

Shropshire Railway Society



MAGAZINE

Issue no. 506
December 2015

Shropshire Railway Society : Management Committee

<i>President:</i>	Berwyn Stevens
<i>Vice Presidents:</i>	Mike Slamo, Bill Read, Steve Price, Mike Embrey, John Taylor, Geoff Cryer, Douglas Capewell
<i>Chairman:</i>	Rob Smout
<i>Deputy Chairman:</i>	Barry Cook
<i>Editor:</i>	Geoff Cryer
<i>Treasurer:</i>	Graham Daly
<i>Minutes Secretary:</i>	Ted Jones
<i>General Secretary:</i>	Rob Kinnersley 01743 352126
<i>Membership Coordinator:</i>	Ian Sanders
<i>Events Secretary:</i>	Ray Latty
<i>Committee Members:</i>	Dave Parry, Colin Hatch, Alan Payne, Chris Charles
<i>Late Presidents:</i>	John Horsley Denton, Russell Mulford

Contents:

A Swiss interlude	<i>Ken Hayward</i>	3
Railways and world war II (part 2)	<i>Steve Haynes</i>	6
The Metamorphosis of Saunton (part 6)	<i>Barry Cook</i>	7
Another good weekend	<i>Colin Hatch</i>	10
Army manoeuvres at Crewe	<i>Colin Hatch</i>	11
Wintry weather (photos)		12
Specials 1971 - 1983 (part 5)	<i>Steve Haynes</i>	14
Steam in the roundhouse (photos)	<i>Roger Amies</i>	17
Society visit: Worth Valley autumn gala	<i>Mervyn Pritchard</i>	18
Severn Valley Railway: Manors 50	<i>Roger Amies</i>	20
Meeting reports	<i>Colin Hatch</i>	22
Geoff's Christmas Crossword		24

Meetings:

11 Dec	Sierra Leone Railways <i>Anthony Coulls</i>
8 Jan 2016	A look back on railways <i>Mark Cowley (Track Manager Shrewsbury)</i>
22 Jan	Germany since the wall came down <i>Douglas Capewell</i>
12 Feb	PSOV - The 2015 Show <i>Karl Jauncey & Dave Richards</i>
26 Feb	P2 2007 Prince of Wales <i>Chris Walker (AI Trust)</i>
11 Mar	Engine Sheds part 11: Stourbridge - Truro <i>Chris Banks</i>
18 Mar	A camera club presentation <i>Peter Skelton</i>
8 Apr	Shropshire to Salzburg <i>Robert Day</i>
22 Apr	AGM

Next Committee Meeting: 8pm, Weds 13 January 2016, Unison Club, Shirehall, Shrewsbury

For your diary:

Christmas Awayday: Tuesday 29th December 2015: Manchester to visit the **tramways** and/or **Museum of Science and Industry**

Out:	Dep. Shrewsbury 8.50 (Whitchurch 9.06, Nantwich 9.16) Arr. Manchester Piccadilly 10.18.
Ret:	Dep. Manchester Piccadilly 16.30 Arr. Shrewsbury 17.37.
Fare:	Off-peak day return to Wilmslow £15.30, railcards £10.10. Manchester Wayfarer (buy at Shrewsbury) £12, over-60s £6.
OR:	Off-peak day return Shrewsbury to Man. Picc. £25.60, railcards £16.90

Front Cover: A south Shropshire winter: 37 897 hauls the Cawoods coal empties, from Ellesmere Port to Radyr, through Marshbrook on 11 January 1992

(Photo: Rob Smout)

MERRY CHRISTMAS!

Here's wishing you all a wonderful festive season! That's the seasonal stuff dealt with: here are a few random and unseasonal thoughts for your consideration:

Quick contacts: Sometimes things change at short notice - meetings, trips etc - in between magazine issues. I will always notify changes on the website, as soon as I'm made aware of them; if you would like to be informed by email, please let me have your address (I've already got the addresses of e-mag recipients, but not everyone has asked to receive a copy). We need an informal "grapevine" too, for those who are not connected...

Front cover: Would you like to see your photos on the front cover? I get very few vertical-format photos - if you've got any that could be suitable, I'd be very grateful.

Contributions in general are always welcome - articles and/or photos. It's easiest for me if material is submitted electronically (email, memory stick, CD). I can scan prints or slides, but if the original photo was digital, please let me have it digitally. Digital prints don't always scan well, and the quality may look sub-standard, especially in the e-mag. (If you're not sure how to send pictures by email, contact me - I can probably talk you through it)

Membership: We are already one of the biggest regional railway societies; nevertheless new members (younger ones especially!) would be welcome. If you know someone who might be interested, let me know, and I'll send them a copy of the magazine. There are usually a few spares; alternatively I can send a copy of the e-mag. If you already receive the e-mag, why not forward a copy? (Just the odd one, please - not a regular subscription - that would defeat the object...) *Geoff Cryer*

A SWISS INTERLUDE

Ken Hayward

Earlier this year, my wife and I decided we would try a Railway Touring Company Europe holiday to Switzerland, having had some very enjoyable day trips with them in this country. I was a bit concerned that it would be very much a group of rail enthusiasts on the tour, but in the event it was an excellent mix of people, partners, and a vicar! There were one or two with railway links, including a London Midland trains driver from Bayston Hill and a boilermaker from the North York Moors railway.

The tour was based at Wengen which was very convenient for all the railways, post buses, cable cars and lake ferries in the Bernese Oberland area. The itinerary included some excellent excursions plus a couple of free days to explore the area ourselves. Steam featured prominently with an ascent of the Rothorn and a chartered steam tram in Bern. We were able to do both of these in excellent weather.

The Brienz-Rothorn Railway

This is a 2ft 7½ins gauge rack railway which climbs from Brienz on the northern side of the lake of the same name. It is 7.5 km in length with the steepest gradient being 1 in 4. The overall gain in height is about 5,500 feet, just over a mile vertically, to the summit at 7,362 feet. The line was designed and built by Alexander Lindner and Theo Bertschinger, assisted by Roman Abt, and opened in 1892. It was a tourist rail-

way but lack of easy access other than by boat from the Interlaken direction meant it always had financial problems and it closed in 1914. However, it continued to be maintained in good condition and carried a little timber traffic before it was reopened in 1931.

Apart from the spectacular scenery, the main attraction of the line is that it almost exclusively uses steam locomotives. These are a class H2/3 with 2 axles of the 3 driven giving an 0-4-2 wheel arrangement. The locomotives were all built by the Swiss Locomotive and Machine Works (SLM) who also built the steam engines used on the Snowdon Mountain Railway. An original batch of six engines



At Brienz above: SLS no 6 (1933 built) leaves, passing SLS no 12 (1992 built)
left: coal fired (does it show?) no 2 (built 1892).



was constructed in 1891/2 for the line, but only two of these were seen, one stored and one under repair. Another locomotive dating from 1936 was in operation. These are supplemented by four engines dating from 1991/2, burning light oil fuel rather than coal. Two diesel hy-

draulic locomotives built by [Ferdinand Steck Maschinenfabrik](#) (FSM) date from 1976/86 are used mainly for maintenance.

The trip included a conducted tour around the workshops where we saw the two original engines and the two diesel hydraulics. The railway hosts corporate events in the workshops and the washroom facilities included hand basins using brass boiler fittings and cab spectacle windows for mirrors. The pressure gauges even worked when the taps were turned on.

Brienz station itself is on a gradient which continues with varying degrees of severity right the way to the summit, and trains immediately climb on setting off. The first part of the climb is through mixed woodland; the line then emerges into more rugged terrain to the summit. There are three passing loops. The journey takes about 55 minutes, which pass very quickly. Three trains had ascended in close proximity to each other before we set off and we passed one on the way up with two still at the summit when we



arrived. These soon left and it was possible to follow their descent down the mountain for some distance. At one point it was possible to see all three descending trains. We were fortunate to have clear weather and the views in all directions were magnificent, but the experience was enhanced by the presence of steam.

The Bern Steam Tram

We thought it would be hard to beat the Rothorn railway, but the chartered steam tram around the streets of Bern came close if not exceeding it. The city operated eight steam trams which were built by SLM in 1894, but their life was short and they were withdrawn in 1901 when electrification of new and existing routes took place. Only two tram locomotives have survived, one at Bern and the other in the Swiss National Transport museum in Lucerne. The Bern tram is used on public services once a month and is regularly hired for private charters.



Bern Steam Tram: standing in the old tram depot yard at Bern for a water stop.

When we arrived at Bern we left the station and could soon hear the sound of steam down a side street. The tram engine pulls a separate trailer and there was more than enough room for our group. The trailer had balconies at each end which meant it was possible to stand outside and watch the tram engine performing. The trailer itself is not wholly original, the wooden body having been built onto one of the early chassis. We spent two hours touring Bern, exploring a number of tram lines. The route covered all the city centre lines and we followed one route out to the terminus and its balloon loop, plus a visit to the old tram depot which now finds use as an arts centre. The arrangements at main road intersections were interesting as the “conductor” alighted and guided the tram over the junction using a red flag to hold up other traffic. It was a great experience and the tram certainly turned heads on the streets as we travelled along. ◀

RAILWAYS AND WORLD WAR II (Part 2)

Steve Haynes

A TRAIN FOR ALL REASONS

Trains are versatile; in the second world war they were used for the transport of materials, troops, the wounded, the generals, POWs and, in Nazi Germany, Jews and others to the death camps.

French railways used a standard utility box car known as a forty and eight (forty men or eight horses) that would have been put to work by both sides. Of the two vans photographed at the V2 rocket assembly site at Eperlecques in France (below), the first was probably used for movement of materials to the front (or loot to the rear?). The second was probably used for human traffic.

After the war, France formed a train of 49 “forty and eight” wagons together, and sent it to the US as gratitude for its liberation. Called the ‘Merci Train’, it shipped in 1949 laden with five tons of various treasures in each - one box car per state. Forty-three of these box cars can still be found preserved across the USA.

A vehicle which was definitely used for human traffic can be seen at the entrance to the V2 assembly factory that was Mittelbau Dora and its neighbouring concentration camp at Nordhausen. The short section of track is on the bed of the rail connection to the site; the main line junction is just behind the trees in the background. The camp had its own unloading station and extensive sidings for empty stock. A narrow gauge system was laid from the standard gauge to the factory tunnels for delivery of components and despatch of V2 rockets.

(To be continued)



Far left upper: depiction of a hospital train hauled by 0-8-0 3 680-96, Victory Park, Moscow, April 2010.

Lower: French “forty and eight” vans at Eperlecques, France April 2008

Left: POW transport, as depicted at the American Air Force museum in Dayton, Ohio, October 2013

Below left: Van at Mittelbau Dora, October 2013

Right: the infamous unloading lines inside Auschwitz camp, Poland, October 2008.



THE METAMORPHOSIS OF SAUNTON (Part 6)

Barry Cook

Thursday May 26th (continued)

10.am Springs put on. Electricians working on code lamps.



Wheels Ready 25/6/60: This photograph shows the top part of No 3 bay. In the centre are the wheels awaiting *Saunton*. They comprise a bogie – the four wheels in front, three pairs of 6’2” driving wheels, and a trailing pony truck (unseen). On the centre driving wheel can be seen the balance weights for the motion and the eccentric straps – this is actually the only driven wheel.

No 34093 can be seen on the left. To the front of it are the frames of “Battle of Britain” engine 34085 – the next engine no 7 of the batch. On the right can be seen “Battle of Britain” engine 34077 being stripped – no 9 engine. The frames of no 8 engine - “West Country” 34008 are somewhere down the shop.



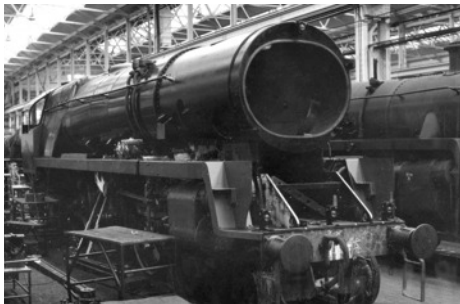
Saunton having been wheeled 1.00pm 26/5/60

Above L: Looking into the smokebox

Above R: Another view

Below L: Left hand side: The running plate steps and front are now in position. The LHS connecting rod can be seen lying on the ground.

Below R: Right hand side: The electric code lamps can be seen mounted above the buffer beams. The two clack valves are mounted on the front of the boiler.



Friday May 27th

7.30am Moved onto valve-setters' rollers. The locomotive will spend about two days on the valve rollers. Here the piston valves which operate the opening and closing of the cylinder inlet and exhaust ports are timed to operate at the right position of the piston.

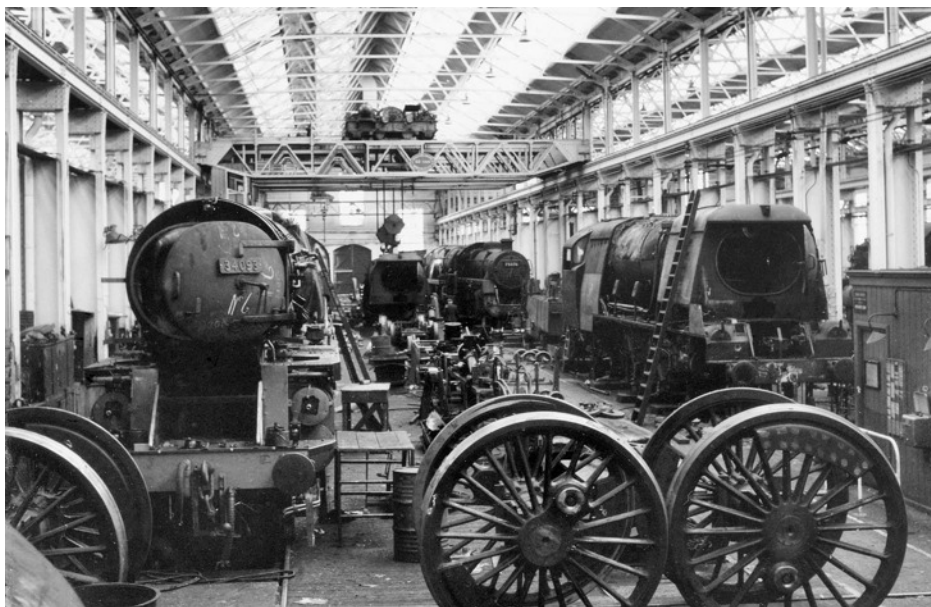
8.00am Nameplates *SAUNTON* affixed. Unfortunately, on this locomotive there are no coat of arms plaques of the town after which the loco is named. Thus the actual nameplate is not set off so well.

Onto the valve setters

1.00pm 27/5/60

The nameplate is in position (unfortunately no crest on this engine) and also the cab number transfers. The spot below the number indicates that "Saunton" is fitted with water softening equipment.





No 3 Bay – Top Half 1.00pm 27/5/60

An unmodified "West Country" class is receiving an intermediate repair on the right. SAUNTON is on the left – on the valve-setting rollers. The smokebox door is now on – and the front numberplate and shedplate. The drawgear is now on also. The two 50 ton overhead cranes are carrying the boiler from 34077 – No 9 engine.

During the morning the brackets which carry the smoke deflectors were bolted onto the smokebox.

In the afternoon the drawgear was put up on the buffer beam. The axlebox lubrication hoses were connected up. Also the whistle etc. and safety valves.

The superheater tubes were lifted into the boiler and bolted up.

The sheet covers for the steam pipes and cylinders had by now been finished.

The smokebox door was lifted on. Oilboxes were bolted on.

By now the painters had commenced on the locomotive. The inside of the engine between the frames had been painted red overnight. The boiler had previously been painted. A coat of varnish was now applied. The loco was lined out in orange and black.

Monday May 30th

Valve setters still at work.

During the day the petticoat and chimney were affixed.

The numberplate and shedplate were bolted onto the smokebox door.

(To be continued)

ANOTHER GOOD WEEKEND

Colin Hatch

The weekend of 12/13 September: there would be steam along my local line (a special from Bristol to Chester), a model railway exhibition at Ellesmere, and on Sunday a visit to Shrewsbury's Abbey Station open day - a good weekend for railway activities.

Saturday: off mid-morning to view the steam special, at Chirk where a water stop was booked. Originally the train was intended to return via Chirk too, but instead was re-scheduled to run via Crewe and Shrewsbury. We'd be out in the evening, so we couldn't fit in the return trip, and I had just one chance to see it. It should have been *Tangmere*, but it was unavailable, and Black 5 45231 *Sherwood Forester* was substituted.

Chirk was quieter than usual for a steam special - only a dozen or so bystanders. A redundant fire tender from the Avon fire brigade, brought up from Bristol to water the loco, stood in the station car park. The train was due to stop from 12.12 to 12.36, but it was running around ten minutes late. Two service trains, one each way, passed beforehand - 175010 heading for Holyhead at 11.51, and 158841 for Birmingham International at 11.59. Time to see *Sherwood Forester*: the scene was set, everything was ready. A hooter was heard as it approached. 45231 came into view, and I thought "this train ain't going to stop". It didn't, passing beyond the station confines to halt short of the entrance to the old Richard Burbidge factory. A slight misjudgement? I quickly hobbled back to the car, but had to wait for the fire tender to reverse all the way up the approach road to get to the other side of the line to replenish the water.

The watering was soon under way, and the tender was filled. Soon the train was pulling away, with 47746 *Chris Fudge* assisting on the climb out of the station area. Time for the model railway exhibition: picking up sister-in-law and Gaynor we drove on to Ellesmere, where I dropped the girls off at the market hall (craft fair) and headed for the town hall. Organised by the Ellesmere Model Railway Club, the exhibition is becoming a yearly event. There was a good selection of layouts, and several trade stalls. A new OO gauge layout "Ellesmere" by Phil Greaves from Warrington was very interesting indeed. Another layout which caught my eye was "Museum of Transport", a large layout based on a fictional museum, exhibited by Robin Brogden. I thoroughly enjoyed my Saturday.

Sunday: a little bleary eyed - didn't get to bed until nearly two in the morning. The gig went on a bit later than expected but it was a good night. Gaynor wanted a present for her sister's birthday so we drove down to Shrewsbury where, after a spot of shopping, we went to the Abbey Station. They were having an open day, and I decided to take a look at the old station. I'd never been there before so it was another first for me. Very interesting it was too, learning all about the "Potts" railway. On the back of a leaflet about the railway, a map showed the route of the line. I didn't realise how close to Oswestry it was, going through such places as Kinnerley and Maesbrook en route to Llanymynech. There had been a picture in the Shrewsbury ad mag of two of our society members, Steve Price and Dave Giddins, holding up Shrewsbury Railway Heritage Trust calendars. One of these was a "must" for my office, and at £5 each they were a real bargain considering all the pictures in the calendar were of local scenes. I bought a PSOV video too, for just 50p, to add to the collection. I was so satisfied with my weekend's activities I treated the wife to a meal in The Oxon on our way home! ◀

ARMY MANOEUVRES AT CREWE

Colin Hatch

Saturday 26 September: We'd been to a car boot sale at Shavington, near Crewe, and afterwards the girls wanted to wander around the shopping centre at Crewe for a hour or so. I don't get on with shops, so I suggested I could drop them off and visit the Crewe Heritage Centre. Everyone was in total agreement with me on this idea...

On arrival at the heritage centre I noticed lots of people in military uniforms and wondered what was going on. They were hosting a military vehicle rally entitled 'Wheels Of War' organised by the Crewe and District Military Vehicle Club, with over 30 vehicles on show.

Admission fee paid, I entered the complex and started looking at the old vehicles. Most of their owners were dressed in army uniforms to make it all more realistic. I thought I was in Dad's Army territory! Jeeps, personnel carriers, tanks etc. - they were all there. Unfortunately there were no steam locos on show, only one solitary class 47 (D1842). Also amongst the throng of army vehicles were a couple of old buses and some vintage cars. There were several trade stands too, including a tombo-la stall in aid of 'Help for Heroes'. I had to have a go, and to my surprise my three tickets won me two prizes, a pencil case and a pair of earrings. My wife later assured me the earrings were silver. She soon claimed both prizes! I haven't had my pound off her yet.

I wandered up to a seat by the signal box at the far end of the heritage centre to rest my weary limbs. Trains were passing at regular intervals on the adjacent WCML, and I managed to cop a couple of units, 390157 and 350369, while sitting there. Also in action was the miniature railway, with a steam loco on one end of the train and a diesel on the other. The kids were really enjoying the ride, together with their bigger kids (fathers and mothers).

It was soon time to leave the heritage centre to pick up the girls. It had been an enjoyable visit, and the ladies had enjoyed their shopping in Crewe town centre. The car boot sale had been good too. A pub meal was a welcome way to finish off our day out - must go again! ◀

JOE POWELL

Charles Powell

Here is Joe returning home from work, probably early afternoon after working an early morning service into the mid-lands, a turn he loved on a fine spring morning. The location is Monkmoor Road, passing the 'Abbey' pub, the picture being taken by one of its then locals, Percy Matthews.

As you can see by his uniform, he would be on diesel traction, his beloved "Castle" class having gone long ago, likewise those long distance jobs he loved so much.

I would date this photograph around 1970 shortly before his retirement. ◀





❄ ❄ ❄ ❄ ❄ ❄ **WINTRY**

❄ ❄ ❄ **Snowfall and steam on the Waverley**

Above: 70035 Rudyard Kipling has just cleared Whitrope tunnel with a Millerhill - Kingmoor freight

Below: 60024 Kingfisher steams past Whitrope with a passenger service

(Photos: the late Robin Barbour, Hawick)





WEATHER ❄ ❄ ❄ ❄ ❄

A touch of the white stuff on local lines ❄ ❄ ❄

Above: "Even a humble Sprinter looks good in this weather"

(Photo: Rob Smout)

Below: Sunshine and snow at Wolverhampton. On the occasion of an SRS "away from the turkey" outing, services were somewhat disrupted by the weather

(Photo: Geoff Cryer)



SPECIALS 1971 – 1983 (PART 5)

Steve Haynes

BRIGHTON 23 March 1974 Fare: £1.80

After the effort of going to Worthing and catching a local to get to Brighton, wouldn't you know it, our first excursion of 1974 was to Brighton. A Southern region trip would bag a good haul of units but by now they were being thinned out on the Brighton line. The steam engines at Preston Park had mostly been dispersed; one of the last was Bulleid Q1 33001 which I saw over the wall from the station.

Oxford was notable for class 52s on Cowley traffic and there always seemed to be one stabled where the old steam shed was. I saw D1050 *Western Ruler* on one passing excursion here and D1066 *Western Prefect* on another.

SOUTHEND 4 May 1974 Fare: £1.80

After the successful previous visit to Southend, the authorities obviously thought they were onto a winner and organised this follow-up which also attracted my parents. Pick-ups were Wrexham to Shrewsbury as usual and it was probably an AC electric from Wolverhampton to Willesden, with diesel for the Southend run.

We ignored the delights of the resort in favour of a trip around the London attractions.

D. Bradford Barton were at the height of publishing their popular series of photographic books: I remember buying *GWR steam in close-up* from a book shop in Southend. I also recall taking the underground into London from Stratford station. On the return journey we soon realized underground trains are much slower than their main line companions. There was some anxious clock watching but everything turned out alright, and it was a good lesson learnt.

TENBY 1 June 1974 Fare: £1.70.

Until now these excursions had never ventured deep into class 52 territory, particularly anywhere around Plymouth. I longed for a trip to Devon and Cornwall but one never came until it was too late. In 1972 or 1973 there were the remnants of classes 42 Warship and 35 Hymek. By now there were just the class 52 Western hydraulics in dwindling numbers, and I hoped this trip would fill a few gaps. The train picked up between Wrexham and Shrewsbury as usual, before heading straight down the Marches route to Newport and westwards to Tenby (still my favourite Welsh resort).

The outward journey produced no Westerns - there was one (unidentifiable) on Canton, and I glimpsed one in Carmarthen as we took the avoiding line before turning away from the main line for the Pembroke branch. However on the return, approaching Cardiff, where the lines open into four tracks, one came alongside for a few miles before pulling ahead into the station. It was great to be alongside one roaring away but it was not a pick-up unfortunately. It was D1013 *Western Ranger*, which would be one of the last two left in service, now preserved on the Severn Valley Railway.

The date above is the day advertised, but one excursion was rescheduled - I think it was this one.

EDINBURGH 16 June 1974 Fare: £2.00.

The wires were up and ready for use to Scotland from May 1974 and we would not have to wait long for one of our excursions to sample this route northwards. It created euphoria at school when the news was announced and I am sure this one was a sell-out. The train started from Shrewsbury, picking up as far as Wrexham before switching to electric traction (class 81 E3006) from (I think) Warrington. On the ascent of Shap however the locomotive failed and we had to be taken forward by a solitary class 25197, taken off a local ballast working. It thrashed to the summit for the downhill run as far as Carlisle where it was replaced.

Arrival at the destination was thus somewhat late; all I remember is a carnival in Edinburgh, where the locals threw coins at those on the floats. Doubtless we spent some time at the station for our first sighting of classes 26 and 27. The 27/1 and 27/2 variants were being used on push-pull services to Glasgow and were picked up swiftly on this and the next two or three visits to Scotland. Two of the six air-braked Haymarket-allocated class 26s passed through the station double-headed, and I believe these to have been 26001 and 26004.

WHITLEY BAY 4 August 1974 Fare: £1.70.

This and the next trip were mystery excursions (the dates should be correct, though I may have them in the wrong order). I found the dates in Shrewsbury Chronicle adverts in the reference library, but the destination is of course not given. I'm not sure how we got to Newcastle: the order of stops is given as Wrexham - Ruabon - Chirk - Gobowen - Shrewsbury, through to Newcastle and then onwards to Whitley Bay. Presumably we went via Derby and York, as we certainly passed through Darlington where S&D locomotives *Locomotion* and *Derwent* were plinthed under the station roof at the end of the south-facing bays. Both later moved to Darlington North Road Museum.

Once at Whitley Bay, now part of the Metro system, we returned to Newcastle for an attack on Gateshead shed. This turned out to be the only time we ever got around this fortress and that was down to a new-found ex-railwayman friend and his son. Envious spotters watched us beckoned in while they were held outside at the gates. My last class 46, 46034 was on shed alongside Deltic 55022 *Royal Scots Grey*, duly cabbed minutes after being spotted. Inside the shed I remember a turntable with a floor over its pit, and a dozen or so class 03s within. After mopping up some of the Newcastle movements, including the appearances of two further Deltics (55016 and 55019 - now both preserved), we all headed back to Whitley Bay via the DMU shed of South Gosforth. This former steam shed revealed two or three unused prized cops outside, still in green livery. The shed staff were pleased to see outsiders taking an interest in their humble surroundings and even provided a guide. It was full of units and a solitary class 08 for shunting purposes.

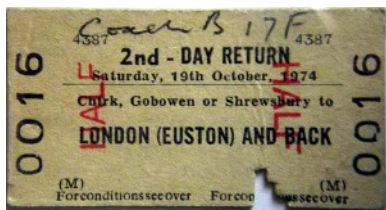
BARMOUTH 21 September 1974 Fare: £1.70.

As soon as two Sulzer type 2 Bo-Bos appeared, I knew this mystery trip would be heading for a day on the Cambrian Coast. Our destination was soon revealed to us as Barmouth so we sat back and made the most of it. I am not sure anything new was bagged on this trip.



Rather than stop in Barmouth we caught the ferry across to Fairbourne (a rowing boat) and had a ride on the Fairbourne railway. It was a good day however with decent weather, enjoyed by the whole family. I did not get very much class 24 haulage before the class was withdrawn; I had stopped recording haulage by now, so this one could have been a 24 and a 25 or maybe two 25s.

LONDON 3 October, 19 October, 16 November, 7 December 1974 and 8 March 1975
Fare: £2.40/£2.50



Next came five London tours, which all following the same format: Wrexham, Ruabon, Chirk, Gobowen, Shrewsbury to London Euston and return, diesel to Wolverhampton and electric to Euston. The trip on 7 December was hauled by 40109 on the first leg.

These trips were billed as Christmas shopping spree excursions, but our time in London would

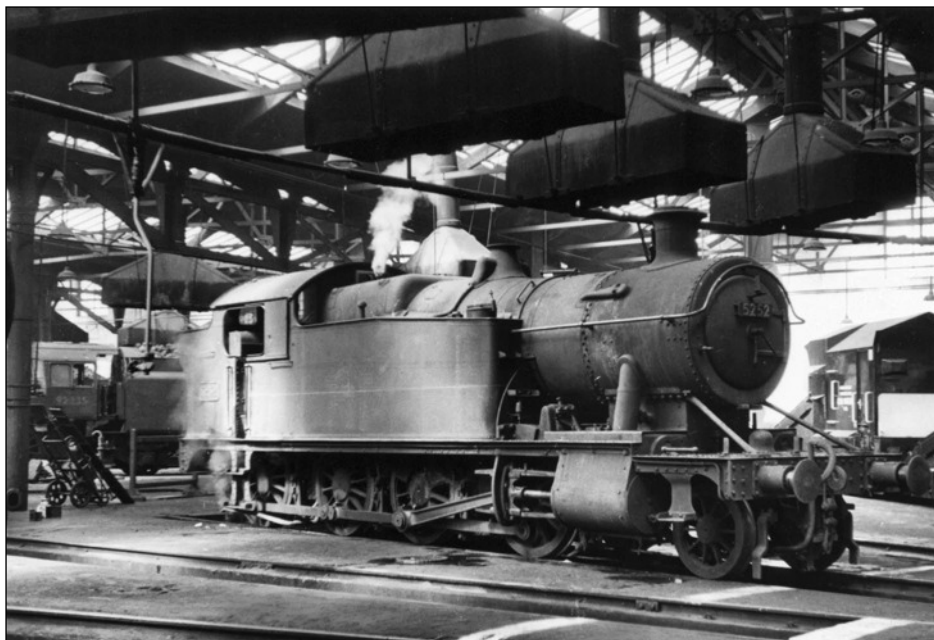
have been spent visiting the London terminus stations initially, then progressing to Clapham Junction, on to London Bridge when the gaps in the unit numbers were identified as Slade Green allocated, and finally the trains out of Liverpool Street.

We frequently visited Kings Cross, and St Pancras, with the odd “tester” to places such as Cricklewood, Finsbury Park, Stratford, Hither Green and Old Oak Common, and we visited some lesser venues such as Canon Street, Blackfriars, Moorgate and the now-closed Broad Street.

The Hymeks were culled ruthlessly in 1972 and 1973 but around two dozen soldiered on through 1974 into 1975. We had at least two visits to see the last survivors and I can remember seeing four together, D7000, D7016, D7031 (a pick-up) and D7032, condemned on one of the turntable roads at Old Oak Common. Paddington never gave much away and spending hours on the platform edge with the chance sighting of a wanted Western was not considered good value so it was usually a “commando raid” in and out and then on to Marylebone, prior to Kings Cross and Euston. It became a bit of a tradition to buy a pasty on the station concourse for the return journey.

I am not sure whether I travelled on all five of these trains - at least three for certain, but during 1973 and 1974 I travelled on practically all excursions picking up at Shrewsbury and also became well acquainted with the Circle, Northern and District lines.

(To be continued)



Steam in the roundhouse:

Above: Ex-GWR 2-8-0T 5252 at Ebbw Junction on 22 April 1965. Part of 92235 can also be seen

Below: Standard tank 80080 (now preserved) keeps company with ex-GWR 0-6-2T 5676 at Croes Newydd on 17 July 1965

(Photos: Roger Amies)



SOCIETY VISIT: WORTH VALLEY AUTUMN GALA

Mervyn Pritchard

On Friday, 9 October 2015 seven SRS members departed Shrewsbury at 0746 on the last of the Society's summer outings. Travel was by way of Manchester Piccadilly, then Trans-Pennine Trains to Leeds, and lastly a local service to Keighley arriving 1051 (by splitting the ticket purchase into two legs, Shrewsbury-Stockport and Stock-



port-Keighley, a substantial saving was achieved).

Unfortunately for the organisers and visiting enthusiasts events such as gauging issues and road bridge damage prevented the planned attendance of visiting locomotives. However, as most of us had not visited the line previously, the in-house engines and the on-loan LNWR Webb coal tank no. 1054 based on the KWVR provided more than adequate interest.

The first sight on arrival at Keighley was WD 2-8-0 no. 90733, re-numbered to 90711 - a Low Moor shed WD which had run over local lines in BR days; it had been "weathered" to carry dirt and white streaks from steam leaks. Most of us then travelled on the first available train hauled by BR Standard Class 4MT 4-6-0 no. 75078 to sample the line. The overall length is just under 5 miles and the scenery changes from an urban/industrial setting at Keighley to a more rural vista along the line. There are four intermediate stations: Ingrow West (two museums, one being that of the Vintage Carriage Trust with some splendid examples of restoration work, the other a very small steam museum), Damems (which has a very short platform and, nearby, the passing loop used by most trains), Oakworth (well known for its use in *The Railway Children* - can you ever forget "Daddy, My Daddy" in a cloud of steam?) and Haworth (a steep walk up to the village and Bronte museum). The terminus is at Oxenhope (which has an exhibition shed containing locos and rolling stock).



Above left: class S160 no. 5820 awaits departure at Ingrow West station

Above right: standard class 4MT 75078 and Webb coal tank 1054 reverse onto their train at Keighley

Below: 4F no. 43924 arrives at Oxenhope station



The visit day coincided with the SRS talk on Beeching, so we decided to leave on the 1531 with arrival at Shrewsbury at 1848 to be in time to attend the meeting. This, and the need for food, curtailed the opportunities for sightseeing and riding many trains. However, as an extra, a number did manage the short trip on the 1440 ex-Keighley shuttle to Damems, double-headed by nos. 75078 and 1054; arrival back at Keighley was on-time at 1500. As we had ample time to catch our train for Leeds, we were able to witness these two make the steep departure from Keighley with the 1505 for Oxenhope. Other locos seen in service were the Class S160 2-8-0 no. 5820 (built by Lima, USA, 1945) in military grey and MR 4F 0-6-0 no. 43924 (the first engine to be saved from Woodham's at Barry), whilst Hudswell Clarke 0-6-0T Nunlow (1704 of 1938) was performing in Ingrow yard.

A return visit with a longer stay is needed, perhaps giving sufficient time to visit some local attractions. ◀



Heading south from Hereford: 4934 *Hindlip Hall* with a "North and West" service, July 1955 (Photo: Russell Mulford collection)

SEVERN VALLEY RAILWAY: MANORS 50

Roger Amies

The SVR held a special weekend on the 14th and 15th of November to mark the last days of the "Manor" steam locomotives working on the Shrewsbury to Aberystwyth route.

The final week of Manor workings, in November 1965, was recorded by Aberystwyth signalmen in the train register. Four of the class made an appearance, 7802 *Bradley Manor*, 7812 *Erlestoke Manor*, 7820 *Dinmore Manor* and 7821 *Ditcheat Manor*.

The very last working, on 13 November 1965, was the up mail which left Aberystwyth at 18.05 hauled by 7820. By the end of the month, all four engines were withdrawn at Shrewsbury. Within a year they were all in the scrapyard - happily, that scrapyard was Dai Woodham's at Barry. (In total, nine manors remain in preservation, eight of which passed through Barry scrapyard. The ninth, *Cookham Manor*, was bought directly from BR)

During the SVR special weekend, it was astonishing to think that 50 years on, three of those last four engines, 7802, 7812 and 7820, could be seen in steam and hauling passenger trains. Unfortunately, the fourth engine, 7821, is not currently in working order and is in the museum at Swindon.

Below is more info (from GWR archive <http://goo.gl/sb3fTX>) about the four engines:

LOCO	NEW	WITHDRAWN	ARRIVED SCRAPYARD	DEPARTED SCRAPYARD	TIME IN SCRAPYARD
7802	1/38	30/11/65	7/66	11/79	13yr 4m
7812	1/39	30/11/65	5/66	5/74	8yr
7820	11/50	30/11/65	5/66	9/79	13yr 4m
7821	11/50	30/11/65	5/66	6/81	15yr 1m



Severn Valley Railway: Manors 50:

Above: Visitor 7820 *Dinmore Manor* waits to depart from Bridgnorth with the 14.05 to Kidderminster, 14 November 2015

Below: Ex-works 7802 *Bradley Manor* departs Bewdley with the 11.20 Kidderminster to Bridgnorth, 14 November 2015 (Photos: Roger Amies)





A visitor for the WLLR

This year's W&L gala in September was graced by a visiting loco, for the first time in five years, namely *Pakis Baru No 5* from the Statfold Barn Railway (SBR) near Tamworth. PB5 is an 0-4-4-0 Mallet, built by Orenstein and Koppel for service in Indonesia, bought for restoration by SBR.

PB5 arrived at Welshpool in August and transferred to Llanfair for checks and the fitting of the WLLR's Grondano couplings. As it is not vacuum-fitted it was used to haul the goods train between Llanfair and Cyfrondd. It attracted much attention and line-ups of photographers were seen as it passed Heniarth halt. An interesting feature of PB5 is its steam operated bell mounted on the boiler just in front of the cab. At the end of the gala it ran light engine to Welshpool for transport back to SBR. We are unlikely to see it visiting again in the near future as its 10 year "ticket" expires shortly.

PB5 is seen at the head of the goods train awaiting departure from Cyfrondd; for such a well turned-out loco in black I had to take it in monochrome.

Mervyn Pritchard

MEETING REPORTS:

23 October: **Mind The Gap** *Jason Cross*

One meeting which really stood out as a 'must' in the 2015/16 winter programme was this show by Jason Cross. I have been to London several times, and enjoy travelling on the tube: I once spent around three hours on Earls Court underground station recording numbers. I noted several hundred numbers - it took ages to mark them down later. I had actually bought Jason's pictorial book 'Mind The Gap' beforehand. So on 23 October I took the book with me, which Jason gladly signed.

This was Jason's fifth visit to the society and another appreciative audience enjoyed a very professionally-presented digital show. After a musical introduction, with a film of a tube train entering one of the 270 stations on the tube network, Jason gave us pictures, facts and figures covering all aspects of the tube.

The history of the eleven different lines on today's Underground system was covered in some detail, from their beginnings to the present day. Jason told of the changing

of stock from old C and D stock to more up to date tube stock. There were several different 'chapters' in the show, such as 'A Day In The Life', from the first rumblings in the early morning to the last service in the late evening. We saw some of the many night-time engineering trains, the preserved Epping and Ongar railway, and in 'Bricks and Mortar' saw some of the variety of architecture within the system. The evening finished with another short film about the end of day on the underground. The images and video shown were first rate, making for a very good and really enjoyable evening's entertainment.

13 November: **Lost Railway Stations of St Helens** *Alan Moore*

I visited the North West Museum of Road Transport (where there are several Crosville buses, like we had in Oswestry) in St Helens a little while ago, and nearby was the modern glass-fronted St Helens Central railway station. I'd forgotten about it until Alan Moore showed a picture of the station on the big screen. Alan, a new speaker to our society, gave an in-depth digital presentation before another good-sized audience of members. Before he started, I thought there would be perhaps half a dozen "lost railway stations" in the St Helens area. How wrong I was!

Most had opened in the early to mid 1800s, and while some closed as early as the late 1800s, the majority survived to more recent years. 1951 was a year when the fate of several was sealed, with no fewer than nine being closed that year. One station, Robins Lane Halt, only lasted two years - opened in 1936 and closed two years later. The first Rainford station didn't last much longer, it opened in 1848 and closed ten years later. Haydock Park station survived until the 1980s after being opened to the public in 1899. Vulcan Foundry station near Newton-le-Willows closed in 1970. We saw the memorial to William Huskisson, the first person to be killed by a train - almost all that remains of the former Parkside station.

Alan showed maps of all the stations in relation to the St Helens area, with old and recent images of the various sites. Some of the long-gone stations were in a sorry state today - if anything remained at all. In total, we visited 30 closed stations in what was a very interesting show. I had never suspected how many stations there had been in that area. Thanks, Alan, for an excellent show.

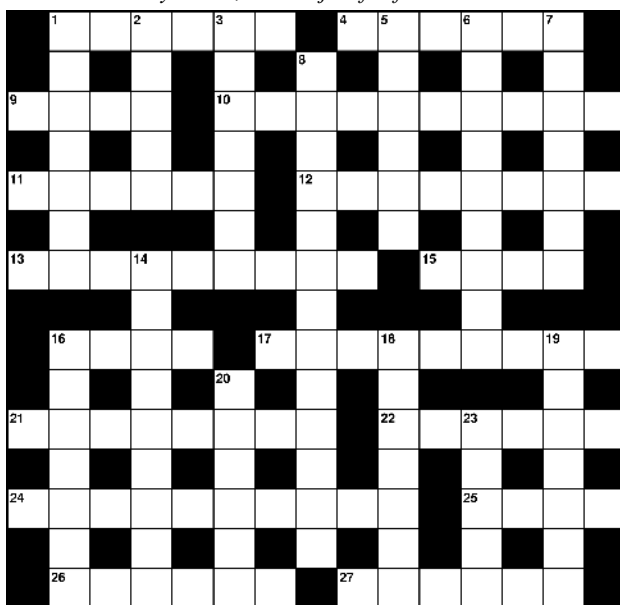
Colin Hatch



Built by Faur in Romania, this locomotive saw service in Corsica before spending some time on the Somme Bay railway in Picardy, France. Seen at St Valery Ville, 29 July 2015 (Photo: Jeremy Nicholls)

Geoff's Christmas Crossword

(There's a railway theme, but it's just for fun: solution next month)



ACROSS:

1. I mourn differently for an A3 (6)
4. Crumple rumple this J36 (6)
9. Tunnel under a moor (4)
10. Blakemere Grange and County of Glamorgan (5,5)
11. Revival at St Pancras (6)
12. Lay sleep to change at the GN (E) and Midland (W) stations here (8)
13. Marry poet to get a speed restriction (9)
15. Low Burton brewer (4)
16. Push (4)
17. The sudden stop made me cry, Gene (9)
21. Some Scots shooters were Irish, others were Londoners (8)
22. NBR station in Thomas Hardy's art collection (6)
24. Granted, ice would form at zero (10)
25. The A4 was Gresley's magnum (4)
26. The rails had been made non-slip (6)
27. This ferry was the end of the line from Dingwall (6)

DOWN:

1. Mr Bragg got up near Tweedbank (7)
2. Its station by the river served trains to Brecon (5)
3. Bubble? (7)
5. Forest station (6)
6. A steam leg requires a change on the M&C's Bolton Loop (9)
7. Waverley to Gala carries passengers again (7)
8. This coach is not open (13)
14. Vic. to Wallgate station (Broad Street) formally closed 1998 (9)
16. Steam locomotives wouldn't be without them (7)
18. Rattled, shaken on the Midland main line (7)
19. This caulker is tangled under the Scottish wires (7)
20. One living abroad to trash regime? (6)
23. Change your boots between Broughton and Lyne (5)