

Wings and Wheels Society News

...enthusiasts of Aviation + Rail + Road + Sea

Hello and welcome...

to this, our **fifth** Wings newsletter. Enjoy yet **another Bumper issue**, and what better way to start, than with this recent image of the ex LMS Duchess of Sutherland taken passing through Gossington with Autumn colours a plenty.

As usual we have included articles and photographs that have been sent to us during the last few months.

Looking forward, the next issue of our newsletter will probably be late Spring 2022, so please keep your stories and photos coming in... Ta, Ed.

We try our best to keep the accuracy of each story line, however we reserve the right to edit included articles in order to fit them into the newsletter.

If you've any articles for future issues, please drop us a line at:

rich@debsillustration.co.uk



More details of our January 2022 *online* meeting can be found on the last page of this newsletter.

In the current situation, especially through the remaining Winter months, it is still important that we all take care and look after loved ones, friends and neighbours.

For the latest information on all the Wings and Wheels Society's future meetings and how you can participate, please see our website.

www.wingsandwheelsociety.org.uk



6233 Duchess of Sutherland passes Gossington on the 1250 Tyseley to Bristol leg of the Midland Bristolian tour 30.10.21 © Rich Kelsey

Here you'll find our contact details, previous newsletters, photo galleries and much more, so please feel free to take a look at: www.wingsandwheelsociety.org.uk

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Cotswold Canal Trust - The Ocean Railway Bridge replacement of Christmas 2021

by Editor & CCT, Photos by Rich Kelsey

While most enjoyed Christmas lunch and were winding down with festive films on TV or other such seasonal activities, Network Rail staff and their appointed Contractor teams worked round-the-clock. Their aim was to replace the Ocean Railway bridge over the canal at Stonehouse over the Christmas period.

The current bridge has a narrow opening, far too small to allow boats to pass under, so the work is a vital part of the ongoing Canal project to link the Stroudwater Navigation Canal to the national waterway network.

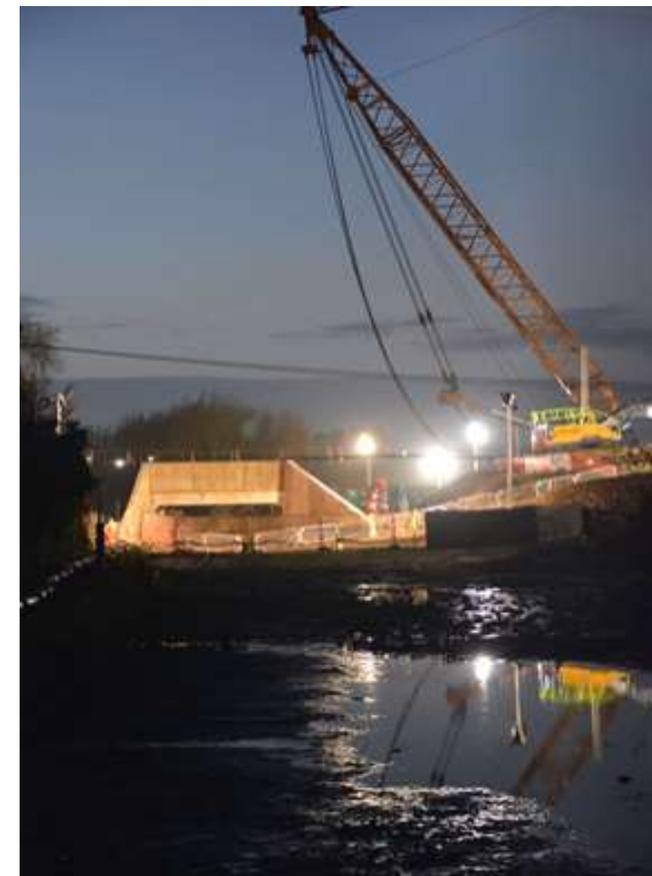


When complete this enormous engineering project will make Stroud and Stonehouse, Canal towns once again. The work was carried out by Network Rail on behalf of the Cotswold Canals Connected project, led by Stroud District Council and the Cotswold Canals Trust.

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The impressive sections of the new bridge vary in size up to a maximum weight of 64 tonne. They were cast on site and have become a popular site among canal users. Each section was lifted into place by crane during a seven-day closure of the railway. Working round the clock from 10pm on Friday 24th December to 4am on Saturday 1st January.

The work was carried out by a skilled team of 150 people each day working on three shifts per day. (50 people per shift). To enable the work to be safely completed, approximately a 230 metre length of the canal was drained between the Ocean swing bridge and The Narrows 'The Hoffman Dam' and the towpath is closed now until March 2022. A system of pumps and pipes will keep the water moving until the canal is slowly refilled early next year.



Before the canal was emptied, thousands of fish were captured and released into an area of the canal away from the work site. Environmental specialists have since kept a watchful eye on the wildlife close to the site, including the local swan families.

The Vintage Motorcycle Club (VMCC) returns to a local venue on Boxing Day 2021

Photos by Paul & Charlie Woollard with words by Rich Kelsey

The South Cotswold Section VMCC Boxing Day 2021 lunchtime meet has been a tradition that I have attended many times over the years firstly at the Royal Oak at Leighterton and then a move to the Tipputs.

A few years ago due to ownership at the Tipputs Inn near Nailsworth the meet moved away from a place that always feels spot on for such a gathering, I'm glad to say the new Tipputs owners have welcomed the VMCC back to a great Christmas Boxing day venue.



A few of our Wings members including Paul Sheppard are active members of the South Cotswold VCC.



All types of Motorcycles are always welcome to attend. It's always a great site to get up close and personal with Vintage Classics, modern bikes and Custom builds, all side by side.



Although the weather was misty and damp, the 26th December this year saw a good turnout. However the clouds broke and produced a short spell of sunshine.

The Class 55 'Deltic' 40th Anniversary since withdrawal by British Rail

The final Deltic hauled service train was 16:30 Aberdeen-York service on 31 December 1981. It was hauled from Edinburgh by 55-019 'Royal Highland Fusilier' and arrived in York just before midnight. The last train was an enthusiast special, the 'Deltic Scotsman Farewell', on 2 January 1982, hauled from King's Cross to Edinburgh by 55-015 'Tulyar' and 55-022 'Royal Scots Grey' on the return. In case of failure, 55-009 'Alycidon' shadowed the train in both directions between Peterborough and Newcastle. Surviving Deltics were then moved to Doncaster Works and displayed *en masse* in February 1982 before disposal or preservation began. Of the 22 Class 55's built, 6 locomotives survive in preservation all of which have operated on the mainline at some point. Our thanks go to the Deltic Preservation Society and other owners for making preservation a reality and enabling preserved Diesel Classes to be enjoyed by future generations.

Below, comments from fellow enthusiasts... Health Warning! they also include notes from our Class 45 & 46 Peak Bashing overnight days as well...Ed

Ian Thomas: *Looking back 40 years or more ago to the best diesel days on BR...The awesome Class 55.. 3300hp// 100mph DELTICS...The writing was on the wall by 1980 so it was a case of getting out on to the ECML, and travelling with them and picturing wherever and whenever....This weekend October 23rd-24th 1981...I took 46-051(Peak) with Rich from Gloucester to Newcastle overnight. Back to York with 45-148 on the 7am Newcastle to Bristol. Then 55-022 'Royal Scots Grey' York to Newcastle for 45-002 (Peak), back to Cheltenham on 11.43. Newcastle-Bristol.. 45-048 back to New Street and 45-147 back home... Awesome, but not unusual for Me & Rich, to have a complete Peak Bashing weekend in those days, with the odd Deltic etc thrown in excellent stuff!*

Nick Clarke: *To mark 40 years since end of Deltics a snap taken from Christmas Eve 1981 see below – when Rich & I went to the frozen North for a Peaks and a Deltic bash. I scored 55 -021 on 00.05 KX to Newcastle and 55 017 on 05.50 Kx to Aberdeen from York along with several steam heat Peaks. **However** Rich went the other way, from York to Kings Cross with the mighty Gateshead 46029 on the 23.45 Aberdeen to Kings Cross (enough said—you know what he's like) Appy Daze!*



55004 at Newcastle about 4am! On the up night Scotsman 1577
24.10.1981, Photo R Kelsey



55015 at Newcastle On a York to Aberdeen rail tour 24.10.1981,
Photo by I Thomas



55021 at Newcastle on the ex 00.05 from Kings Cross on
24.12.1981, Photo N Clarke

Fred's Travels - Part 5: Statfold Barn Railway - 150 years of the 'Quarry Hunslet' in July 21

Statfold has been a fixture in my diary for several years now. It is simply the best place to see a varied selection of narrow gauge locomotives working hard. It is also known for the speed of developments and there are often surprises when seeing what has been achieved since the last visit.

This event was re-dated from 2020, and again from March this year. So the actual 150th celebration for the popular little Hunslet was a year late. To complement their own fleet, 2 locos were drafted in from the Ffestiniog, making 14 locos in steam, while Jonathan clocked up a fair few miles being transported around the site aboard the demonstration freight. Even the catering area has been moved, so there's little to do except change between trains.



Standard gauge Hastings was on show near the turntable, while the chassis of new-build Quarry Hunslet, Juliette was in the SE workshop.

Sybil Mary and Cloister were top of my list for haulage, having missed out on them last year, but first was an impressive newcomer to the home fleet, Isaac. The tram had recently ceased running due to the driver having reported sick, though I've had this vehicle before, both at Statfold and in Detroit where it previously worked. It was now time for my lunch stop, as all catering (and the bar) is now located in the nearby Roundhouse area.



A sausage and egg bap and a pint of Speckled Hen later I had a quick spin round the museum in the former Grain Store. In the Trust workshops were Tamar (in the early stages of a complete rebuild), a stripped down diesel, and Harrogate, while newly arrived from the NRM was Handyman for a cosmetic overhaul. At the main entrance were exhibited a number of lovely large scale models of Quarry Hunslets.



A few more mainline trains and I then went to visit the Garden Railway. It was bad timing though, as the crew had steaming issues with Roger and so services were sadly temporarily halted.



So back to the mainline for a final spin round on the last train of the day, before heading to the locomotive cavalcade. As usual this was a noisy process as all whistles were operated simultaneously while the happy crews posed for their group photos.

I was very lucky with the weather, as the forecasted rain had died out north of Gloucester.

During the afternoon there was even some blue sky and sunny intervals.



After another great day at Statfold it was then the usual two hour drive back home, thankfully with no hold-ups on the Motorway.. Fred.

Modelling during the Winter months... thank goodness for hobbies

Wings, Wheels and Automobiles special!

As you have seen in previous issues of this newsletter the 'Woollard household' has certainly become a Mecca for modelling in the this Covid time we live in!

Modelling trains to ships and tanks and now cars; so it's with pleasure, we include a few more projects from Thomas & Charlie.

Thomas' **1/72nd P47 Thunder bolt (Jug)** model, all tooled up with rockets and extra fuel tanks for combat, and nicely weathered. Also a very detailed completed kit of a Tamiya **1/20th Model Kit Ferrari F60 Formula One 2017 Raikkonen car**, what an awesome detailed build , Ed.



Meanwhile brother Charlie is still building his rather long **1/87th scale Revell Big Boy Locomotive** Plastic Model Kit. A few stats on the model will show you how complex the kit is, I know! as I built one a few years ago - Ed:

Dimensions: Length: 464mm

Number of parts: 87

Addition parts: 48cm length Reproduction Track and Decals for 2 Union Pacific versions.

In reality 25 of these locos were built, and reigned supreme mainly hauling Utah to Wasatch 4,000 ton coal trains over the steep gradients on this route from 1941 to 1961.



Modelling during the Winter months... thank goodness for hobbies

Our Welsh Wizard 'big-kit' modeller Ian Edwards kits built to date:

As you have seen in previous issues of this newsletter Ian normally builds large scale kits from 1/48th scale and larger! However this time he has also gone down a scale for some.

Ian's **1/48th Spitfire Mk.IX in D-day Markings** looks the business, the kit is from Ukrainian Manufactures ICM.

Also a very detailed completed kit of a **1/48th Douglas Skyraider in US Marine colours**, the kit comes with excellent engine detail as you can see in the photo.



Meanwhile his rolling big model project is a **Revell B17/G in 1/48th scale**. This is a big kit with a wingspan of 656mm

Also Mr Edwards has dug deep into his models to build reservoir! and as you can see he's had good fun building a well detailed an **F100 Super Sabre 1/72nd scale** Trumpeter kit, in the Christmas period.

He told me there used to be an **F100** at the ill fated Cardiff Aviation Museum adjacent to the Airport. The **Super Sabre** was ex French Air Force, but saw service in Vietnam, it had deactivated cannons still on it! This was the 1970's. Various aircraft exhibits were either moved or scrapped when the Airport went through an expansion phase in the 1980/90's.



Spring Day out on the Mid Hants Railway in April 21

A trip to the Mid Hants Railway by Nick Clarke

The Mid Hants Railway has always put on a cracking day out, and even held an Autumn Gala in 2020 which I enjoyed despite Covid regulations. With Lockdown over but the restrictions still in place they revived the formula for Spring 2021 with two changes - you could switch trains if you wished and LMS Jubilee Bahamas was replaced as VIP visitor by two visiting Great Western tank engines (Pannier 4612 & Prairie 5526).

Tickets were limited to avoid any overcrowding and had to be pre-booked. While many were understandably reluctant to travel, interest was still high but I managed to secure a ticket.

An early start from Cam & Dursley on crisp morning saw me at a ghost like Reading station by 09.00 for a welcome cup of tea, before catching the Guildford train to North Camp. A six minute walk then got me to Ash Vale for in good time for a South



Western EMU onto Alton. There the switch from 21st Century German electric technology to 20th Century British Steam power was effected – but sadly I couldn't leave the Covid behind as easily! Following booking in at reception I got my waistband (allows socially distanced ticket checks) and followed boarding protocols to start behind BR standard 76017 (which worked these very tracks when 'shedded' at Eastleigh in the 60s).

I broke my journey to visit the shed at Ropley – and so did the clouds in an all mighty downpour. Unfortunately I was stranded in the open navigating the socially distanced one way system round the site! Standby Ivatt tank 41213 put on a shunting demo for the benefit of just two of us in the rain. All the Mid Hants fleet were in action, so Ropley shed was empty bar the S&D 7F and Peckett tank Kilmersdon both recently moved from their long term base on the West Somerset. Both looked at home though.

After that it was time for spin down to Alresford behind Schools class Cheltenham (looking stunning in her new BR lined green paint job).



After a quick visit to the famous RAT Ale bar (*temporarily relocated due to Covid restrictions into the station buffet*) it was time to start back.

GWR Prairie 5526 was clearly the centre of attention for many – but it did have to stop for a brew up on the fierce gradient out of Alton which didn't help punctuality. This was worrying as I had a tight connection with the Big Railway at Alton. Fortunately S15 30506 stormed along recovering time in tremendous style though, so I made it with 4 minutes to spare (great) with my hair dyed black by coal smuts (nearly as good).

Then back like clockwork on a series of trains that actually had a few passengers. My thanks to all staff at the Mid Hants Railway for putting on a well-planned event in such challenging times.

All Photos © Nick Clarke, enhanced by a few healthy excellent ales.
Cheers mate, one of my favourite railways... Ed!



Aviation Days Out... The Victory Show, Cosby, Leicestershire in September 21

Wings member, Kevin visited The Victory Show at Foxlands Farm in Cosby, Leicestershire back in September this year. As well as the many hundreds of WW2 historical displays and enactments on the ground, the 'Victory Show' hosts a wide range of WW2 Warbird displays.

These images represent a small sample of the magnificent WW2 Warbird displays at 'The Victory Show'.



A fantastic assortment of warbirds gave a well respected salute to the legacy of the greatest generation from WW2. There were too many owner operators to list, but special callouts go to Aero-Legends, Ultimate Warbirds, Plane Sailing and many more private owners and operators, that are still doing a great job of keeping these iconic aircraft in the air.



Many thanks to Kevin yet again for sharing the images with us. For a full hit of his excellent images please see our Society website at:

<https://wingsandwheelsociety.org.uk/gallery.htm>



Aviation News... Spotlight on the Peoples' Mosquito

Scheduled for a Wings and Wheels talk on the 10th November this year, we have **'The Peoples Mosquito project'**. Speaker David Smith is booked to give us a talk on this exciting and unique project.

A registered charity, The People's Mosquito exists to return the De Havilland Mosquito to UK skies. The team are a diverse team of professionals from a wide range of commercial backgrounds, the charity is entirely run and managed by volunteers – united in their love of the Wooden Wonder. In 2018, The People's Mosquito took the bold step to build RL249 in the UK, the de Havilland Mosquito's spiritual home.

The project is currently progressing well, and in 2021 they started a new phase of work titled:

Operation Crossbow 2021 – Laying Down the Fuselage Shells.

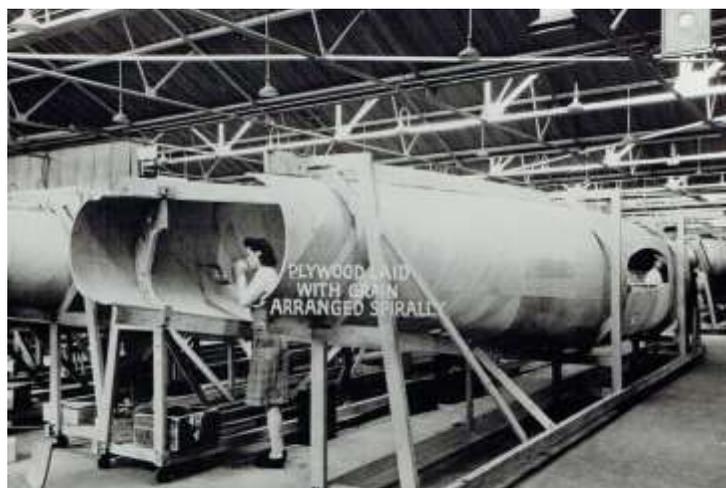
The De Havilland DH.98 Mosquito enjoys legendary status. This exemplar of British aeronautical design genius is moulded around its graceful lines, its unmatched performance and unrivalled versatility. Unquestionably, the De Havilland Mosquito's story deserves to be told. The Peoples Mosquito project are working with world-renowned aircraft restoration company *Retrotec Ltd*, where they have quoted:

"We are writing the Mosquito's next chapter."

Thanks to worldwide public support, the first Mosquito fuselage moulds to be produced in the UK for more than 70 years are nearing completion.

This will be the first Mosquito to be produced in the UK in more than 70 years! We are now moving forward to the next stage, the fuselage production of the iconic 'Mossie'.

The collection of more than 22,300 original De Havilland technical drawings are being used to produce computer-aided design drawings and profiles to assist in the upcoming work and the materials are ready to go – all that is needed now is the money to make the next part a reality. Our target for this tranche of work (Operation Crossbow) starting in 2021 is £600,000.



To help us to complete this historic undertaking, we're offering you the chance to add your name to the Mosquito story.

With tailored rewards packages to suit every budget, including exclusive levels of support for those seeking to secure their place in the story of the Mosquito forevermore, *Operation Crossbow 2021*, and future phases of work is an opportunity that no historic aviation enthusiast should miss.



So if you like Aviation and wish to join with a regular Newsletter or buy presents from a well-stocked merchandise online shop or just donate money to a worthy cause. Here are their contact details:

<https://www.peoplesmosquito.org.uk/>

<https://www.peoplesmosquito.org.uk/donate/>

<https://www.peoplesmosquito.org.uk/store/>

Bluebell Railway - 60 years+1 Celebration in Summer 21

A trip to the Bluebell Railway by Nick Clarke

The Covid situation meant the Bluebell's 60th anniversary in 2020 was a very low key affair but a year on they planned a bigger 60+1 celebration. This promised to be very different, adding live music from across the last 60 years to the usual Steam Gala format. A long day trip needing too many tightish connections to come off if it wasn't to become a slog. Still the lure of those classic pre-grouping engines meant it was surely worth the gamble? Amazingly cross London connections got me to Victoria with 2 minutes to spare. My old commute across South London looked much as I remembered it from the '90s, although East Croydon seemed a hive of new skyscraper building.

Arrival at East Grinstead was on time allowing for a comfortable stroll to the Bluebell's newish terminus. One of the joys of the Bluebell is their ability to match locomotives with coaching stock of the appropriate age. First up was 1956 BR tank 800151 complete with a Bullied and BR Mk1 carriage set.



The music element celebrations consisted of a lady dolled up in best Carnaby Street style belting out Pop and Eurovision hits of the 60s. Stopped myself from humming along long enough to grab a quick photo and got on board. A quick bit of train changing then saw me sample two veterans locos in their gloriously ornate SECR liveries.



First up was H class tank SECR 263 and Maunsell non-corridor set, and while stopped at Kingscote the sounds of the early 60s filtered in courtesy of a Jazz quartet on the platform.

While I didn't recognise the song the old girls in my compartment did and joined loudly in!



All Photos © Nick Clarke, another one of my favourite railways... Ed!

Following this jolly knees-up, I switched to ride behind C class SECR 65 with the Chesham set – and so swanned down to Sheffield Park on my own in a 1st class compartment that was complete with air raid warning advice notices from 1940.



Sheffield Park was busy and progress on the new builds was observed. The new BR standard 2-6-2 tank seems to be gaining momentum, and the Brighton Atlantic really looks close to being finished. The music continued with the Bluebell's own brass band – great on the Floral Dance but not Bon Jovi and Madonna (I kid you not Missus!). Then home with BR Standard 80151 in the front coach with another compartment to myself (only second class this time mind). A brief stop at Horstead Keynes revealed that a mini rock festival was now on outside the station with 70s prog rock filling the air - until 80151 launched stridently into the climb to East Grinstead!

Tight connections were made all the way back home via Gloucester in good time for Match of Day. My thanks to all at the Bluebell for putting on such an imaginative event – a fitting tribute to their achievements over the

Dean Forest Railway - 50th Anniversary in October 21

Nick's Dean Forest Railway Day trip

The Autumn of 2021 turned out to be surprising good for galas. One such event was held in October 21 by the Dean Forest Railway (DFR) to mark the 50 anniversary of their first train. Famously the DFR trains of 1971 ran over 200 yards of track at Parkend as the line was still in use by British Rail until 1976. We arrived early at a misty Norchard. This put us first in the queue for the opportunity to get the Peckett on a brake van move to Parkend, where it would be giving shuttles around the station the rest of day. A few beers at football the previous day had left me slightly hung-over but the refreshment tent at Parkend served a reviving cuppa – bit too early for the delicious

looking home made cakes though. On display was a miniature steam roller as well as a Land Rover with road-rail capability – this later moved along the original stretch of DFR track (which is now disconnected from the rest of the line).



Then it was off to Lydney Junction with GWR Prairie 5541 before enjoying a couple of runs in the luxurious GWR Inspection saloon (at no extra cost) behind 1943 WD Austerity tank Swiftsure. This looked glorious in WD Blue livery. On our return to the refreshment tent at Parkend it transpired all the cakes had gone – oh well... nothing for it but to visit the beer tent at Norchard. This served a lovely pint of Gloucester Brewery's Cascade – although the fella behind the bar nearly dropped it after being shocked by W&W member Charlie Woollard's loud concerto on the horn of the Class 14 diesel hydraulic immediately outside!



The workshops were open to see progress on various projects including Panniers 9681 & 9682. Pulling out of Norchard I could have sworn that I briefly saw



Southern M7 tank 30053 in the car park – surely some mistake even allowing for the beers?

A final spin to Parkend saw us nicely positioned to the return run of the Peckett and Queen Mary brake van back to Norchard to round things off.

An enjoyable day on a local heritage railway that really has started to gain momentum. My thanks to the Dean Forest volunteers for an excellent and very well themed celebration. Oh and the SR M7 tank? A quick detour around the car park on the way back revealed both the boiler and bunker from 30053. Hopefully once the DFR have finished with it, we'll get to see this Victorian veteran steaming through the Forest. Here's another successful 50 years for the Dean Forest and progress onto

All Photos © Nick Clarke

You can't beat a good day out on the Deaner with local Ales... Ed!

Ian and Jill travel in luxury on the 'Hampshire Pullman'

Photos by Jill & Ian Thomas

As all of you know, the covid pandemic changed our way of life in many ways and plans were drastically changed. Last year I turned into an ancient Briton, turning 65 in June in the middle of the first lockdown, so no celebrations possible. Fast forward one year with the situation somewhat better and Jill reaching her 70th birthday also in June, plus me semi retiring, we decided that we would take a day trip on the V.S.O.E. (BRITISH PULLMAN).



We joined the 06.49 Cheltenham to Paddington service arriving in London at 10.00 and then Tube to Victoria with time to spare. A good look around and coffee before going to the BELMOND BRITISH PULLMAN lounge.



The train came in around an hour before our departure and after getting some pictures, we joined "THE HAMPSHIRE PULLMAN" in Pullman Car "VERA" at seats 9 and 10.



VERA was part of the "BRIGHTON BELLE" electric train that ran between London Victoria and Brighton until 50 years ago in May 1972 VERA suffered bomb damage in WW2 but returned to the Belle in 1947.

Both PRINCESS ANNE and PRINCE CHARLES travelled in VERA in 1954 and also the late NELSON MANDELA travelled in her with the sandalwood marquetry adorned fittingly by Springboks...

Our train departed at 11.44 with morning coffee and a 5 course lunch served en route, and did a circular day tour through the south London suburbs and then via Surbiton and Woking with a water stop at Haslemere. Onward through Hampshire to Fareham, Havant before turning back eastward through Eastleigh where water was taken again before the return to London via Winchester Basingstoke and Byfleet once again threading the suburbs to arrive back at Victoria at 18.08. A few more nocturnal pictures were captured before taking the tube back to Paddington.



We had time to enjoy a drink at the "MAD BISHOP AND BEAR" pub, reflecting on the excellent day we had had. We then joined the 19.28. Cheltenham train back to Stroud and our taxi back home to Dursley...WHAT A DAY INDEED.



With steam haulage by none other than MERCHANT NAVY 4-6-2 No 35028 "CLAN LINE" We booked this trip in July last year whilst in Scotland with the RAILWAY TOURING COMPANY Far North and Orkney Tour.

The tour was run by UK RAILTOURS and was scheduled for Saturday November 6th 2021. The day duly arrived and we were taxied to Stroud station.

'All sorts' Photo Gallery...



Bill @ Didcot - Visitor A1X Terrier Tank Oct 21



Ian & Jill @ Knaresborough October 21... stunning Ed!



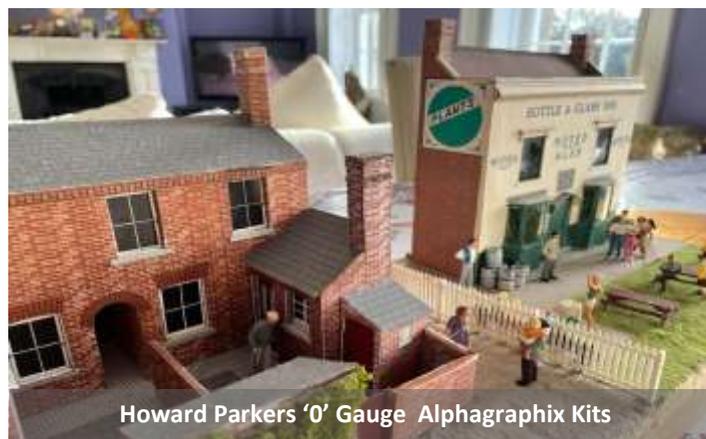
Gilroy Kerr's Signalman Lamp restored by RK



Rik T's MG Midget in a stunning blue Nov 2021



Ian & Jill @ the GCR Gala October 21



Howard Parkers '0' Gauge Alphagraphix Kits



Bill @ Didcot 60th sees a NYMR visitor Aug 21

'All sorts' Photo Gallery...



Royal Scot on the mainline by Chris Roscoe



Chaz Woollard's



SVR photos Dec 21



35028 @ Dover Priory by Ian T Sept 21



GCR Gala October 21 by Chris Roscoe



Rob on the RHDR Sept 21



Chris @ The Black Country Museum 21



Adam @ Penzance Harbour Dec 21

This Season's Star image

Notices: Future Meetings

Well folks - when's the next meeting?

Our Wings team took the safe decision to go online for our monthly presentations and have also emailed recordings of presentations which have been enjoyed by members that were unable to join the meeting at the time. We're continuing to work hard to ensure the smooth running of the online platform for 2022.

We hope to return to the Community Centre for the March/April/May 2022 talks, **but the covid situation will need to be assessed** near to the time and we'll confirm if this is going ahead nearer to the date.

Meanwhile, our next online meeting is:

Life of Avro's Charles Redrup 'The Knife and Fork Man' on Thursday 13th January 2022, 8pm

Speaker Author William Fairney will deliver a fascinating illustrated talk on the man who designed and built engines for planes, cars and bikes from the 1890s. Working for Avro during WW2, Redrup designed Lancaster Bomber gun turret hydraulics, and the famous spinning drive for the Dam Busters (617 Squadron) reservoir busting top secret bomb. We'll email you the joining details around a week beforehand.

If you've recently changed your email address, please update us with your new details.

Charity Donations

Our aim is to return to the Community Centre in spring 2022 (tbc pending Covid) for live meetings when things are more settled. In the meantime we still intend to give the Centre a donation, so watch this space!



'D213 Adania+D345' immerge from the Severn Tunnel at Pilning on 1240 Preston-Plymouth on the Double Devonian Oct 21

Photo© R Kelsey

Special Thanks...

A big thanks to all newsletter contributors and snippets from articles that were emailed to us.

We would also like to thank our Colleagues in the Stroud Vintage Transport & Engine Club (SVTEC) that have assisted us with the use of their online meeting platform. They are also entering 2022 cautiously by using the online platform to hold presentations.

Bye for now, the Wings Team



46100 Royal Scott on 1272 'The Welshman' Cardiff-Kingswear passes Berkeley Rd Junction at speed on Tuesday Sept 21

Photo © R Kelsey