

THE MARLOW DONKEY



Edition

104

June 2003



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The Marlow Donkey - The Magazine of the Marlow and District Railway Society

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FRONT COVER PHOTOGRAPHS.

Two more from MDRS member Ken Laurie's collection of negatives from the 1950s & 60s.

*Top: Ex LBSCR H2 Atlantic, 32425 'Trevose Head' on 'The Riverside Special' entering Cookham Station 29 July 1956. Ken Laurie
Bottom: 6023 King Edward II and 5028 Llantilio Castle Ex. works on the Swindon turntable (probable date 1957 as this is the year the
King received the double chimney*

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TIMETABLE

FORTHCOMING MEETINGS

All meetings are held at: Royal British Legion, Station Approach, Marlow at 7.45 for 8.00 pm.

2003

| | | |
|-----------------------|--------------------------|-----------------|
| Thursday 17 July | DEAN FOREST RAILWAY | Peter Adams |
| August | No Meeting | |
| Thursday 18 September | MODERN RAILWAY OPERATING | Mark Hopwood |
| Thursday 16 October | ISAMBARD K BRUNEL | Gordon Stephens |
| Thursday 20 November | RAILWAY AIR SERVICES | John King |

EXCURSIONS 2003

| | | |
|-----------------------|-------------------------------|--------------|
| Sunday 20 July | Dean Forest Railway | Coach |
| September | Welsh Highland Railway | Car |

Please: NO TALKING DURING PRESENTATIONS

Please note: The above programme is subject to change

GWR LNER SOUTHERN LMS LBSCR LSWR MIDLAND CALEDONIAN SECR GREAT EASTERN GREAT
NORTHERN CALEDONIAN GSWR

CHAIRMAN'S NOTES

The prospect of viewing an unrebuilt 'Battle of Britain' pounding up the northern fells on March 1st was just too tempting to resist. At Greenholme/Scout Green a large gathering waited in the rain. At 12.20pm a mobile rings; "she's failed at Oxenholme." The apparent cause of the heated bearing – a missing 10p cork. So the Bullied curse continues.

Spare a thought for the punters onboard, marooned in a siding for some 2 hours only yards from the sanctuary of the station. To the rescue came a brace of gleaming 'Thunderbirds' Many left the train to return south, voicing their displeasure at being left in such a way and vowing not to travel by steam traction on the main line again. Under such circumstances, where do you point the finger of guilt?

The Societies April invasion of France for the 'Fete de la Vapeur' – Baie de Somme, was, as in 2000 a very well attended event. Unlike the UK, no barriers of vivid coloured tape, wandering where you like, even down the main line, such a relaxed attitude towards the enthusiast and an almost nil presence of a Gendarme. In and around Noyelles, (the fete centre) service trains and steam hauled specials were driven at cautious speeds due to the track side photographers. To witness the hundreds of people roaming the sidings and main line resembled the scenes when the 15 guinea specials ran 35 years ago!

Noted in a recent rail journal: In Japan a Shinkansen driver fell asleep for 8 minutes whilst tripping along at 170 mph and cover some 22 miles with some 800 passengers on board. Thankfully the A.B.S halted the train as it over shot a station. No doubt the 'Bullet is coming his way'. Let us hope that such a thing will not happen on the new CTRL when fully open.

Have a good summer gricing where ever that maybe.

Gordon Rippington

BOXING DAYS LOADED TEST RUN

By Gordon Ripington

Browsing through a leaflet rack at Bridgnorth station on the day of the Society visit, picking out several of possible interest, an idea sprang to mind, the leaflet advertising Santa Specials showed Boxing Day operations.

Testing the water during a Society meeting reactions ranged from "She'll kill me" to "Count me in". Undaunted I pressed ahead as some 24 members expressed interest, which was most encouraging. Enquiries with local coach operators proved difficult, "Boxing Day, sorry Guv, no can do" Casting the net further afield a small operator Messrs. Phleesum & Leevem of Much Kiddingem agreed to provide transport.

With the festive season looming Christmas cards were sent to members along with the proposed itinerary, destination Swanage. Departure 8am from Marlow with a luncheon stop at the Wheeltappers & Shunters Club, Worgret Junction. The day was also to see Bullied Winston Churchill make a loaded test run, now back home after a fast track rebuild in Germany. Her first outing for some 35 years would be to haul the inaugural through working from Waterloo to Swanage and return. With this added attraction to be viewed on route, this surely would I thought, sell the trip.

At the November meeting a final plug resulted in one definite booking that of Tim Speechley. Much quizzing of members resulted in various reasons for opting out, ranging from festive gorging and partying, to fell walking in Holland, camel trekking in Siberia and scuba diving in the Dead Sea. With this disappointment it would mean cancelling the coach, thankfully no loss of money involved

Despite the setback, Tim and myself decided to continue with the proposed trip, but with a difference. Not by car but aboard a 1960 Triumph scooter which I had restored during the past year. The weather forecast for Boxing Day was wall to wall sun and temperatures rising to a dizzy 60F.

Setting off on our own loaded test run our first stop would be Worting Junction to view the passing of Winston Churchill at 10.15. On time, the familiar sound of a Spam Can drew nearer, with safety valve roaring and lengthy bouts of whistling as she approached the junction, bound for a water stop at Winchester. As the rear coach was about to pass, shouting and waving from the last compartment caught our attention. With beer can raised and clearly in festive mood there stood Julian Heard. After taking water the trains next scheduled stop was Wareham to set down those patrons wishing to partake of a festive lunch at the W&S Club, Worgret Junction.

On arrival at Corfe we took the next train hauled by 257 Squadron to Swanage. The town was heaving with those who had arrived behind the steam special, the pubs doing a roaring trade. Passing the Flag & Whistle pub, the door burst open, out came Peter Robins at the head of a conga chain about to do several circuits of a nearby roundabout much to the dismay of the local plod. Once inside the pub a conversation with members of The Reading Transport Group informed us that Peter Greatorex had travelled down but had opted for the festive lunch at Worgret Junction. After leaving the pub Tim and I walked towards the quayside, here a small crowd had gathered to watch our secretary perform his version of The Sailors Hornpipe and various sea shanties accompanied by John Tuck on the accordion, their reward lay in the case. £1.54 and 21 euros. (Don't give up the day job just yet boys.)

Back at the station 35027 was about to depart for Corfe. A quick look at the front end revealed two speakers mounted on the buffer beam, also a temporary name change which read Port & Lemon. Once under way the exhaust is muffled by that well known carol 'God rest ye merry Bullied crew' coming from the front end. At Corfe we board our two-wheeled transport for the club at Worgret. Once inside we are greeted by the buxom barmaid, "Af noon gents, I'm Mavis, What'll it be then". "Phoor" exclaimed Tim. Unable to restrain my pillion passenger, who on leaping forward said, "I'll get them in". Now mid-afternoon most of the patrons had left, but there curled up on a sofa in front of a roaring fire was Peter Greatorex. Having feasted he had then downed several pints of a local strong ale branded Asanewt and had dozed off. Mumbling under his breath could be heard "Bullieds, give me a QJ anyway" Moments later we bade Peter farewell as he left by taxi for Wareham station to await the special on its return to Waterloo.

When we arrived at Wareham station the special was just approaching. As it drew nearer, in the fading light laughter rang out amongst us. There adorning the smokebox door were two large inflatable fingers in the V formation adopted by this famous statesman during WWII. A fitting, if somewhat bizarre tribute. A quick word with the footplate crew for a rousing departure got the thumbs up. A bout of slipping followed by much whistling Winston Churchill roared away in time honoured fashion towards Waterloo.

Like the Bullied we have the last leg of our journey to cover, in a day that has been a triumph for both scooter and locomotive performing their loaded test runs faultlessly. For information on the 2003 Boxing Day trip visit www.fantasytravel.com/spoof

YOU'VE BEEN TANGOED

(OR MORE JOLLIES UP NORTH...)

Mike Walker

Continuing my marathon mapping of First North Western's far flung empire required another special to be arranged for Wednesday 22 January, or to be more accurate, two specials! I spent the previous night at Wilmslow and travelled into Manchester with Mark Hopwood (MDRS member and speaker on 18 September) aboard one of the troublesome class 175's, taking the opportunity to express my disgust at the quality of the repainting into First colours that had been done at Cheadle Hume. Leaving aside the purple and pink, it looks as though it was done by a monkey with a yard broom, a description that amused one of Mark's colleges. On arrival at Piccadilly I left Mark to go to his office and set off to Manchester Victoria, proving once more that you can do this quicker on foot than on t' tram, and it's healthier!

The plan was to take a spare class 142 from Victoria and do the freight only line between Ashton Moss North and Denton Junctions then head down to Heaton Norris Junction and Stockport before retracing our steps back to Denton Junction and then to Stalybridge and back to Victoria. Reporting to the Senior Drivers' Office at Victoria at 0900 as agreed I found Senior Driver Danny Healey ready for me. Despite his disliking anyone or thing from south of Crewe, Danny and I have become good friends during this project. Before we left, another Senior Driver, Glen Hopkins, came in and proudly told me he'd solved the mystery of the River Irk. This flows under the north side of the railway at the east end of the station but does not emerge on the south side. Glen had investigated and finds it flows through the bowels of Victoria, under a school and into the Irwell so now we could get the diagrams exact!

Danny and I wandered over to platform 3 to await the arrival of 2F17 from Rochdale due in at 0929. This is formed of two class 142's and the normal plan is for them to split at Victoria with the rear set forming the 5J17, the 0943 ECS to Newton Heath depot. Today it would be diverted via Stockport still running as 5J17. The revised diagram still called for it to return to Newton Heath but Danny got that changed to Victoria before we left. Two Foxtrot One Seven rolled in at 0927 (Are you taking note Mr Sears?) and 142045 was quickly detached and by 0935 signal MN857 had given us a green and S (for Down Slow) indication along with the RA and we were off. Danny said the line from Ashton Moss North to Heaton Norris was the first he'd signed as a driver back in 1984 and he'd not been that way for a few years. "I hope I can remember the way" he said reassuringly. I pointed out that I had a good "road map" and Danny replied: "You'd better drive then." Unfortunately, this was only a joke.

On this occasion everyone seemed to know what was going on and although the signaller at Ashton Moss North Junction held the branch section signal on until he was sure we'd slowed to observe the 15 mph limit onto the branch, we got a clear run. The 2m 34c from here to Denton Junction is interesting for whilst it is now a plain section of double track it used to have two intermediate junctions and even today there are two changes of mileage! Ashton Moss North is 0m 30c and at 0m 00c we pass the site of Ashton Moss South Junction. This marked the south end of a triangle which had Ashton Moss OA&GB (Oldham Ashton & Guide Bridge) Junction as it's eastern apex. This chord was removed about ten years ago. The zero milepost equals 1m 19c which is the former OA&GB mileage. At 0m 53c, amid a complex of bridges, we pass the site of Crowthorne Junction where the OA&GB (a GC-LNW joint line) used to diverge to the left towards Guide Bridge. The line from Ashton Moss North Junction to here and on to Guide Bridge had been electrified as part of the Manchester – Sheffield 1500V scheme and most of the catenary supports remain. Crowthorne Junction was also at 5m 28c which is the LNW mileage from Heaton Norris. We were now on an embankment and crossed the Ashton Canal and GC's Woodhead main line before passing Denton Junction's home and rattling across the junction.

We now headed south-west towards Heaton Norris. This is not the most upmarket area of Greater Manchester and the single island platform of Denton station looks derelict. Not that it enjoys a frequent service these days, the only public train on this line is the fabled 1500 Fridays only Stockport to Stalybridge – there is NO return working! Just south of Denton at 3m 10c the line becomes single track, once it boasted no less than four! We spot a group of HV's attending to the track at the single line junction and Danny gives them a loud and prolonged blast on the horn. Surprised they look up and acknowledge us. I note that the two signals protecting this junction are plated with a 'DNJ' prefix rather than Denton Junction's usual 'DJ'. Danny says he's never noticed that and I amend my draft diagram accordingly even though Railtrack's master drawings show them as 'DJ'. It's little details like this that these trips are intended to pick up.

Having crossed what is known as the Reddish Branch (The line from Ashburys to Romiley, which is hard to spot even from the cab) the single, equally derelict platform at Reddish South was passed before we arrived at the Heaton Norris outer home, HN81, which to our surprise gave us a yellow and position 1 feather routing us onto the Up Goods Loop – three tracks starting at this point. Gingerly we crept along the weed

choked 15 mph track and found HN79 at red. Danny said he go and phone the 'box and see if they knew about us. He'd barely set foot on the ground and we got a yellow and position 4 feather directing us to the Up Fast. Danny consulted with the Bobby and came back reassured: "They know all about us, up the Up Fast and straight into the bay at Stockport, reverse and come straight back." That's just what we wanted to hear.

So imagine our surprise when arriving at Stockport S2-114 was showing a yellow with the indication F for Up Fast rather than B for Bay. "Too late to stop and question the route now" says Danny as I frantically turn up the Stockport station plan to see how we get out of this one! Rumbling through platform 2 we see that whilst S1-29 at the far end is showing red, the subsidiary position light below is off. "Ah, a shunt move at Edgeley Junction". Sure enough another position light greeted us at EY2-3 allowing us to draw forward enough to clear ground disc S1-100 and set back over to the Down Fast. As we came to a stop so did a Voyager on the Down Fast at EY2-53. We changed ends and made our move. As we trundled slowly through the station, the Voyager pulled in alongside on platform 4 (Down Slow) – the announcer telling customers of a platform change. We'd done our bit to delay the Virgin for the day. This shows how little things can screw up the service. There was no need for this shunt move and there would have been no delay to the Virgin if we'd gone into the bay as planned. Instead of just the signaller at Stockport No.2 'Box being involved it also involved his colleges at Stockport No.1 and Edgeley Junction No.2 'Boxes. For those not familiar with southern approaches to Manchester, the section through Stockport is still controlled by five manual frame signal boxes, albeit with colour lights, and Absolute Block working! Eventually this will be replaced by the Manchester South resignalling part of the WCML Route Modernisation but that's running 3 years late. Need I say more....?

Our return to Denton Junction was uneventful except for again surprising the track workers. As we passed the COSS (Controller Of Site Safety) was on his mobile, no doubt enquiring how many more trains were coming along the quiet backwater today and trying to arrange a "possession"! At Denton Junction we took the right fork and headed for Guide Bridge only to come to a red at GB872. Danny got out to phone and came back to report a slight delay to allow a Hadfield – Manchester to clear Guide Bridge, oh, and by the way, the Guide Bridge Bobby had told him our Five Juliet One Seven headcode had now become Five Tango One Seven – we'd been Tangoed!

Trundling through Guide Bridge we took the line to Stalybridge. Needing to be able to check the signals both ways, I was not amused to see an Arriva 158 approaching us that was likely to block my view of a

signal. Danny said he'd speed up – you wouldn't believe how quickly a 142 can accelerate! I just managed to check the signal before it was obscured.

Approaching Stalybridge we had to stop to allow the Stalybridge to Manchester local leave the bay before we followed it into the bay ourselves to reverse. There was no time to visit the fabled pub on platform 1 (Anyway the strict zero-tolerance regime for railway staff would prohibit it) before we set off to Manchester arriving back at Victoria about 1100, much earlier than we expected.

My second trip of the day was to check out the former Midland line between New Mills South Junction and Hazel Grove through the Disley Tunnel. Only the first and last of the day's FNW services to and from Sheffield go this way so checking it by service train in daylight is well nigh impossible, especially in winter. The plan was to use the 142 off Two Sierra Two Zero, the 1343 Manchester Piccadilly to New Mills Central. Normally this sits in a siding at New Mills for nearly two hours so it was the ideal choice.

The departure indicator at Piccadilly said it would be platform 2 but by 1335 there was no sign of a train. An announcement was made that it would be going from platform 5 where I found 142036 revving it's socks off to build up air. Approaching the cab I found the driver was the one with whom I went to Sheffield a couple of months earlier. "I think you're expecting me" I said. "Sure, I know all about it". That was a relief. Pete said he'd picked up his duties for the day and when he saw 2S20 was booked to run as "5Txx" from New Mills to Chinley North, Hazel Grove, New Mills South and back to New Mills Central his reaction was: "This ain't right, what's going on?" He read on and found the explanation: "'Special move for Route Mapping Draughtsman'. Ah, that explains all!"

We set off for an unremarkable trip to New Mills Central. On arrival a red signal greeted us. Our passengers alighted but the signal stayed red. Dave, our conductor, stuck his head into the cab and said: "He's (the signaller) pulled off behind for you to set back into the siding as normal." Pete decided he'd better go to the 'Box for a consultation. He was gone nearly 20 minutes and returned with a tale of woe. There was a trainee signaller on duty with an instructor and they knew nothing about our sight-seeing trip. "You can't do it" was the blunt reply. Pete pointed out that I'd come along way for this and folk at Bridgewater House (FNW's offices) would not be pleased. The instructor rang Railtrack control for clarification and they said they'd look into it and ring back. Needless to say, they didn't. Eventually the instructor called control again and this time they said we could do it. Calls were made to New Mills South Junction, Chinley North Junction and Hazel Grove Signal Boxes to tell them what was about to happen and Pete returned to the train. Presently the signal

went green and we set off.

The Home was on as we rolled into New Mills South Junction and Pete was starting to become a little frustrated. However I glanced over my right shoulder and saw that we were about to be overtaken by another Arriva 158. Once that cleared the section to the former station at Buxworth we were cleared to go and had an unimpeded run to Chinley North Junction where we were routed onto the freight only Down Goods line towards Peak Forest but came to a stand in the rear of signal CY153 to change ends. This is a regular move for FNW as one service each morning starts from Chinley.

Having waited for another FNW 142 to pass on a Sheffield to Manchester working we retraced our tracks to New Mills South Junction where we remained on the main Hope Valley line for the 5/2 mile section to Hazel Grove High Level Junction. The main feature of this section is the 2mile 345 yard Disley Tunnel (not to be confused with the 174 yard bore of the same name on the nearby line to Buxton) one of several long Pennine tunnels that FNW operates through. This was once part of the Midland's main line into Manchester Central but it was singled and reduced to freight only status in 1984 but following the construction of the new connection between the Midland (at what became Hazel Grove High Level Jct) and the LNW's Buxton line at Hazel Grove in 1986 the opportunity was taken to route the Transpennine Expresses this way and double track was restored.

Running through Disley Tunnel Pete was₃ delighted to find the Distant for the junction (about 3/8 mile from the west end) was "off", a rare occurrence for scheduled trains so even more unexpected for our special. We rattled over the junction and down the 1 in 49 of the new connection and into platform 2, the Down side, at Hazel Grove. A FNW class 323 EMU was sitting on the Up line awaiting its return to Manchester and we were somewhat surprised to be signalled into the Down Siding at the west end of the station rather than stop at the platform to change ends. We'd barely got in the clear than a Central Trains class 170 Turbostar came accelerating through the station bound for Liverpool. Once he'd cleared we were signalled out and set off back to New Mills, the 323 still standing in the station.

Pete expressed surprise at finding the Up Hope Valley Distant signal at New Mills South Jct showing green. "I bet he's sending us back to Chinley, I'll stop at the Home and call him". The layout at New Mills South

permits us to reverse there eastbound but not westbound. Sure enough the Home was green so Pete stopped and phoned. The New Mills South Bobby did indeed expect us to return to Chinley but agreed to allow us to reverse at the junction before completing or return to New Mills Central with about twenty minutes to spare before the departure of the 1600 service train to Manchester. Incredibly, the trainee signaller insisted we shunt from the down line to the siding off the up line and then return to the down platform for departure even though the up platform is signalled for down departures! This shunting took up about three quarters of our time remaining at New Mills Central! No doubt the trainee was doing it "by the book" and getting in practice but changing ends four times left Pete quite giddy. I gave up and remained in the leading cab ready for the return to Manchester.

This went well until we called at Brinnington station. As we stopped the engine in the lead car cut out! Odd, Pete pressed the start button and the unit roared back to life. The same thing happened at Reddish North and Ryder Brow. At Belle Vue it happened again and this time it wouldn't restart and Pete could not get any power which led us to suspect both engines had stopped. Pete radioed FNW's Control whilst I went back to check out the rear car where the engine was idling. I returned to the cab to hear FNW's Duty Unit Manager's reaction over the radio: "Oh shit!" Pete had another go and this time it restarted. The Unit Manager asked if we thought we could limp back and Pete said we'd try. It was agreed a fitter would meet us at Piccadilly.

We had no further problems and were amazed to get a clear run through Ardwick Junction and into Piccadilly in the teeth of the evening peak, arriving only a couple of minutes late. Pete said the tend to give you priority if you've got a problem rather than risk you "sitting down" in the middle of the station throat. As promised a fitter was awaiting us and attempted to find the fault. Fears that it was low on fuel after our little jaunt proved unfounded and the coolant level was normal which appeared to rule out overheating. The fitter said to leave it with him. A replacement set had been arranged to cover 142036's next duties, a round trip to Marple then one to Sheffield so he could take his time. Pete went off to his next job and I headed for platform 13 and an EMU back to Wilmslow to collect my car and start the long drive home.

YOUR CHANCE TO RIDE RARE MILEAGE

During a blockade which will close the main line at Longsight near Manchester for slightly over a week in August, you will have a rare opportunity to ride the section between Ashton Moss North Junction and Denton Junction as FNW will be running a shuttle service between Stockport and Manchester Victoria – both ways!

Check www.firstnorthwestern.co.uk for full dates and details.

MINIATURE RAILWAYS IN SOUTH DEVON

by Alan Costello

Whilst staying in Colyton in April 2002, my wife and I visited two Gardens in the area.

Bicton Park Botanical Gardens.

First established over 275 years ago, Bicton Park consists of a large area of gardens, greenhouses, a countryside museum (which includes tractors and a steam roller) and outdoor and indoor children's play areas. A good way to look round the site is to travel on the Bicton Woodland Railway. This is an 18" gauge railway consisting of 3 locos and 5 coaches. The day we went a 4wDM - Sir Walter Raleigh - built in 2000 was being used. There was no sign of the other two older locos (1 diesel and 1 steam built around 60 years ago). On leaving the station next to the entrance to the site, the line curves round to go along side a lake passing the museum. It then leaves the lake by taking a left hand side of a triangle to pass the children's outdoor play area. It then continues in a loop around a Pinetum before taking the base of the triangle mentioned earlier and then passes along the lakeside until it reaches the terminus at Hermitage Station. After running round the train the engine takes it back to the entrance station using the third side of the triangle to rejoin the outward line. The whole journey takes about 25 minutes for a trip of almost 2 miles. There was nothing exceptional about the railway, but it is useful to get from one

end of the site to the other. The gardens were well worth seeing with a good selection of plant, trees and even a palm house.

PECORAMA.

Situated on the outskirts of Beer this is a mixture of gardens, an open air theatre and a miniature railway. There are a number of small themed gardens but as it is the home of Peco - railways dominate. From the car park a steep path leads



4wDM Sir Walter Raleigh (built 2000) at the terminus of the Bicton Woodland Railway.

11 April 2002

down to the entrance of the site. First

thing you see is a replica station with a stabled Pullman Coach. The station was built by materials from various demolished stations including Bridport, Sidmouth, Seaton and Bodmin. The Pullman coach - Orion - was built in 1951 for the Golden Arrow is used in busy periods as a buffet.

At the entrance is a large indoor exhibition area devoted to model railways. You first come to a window that overlooks a garden railway. By inserting a 10p coin in any of three slots, you can operate one of the

trains by using a speed control. Further on there are a number of layouts of different gauges and set in different countries which work automatically. Then there is a shop selling all kinds of model railway accessories particularly those made by Peco.

After returning past the railway station, another steep path takes you to the entrance to the gardens. Immediately after the entrance is the station for the Beer Heights Light Railway - a 7 1/2" gauge line of about a mile in length. The line has 1 diesel and 5 steam locos built between 1971 and 1988 by various

Ex. Golden Arrow Pullman car 'Orion' at Pecorama

12 April 2002





*Left
Beer Victoria Station at the
entrance to Pecorama*

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loops, 3 passenger trains can be operated at one time. Each year there is a special loco week when an intensive service is run with the help of visiting locos. Also on one day at the end of the season Peco run all their locos, coaches and wagons simultaneously.

In the gardens there is an indoor lecture theatre where talks on gardening and railway modelling are given, an open air theatre used for entertaining children with clowns, magicians and puppeteers during the summer and a fitness trail.

It is well worth a visit but beware of steep paths especially from the car park.

firms. On the day we went, there was one loco in steam-No 4 Thomas II. Although the run was shorter than at Bicton and only took around 10 minutes, I enjoyed it more. As the site is on a hillside there are some steep climbs in places. After leaving the station the engine shed is passed after about 100 yards. The line then doubles back on itself and then turns left to go into a tunnel that takes it under the car park. After going round in a circle the line crosses itself and continues on to loop round a small lake before returning to go outside its original circular route then entering the tunnel and taking the left hand side of a triangle to return to the station. The loco is then uncoupled and moves forward onto a turntable. It then runs up the other side of the island platform before reversing back on the train for its next run. There are a number of places on the site where there are bridges over the railway and there is a viewing point opposite the Upsan Downs Motive Power Depot. All the remaining locos could be seen there including one that appeared to be being built.

In peak periods, using the double lines and passing



Above

No 4 Thomas II 0-4-2ST (built by R. Marsh in 1979) runs round its train at Much Natter station.

12 April 2002



Left

Upsan Downs depot with No 4 Thomas II, No 8 Gem 0-6-0T+T (built by Demslow/BHLR in 1998) also on right No 7 Mr. P 2-4-2 (built by the railway.

12 April 2002

SUMMER DAYS IN 1978 AND 1988

Compiled by Tim Edmonds

25 Years Ago

On 7 June Councillor Eric Reid, Mayor of the City of Derby, unveiled a name plaque incorporating the coat of arms of the city on APT-P power car Sc49003. It carried the inscription "This power car is named in recognition of the research, design and production carried out at British Rail establishments in Derby".

A 'golden spike' was driven into the track at Tan-y-Grisiau station on 24 June to symbolise completion of the 2½ miles of new railway forming the deviation between Dduallt and Tan-y-Grisiau on the Festiniog Railway.

For the second summer running the Derwent Valley Railway operated a return steam passenger service over the five miles between York Layerthorpe and Dunnington for six days a week, Sunday to Friday. Trains were hauled by BR-built class J72 0-6-0T



Above

69023 "Joem" at the head of the Derwent Valley Railway's passenger train at York Layerthorpe station, 30 July 1978.



69023 "Joem". On the main line BR sponsored steam-hauled tours for the first time since 1968, using two routes. On Tuesdays from 27 June to 29 August the "Cumbrian Coast Express" worked from Blackpool to Sellafield and return, with steam being used between Carnforth and Sellafield. On Sundays from 25 June to 3 September a York - Leeds - Harrogate - York service operated using steam throughout.

The locomotive engineer André Chapelon died on 29 June at the age of 85. He became Chief Engineer of the Paris - Orléans Railway in 1936, and on the formation of the SNCF in 1938 he was appointed Principal Engineer, later Chief Engineer, of its Steam Locomotive Department. Since retirement in 1953 he had held the position of Honorary Chief Engineer of SNCF and also acted as a consultant on many

Above

4472 "Flying Scotsman" starts its return from Sellafield to Carnforth light engine after bringing in the "Cumbrian Coast Express"; the train was worked back by 4498 "Sir Nigel Gresley", 18 July 1978.

overseas steam locomotive projects, notably in Argentina and Brazil.

During July the 23-arch viaduct at Brackley, on the former Great Central Railway's London extension, was demolished by explosives. This act of vandalism was apparently a condition of the sale of 12 miles of the trackbed to a consortium of local businessmen.

Right

The remains of Brackley viaduct, Great Central Railway, shortly after its demolition by explosives, 13 July 1978.



15 Years Ago



Above

Southbound "Flying Scotsman" HST crossing the Royal Border Bridge at Berwick-upon-Tweed, where erection of the masts for overhead electrification had been completed the previous week, 22 June 1988.

With the imminent completion of electrification to Leeds, engineering work on the East Coast Main Line was proceeding in various locations north of Doncaster. Over the summer overhead masts were installed on much of the route between Newcastle and Edinburgh, including across the Royal Border Bridge at Berwick-upon-Tweed during June.



Above

The 10.25 Berwick-upon-Tweed - Newcastle service, formed of a class 143 DMU, approaching Chabhill under the not-yet-energised overhead wires, 29 June 1988.

To celebrate the 50th anniversary of the record run by A4 class 4498 "Mallard" on Sunday 3 July 1938 the loco embarked on a series of main line railtours, as did sister loco 4498 "Sir Nigel Gresley". Additionally 60019 "Bittern" was cosmetically restored in silver-grey livery as LNER 2509 "Silver Link", one of the class that was used to haul the "Silver Jubilee" train in 1935.

To mark an extensive refurbishment programme being carried out on the Euston - Watford Junction d.c. electric suburban line, it was given the brand name "Harlequin Line" at a Gala Day held at Wembley Central on 18 June. Meanwhile 25KV a.c. overhead electrification of the connecting branch from Watford Junction to St Albans Abbey was completed, and electric trains replaced DMUs over the branch with a revised timetable from 11 July.

The last train from Rowntree Halt, York, ran on 8 July.

The service normally was used only by employees of Rowntree Macintosh travelling between York and the company's factory.

The Wycombe area provided plenty of railtour interest during the summer. The "Shakespeare Express" service from Marylebone to Stratford-upon-Avon brought a monthly steam excursion, while there was a rash of DMU railtours taking in

Right

7029 "Clun Castle" leaves High Wycombe after its booked stop with the outbound "Shakespeare Express" from Marylebone to Stratford-upon-Avon, 14 August 1988.



the freight-only branch to Chinnor. Hertfordshire Railtours ran the "Chinnor Tonic" out of Marylebone on three occasions from June to September, and this train also took in the Thame branch. The RCTS operated their "Chinnor Railtour" from Paddington on 11 June and this also traversed the Brentford branch.

Pictures taken by Tim Edmonds

The RCTS "Chinnor Railtour" heads down the Brentford branch past the abandoned Southball shed, 11 June 1988.



Left:

On the Fawley Hill Railway, 0-6-OST No 31 approaches the level crossing just before the main station at the top of the climb from the valley.

11 August 2002