



Great Western
Society



TAUNTON GROUP JOURNAL

2018



Edition



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GROUP COMMITTEE FOR 2018 as elected at the GROUP ANNUAL MEETING

Stuart Trott	Chairman
Francis Lewis	Vice-Chairman
David Hartland	Hon. Secretary and Pump Trolley Manager
David Brabner	Hon. Treasurer and Spendthrift
Peter Triggs	Welfare Officer and Programme
Carl Honnor	Membership Secretary, Tours Coordinator,
Francis Lewis	Scribe
Philip Izzard	Audio Visual Aids & Catering
Richard Studley	Assistant 83B editor & Our Man in Wellington
Roger Hagley	Editor of 83B & Meetings Income Agent
Chris Penny	Member Without Portfolio

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.

Front cover:

Photo by Richard Studley. 6023 "airing its legs" letting off steam on the demonstration line at Didcot in 2011, on its first public Steaming.

EDITORIAL

Sorry to say due to unforeseen circumstances there will not be an Editorial from the Editor for this edition however myself, Assistant Editor would like to thank all those that have contributed to 83b this time and to everyone for being patient waiting for this copy to arrive.

New email address for the 83b

The83b@outlook.com

Please use this email address for all future articles

To assist with producing a more timely publication I have set up a new email just for this publication.

It is hoped that by using a completely separate email address for the 83b, that can be accessed by both Editor and Assistant Editor, will mean emails won't get lost in forwarding to and from personal email addresses, and if one editor is away the other can still access the email.

Please could you let me or Roger Hagley have articles, notes, photos or anecdotes for inclusion in the 2019 edition of 83b as soon as possible.

Items can be submitted by Email using our new email address, or a typed copy or by post to my home address details (inside the front cover) or by hand to any member of the Committee.

Richard Studley

Great Western Society Taunton Group. Chairman's Report to 46th Group Annual Meeting on 16th February 2018

2017 will be seen as a time of change for the Group. Our Vice Chairman, past Chairman and long-time supporter Kelvin Lee and his wife Sue moved from Hatch Beauchamp to Llandoverly, Central Wales. Kelvin will be remembered for his stint as being Chairman over a period of some ten years, for getting our pump trolley to many venues and for stepping in at Thorncombe as their programme organiser. Thank you, Kelvin for all you did for the GWS. Then we moved our pump trolley to Didcot thanks to David Hartland. The decision was not easy to take but the committee felt that time had caught with many of us and that safety in using the pump trolley, in particular when giving rides to the public, was paramount. Sadly, one of the most enjoyable ways of raising money for the Society, at the West Somerset rally, is now lost. The other noticeable change is the reduction in organised trips and tours. The take up on such ventures has been shrinking over the past few years and the tours sub-committee felt it time to hand the organisation back to the main committee to oversee any opportunities that arise during the year.

However, all is not doom and gloom. First, we have been able to find a Vice Chairman in Francis Lewis. Francis is no stranger as his membership of the Group goes back many decades. Recently he has taken on sole responsibility for the reports sent to the local paper. The monthly meetings over the past year have been well attended with a wide range of subjects and speakers. There have been a number of group activities

during the year. At our GAM in February, our man at Didcot, Richard Antliff, gave a 'stirring and encyclopaedic talk on the state at Didcot' and this then led us to consider a response on the '50 year look forward for the Society'. Our Secretary collated a reply to Didcot which included views made at the committee and the GAM.

Our monthly meetings on the third Friday at Stoke St Mary Village Hall, covered topics of steam, diesel and other forms of transport both near and far. In November we have an additional meeting at Rockwell Green and the subject 'Steam around Taunton 1935 – 1960' brought out the crowds, well almost, as the room was full! Altogether, a very interesting and varied programme, which was much enjoyed judging by your comments at the end of the evenings. Thank you Peter (Triggs) for all you do in arranging the speakers and to hosting a number overnight.

Group activities included a trip to London, a three day event in connection with the 'Great Britain' rail tour on it's visit to the West Country, taking the pump trolley to the West Somerset Rally (where yours truly and the now Vice Chairman caught a sharp shower of rain when at the farthest point from our wet weather gear!!), a visit to the Swanage Railway including use of the main line connection at Wareham and later in the day a trip on the PS Monarch. In September there was a visit to the Kingsbridge Bus running day. Thank you here to David Brabner, Peter Triggs, Francis Lewis and Carl Honnor. The publication 83B was a little late in appearing but many logistical difficulties had to be overcome before it was printed. Thanks here to Roger Hagley and Richard Studley.

Over the year there have been many calls for books to be given to the Group for resale. More thanks to Roger and his team for collecting, transporting and then selling the books mainly at the Model Railway exhibition at Weston-Super-Mare in January. The event this January was successful, and a good amount of funds was raised. Thank you to all who were involved. The Publicity stand also attended at Weston was also at other events during the year. Thank you to Peter and all who helped with the stand. (FL)

I do not propose to discuss money in detail as this is a matter for our Treasurer. Our aim is to raise money so that we can support projects at Didcot. The use of the pump trolley, sale of books and donations at meetings are our ways of doing this but more from David shortly.

Sadly, we have lost a number of members and friends of our group over the past year. John Pearse, who was, perhaps, better known for his association with the West Somerset Railway, Neville Smale, who has given talks and was brought to the meetings by Kelvin until health difficulties prevented attendance, and Peter Gray from the South West Group. Peter was well known not only as a presenter of countless slide shows but for his support of 'Colorail', an author of many books with his superb photographs, and as a keen supporter of the Great Western Society. We shall miss them all.

May I take this opportunity of thanking each and every member of the committee for all they do, seen and unseen. We are also very grateful to those ladies who help with many aspects of our group activities for which we thank you. We thank you all for supporting us month after month. You are so important to the group for without your continued presence at our meetings, the Taunton Group could not survive. Thank you and tell your friends all about us. Finally, thank you Francis for reading this report in my absence.

**Stuart Trott
January 2018**

P.S. While our Chairman was away in Australia the Group held a very successful and enjoyable Annual 'Christmas' meal on 23rd January at The White Horse Inn, Bradford-on-Tone. This was attended by 29 members and friends. Thank you, Roger for organising this event. (FL)

(Text in blue was added to the report by Francis Lewis)

GREAT WESTERN SOCIETY LTD., TAUNTON GROUP

Accounts – 12 months to January 31st, 2018

<u>Income</u>	<u>2016/2017</u>	<u>2017/2018</u>	<u>Expenditure</u>	<u>2016/2017</u>	<u>2017/2018</u>
Sales	80.00	53.34	Sales Purchases	67.93	45.29
Donations (Sundry)	11.18	84.00	Meetings Expenses	447.00	552.00
Donations (Video evenings)	173.90	147.00	Printing, Stationery, Postage, etc	56.50	45.20
Donations (Sale: Donated Books)	271.88	370.00	83B Journal – Printing & Distribution	157.46	147.40
Donations (Pump Trolley Event)	549.50	675.50	Donation to Didcot Projects	1000.00	2000.00
Donations (Tours & Events)	7.10	0.00	Pump Trolley Expenses	37.40	0.00
Meetings (Collections)	704.91	740.57			
Meetings (Raffle Profit)	183.50	200.00	V.A.T. paid		
V.A.T. collected	16.00	10.66	(to G.W.S. treasurer) – net	16.00	10.66
Sales Stock increase (decrease)	(0.00)	0.00	Sundry Expenses	19.80	66.00
	<u>£ 1997.97</u>	<u>£ 2281.07</u>		<u>£ 1802.09</u>	<u>£2866.55</u>

Balance Sheet

Brought Forward Jan. 2017	1765.79	Expenditure 2017/2018	2866.55
Income 2017/2018	2281.07	Lloyds Bank Balance Jan.2018	1180.31
Sales Stock January 2018	0.00	Sales Stock January 2017	0.00
		Cash in hand	0.00
	<u>£4046.86</u>		<u>£4046.86</u>

D.J.Brabner, Hon. Treasurer

N.Hannaford, Hon. Auditor

----- **Taunton Group Treasurer's Report to the 46th Group Annual Meeting - February 16th 2018**

As you have already heard in the Chairman's Report there will be major changes to the Taunton Group finances in the forthcoming year with our greatest source of income, operation of the Pump Trolley at the West Somerset Railway Association Rally, no longer available. However this report relates to last year, 2017/18, and the accounts show few changes from the previous year.

Meetings still continue to cover their expenses and provide a small surplus – when the Raffle Profit and the Video Evening donations are added to this we have a figure of over £500 which more than covers our regular expenditure on printing and distribution of '83B' and the programme cards. Thank you all, members and friends, for continuing to support your Group throughout the year and also for donating second hand books for resale at Weston-super-Mare each January. This latter event is likely to become our main source of finance to support the Society at Didcot in future years.

Further explanation of those items described in the accounts as 'Sundry' might be welcome – the 'Donations' were mainly from presentations given by Peter, whereas the 'Expenses' related to leaving gifts given to Sue and Kelvin when they moved away from Taunton. 'Sales' entries relate to the GWS Calendars – we only sold eight last year, one of these as a raffle prize, so this year they will only be acquired to advance order in September.

Finally, it is very pleasing to report that we were able to support Didcot Railway Centre, The Living Museum of the Great Western Railway, with two separate £1000 donations during the year. With Richard Antliff as our local contact with the Society the money has all been allocated to the Didcot Development Fund. Once again thanks are offered to Norman Hannaford for continuing to audit the accounts.

David Brabner, Hon. Treasurer

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Out on the mainline 92203 *Black Prince* rounds the curve at Salisbury Tunnel Junction in 1972 heading back to Eastleigh. During the 60s the signalman here would have been used to WR shedded 9Fs passing his box as they worked Fawley oil empties from South Wales and Plymouth as far as Eastleigh. (Peter Triggs)

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To Ulm for Hydraulics... and more...

One of my minor regrets is that I was born just too late to see working mainline steam on BR. Taunton shed, for example, closed when I was barely two years old, so in terms of motive power, my earliest railway memories are of peering through the sides of Forty Steps, or the railings in Railway Street, to 'spy' green diesels (OK, I admit that most of the 'Westerns' and some of the 'Warships' were in fact maroon...)

Whilst I can understand that people should mourn the passing of steam, in actual fact, the substitution of a diesel loco for steam power did not, by itself, change the essential character of the railway. On much of BR, we continued to have freight and parcels trains, summer Saturday 'extras', semaphore signalling, and so forth. What was far more significant was the 'Sprinterisation' of almost everywhere that took place from the mid-1980s. Within a few years, loco-hauled trains more or less vanished, apart from a dwindling number of non-passenger workings. As more new types of multiple unit have subsequently appeared, the railway has become a bit more interesting to the casual observer (and there have, of course, been some very positive things, such as the re-opening of closed lines and stations). However, for a bit of unashamed 'gricing', from the 1990s some of us found it more appealing to venture beyond our shores, firstly to the Republic of Ireland, and then to the Continent, where changes to the 'traditional' railway, although in evidence, had been slower to take hold.

By way of example, over the past 20 years I have made a number of trips to Germany, starting with a look at what remained of the diesel fleet inherited from the former *Deutsche Reichsbahn* (the state railway of East Germany, or GDR). This was then followed by

pursuit of loco-hauled regional services in the western part of the country, where the evergreen class 218s could still be commonly found. No fewer than 410 of these single-engined diesel-hydraulics were built for DB between 1968 and 1979, and over 200 remained in service into the 21st century. Their MTU (2500 hp) or Pielstick (2800 hp) engines often produced some lively running on the generally lightweight regional trains of the era.

In May 2011, I was fortunate enough to spend a few days in Munich, capital of Bavaria and a most impressive city. Mooching around its huge *Hauptbahnhof* (32 platforms, if I remember

correctly), I noticed that there were still a number of loco-hauled trains running out of the City, particularly to the west. So early one morning... actually after a generous hotel breakfast, so a fair bit of time after the sun was rising... I decided to catch one. My Bavarian regional ticket was valid to Ulm, the first major centre in the adjoining state of Baden-Wurtemberg, so that was where I headed — but not by the direct route. Instead, I boarded a regional train bound for Kempten (Allgau), hauled by 218 459.

The day was a Saturday, so my 4-coach train was well-filled with people heading out of the city for a day in the countryside, including groups of young people, no doubt on reduced-price multi-person tickets, plus a significant number of people with bicycles. And like most loco-hauled stock, the set provided comfy seats with plenty of legroom, lined up with nice deep windows. Ah, to think of that now...

At the junction station of Buchloe, I detrained to take some photographs, before joining a connecting service to Augsburg. As often seemed to happen at junctions in Germany, the drivers shut down their engines and left the footplate, returning for an on-time-to-the second-departure. Traditional station clocks, not the digital variety, are still favoured on the Continent - and when that little hand on the clock ticked round to 12, off they went — including on this occasion, two class 218s on parallel tracks!

It was then north by new dmu to Augsburg (ancestral home of MAN, makers of diesel engines and trucks, and a lovely place in itself), whose local rail network had for some years been branded as Fugger-





Express' (be careful now with that one!). The name apparently derives from the Fugger banking and trading family, who were active in Augsburg during the 15th and 16th centuries. From Augsburg, my journey then continued by electric unit, following the main line from Munich to Ulm.

At Ulm *Hauptbahnhof*, more 218s could be observed, including a pair on an Intercity service (reminiscent, perhaps, of BR's brief use of paired Warships on 'crack' Western Region trains). Whether this use of two class 218s was a normal working, or in substitution for an electric loco

owing to the 'overhead' having been switched off, I am not sure, but it certainly made for an interesting sight. I then left the station, taking a few photos of the tram and bus interchange outside (transport co-ordination that is seemingly the norm in every European country except Britain) and headed for my ultimate destination - the Minster.

I had been intrigued by Ulm Minster ever since seeing it as a backdrop to a railway photograph back in the 1970s. It is the tallest church in the world — its spire rising to an amazing 534 feet in height, or a third higher than that at Salisbury. Commenced in medieval times, the Minster was not actually completed until 1890, but perhaps one could say that it was worth the wait. As I found out, its apex offers an incredible view onto the rooftops below — although not, admittedly, an experience for those who don't like heights!

After climbing up the spire by a succession of narrow staircases, and then descending to the ground once more, I felt very decidedly in need of a beer. So I headed for a beer cafe (if one can call it that) just down the street, which I'd made a mental



note of on the way from the station. As I sipped my local brew — many large towns in Germany seem to have sizeable breweries, as was the case in Britain up until the 1960s — I looked back towards the Minster, and reflected on more than one ambition that I'd managed to fulfill that day.

Phillip Bissit



Weymouth Trip by John Sparkes

Returning to 1963 (17th July) I took a trip to Weymouth by special train, organised by my school.

We had 5039 *Rhuddlan Castle* of Old Oak Common in charge, carrying the headboard 'Nelson Haden Special', which I had designed for the train the previous year (it had been made by my grandfather). Because of lack of information I went to Westbury shed and measured the diameter of a 'Hall' smoke box (we did have one in 1962 - 4949 *Packwood Hall*), also the offset for the GWR lamp bracket fittings. You may wonder why I did not ask the shed foreman, but I did not want to risk being refused permission for the headboard to be carried.



Weymouth Shed with 34101 "Hartland" & 5039 "Rhuddlan Castle"

As it was the headmaster did try to arrange a footplate trip for me, but not unexpectedly, it did not prove possible I think it would have been an interesting experience, particularly through Evershot and Bincome tunnels. Having said that I did travel on the footplate from the station to the shed at Weymouth and was surprised at the amount of motion and just how high off the ground the footplate was when getting off the loco.

Returning to the actual journey, 73022 was noted at Castle Cary, 31792 & 9635 at Yeovil, 9620 at Maiden Newton, and 73020 at Dorchester. Because of the load (11 including Café car) we were banked from Yetminster to Evershot by 9635.



N class 2-6-0 31816 on Weymouth Shed

On leaving the shed I spent some 50 minutes at Alexander Bridge, where the following were noted:

3 car dmu 11.40 to Westbury 11.45, 2x 3 car sets 2B55 10.55 from Yeovil 11.49, 6982 (82B) 8 car 9.25 from Bristol TM 11.54, 31816 7car 12.10 to Bournemouth 12.15/25 - banked to Bincome by 80147, 34095 (70A) 5 car 8.35 from Waterloo 12.32.

I then took a break (probably for lunch) before returning by 1.12 pm., further noting a 3 car dmu, 11.40 Yeovil 1.12, D2397 shunting, 35020 (70A) 4 car 10.30 from Waterloo 1.30, 34047 (71B) 5 car 1.30 to Bournemouth 1.32, 4689 ECS pilot, D7043 (82A) 6B68 37 freight to Westbury (probably a



35020 "Bibby Line" near Alexander Bridge

`perpoe) banked by 80147 1.46, 75078 (70D), 3car + van 2.30 to Eastleigh 2.30, 76026 (71B) 4 car from Bournemouth Cent 2.14.



D2397 with "Channel Islands Boat Express"
between Weymouth Quay & Town

Another break involved walking to the harbour, where I saw `Cesarea' arrive from the Channel Islands and D2397 on the tramway with the 4 pm Weymouth Quay -Waterloo 12car + van 'Channel Islands Boat Express'. Despite the loss of the latter to the Southern , the GW route remained reasonably busy, with locals in addition to the Westbury & Bristol trains, although the `Beeching' cuts were to change this completely. Even Dorchester West was threatened, but wiser counsels prevailed. Now there are capacity issues (shortage of stock, which has only partially been addressed by the use of an HST on Summer Saturdays).

Back at the bridge an hour was spent there during which a 3 car dmu arrived on the

4.15 pm from Yeovil at 5.16, 5967 (81A) left with 4 car 5.20 to Bristol TM at 5.22 pm, D7014, 80147, 31405 etc were on the shed yard, 35020 (70A) 4car +BG 5.35 pm to Waterloo 5.37, 35008 (71B) 4 car + PMV, 1.30 from Waterloo 5.39, 73041 3car + PMV 5.41 to Bournemouth 5.43, D7014 LE from shed, 2car Cross-country dmu 4.45 from Yeovil 5.45, 73088 LE to Goods yard 5.47, 80147 LE from shed, 3 car dmu 5.50 to Westbury 5.52, 4624 ECS from station 5.56, 35008 LE to shed 5.55, 34095 LE from shed 5.57, D7014 3B08 parcels to Westbury 6.00, 73088 44 class 8 freight to SR (Eastleigh?), banked by 80147 6.07, 3633 23 fitted freight to Jubilee Sidings 6.12, 3 car dmu 3.05 pm from Bristol 6.12, 73017 LE shed — station, 6.17, 3633 LE to station 6.20.



BR Ferry "Cesarea" entering Weymouth Harbour

It was then back to the station for our return train with 5039 at 6.55pm, which was banked by 80147 to Bincome. 80147 had a busy day.

Because the 1962 trip was my first visit to Weymouth, I took the opportunity to take a boat trip to Portland Harbour, so did not spend so much time by the lineside as 1963, but did see 34085 (71B) working the Waterloo — Weymouth 'Channel Islands Boat Express' and the return, together with various other trains.

In the mid sixties I became a more regular visitor to Weymouth for the Portland Navy Days, travelling on Hymek hauled Sunday excursions, on which some lively running was experienced — 89 mph down from Evershot towards Yeovil on one occasion (75mph official limit!). In the 1980s 37/4s also put in fast running — 90 mph down the same bank once (the limit remains 75 mph).

Returning to 1963, on the homeward journey 31614, 4507 & D6332 (on a train for Taunton) were noted at Yeovil — the latter a sign of the times — 4143 (83B) was on that train in 1962. At Westbury, where we called from 8.37 to 8.42, 5978 (82B) Scar + 2vans was on the 8.30 pm to Weymouth, D7069 (82A) 5 car + 3 vans was on 1069 7.20 Bristol — Salisbury, D821 (83D) on 3C10 parcels for Plymouth, and we overtook 6982 (82B) on the 6.45 Weymouth - Bristol parcels.

Spending the First Class Savings

by David Brabner

My previous entry in the 2017 '83B' ended wondering how to spend the money saved by my free GWR First Class tickets to Swansea. Well, it was a few months later when I was planning to use my shared ownership Narrowboat 'Tottleworth' as a base at Nuneaton exploring the railways of the Midlands for a week at the end of February 2017, that I discovered that there were two steam hauled railtours advertised for the weekend following my planned days touring the Midlands. The first was the 'Winter Cumbrian Coast Express' that picked up at Nuneaton on the Saturday, and the second was the 'Tin Bath' that would traverse the Pennines on the following day and could be joined at Preston and left in Manchester to allow me to return to my car at Nuneaton. So the decision was made and I booked both in First Class along with a night's accommodation at the Premier Inn in central Preston.

A month or so before the rail tour dates I was advised that the 'Tin Bath' and my booking had been postponed until November! As I could still go on the new date but could not cancel the hotel booking without losing my prepayment I looked for alternative attractions and found that the Keighley & Worth Valley Railway had a Gala that weekend, so I booked trains across the Pennines to Keighley and onwards to Nuneaton in the evening. The weekend went to plan with haulage by class 86 electric 'Les Ross'/'Peter Pan' to Carnforth and 45699 'Galatea' making an excellent climb over Shap to Carlisle and back around the Cumbrian Coast. The K&WVR Gala was also memorable, despite poor weather, with 45212 making its first public runs after restoration and LMS 'Crab' 13065 and B1 61264 also visiting. The whole week had produced over two hours of video that I have only just finished editing almost a year later.

The story doesn't finish there, however, as a few months later I was informed that the autumn 'Tin Bath' had also been cancelled and this time my payment was returned. At about the same time Pam and I were deciding how to get home from Aberdeen after a cruise from Denmark, Norway, Shetland and Orkney that ended in the Granite City – we had declined the offered flight to London as we wished to spend a few days exploring the area. I was already having doubts about using a direct Cross Country train after reading about uncomfortable seating, overcrowded trains and poor catering facilities, so we booked First Class on Virgin East Coast direct to London Kings Cross. This of course also included meals and other light refreshments. We could have ordered breakfast on departure but had already had this at the hotel so settled for morning coffee. Lunch was from a choice of several hot or cold options, including wine or beer, and hot drinks and snacks were available throughout the journey. Not surprisingly the First Class carriage was well patronised unlike our journeys to and from Swansea nine months earlier. By the time you read this Virgin/ Stagecoach may well no longer be operating the East Coast trains. The fares for this journey were not a great deal more than the Cross Country fare direct to Taunton in Standard Class but of course we still had to get home - the journey was completed by taxi to Paddington and Great Western Trains First Class to Taunton.

Those of you who have been to my monthly video evenings, or seen one of my annual 'Transport Highlights' annual compilations, will know that I produce videos on DVD of all my railway holidays for my personal use. If anyone would like to purchase one of these I can copy them to order on request at the cost of £10 each, half of which I will then donate to the GWS. Recent titles include –

'Roving from Tottleworth' - rail travel around the West & East Midlands – 92.5 minutes
'Feb/March Steam 2017' – Galas at the South Devon, KWVR, SVR + Galatea – 78 minutes
'Paddling in the Elbe' – an 'Inside Track' holiday based in Dresden in 2016 – 144.5 minutes
'GWS Taunton 3-Day Trip 2016' – a weekend based in the North West – 65 minutes
'Baie de Somme Steam Festival April 2016' – a Ffestiniog Travel holiday – 103 minutes
'Winter & Spring Galas 2016' – Mid Hants, South Devon, WSR, Statfold Barn – 114 minutes
'Ffestiniog, Behind the Scenes' – a Ffestiniog Travel holiday – 94 minutes
'Transport Highlights 2015' – 123 minutes
'Transport Highlights, 2016' – 122 minutes
Many others are available,

David Brabner



ALL ABOARD!

E N G I N E E R D A N N N I A R T
I Q C T K W R Y U F S T E A M C C
T H G R D V E R D T C B F E X O G
C C O A L E O F A V H J L K R N N
R W F C F T R T E I W B A T D D I
O Y J K O V I E S C L S T R A U C
S H R M D O S C V B N D C E R C K
S T Z S N D I G H V X E A S E T S
I U V B N R F B O X C A R T G O C
N N R R T L D B E S C V A L N R Z
G N R C T E S I G N A L S E E X R
B E E R J S N V X E C R D R S H E
C L P T A E I F R E I G H T S H K
E R K N O I K A T R F O L K A T N
X G R N U D H R D Y E K G H P R A
D A L O C C O M O T I V E W W E V T
C T H O M A S E R Y R E L P U O C

BOXCAR

CAR

COAL

CONDUCTOR

COUPLER

CROSSING

DIESEL

ELECTRIC

ENGINEER

FLATCAR

FREIGHT

LOCOMOTIVE

MOTOR

PASSENGER

RAIL

SIGNAL

STATION

STEAM

TANKER

TRACK

TRAIN

TRESTLE

TUNNEL

MELVYN BAKER FIREMAN DUTIES TAUNTON 83B My last month as a passed cleaner, firing duties, age 16 July 1962

DATE	DAY	LOCO	DRIVER	DUTY
2ND JULY	MONDAY	9757	TED COOK	3/45 PM EAST COACHES
3RD JULY	TUESDAY	9757	TED COOK	3/45 PM EAST COACHES ALSO PART PREPARE 8783
4TH JULY	WEDNESDAY			CLEANING
5TH JULY	THURSDAY			REST DAY
6TH JULY	FRIDAY		TED COOK	10.00 AM LOCO RELIEF
7TH JULY	SATURDAY		HAROLD SAMPSON	10.00 AM LOCO RELIEF PUT RIGHT 6155, PREPARE AND TAKE TO STATION
				4082, PREPARE 4174 PART PREPARE 7326, PULL COAL FORWARD UP THE
				STATION ON 5001 LLANDOVERY & 5023 BRECON CASTLE, WEST BOUND
9TH JULY	MONDAY		ROY CROSS	10.00 AM LOCO RELIEF 11.25 MINEHEAD PASS (DRIVER E WADE 4143)
10TH JULY	TUESDAY		BILL SELWAY	6.00 AM LOCO RELIEF
11TH JULY	WEDNESDAY			REST DAY
12TH JULY	THURSDAY		ROY CROSS	10.00 AM LOCO RELIEF 4/15 PM BARNSTAPLE PASSENGER 7333
				CHANGE OVER AT MILVERTON WORK BACK THE GOODS 4663
13TH JULY	FRIDAY	92083	ROY CROSS	RELIEVE BRISTOL MEN AT EAST YARD TAKE ENGINE TO SHED
14TH JULY	SATURDAY		JOE POULSOM	10.00 AM LOCO RELIEF RELIEVE OOC MEN 7029 EX PADD AT 10.22 TAKE TO
				SHED SERVICE TURN TAKE OUT FOR THE 12/25 ILFRACOMBE/MINEHEAD
				PADDINGTON, RELIEVE OOC MEN EX PADD 6028 AT 1/15 PM TAKE TO
				SHED SERVICE TURN TAKE OUT FOR 3/25PM EX ILFRACOMBE/MINEHEAD
				TO PADDINGTON THE LAST FEW MONTHS OF THE REMAINING KINGS
16TH JULY	MONDAY		DES ALDERTON	10.00 AM LOCO RELIEF
17TH JULY	TUESDAY	4663	ALBERT ELLARD	3/45 EAST COACHES
18TH JULY	WEDNESDAY	4932	DES ALDERTON	10.00 LOCO RELIEF ASSIST TORBAY EXPRESS TAUNTON WESTBURY D854
19TH JULY	THURSDAY		DES ALDERTON	10.00 LOCO RELIEF SHED
20TH JULY	FRIDAY			REST DAY
21ST JULY	SATURDAY	8783	FRED HINE	3/45PM EAST COACHES
23RD JULY	MONDAY		DES ALDERTON	10.00 LOCO RELIEF
24TH JULY	TUESDAY		LES JONES	10.00 LOCO RELIEF
25TH JULY	WEDNESDAY		DES ALDERTON	10.00 LOCO RELIEF
26TH JULY	THURSDAY		STAN BEDFORD	10.00 LOCO RELIEF
27TH JULY	FRIDAY	D4163	BILL SELWAY	8.35 WEST COACHES
28TH JULY	SATURDAY	D4163	L R TAYLOR	4.35 WEST COACHES
30TH JULY	MONDAY	3669	TOM HOPKINS	8.35 WEST COACHES
31ST JULY	TUESDAY			REST DAY (MADE UP TO FIREMAN)



*Do not forget that David Brabner runs a **monthly e-mail newsletter** of local railway meetings and events. If you or any other interested persons would like to receive copies online please forward your email address to him at dbrabner@btinternet.com or telephone **01823 242703** or via mobile **07798 841931**.*

If you have heard nothing about any particular tour or event, always check by telephone rather than assuming that it will go ahead in the manner you are expecting. Late alterations are not unknown!