

# Wings and Wheels Society

...enthusiasts of Aviation · Rail · Road · Sea

Welcome to our **third** Wings newsletter "a **Bumper Issue**" and what better to start it than with this recently taken image of Shuttleworth's 1st air show of 2021, taken by Dave Lamb on a covid distanced day out - see his report on P.9 of this issue.

Also, we have had many stories and photos sent in; I have also included a few items that arrived in 2020 that we have not included so far.

For this third issue - as usual we have included articles and photographs that have been sent to us during the pandemic.

However we also feature Andy's Indian trip which was completed just before lockdown ...amazing how the world has changed since, especially with regard to international travel.

The next Issue of our Newsletter will probably be late Summer or early Autumn, so please keep your stories and photos etc. coming in... ta Ed.

We reserve the right to edit articles - so we can fit into the Newsletter, but try our best to keep the accuracy of the story line.

So if you have a story/photo that you wish to see in next season's issue then please email us at: [rich@debsillustration.co.uk](mailto:rich@debsillustration.co.uk)



A visit to the Shuttleworth Museum © Dave Lamb

During the ongoing situation it is important we all take care, look after loved ones friends and neighbours, so we can all return to meetings when this crisis is over and we look forward to seeing you then. Future meetings will depend on NHS and Government advice. Please see our website for any updates:

[www.wingsandwheelsociety.org.uk](http://www.wingsandwheelsociety.org.uk)



Any comments, please drop us a line:

[rich@debsillustration.co.uk](mailto:rich@debsillustration.co.uk)



Enjoy a Bumper Issue!

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# Wings and Wheels Society

## Charity donations

### A Community Centre for the Future

During lockdown, we've become all too aware of our local community groups by their absence and we feel that it's very important that we have a Community Centre to return to when things get going again.

We decided therefore to make another donation earlier in the year and as usual we received a warm thank you email from Jane Ball and the centre's team - see below.

From: **Jane Ball Sent: 03 February 2021**  
Subject: **Wings & Wheels Society Dursley 2nd Donation during Covid-lockdowns**

**Dear Wings & Wheels Society Members**

**The Community Association thank your local Society very much for your kind donation. It was both very welcome and important in these uncertain times to keep the building maintained and ready to resume its activities at some point in 2021.**

**Many thanks again, Jane**

## Modelling during lockdown ...thank goodness for hobbies!

Society member and long time friend Ian Edwards from Newport hasent in a few photos of his recent large scale build model Aircraft.



These are 1/18th Scale for model aircraft, this type of kit building certainly has a lot of presence with the finished model. Ian's been shielding at home for many months but as you can see he has had many projects on the go including an **F86 Sabre**, **Thunderbolt**, **P38 lightning** and a rather large **UH1B Huey** model from Hobbyboss.

...Enjoy this set of photos, we certainly did ...Ed



Photos © Ian E



## Modelling during lockdown ...thank goodness for hobbies!



Photos © The Woollards



As you have seen in previous issues of this newsletter the 'Woollard household' has certainly become a Mecca for modelling in the recent lockdowns. From trains to ships and tanks in various scales, so it's with pleasure, we include some late Winter to Spring 2021 projects from Thomas.

Here is with a good slice of Soviet era Russian **ZVEZDA** kit bashing, we are looking at very detailed **1/72 scale kit** construction of a **Mil24 Hind** and a **Su39 Frogfoot** tank destroyer... great models.



# Wings and Wheels Society

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## Fred's Travels (Part 3) 'Masked Marauders' in Barra 19th-21st October '20

The Barra trip had been talked about for a while. Dougal had refined the itinerary and bookings were in place for the flights and accommodation during mid-April. The big attraction, of course, is the beach landing at Barra.

Then along came COVID-19! It was obvious now that we weren't going in April 2020. easyJet and Travelodge gave us credit notes, but the best Loganair would do was allow us to move the date. They were performing a public service and were flying come what may. So, thinking we'd be in the clear by then, we rebooked Loganair for October.

As the date drew nearer, we looked at rebooking the flights to Scotland, or going by train, and eventually opted for easyJet to and from Glasgow, and the original Travelodge near Queen Street / Central stations.

However, easyJet then cancelled the outward flight to Glasgow, so we transferred to the Edinburgh one.

I have to say I still didn't believe we were actually going, even as we set out for the airport!



### Well Fred and his mates certainly did go!

Here's an editor's cut of this epic trip to fit into our Newsletter ...Ed.



Photos © Fred

**Day 1:** Fred's first port of call on arrival at Edinburgh was the **Scottish National Aviation Museum of Flight** at North Berwick, whilst Fred's mates concentrated on chasing trains – Fred went for an Aviation break.



**Concorde G-BOAA (206)** was one of the **must see** exhibits, the museum has a good selection of military aircraft, including a yellow **Bolingbroke**, a **Harrier** and a **Lightning**, and some small civil aircraft. There are three large aircraft still outside, namely the **DH Comet/Avro Vulcan** and a **BAC1/11**. A good start to Day 1 of a truly awesome *Wings and Wheels* trip.

**Day 2: Barra: 20.10.20** We didn't need to start early as our Rail Roundabout ticket (£7.40) was only valid after 09:00, which made a Greggs breakfast a good option.

When in Glasgow, if you are questioned as to what you want in your breakfast roll, assume they want to know whether you prefer your sausages round or flat.



We did a couple of railway 'bashing' moves which got us back to Paisley Gilmour Street station in good time for the bus to the airport.

It was quiet at the airport, and security was swift. We were called to the gate to join our **DH Twin Otter, G-HIAL** on flight **LM0451**.





## Fred's Travels (Part 3) 'Masked Marauders' in Barra cont'd

After take-off, we were soon up above the clouds, though we had some good views on the approach to Barra, and my first beach landing, let alone take off! And what a visit it was – well worth the effort!



**Day 3: 21.10.20** The reason to go to Balloch was to visit **PS Maid of the Loch**. I hadn't been able to do any research as my PC had crashed, but reasoned it was a short walk from the station and, at worst, I should be able to get some photos.



It turned out to be a 10 minute brisk walk along the river bank, and the ship was open for business, the season finishing at the end of October. Built in Glasgow in 1953, and transported to Balloch in sections, the Maid hasn't operated since 1981. So after a visit to Balloch & the Maid it was time to meet up with my friends and head for England!

The flight back to Bristol was uneventful. Leaving Scottish air space we soared off into the sunset, not only of this tour but probably the last such tour for a long time to come. I'd like to thank Dougal for persevering to enable this long awaited tour to operate, and Andy, as always, for his company and original tour suggestions...



Photos © Fred



**Great stuff Fred** – I hope our readers enjoy this – apologises for editing the story down to fit it into this issue ...Ed

# Wings and Wheels Society

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## Cotswold Canal Trust renovations at Stonehouse update - The Ocean Rail Bridge replacement

### Eastern extent of the Phase 1B restoration section

The original railway bridge was first in use when the broad-gauge railway between Bristol Temple Meads and Gloucester opened in 1844. The bridge was a steel 'plate-girder' construction with a span of about 30ft and was supported on brick or stone abutments.

It is expected that the new replacement bridge, which forms part of the Phase 1b restoration programme, this railway bridge replacement work will trigger a 3-day line closure. However re-instating the canal channel and towpath will take longer though.

**Network Rail** and their contractors *Alun Griffiths Construction Ltd* have been working hard towards a fixed date for the replacement of the Ocean Rail Bridge in Stonehouse.



In 1968 the bridge was removed and replaced with the section of embankment we see today, thus stopping any public use of the canal. This encompasses a small culvert for canal water and a pedestrian foot tunnel.

The bridge was removed because **British Rail** (forerunner to Network Rail) decided it would be expensive to repair, and that its removal provided a better value option.



The Canal trust (CCT) note that this schedule has been re-programmed from May '21 until Winter 2021. Here are some aerial photos showing the construction of the bridge components. We have also included a past photo of the GWR bridge and one showing how it looks today. © CCT and Ken Bailey.





## Railway Gallery by various members

### A visit to India in February 2020 by Andy Barton

Photos © Andy B

A visit to India just before our first 2020 Lockdown, resulted in Society member, Andy Barton sending us some fascinating photos from his site seeing trip. Below are his words and photos....

“Hi Wings Magazine, I’m attaching some photos that I took on my trip to India in February and March 2020, we got back only just before lockdown! You might want to use some of them in the next newsletter.”

Not long after they told us that a train had been derailed by a storm and has fallen down the hill a few weeks previously! The Kalka-Shimla railway is a **2 ft 6” narrow-gauge** railway in North India, which traverses a mostly mountainous route from Kalka to Shimla.

It is known for dramatic views of the hills and surrounding villages. The railway was built under the direction of **Herbert Septimus Harington** between 1898 and 1903 to connect Shimla, the summer capital of India during the British Raj, with the rest of the Indian rail system. The Railway and area are now a **UNESCO** world heritage site.



We travelled on the **Kalka-Shimla Railway** which was great. We even had a hail storm halfway up which had turned the ground white, but it was all gone by the time we arrived in Shimla.



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## Railway Days Out - 'Up the Valley' by our 'Front of House' man Nick Clarke

The e-mail arrived one grey Covid February day from the Severn Valley promising a Spring Steam Up. Unlike the usual gala format, you stayed put in a dedicated seat /compartment and all of the locos in use took turns to haul your train over the course of an admittedly long day.

Two months later Gareth Markey and myself found ourselves the sole boarders of the 06.48 ex Cam & Dursley bound for Worcester Shrub Hill on a glorious Spring morning. We got to Kidderminster and stood in an unexpected long queue while a TV crew from *Midlands Today* was filming (Hi Mum!). Exchanged e-mail ticket for two waist bands and made 09.15 departure with 4 minutes to spare.

**GW 2-8-0 2857** hauled the first leg to Bridgnorth without fuss, where another GW stalwart of the Valley **6960 Ravingham Hall** returned us briskly to 'Kiddy'. Both locos wore wreaths to mark passing of HRH Duke of Edinburgh. On arrival at 'Kiddy', Gareth displayed his lightening pace to get to one of the two empty tables at the "beer garden" set up on the concourse outside the King & Castle pub. This meant the 40 minute lay-over could be enjoyably spent scoffing two lovely pints of Worcester Way. First proper pint since Lockdown 2 ...*Cheers!*

For the second leg hauled by **Flying Pig 2-6-0 43106** to Bridgnorth. Always a favourite of mine (as is the beer!) it was in sparkling form.



Photos © Nick



Arley Station

Back on the final leg with take-away pints in plastic glasses behind **SR Pacific 34027 Taw Valley**. Great to sample Bullied action, and Taw Valley made an effortless non-stop run to Bridgnorth while we scoffed more Worcester Way Ale.

New build GW Saint **2999 Lady of Legend** took over here for the return. A crisp run to 'Kiddy' in the sunshine set up a repeat sprint to the beer garden, and this time I was able to buy W&W regular Fred Winter his first pint of the year.

The return leg was hauled back to 'Kiddy' by the pairing of **GW Pannier 7714** and **Port Talbot Railway saddle tank 813** in rousing style, and after a great day on the Valley we headed home.



2999 & 43106 Locos at Bridgnorth



34027 at Kidderminster



## Aviation Days Out - Shuttleworth and Old Warden Airshow- 2nd May '21 by Dave Lamb

This was just the first event of a few that Shuttleworth have planned for 2021 and what a great event it was. We had a pre-booked a 5 metre square in which to park the car and watch the ariel display from.

The display was the usual excellent Shuttleworth mix of aircraft from various eras of aviation, and the weather was good as well. All things considered a great day out.

Well done Shuttleworth ...Ed. For more of Dave's excellent photographs of this Airshow please visit:

[www.wingsandwheelsociety.org.uk/gallery.htm](http://www.wingsandwheelsociety.org.uk/gallery.htm)



Photos © Dave



In the morning we were free to roam the static display as long as we adhered to social distancing guidelines. Shortly before the flying display everyone was asked to return to their squares and to remain there for the duration of the display.

People were not allowed to watch the display from the fence line and to adhere to social distancing guidelines, every one seemed to follow this ruling very well.

# Wings and Wheels Society

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## River Severn Cruise by Ian and Jill

Photos © Ian T

With covid restrictions eased, Jill and I embarked on a small cruise on the **River Severn** north from Gloucester last August. The cruise was run by *English Holiday Cruises* based at Gloucester docks and this particular cruise took us northward to Stourport aboard the **EDWARD ELGAR** pleasure cruiser.

We boarded on a very warm Monday August 10th and set sail toward our first stop overnight at Tewkesbury. Dinner was taken and a walk into town to view the Abbey at night.



Bevere Lock, Worcs

On Tuesday 11th, it was even warmer. We sailed to our next stop at Worcester passing Upton-On-Severn and all manner of birdlife on the banks but very few craft on the river. Various locks were encountered *en route* into the bargain.

That afternoon we were shown around Worcester Cathedral and later that evening were witness to a spectacular lightning display over the midlands.

On Wednesday 12th, we then sailed further north to arrive at Stourport at a staggering high speed of 4mph arriving on what turned out to be the warmest day of summer 2020 at **34c (93f)**.

We were then given a guided tour of the canal basin with much historic interest. A thriving port in the past with the River Stour and Staffordshire and Worcester canal running into the basin.



Stourport Basin

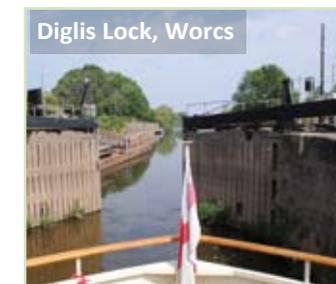
It makes you realise how transportation of merchandise used to be in the past. An overnight stop and a cracking thunderstorm before retracing our steps back through Worcester and Upton-On-Severn for the night. Both notable places for flooding - indeed, the floods of spring 1947 and summer 2007 are still well remembered in local history. I entertained the punters, that evening, some of



Stourport

whom had travelled from afar to do this cruise, to a slide show on: **'The Severn Railway Bridge 1879-1960'**. This was the 60th anniversary year of the disaster... My gain was some **FREE BEERS!**

On Friday 13th, back to Tewkesbury for a visit to the Abbey and then a mini cruise on the River Avon which is gained by using a lock at right angles to the moorings.



Diglis Lock, Worcs

A final overnight stop before enjoying a full English breakfast onboard and then finally back to Gloucester Docks.



We attempted to do this same cruise in 2019, but due to heavy rains, the river was in flood and so the trip was postponed. The operators have to get things just right. All in all, an excellent 5 days.



Gloucester Docks



## ‘Tales from the Box’ by Gilroy

In this bumper issue newsletter, I feel very privileged to included the writings from our friend (ex Coaley Junction Signal Man) and society member Gilroy Kerr. He’s wasted no time in the pandemic by putting Pen to paper and recently gave me 3 stories and the photo of his spiritual home. These are just a few memories of his fascinating and humorous times working in the Coaley Junction Signal Box.. Enjoy Ed

Setting the scene - you’re a Railway Signalman in 1965, **you need to know the following...**

- 2 bells-pause-1 bell** = Out of section
- 3 bells** = Local Goods
- 4 bells** = Class 1 express
- 5 bells** = Class 5 Goods
- 6 bells** = Danger obstruction
- 7 bells** = Stop & Examine
- 3 bells-pause-5bells** = Cancel last description

### Question?

The guard of the Dursley goods train sat on the frame nearest the door. You’re chatting, putting the world to rights, as you place the signals back on the up road behind a Class 5 goods train of Esso tanks, as the rear of the train clears the box the guard is showing a red flag. On the down road, the signals are off for an Express - ‘The Devonian’; *what happens next?*

**This is your problem; no Phone-a -Friend, 50/50, Ask-the-Audience or Jeremy Clarkson.**

### What happened on the day in 1965?

The down road signals are thrown back into the frame, then **7 bells** to Stonehouse and **6 bells** to Berkeley Road. Return the up signals to the frame and watch the Express come to a halt. Phone the Stonehouse Signalman on the ‘Box to Box’ phone to contact the guard to ask why the red flag is shown.

Then contact Berkeley Road to tell him to show a red flag on the up train. By now the 2nd man had reached the box and said that they had passed my home signal.

**“No problem...”** I said. I signed the book and called the Express to the box on a red flag. I told the driver why the signals were back in his face.

After 20 minutes or so, the guard said his Brake Van was running rough and wanted it replaced. I glanced at the driver with a resigned look, cancelled the line clear for the Express, reoffered it, pulled off and cleared the up road.

With the train out of the section, I couldn’t bring myself to look at the passengers on the ‘Devonian’. The guard off the Dursley goods train had since disappeared out the door with a cry of **“Have you gone mad?”**



Coaley Junction Signal Box © Gilroy

Of course the guard hadn’t seen the red flag; he was only looking where the Esso train had come from.

Oh well... he may have had a point, as I didn’t pull the down detonator lever to put the detonators on the line... *Slapped wrist!*

# Wings and Wheels Society

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## 'Tales from the Box' cont'd

### The Cam Incident 1964/65

This started on a quiet Sunday with engineering work on the main line. A **4F** was short of water wanting to go to Gloucester. I suggested take on water at Dursley but the driver didn't know the road and I persuaded him to be piloted by the guard who was a regular on the branch.

The driver agreed and handed over the single line staff. I worked out the whole thing should take about ¾ of an hour.

With an hour gone and no sign of the engine, I was thinking, **how do I explain why I want a Brake van for the Dursley Branch?** Then the **4F** appears and the story gets even funnier.

When they got to Cam, the contractor working on the station had his tractor trailer actually positioned on the line. He had been told by a guard from Gloucester who lived locally, that there were no trains on a Saturday or Sunday on the branch.

There were four men on the Dursley goods train and one signalman. The four men depart for Dursley and approx 1 hour later the signalman sees the brake van of a goods train?... Pulled off to bring back in and noticed in its usual location by the door, was the single staff.

Without the staff they shouldn't have been on the branch at all and couldn't unlock the points at Dursley.

### The Winter Wren



It happened just a few days before I was passed to work at the Box on a wintery 6am to 2pm shift at the Coaley Junction Box in January 1963. The relief signalman who was training me wanted to put his head down after a heavy night.

That winter the ground remained hard and a tiny wren was using the box as a food source. Searching around the box, it landed on the table near to where my mate, the relief signalman, was dosing. The wren took off again this time landing on my mate's nose.

With a start he woke, shot up, the bird shot out the box and I couldn't begin to say what had happened for laughing. When I finally gained enough composure to explain, I told him what had gone on, he didn't believe me... I was hurt! I noticed though, he didn't dare try to get his head down again for the rest of the shift.

### Summer 1964

A **Black 5**, storming through the 'up' platform, started whistling and hooting. The driver and fireman were leaning out of the cab and pointing vigorously to the offside. I guessed they'd noticed my 'flys' were open or they hadn't whistled at Berkeley Road to be routed to the western at Standish, so sent route to Stonehouse on the correct line.

As I cleared back to Berkeley Rd, my mate rang and said he thought that one should've gone over at Standish, so I told him, the crew had made it clear they'd wanted to avoid that line.

### Photo Stop

A rail enthusiast Special calls for a photo stop. The doors are being opened on the offside and a loud shout '**Shut those doors**' was heard, as bursting under Coaley Rd Bridge was a **9f** on a fully fitted goods train!

### Summer 1965

Close to the end of the summer timetable, locomotive **70053 Moray Firth** came storming through the platform as possibly the fastest steam train that summer!

I noticed some smoke at the end of the platform and then a flame. When the train cleared the section, I checked the boxes on either side; had no trains offered and gave them a 'line clear'.

In the next field was a full crop of ripe wheat, only imagine, no don't!... Quickly, I grabbed a fire brake stick to beat the flames out. When I turned up for work the next week, I noticed with great relief, that the wheat had been cut.



## 'Tales from the Box' cont'd

### The Coal Bucket

When pulling off the 'up road' the advanced starter (800 yards approx) the wire broke. With the force, I found myself falling backwards and ended up sat in a coal bucket. Fortunately on my way down, I managed to miss the stove and the phones shelf ...Phew!

Suddenly I jumped up, having realised I had to quickly put the home and starter back in the frame. I then stopped all 'up' trains to warn them to pass the advance starter at danger, until the linemen had fixed the broken wire.

Only a while later, after dealing with the emergency, did I begin to laugh at the image of what I must have looked like sitting in the coal bucket.

### Coughing Cow

One night, I heard a strange noise which had nothing to do with the usual operation of the Signal Box.



I was on a night shift and things were running fairly normally. In the darkness, a single head light was coming down the drive... it was time to put the kettle on as the Slimbridge policeman was calling in for his usual chat.

Later on however, in the quiet of the night around the time of the 'up' 1-10am Mail train, I heard a coughing sound.

I cautiously looked around, expecting someone to appear out of the darkness but nobody came. I heard the same cough again and then realised it came from one of the cows in the field next to the box. It hadn't occurred to me before that cows coughed!

### Lightening

Some nights on shift, I purposely turned the lights down in the box to watch the light display around the hills of sheet lightning during thunderstorms.

### The Bells of Authority – back to Operations

If anyone in authority appeared at the box, the banking engine code was: **2 bells-pause-2 bells** to Berkeley Rd and Stonehouse so all called attention, **one bell** while authority was there for bell operations.

**Some further bell codes were:**

A light engine = **2 bells-pause-3 bells**

Train entering section = **2 bells**, this could be followed when accepted by **2 bells-pause-2 bells**

A Banking engine for how many after the one engine (3 engines would be 2 bankers)

Once again I would like to thank Gilroy for writing down his stories - very enjoyable reading ...Ed

## Nostalia Corner

Choice of 1960s Wall's Ice Creams



# Wings and Wheels Society

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## Members 'Allsorts' Gallery ...trains, planes and automobiles!

- Jerry's D821 Warship and Plant Pot
- Chris' 'Lady of the Lake' on the Severn Valley Rly (Left) & East Somerset Rly (Right)
- Nick's BR Blue Whistler/Bucket at Bristol TM
- Ian's 'Flying Banana' the New Measurement Train passes Coaley Junction





## Members 'Allsorts' Gallery ...trains, planes and automobiles!

- Rich K's 00 Woodview Mill layout takes shape in lockdown 3!
- Rich K's 7mm scale LMS Compound purchased for renovation
- Rich L's Recent 00 gauge modelling ...awesome!!
- Bills Striking 0 gauge heavy metal King



# Wings and Wheels Society

## Future Meetings

*Well Folks - when's the next meeting?*

Currently, we now have no meetings planned until the 14th October 2021. All previous advertised meetings are now rescheduled into future programmes that will be confirmed, when we are back to the new normal.

We have these dates booked with Dursley Community Centre until the end of 2022.

**Please Note:** We will only come back when the covid situation is stable for all members to return, so no one should miss out on any talks.

Future meetings will depend on NHS and Government advice - please visit our website and bulletin emails for details of rebooked speakers. Please look at our website for amended programme at:  
[www.wingsandwheelsociety.org.uk](http://www.wingsandwheelsociety.org.uk)

**Most importantly,** take care, look after loved ones friends and neighbours so we can all return to our meetings when this crisis is over and we'll look forward to seeing you all then.

## Special Thanks

A '**Big thanks**' to all newsletter contributors and snippets from articles that were emailed to me, and which, if not featured here, will be coming up in future issues.

We hope you'll find these articles of interest.

*Bye for now*