

SMALL in size **BUT** BIG in fellowship

*Endeavouring to enthuse and encourage folk
in the Aeron Valley area. . . .AND beyond*

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AVRS MONTHLY MEETINGS

THIRD WEDNESDAY OF EVERY MONTH

At the Royal British Legion Hall, Victoria Street, Aberaeron,

Please see page 2 in this issue for details OR

contact our Social Secretary, **Steve Parr**, for up-to-date details
and a outside visit in the planning process.

and **DON'T FORGET**

THE AVRS EXHIBITION - Sunday August 13th

OR

please contact for the latest news Martyn Cook.