

Chapter 1 : - Gloucestershire Railways in the Twenties by Humphrey Household

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In the view above Westbridge Depot played host to Derby built Classes 24 and 45 and, to their right, an English Electric Class 37, while a Class 08 "also designed and built by English Electric" shunted a train of open wagons. You are looking west. One day there will be a steel-and-concrete depot near here filled with Brush and English Electric diesel locomotives "including the mighty Class 55 Deltics. Elsewhere the humiliating terms of the Treaty of Versailles are being challenged by Adolf Hitler, now in his second year as Chancellor of Germany, with the re-establishment of the Luftwaffe. At the Capital Works of Morland and Anderson meanwhile, wagons from railways all over London and beyond "some taken out of traffic while still loaded with coal or other freight "are being inspected and repaired: For this particular appearance, thanks are due to John White for operating Capital Works on the Saturday of the Show and for Robbie Burns for delivering Marlborough College private owner open coal wagon Both these locomotives have now been fully evaluated on both Capital Works and my larger Universal Works layout and found to work very well. Thank you very much Roger for helping me choose my next generation of motive power! SMP Finescale track was used for the scenic section and Peco for the traverser fiddle yard, the baseboards being built from 9mm plywood and covered in cork. Similarly, both Woodland Scenics material and electrostatic grass were combined as well as a mixture of kit and scratchbuilt structures "including the Ratio cattle dock modified to fit the location. I particularly liked the scenery, buildings and weathering on this layout, perfectly lit with warm tones to enhance the rich saturated Technicolour feel of s photography. As well as such fascinating features as an engine shed with built in water tank, Paynestown recalled an era when railway vans delivered bananas to goods depots and Wales was full of chapels that people both went to and did not go to. This was an imaginary station situated between the real villages of Rowington and Shrewley but in true Great Western style was nowhere near either village! Just north of the imaginary Rowington for Shrewley was the real Rowington Junction where there was a 3 mile 7 chain branch to Henley in Arden. Originally built for the amusement of enthusiasts in a back room of a shop rather than for exhibition, Rowington for Shrewley was set in "just before Grouping "and much of the coaching stock was in the GWR Lake livery. Buildings and structures were modified kits or scratch built and all were GWR prototypes while trees were hand made and other scenery supplied by Panhaven and Woodland Scenics. However, when Wilbert was six years old, his father, also an Anglican vicar, moved the family to his new parish of Box in Wiltshire. I would hear them snorting up the grade and little imagination was needed to hear in the puffings and pantings of the two engines the conversation they were having with one another: It could accommodate a typical 6 or 7 coach GWSR train running over Peco Code 75 track and under the control of scratchbuilt signals past scratchbuilt structures. The pier at Burnham received rails from Welsh steelworks to be carried onward to the expanding rail network in southern England on paired bolster wagons while pleasure steamers such as the PS Waverley would also call during the summer. Burnham Pier was also used by the lifeboat, which had its own private siding. The railway station, opened on 3 May , unusually featured a short overall roof and a long platform for excursion trains. Current stock is mainly borrowed or adapted N gauge.

Chapter 2 : Cotswold Model Railway Exhibition Keble Hornby Bachmann Oxford

Sutton Publishing, Book. Very Good. Hardcover. 1st Edition. hardback, 4to, a very good copy in a rubbed and creased price-clipped dust jacket, b&w photographic plates, pp.

Thomas Keble was vicar of the nearby village of Bisley from to and younger brother of John Keble, one of the leaders of the Oxford Movement which spawned Anglo Catholicism. Neither of them are thought to be related to Bolsover born John Keeble, the drummer in Spandau Ballet. Bert was an active member of the Gloucester Club, joining in the mid s. His larger than life charisma rubbed off on the entire membership from day one. He was the fulcrum of the GMRC, holding every committee position over the years. An excellent modeller, his layout " Kingsgate " was popular on the exhibition circuit and appeared at the Cotswold Show. The simple track plan included a tunnel, station, level crossing, locomotive and goods facilities. Another inspiration was a picture of two mustachioed, bowler-hatted, formally dressed detectives who were featured on the cover of the Le Miroir edition of 2 March They were shown escorting a criminal—one detective was handcuffed to the man while the other was holding both umbrellas. But was Malcolm Smith trying to curry favour or just favour Alannah Currie? It may be some years before Judge Dredd gets a look in, but in the meantime Grumbling Goods has proved a popular conversation piece among local care home residents. The station buildings were similar to the ones at Much Wenlock. The buildings and bridges were card embossed with Das modelling clay. All point and track work were Peco Streamline while the locomotive fleet was a mixture of brass kits and scratch built. The rolling stock was mainly from Slaters and Parkside kits. Thanks are also due to Dave Woolnough for painting the back scene. They were built for suburban traffic in the London tunnels and were originally fitted with condensing apparatus. They were very powerful for their size and their 4 ft. After four years of travelling Europe and learning new ideas Carl Jacobsen started as brewer himself in and opened his own brewery, New Carlsberg, in Probably inspired by the Guinness brewery in Dublin, Carl Jacobsen linked his two sites with a mm narrow gauge railway that was able to negotiate tight curves and replace horses and cars with minimal change to infrastructure. Construction started in with imported German rolling stock and Krauss steam locomotives, although an T was also acquired from Britain and from France in came a Punney steam railcar to transport visiting guess and dignitaries. The first internal combustion locomotives arrived in the s and the 0e 7mm to the foot scale and It was replaced by road transport in and the real Gamle Carlsberg is now a visitor centre. All the Fulgarex point motors and Kadee coupling fitted Fleischmann locomotives on Gamle Carlsberg were DCC operated and at least two engines needed be used to solve the shunting puzzle that the sidings presented. The scratchbuilt buildings had foam board shells and were covered in Howard Scenics embossed English Bond brick paper. This included the famous Elephant Tower. Peter modelled the site as it is thought to have been in the early part of the 20th Century, and was largely based upon photographs and information found in the Welsh Highland Heritage Magazine. The railway was eventually incorporated into the ill fated Welsh Highland Railway in However it is now the mid point of the new expanding Welsh Highland Railway, which is one of the most impressive narrow gauge railways in the British Isles. Every attempt was made to model the station building as accurately as possible. However, it was necessary to shorten the run round loop considerably to keep the layout down to a reasonable size. It was also necessary to model the area around the station as it might have been, using a degree of modelling license, due to the lack of detailed photographic information away from the immediate station area. The track was spiked to wooden sleepers in the prototypical manner, the ballast being produced from crushed slate. The locomotives operated on the layout were constructed from nickel silver brass, closely following the dimensions on the manufacturers original drawings. Coaches and wagons were constructed from wood, nickel silver or plasticard on nickel silver underframes. The line speed was a maximum of 25 mph " not a lot slower than a normal branch line. The Somerset and Dorset Joint Railway proposed such a line to Cheddar to tap into the trade in tourists visiting the cliffs and caves of Cheddar Gorge, market garden produce including strawberries and of course Cheddar cheese. P4 railway modelling is 4mm to the foot scale with the correct track of Most locomotives, coaches and wagons were kit built and the back scene was one piece of heavy duty

paper laminated with a matt finish on the front. The platform length and width were reduced a little and although the cutting length was accurate as far as the crossovers, it was very much foreshortened to the bridge in order to keep the layout to a reasonable length. The track was Peco with minimum radius points rather than large radius due to space constraints and the plain track had sleeper spacing increased to improve appearance. DCC control with sound was used for the rolling stock which in the main were various Hornby and Bachmann diesel multiple units.

Chapter 3 : Gloucester Railway Carriage and Wagon Company - Wikipedia

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The site SP remained derelict for well over a decade before industrial development covered the site. Witney station eclipsed all other stations on the line in terms of passenger numbers. Admittedly this was before Cassington Halt and Carterton station had been opened, but even so this shows how important the station was. The town of Witney was by far the largest settlement on the route, and the facilities provided reflected this. The standard East Gloucestershire Railway station building was considerably enlarged in the s by the addition of completely new section on the road side. This was skillfully done, and matched the original EGR building in terms of materials and style almost exactly. Witney was also the only station on the line to have the luxury of a platform canopy. An interesting view of 57xx PT approaching Witney on 18 April with the In the background another pannier tank can be seen heading a freight train from Witney Goods Station towards Witney Junction. Colour Rail This fine view, taken in July , shows Witney station looking neat and tidy in its final form, and before the dilapidation that set in towards the end. On the left the water column stands in front of the down platform waiting shelter, with its ornate lamp. On the up platform, the station building and canopy can be clearly seen, along with the signal box, and "pagoda" corrugated iron shed. As can be seen in this and the previous picture, the water column was latterly situated midway along the down platform, enabling locomotives to take water prior to getting the right of way to Bampton. Previously the water column had been situated past the down starter signal, requiring locomotives to wait until an up train had entered the station before being able to pull forward to take water. Witney station building underwent considerable changes during its life, with extensions nearly doubling the size of the original building. An excellent Edwardian view of Witney station, showing the station in its original form. Note the original short canopy, covering only the central part of the frontage, over the main doors. This view clearly shows passengers waiting to board one of the excursions that were popular at the beginning of the twentieth century. An up train is about to leave, but presumably the nine coach formation in the down platform is the excursion, waiting to gain access to the up platform. The date could possibly be , in which case this is either a trip to Plymouth or White City. Martin Loader Collection Witney station viewed from the road bridge in the early s. The amount of parcels traffic handled can be gauged from the fact that virtually all the area under the canopy is occupied with at least four full barrow loads. The posters on the end of the building are extolling the delights of Littlehampton and Norfolk. This view makes an interesting comparison with the Edwardian view above. In addition to the lengthened canopy, note the addition of a skylight in the roof, needed to increase lighting in the building after the construction of the rear extension. Colour Rail Crowds gather on the down platform on the last day of passenger services, 16 June If only the line had been this well patronised normally things might have been very different, then again possibly not given the political climate of the day. When looking at this and the similar view above, it becomes obvious that while the station was only a short walk from the town centre, it was still largely surrounded by fields. This view clearly shows the 40 ft wide extension built in the s to increase parcels accommodation it was certainly needed judging by the amount of parcels carried even in the s. As well as the usual timetables and posters advertising cheap fares to Oxford, the poster on the extreme left is advertising Sidmouth, possibly for those planning a trip to the world famous folk festival, then in its formative years. This view from the The platform seat has just been repainted. Note the paint pot near the nameboard, and the remains of a wooden packing case with attached "wet paint" notice used to prevent anybody inadvertently sitting on it. Malcolm Henderson Collection From a similar viewpoint to the above picture, we now see Witney Station shortly after closure. The weeds have already started to gain a foothold, and the windows of the pagoda hut have been boarded up. Jenkins Witney station in the mid s probably or after the cessation of passenger services. The rails are rusty, and vegetation has already started to swamp the down platform. One of the nameboards has already been "liberated", and some planks have fallen off the down platform shelter. Otherwise, all the infrastructure is intact. Even the signal box windows have so far escaped

the attentions of the vandals. There are signs of life however, as just visible in the background, behind the group of photographers wandering along the platform, a pannier tank can be seen working a freight train along the goods branch. Colour Rail By the summer of the signal box had lost its roof and the weeds had grown higher, otherwise Witney station remained in limbo. In fact, the local area abounded in lines that continued either partially or wholly as freight lines. The low winter sun picks out details on the wagons standing in the down platform, the shadows of the platform fencing also showing clearly. Ltd, scrap dealers from Sheffield. The track was lifted from the Fairford end of the line, with Lechlade becoming a marshalling centre for trains of scrap. When Lechlade was dismantled, the next station was used, eventually all the track being removed by rail. Jenkins The train pictured above pulls out of the up platform with its brake van. This picture is taken at the eastern end of the loop, and shows another common feature of the branch which can still be seen in numerous places today - a gate allowing access to fields on either side of the line. Jenkins This early s view shows Witney station after the demolition of the buildings but before Station Lane had been realigned. Note the undisturbed bushes visible through the bridge, on what would shortly become the new road. Over the next decade the remains of the station gradually got less, with the removal of the down platform and all the up platform edging happening shortly after this picture was taken. The gentleman standing on the platform with newspaper and umbrella clearly enjoys a joke! On 9 February , the classic view from the bridge above shows that although industrial buildings have already started to encroach, the actual site of the trackbed is still undeveloped. In the distance the site of Witney Junction and the A40 Witney by-pass can be seen. On 5 April left , a large mail order company occupies one of the modern units that stand on the former station site. Martin Loader The water tower at Witney was situated just to the west of the road overbridge. In this early s view, the station can be seen in the background. On the left the end loading dock is already grass covered and obviously little used. The well and pump were situated in the base of the water tank building, which as can be seen stood next to a PW hut. Note the level indicator on the tank. The bridge outlasted all other railway infrastructure on the site by a considerable margin. Latterly by-passed by a new road, it stood for some years in glorious isolation, until demolition came in Colour Rail Another view of the water tower, this time looking west, with the grass covered end loading dock in the foreground. Further beyond, and just visible on the original slide are the houses on the Ducklington Road. Station Lane Industrial Estate now occupies these fields. At least the willow trees still survive! Colour Rail Although the station building was demolished soon after closure, the road overbridge survived for many years, although latterly cut off from the road. The remains of the end loading bay also survived and is pictured here on 18 April , along with the steps which gave access to rail level. The realigned Station Lane is behind the fence inn the background. Martin Loader A slightly different viewpoint of a train approaching Witney in March Tony Doyle The view westwards from the Witney station bridge in the autumn of shows the new Station Lane under construction on the course of the East Gloucestershire Railway. The distinctive beech tree in the centre of the picture indicates the position of the point leading to the end loading bay, and the end of the line after the Fairford section was lifted see the two pictures below. This view clearly shows the truncated embankment, with the bridge just visible near the notice boards. These notice boards herald the arrival of the first of the many industrial estates that were to spring up along the new road over the next few years. Witney station was the other side of the bridge visible in the picture. I used to drive along the course of the Fairford line everyday on the way to work! During another new road was constructed along the course of the line here, almost up to the point where the built Witney by-pass crosses the course of the line for the second time SP The end of another section of the Fairford branch line trackbed. This is the scene on 6 May looking west along the course of the line from near Ducklington Lane. The hedge along the southern boundary has already been ripped out, prior to construction of the road. The dandelion covered field on the left is now a retail park. Martin Loader This view taken from the Witney by-pass on 15 April , shows the course of the Fairford Branch passing in front of Burwell Farm, just a few weeks before the line was cleared to make way for a new road Thorney Leys. The housing estate which takes its name from the farm can also be seen in the background. The field between the line and the houses has since been built on. In the foreground can be seen a bridge spanning a small stream SP This was one of a number of bridges on the line that utilized Barlow rail for the decking. Martin Loader After the second crossing of the

Witney by-pass, the course of the line is initially open, before a section of impenetrable brambles gives way to another open section just before the Curbridge road seen here as a muddy track on 5 April. This section of line is on a low embankment, briefly interrupted, as the culvert a little further on SP has been excavated out, and replaced by a pipe, without being back filled. A large pile of car tyres blocks the course of the line on the approach to the Curbridge to Ducklington road. The latest attempt to stop the wing walls distorting has led to the inelegant solution of wire-mesh encased piles of rocks added to both sides of the bridge. This bridge measures 12 ft 8 in by 15 ft 3 in on the skew. This view shows the bridge on 2 October prior to the latest reinforcements, looking towards Brize Norton. Like the South Leigh bridge, this was an accommodation bridge between two fields, passing through the low embankment at this point. At only 4 ft wide it was narrow even for 19th century traffic, and was soon replaced by a gated crossing on the level just to the west. This view from the north side of the line on 14 December shows the bridge parapet in the background, with the gatepost in the boundary fence on the left and the rubble filled approach to the arch in the centre of the picture. Martin Loader A close up view of the underbridge on 14 December shows that the original bridge was strengthened at some time, but the very top of the original arch can just be seen. A little further along the former bridge over the Norton Ditch SP has now been replaced by a large diameter concrete pipe.

Chapter 4 : Canbush Railways

Gloucestershire Railways in the Twenties by Household, Humphrey Condition: Very Good/Very Good.

History[edit] The Gloucester and Cheltenham Tramroad Towards the end of the eighteenth century, Cheltenham became noted for the supposedly health-giving waters available there, and this attracted wealthy visitors, including King George III , and encouraged residence by the well-to-do. The construction of houses for these families demanded good quality stone, and the more so for paving streets; in addition the demand for coal climbed rapidly. Many of these materials were brought in to Gloucester Docks and had to be conveyed from there to Cheltenham; the Forest of Dean was considered a particularly important source of coal and iron. On 28 April the Gloucester and Cheltenham Railway Company was incorporated, to connect the two places with a branch to a quarry at Leckhampton. The priority was considered to be connecting the Leckhampton quarries to Cheltenham and this was given the greatest attention; it was opened for mineral traffic on 2 July. Wagons with plain wheels could run on the plates and were guided by an upstand on the plates. The route was single track, but passing places were provided at four to the mile, or more frequently. It appears that more passing places were added later, no doubt in response to higher traffic densities. A marker inscribed "D" was located halfway between every pair of passing places. If two loaded "trains" met, the one that had already reached the D marker had priority and the other had to reverse back. If one was an empty movement, it had to draw back. Two laden trams were considered the limit for a horse to draw. A short length of double track was provided in the dock area at Gloucester. It had gradients of 1 in 35, and near the top three rope-worked incline planes. Several alternative inclined planes were made as the working face receded. This was accomplished on 4 June , and the entire route was opened. At this period several attempts had been made elsewhere to operate steam engines on plateways. The plates were very weak in bending, and incapable of supporting heavy loads, and the trials elsewhere usually resulted in broken tramplates, quite apart from the doubtful technical effectiveness of the primitive locomotives of the times. There was a considerable road passenger traffic between Cheltenham and Gloucester at the time, and it was considered that passengers might be carried on the line if locomotive operation was introduced. The engine Royal William was acquired for the purpose. The boiler had vertical water-tubes, similar to a Galloway boiler , and a number of unproven technical details. Wrought iron tramplates were laid in places about this time, and the Company actively considered conversion of the line to an edge railway, but the numerous traders on the line would have objected strongly. From Longlevens it ran along the south side of the turnpike road now B to the point where that road joins the Gloucester Road now A. Very close to the present Cheltenham station there was a triangular junction for the Leckhampton arm of the tramway, but the main line continued to a point immediately north of the later St James station. The Leckhampton branch ran south-east and then south following Leckhampton Road and Leckhampton Hill. The route was revised in , and this proposal became the Birmingham and Gloucester Railway. The tramway alignment between the main towns was obviously unsuitable for main line railway purposes, and a new route was created for the new main line. They were also to work in concert to build their line between Gloucester and Cheltenham together, as their individually proposed alignments were almost identical. At this stage it did not get access to the docks at Gloucester and its Cheltenham station was not close to the centre of that town. The business of the tramroad therefore continued as vigorously as before. This solution naturally required physical transshipment of goods at the Gloucester station and again at the canal wharf. Isambard Kingdom Brunel visited Gloucester in person to consider the matter and agreed, provided that broad gauge rails were laid as well as standard gauge, straddling the plateway track. This requirement, which would have involved a three-way mixed gauge, was not, in the event, proceeded with. In the same year, the GWR exercised its right to repurchase the half share of the tramroad. The South Wales Railway opened in July and the tramroad suffered a serious blow, as the Forest of Dean minerals could now come much more expeditiously by rail throughout. Its main business was now the conveyance of Leckhampton stone to Cheltenham, its advantage being that it could unload at any point along its line as compared with the Midland Railway which was obliged to do so at a goods depot. Street running in Gloucester and Cheltenham were no

longer seen as acceptable and in any case the business of the tramroad was so low that its income barely covered costs. On 1 August an abandonment Act was obtained. There was some delay in actually dismantling the line, but the plates were recovered in the spring of , having been sold by auction.

Chapter 5 : Formats and Editions of Gloucestershire railways in the twenties [www.nxgvision.com]

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The loco has worked in on the Newcastle - Cardiff express, having assisted the up working as far as Birmingham New Street in the morning. See Runpast Book Covers section for the colour version of this photo. At the changeover date the following 34 locos were allocated to Barnwood: Not on the list was Compound , withdrawn earlier in February, having been at Barnwood since April ; and three Midland class 3F s , and - Barnwood engines since LMS days - which were hastily transferred just before the changeover to Sutton Oak shed, 10D. It was withdrawn just before the Western Region completed its takeover of Barnwood, so never carried an 85E shedplate. It was noteworthy that Barnwood still had five s built ex-LMS Compound s, the only Western Region shed to have an allocation of the class. When BR came into existence at the start of , eight Compounds were allocated, including five built by the Midland Railway, with 7ft. One of these, , was the last working ex-Midland example, active on main line trains at Gloucester until December , being withdrawn the following month. Nevertheless seven other Compounds remained at the beginning of They were mainly engaged on stopping passenger trains between Derby, Birmingham and Bristol; assisting on expresses, particularly the daily Cardiff â€” Newcastle and return working; and station pilot at Gloucester Eastgate. They had a regular turn to Leicester, also a through working on summer Fridays, By the allocation was reduced to five Compounds, but whenever one was withdrawn or transferred away another was drafted in, though other depots usually received newer loco types as replacements. The first day started with a passenger service from Eastgate at 6. The return left Leicester at 6. After taking the empty stock to Kings Norton carriage sidings it shunted there until Next morning saw it off shed at 6. From there, the loco had the 7. Then on shed at the latter before hauling the 6. At New Street it swapped to the But the engine carried on to Bristol with the parcels, due at 1. On this third day of the turn, after collecting carriages from Bristol sidings, the loco worked the But it still did not go to Barnwood, instead taking the 1. The final part of the diagram was the 5. Then off to shed after a busy three days. The above applied Monday to Friday, with variations over the weekend including a Saturday passenger train between Birmingham and Walsall. None of the five in residence at the changeover in - , , , and â€” had much of a history here with arriving in , , and in , while was surprisingly transferred to Barnwood on 15 February , just a week before the change, so may never have carried a 22B shedplate, going straight to an 85E one. The loco had spent long periods in store at its former depot, 3E Birmingham Monument Lane. H C Casserley photographed it on 23 April at Bromsgrove and Barnt Green working an up stopping passenger, clearly displaying an 85E shedplate. Surprisingly transferred to Barnwood when the Western Region took over in February , heads an up stopper at Barnt Green on its way from Gloucester to Birmingham. The 85E shedplate can be clearly seen. Photo taken 23 April , copyright R M Casserley. With remaining Compounds rapidly being withdrawn from service, there must have been a good chance that would suffer the same fate. It spent four days awaiting a repair decision, which went in its favour, another six days waiting Works, before entering the Works on 12 March for a heavy intermediate overhaul, being returned to traffic on 27 March. After that it was stored serviceable for several months at its home shed, Trafford Park, Manchester, and was only in traffic for about five months before allocation to Gloucester in early May This was the highest annual total since , indicating Barnwood was making plenty of use of the loco. By this date was just about the last working Compound allocated to Barnwood depot. Compounds from other sheds still appeared on these duties such as of 17A Derby the following month. A recent arrival, in December , figured in the April withdrawal lists â€” the loco was photographed at Derby on 13 April still carrying a 22B shedplate, so probably never carried an 85E plate. The next to go was , allocated to Barnwood in November and surviving until June before withdrawal. Meantime which had been at Barnwood since May and recent arrival were transferred back to the London Midland Region in June, going to 17A Derby. London Midland Region based Compounds were still regular visitors to Gloucester in this period. On 21 June it was photographed at Ashchurch with a typical turn, the 5. On this date station pilot at Eastgate was T The loco

became a familiar sight in Bristol during its time at Barnwood. An unusual working occurred on 2 July. Due to operating difficulties in the area that day was requisitioned perhaps after arriving at 3. One more would almost certainly have rendered redundant, but that did not happen immediately as might have been anticipated and carried on working the same diagrams as the Standards. Dudley Zoo was a popular excursion destination, so presumably that is why it is at Dudley station. It is coupled to a BR Standard class 4. If the Standard is one of the Barnwood duo of and , then the picture could not be earlier than August - there is no date for this photo taken by Don Beecroft, copyright Book Law Publications. On 11 September, headed the 5. The diagram included the 7. It was an unusual sight at Paddington, although it was of course a Western Region engine! The return journey was scheduled to leave Towyn near midnight on the Saturday and travel through the night with arrival in Paddington at 6. Later that day the loco was observed at Swindon heading back to Gloucester. The special returned to London overnight, still with its motive power. The loco was also a stranger at Swindon next day, returning to Gloucester. It appears to have performed very well, a credit to Barnwood. Barrow Road had not had any Compounds allocated for some years. The Midland Railway and the LMS built Compounds which all became part of BR stock in , but there were just nineteen remaining at the start of . But my train home to Cheltenham Lansdown was the 6. All these years later, I can still hear the loco starting away from the various station stops. Two Compounds at Temple Meads in one evening - not bad for . Locos could no longer turn on the triangle at Ashchurch which had been removed in May . The loco came back through Malvern Road, again tender-first, crossed over at Cheltenham Lansdown Junction then back to Ashchurch for the return train, due away at 4. I also saw working through Cheltenham on this day, most likely doubleheading the Cardiff-Newcastle express. Both engines were again seen by me at Cheltenham on Monday 13 April. This superb photo by Roger Griffiths shows of 17A Derby which had been specially cleaned to feature in the Railway Roundabout filming taking place that day. After leaving its train at Ashchurch, the loco went to Cheltenham Spa St James to use the turntable, where it was a very unusual visitor. I had a number of sightings of at Cheltenham and Gloucester over the next few months as it remained very active on local passenger turns between Birmingham and Bristol via Worcester or assisting on expresses. At an earlier date, I recall the Newcastle - Cardiff arriving at Gloucester on three consecutive days with the memorable combination of Compound "a long-time Leeds Holbeck, 55A, engine - piloting Patriot and inspecting both locos while they were on Barnwood shed for servicing. By summer there were only nine Compounds left including but not all were in traffic. A magazine article published in claimed that headed the 3. The Compound off the down train sometimes hauled the previously mentioned 4pm Gloucester - Bristol and 9. The return working had added interest, being extended from Gloucester Eastgate to Cheltenham Spa St James on Monday - Saturday in the summer timetable, with the engine running back light to Barnwood shed. I wonder if this was ever worked by or one of the other Compounds, similarly the 7. In the event of an engine failure, the pilot was sometimes called upon to take over or assist an express. This could explain the appearance of at York one day in August on a local train from Sheffield "how it got to Sheffield on this occasion is not known. An excellent view taken on 12 August of on shunting duties while acting as station pilot at Gloucester Eastgate. The long footbridge between Eastgate and Central stations is prominent. Photo Sid Rickard After August, my own sightings of in Cheltenham ceased, but it could still be spotted working at Gloucester and out on the main line. It was the first Compound built in and, upon withdrawal in , was set aside for preservation. The second Compound constructed, which became BR , came to Barnwood with and stayed until withdrawal in late . After languishing in store for some years, was overhauled at Derby Works and by August was fully restored and resplendent in Midland Red livery, being employed on enthusiast railtours and inspection saloon duties. I saw in steam at Gloucester on 24 October, possibly station pilot. On the same day, one of its regular workings, the 4pm Gloucester Eastgate "Bristol passenger, was hauled by Ivatt . It was perhaps a touch ironic that was transferred away from Gloucester the following month, thus leaving the area before ! However was only a class 2 loco, so apparently Barnwood still needed a class 4 to replace its last Compound. Whilst local services such as Cardiff-Cheltenham on the ex-GW lines were increasingly handled by DMUs, the ex-Midland stopping trains on the Birmingham "Worcester " Gloucester " Bristol route remained steadfastly steam. Local railway enthusiast and photographer John Goss has written about his memories of during . On the very

day that I finally made it to the shop, the Compound was withdrawn. Just six other Compounds - , , , , - survived but some of those were in store, such as and at Monument Lane depot which had not worked for some time and never went back into traffic. Still looking respectable stored on the back road at Barnwood on 24 April , despite being withdrawn since December The shedplate has gone, but there is a worksplate on the splasher. On 7 February the loco was parked on the back siding at the depot and was still there on 24 April looking capable of further work, with coal in the tender. I last saw it at Barnwood on 1 May; the very next day it was photographed outside Derby Works still with coal in the tender. On 1 May , it was still at Barnwood, but by the following day had moved - presumably dead - to Derby. The loco appears intact, even has coal in the tender. Photo P H Groom.

Chapter 6 : Heritage Railway | Gloucestershire Railway | Gloucestershire Warwickshire Steam Railway

Gloucestershire railways in the twenties: 1. Gloucestershire railways in the twenties. by Humphrey Household Print book: English. Gloucester: Sutton 2.

Chapter 7 : Railway Map of The Forest Of Dean - The Railways of Gloucestershire and the Forest of Dean

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Chapter 8 : Old maps of Gloucestershire

The Gloucestershire Warwickshire Railway is a volunteer operated heritage railway in Gloucestershire and Worcestershire offering a round trip of 28 miles. It uses part of the route of the former Great Western Railway's main line from Birmingham to Cheltenham which used to run via Stratford-upon-Avon.

Chapter 9 : Humphrey Household | LibraryThing

In too the Cheltenham and Great Western Union Railway was put forward, intended to link the broad gauge Great Western Railway at Swindon with Gloucester and Cheltenham. Both these schemes were attracted to acquisition of the Gloucester and Cheltenham Tramroad, chiefly to get access to the docks at Gloucester.