

THE MARLOW DONKEY



Edition

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September 2006



Contents:

Baie de Somme - Fête de Vapeur

Mid-Summer at the Lido

Steam in the South of Ireland

The Marlow Donkey

The Magazine of the Marlow & District Railway Society

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CONTENTS

TIMETABLE - Forthcoming meetings	Page 2
CHAIRMAN'S NOTES Tim Speechley	2
SOCIETY & LOCAL NEWS	3
BAIE de SOMME Fête de Vapeur 2006 Tim Speechley	4
MID-SUMMER AT THE LIDO David Collins	7
A DAY AT THE BLUBELL Malcolm Stottor	9
A CAMBRIAN TRIBUTE Mike Walker	10
25 AND 15 YEARS AGO Tim Edmonds	11
STEAM IN THE SOUTH OF IRELAND Keith Brown	13

FRONT COVER PHOTOGRAPHS

Top: Former GS&WR J15 Class 0-6-0 186 makes a smokey departure from a servicing stop at Millstreet, Ireland

Photo: Mike Hyde. (article page 13)

Bottom left: Irish Rail Inter-City livery 219 in Inchicore Works. Photo: Brian Hopkinson (article page 13)

Bottom right: Replica L&B Monorail locomotive at Listowel, Ireland. Photo: Mike Hyde. (article page 13)

TIMETABLE

FORTHCOMING MEETINGS

All meetings are held in the Garden Room, Liston Hall, Liston Road, Marlow, at 7.45 for 8.00pm.

- Thursday 19 October **BRITISH TRANSPORT POLICE** Chief Inspector Willie Baker
The work of the Transport Police explained. To many of us their role seems to be to prevent us taking photographs and creating inordinate delays to the clearing up operations after an accident but there's much more to it than that as we shall hear, and you have the chance to ask those probing questions!
- Thursday 16 November **THE LANCASHIRE & YORKSHIRE RAILWAY** Noel Coates
Noel is one of the leading authorities on this well respected railway that once dominated the two counties of its name.
- TUESDAY 12 December** **CHRISTMAS SOCIAL**
Please note the non-standard day and date. The party will be held in the main hall at Liston Hall to overcome last year's overcrowding.
- Thursday 18 January **STEAM ON THE BURMA RAILWAY - From the Kwai to Mandalay** Nick Lera
Nick returns with more of his superb images. The WW2 background gives the subject more resonance and anchors the exotic other-worldly scenes to something members can appreciate even if foreign steam is not your main interest. All the locos featured in Burma are of classic British design.
- Thursday 15 February **AGM and THE MARLOW DONKEY & WYCOMBE RAILWAY** Mike Walker
Following the Annual Geneneral Meeting, Mike will give an talk presentation on our local lines.
- Thursday 15 March **DEVELOPMENTS AT CHILTERN RAILWAYS** Graham Cross

Please note: The above programme is correct at press time but subject to change due to unforeseen circumstances. Please check the Society's website www.mdrs.org.uk for the latest details.

CHAIRMAN'S NOTES

By the time you get this the summer will be virtually over. Did you make the most of it? Back at the end of June we had our invitation to join the Ruislip Lido Railway's own staff for their special operating evening and I must say that those of you who didn't go missed a real treat. As "outsiders" we were made very welcome indeed and I found everybody I spoke to most friendly and helpful. It was also very pleasing to see so many young people taking an active part in the running of the railway and enjoying themselves doing it.

Unfortunately our proposed coach trip to the Bluebell had to be cancelled through lack of support and I suspect that this type of trip may well disappear from future programmes, though the committee will try to investigate why we failed to attract sufficient patronage again. A small group of members did go there on the allotted day and had quite an entertaining time, though watching our intended train depart from Kingscote without us was a tad embarrassing!

On a personal note I have tried to visit a number of relatively local attractions during the summer months because it seems that the closer it is the less frequently you visit. So I have made trips to the Buckinghamshire Railway Centre at Quainton Road (my first for about 15 years), where Beattie Well Tank 30587 and the replica "Rocket" were both in steam and also to Didcot (the first time in about 10 years) where 3822, the GWR railcar and the replica broad gauge loco "Fire Fly" were all working. This latter was the real attraction and what a fine recreation it is. But boy was it hot that day!

Other "steamy" trips have not involved rails. The two local traction engine rallies, at Prestwood and Shabbington (near Thame) were as good as ever, though personally I think the latter is the better, with more overall exhibits. Prestwood, at the beginning of July, fell in the middle of the heatwave and it really was too hot for me as a visitor in shorts - those poor enginemen on the footplate in overalls must have roasted. I also took advantage of an open day at Kempton Park Pumping Station, where one of the two huge 1000hp triple expansion engines was at work. It really is a monster, over 60 feet high, and seeing all that reciprocating metalwork is quite mesmerising. I lived within about a mile of there for a few years before moving to Wycombe but the steam pumps came out of service in 1980 before I had a chance to see them. The same day Kew Bridge museum was operating several of its beam engines including a Watt engine pre-dating the Rocket by nearly ten years. If you get the opportunity do visit these places.

Finally, of course, we have had a most successful Sunday afternoon at Ted Martin's railway in Thame. Ted always pulls out the stops for his visitors and we were enthralled by double-headed "Kings" and a "County" plus "Castle" combination on this occasion. I'm sure everyone who attended will want to thank Ted for his superb hospitality.

Now I look forward to seeing you all at our future meetings. If you have any requests or suggestions please just grab me, or one of the other committee members and we will be happy to discuss any ideas you may have.

Tim Speechley

Page 2

SOCIETY AND LOCAL NEWS

PREVIOUS MEETINGS

In June Tom Watson followed up his coverage of Union Pacific steam power with a detailed look at the company's huge gas-turbine-electric and later diesel-electric locomotives.

Another returning speaker was Ivan Ball who in July brought us up to date on the progress being made in the reconstruction of the Welsh Highland Railway. The final push is now well underway to reach Porthmadog with the target of Easter 2008 now clearly achievable.

TRIPS AND VISITS

Thanks to a kind offer by David Collins, the Society had a well supported and enjoyable mid-summer evening visit to the Ruislip Lido Railway on June 24th. David provides a full report in this issue.

More than two dozen members and guests also enjoyed an afternoon as guests of Ted Martin at his remarkable garden railway in Thame on July 30th. Once again our thanks go to Ted for his hospitality.



Locos on shed at Ted Martin's railway on 30th July.

photo: Mike Walker

Unfortunately, the response to the proposed coach trip to the Bluebell Railway in July was so poor as to make the trip unviable and it regretfully had to be cancelled. Arranging it for the same day as the World Cup Final was, with retrospect, not the best decision! Nevertheless, seven of us went down by car and, once the early morning drizzle had cleared, had a thoroughly enjoyable day out. Malcolm Stottor takes up the story in this issue.

MARLOW STATION ON THE MOVE

Relax, not the real one! As you all know, the Society's model of the old Marlow station has been on display in Richard Hunt's shop in Spittal Street for the last couple of years. Richard has now consolidated his two shops into new single premises in Station Road and has kindly agreed to continue to display the model pending the proposed establishment of a town museum. The move took place at the beginning of September. Our thanks to Richard for his continuing generosity.

CHRISTMAS SOCIAL

Just a reminder that this year's Christmas social is not on the regular third Thursday but will take place on **TUESDAY** 12th December. This is to allow us to use the larger hall and avoid the uncomfortable overcrowding of last year. Please make your reservations as soon as possible with Mike Hyde.

BOURNE END REFURBISHMENT

Contractors have been working on refurbishing the canopy and station house at Bourne End this summer. Whilst the work has been going on, the presence of scaffolding on the platform has forced passengers changing trains during the peak hours to make a quick sprint via the road!



Bourne End Station surrounded by scaffolding on 30th July.

photo: Mike Walker

FIRST RETHINKS

In the June issue we showed the First "Neon" style livery applied to the prototype re-powered HST power cars. Although it was reported that First had received an enthusiastic reception from focus groups it seems that group chief executive Moir Lockhead has taken a personal dislike to the scheme and ordered it be removed. Consequently in mid-July re-powered and refurbished HST's started to appear in plain indigo blue with light grey passenger doors and basic lettering making the sixth scheme since privatisation. This is pending the creation of yet another new livery - the seventh! How long before FGW HST's are declared out of gauge with all these extra layers of vinyl?!

IS IT A TRAIN?

The recently refurbished Marlow Donkey public house has a new sign which has caused some particularly caustic comments with one member threat-ening to move to Devon or Denbigh to avoid seeing it! It is certainly not a 14xx but what was in the artist's mind? There's a hint of Eastleigh, Irish and European practice there!

At the time of writing, MDRS is hoping to get some authentic pictures displayed in the pub.

photo: Mike Walker



The Marlow Donkey

BAIE de SOMME Fête de Vapeur 2006

Tim Speechley



The CFBS's own No.15, 2-6-0T (Haine St Pierre 1316/1920), makes the stiff climb out of St Valery on the Cayeux line.

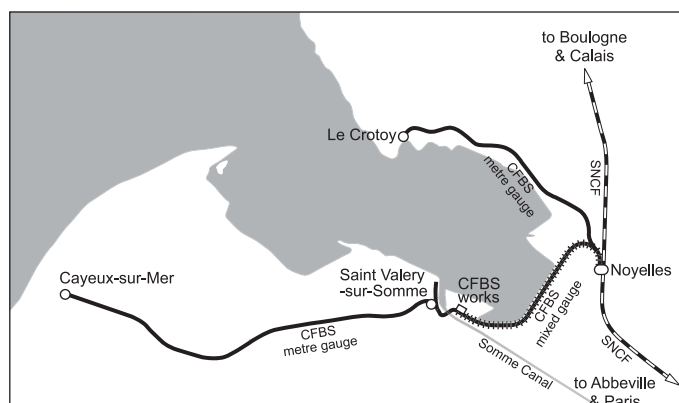
photo: Malcolm Margetts

The Chemin de Fer Baie de Somme (CFBS) is probably France's closest preserved railway to the UK, being around an hour and a quarter's drive from Calais. It consists of the remains of a metre gauge network built in the 1880's. Centred on Noyelles, the interchange with the SNCF main line between Paris and the Channel coast, two lines diverge here, one going north west across coastal flats to the old resort town of Le Crotoy and the other paralleling it for a short way before diverging south westward around the coast towards the main town of the area, St Valery. This line is dual gauge and for much of the way runs on a banked-up causeway, though originally there was a long wooden viaduct. At St Valery the original station "Canal" is the main headquarters for the CFBS with a loco depot/workshop and storage for rolling stock. The line then crosses the Somme canal on a lifting bridge and enters the later St Valery Ville station over a couple of level crossings. A line extends further into the town along the quayside and has been used in previous years but not in 2006. Out of St Valery Ville the main line heads up a quite steep gradient and then meanders westwards through a rural agricultural landscape and several small villages for some miles before arriving at the coastal terminus of Cayeux.

Normal operations on the preserved line are concentrated on the St Valery-Noyelles-Le Crotoy sections and the service is not very frequent. However, every so often the CFBS holds a festival, the "Fête de Vapeur", and an intense service is worked on all lines using their own and visiting locomotives. There is also room at the yards in Noyelles to have other railway exhibits running up and

down or displayed statically, as well as collections of old cars, commercial and military vehicles and marquees for model railways and sales stands. The CFBS has strong links with the UK and is twinned with the Kent and East Sussex Railway, who this year sent "P" class 753 and a lovely LMS four wheeled coach that shuttled between Noyelles and St Valery. There was also a steam roller and a miniature passenger carrying railway that had come over for the event. Added to all this, there is generally at least one main line steam special per day bringing enthusiasts to the event.

Our Society has taken members to the Baie de Somme Festival on several occasions and everybody has enjoyed it, though being held quite early in the year the weather can sometimes be very unkind. It had been three years since the last event and I went out with Gordon Rippington, Malcolm Margetts and Peter Greatorex by P+O ferry on the Friday. In the past we had gone very



early on the Saturday but felt we missed quite a bit of the action. On this occasion, arriving on the Friday afternoon, we were able to see a test train running between Le Crotoy and Noyelles behind the principal ng visitor. This was E164, an 0-4+4-0 Mallet tank formerly of the CP (Portuguese Railways) and now preserved in Switzerland, from whence it had been brought the formidable distance by low loader. At Noyelles we were also able to see some of the exhibits before the hordes arrived on the Saturday and Sunday.

Gordon, Malcolm and I stayed in St Valery. Although I had started trying to find some accommodation months ahead, I had encountered serious difficulties (whether due to my linguistic inadequacies or French prejudice, I'm not sure) and had rather grudgingly accepted some rooms in an annex to the hotel at which we had stayed last time. The looks on our faces when Gordon and I realised we would be sharing a double bed were something to behold! Peter would be staying with Dave Theobald and Brent Hudson, who had come out even earlier and we met up with them to eat on the Friday night.

Saturday dawned a superb sunny morning and we spent most of the day linesiding trains in various parts of the system. We bumped into the other guys when filming the first Cayeux train up the bank from St Valery and also saw John and Sue Tuck here. They had come out late Friday evening. Noyelles was absolutely manic, with ng trains arriving from both lines and having to have locos changed, other assorted railway equipment moving to and fro amongst a sea of bodies, including enthusiasts from France, the UK and elsewhere, plus a huge contingent of locals just wanting to see the action and all wandering uncontrolled across the various running lines. A British Health and Safety man would have a fit! Given the



Ex Portuguese Railways E194, a German built 0-4+4-0T, takes water at Noyelles on the Friday afternoon whilst working a test train. This loco had been brought 850 km by low loader from Switzerland to participate.

photo: Tim Speechley

addition of blaring music and announcements over the tannoy system it was not an ideal spot for video photography.

At some point we were enjoying a beer near the line in St Valery when Luke Ripley appeared on the scene having made his way there by public transport. He too was due to meet up with the Theobald group but spent the day with us and we benefited from his large scale local maps that allowed us to find some "off the beaten track" spots for photography. We ended the gricing day by

A train for St Valery with E194 passes the one for Le Crotoy behind CFBS No.2, an 1889 Cail 2-6-0T, repatriated from the USA some years ago and originally operated in Central or South America (below).

photo: Malcolm Margetts



A very characteristic parallel departure from Noyelles (above), with visiting E194 on a train for St Valery, taken from one for Le Crotoy behind CFBS 0-6-2T, Buffaud and Robotel 3714 of 1909.

photo: Malcolm Margetts



photographing the returning main line special approaching the Somme bridge in Abbeville behind Pacific 231K8.

Sunday was a much duller day and after some early linesiding we decided to do some travelling. A one day ticket for unlimited travel was only 10 Euros. We left the car in the temporary car park at Noyelles and caught a train up to Le Crotoy and back. We then had a couple of hours at Noyelles to look at what was happening there. Whilst enjoying lunch outside the English run "Relais de la Baie" the continental VSOE stock came through bound for Boulogne or Calais and then the main line special arrived about two hours late behind Pacific 231G558. We then got the 13.45 to St Valery and on to Cayeux by which time it had started to rain quite heavily and my thoughts turned to the car park field at Noyelles that I could imagine was swiftly turning into a quagmire. Immediately returning to St Valery we had to wait half an hour in the rain for the next train back to Noyelles and were very concerned that we might not get on it as there was such a crush of people. Fortunately we did and our first priority was then to extricate the car from, as I had feared, a very muddy skating rink where a tractor was already towing stranded cars out onto the road. Given that there were French and British cars there I thought our chances of getting a tow early were pretty slim so after a couple of attempts and much spinning of wheels I did finally get the Doblo out onto the road. An additional problem was that John and Sue's car was also in there and they too were booked on the same ferry as us. Unbelievably, in the time it took me to find a parking space on the road and walk back to lend assistance John had also managed to get out. Big sighs of relief all round! We even had time to film the departure of 231G558 from Noyelles, in the rain and shrouded in steam, before a rapid drive back to Calais where we were almost the last vehicle on the 20.30 ferry back to Blyth.

It had been an interesting trip. I could have done without the stress of the muddy field, imagining a missed ferry, but overall it had been great fun, especially the Saturday when we had enjoyed a really hot sunny day, the like of which we had not had in the UK for a long time.



The other visiting loco was ex-CF Côtes du Nord (Brittany) No 36, Corpet Louvet 1925, seen here in Noyelles yard (above).

photo: Tim Speechley

A familiar locomotive in an unfamiliar setting (below), SECR P Class 753 visiting from the KESR crosses the canal bridge between St Valery Canal and Ville stations.

photo: Dave Theobald



We must now wait to see how long it will be before the next "Fete de Vapeur". It really is an experience not to be missed - but next time no double beds!



Amongst the oddities operating at Noyelles was this ex-US Army WWII Dodge truck converted for standard gauge use.

photo: Tim Speechley

Pacific 231K8 makes a fine sight climbing to the Somme Bridge in Abbeville with the returning main line special on the Saturday evening.

photo: Gordon Rippington

MID-SUMMER AT THE LIDO

David Collins



On Saturday 24th June, about 30 MDRS members paid an evening visit to the Ruislip Lido Railway Society's open evening, along with members of other railway and model engineering groups from around West London. I helped organised as part of the RLRS' Social Events Committee and suggested inviting MDRS as I knew that our members enjoyed a visit a few years ago. I thought they might like a return visit because since the last visit a new locomotive has been purchased.

Author David Collins who is also a working RLRS member keeps order on the platform at Ruislip Lido station as members await their ride to Woody Bay.

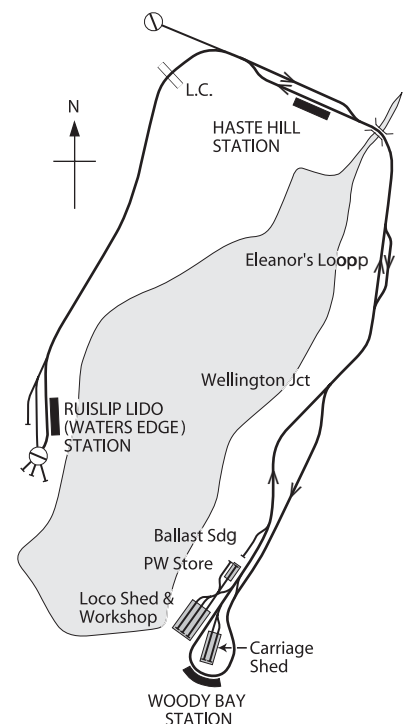
photo: Tim Edmonds

For the benefit of those who didn't attend, I thought you would be interested in a brief history of the line. The original miniature railway at Ruislip Lido was built in 1945 by the Grand Union Canal Company (who owned the lido grounds up until its merger with British



'Mad Bess'. a half scale version of the FR's Blanche built at the Lido stands at Woody Bay.

photo: Mike Walker



The Marlow Donkey



The Lido's newest locomotive, John Rennie, a diesel-hydraulic built by Severn-Lamb in 2004 waits at Woody Bay

photo: Tim Edmonds

(including the MDRS crowd) for the first hour before returning to Woody Bay to mingle.

At Woody Bay, besides the railway's shop and café being open and well patronised, the workshop was open for viewing with a model display in the adjacent carriage shed. There locomotives awaiting their next turn of duty could be viewed. All of the railway's locomotives were in action on the evening - apart from *Robert*. The four large diesels in use were *Lady of the Lakes* - built in 1985 by the Ravenglass & Eskdale Railway, where it undertook trials using 15-inch gauge wheelsets (this loco hauled a demonstration freight train

Waterways in 1948, when ownership passed to the local council). The line was laid in a dumbbell layout to the rare gauge of 12 inches adjacent to the children's beach, the original stock being four scale coaches and a 4-4-2 tender loco called *Prince Edward* built in 1935 by George Flocks of Watford. This loco ran until 1959, when it was replaced with a petrol-electric powered North American General Motors-style locomotive, built by Mr G T Hunt of Bristol and adapted from his design for 10¼ inch gauge locomotives. This was in turn replaced in 1973, after it broke down beyond repair, by a model of a Class 52 "Western" named *Robert* with four new matching coaches, built by miniature railway engineers, Severn Lamb. This outfit operated on the railway until 1978 when an accident, which hospitalized passengers, closed down the railway. The cause of the accident was put down to poor maintenance and training of staff. Borough funds would not stretch to carry out the improvements recommended by Railway Inspectorate, so local model engineering societies were approached for volunteers to take responsibility for the railway. On 1 May 1979 the Harlington Locomotive Society hosted a meeting for interested individuals, and the embryo Ruislip Lido Railway Society was formed, which reopened the railway that August and began improvements. These included extending the line to over a mile in length, the building of larger locomotives and rolling stock, better infrastructure, workshop facilities and the reintroduction of steam traction in 1998 with the entry into traffic of the 2-4-0ST *Mad Bess* - a ½ scale replica of the 1893 built Hunslet *Blanche* from the Ffestiniog Railway, which was built largely by a former FR driver.

On the evening, trains ran at 20 minute intervals between Ruislip Lido station (near the main car park) and Woody Bay, stopping at Haste Hill station (at the top of the lake) and Eleanor's Loop for photographs (we did try to keep to a timetable!) I was on platform duty at Ruislip Lido station and greeted the visitors

An older Severn Lamb diesel-hydraulic, Graham Alexander passes the workshops.

photo: Tim Edmonds

for photographers' benefit). *Graham Alexander* - built in 1990 by Severn Lamb and named after the last commanding officer of the Longmoor Military Railway who was a member of the RLRS in the later years of his life. *Bayhurst* and *John Rennie* - diesel hydraulic locomotives built in 2003 and 2004 by Severn Lamb, and named after a local wood and the Grand Union Canal Company's consultant engineer for the construction of Ruislip Reservoir.

However, the main attraction for most visitors (including the MDRS group) was seeing *Mad Bess* in steam. Her trains were packed out and I was lucky enough to have a footplate ride on her on the down line to the railhead - this line is currently being re-laid to eliminate sharp reverse curves. As with everything else, this work is beginning entirely by volunteers.

Judging from the comments I received from MDRS members, everyone enjoyed themselves and were impressed by the professionalism and friendliness of the volunteers. It is nice to know that there was satisfaction from our visitors and our hard work paid off.

Finally, I would like to take this opportunity to say thank you for the warm welcome I received when I joined the society. I look forward to many more years being a member.



A DAY AT THE BLUEBELL

Malcolm Stottor



Arriving at Sheffield Park station as the 11 am train was just leaving on a grey, wet morning carrying Tim Speechley and David Collins, our party consisting of Ron Croxford, Terry Dearling, Mike Walker and I set off to the engine shed to look around the preserved museum pieces and were joined by Derek Burnham who had made his own way down. The shed was very dark, making observation of the engines within in any detail very difficult. Standard 9, 92240, all 66 feet 2 inches and weighing 86 tons 14 cwt and with a tractive effort of 39,667 lbs and power classification 9F, stood just inside the shed. Outside, standing over a pit, stood no.55 *Stepney*, a 0-6-0T 'Terrier' built for the LB&SCR at Brighton in 1872. Purchased from the Southern Region in 1960 it is now restored to its original colours, apart from a face on the smokebox left over from the previous weekend's Thomas event.

Way over on the other side of the line one could just see 'Dukedog' 9017. It got the name because although it was turned out from Swindon in 1938 as a "new" engine weighing 49 tons and with a tractive effort of 18,955 lbs., it was actually a reconstruction of the frames from 'Bulldog' no.3425 and boiler from 'Duke of Cornwall' class no.3258, hence the name 'Dukedog' and numbered 3217. It was in fact to be named Earl of Berkeley but the plates were applied to a new 'Castle' class 4-6-0. Renumbered 9017 in 1946, it was purchased by the Bluebell in 1960. The Bluebell obtained the nameplates from the scrapped 'Castle' and the number plates from the scrapped 0-6-0 3217 and restored the engine to the condition in which it was originally to appear in 1938. A lot of useless information to many I suppose??

A visitor to the Bluebell this summer, 41312 pulls into Sheffield Park before taking up its duties (above).

Later it arrived at Kingscote with the luncheon train (below) carrying the Golden Arrow regalia - a curious sight indeed.

both: Malcolm Stottor



Several dedicated workers were working out in the rain on 'Spam Can' no. 21C123 *Blackmore Vale* with the pistons and smokebox receiving attention.

We then set off on the midday train to Kingscote, hauling the rake of vintage coaches was a SE&CR Wainwright 'C' class 0-6-0 engine no. 65. I didn't think that the scenery was anything to write about, but there is quite a lot of rolling stock, a huge mountain of ballast and sleepers etc., in the various sidings. We arrived at the terminus and took photos of the engine as it ran around and came back onto the train. As it was waiting the arrival of the 'Golden Arrow' dining train so we all stood waiting to take pictures at the end of the platform as it came around a long bend into the station. So absorbed were we that we had not realised that the train we were going on was now on its way leaving us behind! It is true that Kingscote is a quiet station - there is nothing there!!

We finally arrived at Horsted Keynes and caught up with Tim and David. It is a bit more interesting here with quite a lot of rolling stock in the sidings. An electric 4COR motor coach 11201 that you can walk through and see how it was constructed was on view. This ran on the Waterloo to Portsmouth expresses. Another coach is stocked with books of every description regarding railways. Over in the bay was former 'Brighton Belle' Pullman car Doris which is to be renovated. But it's currently hired for special functions. The car was reserved that day and we saw a number of people dressed in various fancy costumes arrive. I was told by the man in the motor coach that they were a local opera group and they looked splendid.

We all arrived back at Sheffield Park where we spent a little time in the shop, had look around and watched a train pull in. We then made our way home after a great day out.



BR Standard 4 75027 arriving at Kingscote.

photo: Malcolm Stottor



The third loco running, SECR 65 enters Horsted Keynes with the vintage train.

photo: Mike Walker

A CAMBRIAN TRIBUTE

On the evening of 3rd August 2006 BR class 4 76079 steams gracefully across the bridge at Barmouth with the return Cambrian Coast Express.

This picture acts as a tribute to a local resident most of you will not have heard of. Chris Wallis was a BR civil engineer who challenged BR's assertion that the bridge was unsafe and had to be closed. His publically expressed view that the bridge could be repaired for a fraction of the cost quoted cost him his job but at least he had the satisfaction of seeing BR repair the bridge to his recommendations whilst he went on to be a respected self-employed mill-wright restoring wooden structures such as the Lacey Green windmill.

Chris died in May but he would have certainly have approved of this timeless image.

Mike Walker



25 AND 15 YEARS AGO

Tim Edmonds

25 YEARS AGO

Rebuilding of Chorleywood station started in September, following severe fire damage in the previous year. The interior was to be completely remodelled, with a larger ticket hall, while the exterior was to be rebuilt to resemble the original 1889 structure.

On Sunday 20 September, BR(WR) held an open day at Old Oak Common to celebrate the depot's 75th anniversary. To enable visitors to reach the site an hourly steam shuttle service was provided from Paddington, operated by 92220 *Evening Star* and 5051 *Dryslwyn Castle* top-and-tail. The fare was £4 adults £2 children, including entrance to the depot.

First section of the new French high-speed line was opened on 27 September when the TGV (Train a Grand Vitesse) fleet entered service between Paris and Lyon. Hourly trains covered the 465km in 2 hours 40 minutes - a journey time that was to be reduced over the next two years.

From 30 September the Derwent Valley Railway withdrew its goods service between York (Layerthorpe) and Dunnington 'owing to reduced demand'. The remaining railway services were exchange facilities with BR at York and a few hundred yards of track serving an oil terminal and sidings. Regular passenger services over the line were withdrawn in 1926, although from 1977-9 a steam tourist train operated between York and Dunnington (see Donkey 104).

On 6 November the Queen formally opened a major new section of the Tyne Wear Metro, from Haymarket through Monument and Central Station, then across an impressive bridge over the Tyne to Gateshead and Heyworth. The bridge has a clear span of 540 feet, 82 feet above the river.



92220 'Evening Star' passes Hampton Gay with the 'Rising Star' special from Paddington to Stratford-on-Avon, which it worked from Didcot on 13th September 1981.



5051 'Dryslwyn Castle' climbs away from Old Oak Common with one of the shuttle services run between Paddington and the depot in connection with the open day; 92220 is at the back. 20th September 1981.



On 22nd February 1982 just a few months after the Derwent Valley Railway's withdrawal from it, Dunnington station was trackless but still in good order, complete with signs.



92220 'Evening Star' approaches Old Oak Common with a shuttle from Paddington; 5051 is at the other end.

all photos: Tim Edmonds

15 YEARS AGO

After an absence of more than 30 years, steam made an unusual appearance on the former Cambridge-St Ives line on 15 September, the day after a gala at Cambridge station. In preparation for the forthcoming weekend of steam specials between Cambridge and Kings Lynn on 19/20 October, the seldom-used freight line was used to give crews some practical experience. 34027 'Taw Valley' and 70000 'Britannia' topped-and-tailed a formation comprising their support coaches and a 3-car DMU on a series of shuttles between Fen Drayton and Longstanton.

On 26 September a non-stop run was made between London and Edinburgh, the first time this had been done since 1968. The occasion was a demonstration run for the press and invited guests to show the full performance of the class 91s on the East Coast Main Line. A special formation of just five coaches and DVT 82220 was powered by 91 012 and succeeded in making the fastest ever London-Edinburgh run, covering the 393 miles in 3hrs 29mins at an average speed of 112.9mph.

Actor Jon Pertwee unveiled a replica of one Wolverton's famous London & North Western Railway 'Bloomers' at the Station Square in Milton Keynes on 3 October. The replica loco was commissioned by Milton Keynes Development Corporation and built by apprentice engineers from a variety of companies in the area as a memorial to the local railway heritage. Numbered 1009, in direct lineage to the last-numbered 'Bloomer', it carries the name 'Wolverton'.

Built at its Hyde Park Works by North British in 1953, South African Railways class 25NC 4-8-4 3405 'Janice' made the 6,000 mile journey back to England in the autumn of 1991. The 3'6" gauge giant travelled via Durban and Southampton before reaching the Buckinghamshire Railway Centre at Quainton Road, where it was to be restored for cosmetic display. The repatriation was organised by the North British Locomotive Society.

A leaf-clearing train nicknamed 'The Swedish Scrubber' made its operational appearance on a test programme over Network SouthEast tracks at the end of October. Consisting of 33 001 and six vehicles, the train included ADB 977695, a former newspaper packing van rebuilt at the factory of A.B. Mahler in Rosson, Sweden, to contain a Volvo diesel engine driving nine hydraulic pumps

CONTRIBUTING TO THE DONKEY

The *Marlow Donkey* is your Society's magazine and needs your contributions. The Editor welcomes articles of all sorts so if you have a pet subject or have been on a trip recently share it with your fellow members. Articles typed and submitted on disk or by email are preferred but hand written contributions can be accepted (They may take a little longer to appear!) Pictures can be prints, slides or digital images.

Please contact the Editor, address on page 1, for further advice.

Deadline for next issue: 31st October 2006

controlling four underslung scrubbing units on telescopic arms. Each brush unit was formed of eight angled steel brush wheels which, when lowered, could rotate at 2,500 rpm in the direction of travel to scrub, but not damage, the rail surface.



5029 'Nunney Castle' gets away after its Gerrards Cross stop with the first in the winter programme of 'William Shakespeare' specials from Paddington to Stratford-on-Avon on 9th November 1991.



Replica LNWR 'Bloomer' 2-2-2 1009 'Wolverton' in the Station Square at Milton Keynes, where it had been unveiled on 3 October 1991.



Work in progress at Quainton Road on 10th April 1993 on the cosmetic restoration of ex SAR 25NC 4-8-4 3405 'Janice', which had returned to Britain in the autumn of 1991.

STEAM IN THE SOUTH OF IRELAND

KEITH BROWN reports on the trip to the Emerald Isle



Former NCC 'WT' class 2-6-4T no.4 crosses the River Barrow at Monasterevan as it heads west on the first leg of the RPSI's 'Earl of Desmond' tour to Tralee on 6th May 2006.

photo: Mike Hyde

Set alarm clock for 4am. No, that cannot be right, but it certainly was on Thursday 4th May 2006 when six members met up with a taxi to take us to Heathrow to catch the 06.50 Air Lingus flight to Dublin. This was a Mike Walker organised trip to witness the Railway Preservation Society of Ireland's (RPSI) special steam hauled trips over this and the next three days. The party consisted of Mike Walker, Mike Hyde, Malcolm Margetts, Roy Symmons, Brian Hopkinson and me. While awaiting our departure a series of very well produced hand-outs, maps and timetables were issued by Mike Walker so that we could read up on what we were expecting to see and do. At Dublin airport our Cambridgeshire member, Dave Theobald was waiting for us, having flown in from Stansted.

Only hand luggage was carried so it was a quick departure from the airport to the Hertz car rental office to collect our people carrier. A few minutes were lost trying to start the vehicle; a Ford Transit 260 with a semi automatic gearbox. Built in safety features was the cause of our initial delay, controls had to be pressed twice to get the vehicle moving. Once on the way we encountered the usual slow moving traffic leaving Dublin but by 10.30 had reached Kildare.

In the space of 30 minutes at Kildare we saw a Spanish built Class 29 (29419) operating the Dublin-Kildare shuttle, and a PW train returning to Dublin hauled by two old Baby GM's 134 and 166 the former thought to have been retired. Then what we had come to see appeared, the Great Southern & Western Railway's preserved 0-6-0 numbered 186, built by Sharp Stewart at Manchester in 1879 and presented to the RPSI in 1965 by CIE hauling four coaches. A wonderful introduction to the Irish railway scene in just half an hour.

Loco 186 was on a positioning move to Mallow, the junction in the southwest of Ireland where the Cork and Tralee lines diverge. Our next port of call was at Portarlinton where 186 was scheduled to take water, but this was carried out under a bridge as the weather had turned a little soft as the Irish say, to us English it was

raining, but nevertheless photographs and video footage were taken. Besides 186, three inter-city trains passed by and loco 155 was in a siding here with another PW train. By now the party was feeling rather hungry, no breakfast on the plane, so we found a small supermarket and dived in to have sandwiches made up to our liking and dived out again. The Irish quiet way of life having been shattered for a few minutes. Onwards and south-westwards to Mallow in the afternoon to see 186 arrive and discharge its passengers and shunt on to a siding, its last movement until being called for duty on the Sunday. By this time we had met up with Luke Ripley who was already on a tour of Ireland on his own.

Decisions as to our return to our hotel in Dublin were then made with those wishing to travel by train and have the opportunity of a meal in the restaurant car of the



Resplendent in the new Irish Rail Inter-City livery, 219 is lifted from its bogies in Inchicore Works during the Society's visit.

photo: Brian Hopkinson

The Marlow Donkey

Cork-Heuston Dublin express out weighing those wishing to drive back by five to three. Those on the train being grateful as our road vehicle could not get back to Dublin by itself. We all met up again in the Abberley Court Hotel at Tallaght which is the terminus of the red line LUAS urban system, used by those that travelled back by train to Heuston station. LUAS is Irish for speed.

After a fine Irish breakfast, Friday was a day in which the transit vehicle was left idle and we used public transport, first to go to Blackhorse and walk the short distance to Inchicore works. En route we passed Ring Street, everywhere else it would be Ring Road and we saw a conservatory situated on top of a garage of a house; imagine trying to get planning permission for it in England. Arriving at the works main gate which also had two small side gates, Mike Walker tried to gain entry by ringing the bell. Use the right hand gate was the order so moving to it the voice then cried out it is my right hand gate and your left hand one. They are lovely people. The works complex covers 72 acres so a lot of walking was required as we were shown round at a very leisurely pace with no restriction on photography.

Virtually everything is carried out here and we were shown it all. In the locomotive work we were lucky to see a Class 201 in its new green and silver livery being lifted from its bogies, wheels being re-profiled and power units being stripped down. On to the coach works, again we were fortunate to see a coach being moved out on to the traverser and moved a few roads further down and shunted back in. In another area of the coach works a very ancient carriage which was being lovingly restored and the usual repairs being carried out on others such as rust removal and accident damage. The running shed was out of bounds but from a very good viewing point all could be observed including one of the new trains sets waiting commissioning. The second of the two steam locomotives being used by the RPSI that weekend number 4 was in the yard with kindling wood in two sacks close by and with a full bunker of coal. No 4 is a 2-6-4T built at Derby and closely resembles the Fowler design and is similar to BRs 42300-42424 but has 6' 0" driving wheels. It was retired by Northern Ireland Railways early in 1971 and purchased by the RPSI for £1275 in July of that year.

The works tour completed, a trip round to Heuston station on the LUAS gave the opportunity to have a bite to eat and discuss the afternoon's plans. We all set off for Connolly station just over a mile away by the LUAS and saw the Belfast train quickly filling with passengers. We divided into two groups with Mike Hyde, Malcolm Margetts, Luke Ripley and myself (combined age 250+ years) travelling the Green line LUAS out to Sandyford. On our return we investigated the alignment of the former Harcourt station, now a pub. Minus Luke we then boarded a DART, (Dublin Area Rapid Transit) to Greystones a coastal holiday resort on the east coast. With an hour to spare before the return trip a small café serving delicious cakes was spied and sampling took place. Why Malcolm Margetts had cream on his cake is still a mystery to Mike Hyde and me.

The other team had visited Greystones earlier and went on to look round other railway sites in Dublin before we all met up as instructed on the O'Connell Bridge over the River Liffey. The only failure of our organiser was to state which side and which end of the bridge to meet. Eventually we were all together and walked to Gallagher's Boxty House for our evening meal and meeting a friend of Dave Theobald's there. Dave has friends everywhere. As we walked down a one-way street, typically Irish, we noted there were signs stating no right turn, also no left turns and going straight ahead was forbidden. Nobody appeared to be taking any notice of them, I can see why. Slight confusion reigned as we left the restaurant as the author of this article was not to be seen. After nearly calling out the Garda to conduct a lost persons search the others decided I was probably able to make my own way back to the hotel which I did arriving back a few minutes before them. The title of this article could easily have been "Keith's got Lost."

The steam special was due to depart Heuston at 08.10 so with our hotel not serving breakfast on a Saturday until 08.00 some negotiations had to be made. A compromise was that they would serve us at 07.50. Cereals hastily eaten and bacon and sausages placed between pieces of toast and wrapped in a serviette as we left, to be eaten later; we got away about 08.10 for the drive to Monasterevan where a canal, a river and a railway bridge crossing lends itself to good photographic opportunities.



photo: Dave Theobald

Members enjoy a Boxty and good humour in Dublin (above).

Northern Ireland Rlys 112 was a surprise visitor passing Mallow with a bulk cement train on 6th May (right).



photo: Brian Hopkinson



photo: Mike Hyde

Former GS&WR j15 class 0-6-0 186 makes a smokey departure from a servicing stop at Millstreet.

steamer, and carriages sit astride the rail like panniers. In fact Charles Lartigue got his idea for this from seeing camels making their way across Algeria with heavy loads balanced in panniers on their backs. Various grants have allowed a preservation site to be set up in Listowel. No effort or time was spared by the two volunteers who were on duty to tell us all about it and explain the finer points such as how the lines can be moved to allow shunting work to be carried out. This is a must for any visitor to Co. Kerry, the memory of this will for ever remain. A brief visit was also made to Ballybunion on the coast, as we followed the route of the former railway. Next stop was Banteer where No. 186 had to wait in order for the local service train to pass but the photographic opportunities were excellent and then on to Limerick Junction, miles from Limerick and close to Tipperary but a fascinating place to see all kinds of movements of trains. Lines in all four directions radiate from here. The main platform is akin to Cambridge, long platform with crossover in the middle. No. 186 had been replaced at Mallow by No. 4 which was again late in arriving at Limerick Junction and on arrival we set off to film it en route on its journey back to Dublin. We were trapped between two level crossings within a few yards of each other at one point but luck was on our side and we escaped. Again we were held up by crossing gates but were allowed to take up our vantage point on foot to see No.4 in full flow. The delay earlier prevented any further filming so we settled back for the ride back to Dublin airport to catch our flight to Heathrow and taxi to home.

All in the party enjoyed the experience greatly. The organisation was first class and the drivers Mike Walker, Mike Hyde and Malcolm Margetts did a fine job with over 800 miles covered. It was the country roads that caused a few to bump heads on the transit's roof when we went over very undulating roads surfaces but who cares in the quest for steam.

Dave Theobald's friend Mike was on the special train so at great expense in mobile phone calls we were able to keep in touch which brought the bad news that No. 4 had fire bar problems and had not left on time. In fact it was 10.20 before it got away and we were all standing around in the rain. Are we barmy or not! We did photograph a few Inter City trains and a freight; empty timber carriers going to Westport behind the other surviving venerable C1.121 so we think. Eventually No 4 flashed by with its train of six orange IC coaches and a fine sight it made. From thereon it was a chase to see it at as many places as possible including Holycross, Buttevant and Banteer, until we witnessed No. 186 (having replaced No. 4 at Mallow arrive at Tralee and discharge 250 or so passengers. Our party then made our way to Listowel where accommodation had been booked for us. Dinner that evening was at The Horse Shoe in the town where copious amounts of red wine were consumed by certain of the party. Those on lager guided the wine drinkers back to the B&B.

Another Irish breakfast served by the owner, Monica Quille gave us the right start for our last days adventures. Mike Hyde had arranged for us to visit to The Lartigue Monorail which had run between Listowel and Ballybunion in the late 19th century. The engine and carriages run along a single rail which is about three feet off the ground and passes under the centre of the train. This rail is supported on A-shaped steel trestles and thea single rail which is about three feet off the ground and passes under the centre of the train. This rail is supported on A-shaped steel trestles and the locomotive, nowadays a diesel resembling an old



The replica L&B Monorail locomotive is turned on its unique table at Listowel.

photo: Mike Hyde