

THE MARLOW DONKEY



Edition

107

June 2004



Contents:

Awakenings in Wensleydale

We Were Not Amused

Travel Canada Rails

The Marlow Donkey

The Magazine of the Marlow and District Railway Society

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FRONT COVER PHOTOGRAPH.

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

Top: 4F 43958 at Bromsgrove May 1959.

Bottom: WD 2-8-0 90050 looking well worn near Hatfield in the late 50s.

Latest Copy Date for next issue of The Marlow Donkey 1st August 2004

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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.

2004

Thursday 15 July	UK Charters	Adrian Palmer
Thursday 19 August	Ruislip Lido Railway	Trip by Car
Thursday 16 September	CUBA	Tim Speechley & Peter Robins
Thursday 21 October	THE UNION LIMITED MALUTI	Edward Stansfield
Thursday 18 November	AMERICAN RAILWAYS	Tom Watson
Thursday 16 December	CHRISTMAS SOCIAL	

TRIPS 2004

Sunday 11 July	Dean Forest Railway	Coach
Thursday 19 August	Ruislip Lido Railway	By Car

Please: NO TALKING DURING PRESENTATIONS

Please note: The above programme is subject to change

Additional Answers to GWR Word Search

Your editor managed to omit four of the answers to the GWR Word Search given in the last Donkey, they are as follows:

SOLUTION	Name	Suffix	Down	Across	Direction	Number
	Caradoc	Grange	9	15	S	6873
	Hown	Hall	9	9	S	7910
	Odney	Manor	10	6	S	7828
	Tenby	Castle	10	11	N	7026

PROUD ACHIEVEMENT

During his two and a bit year stint as Operations Director at First North Western, Mark Hopwood (MDRS Member) definitely made an impression. The improved practices he introduced has led to FNW's drivers being ranked among the safest and best trained in the industry. Figures gathered by the HMRI and SRA show that FNW had the lowest number of SPAD incidents during 2003 of any of the UK train operators, passenger or freight. Quite an achievement as FNW is one of the largest companies. When Mark joined, they were "just about average". Not content with this even though Mark has moved on, FNW are determined to hang on to this position in 2004 and beyond. To quote Assistant Operations Standards Manager Danny Healy: "The challenge is not just to retain first place but to increase the margin over our nearest rival".

Congratulations to Mark in raising standards within the rail industry.

EDITOR'S NOTES

£.s.d spent on the railways - the turning point?

BR was in serious financial problems by the early 1950s.

A few facts:

	Net Operating Surplus	Cumulative Cash Flow
1948	£25.7million	£3.7million
1949	£11.9million	- £8.3million
1950	£25.8million	- £6.5million
1951	£34.2million	+ £0.6million
1952	£38.8million	+ £19.7million
1953	£33.5million	+ £21.6million
1954	£15.8million	- £4.5million
1955	£1.7million	- £54.9million
1956	- £14.9million	- £137.0million

After that it became excruciatingly worse.

So it can be clearly seen that 1955 was the turning point. BR in the 1950s was structured and staffed to run a railway in the 1930s mode, and not to run a railway in a post war business mode.

From the Southern E Group at www.semg.org.uk

THE LAST TRAIN AT ASTON ROWANT

In the December 2003 edition of The Donkey we asked for more details to go with Ken Lawrie's pictures of the last train at Aston Rowant, here we have the answer from Tim Edmonds.

John,

I asked the editor of "The Watlington Flyer" if he knew, and he published a request for information in the Winter edition. I have just received the Spring edition and there is an answer from Don Kaufman (Chairman of the CPRRA). Apparently 1473 hauled an RCTS charter to Watlington in April 1961.

"This was the absolute last passenger working through to Watlington, the track being lifted beyond Chinnor within the year. Though class 14XX 0-4-0Ts were not regular performers on the branch, due to their inability to handle the goods workings, they did make appearances and 1473 was one so seen. It was for this reason that when we (CPRRA) had 1466 on the branch we did a photo charter where it was run in the guise of 1473."

So there you are - the train ran several months after the official closure date, so it really was the last working to Watlington apart from the demolition train.

Tim Edmonds

Fastest climb of Wellington bank!

I have found the details of an S.R. pacific's fast climb of Wellington Bank, details from Dec 1966 copy of the Railway Observer.

The train was the seventh from last steam train to Exeter, the date was 15th Oct 1966 the train left Waterloo at 0910 10 minutes after the diesel service.

The loco ex Waterloo was 35023 'Holland-Afrika Line' which took the train to Westbury via Salisbury where 35026 'Lampport and Holt Line' took over the 275 ton 8 car train.

Taunton was passed at 71mph and the 10.85 miles to Whiteball took 10 minutes and 10 seconds with a minimum of 56 mph this was the fastest recorded ascent.

The train stopped at St.David's for 12 minutes and arrived at Central at 12.55, sixteen minutes before the 09.00 diesel was due! There was then an 83 mins 5 seconds non stop run to Salisbury.

I await comments from the mainly GWR membership of the MDRS!

From the Southern E Group at www.semg.org.uk



AWAKENINGS IN WENSLEYDALE

by Tim Edmonds

Circumstances in 2003 meant changes to the Edmonds family's summer holiday plans, the result being a hastily-arranged week at Catterick, North Yorkshire, in early August. This was close to the A1 a few miles north of Leeming Bar from where, a few weeks before, the Wensleydale Railway had begun operations. A ride on the line was high on my list of holiday priorities and this was achieved, together with the opportunity to see parts of the line (both operational and disused) when out on other sightseeing trips. These are my impressions of a railway with a difference.

The Wensleydale Railway is a locally-initiated company which, after many years of preparation and lobbying, obtained a 99 year lease for operating rights over 22 miles of single-track railway that had been used by nothing but occasional Ministry of Defence tank trains since 1992. Passenger services began on 4 July 2003 over about 12 miles from Leeming Bar to Leyburn, using a 3-car class 107 DMU. The train service in operation during the summer consisted of four return workings from Leeming Bar, every two hours from 10.30, with the return trains leaving Leyburn every other hour from 11.30.

We decided to do a round trip from Leeming Bar on Tuesday 5 August, and the first surprise was arriving shortly after 10.00 to find that already the car park was nearly full. A sparkling clean DMU was ready at the platform, while a live steam loco was simmering outside the goods shed on a short 10¼" gauge railway. The main station building had been refurbished and

contained the railway's administrative offices as well as a bright and welcoming booking office and a souvenir shop. Refreshments were available from a stationary buffet car alongside the platform, from where you could look at the items of stock in the yard, including shunter 08 750 and a class 419 MLV. The whole impression was one of a confident, smart and businesslike railway – not bad for an operation only a month old!

With good views from the DMU and friendly chat from the staff, all the passengers seemed to enjoy their ride in spite of (or perhaps because of) a slow rate of progress. The lack of speed was partly because of a 25mph line restriction, partly because there are several level crossings to traverse. The first of these, over the A684 at Aiskew, is controlled by automatic barriers, but the rest are all manual and on our journey all were operated by the guard. The crossing at Bedale is also over the A684 and here a tall NER signal box still stands. When I returned for some lineside photographs on the Friday the crossing was manned by a volunteer, who kindly allowed me look around and to take photographs from the signal box.

None of the intermediate stations has yet been reopened but buildings and platforms survive at several, notably Bedale. This is well-located close to the centre of this bustling little town and will doubtless generate useful traffic, but the remaining stations serve small villages with less traffic potential. The best located is the station in the middle of the village of Newton-le-Willows which was optimistically named Jervaulx after the ruined abbey over four miles to the south!

At Leyburn the station has been refurbished and good facilities have been provided; in particular there is a well-stocked railway bookshop and a bistro-style refreshment room. After our arrival there we did not return immediately but took the opportunity to walk into the town. It was noticeable that the station was becoming a centre of activity, just as it



Leyburn station bustling with passengers after the arrival of the 10.30 from Leeming Bar, 5 August 2003.

must have been in its heyday, and local shopkeepers have benefited from the increased business that the railway has brought in. After returning to Leeming Bar on the well-filled 13.30 we found the car park overflowing – this is a railway that is making its mark.

There are opportunities for extending operations at both ends of the line, and the railway has plans to do just this. To the east there is the attraction of a main-line connection at Northallerton via existing track, but this depends on providing a separate platform. I have no doubt that this will happen, and probably sooner rather than later. Already the WR runs a road connection to Northallerton once a week for the market there, so it clearly understands both transport integration and the needs of the local community. To the west the track exists through Wensley to Redmire, but the real traffic potential depends on reinstating the line a couple of miles further to serve the major tourist attractions of Castle Bolton and Aysgarth Falls. I was able to visit Aysgarth station, just five minutes walk from the falls, and it is remarkably complete

with main building, platforms and signal box. Already sleepers were being collected here ready for relaying the track – a sign of a railway that believes in itself.

Aysgarth to Hawes is more of a problem because reinstating the line will involve major engineering works, including rebuilding a bridge over the river Ure, so first the WR is planning to reopen the former Midland branch from Garsdale to Hawes. We visited Hawes and it was bursting with tourists, another source of real traffic. The station building houses part of the Dales Countryside Museum, but to emphasise the railway's future presence some track has been laid through the platforms. On display and facing Garsdale is a 0-6-0T (RSHN 7845/1955) dressed-up in BR livery as '67345' at the head of three Mark 1 coaches. With the Wensleydale Railway having made such a positive impact in its first season, there is every chance that in the future it will be possible to join a real train here. It seems to be only a question of how soon.



Above:

It is nearly half a century since regular passenger trains called at Aysgarth station, but it is remarkably intact and looks ready for the track to be relaid, 6 August 2003.



Left:

Aysgarth signal box, 6 August 2003.

CAN YOU HELP TRAP?

Seeking volunteers for TRAP2

The following message is from Grahame Boyes, TRAP Chairman

TRAP-2 GOES LIVE AND NEEDS MORE VOLUNTEERS

The Tracking Railway Archives Project is launching its own website at the beginning of April at www.trap.org.uk, which will, in due course, start to carry the results of the second TRAP project, TRAP-2.

The purpose of this project is to identify lesser-known collections of railway-related records in museums, libraries and other institutions - those whose catalogues are not yet in the on-line A2A (Access-to-Archives) catalogue - and to create a database carrying a brief description of each collection. The volunteers who offered some time ago to carry out a search within their own county are now starting work, but more volunteers are needed, so that we have at least one person, and preferably a small team, in each county. If you would like to join in the excitement of finding collections that have hitherto lain untouched by railway historians, contact TRAP at wrrctrap@wrrc.org.uk

or

at 'Dystlegh', Rod Lane, Ilton, Ilminster, Somerset TA19 9ET.

If your society owns collections of research material and is willing to make them available to non-member researchers, please consider providing details for inclusion in the TRAP-2 database. This includes collections of drawings, photographs, railway official publications, manufacturers' publicity material, etc., but not libraries of books and magazines. If you are able to participate, contact TRAP (as above) for a copy of the instructions on the format for submitting details.

Grahame Boyes

The Railway Correspondance and Travel society is an active supporter, financially and personally, of the Tracking Railway Archives Project.



Pointing confidently towards Garsdale, 0-6-0T '67345' (RSHN7485/1955) sits on display at Hawes station, a future target for Wensleydale operations, 3 August 2003.



7801 'Anthony Manor' under repair at Swindon works.

Ken Lawrie

'WE' WERE NOT AMUSED - But I was pleased

by Mike Hyde

Whilst in Aberdeen during the summer of 2001 I took a day coach ride along Royal Deeside, the tourist name given to the beautiful valley of the River Dee wherein are Braemar, Balmoral Castle and Crathes Church, all of Victorian fame. A lunchstop in Ballater enabled me to visit the tourist office and museum, located in the former 'Royal' station of the 'Deeside Railway' (later GNSR and subsequently LNER). The line, a 43 mile branch from Aberdeen with 26 stations, opened to Banchory in 1853 and reached the line terminus at Ballater on 17 October 1866. A scheme by the 'Aboyne and Braemar Railway' to extend to Braemar was abandoned, it was (quietly) said, on the wishes of Queen Victoria who, whilst happy to travel to Ballater by train, did not want to see or hear the steaming beasts near her beloved castle at Balmoral (an early, if Royal, NIMBY?). She bought the intervening land instead!

After 100 years, the last passenger service on the line ran on 28 February 1966 after a 2-year local battle. Class B1 No.61180 with 4 goods brake vans was the final Deeside train on 30 December 1966. Had the line survived a little longer, modern signalling and economical diesels might have saved it. Or preservation might have stepped in, but it was not to be. However, currently there is a plan to open a very short stretch of the line (37 metres!) between Milton of Crathes and Banchory and there to site a former resident, 'Sputnik', a 60ft long Battery-Electric operated Railcar. Quite unique, the 2 car standard DMU had electric motors driven by batteries under the floor in lieu

of diesel motors.

At both ends of the route, the batteries were recharged. The railcar which operated between 1958 (prior to which motive power was steam) and 1962, was an experiment between BR, NSHEB and Siemens and ran for 4 years. Taken out of service it was then used at BR's Derby works, including apparently, on development of the HST. It was later reported in the press as being sold to a museum in Bradford which went into liquidation and from where it was recently purchased by the RDR Preservation Society. However other reports say it went to the ELR at Bury before journeying to Deeside. For more information visit the RDRPS website at www.deeside-railway.co.uk. Normal DMUs took over the passenger trains with Class 20 and 21 handling most of the freight.

All the track was lifted years ago, of course, but the trackbed can be seen in many places, part being a walkway. Some buildings remain now in other usage and old structures can be found in the undergrowth. Whilst in the Ballater visitor centre I met a gentleman from Yorkshire whose grandfather, Hugh Dean, was the Deeside Railway's Locomotive Foreman 1856-1879! When the Deeside amalgamated with the GNSR he was paid off after 23 years service with just 2 months salary! The area has much to commend a visit whether railfan or not. GNS Railway Society has a very informative A5 booklet - 'Royal Deeside's Railway' for under a £5.00. David and Charles also published 'The Deeside Line' by AD Farr (1968).

Mike Hyde. 2001



The 'Pembroke Coast Express' on the up-main at White Waltham in the 1950s.

Ken Laurie

Travel CANADA Rails

by Mike Hyde

First a day or so in Toronto is called for. Whether or not you go to Niagara Falls for the day is a personal choice but can be worth it. If you do go, take the 'Maid of the Mist' boat trip under the falls. Take a ride up one of the towers and ride the short funicular railway by the falls. Watch out for the ubiquitous Routemasters! A tour around Toronto is also very worthwhile, part bus or tram, part on foot. If it is wet or cold go underground for miles of shopping or eateries. Then there is a ferry ride to the Island or a stroll down the waterfront. What about going up the CN Tower then looking down on the former railroad roundhouse or a take a tour of the fantastic sports stadium? Finally do not miss the Union Station building or the Royal York hotel opposite.

Via Rail's 'The Canadian' is a wonderful adventure across the North American continent. The journey emphasises the distance and wide variety of scenery in Canada. Why fly at 30,000 feet or motor at ground level when this comfortable day and night train will show you the sights of the former Dominion. The coach seats are comfortable enough though some find it hard to rest overnight in a fully occupied carriage. Alternatively you can take a sleeper berth but First Class is much better and to be recommended for this 3 night voyage. Food is excellent and the train staff cheerful and friendly. The double bedrooms are to be preferred to the twin berth sleepers and with a good ride, a relaxing sleep is possible. One hour or so at Winnipeg is worth a walk to the Forks, now a visitors' area but formerly the sidings and workshops of the CNR until the higher line and station were constructed. Unfortunately, Edmonton station is now located a few miles out of the city centre and there is nothing to do but visit the parkway-style building for coffee or postcards, or watch the planes land and take off at the municipal airport. However, a break in Jasper is most welcome if only to see the amazing Rockies. Take the Icefield Parkway for a 2 night detour to Banff. Well worth the venture as the 3-4 hour easy journey can be punctuated with scenery and wildlife. There is much to do in Banff from walking some of the nature trails to ascending Sulphur Mountain by gondola. A visit to the railroad station might get you a glimpse of the Rocky Mountaineer operation, besides it has a good restaurant. The RM uses the former Canadian Pacific route to Vancouver so I usually try to catch a train at Moran's Curve, still used for publicity shots. This year I detoured to Kicking Horse Pass to photograph the spirals but unfortunately minus trains. Returning to

'The Canadian' at Jasper is like rejoining an old friend and the overnight ride to Vancouver is taken in one's stride.

The railway terminus is now sited a mile or so out of the city centre and can get rather crowded when trains come in. A wait for luggage gives you time to look around the building. Unless you arrive during a summer weekend it is unlikely that you will have chance to see the Downtown Historic Railway just across the road junction and operated by volunteers from the Transit Museum Society now in their 6th year. Two former BCER Interurban Cars, Nos 1207 (built 1905) and 1231 (built 1913) now run along the south side of False Creek between Science World and Granville Island. 1231 carried the last passengers to travel on BCER's rail service in Feb 1958. There is talk of extending the line to Chinatown but whether the old fashioned trams will run or new style street cars is not known. A stop en route at the 'barn' is worth a few moments and the conductor is usually obliging to wait. Vancouver is a city of many transport systems. From buses, trolleybuses, ferries and float planes, to Skytrain, their unmanned mainly overhead speedy transit rail system. You can take it from the former railway station by the Harbourfront to Main Street if you want either the current railway terminus or the Science World with, of course, the interurban at weekends. It is inexpensive, fast and thrilling. A new line called the Millennium Line takes a circular route and is interesting for the variety of station architecture at each stop. Otherwise the main Skytrain line runs out into the suburbs with little of interest. With the demise of BC Rail as a passenger line, a large hole is left in Vancouver's itinerary for tourists and railfans. Formerly a run to Squamish would have meant a full day trip returning by rail or sea. A visit to the excellent museum there would have given you a chance to see the Royal Hudson which until recently headed the day trip and the evening dining car service. Even the 'Caribou Prospector' Budd Railcar service has gone. All very sad and extremely disappointing not only to visitors but to residents and those dependant on it. Rumour has it that the Rocky Mountaineer company have their eye on it and whilst they may reintroduce a luxury train service to somewhere, they are hardly likely to put back the scheduled services to Whistler or Prince George or the everyday tourist trains. But there is a lot to do and see in this magnificent city by the Pacific Ocean. Perhaps a harbour flight, a mountain cable car ride, or a week's 'Inside Passage' cruise to Alaska?

SCIENCE MUSEUM - WROUGHTON

Programme of Events 2004

Summer Holiday Opening

Please note the Agriculture collection will be open in place of the Aviation Collection on the 12, 13 19 & 20 August

Mondays: Miscellaneous collections, engineering, cars, carriages, Fleet Street printing press (L1 & L2 stores)

Tuesdays & Wednesdays: Agriculture & land transport (L4 store)

Thursdays & Fridays: Air & Land Transport (D3 & D4 stores)

Heritage Open Days & Thamesdown Centenary

Entire site open.

Friday, September 10 to Monday, September 13 2004

FREE

Woodcycle Weekend

Wood, paper and packaging; recycling and newspapers; printing and the history of the printing press. Plus the amazing Wood press son et lumiere.

L1 and L2 store open - Saturday 16 October and Sunday 17 October, 10.00 to 16.00

Adults £4, Concessions £3

Diversity Weekend - Art and the Machine

Science and technology interpreted from different artistic perspectives.

D4 and D3 stores open, Saturday 13 & Sunday 14 November, 10.00 - 17.00.

Adults £4, Concessions £3

First Wednesday Open Evenings

Sections of the collections will be open and guest speakers will be talking on related objects or topics.

1st Wednesday of each Month - 6.30pm to 9.00pm.
To book your free place please call 01793 846214

Creative Planet. Our vision for developing access to our collections and the site for the future - update by Beck Dawson of the Science Museum Wroughton. Location D4 Hangar. 7 July 2004

County Museum Services. What do they do? - Louisa Burden of Wiltshire Museum Services. Location D4 Hangar. 4 August 2004

As seen on TV. Bill Brooks and the British Buzzards Team entered a British designed aircraft for Junkyard Wars (Scrapheap Challenge) against the French and Americans. Location D4 Hangar. 1 September 2004.

Agricultural Tour. The impact of the industrial revolution and how the land was worked. Location L4 Hangar. 6 October 2004

Free Guided Tours 2004

To arrange for individuals or groups to join a tour, please contact Keith Brown (not MDRS member) or Simon Gould on 01793 846214 or click on the icon to download a booking form.

Send your booking form to - Science Museum Wroughton, Hackpen Lane, Swindon SN4 9NS or fax to 01793 815413.

Tours include - Agricultural Machinery, History of the Cycle, Road Transport, Air Transport and Shrinking the Planet

All tours start at 10.30 and finish at 12.30

If you would like to receive regular information and updates about activities at the Science Museum Wroughton, please call 01793 846200 and ask to go on the mailing list, or email wroughton.enquiries@nmsi.ac.uk with your name and address.

Access via Red Barn Gate on the A4361 Devizes Road.



Two more of Ken Lawrie's pictures: Above is 6966 Witchingham Hall. Built unnamed May 1944. First shed allocation Salisbury. Named May 1946. August 1950 shed allocation Westbury. March 1959 shed allocation Old Oak Common. Last shed allocation Oxford. Withdrawn September 1964. Scrapped at Bird's, Newport.

Below is 6817 Gwenddwr Grange Built: December 1936, Scrapped: April 1965 Bird's, Newport, pictured here at Swindon.



SUMMER DAYS, 1979 AND 1989

Compiled by Tim Edmonds - Photography by Tim Edmonds

25 Years Ago

On 7 June Bill Hoole, famous as a top link driver at Kings Cross shed, died at the age of 84. In retirement he had remained active as a driver on the Festiniog Railway, and he was buried close to the line at Minffordd Cemetery.

In order to save fuel because of cuts of 7% in oil supplies, some reductions were made in the frequency of diesel-operated train services over many parts of BR from 11 June. No services were withdrawn entirely, and efforts were made to maintain commuter and business trains.

Work was proceeding on various aspects of infrastructure improvement in connection with the Midland electrification. Resignalling was in progress between St Pancras and Irchester, and some bridges were being raised to accommodate the overhead lines and catenary. Meanwhile CIE obtained authorisation to start work on the electrification at 1500V DC of the Dublin suburban system between Howth and Bray.



With work in progress to raise the bridge carrying the North London line clear of the impending overhead power lines, 47 502 approaches West Hampstead Midland, 18 August 1979.

BR Eastern Region held an Open Day at Stratford Traction Maintenance Depot on 14 July. At that time the depot employed a staff of 1350 and had an allocation of 138 diesel locomotives of classes 03 (6), 08 (39), 31 (30), 37 (24) and 47 (39), as well as 37 DMU vehicles.



Inside the Traction Repair Shed, 37 160 is lifted off its bogies by the overhead crane at the Stratford Open Day, 14 July 1979.

The replica of Stephenson's 'Rocket' constructed for the National Railway Museum as part of the 'Rocket 150' celebrations for 1980 was demonstrated in public for the first time between 25 August and 2 September on a length of track by the Albert Memorial in Hyde Park.



The newly-built 'Rocket' replica is put through its paces on the demonstration track in Hyde Park, 28 August 1979.

Left: On view at the Stratford Open Day was ADB968000, formerly class 15 D8243, 14 July 1979.

15 Years Ago

On the weekends of 1/2 and 8/9 July steam returned to the London Underground to celebrate the centenary of the Metropolitan Line's Chesham branch. Trains were worked between Chesham and Watford by Quanton Road based Metropolitan 0-4-4T number 1 or GWR 0-6-0PT 9466, with electric loco 'Sara Siddons' at the other end.

The problem of persistent vandalism on the section of platform under canopy at the unstaffed Sudbury station, Suffolk, was tackled by blanking off the old station, bringing forward the buffer stops and extending the platform. Two 'bus stop' shelters were provided on the extension. The attractive station building and canopy were then threatened with demolition unless alternative uses could be found for them.

David Garnock, Earl of Lindsay, owner of the preserved LNER K4 2-6-0 3442 'The Great Marquess' died on 31 July at the age of 63. He had lived just



The 10.50 to St Botolph's awaiting departure from the new platform extension at Sudbury. The station building has been abandoned and replaced by 'bus shelters'. 29 August 1989.

along for nearly a mile until it hit a set of points on the approach to West Ealing station. The loco fell on its side onto the platform, but fortunately the mark II coaches remained upright and did not foul the path of an HST which passed the wrecked train on an adjacent track seconds after the accident. Seven people, including the driver, were treated for shock and minor injuries.



Left: Clearing-up operations in progress at West Ealing on the evening after the derailment of the 21.15 Oxford-Paddington. 47 334 has just arrived off the Greenford loop. 7 August 1989.

Below: 47 598 passing West Ealing with the 17.48 Paddington - Oxford. The up fast line damaged by the derailment three days earlier has been restored and the crossovers to both the down lines removed. 9 August 1989.

Tim Edmonds

long enough to see his locomotive make a triumphant return to the West Highland line in mid-July. Among other railway personalities who also died during the summer were photographer Ivo Peters on 7 June (aged 72) and Derek Barrie OBE, LMS/BR railwayman and author, on 24 June (aged 82).

On Sunday 6 August the 21.15 'Network Express' from Oxford to Paddington was derailed at West Ealing by obstructions placed on the track. 50 025 'Invincible' struck an object on the track and pushed it





*Jubilee 45557 New Brunswick (Built 1934 by NBL) based at Kentish Town climbs Lickey
May 1959- Ken Lawrie*