

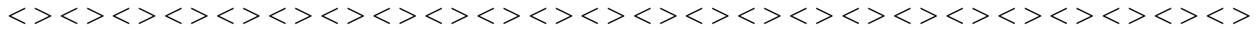


# WELLS RAILWAY FRATERNITY

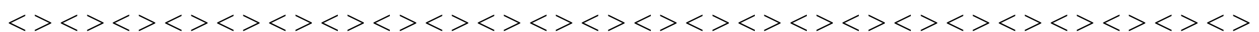
Newsletter No.206 - April 2023

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Thank you to those who have contributed to this newsletter.  
Your contributions for future editions are welcome;  
please contact the editor, Steve Page  
Tel: 01761 433418, or email [page564@btinternet.com](mailto:page564@btinternet.com)



GWR Prairie 2-6-2T No.5553 and 0-6-0 Pannier tank No.LT92 at Bodmin General.  
This Heritage Railway featured in our February talk – see page 10.



## Wells Railway Fraternity Christmas Quiz 2022

Compiled by Andy Ball

### Sequences – what comes next?

1, Single Atlantic Pacific \_\_\_\_\_

A: Mikado B: Prairie C: Consolidation D: Mountain

2, Exeter, Salisbury, Plymouth, Yeovil, \_\_\_\_\_

A: Launceston B: Appledore C: Barnstaple D: Morteohoe

### Steam Locomotives

1, What was unusual about WD 2-10-0s numbers 90773 and 90774?

A: Both carried the same name B: Both were repatriated from Greece

C: Both were oil fired D: Both worked on BR Eastern Region

2, What did 34064, 92250 and 34092, in preservation, have fitted?

A: Steam reverser B: Giesl Oblong Ejector

C: Thermic Syphon fire box D: Kylchap Blastpipe

3, What did 35005 and 92165- 67 at different times temporarily have in common?

A: Mechanical Stoker B: Double Chimney C: Electric Lighting

D: Eight Wheel Tender

4, LNER B17 Class, which is the odd one out (1/2 mark) and for the reason below?

A: 61654 Sunderland, B: 61656 Leeds United, C: 61659 Norwich City

D: 61664 Liverpool

And why? (1/2 mark)

A: It had Caprotti Valve Gear B: It had a short GER Tender

C: It was a 2 Cylinder Rebuild D: Norwich City have not won the FA Cup

## 2022 Quiz - continued

5, LMS class 5XP Jubilee number 45700 was renamed Amethyst in 1951, what was its previous name?

- A: Diamond Jubilee    B: Britannia    C: Agamemnon  
D: Silver Jubilee

### Diesels, Electrics and Multi-modes

1, The reduced length HSTs operated by GWR are known as:

- A: Castle Class    B: King class    C: Lumos    D: Dominos

2, The Class 99 Bi-mode Locomotives to be built by Stadler are to be operated by:

- A: DB Cargo    B: Colas    C: Genesee & Wyoming (Freight Liner)  
D: GB Rail Freight

3: The Elizabeth Line Electric Multiple Units are:

- A: Class 332    B: Class 345    C: Class 378    D: Class 390

4, The Direct Rail Services Class 93 Tri-mode Locos are to be built by:

- A: Clayton    B: Siemens    C: Stadler    D: Alstom

5, The Class 69 locomotives with EMD 12N-710G3B-T2 engines are rebuilds of BR class:

- A: 56    B: 57    C: 58    D: 60

### Music, Film and Art

1, Which singer was a fireman on the London Tilbury and Southend Line?

- A: Lonnie Donegan    B: Tommy Steele    C: Joe Brown    D: Marty Wilde

## 2022 Quiz - continued

2: The song "Midnight Train to Georgia" was big hit for:

A: Martha and the Vandellas B: Diana Ross and the Supremes

C: Gladys Knight and the Pips D: Aretha Franklin

3, Some scenes in the film Postman's Knock starring Spike Milligan were filmed on the branch line to:

A: Tetbury GWR B: Buntingford GER

C: Swanage LSWR D: St Albans LNWR

4, Who was the leading female actor in Alfred Hitchcock's 1938 film The Lady Vanishes?

A: Olivia de Havilland B: Margaret Lockwood

C: Joan Fontaine D: Pauline Johnson

5, The picture Rain, Steam and Speed, The Great Western Railway, displayed in the National Gallery, was painted by:

A: Claude Monet B: John Constable

C: Terence Cuneo D: JMW Turner

### Miscellaneous:

1, LSWR T14 4-6-0 locos had large splashers over their coupled wheels resulting a nickname of:

A: Paddleboats B: Pedalos C: Paddleducks D: Paddleboxes

2, Brunel's Atmospheric Railway ran between:

A: Exeter and Newton Abbott B: Newton Abbott and Plymouth

C: Exeter and Wellington D: Exeter and Exmouth

## 2022 Quiz - continued

3, On the Cambrian mainline the only currently permitted locomotives are class 97/3 diesels, why?

- A: Weight restrictions on the Barmouth Bridge    B: A steam ban  
C: The length of the Pwllheli run-round    D: They are ERTMS fitted

4, Rhodesian Railways classes DE2 and DE3 and East African Railways

Class 90 diesels locos were built in Britain by:

- A: North British Locomotive Company    B: English Electric  
C: Clayton    D: Paxmans

5, On non-electrified lines the Caledonian Sleeper Trains are rostered to be hauled by locomotives of the:

- A: Class 37/4    B: Class 66    C: Class 67    D: Class 73/9

### **S&DJR**

1, When was the S&DJR Bridgwater Branch finally closed?

- A: 1<sup>st</sup> January 1953    B: 31<sup>st</sup> December 1954    C: 1<sup>st</sup> October 1954  
D: 31<sup>st</sup> December 1952

2, Where was the highest point on the S&DJR?

- A: Shepton Mallet    B: Midford    C: Chilcompton    D: near Masbury

3, Where were the S&DJR 7F 2-8-0 loco's trialled?

- A: Midland Main line    B: LNWR Main Line  
C: CR at Glenfarg in Scotland    D: LSWR Salisbury – Exeter Line

## 2022 Quiz - continued

### Tie Breakers

1 What was the lowest number carried by a GWR Castle Class locomotive?  
A 100                      B 101                      C 4000                      D 4073

2 Which Class of BR diesel is nicknamed a Whistler?  
A Class 37                      B Class 50                      C Class 40                      D Class 47

3 How many Class 59 diesels were built for use in the UK?  
A 5                      B 9                      C 15                      D 20

### *Answers on page 9*



The quiz was won by Andrew Tucker, and the trophy was presented to him by the Chairman, Colin Price. Photo by Malcolm Jones.

## Wells Railway Fraternity Meeting - Tuesday 10<sup>th</sup> January 2023

First Speaker: David Mace. Subject: The Horses that made the Railway part -2 Mechanical Horses

David, being a Fraternity member needs no introduction, suffice to say this presentation is part 2 following his previous covering horses of the equine type. The following is a much-condensed resume by Andy Ball of his illustrated talk.

The story of Mechanical Horses starts with several rather fanciful patents of the late 18<sup>th</sup> century featuring rather impractical designs, some of which were made to actually resemble a horse! The real story begins around 1930 when the Railway companies wanted to replace horses with something more cost effective, maintaining a large stable of which was expensive and requiring of a large infrastructure, and modern. The new approach needed to be compatible with the existing carts, have good the ability to make U turns in confined yards and narrow streets. They also needed to be able to cope with poor road surfaces, often cobbles, without either damaging or being damaged by the surfaces.

Mechanical Horses generally came in 3- and 6-ton versions with some stretch up to 8 tons. The early designs produced by Karrier had horse names such as Colt and Cob and were capable of coupling up to the traditional horse drawn trailers with no modification of the trailer, the front wheels being raised clear of the road surface. The names stuck because society liked horses. Initially horses were still preferred to the mechanical variety as they were more reliable but this changed and post war regulations about horse welfare and improvements to the infrastructure encouraged the use of Mechanical Horses. Originally there were problems with top heavy loads causing toppling of the tractor and trailer, particularly when making tight turns, and with the tractor-trailer coupling.

The LNER wanted to develop the designs with the manufacturer, Napier, but they did not wish to so Scammell took over the development producing the iconic Scammell Scarab. The Scarab name being derived from Scammell and Arab, another allusion to horses. Despite the body shape the species of beetle had no connection. Scammell developed 3- and 6-ton versions with their own trailer design and a top speed of 20 mph and a front wheel capable of a full 360 degree rotation. The 3-ton version initially had a 1175cc engine with improved fuel consumption. Scammell also produced a new improved design of tractor-trailer coupling, which was adopted by Karrier, that became the forerunner of those used on modern articulated lorries. Varieties of trailers included flat beds, hard tops, canvass tilts and tankers. Off the railway Local Authorities had other designs including dust carts and road sweepers. The Scammell coupling along with automatic brake light connection and a cab release lever remained in use with British Railways into the 1970s and into the 1980s with the MOD who even used Scarabs on board aircraft carriers.

Legislation in 1968 requiring all-wheel braking and the general improvement in road conditions saw the beginning of the demise of mechanical horses although several manufacturers developed 4-wheel versions, including an electric one, none of which made much impact as lorries became more favoured and the small load freight business declined.

Andrew Tucker proposed a vote of thanks to David, our speaker, for a very informative and well-illustrated presentation featuring a vehicle which bridged the period from the beginning of the decline in the use of horses through to the use of motor lorries and vans.

## Wells Railway Fraternity Meeting 8<sup>th</sup> January 2023

Second Speaker: Malcolm Dowson. Subject: Wanderin' in Wisconsin

Malcolm is a member of the Fraternity with an interest in aspects of the American Railroad scene from visiting there. Below is a much-condensed resume by Andy Ball of his talk.

Malcolm started by telling of how his interest was sparked in boyhood by the images of classic American railway vehicles in the Tri-ang model railway catalogue which included an American style steam engine, streamlined diesel locomotives and a domed Vista observation car. Freight was not of great interest except for the caboose, the equivalent of a brake van in Britain.

A family visit to Wisconsin allowed a personal dip into American Railway bygones, although he has no great interest in the modern railway over there.

The lines in Wisconsin included several which ran from Chicago to Minneapolis/St Paul and onwards. After the end of World War One the railways were no longer the dominant mode of transport as improvements to the road system and the advent of mass car ownership became a challenge. The response was the development of high speed streamlined trains initially hauled by streamlined steam engines and later by diesels. In 1934 the Zephyr, the first streamlined diesel train with stainless steel carriages, was built by Union Pacific, soon to be followed by a small fleet of trains. This caused some concern in the competitor railroad companies who also retaliated by developing their own streamlined trains resulting in there being six different streamlined trains running out of Chicago for different operators. As in Britain the 1930s was the age of streamlining. The Chicago and North Western company could not afford to compete in this field, as they were in administration and short of money, so their response was to convert steam locomotives to oil firing and refurbish some old carriages. This was marketed as the "400" a prestige service the name of which was the journey time from Chicago to Minneapolis/St Paul. At the time the cultural elite of the USA were known to as the "400" so there was clear allusion to kind of clientele being sought. By 1939 the C&NW financial situation had improved sufficiently enough for brand new electric locos and lightweight carriages to be introduced.

As in Britain, WWII saw the railways flogged into a very poor condition and over the next 10 to 15 years the march of the motor vehicle and the advent of internal flights saw the number of routes decrease along with the standard of service in those remaining. Now just one train a day runs between Chicago and Minneapolis/St Paul.

Malcolm's visit to the National Railroad Museum at Green Bay revealed some interesting preserved artefacts. These included a Shay articulated engine built by Lima designed for use on lightweight logging lines. Its cylinders mounted on one side connected by levers and cranks to the wheels, offset boiler, telescopic drive shaft to the bogies making it a very unusual locomotive.



## **Wanderin' in Wisconsin - continued**

At the other end of the size spectrum was a Union Pacific 4-8-8-4 Mallet locomotive number 4014. Weighing in at 540 MT including the tender with an overall length of 40 meters and Tractive Effort of 135,375 pounds she is far outstrips her British equivalent, the Standard Class 9 2-10-0 with a TE of 39,667lbs. Now restored to running order Malcolm was able to witness her steaming past, which must have been an awe-inspiring sight.

Steam engines were not the only motive power to be seen as also present was a streamlined electric 2-Co-Co-2 of Pennsylvania Railroad Class GE1, which at one time hauled most of the PR passenger trains. Sadly, due to the presence of PCBs in the electrical equipment it is unlikely ever to run again. A quirky exhibit was the Aerotrains, a light-weight train consisting of carriages based on 40-seater road coaches hauled by an underpowered diesel engine of Bo-1 wheel arrangement. After trials on a number of lines it was not deemed to be a success and ended its service, with its sister, on the financially broke Rock Island Line Chicago suburban lines.

Referring back to the Tri-ang catalogue at the beginning of the talk, also present was a domed Vista Coach now restored as a Union Pacific Restaurant Car and, yes, he did manage to see a Caboose!

Andrew Tucker proposed a vote of thanks to Malcolm, our speaker, for a presentation packed with information about some aspects of the American railway system.

Malcolm adds in response to an audience question about the Big Boy range that with 25 tons of coal and 20000 Imperial gallons of water they would achieve about 2 hours running at 40 to 60 mph, this equating to 80 to 120 miles with very heavy loads over a heavily-graded routes. This would be way beyond the capability of a human fireman necessitating the fitting of a mechanical stoker to these engines. c.f. A BR Class 9F tender which carried between 4725 and 5625 gallons of water and between 7 tons and 9 tons of coal depending on which variety of tender was attached, ignoring the three stoker-fitted locos.

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## **Quiz Answers**

Sequences: 1 D, 2 C.

Steam Locos: 1 A, 2 B, 3 A, 4 C, And why D, 5 B.

Diesel, Electrics and Multimodes: 1 A, 2 D, 3 B, 4 C, 5 A.

Music, Film and Art: 1 C, 2 C, 3 B, 4 B, 5 D.

Misc: 1 A/D, 2 A, 3 D, 4 B, 5 D.

S&DJR: 1 C, 2 D, 3 A.

Tie Breakers: 1 A, 2 C, 3 C.

## The Bodmin and Wenford Railway

by Jimmy James  
Tuesday 14 February

Our speaker, Jimmy James, is the Publicity Officer and Newsletter Editor for the Bodmin and Wenford Railway. He started his talk with some railway history facts with particular emphasis on Cornwall and Cornishmen:

1801 – Richard Trevithick invented the high-pressure boiler and demonstrated his road steam engine in Camborne, Cornwall.

1804 – Trevithick's railway loco ran at the Pennydarren Iron Works, South Wales.

1830 – opening of the Liverpool and Manchester Railway. The first inter-city passenger line with the Stevensons, father and son as the engineers. Their loco, Rocket, wins trial for motive power on the line.

1834 – Cornwall's first passenger line – the Bodmin and Wadebridge Railway opens. This isolated line became part of the London & South Western Railway in 1847.

1859 – the Royal Albert Bridge, Saltash opens. Designed by Brunel, the bridge links Cornwall to England.

1887 - Bodmin General station opened at end of a branch off the Great Western main line at Bodmin Road.

1923 – following heavy use and lack of maintenance during WW1 the railways are regrouped into four main companies. Little effect in Cornwall where GWR unchanged and LSWR becomes part of Southern Railway.

1948 – railways nationalised following WW2 with railways again need investment to recover. GWR becomes Western Region and SR the Southern Region. Little change initially in Cornwall with GWR and SR locos still operating most services with gradual arrival of BR standard types.

1955 – British Railways Modernisation Plan includes the wide spread introduction of diesel locos.

1963 – Beeching Report heralded savage cuts to railways particularly SR routes west of Exeter.

1967 – in January last passenger train between Bodmin Road and Padstow.

1982 – remaining freight on Bodmin and Wenford ends.

1987 – Preservation Society takes over Bodmin Road (now Bodmin Parkway) to Bodmin General.

Jimmy explained that initially the preservationists were able to run over 3.5 miles of line from Parkway to General. This has subsequently been extended over the original track bed towards Wadebridge for a further 3.5 miles. At the moment, it terminates at Boscarne Junction where the freight line from Wenford Bridge used to join the 'main line'. Jimmy handed out a line maps showing the route and other details. In the early days of the preservation society there were hopes that the mineral traffic from Wenford Bridge could still be taken out by rail but this idea had to be abandoned when the quarry closed. Some outgoing freight was worked by the B&WR from the Walker Lines Industrial Estate at Bodmin but this has long since ceased.

Operating the B&WR is rather different from most preserved lines. Jimmy pointed out that there are steep gradients and sharp curves to contend with and locos have to run round trains at each of the three main stations. Departure from Parkway can be very spectacular with a 1 in 40 gradient for three miles and twisting curves. A second platform has recently been completed at Bodmin General to simplify the operating problems at this station. After arriving from Parkway, locos have to run round before departing to Boscarne Junction. This station is 'in the middle of nowhere' but there are long term ambitions to extend along the original trackbed to Wadebridge 4.5 miles further on. The route is currently a footpath and cycleway and these would have to be incorporated in the scheme to reopen the railway.

## The Bodmin & Wenford Railway - continued

The Covid-19 pandemic and the war in the Ukraine/rising cost of living have had a big impact on the B&WR's income. The price of coal has trebled and is very difficult to source. With very uncertain supply in this country imported coal has been used but there are problems with all the foreign coal. Jimmy went on to point out that this is the situation at all preserved lines and he quoted the Severn Valley as an example. Currently there is only one operational steam loco out of the railway's own fleet of six. Trains are running using a hired in former GWR pannier tank which is in London Transport livery as L92. Things are improving though with Pete Waterman's GWR small prairie no. 5553 due to arrive today (14 February). The railway's own small prairie is also due back from repairs by a local contractor in a few months. The B&WR fleet also includes two pannier tanks which are currently out of use awaiting repairs. The railway currently has one rake of former BR mk.1 coaches that are used for all services. The repairs needed to other coaches are unaffordable at the moment, but one brake second has had an extensive makeover so that it is suitable for disabled visitors. A buffet counter has also been added and it is seen to be a very useful asset. The railway no longer has a dining train but it does have a clay train. This is rake of four restored 'clay hoods' that used to carry the clay traffic in Cornwall.

Other events such as 'Murder Mystery' trains and 'Santa Specials' are useful sources of income. Jimmy then told us about another fundraising initiative – the 'Cornish Rail Coffee Co'. This started when the refreshment room at Bodmin Parkway closed and the B&WR set up an alternative facility in the former signal box. Having also taken on the running of the refreshment room at Bodmin General, CRCC has now extended its operations to Liskeard station and negotiations are in progress to run the buffet at Penzance station which has been closed for many years. These catering facilities have become very useful fund raisers for the B&WR.

Jimmy told us about how the B&WR had taken the opportunity to run the new build pacific TORNADO on the line in 2017. This loco was coming to Cornwall at the head of a special train and had ten days to spare until its next mainline outing. After some swift negotiations the loco spent a week hauling B&WR trains between Bodmin Parkway and Bodmin General. This large engine could not continue to Boscarne Junction because of the very sharp curves. Careful checks had to be made on clearances before the loco ventured from Parkway to Bodmin General but it was all worthwhile with a five-figure sum being raised for the B&WR. Mentioning large locos Jimmy confirmed that separate owning groups base their class 47 and 50 diesels on the railway. They are 47 306 THE SAPPER and 50 042 TRIUMPH and they feature on diesel days and other special occasions.

After the break Jimmy told us more about his life-long interest in railways starting as a very small boy seeing a gleaming ex-GWR Castle at Chester station. When he announced his intention to be a train driver Jimmy's parents were not impressed. His father was in the RAF but Jimmy joined the Royal Navy with ambitions to become a pilot with the RNAS. Unfortunately during basic training he was found to have problems with his ears at high altitudes so he became a navy meteorologist. Wherever he went in the world Jimmy took the opportunity to seek out trains, preferably steam. In this country he volunteered on the East Lancashire Railway and the Swanage Railway before settling at the Bodmin and Wenford. Returning to the East Lancs recently he had the opportunity to step in for the booked fireman on 34092 CITY OF WELLS. A vote of thanks was given by Colin Price.

Meeting report by Andrew Tucker

## **The History of the British Transport Police**

**- by Bill Rogerson  
Tuesday 14 March**

The speaker Bill Rogerson is a long serving now retired officer in the British Transport Police who has served in all four countries of the United Kingdom. He is a member of the British Transport Police History Group.

His talk covered a whole range of topics associated with policing the railways, some of which are described below.

The British Transport Police and its antecedents is the second oldest police force in the UK having been preceded only by the Glasgow Police Force. The Metropolitan Police Force then followed. Originally there were 248 transport police forces, each a part of a railway company. The railway companies, with their own police forces, merged at Grouping on the 1st January 1923 to form the Big Four each with its own police force and again at Nationalisation in 1948 to form one, the British Transport Police. Even small railway companies such as the Ffestiniog Railway in North Wales had their own policeman, but do now use the BTP.

The BTP now has jurisdiction covering the whole of the National Railway Network, including the London Underground, the Docklands Light Railway and Emirates Cable Car, Glasgow Underground Railway and the Channel Tunnel. Land no longer used by the railway for railway purposes but still owned by them is also under their jurisdiction. It has a very successful policing model working closely with the railway companies. The number of crimes investigated has increased, in part because of the tannoy announcements now made on both trains and stations encouraging the reporting of incidents.

The roots of the Transport Police lie with the need to control the Navvies building the early railways, and the early signalling of trains before the advent of the telegraph when a policeman was stationed every mile to regulate the flow of trains in order to prevent collisions and to change the points when necessary. This may have been behind the expression of "being on point duty" when controlling road traffic. Conversely the name "Bobby" used for a signalman may well be a reference to Sir Robert Peel who set up the Metropolitan Police.

The first arrest made aided using IT was made in 1845 when a murderer escaped by train but was apprehended at his destination. The local police having been tipped off by telegraph that he would be arriving. The BTP were the first force to use computerised recording of crime.

Police dogs were first used by the North Eastern Railway at Hull Docks when four dogs were used to apprehend thieves and tramps and later as detectives. In modern times dogs are used by the BTP as sniffers to detect drugs, explosives and money. Bill has participated in training exercises in public places such as railway platforms and concourses where a dog has sought him out because he was carrying explosives, much to the puzzlement of the surrounding public. A variety of breeds are used, some coming from the Battersea Dogs Home.

Female officers, first enrolled during war time, moved from skirts which were deemed impractical for modern policing in 2012 to tailor made trousered uniforms carrying the whole range of equipment including body armour now standard. The abolition of height restrictions for officers meant the 24" battens which had succeeded the traditional truncheon were in turn replaced by a telescopic version which improved mobility no end.

Bill showed many photographs of railway policemen from different railway companies from early through to modern times to illustrate his diverse and interesting talk.

The call for the audiences' appreciation for the presentation was given by Andy Ball.

## 34092 CITY OF WELLS – an update



Below is the content of an email from John Sagar to Andrew Tucker:

Dear Andrew,

Thank you for your message. All is well here, thanks, and with you too, I hope.

Yes, 34092's 10-year boiler certificate expired at midnight on 2 January and I attach two pictures of her passing Burrs country park with the 13.00 from Bury on that day. The target is to have her running again in time for the Hallowe'en trains in late October. She's basically in very good order mechanically, with just things like side-rod bushes needing re-metalling. In the longer term, new tyres for the front bogie wheels are on order. Jock Adams will soon be making a start on overhauling the cab fittings and ELR staff will set about removing the air-smoothed casing to expose the boiler. Since 34092 is a wide-firebox engine, there's no need physically to remove the boiler from the frames. No major problems are anticipated with the boiler and it should largely be a matter of replacing the tubes and perhaps doing the odd repair to the thermic siphons in the firebox. Once reassembled, 34092 will be repainted by specialists and should look better than ever!

Best wishes to you all for 2023.

John

## An Intruder on Shed

- by Colin Price

Sometime between Nationalization and when then S&D station closed on the 29<sup>th</sup> October 1951 there was an excursion from Wells to Bournemouth.

Apparently, Class 2P 4-4-0 No.40697 came up tender first with the stock on Saturday evening and was turned and berthed in the Western Shed overnight. It then worked the excursion there and back on Sunday, running around at Glastonbury. The engine and stock was from Templecombe and the driver was George Williams.

It would be interesting to know the number of carriages and, due to the short platform at the S&D station at Priory Road, whether it loaded there and used just three to load or continued to Tucker Street and then reversed to continue on the Branch. Any information would be welcome.



40697 at Wells (East Somerset)

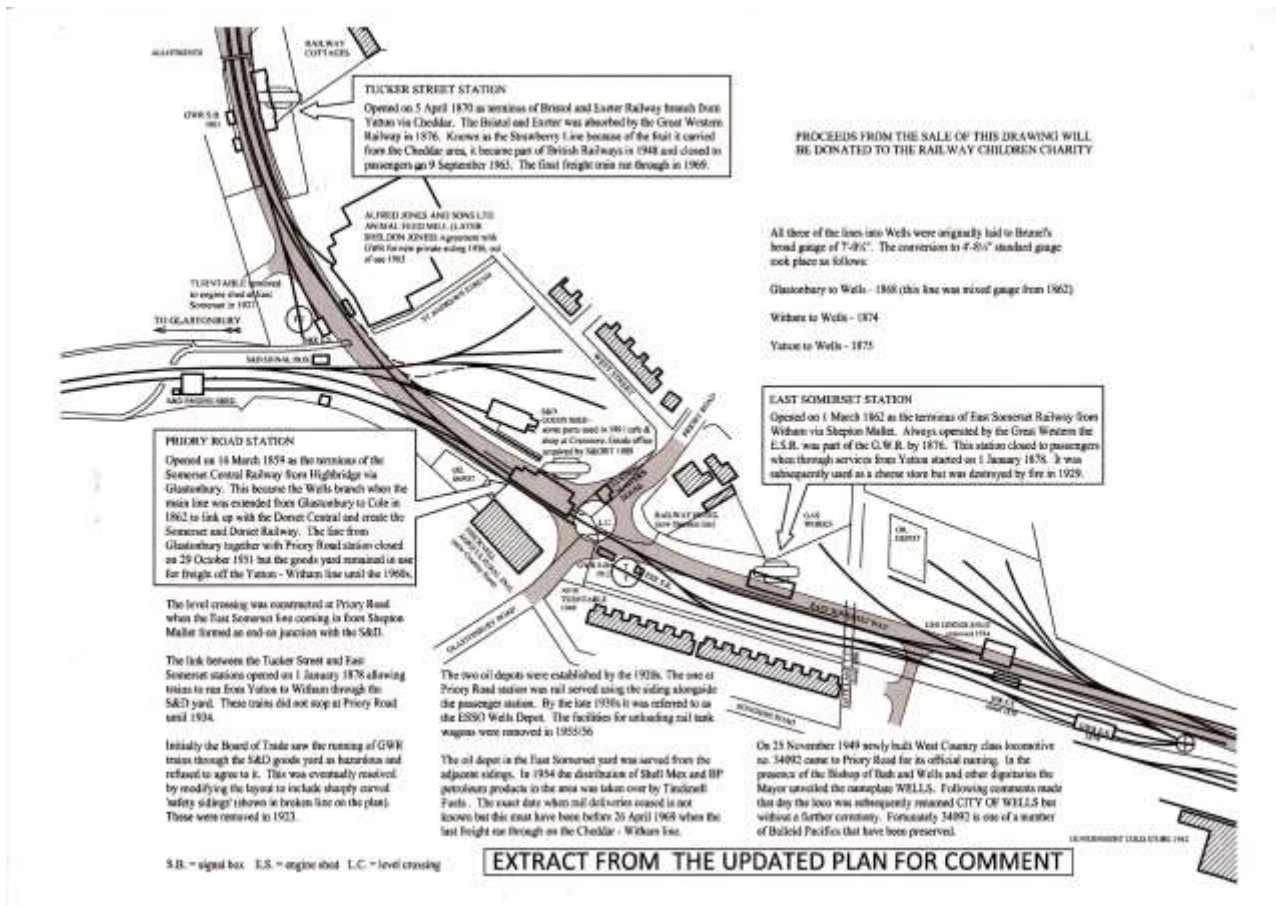
Photo by Ron Told

# Railways of Wells Map

- by Andrew Tucker

In 2013 I drew a map showing the development of the railways in Wells. It illustrated the changes that occurred between the opening of the first station in 1859 through to the final closure in the 1960s. The need for the map arose from the regular display of photos showing the railways in and around Wells on the Fraternity stand at our annual Railwells model railway exhibition. Visitors often asked how it came about that Wells once had three railway stations and where they were. The railway infrastructure was shown on the map together with the modern road layout and most significantly the 1990s relief road which follows the line of the former GWR route.

Ten years on from the first issue of the map I would like to add some more details and in particular the rail served oil depots. I was aware that the siding alongside Priory Road station had been used for the discharge of tank wagons but I hadn't realised that concurrent with this another oil depot existed in East Somerset yard.



## Railways of Wells Map - continued

The following table lists what I currently know about these two oil depots:

**Priory Road Station** - Using siding adjacent to train shed

**East Somerset Yard** - Using sidings in yard near to gasworks

1922	GWR/S&DJR agreement to alter sidings. Plan shows Anglo American oil depot as existing		
1930	Tanks and building appear in outline on 1930 1:2500 OS map but not noted as oil depot	1930	Tanks and building appear in outline on 1930 1:2500 OS map but not noted as oil depot
1933	Storage tanks and tank wagon can be seen on aerial photo 12/05/1933 (ES&CVR pg. 50)		
1934	Anglo American introduce ESSO brand name.		
1936	Noted as oil depot on Wells stations map (ES&CVR pg.134)		
1938	Storage tanks and buildings can be seen on aerial photo 26/08/1938 (ES&CVR pg.135)	1938	Storage tanks and tank wagons can be seen on aerial photo 26/08/1938 (ES&CVR pg.145)
WW2	Story from a Wells based ESSO lorry driver who brought fuel from Avonmouth during blackout to supplement rail deliveries.		
1950	Both depots and rail tanks can be seen on aerial photo 10/06/1950	1950	Both depots and rail tanks can be seen on aerial photo 10/06/1950
Early 1950s	Photo from elevated view point (using signal ladder) shows tanks and buildings including sign 'ESSO Wells Depot'	1954	Tincknell Fuels formed in 1954 as distributor for Shell Mex and BP petroleum products. Depot in Southover rail served (TF website)
1951	Glastonbury - Wells closed 29/10/1951. Before closure freight included petrol/TVO from Fawley (RintoW)	1964	Yatton – Witham closed to passenger trains 7/09/1963. Wells goods yard closed 13/07/64
1956	JM Dec 1955 photo shows tank wagon and pipes. CM 1956 photo shows pipes removed	1966	CP 1966 photo shows Shell Mex and BP tank wagons adjacent to depot.
1967	Tanks etc., noted as Oil Depot on 1967 rev of 1:2500 OS map but siding gone. Tanks were close to back wall of Tincknell building (now Country Store)	1967	Tanks and buildings noted as Oil Depot on 1967 rev of 1:2500 OS map. One siding remains.
		1969	Last freight Cheddar – Witham 26/04 (RintoW)
2022	Correspondence with Philip Tincknell – the Esso oil depot was nothing to do with Tincknell's.	2022	Tincknell Fuel's address is still Railway Goods Yard, Southover.

ES&CVR = The East Somerset & Cheddar Valley Railways by Richard Harman

RintoW = Railways into Wells by Paul Fry JM = Joe Moss CM = Colin Maggs CP = Colin Price

I would like to have the updated map available for display at this year's Railwells (12/13 Aug). If you have any further information, I would be very pleased to hear from you – 01749 830695 or [andrewctucker@btinternet.com](mailto:andrewctucker@btinternet.com)



## **The Railway Preservation Mania**

**- by Andrew Tucker**

While looking for something else (isn't it always the way?) I recently came across an interesting Editorial in the November 1963 edition of the Model Railway Constructor. The heading that caught my attention was *The Railway Preservation Mania*.

The editor at the time was Geoffrey Kichenside the well-known railway author. The date of the magazine is significant as it was just a few months after the British Railways Board published 'The Reshaping of British Railways', the infamous Beeching Report. The Editorial is rather lengthy so I have picked out the following:

*As the Modernisation Plan progresses, it is inevitable that many classes of steam locomotive are rendered extinct and many attractive but financially unsound byways and their equipment are disappearing. At one point in history there were no railways and it is conceivable that in the distant future railways as a whole will be a thing of the past.*

*Now we have a new mania – not this time to build railways, but to preserve them. Until the early 1950s, enthusiasts mourned the passing of both railways and their trains, but few were consoled by the introduction of new, modern types and did little constructive preservation. For the few types that were saved from the scrap heap at that time we have to thank the railway companies rather than enthusiasts.*

*The publicity afforded the closures brought about by the Modernisation Plan and latterly the Beeching regime, has merely emphasised the acceleration of a process that has been slowly truncating our railway system since the First World War. People were amused when the Southern Region, having closed a rural Sussex branch line, were forced to reopen it temporarily until certain legal aspects were overcome.*

This branch line was the Bluebell Railway and it became the first preserved standard gauge steam-operated passenger railway in the world to run a public service in August 1960 (in 1951 the narrow gauge Talylyn Railway in Wales was the first to be preserved as a heritage railway by volunteers).

*The overall picture of preservation in this country is not very healthy. Every day now brings news of a further preservation society or locomotive fund. Inter-society relations seem to be poor, and are sometimes openly hostile. No heed seems to be paid to the official preservation list published by the B.T.C. (British Transport Commission) and as a result, preservation of some types has been, or is likely to be, duplicated. There is already a proliferation of the smaller, quaint but entirely unrepresentative tank engines, while some of the larger types which are far more notable or more interesting historically and mechanically continue to go unnoticed.*

*As yet no one appears to have thought seriously about the preservation of rolling stock. On this point the B.T.C. exhibits fail miserably, portraying as they do a false picture of bygone railway comfort in royal saloons when ordinary rail travel of the period was decidedly spartan.*

## The Railway Preservation Mania - *continued*

*It seems now that the sooner interested folk stop wanting to preserve pretty engines with which to play trains, and apply scientific reasoning in place of sentimental illogicality, the better everyone will be. This cannot fail to produce a more comprehensive, balanced and interesting picture of bygone railway history.*

*Finally, we must remember that the Railway Mania (of the 1840s) showed that public finance resources were not, after all, limitless. The railway enthusiast constituting only a very small fraction of the population, there is every possibility that the Railway Preservation Mania may well reach saturation point quite soon.*

Well, well – Mr Kichenside does seem to have had a bee in his bonnet about railway preservation. Fortunately, we can see that he was very wrong. I wonder if any reader took him up on this at the time?

## 2023 Programme

All talks are planned to take place in Wells Town Hall, on the second Tuesday of the month, 7.00 pm onwards for a 7.30 start.

9 May	Railway Roundabout - by Brian Arman
12+13 Aug	Railwells Model Railway Exhibition
12 Sep	Irish and Isle of Man Railways - by Richard Harman
10 Oct	The Flying Scotsman - by David Parker
14 Nov	The East Somerset Railway - by Nick Waton
12 Dec	AGM <i>followed by</i> Quiz, set by last year's winner, Andrew Tucker

## And Finally:

Did you know that the only turntable on the London Underground system is in the depot at Waterloo on the Waterloo & City line. This of course was once part of British Rail but following a major refurbishment and renewal of rolling stock by Network SouthEast, was transferred in 1994.