

Marlow & District
Railway Society

Please reply to:

THE MARLOW DONKEY NO. 16

SEPTEMBER 1980

CHAIRMAN'S NOTES

Although the summer of 1980 has been notable for a very serious recession the railway preservation societies seem to be flourishing. Some special trains have been run with more empty seats this year but based on my limited observations it would be fair to conclude that the family parties are still arriving at steam centres and cheerfully paying their entrance money. I can only hope the various organisations up and down the country do not kill the geese that lay the golden eggs. If people find their excursions to places like the SVR and Didcot too expensive then the purchase and restoration of old steam locomotives still worth saving will gradually run down amid an atmosphere of public apathy.

Writing of rusting hulks reminds me that I recently bought the latest edition of "The Barry List". According to a count made on the 6th May this year Dai Woodhams still has 104 derelict locomotives in his sidings at Barry Island. The majority are ex-GWR, a large number of 2-8-0's and prairie tanks, a few Halls and Manors and a King which looks like being restored before the Quanton example. There is a diminishing collection of ex-SR Pacifics and 19 BR standard engines.

Had this fruitful collection of salvageable locomotives not been made available over the past 15 years by Woodham Brothers our preservation scene would have been very different. British Railways stored only 13 engines when steam died in 1968, albeit some fine ones like Lord Nelson, Evening Star, Green Arrow and Winston Churchill. The Butlin organisation bought several locomotives to put in their holiday camps as static exhibits. I have been wondering how many ex-Barry locos were on view at the Rocket 150 celebrations last May. Certainly 'Jinty' 47298, Somerset and Dorset 53809, Leander ex-LMS 5690 and Didcot's refurbished Castle, ex-GWR 5051 with its alternative names of Earl Bathurst and Drysllwyn Castle were present. The SVR has 17 ex-Barry locos, and this is probably the highest number owned by any one company for the total of 113 engines so far rescued and preserved for future generations to enjoy.

Travelling along the A5 recently between Conway and Caernarvon I decided to drive on to Anglesey and purchase a souvenir platform ticket from the station at Llanfair PG. I crossed the Menai Straits both ways by the Britannia Bridge now opened to road traffic as an alternative to Telford's suspension bridge. I was puzzled as to the routing of the Holyhead line until I was told later in the evening: "It's underneath the road, of course".

I was very impressed that Robert Stephenson's tubular bridge of 1850 was capable of becoming a modern dual-purpose bridge in 1980 and then I read that next year will see the bi-centenary of Robert's father's birth. George Stephenson was born on the 9th of June in 1781 and there is no doubt that the birth of this remarkable engineer will be remembered by steam enthusiasts all over the world. The Tyne and Wear County Council museum service will be marking the occasion and a visit to Monkwear-mouth Station museum at Sunderland will be high on the list of 1981 excursions for railway preservationists.

(Ed: Many of you will already know that Bas Woodward our Chairman retired last month as Headmaster of Farnham Royal C Of E School. Our good wishes go to Bas and his wife for a long and happy life of ease).

THURSDAY NIGHT PROGRAMME AT 1945 HRS FOR 2000 HRS

- 18 Sep 1980 Autumn Film Show.
- 16 Oct 1980 "The Khaki Railway" a talk with slides by Keith Catchpole on his first hand experiences of railways in wartime.
- 20 Nov 1980 Members ten minute talks.
- 18 Dec 1980 Christmas Film Show "Ghost Train" Arthur Askey
- 15 Jan 1981 Fourth Annual General Meeting.
- 19 Feb 1981 To be arranged.
- 19 Mar 1981 To be arranged.
- 16 Apr 1981 To be arranged.
- 21 May 1981 "Expedition India" Colin Garratt returns for another visit sponsored by Praktica Cameras.

CHRISTMAS DINNER

The highly successful annual Christmas Dinner will again be held at the Blue Flag, Cadmore End on Friday 19 December 1980. Bookings please to Mike Norris with a deposit of £3 per head.

EVENING CLASSES

Your secretary will again be tutoring two evening classes this autumn, both on the subject "Railways of Buckinghamshire". One commences on Monday 22 September at 1930 hrs. at the Grange County Secondary School, Wendover Way, Aylesbury. The other commencing on Wednesday 24 September at 1945 hrs. at the Chalfonts County Secondary School, Chalfont, St. Peter. It is planned to

repeat these in the spring at the Roans County Secondary School, Amersham, and provisionally in Marlow at a venue to be arranged.

FAWLEY NEWS - a quarterly contribution by Steve Medway

Well, things have really been moving during this last quarter, although unfortunately some of the movement was in the wrong direction!

At last the gap in the track has been bridged and now the end seems to be in sight.

A sigh of relief all round heralded the arrival of two hot air guns which do a fantastic job on the paintwork around the station. We may even have people queuing up for a quick blast at what was, a rather unpopular task!

As you will all know by now, Ken and his crew are staging a barbecue on 13th September and this promises to be a fantastic event. Just one point here though, will everyone involved with duties to perform, be it flagman or whatever, please remember that the safety of our visitors and ourselves alike depends on our carrying out our tasks with care and clear heads.

Some of our aspiring loco engineers witnessed how not to do the job on their visit to Old Oak on 21st August and I wouldn't be surprised if somebody has a 31 stashed away at the end of the tunnel. We have had one missing every since the visit and TOPS tells us it is at an unknown destination!!!

Well done Graham who, following his efforts during the last months, has been given responsibility for the P.Way. His team is shaping up nicely. The C & W gang, when underway, will be with Ted, and they have certainly got plenty on their plate.

That's about it for now.

(Ed: The incident mentioned in the first paragraph is the subject of an article by our resident reporter Ted Gregory in this issue).

NEWS FROM FAR AND WIDE

We welcome to the Society three new members, Messrs. E. Morton, I.V. Norman and G.R. Wheeler. Apologies to John Davis in last quarter's entry for adding an "e".

Both the last two evening meetings were given from within our own resources. The June meeting featured those two intrepid travellers Mike Walker and Roger Bowen talking with slides about the delights of Canadian Railways on which they ventured forth last year. Roger again took the limelight the following month this time with Alastair Watson when they reminisced about Rocket 150. Our thanks to the three for two very entertaining evenings.

The evening meeting in August took the form of a visit to that citidel of the GWR Old Oak Common. This was organised for us by Steve Medway who also took a hand in showing us round. Those who did not go should cringe as steam was seen in action. More about this in our December edition when one of our lady auxiliaries Dee Medway will be making a contribution.

Our usual Summer family outing took place in July and 50 members and their children enjoyed the delights of the Watercress Line and the Tasker Traction Engine Museum at Winchester. As with all previous trips it featured two things, good weather, except at the start and finish, and a slight mishap. The slight mishap this time was that there was no one at the museum when we arrived, but this was soon made good and the trip was made all the more enjoyable for it.

DO YOU KNOW YOUR RAILWAY FACTS?

1. Where was the worst railway disaster in (a) the world
(b) GB?
2. What is the steepest gradient in GB today on which standard gauge passenger trains are worked and where is it?
3. Where is the highest standard gauge railway in the world and how high is it?
4. What is the largest class of locos built in (a) the world
(b) GB?
5. What was the date on which the last broad gauge train ran?
6. What is the average number of sleepers per mile on BR?
7. Which is the longest railway bridge in (a) the world
(b) GB?
8. What was or is the highest railway bridge in GB?
9. Who was the youngest locomotive superintendent ever appointed?
10. Which is the longest running railway magazine or newspaper?

For the answers see the last page. Before you do this add up your score. 3 or under - try the next quarter's quiz. 4 to 8 - you are a railway enthusiast. 9 or 10 - you must apply to join the next series of Mastermind.

CHILTERN DERAILMENT - Reporter on the Spot - Ted Gregory

On Monday 28th July 1980, after re-alignment and ballasting of the line Diesel No. 5 and three vans O80725 DM 236874 and O80719 while undergoing tests started to slide and careered down the line.

Passing the sewage works it then ploughed through the track piling up sleepers, rails, mud, ballast and chalk into a retaining wall before it. It lay over the bank at about 45 degrees. The first wagon was at a lesser angle. The second upright and the third buried up to its axles in the sleeperless track bed, with the buffer of No. 2 rammed into its end planking. The engine was still running! This then was the scene.

After switching off, the first operation was to bulldoze soil up under the overhanging loco to prevent it rolling down the bank. The first wagon was jacked up and eased over to line up with the rails. This ended the Monday. The following morning a rough gauging and spiking operation took place. A chain was secured to a fish plated point some distance up the line and a wire cable secured it it, round a snatch block and back to the Case 'dozer'. By choking and transferring the chain and pulley the wagon was hauled up to the top. The second wagon was hauled over sleepers and plates to the line and hauled up in the same way.

Before the third wagon could be moved a cable was secured to a tree 100 ft. away and with a chain puller was fasted to the buffer of the loco and pulled tight. When it was safe we then removed the first wagon which was jammed against it. This one was left on the line some distance from the working area which was now clear to start righting the loco.

Before operations started the cable was transferred from the buffer to the engine bearer through the casing door and pulled tight again. The Case 'dozer then gouged out a slice of the railway banking and gradually ate away at the muck under the loco. The remainder was dug out manually.

Sleepers were placed in strategic points and the loco was hauled over with the chain puller. Once it was more or less upright the bank was dug away to expose the wheels on the right of it. As jacking proceeded the engine gradually slid forward pushing the bank before it. This was checked by passing a cable round a snatch block secured to the fishplates and back to the wagon parked there.

When the loco was ready to haul out this counterbalance was used besides the pull via a pulley to the Case and the engine's own power.

Out of the hole two lengths of rail were spiked to one or two sleepers and out she came. A short gap was bridged with sleepers and fishplates to bring her onto the line proper. As the fuel system was faulty there she stayed until the following morning when Derek serviced her and we majestically rode back up the line pushing the wagon before us.

Obviously without the right equipment this very difficult task would have been more difficult or even impossible. At all times safety came first.

Ernie Dove and I were privileged to take part in this side of railway working which fortunately doesn't happen too often.

A GARDEN FULL OF STEAM - Contributed by Roger Woodham

On Sunday 28th June 1980 Chiltern Trains ran an excursion from Wycombe line stations to East Anglia appropriately named "The Norfolkman". This was supported by several of our members, their families and friends. As is customary with Chiltern Trains there was a choice of destinations. These were Cambridge for a coach trip to Ely cathedral and the surrounding area, Thetford for Bressingham Steam Museum and Gardens and Norwich for a coach tour of the Broads including a boat trip. There are no prizes for guessing where our party would be alighting.

Departure time from High Wycombe was scheduled for 0829 but although the train had not appeared by this time things looked promising as the up line signals had been cleared. It was not long before we were heading towards London hauled by 47200. On entering the first tunnel we became aware that the lights in our coach were not working and no amount of pushing the button in the vestibule could rectify the situation.

We were also in the dark regarding the route we would be taking from London to Cambridge. The organisers had been informed that because of engineering work affecting both the normal routes we would have to travel via Ipswich. This seemed to be the way we were going until we stopped just past Dalston Western junction on the North London line. Conveniently our coach was one of only two that stood in a short tunnel. After about ten minutes 47200 passed the window heading towards the other end of the train.

It was another ten minutes before we moved off in the direction of Finsbury Park and the Great Northern main line. At Wood Green we took the Hertford loop line. I imagine most people on the train had not been this way before. In fact this the first time I had done it in other than an all stations emu.

Cambridge was reached on time but our arrival at Thetford was slightly delayed due to a section of single line working. At Thetford we transferred to three Eastern Counties Briston VR double decker buses for a bumpy twenty minute ride to Bressingham.

On arrival at Bressingham we found BR Britannia Class Pacific Oliver Cromwell in steam giving footplate rides along a fenced off 200 yards length of track. In these conditions Oliver Cromwell could be compared with a wild animal in a cage remembering that this locomotive had once hauled main line expresses consisting of ten or more coaches at speeds in excess of 90 mph.

Most of the other standard gauge steam locomotives including the splendidly restored LMS Royal Scot and Duchess of Sutherland are housed in a large shed. Unfortunately, they are arranged rather close together and the light is not too good making photography just about impossible. Standing outside the shed was a German Class 52 and SNCF 1-141R. Our authority on North American Railways, Mike Walker, found the French engine interesting as it was built by Lima Locomotive Works USA.

There are three narrow gauge steam railways at Bressingham, the Nursery railway, the Waveney Valley line and the Garden railway. The first two are both over two miles long. Driving Gwynedd a Hunslet 0-4-0 saddle tank from a Welsh slate quarry was a funny old gentleman with long hair and wearing a scruffy old jacket. I have since learned this character was in fact Alan Bloom, owner and creator of Bressingham.

A fine new exhibition hall has recently been opened by Alan Bloom. This houses the road engines, the Royal Coach on loan from the National Railway Museum and many other small items.

All too soon it was time for us to board the buses again for another bumpy ride back to Thetford.

The train returned to London by the same route as had been taken on the outward journey except we travelled via the main line instead of the Hertford loop. At Dalston our coach still without lights again stopped in the tunnel. It took so long for the locomotive to run round that when we eventually moved off it was as dark outside the tunnel as in.

Having had previous experience with defective lights the organisers had this time come prepared with a supply of candles. The candle light provided just the right atmosphere in which to refresh ourselves with the wine brought by some members and the further supplies obtained from the buffet car.

A stop should have been made at Ealing Broadway to set down passengers but somebody forgot. Instead the guard halted the train abruptly at West Ealing a station which is closed on a Sunday.

The remainder of the journey back to High Wycombe passed without further incident but due to various delays arrived almost half an hour late.

Finally thanks to our friends Chiltern Trains for organising a most enjoyable day out and I recommend all those who have never been to Bressingham to pay a visit sometime. I'm sure you will not be disappointed.

THE WORK OF THE TRANSPORT TRUST

Members will be aware that our Society is affiliated to the Transport Trust, an organisation which can be best described as the National Trust of the transport world.

Amongst the many things that the Transport Trust does is its direct involvement in certain transport projects. The most interesting to us of late is the external restoration of "Invicta" to coincide with the 150th anniversary of the opening of the Canterbury and Whitstable Railway. Ownership of the locomotive was transferred from the Canterbury City Council to the Transport Trust in 1978. Restoration was carried out by volunteers based at the National Railway Museum, York, with funds provided by the Invicta Motor Company of Canterbury and the Science Museum as well as the Trust. The locomotive returned to Canterbury for the 150th anniversary celebrations of the Canterbury and Whitstable Railway in May this year.

Other activities of the Trust include a 50-50 project with the Shuttleworth Collection in restoring an 1898 Benz International Motor Car and a 1901 Stanley Locomobile Steam Car. Also in conjunction with the Shuttleworth Collection is the restoration of the De Havilland DH88 "Comet" aeroplane that won the 1934 London - Melbourne air race.

Another project is the restoration of the last iron battleship in the world, H.M.S. "Warrior". This is mainly a project of the Maritime Trust, with a 5% interest by the Transport Trust. The Warrior was moved from Pembroke Dock to Hartlepool in September 1979 for restoration.

On the domestic scene the Trust had a surplus of £2,626 in the last financial year. The annual general meeting was held at Beamish on 29th March 1980, the president Sir Peter Allen being in the chair, the report of the council being presented by the Trust's chairman, the Hon. W.H. McAlpine. The main event for 1980 was the planned "Yesteryear Transport Pageant" at Blenheim on 30th and 31st August. The work of the Trust was being increasingly publicised by the production of "Yesteryear Transport", a new quarterly magazine in conjunction with Ian Allan Limited.

This short note I hope gives an outline of the valuable work being carried out by the Transport Trust. I am sure all members will be pleased at being associated, albeit even in a small way, with such a worthy organisation.

CHINNOR BRANCH RAILWAY - contributed by Roger Bowen

Twenty-eight members and friends gathered at the site of the railway station at Chinnor on Saturday 21st June 1980, to be escorted around the sights by the indefatigable Harold Bonnett and two of his friends.

Mr. Bonnett explained that the sole reason for the lines continued existence was the conveyance of coal and gypsum to the Cement Works. Normally one train a day, Mondays to Fridays only, left Princes Risborough for Chinnor at 10.00 hours, but on occasions the train had to be divided and run in two sections. Manufactured cement left the works by road lorry. There is apparently some doubt as to the future of the line as British Rail is asking the cement company for contribution to the upkeep of the line which the company refuse to pay. Our members, now very well experienced in the niceties of permanent way, thought this inferior to their own efforts at Fawley.

The party divided into three and was shown around the Cement Works. Wagons are pushed by British Rail locomotives into the Cement Company Sidings, which are maintained by Thos W. Ward Limited. They then travel by gravity to a rotary tippler and from there by gravity to the exit sidings where they are subsequently collected by a British Rail locomotive. The works were originally founded by a Mr. W.E. Benton in 1908 as a lime-burning works. We were shown around one of the original kilns which is "semi-preserved". Cement working commenced in 1919. By the 1950's the works had become part of the Rugby Portland Cement Group. 76,000 tonnes of coal and gypsum are brought in by rail annually, 400,000 tonnes of chalk quarried alongside the works and 225,000 tonnes of cement distributed by road vehicles.

The railway line originated as the Watlington and Princes Risborough Railway, 8 miles 75 chains long, opened in 1872, and sold to the GWR in 1883. The last passenger train ran in 1957, the freight service until 1961, after which the Chinnor to Watlington section was lifted, leaving the 3½ miles from Princes Risborough to Chinnor, now part of the London Midland Region, to the cement works traffic.

Leaving the Cement Works, our intrepid party drove to Crowell Crossing, passing with some worries an "unsuitable for Motors" sign. At the crossing the now lifted track bed was observed, as well as the vast extent of the chalk pits. Of particular interest was the old GWR bridge rail still in use as fencing posts. From Crowell our party moved on to Wainhill Crossing Halt, opened in 1925 with a rail level platform which was still extant. The presence of flat bottom rail was noted. This crossing is on a 1 in 70 grade which often causes problems as the drivers restart their trains after opening the gates. From Wainhill the party passed under the two bridges at Bledlow before making the penultimate stop to inspect the point where the Chinnor branch diverges from the Thame (formerly Oxford) branch. This is not in fact a junction as the two branches run parallel into Princes Risborough. The presence of a GWR fixed distant still in situ was noted. Finally the party continued on to Princes Risborough, where after looking around the station, the members dispersed, your Secretary and a few others retreating to a liquid lunch at the "White Lion".

Although there is no rail traffic to see on a Saturday everyone found the visit interesting, and very much enlivened by the style of Harold Bonnett whose knowledge, not only of the line, but of archaeology, natural history, and local personalities, is encyclopaedic.

Should anyone be interested in further information on the line I would refer them to "the Watlington Branch" by J.S. Holden (Oxford Publishing Co. 1974) and Harold Bonnett's own article in the August 1979 edition of Railway Magazine (pages 382 to 384).

THE WYCOMBE RAILWAY AND THE MARLOW DONKEY - Contributed by
Mike Walker

Part 8 - The Last Ten Years

Following the closure of Bourne End to High Wycombe on 4th May 1970 the future of the remaining section of the branch line fell into question. In recent years it had carried far more traffic than the section north of Bourne End but far busier lines elsewhere had been closed.

At Bourne End itself further rationalisation took place in 1971. The bay platform, footbridge and main platform canopy were removed and a causeway built across the truncated tracks at the north end of the station adjacent to the old level crossing. The signal box closed on 13th June 1971, being replaced by a ground frame at the south end to control the pointwork. All signalling was removed apart from a colour light fixed distant on each approach. One siding was originally retained but this also vanished after a few months.

Rumours of a closure abounded and early in 1972 Divisional Manager H.N. Todd invited local councils through whose territories the branch passed to send representatives to a meeting at the Compleat Angler Hotel in Marlow. The message was clear, use the line or lose it. Fortunately three councillors present, Maurice Oram and Ann Morse of Marlow UDC and Chris Wallis of Little Marlow Parish Council were commuters who took up the challenge and after discussions with their fellow commuters a public meeting was held at which the Marlow/Maidenhead Railway Passengers Association was formed. The MMRPA received active support from BR and a major publicity campaign was held in the summer of 1972 which succeeded in boosting loadings.

The most spectacular and famous event organised by the MMRPA was the Centenary Celebrations of the Marlow Donkey held on 15th July 1973. Just how the Association and Divisional H.Q. managed to persuade the B.R.B. to allow steam trains to plod up and down the branch all day is still shrouded in mystery. The line was opened on a Sunday specially and the original plan was to use the GW's 6106 and 6998 at either end of six BR coaches between Maidenhead and Bourne End, whilst 1466 would work trailers 190 and 231 push pull between Marlow and Bourne End. However, a BR inspection led to 1466 being declared inactive which led to some hurried negotiations with the DVR who agreed to send 1450 (which had served on the Donkey in the 50's) up, the transfer being at BR's expense which made a nice hole in their projected profit margins.

As is well known the day was a huge success, despite heavy rain until the afternoon, and such huge crowds flocked to the line that the carefully planned timetable was torn up and trains ran as often as was practicable allowing for loading, unloading and locomotive servicing. Many regretted the event could not have continued later in the evening, but the motive power had to be returned to their bases, 1450 being due to meet 4472 "Flying Scotsman" at Bristol on its way from Derby to Paignton after its American tour. In all it is thought that around 8,000 passengers were carried in about 8 hours and the MMRPA was left with a healthy profit in the building society to fight any closure proposals.

Following the steam day the MMRPA organised an excursion from Marlow to South Devon on 9th September 1973. This was a huge success and has been followed by two or three each summer since, which have visited South Devon, Newquay, Weymouth, Tenby, North Wales, Aberwystwyth and North Yorkshire. Such excursions consist of a DMU service to Maidenhead where connection is made with the main line train which is also chartered by the Association.

The MMRPA has managed to make an effect on the lines use, to which BR have responded by investment in track maintenance, station modernisation and maintenance. The Association has station officers who liaise with BR to ensure defects and vandalism is quickly repaired. One only has to contrast the present day Marlow branch with its neighbour to Henley to appreciate the effect of the Association's work.

Recent developments on the branch have centered on level crossing and signalling developments. The manual signal box and semaphore signals on the branch at Maidenhead were removed in the autumn of 1974, control being exercised by colour lights controlled from Slough. Branch trains continue to be protected by the Electric Train Token between Maidenhead and Bourne End, with a Train Staff for the branch to Marlow.

The boat house level crossing off Wharf Lane in Bourne End, which had gates opened by road users, was converted to an open crossing protected by lights and audible warnings in April 1977, whilst a similar crossing was installed at Furze Platt in 1978. This replaced the gated crossing controlled from the "North Town Crossing Signal Box" which was demolished and replaced by a neat brick building to contain the peak hour booking office. The heavily vandalised waiting shelter has also been replaced with one of BR's modern "Bus Shelters". Future proposals call for the removal of the barriers and signal box at Cookham, possibly in 1981 or 82, but the presence of an open crossing here is seen as a potential accident black spot and there is considerable local opposition.

The other parts of the system have been less fortunate. The Joint Line having lost its through GC services and trains south of Birmingham lost its through expresses completely. Initially the service was recast so that the Paddington Birmingham expresses ran via Reading and Oxford whilst an Inter City DMU provided a semi-fast parallel service from Paddington via High Wycombe to Banbury where connection was made with the main service. However,

from 1974 this has been further revised so that the connecting service starts from Marylebone and is a suburban DMU calling at most stations, and without access to toilets throughout the train. Only one train a day each way between Paddington and Birmingham now operates via High Wycombe.

Considering its size and closeness to London, High Wycombe must surely enjoy one of the worst train services in the south east, small wonder that the joint City of Oxford/Green Line express bus services from High Wycombe to London are a major growth area.

At one time it looked as though worse was to come as during the early 70's BR actively considered major changes which would have closed Marylebone to Northolt, Princes Risborough to Banbury and the branch to Aylesbury. Bicester would have been served by reopening the line to Oxford and possibly to Bletchley, to serve Milton Keynes, whilst the Amersham to Aylesbury service would have passed to London Transport. However, the plan has been shelved partly due to the attitude of local bodies, not least the Bucks County Council who do not like the idea of subsidising LT, a fact which has thrown doubt on the future of the present Metropolitan service to Amersham and Chesham.

Apart from the coal yard at High Wycombe, freight traffic has almost vanished from the Joint Line, the only regular traffic being in connection with the oil terminal at Thame and the cement works at Chinnor. The long awaited bulk rubbish trains from the GLC's new depot in the 'vee' of the junction at Northolt to North Bucks should start operating soon and these will be routed via High Wycombe, Princes Risborough, Aylesbury and Claydon.

That brings the story of the Wycombe Railway and the Marlow Donkey up to date, all that remains is to review the locomotives and rolling stock which have been employed and recall some the more unusual incidents in the working of the system.

(Ed: Members who have been following this story of our local lines may be interested to know that copies of the MMRPA booklet "100 years of the Marlow Donkey" are still available (price 20p per copy) together with posters and special ticket souvenirs issued in conjunction with the 1973 Steam Day. Details from Mike Walker).

RAILWAY FACTS - THE ANSWERS

1. (a) At Mondane in France in 1917 when 543 were killed.
(b) 227 were killed at Quintinshill near Gretna Green in 1915.
2. 1 in 27 on the Mersey Railway from the bottom of the Mersey Tunnel up to James Street Station.
3. La Cima on the Peru Central at 15806 ft.
4. (a) Russian E Class 0-10-0 14000 were built.
(b) Ramsbottom DX Class 0-6-0 LNWR 943 built from 1858-1874.
5. 20th May 1892.
6. 2100-2400.

7. (a) Huey P. Long at New Orleans USA 22235 ft.
(b) Tay Bridge 11653 ft. if the London to Greenwich viaduct at 19000 ft. is excluded.
8. Crumlin Viaduct in Gwent 197 ft. which was demolished in 1965.
9. Richard Peacock was appointed loco superintendent of the Leeds and Selby Railway in 1838 at the age of 18. At the age of 34 he founded with Charles Beyer the firm of Beyer Peacock.
10. The Railway Magazine first published in 1897.