

THE MARLOW DONKEY



Edition

149

June 2015



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Travelling from Rhein to the Elbe

100 Years of Thames Valley

A Connecticut Yankee in

King Arthur's Court

The Marlow Donkey

The Magazine of the Marlow & District Railway Society

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The contents of the *Marlow Donkey* represent the views of the authors and do not necessarily reflect the position of the Society

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FRONT COVER PHOTOGRAPHS

Top: M7 30053 visiting from Swanage on the K&ESR. 24 May 2015.

Photo: Brian Hopkinson. (Article page 5).

Bottom: Hannover Hbf, one of the two DB Type 10 three-cylinder 4-6-2s, 10.001. 20 August 1962.

Photo: Mike Page. (Article page 7).

TIMETABLE

FORTHCOMING MEETINGS

All meetings are held in the Bourne End Community Centre, Wakeman Rd, Bourne End at 7.45 for 8.00pm.

- Thursday 16 July **KEITH PIRT'S PHOTOGRAPHS** Steve Nakoneczny
Steve Nakoneczny from Sandy, will give a slide presentation of a selection of photographs taken by his friend, the late Keith Pirt. Keith used first class camera equipment back in the 50's and early 60's to record the steam scene. Whilst views of the East Coast main line will predominate, there will be shots from a wide variety of other locations.
- Thursday 17 September **(NOT SUCH) MODERN TRACTION** Paul Chancellor
Paul, current owner of Colourail, presents a selection of pictures depicting diesels on the main line from their inception. The first half covers Penzance to Bristol, featuring all the classes of diesel that have worked on this route over the years, whilst the second half will cover all those classes not already seen in part one.
- Thursday 15 October **MOSTLY GW FROM THE RAIL ARCHIVE STEPHENSON** Brian Stephenson
Well known photographer Brian Stephenson maintains a huge archive of pictures going back around a hundred years from many photographer "names" of the past. In this presentation he will concentrate on the Great Western, hopefully with some shots from the GW/GC Joint line.

FORTHCOMING VISITS

- Saturday 12 September **THE STATFOLD BARN RAILWAY**
We are hoping to arrange another visit to the Statfold Barn Railway on the occasion of this years' enthusiasts' day. A chance not to be missed as much has changed since our last in 2012. See page 3 of this issue for more details.

CHAIRMAN'S NOTES

I have to start these notes with mention of the West Coast Railway Company debacle. As all of you will know, presumably, the SPAD incident with 34067 *Tangmere* at Wootton Bassett triggered the suspension of their track access facility, causing the immediate cancellation of the vast majority of steam specials on the main line whilst further investigations went on. Despite such a disaster for the enthusiast fraternity, I think the majority of people who follow main line steam understand that safety has to be paramount and the reports of what occurred on Tangmere's footplate suggest a complete disregard for the rules and seem to be just the tip of the iceberg. Consequently the news on 8 May, that operations were to be resumed, came as a complete bolt from the blue, as I for one had suspected this may have been the death knell for main line steam. Initially the reprieve related only to the movement of engines to Scotland and the subsequent start of "Jacobite" trains, so important for the economy of the Fort William and Mallaig areas, as scheduled and I mused as to whether Nicola Sturgeon had been active within the corridors of power to encourage this to happen. However, soon afterwards, more steam started to operate further south and many of us could breathe a sigh of relief. Nevertheless, WCR Co is going to have to do some pretty extensive re-organisation and training to satisfy the Office of Rail Regulation (yes, I know, now the Office of Rail and Road). Let's hope they succeed, because the thought of a practically steamless main line is not one I would like to contemplate.

It was Joni Mitchell who told us "you don't know what you've got till it's gone" and never was a truer word said (sung) in the light of the above. Once specials started to run again I determined to see more of them and on 23 May was in Oxford to photograph 46233 *Duchess of Sutherland* heading for Didcot. Upon climbing onto Hinksey footbridge, imagine my surprise at encountering our ex-chairman Gordon Rippington, all the way from Bournemouth. Once the special had passed (Gordon's photo appeared in one of Mike's e-newsletters) it was suggested

we might repair to a hostelry for a small libation. We took my car and, as I enjoyed my pint, Gordon suddenly announced he'd locked his keys in his car! We phoned the RAC, swiftly drank up and returned to his vehicle to await their arrival. He got out to check it was indeed locked and then what did I spy sitting on my passenger seat – his keys. Panic over and relief all round.

Some of you may well not have noticed an important railway related 70th anniversary that took place in May. I'm talking about the late Rev. Wilbert Awdry's "Thomas the Tank Engine" series of books, the first of which "The Three Railway Engines" was first published on 12 May 1945, having been written some years earlier purely for family consumption. I grew up with these stories and still have all my books, including several from 1952 and 54, but unfortunately no first editions. The condition of these indicates the frequency with which they were lovingly read to me as a young child and I remember well how my own sons enjoyed having them read to them too, though by then the TV programmes had started and the true commercialisation of the "brand" was well under way. I believe Thomas related merchandise is now worth over \$1 Billion per year and I would like to think the Awdry family might still get royalties, though suspect this is highly unlikely following the several changes of ownership of the rights over the years. In a way I regret the enormous global popularity and especially the need to fuel the brand with ever more characters (some with American accents!) and ridiculous stories because the whole essence of Thomas was simplicity and its very "Britishness". Who could ever have imagined that a simple story written for a sick two year old boy would turn into something that will see the latest film featuring Oscar-winning actor Eddy Redmayne voicing Thomas.

I hope you get to see some really useful engines this summer. Best wishes to you all.

Tim Speechley

SOCIETY AND LOCAL NEWS

NEW MEMBERS

Once again, it is a pleasure to be able to welcome no fewer than four more new members who have joined the Society in the past couple of months: Tony Allerton from Bourne End, Richard Porter from Maidenhead, George Whiteside from Flackwell Heath and John Yallop from Marlow. We hope you all enjoy our activities.

PREVIOUS MEETINGS

For our March meeting, Tim Speechley stepped in at comparatively short notice to replace Ron White who was unable to attend. Tim continued the theme Ron was to have presented with his own programme on South Africa - recalling a three-week trip he and Tim Edmonds made the itinerary of which partly created by Ron. The result was excellent although perhaps the presentation suffered from the lack of Ron's unique style.

David Cross returned in April with a further selection of images from the collection of his late father, Derek Cross. This time we were taken on a tour "around London" taking in all the regions and featuring both steam and first generation diesel and electric traction. However, "around London" was a somewhat liberal description.

Phil Marsh, the chief correspondent of the *Railway Magazine*, entertained once more in May. First he took us on a journey over the London & Birmingham Railway as it would have appeared soon after opening before concentrating on the history, present status and probable future of Wolverton Works. The evening was rounded up with a look at the story of the royal train.

AND VISIT

We had our first visit of the year on Sunday 24th May with a trip to the Kent & East Sussex Railway. This was the first organised visit we've made to a heritage line for some time and was a direct response to the feedback we got from the recent survey (see separate item) which suggested a demand for such trips.

Initially, we had an encouraging sixteen or so who said they were interested in joining us so it was a little disappointing that only around ten actually turned up on the day.

This was a pity as we had a most enjoyable day out, a full report of which appears on pages 5 and 6 of this issue.

NORMAN ASTON-SMITH TROPHY

As noted in the last issue, the trophy was won this year by Mike Page. Because of personal problems, Mike, who lives in Cambridge, is unable to make it over to Bourne End for meetings but is a keen supporter of the Society.

Fortunately, our Chairman, Tim Speechley, was in the area recently and took the opportunity to call in on Mike to present him with the Norman Aston-Smith trophy and have a look at Mike's impressive 00 model railway set in his native West Midlands in the 1949-52 period for which he has a vast amount of stock.

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THE DONKEY

Apologies that this issue of the *'Donkey'* is a little late in reaching you. May and early June have been a particularly manic period work-wise for your editor and I simply didn't have the time available to devote to the magazine. Thankfully, things are now returning to normal - whatever that might be!

This issue has a somewhat "off-message" article, however, it has become apparent in recent time that more than a few members do have an interest in road transport matters as well as rail so hopefully you will enjoy (or forgive) a one-off diversion to mark a notable upcoming local centenary.

My appeal for other members to follow the lead of Phil Searle and tells us of your early memories brought a fair response and several are in the pipeline for the coming few issues starting with David Kingswood in this issue. More would be appreciated along with general contributions as my folder of pending material is once again becoming somewhat thin.

The next issue will be something of a landmark as it will be number 150! Some special items are planned.

RETURN TO STATFOLD BARN

We hope to obtain a number of invitations to the enthusiasts' day at the superb Statfold Barn Railway near Tamworth on Saturday 12th September. This will be our third visit following those in 2008 and 2012 but since then much has changed with the railway ever-expanding and improving, so even if you have been before it's always worth another visit and an excellent day is guaranteed.

If you'd like to take part please contact Julian Heard - see contact details on page 1.

SLOW PROGRESS ON ELECTRIFICATION

The installation of the catenary masts along the GWML continues at a painfully slow pace, by late May less than 500 of the required 19000 had been erected and less than a quarter of the bridges which require modification had been completed. The whole project is now thought to be around 2 years behind schedule and well over budget.



Some masts are in evidence at Dover Rd, Burnham.

Photo: Chris Waite
The Marlow Donkey

STEAM RETURNS

Following the lifting of the suspension on West Coast Railways a number of steam specials have once again been operating in our area. Most seem to have been worked by David Buck's 61306 *Mayflower* but 46233 *Duchess of Sutherland* was a rare visitor when it worked a train from Derby to Didcot and return on behalf of its custodians on 23rd March. Peter Robins caught it departing Oxford and cresting the "summit" over Botley Road.



Photo: Peter Robins

RESULTS OF THE MEMBERS' QUESTIONNAIRE

Back at the end of last year all members were requested to complete a short questionnaire in order to ascertain whether the committee was meeting their needs in terms of visit destinations, meeting subjects and other aspects of the Society. I'd like to thank all 33 of you who took the time to do so but I was a little disappointed several long term members could not be bothered to complete one. Surprisingly, a high proportion of our "far-flung" members, many of whom are unlikely to participate in either meetings or visits, did respond, though I have restricted the analysis to the answers from full members.

Anyway, analysis of those received and fully completed reveals the following points and I apologise for the long delay in making them known.

Regarding preferred visit destinations, the number one choice was a Standard Gauge Preserved Railway (208 points), followed by a Private Railway (195), Narrow Gauge Preserved Railway (187), Main Line Depot (183), Miniature Railway (157), Main Line Steam Special (149), Heritage Museum (146), Trams (140), Buses (134), On-Train Dining (128), Main Line Signalling (124) and Abroad (102). Of course you can't take the figures totally at face value because some of the lower scorers were reflective of a polarisation of opinion, with high popularity from some people and none at all from others. You either like buses or signalling or you don't.

I had been hoping to ascertain if there was any support for, say, half day trips or maybe weekends but the way in which different people answered the relevant section of the questionnaire meant that no meaningful results can be ascertained. Perhaps I should have worded the question better. However, practically a visit will be as long or as short as it needs to be and I think the committee feels that official Society weekend trips are a "no-no" simply because of the effort involved in organising them.

The vast majority of respondents thought we were putting together a pretty balanced programme of monthly presentations and there were only a few suggestions with specific individuals requesting "more modern talks", "less locos and more engineering/operational aspects", "more technical/engineering" and "stop speakers at 10". In response to these I can say we are trying to address some of these points in the 2016 programme, though I suspect we are never going to be finished by 10.00 pm, so if you drop off during the talk we'll wake you up at the end. Of course we are also constrained by the availability of speakers and in some cases there just aren't the people to talk about some desired subject areas.

On the subject of timing, there was considerable support for the existing 8.00 pm, with 80% of respondents happy with that start time. The suggested alternative of 7.30 was preferred by 41% (several of whom were obviously also happy with 8.00) but definitely opposed by 59%, so for the time being we shall be sticking to the existing later start time. It was pointed out that we should keep an eye on the times of trains on the branch to ensure people coming that way were not disadvantaged.

My overall impression is that people are generally pretty happy with what we are doing and there were several very complimentary additional comments. Although not mentioned at all in the questionnaire, a number of members expressed very positive views about both the *'Donkey'* and also Mike Walker's regular electronic newsletters, which were perceived as really useful.

Thank you again to all of you who responded. Your views will be taken into consideration when future plans are being made.

Tim Speechley

A VISIT TO THE K&ESR



Photo: Tim Speechley

On Sunday 24th May a party of around ten members visited the Kent & East Sussex Railway where a gala themed around the Southern Steam Sunset was being staged. Four locos were in steam, both the resident Terriers and USA tank 30065 along with M7 30053 which was visiting from Swanage.

Despite arriving by cars, the party travelled on the first train together and then went our separate ways - some travelling, linesiding or visiting local attractions.

Photo: Brian Hopkinson

Terrier 32678 was entrusted with the *Wealden Pullman* and stormed up the 1 in 50 Tenterden Bank approaching Cranbrook Road with the USA tank providing valuable rear assistance.

Later, the USA tank waits with the empty stock at Northiam whilst Class 03 D2023 started off the day's proceedings by bringing a short mixed goods into Tenterden Town.

Photo: Tim Speechley



The Swanage Railway's M7 30053 sits at Bodiam ready to work a train back to Tenterden. Although associated with the Southern's South Western Division, the loco is no stranger to Kent as it was based at Tunbridge Wells West for several years in the early sixties.

It had been advertised that a shuttle would operate during the gala from Bodiam westwards towards the Rother Valley's tracks from Robertsbridge but for what were described as "operational reasons" this was not possible.

Terrier 32670 waits at Tenterden Town before taking the 14:25 service to Bodiam which is seen drifting down the hill towards Cranbrook Road.

Photo: Mike Hyde



Photo: Brian Hopkinson



Photo: Mike Walker

The final train of the day, the 16:48 from Bodiam to Tenterden Town was double-headed by 32678 and 30053 which made a rousing and noisy assault on Tenterden Bank to round out the day's festivities - several members taking the opportunity of a final ride as clouds had by this time replaced the bright sunshine earlier in the day. But at least the rain held off until we started the journey home.

The day was deemed a great success by all who took part and was a direct response to those who asked for such trips in the recent survey so it was perhaps a little disappointing that more members didn't take part.

Photo: Brian Hopkinson



Travelling from the Rhein to the Elbe: a visit to Hamburg in 1962

It seemed like a good idea: to spend a long weekend in Hamburg visiting a pen pal and see more of West German steam at the same time. The fates were against me, recalls MIKE PAGE, as the 1960s steam locomotive scene on the DB was changing quite quickly.

Back in the early 1960s, there were a number of 'pen pal' clubs, which claimed to find for you the 'right' kind of pen pal, you know: similar interests, that kind of thing. Well, I wrote off to one advertised in the Railway Magazine in late 1961 requesting someone of similar age interested in railways. I got Karin in Hamburg, who was interested in sport, dancing, pop music – but not railways! Well, we corresponded quite interestingly (particularly when she sent me her picture!).

We eventually met up in Hamburg during a weekend in August 1962 halfway through a two-week trip to Unkel am Rhein organised by Wolverhampton Technical College (today it is a university). Unkel lies about 20 miles or so south of Bonn on the east bank of the River Rhein.

Karin agreed to find me a 'Pension' (bed & Breakfast) and so I was to set out from Unkel on Friday August 17. Now there was very little information about German railways in UK railway magazines at the time. Except that P. Ransome-Wallis had published a three-part article on the Deutsche Bundesbahn (DB – German Federal Railways) in the September, October and November 1960 issues of the Trains Illustrated. From these reports I understood that I was likely to get diesel hydraulic haulage (V200 B-Bs, later Class 220 and 221) on the most direct route from Cologne (Köln) via Bremen to Hamburg. On the other hand, Ransome-Wallis 'waxed lyrical' about his experiences with the heavy, three-cylinder oil-fired Pacifics (01.10 built 1939/40 as coal burners and some rebuilt in the late 1950s, later redesignated 012) and the two Class 10 oil-fired Pacifics (two only, built by Krupp, Essen in 1955). These Pacifics were working the main line between Würzburg, Fulda, Bebra, Hannover and Hamburg. I decided to reach that line travelling via Frankfurt am Main, Fulda and Bebra.

Unkel lay on the then only recently electrified Cologne – Frankfurt east bank route alongside the Rhein. This route was primarily for freight and during a visit to Königswinter in 1961 (*Marlow Donkey* No.132, March 2011), I saw a constant procession of Class 50 2-10-0s on freight (one every five to ten minutes!) while elderly Prussian P8 (DB Class 38) 4-6-0s handled locals and semi-fasts and the 1920s/30s built heavy two-cylinder Pacifics (Class 01) managed the few expresses.



This ex-Prussian, three-cylinder P10 2-8-2, now DB Type 39, had only a few years left. 39.048 has arrived at Frankfurt Hbf with a local from an unelectrified secondary route on August 17, 1962.

All photos by the author.

August 1962 in Unkel was very different with green DB Class E40 and E41 15kVA electric B-Bs handling locals and freights and the blue E10 B-Bs the few expresses. However, steam did linger on as a couple of 50s were seen as well as a Prussian T16 (DB Class 94) 0-10-0T on a pick-up freight.

So, on Friday August 17 I caught the 06.00h local from Unkel to Koblenz where Class 50s, 44s (heavy three-cylinder 2-10-0), 01s and 38s were operating some branches and the main line along the River Mosel to Trier. Koblenz lies on the west bank of the Rhein where most of the expresses between Cologne and Frankfurt (via Mainz) ran. The route had been electrified since 1958.

An E10 hauled my express to Frankfurt Hbf (Hbf is Hauptbahnhof or main station) where some steam could still be seen. A Class 50 was acting as station pilot while a P8 and a Prussian P10 three-cylinder 2-8-2 (DB Class 39) arrived on local trains. The 39s take the middle cylinder valve gear drive from a third externally-mounted eccentric crank on the third axle while the cylinders drive on the second axle.

Not knowing anything about 'Inter-Zonal' trains I was surprised to find my train to Bebra consisting of DR (Deutsches Reichsbahn or German State Railways of East Germany) coaches. Now while all the red restaurant cars I had seen on the DB were run by 'DSG' (Deutsche Schlafwagen Gesellschaft or German Sleeping car Company) the red one on my train had 'Mitropa' on it (the pre-war operator of German restaurant and sleeping cars). A pre-war Class E44 electric B-B coupled on to this train, the D199 to Leipzig.

This heavy three-cylinder Pacific Type 01.10 was rebuilt in the late 1950s with roller bearings, pin bearings on connecting rod journals and a new all-welded, oil-fired boiler. The 01.1071 was renumbered 012.071 and was operational into the early 1970s.



We passed through Hanau where I saw an old Prussian T11 2-6-0T (DB Class 74) in steam on shed as well as a Prussian T18 4-6-4T (DB Class 78) and a Class 86 2-8-2T on engineers' trains. Eventually we joined the main Würzburg-Hamburg route and I was a bit dismayed to see a V200 pass us on a southbound express. Well maybe they have one or two on this route, I thought.

In Fulda, the E44 came off to be replaced by an unrebuilt Class 41 2-8-2, the 41.204. So off we set towards Bebra passing a number of oil-fired 44s (later 043) roaring along with long heavy southbound freights. We approached Bebra where two half roundhouses stood mostly empty on the east side of the station. What I failed to realise until too late was that a DR Pacific had coupled on the back and the whole train was to reverse, with the 41 acting as banker to start the train off towards Leipzig!

Then came the announcement that my train, the D483 to Hamburg, was running 40 minutes late! After a quick snack in the 'Bahn-Restaurant' I went across to the other platform to look at the roundhouses, which revealed only



one 41 – the 41.204 - moving around. She eventually replaced 41.044, which had arrived with a northbound 'fast freight'.

After watching 41.204's departure I sensed something creeping towards the other platform. It turned out to be one of the then fast disappearing Prussian G8.1 2-8-0s (DB Class 56.2mL, a 1930s rebuild from the G8.1 (DB Class 55.25) 0-8-0), the 56.482 was towing a breakdown train complete with steam crane. Now that was a nice surprise!

The nasty surprise was the arrival of a V200 with my train to Hamburg. So where are all the 01.10s and 10s I wondered? I joined the train and as we roared uphill out of Bebra I looked back and saw we had a 44 2-10-0 as banker. The line ran quite close to the East German border with its watchtowers and fences. Electrification works were in full swing on this stretch towards Hannover. I eventually saw one 01.10 near Hannover and a rebuilt 01 and 'normal' 01, as well as more P8s, in Hanover Hbf. Another V200 arrived on a train for Würzburg and points south.

I think our driver was overstressing the V200 with its thirteen mostly UIC style 85ft long coaches to hold 75mph or so on the flat route across the North German Plain to Hamburg, where we arrived 50 minutes late. Hamburg Hbf was populated with Class 78 4-6-4Ts and P8 4-6-0s on locals and semi-fasts, but Karin stood waiting patiently there too. So, I had to leave off trains for a while!

Passengers on Unkel-am-Rhein station wait for the Koblenz local on August 15, 1962 as DB E40 15kVA a.c. B-B E40.352 hums through with a lengthy freight on this busy route on the Rhein's east bank.



These hefty ex-Prussian T18 4-6-4Ts, now DB Type 78, were still around in some quantity. 78.353 [Above] was shunting an engineers' train in Offenbach's yards seen from the train on the way to Bebra on August 17, 1962.

I don't think there were many ex-Prussian G8.1 2-8-0s around in 1962! 56.482 creeps into Bebra [Left] with an engineers' train on the same day.

I did not get any chance to 'chase steam' over that weekend, but I decided to arrive at the Hbf an hour early on Monday morning before catching the 09.00h to Hannover where I intended to spend an hour or so there before carrying on south. Before leaving Hamburg I managed to photo some 03s (light two-cylinder Pacific), a rebuilt 01 and a 1950s-built DB Class 82 0-10-0T. Before that, while walking towards the Hbf I saw a large smoke-deflected 01 arriving with DR stock – presumably from Berlin.

My train was again a V200! Well, we passed some Prussian 0-10-0Ts shunting in the yards serving the docklands and an incoming P8 with a semi-fast. Our V200 did not have to work so hard with only eight UIC coaches to pull. I detrained in Hannover Hbf to see more P8s and an oil-fired 01.10 waiting with an express to Kassel. While photographing the 01.10 I missed a Prussian T14 2-8-2T (DB Class 93.5) passing by and was not quick enough to photograph it. Then Kassel's 10.001 passed through light engine. My last shot was of a post-war DB Class 23 2-6-2 arriving with a string of 'Reko' (rebuilt) six-wheeler coaches. And, yes of course, my train to Bebra arrived with a V200!

The V200 had 12-on and proceeded to loose 45min on the way to Bebra. It was at Bebra I made a very big mistake – through timetable ignorance I might add! I knew I could have changed trains into a Leipzig-Frankfurt, which could have been steam to Fulda. But I was worried about my planned connection at Fulda on to Frankfurt with connections to Koblenz to get the last train to Unkel, so I stayed with the V200.

At Hannover Hbf on August 20, 1962 is one of the two DB Type 10 three-cylinder 4-6-2s, 10.001, built in the 1950s by Fried. Krupp of Essen. This engine survives today though not operational.



Before we departed, the 'inter-zone' arrived with an East German, large smoke-deflected 01, 01.123. We pulled out and to my chagrin, what was coupling onto the back of the 'inter-zone' train was 10.002! Yes, a four lettered, old Anglo-Saxon swearword was voiced!

I detrained at Fulda to discover after consulting the station departures board, that after all, my connection could still be made. Only again, damn it, the connection was the 'inter-zone' train! By the time 10.002 rolled in, it was getting too dark to take a picture on Ilford FP4. The Pacific uncoupled to be replaced by an E44. I made all the connections to arrive back in Unkel at about 01.00h.

Why all the V200s? Well, the DB had decided to transfer the V200s away, wait for it, from the Cologne-Hamburg workings to the Würzburg-Hamburg route and the 01.10s, yes you guessed right, to the Cologne-Hamburg route! The two Class 10s were kept at Kassel, along with a few oil-burning 01.10s, to work cyclic diagrams out of Kassel



Unrebuilt DB Type 41 2-8-2 41.204 has a rest by a rather empty roundhouse opposite Bebra station on August 17, 1962. The engine had pulled my train from Fulda and later took over an express freight.

(including, damn it again, Hannover-Kassel-Frankfurt, a route I could have also used!).

The DB's idea was that during the electrification of the Würzburg-Hannover route the V200s ought to be able to accelerate the trains away from engineering slacks faster



This 0-10-0T is considerably newer than the first wagon in her transfer freight passing through Hamburg Hbf. on August 20. The DB built over 30 of these heavy shunting engines during the early 1950s.

At Calais Maritime on August 26, 1962: a coal-burning 141R 2-8-2 and Pacific 2Cl.C.71 back away to the loco depot [Below left] whilst shunting on the quayside [Below right] is a TE 0-10-0T 050TE 524.



DB Type 01 Pacific 01.161 sits with a chartered holiday express at Hannover Hbf on August 17 watched by an ex-Prussian P8 4-6-0, now DB Type 38.10, 38.1981. The station was rebuilt after electrification.

than the Pacifics and so keep time. Well, in light of my own experience, the V200s were not achieving what was wanted!

Well, with the lack of European information in the UK monthlies of the 1960s one had to learn the hard way! I did eventually experience some cracking runs with the oil-burning 01.10s between Osnabrück and Bremen in the late 1960s and on the Rheine-Emden-Norddeich line in the early 1970s. At the very least, I did get to see a Prussian 2-8-0!

Our coach from Wolverhampton allowed little time for photography at Calais on the way to Germany, Near Dunkirk we were stopped while an 050TD 0-10-0T crossed with a local freight. A quick stop near Brussels Midi saw an SNCB electric dragging an SNCF 231E Pacific and train through to the Nord station. On the way back, we had a half-an-hour wait in Calais before boarding and so I did manage to photograph the 050TE 0-10-0Ts shunting at the Maritime station as well as a 231C Pacific and 141R 2-8-2s..

And finally, what about Karin? No, I did not have a 'romance' with her. Her parents in Hamburg (Lutherian) had introduced me to Karin's cousin (a very nice girl for you, said her mother pointedly, she is Catholic and lives in Koblenz). One naturally read 'between the lines'.



ONE HUNDRED YEARS OF THAMES • VALLEY

Mike Walker

It was the summer of 1915 and some of the bloodiest battles of World War I were raging across the Channel but that didn't prevent the British Automobile Traction Company starting a new branch of operations based on Maidenhead and Reading.

Commencing on 31st July, the initial route was from Maidenhead through Reading to Streatley using five three-year old 27 seat Leylands from Yorkshire Traction.

Over the next year or so other routes were established and additional vehicles acquired in the form of some 20-seater Belsize buses bought new then the first of many Thornycroft J-Type chassis which would form the mainstay of the fleet for its first decade. Many of these were acquired as war surplus and were fitted with a variety of bodies both double and single deck including a number of charabancs.

Obviously satisfied with the performance of the operation, BAT set up a dedicated subsidiary which was registered on 20th July 1920 as the Thames Valley Traction Company Ltd. with its head office remaining in Maidenhead and an office and garage in Caversham Road, Reading. The vehicles continued to carry BAT's dark green livery with the 'British' fleetname replaced by 'Thames Valley'. The familiar red and cream livery was adopted in 1923.

Growth was rapid during the early years and by 1920 services reached out to Newbury, Wallingford, Mortimer, Riseley Common, Crowthorne, Sunningdale, Staines,



Thames Valley as most of us will remember it. Bristol 'Lodekka' FLF 851, WJB235, leaves the old Maidenhead bus station in Bridge Avenue bound for Slough whilst Bristol VR, RE and LH vehicles await their next services in the final years of the company's existence.

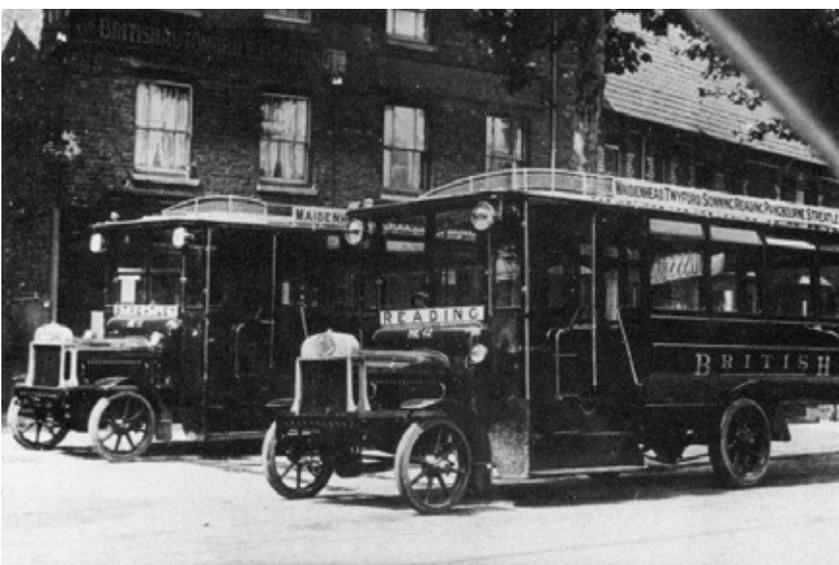
All photos from the author's collection unless noted.

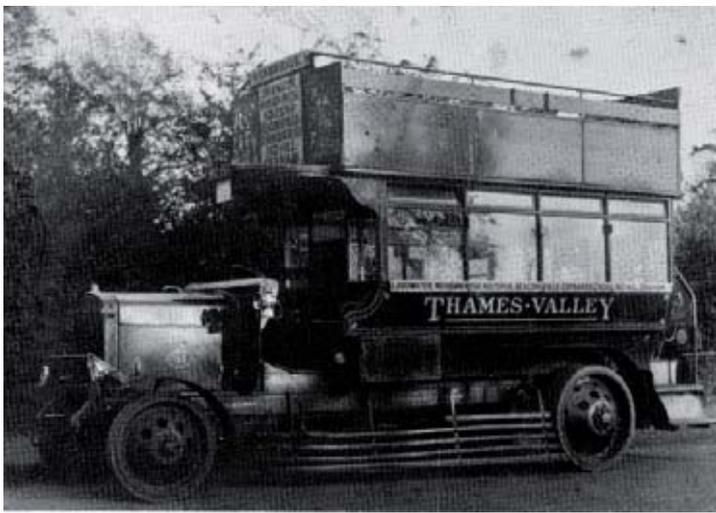
Cliveden, West Wycombe and Stoke Row. Garages were established in Reading (Somerset Place, 1922); Maidenhead (Bridge St - where Waitrose is now); Ascot and High Wycombe, Wycombe Marsh in 1924.

Between 1922 and 1928 the company operated an extensive network based around Uxbridge and Hounslow on behalf of the London General Omnibus Co. who supplied Thames Valley with a number of additional Thornycroft J-Type double deck vehicles for the operation.

Additional expansion came through absorbing smaller operators in the area. These ranged from "one-man bands" such as R J Robson and A E Cowley, both of Cookham, to quite large companies such as Chiltern Bus and Penn Bus, both based in High Wycombe - the latter being split with the newly formed London Transport in 1933, High Wycombe lying inconveniently right on the 30 mile radius from Charing Cross laid down in the LPTB Act.

Two of the original Leyland S8 buses sit outside the BAT area office in Caversham Road, Reading in 1915. Incredibly, not only does the building survive but so too does the closer of the two buses. HE12 has been meticulously restored by Leyland expert Mike Sutcliffe and will return to the town on 2nd August to celebrate the centenary.





Among the larger concerns acquired are two which deserve special mention. Marlow & District Motor Services had been established in March 1925 by the Claytons, a well-known Marlow family who had a major interest in the Karrier company. Therefore M&D used Karrier vehicles on its routes which extended to High Wycombe, Maidenhead, Henley and Wokingham. The company was taken over by TV in 1929 but retained its independent identity until 1933.

The Ledbury Transport Company, which traded under the name 'Thackray's Way' was a Reading-based operator that, among other things, ran an express service to London using a fleet of coaches mostly made by High Wycombe-based Gilford. It had started operations in 1929 but was acquired by the Tilling group in 1935 who passed it to Thames Valley early in 1936. The London route continued and became the well-known service B, Thames Valley having already started a Reading to London express service but via Ascot which became service A. Ledbury also brought with it a garage at Cemetery Junction which Thames Valley used for overhauls and as a paintshop.

In May 1928 a new head office was opened at 83 Lower Thorn Street in Reading adjacent to the garage which was completely rebuilt and enlarged in 1933, at the same time an additional storey was added to the office building.

Changes were taking place in ownership. BAT was the motor bus subsidiary of the British Electric Traction and

By the late 1920s the preferred choice of vehicle had become the Tilling-Stevens B10A for single decks and the Leyland 'Titan' TD1 for double decks. Although the latter brought covered tops, TV always specified open staircases.



Many of Thames Valley's earliest buses were ex-WD Thornycroft J-Type chassis with a variety of single and double deck bodies which were regularly interchanged. Many of the latter came from former London B-Type buses such as that carried by no.51, MO160. whilst no.8, DP2118 carries a Tilling body.

Many were later rebuilt by the company to forward control allowing greater capacity bodywork such as the 54-seat Brush body carried by 73, MO2617.



in 1928 the Thomas Tilling company bought a sizeable share in BET. Internal reorganisations followed with the formation of a new joint company called Tilling & British Automobile Traction. BET and BAT's various bus operating subsidiaries were divided up between the two companies and Thames Valley found itself under T&BAT control. Additionally, in 1929 the bus services operated by the "Big Four" railway companies were taken over by T&BAT after changes in the law prevented the railways doing so themselves. Thames Valley took over the GWR operations in its area and a GWR director joined the TV board.





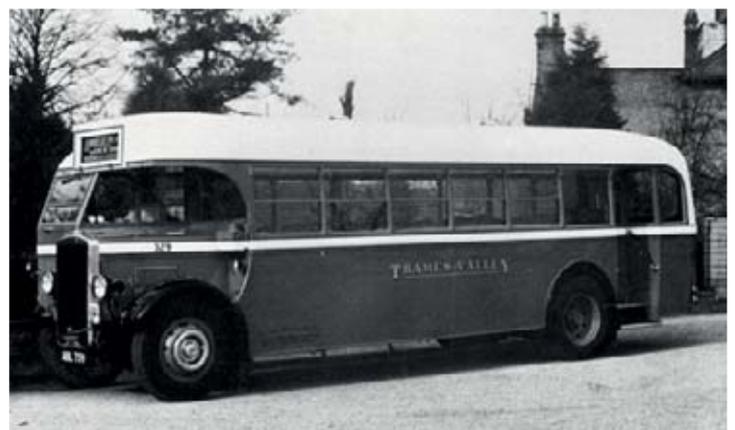
Bearing the 'Marlow & District' fleetname but in TV red, 14, KX8482, was a Karrier 'Coaster' with 24-seat Weymann bodywork. It is shown in Market Square, Marlow which was the terminal in those days!

One of Ledbury's Gilfords, 52, GF6677, is seen inside the Marlow & District garage which was situated in Victoria Road. This coach was built in High Wycombe.

These changes manifested themselves in the vehicle fleet. By the 1930s, Leylands were the vehicle of choice. The early TD1 model 'Titans' had been superseded by the later TD4 and TD5 models whilst single decks used either the 4-cylinder 'Lion' LT series or 6-cylinder 'Tiger' TS series chassis. Most had bodies by Brush to BET specification but by the end of the decade these were Tilling specification bodies supplied by Eastern Coach Works, initially on Leyland chassis but just before the war the first Bristol K double decks arrived, a portent of what was to come.

The Second World War was a difficult time for the company as it was for much of the industry. Traffic was up in support of the war effort, particularly around Maidenhead, Slough and High Wycombe, but many of the road and workshop staff had been called up. Extra vehicles were required but were in short supply - a few "utility" Guy 'Arab' and Bristol K double decks were allocated to Thames Valley and these were augmented by vehicles

Through the 1930s Leyland vehicles dominated the fleet with the 'Titan' TD4 or TD5 the choice for double decks and 'Tigers' of various models for single decks including some stylish coaches.





Under state-control post-war; the fleet was dominated by Bristol-ECW vehicles but there were a few exceptions. Marlow's suspension bridge with its severe weight limit was always a challenge for both Marlow & District and TV resulting in the need for special lightweight buses. In the early 1950's this was met by a batch of Bedford OB buses known locally as the "Oxo Boxes". One, 510, EJB232, leaves the bridge bound for Maidenhead.'

The company reached its peak in the early 1950s with services reaching out to Aylesbury, Great Missenden, Langley, Sunningdale, Guildford, Aldershot, Basingstoke, Hungerford, Swindon, Wantage and Oxford plus the express services already mentioned.

on long-term loan from operators who weren't so stretched such as East Kent and Westcliffe-on-Sea whilst Plymouth City Transport were able to "sell" two elderly 'Titans' to the company.

To increase capacity several single decks gained perimeter seating to increase standing room and to eke out precious fuel reserves (some vehicles still ran on petrol in spite of a major pre-war dieselisation programme) several buses were converted to run on gas which was produced by an anthracite burning device that was towed behind on a two-wheel trailer.

In 1942, the T&BAT joint company was dissolved and TV became wholly owned by Tillings who, in 1948 sold out voluntarily to the new British Transport Commission. For the rest of its existence, Thames Valley would be a state-owned undertaking. Outwardly, the most obvious result was that all new vehicles were of Bristol-ECW manufacture except for special vehicles which those companies could not supply.

In 1950 the Red & White group also sold out to the BTC which transferred two of its subsidiaries to Thames Valley management. Newbury & District gave the company its first real representation in west Berkshire (along with a garage) and was soon "absorbed" but Oxford-based South Midland, which operated express services to London, the South Coast and Worcester was retained as a wholly separate subsidiary.

The old bus station in Frogmoor, High Wycombe which closed when the now also closed Newlands bus station opened in 1968. In this view from the Bellfield car park we see a typical collection of Bristol-ECW buses including a trio of LS single decks and several 'Lodekkas' of various models and vintages. A scene hardly likely to entice folk from their cars.

Photo: Gavin Francis

However, times were changing. Its operating area was becoming increasingly affluent and car ownership soared whilst the recruitment and retention of staff at all grades became increasingly difficult. There were occasional events of note such as "topless white ladies" being let loose in Marlow (another time!) but in general the company was starting a slow decline.

To stem the recruitment problem all suitable single decks and routes were converted to one-man-operation as were double decks when the law (and suitable vehicles) allowed. But as each year passed services contracted in coverage and frequency. A brief bucking of this trend was when Bracknell new town was established together with a new garage which replaced Ascot.

The National Bus Company had been formed in 1968 and started a major reorganisation of the industry. From the start of 1971, South Midland was transferred to City of Oxford (who were by now part of the NBC) and later that year it was announced that Thames Valley would be merged with Aldershot & District from 1st January 1972 to form Alder Valley thereby bring to a close the 52 year history of the Thames Valley Traction Company.



A CONNECTICUT YANKEE IN KING ARTHUR'S COURT

Part 7 Sieze the chance

Col. Don Woodworth

Don Woodworth, a friend of the late Dave Theobald, spent 8 years living in the UK in the seventies and eighties whilst serving with the US Air Force. A lifelong rail enthusiast, Don continues his look back at his experiences during that period which led him to explore almost every mile of the network and provides an interesting perspective on our railways at that time from the viewpoint of an outsider.



Signal box Visit with Cyril Gotobed

One of the unanticipated advantages of being a member of the CRC was becoming friends with a wide variety of BR railway men as well as the “civilian” gricers who regularly attended the meetings. As a result, I was privileged to visit some places that most people didn't normally get to visit. I never requested any special privileges – but I never said “No” if someone was kind enough to offer.

Thus - I had several pleasant outings to visit the late Cyril Gotobed whilst he was at work at the Chesterton Junction signal box. I marveled at Cyril's uncanny ability to predict the presence of a train until he smiled knowingly and explained to me about “The Bells.” The signal box was of what Americans call the “armstrong” variety and I should have known I was being set up when Cyril casually asked if I'd like to pull off one of the levers. Of course I would – right up to the point where my face turned red and I was in dire fear of a terminal hernia – after which Cyril pulled the lever with what I'm sure was casually understated ease. Once again, age and cunning had beaten youth and enthusiasm.

Footplate Ride to London with Bill Last

While signal boxes were stationary and set the path for moving things, things that moved at 70 mph or better were even more fun – to wit, Class 47s on the Kings Lynn - London line. On the magical Saturday morning of 20th February 1982, my phone rang and I heard the voice of Bill Last asking if I'd care to come to Cambridge and have a footplate ride to London and return. Is the Pope Catholic? I was out of the house in minutes and blazing a path across the fens.

The 6p price of a platform ticket soon found me on the south end of Cambridge's famously long platform and watching Bill's beatific grin light up the gloomy morning from the footplate of #47.118 as he came booming into the station from Kings Lynn. In a matter of moments, we were away at 1037 and I was wearing a smile to match Bill's. I handled the highly technical task of honking the hooter at appropriate locations while Bill drove us on with stops at Audley End and Bishops Stortford. Bill's

A man's home may be his castle in the UK but, in the case of BR signalmen, it's their signal box. Here is where my friend Cyril Gotobed reigned supreme with the drivers of 2,750 hp machines doing his bidding. Here is where Cyril kindly invited me on the afternoon of 20th June 1982, shortly after my return to the UK for a second tour of duty at RAF Mildenhall. Above, a combination of Class 105 and 101 DMUs pass the 'Box southbound towards Cambridge.

All photos by Don Woodworth



The levers of progress and other appurtenances of the signalman's trade, to include a track diagram of Chesterton Junction at the upper right hand corner of the photo. I wish I had had the presence of mind to take a photo of Cyril pulling off a lever when I visited his signal box. Like many railway enthusiasts, I sometimes get too taken up with the equipment of the railways and forget about the people behind them who actually make things work. The new Control Centre that was put into operation in Cambridge some years after I departed the UK for the second time is no doubt a much more efficient and cost effective way to control the intense railway activity around Cambridge. For my money though, and that of most of my gricing friends, I will take a signal box and friendly signalman any day of the week!

second-man, Mr. John Potozzi was a very accommodating host as well and was no doubt secretly amused by the good time that I was having.

London was reached all too soon and, after the requisite photos on the platform and a cup of tea, we were back on the northward journey back to Cambridge at 13:05, this time with an additional stop at Harlow Town. The great fun of this trip was that for nearly eight years I'd ridden this line as a passenger and was thus reasonably familiar with it. Hence, it was even greater fun to see it from an engine driver's perspective. Bill was within just three weeks of his forthcoming retirement on 11th March 1982 after a nearly 50 years on the railway, so it was a real treat to ride with him.



Driver Bill Last poses for Don's camera in front of 47118 at Liverpool Street on 20th February 1980 when he treated Don to a round-trip cab ride from Cambridge - things were a lot more relaxed then. The loco was originally D1706, the last of five experimentally fitted with Sulzer V12 engines when new forming the short-lived Class 48.



Framed by the girders of the Long Bridge Viaduct over the River Stort at Broxbourne, an unidentified Class 37 heads north as Don and Bill Last head for London. The line to the left serves the Rye House stone terminal.

The Grice of the Century.

In the summer of 1980, my wife developed a major case of homesickness and decided it would be nice to take our children to spend a month in the States with her parents in St. Louis, Missouri. Opportunity knocked! I quickly obtained a British Rail pass and mapped out a mega-grice. I laid out a tour of the farthest flung lines from East Anglia that I could find and set out on a mileage quest that took me to the farthest tips of Scotland, Wales, and England - and many other fascinating places.

The objective was to ride as many lines as possible as far away from East Anglia as possible, leaving the closer-in ones to be done later on Saturday jaunts after my family returned from their holiday in the States. Between 2nd and 26th June, I wrung maximum use of my pass and along the way met many friendly and interesting people - and just two that weren't very nice at all.

Things went swimmingly, including an overnight stop in Scotland to position myself for a difficult one-way morning

www.mdrs.org.uk

working from Markinch, Fife. An 07:24 departure on the morning of 9th June was the only one single train that day in the direction I needed to travel. I stayed at a pub nearby the station and had a very pleasant evening. I managed to find one person to talk with who spoke English in accents I was able to understand. It was fun listening to two older gentlemen who were having a natter in a corner nearby. Well into Scotland, they were locals whom I hadn't a prayer of comprehending.

The master plan worked and I made my train in the morning, traveling ever father north into Scotland - all the way to Wick where I over-nighted in order to catch the first train south in the morning. It left so early that there was no possibility of breakfast or anything like that - I just had to make it to the station for this particular train of the next several days of planned riding would disappear into a black hole. The hotel I stayed at was a charming oldy - worldly place with corridors running every which way and in no predictable order. Nice if one is not in a hurry, but



disastrous if one over slept and needed to get out in a very big hurry for an 05:30 departure – which I did. This became reason No. 1 why I have ever since checked the egress route from any hotel or motel in which I have subsequently stayed. If there had been a fire, I'd have likely fried. As it was, I made the train with about 30 seconds to spare. Sadly, I had no time to photograph my train headed by 26040, even though this would have been possible at such an early hour when so far north in the UK.

As I traveled south again, the cluster of lines around Middlesbrough was one of my next targets. I spent the better part of my wife's 30th birthday working my way from Newcastle-upon-Tyne to Middlesbrough. I rode bug boxes E50181, E50256, departing Middlesbrough at 16:50 and arriving Whitby at 18:14 over the Esk Valley line. With only twenty minutes to spend on the platform before retracing my route aboard the same units, there was no time to explore Whitby. I departed again at 18:34 and again reached Middlesbrough at 19:57 – just in time to find digs for the night and some dinner.

On the line from Middlesbrough to Whitby on 12th June, I met a small group of school girls that were en-route to Whitby. They must have sensed that I was friendly (and also starving) as they began a conversation that ended up with their sharing some baked potatoes they had with me. Delicious!

I returned to Middlesbrough and I stayed overnight so I could get an early morning start on the 07:16 departure for Darlington on 13th June. Here, I re-learned the fact that many people are creatures of habit. Everyone knows that "bug boxes" were a wonderful way to cover new territory, so I of course found a seat at the very front of the train where I could enjoy the driver's view of the line. I soon sensed that I had unwittingly taken the seat of a "regular" who must have regularly commuted on this line. No chance for conversation here as the atmosphere was notably chilly until Mr. Grumpy debarked from the train.

Inverness is well along the east coast of Scotland en route to Georgemas Junction, where the line splits for Thurso at the very north of Britain and Wick slightly farther south and to the east. I was surprised at the size of the station at Inverness, expecting something rather smaller so far out on the far perimeter of the BR system. Here, two "Choppers" (20102 and 20121) are shown coupled to a van at a quiet corner of the station, while main line action goes on in the background.



Cathy Holden and chums aboard E50181, 12th June 1980 at Whitby. No time to climb to the ruins of Whitby Abbey or to see if Count Dracula were in residence

Rainhill

I made it a point to visit the Rainhill sesquicentenary Rocket 150 celebrations as part of my Great Grice of 1980. Rainhill lived up to its name – it was dismal the entire time I was there – but the trip was worth it. I got to see *Rocket* in steam and also one of my favorite locomotives – *Evening Star*. I cannot possibly think of a better name for a locomotive ending the long tradition of steam in Britain.

I'd tried on many subsequent occasions to witness "Evening Star" at speed on an excursion but sadly, apart for the one time I saw her plodding along at a sedate pace at Rainhill,



I was only able to see her stuffed and mounted at the wonderful York Railway Museum. Likewise for Mallard. When I look at photos of locomotives in the run-down condition in which many of them finished up on British Rail (sadly three years before the US Air Force [finally!] assigned me to the land of the World's Greatest Model Railway Layout, I can only dream about the time when the mainline railways kept their front line power in the wonderful condition in which they continue to exist at York and in the other fine railway museums around Britain.

The Drunken Scotsman.

On one of the mid-point legs of my June 1980 tour of Britain by rail extravaganza, I had what was the single unpleasant encounter during all of the trips that I'd made on BR - and also learned a bit about international diplomacy. I am a non-smoker and always ride in non-smoking carriages for that reason. I don't dislike smokers; only their smoke.

At any rate, as we traveled down the Settle & Carlisle toward Leeds on 13th June behind 45106, not far from where I was sitting was an obviously tipsy Scotsman who, listening to his conversation was just returning to civilization from spending some time offshore on one of the North Sea oil rigs. During the course of the journey, he repeatedly smoked cigarettes, considerably fouling the air of our non-smoking carriage and making the people around him uncomfortable.

No one seemed to be doing anything about it, so I approached the man and asked that he please move to a smoking carriage if he wished to smoke. Bad idea! I forgot the old adage about "When in Rome ..." and that

The replica Rocket wowing the crowds at the rainy Rainhill, Rocket 150 celebration on 26th May 1980. Technology is a funny thing. Rocket looks so quaint and antique in this photo that we sometimes forget that the principles successfully demonstrated on this now-famous locomotive continued in their basic form right to the end of steam.



Mallard and Evening Star on display at the York Railway Museum on 21st January 1989. Dave Theobald & I made a visit to York in conjunction with our visit to Durham. I think if Mallard gleamed any more brightly, the museum would have to issue sun glasses to visitors. I had hoped Mallard would be steamed during 2013 when it was reunited with all of the other existing A4s (including the two temporarily repatriated to Britain from the United States and Canada) but I'm sure the gathering was a treat whether or not all or just some are in steam.

Evening Star looking far more spiffy than if I had reproduced the photo of her plodding along in the rain at Rainhill. As 2-10-0 freight locomotives go, I don't think they get any more handsome than 92220.

sometimes one's accent could get one into as much trouble as it could make something nice happen. In this case, we were dealing with potential trouble!

As he stood up, I immediately discerned that he made about two of me and that I would find it a dreadfully uncomfortable squeeze passing through the small sliding ventilator window at the top of the main window in our Mark I carriage. Wishing that I'd had the common sense to find the guard and request him in his official capacity to ask the man to stop smoking, I quickly decided that an international incident involving moi was probably not a good thing so I wished the "gentleman" a pleasant journey and returned to my seat. The remaining trip into Leeds was not pleasant to say the least but I think everyone in the carriage (particularly me!) was delighted to disembark and be rid of smoked Scotsman.

To be continued...

RECOLLECTIONS OF AN EARLY TRAIN SPOTTER

David Kingswood

In the Spring of 1944 there were no balls ! The pre-war balls that we had played with for several years were just worn out and you could not buy any new ones – they just were not available. Even the schools were restricted but at our school relief came from an unexpected source. The indolent members of class 5 C who would do anything to avoid physical exercises were recruited to run a football bladder repair scheme to keep the school balls in reasonable shape. Cricket balls were unattainable.

At home the boys were confronted with another problem , we all had to do certain jobs, mine was gardening, chickens, rabbits and helping on the allotment, if you sat around for too long, mothers would find extra jobs for us. Then one of our friends learnt about this new craze of collecting train numbers in a book. My father, who was a signal engineer and saw trains all day, thought that we were crackers and told us to keep out of trouble. Our first efforts proved to be fruitless as our nearest rail link, the Hounslow loop line just had five or six locomotives going backwards and forwards to and from the Feltham shunting yards.

Easter came and one member of our group had heard that there were trains at Southall and he went there to reconnoitre the situation for us, telling us that trains were coming and going all the time. You have to remember that Southall was about four miles away from Isleworth so cycling was the only means of getting there. The roads were quite safe as there were hardly any cars about .We purchased our Ian Allan book on GWR train numbers and then travelled to Southall footbridge which overlooked the train sheds. We became puzzled as at that time there were so many "foreign" engines from other companies bringing down supplies to the South coast in preparation for D Day and we could not identify them. Then a large V2 2-6-2 LNER engine came down on the main line with the longest train any one on the bridge had ever seen. It was an American troop train and we stopped counting the number of carriages after eighteen.

The main work engines on that line were the 2-6-2 "tanner oners" (6100) which were used to pull all sorts of trains and I became quite fond of them as our "birth dates" on this earth were quite near. Even in the war, the 10.30 unofficial "Cornish" was pulled by a King or Castle but one Sunday morning, to everyone's surprise a 6100 headed this famous train. The boys could not believe it. The loco, probably exhausted, was replaced at Reading. Apparently, with all Old Oak Common locos working all over the country there was nothing else available to haul the "Cornish". I still go to Didcot at least twice a year where I am a member, to look over 6106 which seems sad.

At Southall footbridge you got up to 15-20 boys. At first, we were concerned about the "background" of some of them but as we got to know them and understood their problems they mixed in well and we all began to gel into a group whose sole interest was the GWR and their locomotives.

The back chat was most interesting. We made many friends there and I still meet up with one twice a year.

As the summer of 1944 progressed we were faced with a real problem-- V1s (or buzz bombs) which were launched from the French coast. You just had to get used to them. You could hear them from a long way off and if you thought that one was coming in your direction you took cover and lay flat on the roadway to the nearest kerb stone. If we heard one whilst on the bridge and it was coming our way we all hurried down and sheltered between two brick walls. When it went over we all cheered being thankful that it had not fallen on us. It was bizarre really, as if you were on the bridge and saw one of these missiles packed with death and destruction passing you by, you just watched hoping that it would keep going on and come down in a field in a uninhabited area.

Later on, I was in the RAF stationed near Shrewsbury initially in the navigation department and later in air traffic. About once a month I went home, returning from Paddington behind a King or Castle until Wolverhampton where the train split. We were all interested to know what type of locomotive was to continue with the journey. If it was a Hall or a 2-6-0 we were safe but if we saw a County we knew that we could be late and miss the last bus. They were terrible engines which didn't like the local coal. Next morning the C.O. would say " I hear that you all had County problems again last night". Why they did not scrap these engines I do not know.

I kept up my interest in railway/locomotives and was pleased to join the Marlow and District Railway Society and went on several visits with them, the last one being to Wolverton works. In many ways I envy old railway engines of my age who can go in for a complete renovation, coming out with their vigour renewed. I just hope that one day, someone would do it for me.

In a scene little different from David's time, 4673 brings the up Brentford branch goods into Southall on 14th July 1960. The footbridge, now closed, is on the left.

Photo by the late Alan Morris.



The Marlow Donkey