# Great Western Society

# TAUNTON GROUP JOURNAL



2021 Edition

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**GROUP COMMITTEE FOR 2021 as elected at the GROUP ANNUAL MEETING 2020**

| | |
|---|---|
| Stuart Trott | Chairman |
| Francis Lewis | Vice-Chairman and Scribe |
| David Hartland | Secretary |
| David Brabner | Treasurer and Spendthrift |
| Peter Triggs | Welfare Officer and Programme |
| Philip Izzard | Audio Visual Aids & Catering |
| Richard Studley | Our Man in Wellington |
| Roger Hagley | Publicity Stand and Membership |
| Chris Penney | Publicity Coordinator |
| Carl Honnor | Senior Committee Member |
| David Barge | Co-opted Member |

## Data Protection Act

The Group maintains a postal list on computer file of names and addresses of members and certain other persons who have in the past requested communications from the Group or to whom the Group needs, from time to time, to send details of working days and who are not contained within the Group List in the Society's computer file. This is used solely for the purpose of producing labels for addressing these communications when applicable. If any such person does not wish his/her details to be included will they please advise the Group Membership Secretary in writing so that their name can be removed. This applies to some members and other persons domiciled outside the Group's geographical boundary.

# CONTENTS



**CORRECTIONS and ADDITIONS to 83B issue 2020.**

**What's in a Name? The Battle of Britain's SR Legacy**

Reference was made in this article to Battle of Britains at Exeter St David's. Readers may be interested to know that stabled at Exmouth Junction Shed (72A) in 1960 were rebuilt light Pacifics 34062 17 Squadron and 34109 Sir Trafford Leigh Mallory. In 1963 the shed code changed to 83D.

The Talyllyn Railway's 0-4-0 No. 6 *Douglas* the RAF station where it worked should have read Calshot (not Chalshot).

**Cover Photograph:**
The locomotive which started it all — 5572 in Barry Scrapyard awaiting the arrival of Taunton Group members to arrange movement. Note the GWS painted on the solebar as an unofficial record of the intention to purchase.
*Simon Bowditch*

# EDITORIAL

One year since the last issue of 83B and what a year it has been—undoubtedly the quietest year in the Group's history, and that in the 50th year of existence. You all know why, but hopefully we can return to some semblance of normality in the months to come.

GWS Taunton was formed in 1968 but it was not until 1971 that it became a formal Group of the Great Western Society. Fifty years on, it is interesting to look back and I have included a page or two of photographs of members doing things down the ages. There may be a shock for some people as they view themselves after so much time! These are just short reminders of so much fun and fellowship over the decades.

The accident at Norton Fitzwarren in 1940 continues to fascinate and there is another article here giving more background. Undoubtedly there is a full book to publish in due course...

Included with this issue is a programme card for 2022 for members to retain, and a Flyer for members to pass on to anyone interested, to encourage them to join our events. Both show our programme for 2022, and of course we hope that the virus is now under control and there will be no more interruptions to our activities.

Items for the next 83B can be submitted by Email using the email address, or by post to my home address details (inside the front cover ) or by hand to any member of the Committee.

May I wish all members well for another 50 years!

**David Hartland**

# Chairman's Report

**of the Group activities in 2020.**

In February, Richard Antliff gave a superb illustrated update on the work currently being carried out at Didcot and explained in both words and photographs how the donations from this Group have been spent. A cheque for £1000 was presented to him for the restoration of Heyford station building in the Didcot site. Chris Penney spoke during the second half of the evening showing many photographs of aircraft ships and trains from the Cold War Era.

It was all going so well when the Corona virus pandemic took its toll on the activities of our Group. It started with cancellation of the committee meeting on 13th March as a number of the committee fell into the 'at risk' group. This was quickly followed by the decision to cancel the open meetings for March and April on the basis that the great majority of those attending were over 70 years of age, some travel great distances to attend our meetings, and others again are in the 'at risk' group. With government advice that the 'elderly' should stay at home, the obvious decision was made to cancel all activities. We thought this might last to the summer, but it turned out to be much longer… In fact except for an occasional committee meeting under strict conditions, activities ceased for the rest of the year.

There was a suggestion that we could have had some meetings by video (zoom) but a lack of knowledge of such a system and a general reluctance resulted in no action being taken. What did happen, however, is that Peter Triggs, in his capacity as Welfare Officer, contacted personally every member in this period, and checked on their wellbeing. This is a most creditable and excellent piece of work, and many thanks, Peter.

For me over this period I have looked back at photographs of trips the Group has made and the work parties for salvaging materials for Didcot, over many years. The year 2021 will be a major milestone in the Group history, and we are indebted to the members who had the foresight and conviction to set up our railway society in the late 1960s, becoming a full Group of the GWS in 1971. A Happy 50th Anniversary!

**Stuart Trott, Chairman.**

# Treasurer's Report
## of Group finances 2020-2021

Treasurer's Report Year Ending January 31st 2021

At the Group Annual Meeting held in February 2020 we donated £1,000 towards the erection of the Heyford building at Didcot's Oxford Road platform site, little knowing that the proceeds of the collection and raffle at that meeting was to be the only income the Group was to receive in the whole of the next financial year! That income was cancelled out by the hire of the village hall for the January and February meetings and also for one socially distanced committee meeting (shown as a Sundry Expense). Our only other expenditure during the year related to the publication and distribution of '83B' and this all resulted in a much lower than ideal end of year Bank Balance of less than £500. I hope that when we can eventually resume monthly meetings members and friends are generous with their donations.

Thanks once again to Norman for auditing the accounts.

**D.J.Brabner Hon Treasurer**

**GREAT WESTERN SOCIETY LTD., TAUNTON GROUP**
**Accounts – 12 months to January 31st, 2021**

| Income | 2020/21 | 2019/20 |
|---|---|---|
| Sales | 0.00 | 0.00 |
| Donations (Sundry) | 0.00 | 55.00 |
| Donations (Video Evenings) | 0.00 | 44.00 |
| Donations (Sale of Donated Books) | 0.00 | 278.00 |
| Donations (Tours and Events) | 0.00 | 0.00 |
| Meetings (Collections) | 60.45 | 776.92 |
| Meetings (Raffle Profit) | 18.00 | 196.50 |
| V.A.T. Collected | 0.00 | 0.00 |
| | £ 78.45 | £ 1350.42 |

| Expenditure | | |
|---|---|---|
| Sales Purchases | 0.00 | 0.00 |
| Meetings Expenses | 42.00 | 486.00 |
| Printing, Stationery, Postage | 0.00 | 29.46 |
| 83B Journal – Printing, Distribution etc | 179.48 | 0.00 |
| Donation to Didcot Projects | 1000.00 | 800.00 |
| V.A.T. paid (to G.W.S. Treasurer) | 0.00 | 0.00 |
| Sundry Expenses | 20.00 | 0.00 |
| | £ 1241.48 | £ 1315.46 |

| Balance Sheet | | | |
|---|---|---|---|
| Brought Forward, January 2020 | 1633.02 | Expenditure 2020/21 | 1241.48 |
| Income 2020/21 | 78.45 | Lloyds Bank Balance January 2021 | 469.99 |
| | | Cash in 0.00 | |
| | £ 1711.47 | | £ 1711.47 |

**D.J.Brabner Hon Treasurer**
N. Hannaford, Hon Auditor

# **A Transatlantic Parallel** *by Philip Bisatt*

Many followers of the Great Western will have heard of the links that existed between the GWR during the 'Churchward era' and Pennsylvania Railroad in the USA, specifically at the mechanical engineering level. A focussed study of this relationship does not exist, as far as I am aware, and may now be impossible to assemble on the basis of surviving evidence. Some reference to it was made by Les Summers in his book, 'A New Update of Swindon Steam', published by the GWS in 2007.

What is beyond doubt is that GWR practice was, indeed, significantly influenced by that in the USA – one only has to look at the front end of a post-1900, 2-cylinder GWR locomotive to see the resemblance to American design. Churchward was certainly well acquainted with the PRR's Chief Mechanical Engineer, Alfred W Gibbs (1856 – 1922), and not for nothing was the GWR's American coach bogie sometimes referred to as the 'Pennsylvania type'.

Many years ago, a friend of my mother very kindly made me a present of *The Great Book of Trains*, by Brian Hollingsworth and Arthur Cooke. What struck me was just how many of the seminal locomotive types featured therein belonged to the Pennsylvania Railroad. The PRR liked to brand itself as 'The Standard Railroad of the World', and in engineering terms alone, this was no idle boast. Witness machines on its books like the K4s Pacific (claimed to be world's first 'scientifically designed' locomotive; 425 owned), the GG1 electric (139 built, in high-speed service 1935 – 1983) and the extraordinary T1 4-4-4-4 'duplex' (designed to haul 880 tons at 100 mph). I should add that the book also featured a very good selection of GWR engine types!

Moving the story on, in the mid-1990s I was travelling back to Swansea from a conference in Reading, and struck up a conversation with a colleague who was particularly interested in American diesel locomotives. This led me to investigate things a bit further, and by a chain of events, to become a member of the Pennsylvania Railroad Technical & Historical Society (PRRT&HS). I have now been following the PRR for a quarter of a century, mostly of course from a distance – although see below…

Almost everything about the PRR was either bigger – its route mileage, size of its standard locomotive classes, passengers hauled, tonnage of freight carried, size of its city stations – or in some way, ahead of the competition.
Like the GWR, its narrative is often marked by a tale of relative decline in its later years, but arguably in neither case is this entirely true or fair. In the case of the 'Pennsy', it was a USA leader in intermodal freight during the 1950s (the TTX company, which still exists, was originally a PRR spinoff) and even during the company's death throes in the 1960s, it was a key player in developing the 'Metroliner' high-speed electric units, derivatives of which, the Amfleet cars, are still in service today. (That would be akin, say, to having been able to travel in a Hawksworth carriage from Paddington to Penzance in the year 2000!)

At this point I can hear the reader saying, "This is all fine and dandy, but how about some visuals?" Well, in 2010 I was lucky enough to visit the USA, and to take a look at some of the legacy of the PRR surviving at that time. I thoroughly enjoyed the Railroad Museum of Pennsylvania, and the adjacent Strasburg Railroad, not far from Harrisburg. Qualitatively, the RRMP is on a par with our own NRM, yet focussed on just one US state, and has a remarkable collection of former PRR items. I also visited a number of surviving PRR locations on Amtrak, SEPTA and Norfolk Southern, taking photos where I could. Plus I attended the PRR&THS Annual Meeting for that year, held just outside Harrisburg.

For the future, it would be nice to ride behind K4s 1361, currently being restored to main line condition in Altoona, and the currently being recreated T1, 5550 (surely the recreation to beat all recreations), but of course, time (and money) will tell…

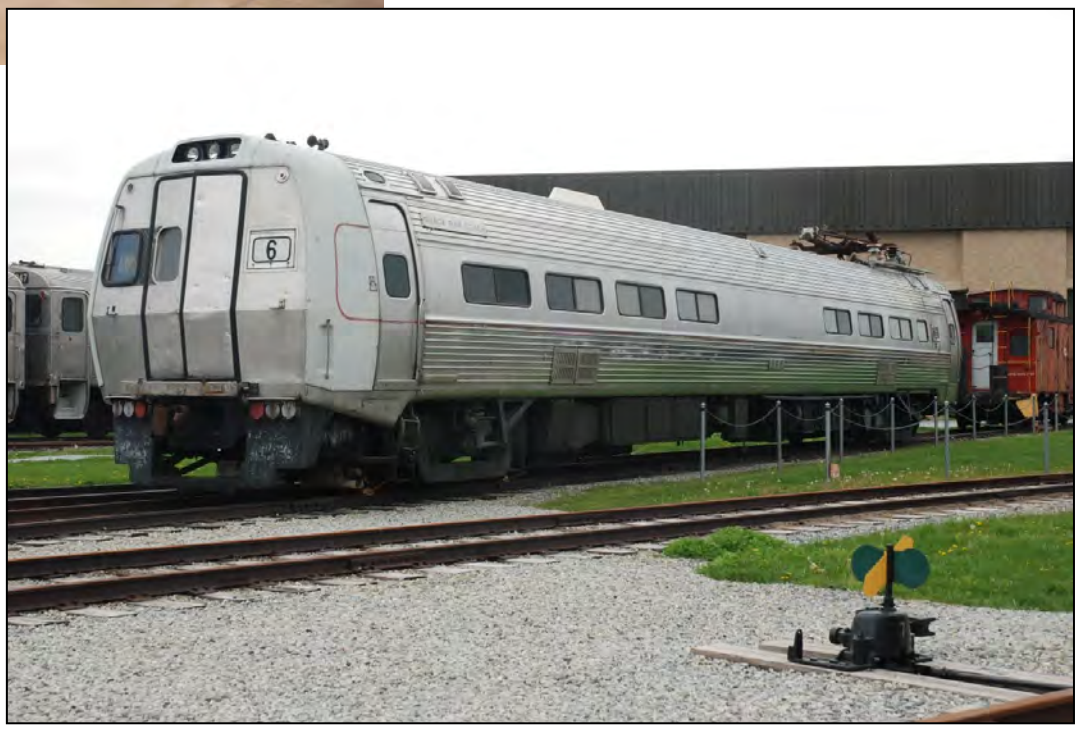
**30th Street station, Philadelphia – completed by PRR in 1933, and Amtrak's third busiest.**
***Philip Bisatt***


**'Art deco' features at entrance to 1930s Suburban Station, downtown Philadelphia. Platforms are below ground on a city centre loop. PRR's HQ used the offices above.**

***Philip Bisatt***


**Part of the interior of the Railroad Museum of Pennsylvania, showing EMD GP30 (PRR class EF22) in Conrail blue as donated, E44 freight electric (66 built by GE 1960-63), and GG1 locos.**
***Philip Bisatt***


**Out of 510 EMD E7s built, only this one survives – rather ironic, as PRR was initially slow to buy from EMD, preferring its online supplier, Baldwin. Gleaming in mid-1950s Tuscan Red passenger livery. *Philip Bisatt***




**One of the Metroliner cars, introduced between New York and Washing-ton in 1969. PRR merged with New York Central to form Penn Central in Feb 1968, so these units never actually ran lettered PRR.**
***Philip Bisatt***


**"Cor, can't we see some steam then?" OK – here's 5741 of class G5s (1923-29), claimed to be the most powerful 4-6-0s ever built. With 68" drivers, mainly used in commuter service. *Philip Bisatt***

**Sadly the RRMPA didn't have room for everything under cover, although since my visit, more accommodation has been provided. 6755 is an M1b 4-8-2, sometimes reckoned to be PRR's best steam power – 301 built 1923-30, mainly for express freight, but also passenger trains when needed. *Philip Bisatt***


**Nice synergy between the Keystone and the letter on a 'Whistle' board. *Philip Bisatt***


**Early 1960s PRR insulated boxcar for Campbell's soup traffic out of Camden, NJ. *Philip Bisatt***

**Lewistown Junction station, restored by the PRRT&HS and home to its archives. Once a 4-track main line, as can be seen, now reduced mainly to two, although still busy with freight.**
***Philip Bisatt***


**Very nice reproduction PRR lamp at Lewistown, PA.**
***Philip Bisatt***


**Amtrak's 'Pennsylvanian' arriving at Lewistown, formed of Amfleet cars. PRR position light signals at left. Best shot I could get, as if the conductor had failed to see me, the next train to Altoona was 24 hours later. "Bo…a…rd!"**
***Philip Bisatt***


**Norfolk Southern freight (leading loco still in Conrail blue) passing 'plinthed' PRR GP9 7048, on the PRR's famous Horseshoe Curve, in the Alleghenies. Still a major freight route. Rubbish weather!**
***Philip Bisatt***

**Excellent model of an N5c cabin car (as the PRR termed a caboose). Roof 'handrails' are part of the PRR inductive trainphone system. At the PRRT&HS Annual Meeting, Camp Hill, PA, 2010.**
***Philip Bisatt***


## Reflections on the 1940 Norton Fitzwarren Accident

*by Chris Penney*

*Red for Danger* is a railway classic and it details some of the UK's deadliest accidents by category. But so often transport accidents are attributable to more than just a single cause. Such is the case of the 1940 accident at Norton Fitzwarren it would appear. The revelation in last year's 83B – that the signalman *did* directly contribute to its cause – has cleared up a mystery that's been much talked about down the years. What follows are some observations on what occurred that fateful November night in 1940 just outside Taunton.

On the afternoon of 18 August that year, when the Battle of Britain was at its height, German bombers were fleeing the east coast of England with the RAF hot on their tails. They'd failed to reach their intended military target thanks to cloud cover and were scurrying for France. In their haste to get away some ditched their bombs on Shoeburyness. One bomb hit the station's LNER signalbox destroying it and killed the signalman on duty. It was a totally random attack but Britain's railways were now in the firing line.

Once German bombers switched to raiding Britain by night a month later the risks to railwaymen from enemy action became even greater. I've previously highlighted in these pages how conspicuous trains were to attacking aircraft on moonlit nights, particularly during the winter. We know that on the night of the Norton accident there would have been some moonlight, as just eight days later when the Fleet Air Arm raided Taranto harbour in southern Italy there was nearly a full moon. As the war progressed bombers took advantage of the almost daylight-type conditions moonlight offered to aid their attacks. It made trains even more of a target than they were already. It's hard to image the impact this threat must have had on loco crew as they toiled to keep the network moving.

As the passengers on the 9.50pm Sleeper departed Paddington for Penzance they must of been fully aware of the risks they were running by travelling. Firstly there was the dusk to dawn blackout. When introduced at the War's start more civilians were killed as a result of it by vehicle accidents than enemy action. Prior to the date of the train crash parts of London had endured almost continuous bombing since 7 September. Indeed previous air raid damage to the capital's railway system on 15 September had taken three days to repair.

For locomen, working with strict blackout conditions, the only guarantee they had that the road ahead was clear of bomb craters down which they might disappear was the next green signal. As there was always the ever-present threat of air raids signalmen would also have had to adhere to the blackout so as not to make themselves a target. Any bombing of the track would undoubtedly have severed the telephone wires between signal boxes. This is turn would have flagging up a potential hazard sufficient to place signals at danger while further investigation was undertaken. However, on the night in question and as bad as the weather was, both the Sleeper and following Newspaper train reached Taunton safely. But it's worth acknowledging the constraints under which wartime railway staff had to operate and the psychological stress this must have imposed on all concerned.

Wartime passenger trains could have longer rakes of coaches than weekday peacetime services. This would have meant more platform being used and potentially the loco coming to a halt nearer the base of the starter signal. If you look at the picture of Taunton's Down Platform 1 bracket signal in 2020's 83B you'll notice that it overhangs the track. Had the Sleeper loco come to a halt where that photo was taken from then, as David pointed out, the driver would have an altogether more difficult job of viewing these signals – having to look up rather than along the platform. The cab's blackout curtain wouldn't have been left open for the station stop either thereby dissuading a casual glance by either crew member.

To cater for long trains repeater signal indicators are positioned halfway along the platform to aid the guard upon departure. Assuming these were in use on the night in question when the road was first set for the Down Main this repeater would have come Off. By then rerouting the road to the Down Relief this repeater would have returned to On before being illuminated as Off again. Given the wartime blackout conditions that accentuated the brightness of the signals themselves did no member of either the train crew or station staff notice this change?

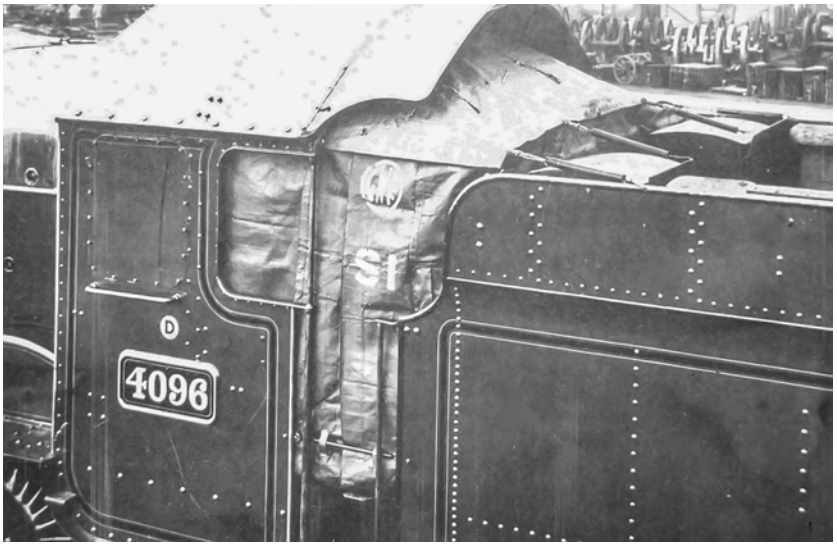
Then there is the setting of the road for the Sleeper by Signalman Wadham. As was highlighted in David's article the crossover at the western end of Taunton Station from the Down Relief to Down Main was usually left in the reversed position, in other words not the normal position for the levers in the frame. In this way any visitor to West Station Box would have noticed the crossover point and locking lever as indicating they'd been pulled. While it was then just a simple job to pull signal lever No.3 to allow the Sleeper out onto the Down Main (as far as the next signal on the gantry beyond), once Wadham had got word of the early running Newspaper the situation was completely different. He would have first had to reverse the position of Signal No.3, then unlock the crossover before changing it to the normal position for the frame. Only once this had been done would the safety locking mechanism (beneath the frame under the Box) then allow for Platform 2's signal to be pulled for the early running Down Main Newspaper or the starter reset for the stationary Penzance-bound Sleeper onto the Down Relief. However at the subsequent Inquiry he stated the crossover was not reversed but he'd not told the truth about this. To be asked about moving lever No.3 wasn't a case of forgetting you'd pulled a single lever (as detailed above).
Being wartime the Inquiry's report wasn't as thorough as normal – after all there was a war to be won. In assessing the accident no signalmen entries were found in either Register stating “Down Main line clear” for the Sleeper which would have supported the driver's statement of twice seeing Signal No.3 Off. It's understandable why Jack Gardner believed the signalman would have obtained “Down Main line clear” from West Junction Box for the departing Sleeper in Platform 1 *before* pulling lever No.3. Otherwise it would have been unable to proceed beyond the Down Main gantry signal. In being checked at that signal it would have lost all the momentum gained from the start for the forthcoming climb towards Whiteball summit. In concluding it appears Signalman Wadham's society reputation counted for a lot. You are left to wonder if the same findings would have resulted had the Fireman of 6028 *King George VI* survived.

There is another point. If the actual signalling procedure for rerouting the Sleeper's road was then to leave Platform 1's starter signal No.10 for the Down Relief at danger until the loco crew whistled for departure, why didn't the Signalman do this? After all the Sleeper's Guard would not have waved his green flag if this had been done, so precipitating the events that followed.

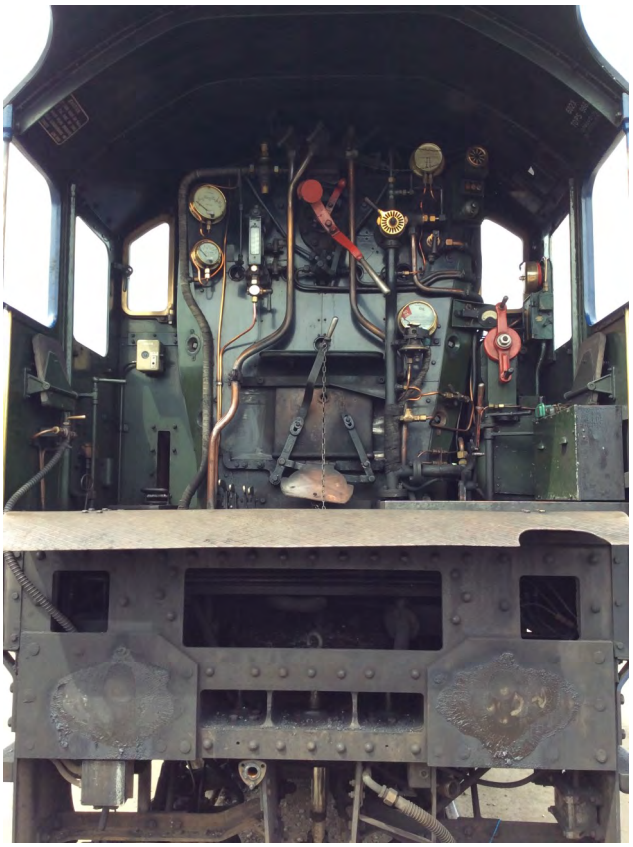
One can perhaps wonder why the loco crew never noticed they weren't traversing the crossover onto the Down Main as they immediately pulled out of the station. Here other factors I believe came into play. Firstly it was a rainy night and ensconced behind their blackout curtain they'd have been less conscious of their surroundings. Also sleepers, like livestock trains, deserved to be handled with care. Driver Stacey would have been well aware to make his start away from Taunton as gentle as possible so not to unduly disturb the passengers. Having seen the road set by Signal No.3 being in the Off position why would the Driver have any reason to believe it wasn't the Down Main onto which he was proceeding?

And what of the Newspaper express which also happened to be hauled by a King? In an era of 24/7 news the notion of a train full of newspapers being given Top Link status and priority over a train conveying fare paying passengers seems almost farcical. During wartime, when there was such uncertainty, getting your daily news, albeit censored, must have provided a reassuring air of normality to country folk. The wireless was after all still not widely used. There is of course the unanswered question - what if the newspaper train had been running to time or late rather than early. Then there may not have been an accident. In the end the fact that it *was* hauled by an all-powerful King appears to have been a godsend as the fast overtaking train cleared the parallel trap point seconds before the Sleeper ran out of road, preventing an even greater loss of life. Norton's trap points, a great safety feature, worked as they'd always been intended to work.

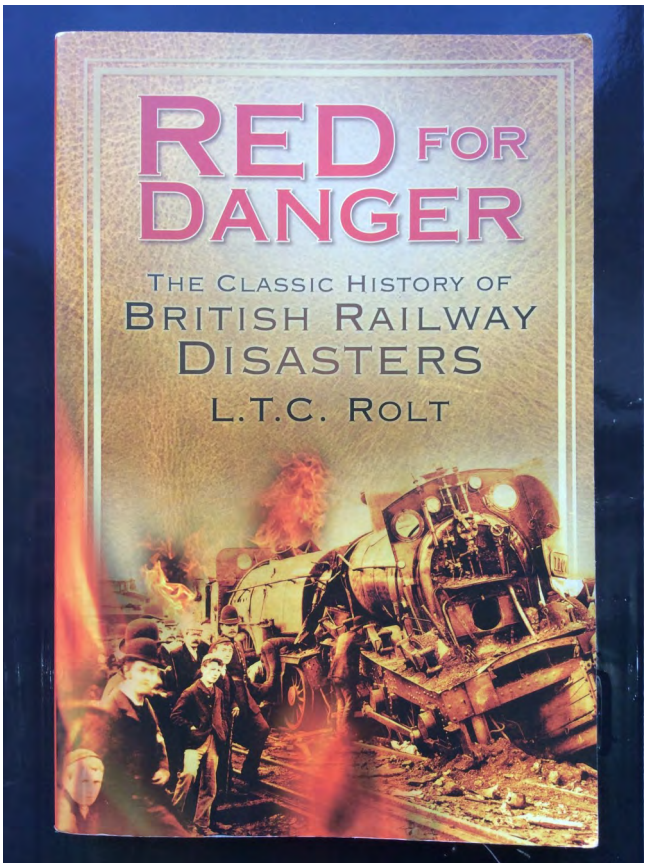
The day after the accident, Tuesday 5 November 1940, the newspapers were published as normal and there were two major front page stories. The 19,000-ton Royal Navy Armed Merchant Cruiser *Laurentic* had been sunk with the reported loss of 49 crew. A converted Cunard-White Star liner built in the same




Wartime blackout measures extended to the railway network in an effort to prevent targeting by enemy aircraft. This shows the constraints GWR loco crew had to work under. Note the darkened side window. Photo via GWT



Driver Stacey's 'office' on that fateful November night in 1940. This is the footplate of the Society's King 6023. *Chris Penney*




*Red for Danger* is aptly named. This front cover photo actually depicts Norton Fitzwarren's 1890 Broad Gauge head-on collision. The flames are poetic license although they're hardly needed.


Today the only evidence that an accident occurred at Norton Fitzwarren (let alone two) is the red National Transport Trust plaque on the village hall beside the Wiveliscombe Road. *Chris Penney*

Belfast shipyard as the *Titanic*, she was torpedoed just as Cunard's *Lusitania* had been in the First World War. "*27 Die in Rail Smash*" was the domestic headline of the day. The GWR loco involved was not revealed. Neither story did anything to improve the nation's morale, but the omission of the loco's name says much about how this subject was approached by the wartime censor.

The Sleeper loco involved, 6028, was one of ten second batch Kings (6020-6029) built in 1930. Given the name *King Henry II*, it immediately went to Old Oak Common shed on entering service that July. In December 1936, after Edward VIII's shock Abdication which had plunged the nation into crisis, the loco was sent to Swindon Works for attention. On 11 January 1937 it re-emerged resplendent now fitted with new *King George VI* nameplates. Why 6028 was chosen to be renamed and not 6029 is a mystery as this would have been more in keeping with the public mood at the time. During his short reign Edward had introduced the popular British tradition of Sunday roast and Yorkshire pudding, so perhaps the GWR thought better of deleting his name from history. The loco made a full recovery from its 1940 mishap continuing to work ex-Paddington services. In April 1944 6028 moved to 83A. This date is significant as it was around this time that the West Country and Plymouth filled with US troops in preparation for D-Day. As a result 6028 would undoubtedly have been seen hauling heavy troop trains west through Taunton coming from up country. Troop trains were packed affairs and US infantrymen burdened with kit found the standard British railway carriage door too narrow – just one idiosyncrasy of life in wartime Britain.

6028 returned to Old Oak in December 1948. Never painted in the first shade of BR blue it received the second shade in November 1950. Unfortunately the 81A loco couldn't perform the Western Region's duty for HM King George VI's funeral train in 1952. This was due to not holding the Single Red route restriction disc required for the Windsor branch. The loco went back into Brunswick green in November 1953 and a double chimney was fitted in 1957.

As a result of diesel introduction at 81A it was decided to send six 'surplus' Kings to Cardiff Canton shed. 6028 was transferred along with 6003, 6004, 6018, 6019 and 6023 and some of these had replacement front frames fitted beforehand. 6028 received a last heavy overhaul at Swindon in June 1960 before moving to Wales that September. Two more of the class, 6024 and 6010, also went to Canton the following year.

The 'new' Cardiff Kings replaced Class 7MT Britannias (that had displaced Castles) working Paddington diagrams including the *The Red Dragon,* but not westward duties to Swansea. From Cardiff they operated as far north as Shrewsbury – the limit of Canton's responsibility. The 88C Kings also took on the Whitland, Pembrokeshire to Kensington milk duty, which until then had only been King-hauled from Swindon. From summer 1961 they operated the evening M75 Crewe Mail to Pontypool Road where this train was coupled to the (12 noon ex-Penzance) "North Mail." This train's M reporting number designating a Wolverhampton Midland line routing to the signalman. 6028's final five months were spent back where she'd started at Old Oak Common. Stored in August 1962 she was officially withdrawn that November.

Interestingly the Southern's fourth Merchant Navy class loco No. 21C4 (35004) was named *Cunard White Star* in January 1942. These Bulleid Pacifics were named after shipping lines that under the British Merchant Navy *Red Duster* were involved in the Battle of Atlantic. By that time in the war the famous shipping company had lost five liners to enemy action including the *Lancastria* in what was and remains Britain's worst maritime disaster. So it was only fitting that this loco was given the honour of hauling the first post-war boat train service from London-Waterloo to Southampton Docks in October 1946.

*Red for Danger* was published in 1955 and since then it has been amended on two occasions. The 1940 Norton Fitzwarren Inquiry is recorded within the "Drivers' Errors" chapter. Given the new evidence perhaps it is time for this accident's place in the book to be reappraised as the chapter's title no longer really reflects what actually occurred on that stormy wartime night.

At Taunton the position of the Down signal gantry beyond West Station Box was notable. In 2020's 83B it is suggested that a train could move out of Platform 1 onto the Down Main as far as this gantry's starter (for West Junction Box) to allow a further train to access Platform 1. But by signalling such a move the Down Main would then be blocked. It would be interesting to know what movements made use of this facility in the steam era. Can *you* enlighten readers in the next 83B please?

# Members in Action

Photographs of the Taunton Group in our natural environment

**Barry**
**1971**
***Peter Triggs***


**Hemyock**
**1973**

**Bishops Lydeard 1992**
***David Hartland***

**Freshfield Halt 1978** ***David Hartland***

**Taunton Carnival 1985**
***Tony Bagwell***

**Paddington** ***Stuart Trott***

**Hemyock**
**1973**
***Simon Bowditch***


**Bishops Lydeard 1981**

**On the GWS Vintage Train 1980**
***David Hartland***

**Snaefell Isle of Man 1982**
***Tony Whitby***

**Didcot Coal Stage**
***Stuart Trott***

**Kidderminster 1994** ***David Hartland***


Seaton 2004 *David Hartland*

**Loughborough 1996**
***David Hartland***

**Echills Wood 2017**
***Stuart Trott***

**Bury 1989**
***David Hartland***

**Taunton 1977** ***Peter Triggs***

**Leyland 2016** ***Roger Hagley***

**Bangor 2006** ***David Hartland***

**Fairbourne 2006** ***Stuart Trott***

**Didcot 1986**

# EVENING MEETINGS PROGRAMME 2022

Meetings are held on the third Friday of each month, throughout the year, at Stoke St Mary Village Hall, near Taunton. TA3 5DE (unless otherwise indicated) commencing at 19.30, and members and visitors are all welcome.

| | |
|---|---|
| **21 Jan** | **'Yet More Railway Tales' by David Hartland** |
| **18 Feb** | **GROUP ANNUAL MEETING and Didcot update by Richard Antliff** |
| **18 Mar** | **'East by North' by John Sparkes** |
| **15 Apr** | **'The Best of Steam in Wales' by Peter Triggs** |
| **20 May** | **'A Quick Look at Slow Trains' by David Peel** |
| **17 Jun** | **'Aberdeen to Adelaide' by Philip Bisatt** |
| **15 Jul** | **'The Great Train Robbery' by Ian Boskett.** |
| **19 Aug** | **'Members Present' (15min each) compiled by Francis Lewis** |
| **16 Sep** | **'Railways in the 1950s/60s' by Ian Bennett** |
| **21 Oct** | **'Fifty Years of Railway Photography' by Alan Randle** |
| **4 Nov** | **'West Country Delights' by Peter Triggs** |
| | **at Rockwell Green Parish Church Hall, Rockwell Green, TA21 9DH** |
| **18 Nov** | **'Steam in the 1960's' by Alan Reeve** |
| **16 Dec** | **'A Negative View of Railways' by Amyas Crump** |

**Locomotive 5572 and MINK 101836 being shunted at Taunton in February 1973.** ***David Hartland***