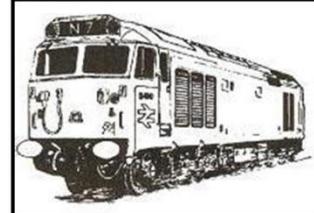
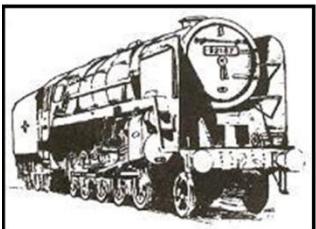


OXFORDSHIRE RAILWAY SOCIETY

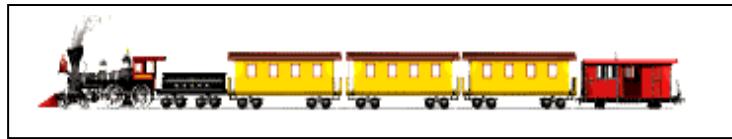


12 JANUARY 2026



3 ft gauge Denver & Rio Grande class K-36 Mikado #486 (Baldwin, 1925) at Silverton, Durango & Silverton Narrow Gauge Railroad, Colorado, 2009

Regretfully, John Hubbard has been struck by a health problem and apologises that he's unable to visit us tonight, so we start the new year with Matthew Searle taking us on *Adventures in the Americas*. Last month, Michael Clemens delivered our annual film show which took us to the westcountry, the East Coast Main Line, aboard the Wansbeck Wanderer, through mid-Wales and on the Iron Mule. Next month, **9 February** sees the results of our photographic competition (today is the closing date for entries), our Annual General Meeting and a little more entertainment. Annual subscriptions are due tonight!



OXFORDSHIRE RAILWAY SOCIETY

COMING EVENTS

Tuesday 20 January: 14:00: RCTS, Didcot Civic Hall: *Conditions of carriage: the history of railway carriages* (Colin Brading)

Sunday 1–8 February: Network Rail: Botley Road Bridge: railway closure for replacement

A TALE FROM HISTORY

Ivan Cadge has contributed the following story from the daughter of a railway employee at Abingdon, the late Beryl Buckle.

When I was fourteen and about to leave school, Dad, aged forty-four was involved in a fatal accident at work. He was helping to load tree trunks onto a railway wagon using a hand operated crane, usually operated by the female war workers, but he thought the work was too heavy for them and took over the crane, turning a handle to lift the trunks. Unfortunately the safety catch, called a pawl, may not have been secured and the weight of the trunks caused the crane handle to suddenly reverse hitting Dad in the stomach and causing damage to his lever and spleen, etc. He was taken to the Radcliffe infirmary where he died of his injuries on July 27th 1941. My mother was devastated. When the case eventually went to the County Court, two railway safety inspectors gave evidence claiming the safety pawl was functioning properly and that my dad should not have been using the crane as his job was to supervise others. The County Court decided the GWR were not responsible and therefore Mum could not claim compensation on the grounds of employer liability.

Mum was only awarded Workman's Compensation of £308 plus half a crown (2/6 or 12½ p in today's money) per week for me until I left school. It was paid to her in monthly instalments of £4 in case she 'squandered it and had to live off the state'. Mum was upset by the Judge's comments. It was a tragedy for her to lose her husband and then to have to go through the proceedings, plus the insensitive remarks as well. Shortly after the award had been made, Dad's fellow workers told Mum that the safety pawl had been changed shortly after the accident by two men from Swindon's GWR headquarters. She received nothing from the GWR or the Union. So much for loyalty! She received a widow's pension of ten shillings (50p) per week.

"Buffer Stop" is edited by **Matthew Searle** <matthew904@btinternet.com> and published by the Oxfordshire Railway Society; the views therein are not necessarily those of the Society; events may change. Society meetings are held at Kidlington Baptist Church hall, High Street, Kidlington, Oxford at 7.00pm on the second Monday in the month. **Closing date for next issue** (not published in February): 2 March