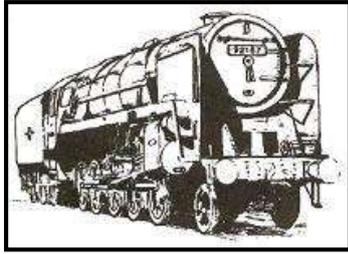
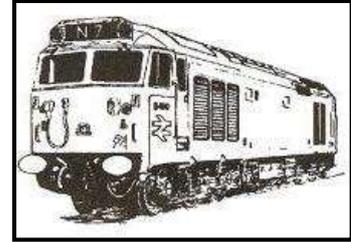


OXFORDSHIRE RAILWAY SOCIETY  
11 SEPTEMBER 2019



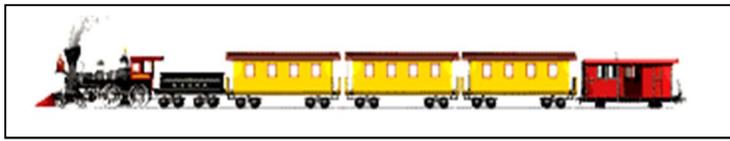
**Buffer  
Stop**



We start our new season tonight with a presentation on *Railfuture* by **Chris Austin**, its Head of Infrastructure & Networks Group. *The photographs show Gavray Junction at Bicester with a Chiltern train taking the new chord between the Oxford–Cambridge and Marylebone lines on its opening day in 2015; and Verney Junction station as it was in 2003.*

**Next month** on October 9, David Mitchell makes a return visit to talk on ‘Tracks Broad & Narrow’.





## OXFORDSHIRE RAILWAY SOCIETY

### **1Z19 THE BROADWAY LIMITED** – report and photograph from Ron Saunders

On a glorious 16 July, the Gloucester Warwickshire Railway was the venue for a day of railway interest and nostalgia for seventeen members of the Society.

Several cars converged on the station at Toddington, after a pleasant drive through Oxfordshire and Gloucestershire, bringing members to the event. Rover tickets were issued to all and the majority boarded the 10.00 train to Cheltenham Racecourse. This train was headed by the magnificently restored Southern Railway ‘Merchant Navy’ class locomotive, 35006 *Peninsular and Oriental S.N. Co.* (named after the shipping line better known as “P&O”).

After a leisurely ride through the magnificent Cotswold scenery, the train arrived at Cheltenham Racecourse station where some members explored the station and its environs, while other recorded the run round movement to put 35006 on to the front of the eight coach train for the return journey.

On the return trip, thirteen members elected to alight at Winchcombe in order to take part in the tour of the Railway’s Carriage and Wagon facility which is based there. This was most ably conducted by Dave Clark who is in charge of the whole operation here. We were shown the new workshops for work on the wooden parts of heritage rolling stock, such as door frames, internal partitions and doors and the myriad other components which make up a Mark 1 coach. Another important workshop in the new building is devoted to re-covering seats, a Forth Bridge type continuous task! We saw stocks of original moquette cloth in patterns familiar to us all from past journeys. In another part of the facility we were able to inspect the underside of a Mark 1 coach raised on a set of 50-ton jacks recovered from Derby works. All in all a very intriguing and educational tour, for which the Society has donated £50 in recognition of the efforts of the volunteers. Indeed, the Railway has a minimum number of paid employees; Dave Clark and all his engineers and those in the Loco and Permanent Way departments are all volunteers.

On arrival back at Toddington, some members decided to carry on to Broadway, while some retired to the Toddington café for sustenance.

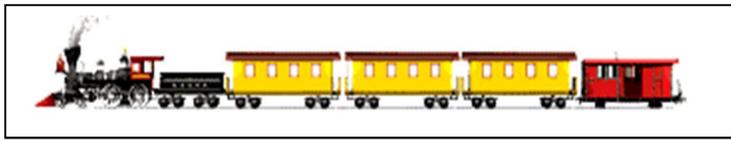
Members were able to travel behind GWR Churchward 2-8-0 no 2807 on a later train and an opportunity was taken to photograph some intrepid colleagues at Toddington with the Society headboard



on show on the front of the 114 year old locomotive. 2807 is the oldest GWR locomotive in private hands.

Some great photographs were taken during the day by many of the members, courtesy of the glorious weather conditions. Some members were obviously affected by the strength of the sun as there was a large ORS contingent on the *diesel* operated service!! This train was hauled to Broadway by 35006 with D5343 on the rear ready to haul the train back through to Cheltenham.

After a full day on the line, members were tired but happy and we all wended our weary ways home having thoroughly enjoyed sampling the delights of the Gloucester Warwickshire Railway. All in all, a great time was had by all. But, what shall we do next year? Suggestions to any committee member, please.



## OXFORDSHIRE RAILWAY SOCIETY

### RECYCLING TRAINS

*230 005 arrives at the characteristic Oxford–Cambridge line station of Woburn Sands*



On 23 April, London Northwestern Railway introduced Class 230 D-trains into passenger service on the Marston Vale line, the first being 230 004 on the 05.16 Bletchley to Bedford. Incidentally, the units were delivered from Vivarail at Long Marston (where they have been converted from London Underground D-Stock) to Bletchley depot via Oxford. The editor having sampled a trip found it comparable to a

modern electric suburban unit. A month later, LNW's subsidiary West Midlands Railway introduced Class 172/0 ex-London Overground DMUs on their Leamington–Coventry–Nuneaton service calling at the new Kenilworth station.

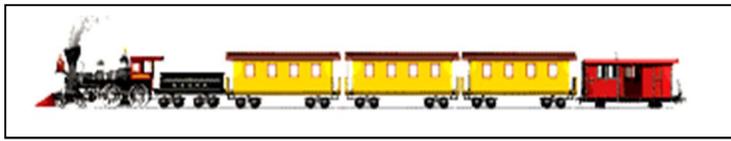
*319 439, Oxford Up  
Carriage Sidings*

During August, Porterbrook ex-Thameslink Class 319 EMUs were stabled temporarily at Oxford (as others have been at Reading) en route to Brush at Loughborough for conversion to bimodal Class 769s. Those which return to Oxford and the Thames Valley branches in Great Western livery will retain third rail



pick-up for use on Gatwick services – will this make them TMUs (trimodal multiple units)? Also during the month, Crossrail Class 345s have been noted being hauled north through Oxford for temporary warm storage by HNRC at Worksop.

\*\*\* On June 12, Great Western Railway claimed a record for the Oxford to Paddington journey of 37 minutes 35 seconds with a special IET run. \*\*\* August 9 saw GWR officially inaugurating a new station building at Hanborough. \*\*\*



## OXFORDSHIRE RAILWAY SOCIETY

### DIDCOT–OXFORD 175

*Two former Oxford engines at Didcot on 15 June: 1450 and 6998 Burton Agnes Hall, the latter carrying the headboard from the 150 event. **Bottom:** Clun Castle heads for home*

Saturday 15 June proved a busy if inclement day with events along the line to mark its opening in 1844. 7029 *Clun Castle* arrived at Oxford station three times during the day, and those in the vicinity of Hinksey South were able to witness her passing 60163 *Flying Scotsman* in the evening.



### RECENT SOCIETY EVENTS

At our May meeting, Steve Beamon concluded his history of *Policing of Railways* and in June Geoff Burch began his *Ramblings of a Railwayman* with fascinating reminiscences of his time as a fireman at Guildford. Our season concluded on Saturday 10 August when members and partners enjoyed a fish & chip supper & quiz on the Chinnor & Princes Risborough Railway – thanks to John Maine for arranging this.

### COMING EVENTS

**Sunday 15 September:** Chinnor & Princes Risborough Railway: Senior Specials

**Monday 16 September:** 19:30: RCTS Thames Valley, Didcot Civic Hall: Members' photos

**Saturday–Sunday 21–22 September:** GWS Didcot Railway Centre: Victorian weekend

**Wednesday 25 September:** 19:45: Basingstoke & District Railway Society, Wote Street Club: Mark Walker – *LMS 10000 Project* [Using English Electric diesel engines from RAF Brize Norton and Fairford!]

**Friday 27 September:** 19:30: GWS Oxford, 58 Banbury Rd: John Sreeves – *Heritage Railway Architecture*

**Wednesday 9 October:** Belmond British Pullman: Victoria–Stratford: 35028 [if recent practice is followed, takes water at Hinksey North]

**Sunday 13 October:** Abingdon & Witney College, Abingdon: *Oxrail* model railway exhibition



*“Buffer Stop”* is edited by **Matthew Searle** <[matthew904@btinternet.com](mailto:matthew904@btinternet.com)> (who took the photographs) and published by the Oxfordshire Railway Society; the views therein are not necessarily those of the Society or the Editor; events may change. Society meetings are held at the Seacourt Day Centre, Seacourt Road, Botley, Oxford at 7.30pm on the second Wednesday in the month. **Closing date for next issue:** 30 September