

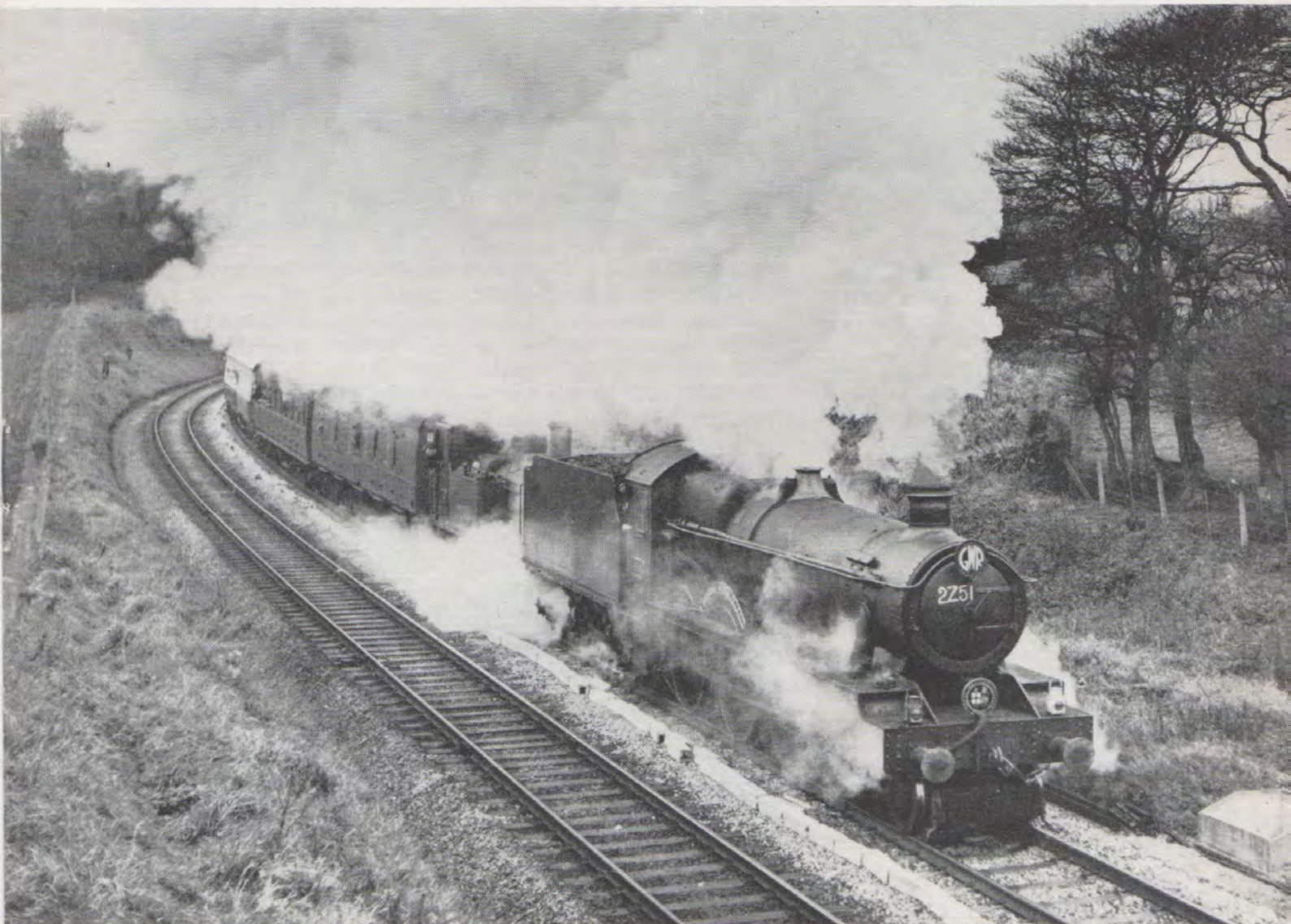
Special Picture Supplement

Winter 1967



GREAT WESTERN ECHO

1/6d.



6998, 1466 IN PLYMOUTH—DIDCOT TRIP

GREAT WESTERN ECHO

Journal of the Great Western Society

No 22

Winter 1967

**Hall, 1466
in move
to Didcot**

LONDON-OXFORD RUN FOR 2-6-2T

WHO would have dreamed that, only seven days after the shattering news for railway enthusiasts that British Rail really was stopping *all* steam-hauled specials, including those by privately-owned engines, an irrepressible Great Western tank would go sallying forth with a train from, of all places, a Western Region London terminus? But happen it did, on Saturday, 4th November.

The Great Western Society's 2-6-2 tank No. 6106, restored to more acceptable traditional colours after removal of psychedelic "decorations" for her part in a film, began a full day of schedules as if steam was still the order of the day. She began by meandering light from her timbered goods shed home at Taplow to Kensington Olympia Station.

It was at Kensington, temporary terminus for many diesel-hauled Western Region expresses, that 6106 took on the first of her charges in a day of pick-up

duties, two Pullman Saloons and a British Railways BCK (below). The two saloons, "Isle of Thanet" and "Lydia", which once formed part of the Bournemouth Belle, have been purchased by the Hon. John Gretton and are reported to be destined for the United States.

The trip was organised by the Society, by arrangement with British Rail, to move all stock from Taplow goods shed, which

THE first steam-hauled passenger-carrying train from South Devon for more than three years, a Great Western Society special, left Plymouth Station on 2nd December.

Our **cover picture** by Patrick Russell shows the Society's 4-6-0 No. 6998 *Burton Agnes Hall* and 0-4-2T No. 1466 ascending Dainton bank with the train comprised of Collett coach W5952, Dreadnought 3299, auto-trailer W231W, and a British Rail BG No. 81021 carrying spares.

The engines and coaches, from Totnes Quay sidings — now closed — and the Dart Valley Railway, had been taken to Plymouth's Laira MPD for inspection before the trip to their new home at Didcot. Permission was given for 100 members to travel as passengers.

There were fantastic scenes at Newbury, where the train arrived two minutes ahead of schedule, as hundreds of people, many of them women and children, waited to greet the Society special.

Water taken at Westbury proved to be sufficient for the rest of the journey, eliminating a complicated water-taking procedure at Reading West Curve.



6106 and train approaching Didcot.

Patrick Russell.

GREAT WESTERN ECHO

Special Picture Supplement

Monday, 18th December, 1967

PLYMOUTH-DIDCOT RUN



Photo: Brian Stephenson

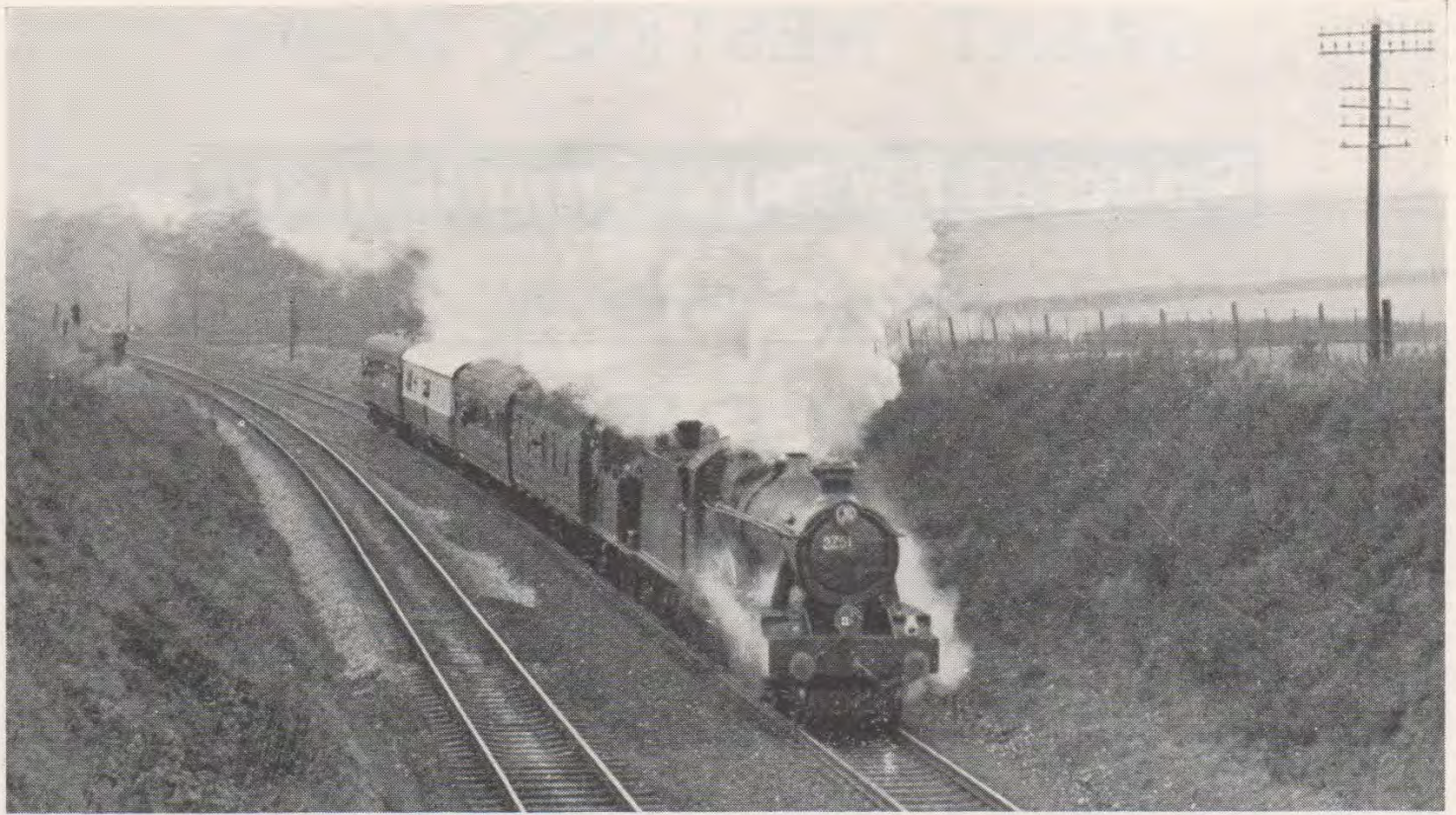
THE Great Western Society's 4-6-0 No. 6998 *Burton Agnes Hall* and 0-4-2T No. 1466 passing the sea wall at Teignmouth on Saturday, 2nd December, 1967, with a train comprised of preserved vehicles including a 70ft. Dreadnought, Collett coach 5952, the Society's auto-trailer W231W, and a British Railways BG No. 81021 carrying spares.

The train, from Totnes Quay line, which has been closed and is to be lifted, had been taken to Plymouth for inspection at Laira MPD before

Continued overleaf ●



LEFT: A view from W231W approaching Teignmouth.
(Frank Dumbleton)



First of the great inclines . . .
6998 and 1466 at Hemerdon
Summit. (Peter W. Gray)

RIGHT: Leaving after the last
water taking stop at Westbury.
(R. E. Toop)

LOWER: Part of the huge
crowd which greeted the train
at Newbury. (D. E. Canning)



● Continued

the engines and coaches could make the journey to a new home at Didcot. The tank engine and auto-trailer had been in store at Buckfastleigh.

One hundred Society members were allowed to travel as passengers. The event was filmed for BBC television and was broadcast in radio's "Today in the South and West".

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