

THE MARLOW DONKEY



Edition

166

December 2019



Contents:
Swindon Panel Visit
Coast Starlight & other Railroad encounters
The Launceston Steam Railway
The Great Union Pacific 4014 Adventure

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: Union Pacific "Big Boy" 4-8-8-4 4014 and UP 844 departing Evanston WY. 13 May 2019.

Photo: Col. Don Woodworth. Article Page 13.

Middle: Mike Walker showing Swindon panel to society members at Didcot Railway Centre. 9 November 2019.

Photo: Frank Dumbleton.

Bottom: Hunslet 0-4-0 ST Covercoat and DHR 19 at The Launceston Steam Railway. 22 August 2019.

Photo: Tim Edmonds. Article: Page 9.

TIMETABLE

FORTHCOMING MEETINGS

All meetings are held in the Bourne End Community Centre, Wakeman Rd, Bourne End at 7.15 for 7.30pm

Thursday 16 January	STEAM IN THE 40's	Frank Banfield
	Frank's presentation covers both sound and silent archive films. He started with films when his parents bought him an Ace Pathe Film Projector, and over the last 25 years he has acquired a large collection of Transport Films. Included in the presentation will be Waterloo Station in 1944, and the East Coast Main Line in 1946.	
Thursday 20 February	WINTER SWEET ASSORTMENT	Bob Sweet
	Bob returns with another dip into his photographic collection, both modern and heritage, including some with a seasonal flavour.	
Thursday 19 March	AN EVENING WITH OUR PRESIDENT	Mark Hopwood
	Once again, Mark will bring us up to date with the latest and planned future developments on Great Western Railway.	
Thursday 16 April	TRACKS IN THE MIST	Colin Brading
Thursday 21 May	THE GWR IN SOUTH WALES	Terry McCarthy

CHAIRMAN'S NOTES

I suppose I should wish you all the compliments of the forthcoming season. Hopefully you will be attending or have just attended the Yuletide festivities at BECC and be getting prepared for what follows.

Unfortunately (!) I missed the October meeting as I was in Italy riding the Centovalli line and a few others. I am obliged to my colleagues for stepping to hold to fort – maybe practising for a future chairmanship post. But I was at the November meeting when returning Rev Brian Arman took us from Paddington to Swindon on the Great Western Broad Gauge (note present day spelling – if you were there you will know the explanation). This promises eventually to be a long journey possibly to Penzance in due course, as Brian returns in the future with further westward movement. Good to see the old photographs, even if some were faded, and to have detail pointed out as well as occasional corrections from the audience.

With the Christmas Social under construction you have to wait until January for some 40's steam. Check this magazine and/or the web site to see an ever increasing programme of talks thanks to the Talks Sub Committee. Of course you will be pleased you are taking steps to renew your membership in 2020 at the current rate. Perhaps you will seriously consider standing for election to the committee in February having picked up ideas and slogans from the General Election.

I told you before that I am not doing the railway journeys I once did as a Tour Manager so I try to watch as many TV

programmes on the subject as possible. There are many although several seem to be travel programmes with a bit of railway thrown in. So I gaze desperately into the many rail holiday brochures I receive in the hope that at least one tour will attract my wife as well as me, that it will be to somewhere I have not been or want to go again and is at an acceptable cost. Even today I was scanning one and noted that apart from breakfast virtually no other meals were included so make allowances.

We are indebted to Mike Walker and others for the regular newsletters he puts out to us with the latest gen on a whole range of railway matters both national and local. Then there is this magazine, the famous *Marlow Donkey*. If you have a railway story to tell, why not send it to Mike.

Without meaning to get into politics it seems that railways are not that popular at present except perhaps as a coconut shy. The new London to Scotland railway, I think called HS2; the new rapid transit line through the capital, The Queen's line and the proposed follow-ons from both of these projects plus crowded trains, unhappy staff, all adds up to lots of talking points in the media. There are a lot of people out there working their socks off who do not get enough credit but at least our 'hobby' is in the forefront and we can always look back to the good old days of steam, top link drivers, fresh tasty sandwiches and real tickets.

Mike Hyde

SOCIETY AND LOCAL NEWS

NEW MEMBER

We welcome a new member, David Jones from Marlow who joined the Society in November.

PREVIOUS MEETINGS

Our new season opened in September with an enforced late change of speaker when Carole Cuneo dropped out due to illness. She was replaced a short notice by Tim Speechley with part 4 of his Seventies Miscellany. As previously Tim wandered away from rails in many of his images to cover a wide variety of transport subjects.

In October Brian Stephenson entertained us with images of Iberian Steam both of his own and from his extensive archive which he wrapped up with a small number of recent images from both the UK and Europe.

The Rev. Brian Arman returned in November to take us on a Broad Gauge Journey from Paddington to Bristol through a fascinating collection of contemporary photographs and lithographs. Unfortunately progress wasn't as fast as expected meaning we got no further than Swindon. Brian has already been signed up to continue west - ultimately to Penzance - next year.

Our only outdoor event was a highly successful visit to the preserved Swindon Panel at the Didcot Railway Centre on 9th November. See page 4 for details.

SUBSCRIPTIONS

Subscriptions become due for renewal in January. The good news is that Peter Robins has once again decided to keep the rate unchanged for the coming year, that is £16.00. The reduced rate for those of you who live some distance away and therefore attend meetings only on rare occasions remains at £8.00 with a meeting attendance fee of £2.00.

Remember, the Society now has a bank account with Lloyds which has a number of advantages over the previous account for both members and the treasurer. If you have on-line banking, you may make bank transfers to the Society.

The sort code is 30-95-36

The account no. is 62236160

If you wish to pay your subs by this method, please put "SUBS" and your name (including initial) - e.g. "SUBS-J.BLOGGS" - in the reference, and MDRS in the "Pay" box if required.. You could also set up a Standing Order to pay MDRS every 1st January which would be most convenient for both parties.

If you wish to pay for anything else by this method, please reference accordingly - e.g. "XMAS-J.BLOGGS" (Xmas) or "DON-J.BLOGGS" (Donation) or as advised. If you have any issues with the reference, please drop an e-mail to pd.robins@btopenworld.com advising of the payment.

Of course you may still pay by cash or cheque. Please note that ONLY cheques made out to "MDRS" or "Marlow & District Railway Society" will be accepted by the bank.

Visitors to the Society's meetings will be asked to pay a £3.00 admission fee although that will be reduced to £2 for our friends from the Maidenhead RCTS branch in a reciprocal arrangement.

Please use the form supplied with the AGM pack so we can ensure our records are kept fully up to date. We look forward to your continued support.

If you are renewing by post please send to Peter at:
1 Chalklands, Bourne End, Bucks., SL8 5TQ.

ANNUAL GENERAL MEETING

As in previous years, a pack containing all the reports and other documentation will be distributed to members in advance of February's AGM to enable us to keep the business part of the meeting to a minimum.

LOOKING AHEAD

A quick look at the forthcoming programme outlined on page 2 will show that we have some interesting and high quality speakers lined up for the coming year starting with a 1940s Steam on cine film presented by Frank Banfield.

Following our usual swift AGM, Bob Sweet returns in February with a seasonal assortment of pictures.

In March we are delighted to welcome our president, Mark Hopwood who will be bringing us up to date on the latest developments at Great Western Railway.

Later in the year we will once again welcome Chris Green who will be talking about the London Rail Revolution in June, Colin Boocock returns in September looking at Bulleid's other Locomotives, followed by return visits from Ken Livermore and Geoff Plumb.

Certainly an interesting programme awaits and proves that the society continues to "punch above its weight" in such matters. We look forward to your continuing support.

DONKEY CONTRIBUTIONS NEEDED

This issue has has a distinctly North American bias and has once again left my "pending" folder somewhat depleted so if you want a more balanced selection the editor is appealing for material for forthcoming issues.

RCTS MEETINGS

Our friends in the RCTS have the following meetings planned for the coming months.

Monday 27th January

That Was The Year That Was - 1964 Geoff Plumb

Monday 24th February

Clan Line Chris Meredith

Monday 23rd March

A Taste of Japan Gordon Davies

Monday 27th April

The Privatisation Disaster Cliff Perry

Meetings are held at the Cox Green Community Centre, Highfield Lane, Cox Green, SL6 3AX starting at 19:30. MDRS members always welcome.

SWINDON PANEL VISIT

Our private group visit to Swindon Panel at the Didcot Railway Centre took place on Saturday 9th November and was a huge success despite the appalling weather – at least the Signalling Centre building is weather-tight and we turned the temperature of the air-con up a notch or two. Seven members took part following a no-show and were entertained by five members of the Swindon Panel Society.

Split into pairs, they were taken on a tour of the building to see the displays of the history of signalling and then the panel itself with explanations of the two operating positions, how faults such as points or track circuit failures are simulated and dealt with and how the panel works in its preserved environment.

There was, of course, an opportunity for “hands on” operation of the panel by those taking part both during the “tour” and an open session towards the end. This continued long after the official closing time of the Railway Centre although gradually members drifted away. “Last man standing” was Tim Speechley

who initially found the panel rather daunting but for the last half hour or so was operating the whole panel himself (it normally requires two people to work it!) quite professionally. So absorbed had he become that when he rang “management” to say he was just leaving for home he reported he was still at “Swindon” not Didcot!

Several of those taking part indicated that they’d like to do it again and as there were at least three members who expressed an interest but weren’t available to attend on Saturday there would appear to be a good excuse to arrange a second session sometime next year. Those who didn’t show an interest missed something rather special as those who did, even if not really into signalling, will no doubt tell you.

The Great Western Society’s resident photographer, Frank Dumbleton, dropped in during the afternoon and took a series of photographs some of which are reproduced below.



Your editor, in Swindon Panel mode rather than MDRS, explains the west operating position to Tim Speechley and Vincent Caldwell. Beyond, John Phillips (a former Cardiff Panel signaller) explains the Swindon station area to Keith Gower. Tim is obviously absorbing all he was told and put it to good use later – he didn’t need to sit the exam!



What the ordinary visitors to the Signalling Centre don’t get to see – Mission Control. Adrian Coveney explains the four interlinked computer systems that form the simulator which replicates the interlockings and generates the trains and their describer displays to Keith Gower.



Tim and Vincent again this time with John studying the complexity of Swindon station and its approaches whilst I show Peter Robins and Richard Preece the west end and Wootton Bassett. In the background is Peter Woodbridge who is a senior signalling engineer with Siemens UK and who co-ordinates such visits for the SPS. He also arranges sessions on the panel for trainee signalling engineers as part of the process to gain their professional qualifications with the Institution of Railway Signalling Engineers.



In addition to Swindon Panel, the displays in the Signalling Centre take visitors on a journey through the history of railway signalling from its primitive origins in time-interval working through to a (not yet fully operational) computer work station of the type used over at Didcot’s Thames Valley Signalling Centre. Here Bill Veloz, a former Reading and Oxford Panels signaller, explains the exhibits to David Gardner and Richard Porter standing in front of the massive illuminated track diagram from the old Bristol East Power Box (1933-1970).

The Coast Starlight and other railroad encounters

John Tuck heads west

In October 2018, to celebrate two special occasions we took the whole month off work and what could be better than spending it on the west coast of America and Canada.

My brother-in-law whose 60th birthday it was lives in North Bend, Washington State, about 40 minute drive from Seattle. This was our first port of call, on the 3 October we went for a walk at the nearby Rattlesnake Lake. A lake formed by the building of a dam to create Chester Morse Lake in 1915. It was not the intention to create Rattlesnake Lake but the ground water levels were changed and the town of Moncton had to be abandoned as Rattlesnake lake was formed.

The town of Moncton was home to many railroad workers during the construction of a line by the Chicago, Milwaukee and St. Paul Railway Company 'The Milwaukee Road'. The Moncton railroad depot was re-named 'Cedar Falls' in 1912, from 1910 to the 1940s the depot services were up to 4 passenger and 8 freight trains a day. Cedar Falls was on the line connecting Seattle – Tacoma with Chicago, the Everett to Enumclaw branch line also passed through Cedar Falls.

The Milwaukee was one of the early adopters of electric traction due to the arduous conditions on some of its lines and the availability of cheap hydro-electric power on its routes, so between 1917 and 1920 this section was electrified at 3,000 volt DC overhead.

The Milwaukee line discontinued passenger train services through Cedar Falls in 1962. Amtrak ran passenger trains on the Milwaukee right of way until 1977, the last trains rolled through in 1980 (<http://www.craigmagnuson.com/cdrfalls.htm>).

The small but rapidly growing town of North Bend has a (terminus) station on the running line for the Northwest Railway Museum, This was originally part of the Snoqualmie Branch of the Great Northern Railroad. Built by the Seattle, Lake Shore and Eastern Railway, the first train arrived in 1889, bringing with it tourists and settlers.

The Northwest Railway Museum has slowly developed over the years since our first visit in 2003, there are no parallels between British preservation and American, indeed we achieve a vast amount more in the UK.

The greatest achievement of the Northwest Railway Museum has been the development of the Railway History Centre where they have developed a new build conservation and restoration centre, covered storage and most importantly for the visitor undercover exhibition space. One of the most striking exhibits has to be a chapel car; there were 13 chapel cars in America, representing 3 denominations. Chapel Car 5 'Messenger of Peace' built in 1898, continued serving the church until 1948, at some point it became a roadside café until privately preserved in the early 1970s, then acquired by the Northwest Railway Museum in 2007, under the museum's care it has received various accolades including being registered on the National Register of Historic Places (equivalent to our historic buildings listing but in the US includes vehicles and rolling stock).

The main base for passenger trains all at present diesel hauled is Snoqualmie Depot, the trains run to North Bend, then return



North Bend Depot constructed in 1988 is the eastern terminus for trains travelling from Snoqualmie on the Northwest Railway Museum trains. 7 October 2018

passing through Snoqualmie Depot, then through lines of rather sad looking stored rolling stock and locomotives and then onto the spectacular Snoqualmie Falls before returning to Snoqualmie Station. In 2020 they hope to be able to run their first steam trains using Northern Pacific Railway #924 Rogers 1899 0-6-0. Built in 1899 by the Rogers Locomotive Works for the St. Paul & Duluth Railway as their No. 74. After the railway was taken over by the Northern Pacific Railway in 1900, the locomotive became No. 924 and was used in general switching of freight and passenger cars. Retired in 1925, the engine was sold to the Inland Empire Paper Co. of Millwood, Washington and was used to switch at their paper mill. In 1969 the Inland Empire Paper Co. donated the engine to the Northwest Railway Museum.



Weyerhaeuser Timber Company #6 Baldwin 1928 2-6-6-2. Built by the Baldwin Locomotive Works in 1928, this engine first served as engine #8 for the Mud Bay Logging Company, first near Olympia, Washington and later at Klamath Falls, Oregon, where it was the Weyerhaeuser Timber Co. #6 (1941-1962). After its retirement, the engine was placed on display in Klamath Falls before coming to the Northwest Railway Museum. Gifted in 1965 by Weyerhaeuser Timber Co. Last operated 1974 at Northwest Railway Museum. 5 October 2018

After spending a few days in Washington State with family it was time to cross the border into Canada where much time was spent with yet more family. The only railway related activity was a visit to the Osoyoos Desert Model Railroad, yes they do have desert in Canada, this is the Okanagan Desert. The model railroad has been created by one family over 15 years. Poul and Ulla Pedersen, daughter Lotte and son-in-law Joe Mendes. The layout has European theme, uses Marklin locos, rolling stock and models and the largest Marklin layout in North America. The layout is on the second floor of a large building (see picture) with approx. 1¼ miles of track. There are many interesting scenes, some innovative modelling techniques, I was particularly impressed with their river water technique.



Part of the Osoyoos Desert Model Railroad. 11 October 2018

Another transport delight, which turned out to be so typically Canadian was our flight back from Kelowna to Seattle. Walking onto the tarmac I noted we were about to board a turboprop, having never flown on one before I was determined to take a picture, so I was surreptitiously getting my mobile out of my pocket, a voice came from behind. "Would you like me to take a picture of you – in front of the plane". Only in Canada!

The Coast Starlight

Sunday morning, destination: King Street Station, Seattle to board the 09:45 *Coast Starlight*. The station was opened in 1906, served by the Great Northern Railway and Northern Pacific Railway, the architects were the same company that designed New York Central Railroad's Grand Central Terminal. The main waiting room is certainly something to behold. The station was purchased by the City of Seattle for \$10 in 2008.



Private Railcar at King Street Station, Seattle. Built by Pullman in 1923/4 for the Atchison, Topeka & Santa Fe as business car 33. 14 October 2018

When we were allowed onto the platforms to board the train I noticed a privately owned railcar a parlour-lounge built in 1954 by ACF (American Car and Foundry), it looked unused, this maybe due to various safety restrictions bought in by Amtrak in 2018 on private railcars.

We boarded our coach, found our cabin, departed on time for a journey that had been a long held dream or on my 'bucket list' to use more recent terminology! This was the start of a 1,274 mile, 32 hours and 57 minute journey by rail, a journey that eventually took just over 36 hours. Evidently not a bad delay for an Amtrak service! The first place of any rail interest was Vancouver, Washington where the large rail connected Great Western Maltings were located but the highlight was a scrap metal car on fire, someone took a video of the event and uploaded it to YouTube: <https://www.youtube.com/watch?v=mqx5Qq2DUv0>

Willamette River. The bridge could have done with a coat of paint several decades ago!

It was not long after this we must have gone to the restaurant car for our evening meal as my next photo was taken the following day in Jack London Square Station CA. Restaurant! possibly pushing the meaning of the word somewhat. However we were lucky to experience the 'real' dining experience as they are diminishing rapidly though I believe it is still available on the Coast Starlight. You have to pre-select a time for all meals, and you have to sit with another couple. We did meet some very interesting people, one morning we were running about 2hrs late I was telling a couple over breakfast that happened to run a B&B in Washington state about the system of 'fines' in the UK, in particular the freight that came to a halt on the then new Reading flyover.

The first 'official' stop after Seattle was Portland OR where there was a very long delay before moving off very slowly, already 2hrs 26 mins late, only to stop over a crossing which happened to be a urban dual carriageway mid afternoon! When we did move we crept across the 'Steel Bridge' over the

Unknown to me the train manager was listening to our conversation, when we had finished he said "In America it's product before people!"

In Oakland CA as we approached Jack London square we did our only bit of street running, most roads at right angles to the tracks did have lights, in some



Vancouver WA, switcher EMD GP35 2935 moves two wagons of scrap metal, one on fire to a location in the yard for access by the fire department. 2935 has remote control capability, I can not see anyone the cab, so assume she is under remote control. 14 October 2018



Amtrak Cascades Talgo trainset sits in Portland Union station on 14 October 2018. The loco is actually a Non Powered Control Unit (NPCU) converted from a former F40PH and wears Seattle Seahawks livery.

cases barriers as well, though the public could still use the sidewalk. Not quite European health and safety! Already running 2hrs 20mins late we stopped for 10-15 minutes at Oakland, enough time for me get off the train and take a picture of the locomotive a General Electric Genesis P42DC. I was glad to get on board again to get out of the Californian heat.

We spent a lot of time looking out of the window, sharing lunch with lovely people, spent some time in the dome car where plenty of seats were available to view the stunning scenery. We were very fortunate to be in the dome car when the train was descending to San Luis Obispo (2.2%) via the horseshoe curve on the Cuesta Pass (max speed 30mph), giving some really great views of the train and the California Men's Colony (that's a prison to you and me). Unfortunately photos and videos taken through the dome car windows are not the great. This YouTube video give a good impression: <https://www.youtube.com/watch?v=HVyS2JTIiN8> San Luis Obispo was reached 2hrs 19mins late, considering this is America that's quite impressive.

As we were now running quite late about the timetabled time of our arrival in Santa Barbara 18:02 an additional meal was served in the restaurant with available stock, so the choice was somewhat limited but welcome knowing that by the time we arrived in Santa Barbara we would be heading straight for our hotel rather than looking for somewhere to eat.

Road Trip

We hired a car for our Californian and Arizona road trip, yet again America surprised us. We had booked a car with Sat Nav and Sat Radio but they are only fitted to top of the range cars, most Americans do not use Sat Navs! Anyway we did not like the car we were given so we were given 4 others to choose from and no pre-drive checks!

Amtrak GE Genesis 187 and a sister head the Coast Starlight at Oakland CA. 14 October 2018



Our first railroad encounters were seeing the many freights from the road, also often heard during the night from our accommodation, especially in Needles on Route 66, the following day we picked up Route 66 where we could, the next stop was Kingman where there's a great museum in an old powerhouse. Across the highway from the powerhouse in Locomotive Park stood Santa Fe 3759 a Baldwin 4-8-4, Northern type, built 1928.

Our next stop was Seligman where a lunch break was taken at 'The Roadkill Café' one of the best lunch stops we made despite the name. Our destination for the next two nights was the Grand Canyon, words or images cannot do justice to the amazing spectacle of the Grand Canyon. Unfortunately we just missed a departure at the Grand Canyon Depot on the Grand Canyon Railway (yes Railway, not Railroad). However I did take a shot of their stuffed and mounted ALCO FPA-4.

A friend in Lynton recommended the Verde Canyon Railroad, and an excellent recommendation it was. The terminus at Clarkdale had to be reached by midday for the 13:00 (or 1pm if you're American) departure. This was done with reasonable ease, though some interesting roads were travelled. Those of you who know where I live in North Devon will also know the area is notorious for its steep roads. Well from the Grand Canyon to Clarkdale we travelled an 18 mile downhill section of highway, yes continuous descent for 18 miles!

We arrived with time to spare, I had no idea what to expect other than the obvious tourist train ride. I was quite surprised to see freight wagons, though most were just out of view, so no photographs. I have since researched to find the line is in fact a 'short line' the Clarkdale Arizona Central Railroad (AZCR) and has a connection with the BNSF lane at Drake. The total length of the line is 37.8 miles, the freight is incoming coal for the Phoenix Cement Co.

The line was original name was the Verde Valley Railway, it was built by the Atchison, Topeka & Santa Fe Railway opening in



AT&SF 3759, Baldwin Northern type 4-8-4, built 1928. It was donated to the City of Kingman, AZ in 1957 and displayed in Locomotive Park. 17 October 2018



FPA-4 6776 at Grand Canyon Depot 'stuffed and mounted'. Built by ALCo affiliate Montreal Locomotive Works, it was new to Canadian National. 18 October 2018

1912. Built to carry copper from the area, bring coal in.

The tourist train is owned by the same family as the AZCR, it was apparent from the moment we arrived the Verde Canyon Railroad is exceptionally well run operation, it carries between 90,000 – 100,000 passengers per year. On arrival we had time to look around, take a few photos, including the first class car we had been allocated the 'Santa Fe Belle' and the pair of EMD FP7 locos No's 1510 & 1512 originally built for the Alaska Railroad in 1953. The ride was breath taking, the staff very friendly and helpful. There was an open wagon accessible from each carriage, they were well used as they enabled you to really appreciate the awesome scenery and take photographs. On reaching the ghost town of Perkinsville the FP7s run round for the return journey.

To be continued.



Sue Tuck in front of the Santa Fe Belle, their car on the Verde Canyon Railroad (Top) and two views of the train as it threads the spectacular Arizona scenery.

The two impressively painted EMD F7PAs were built in 1953 for the Alaska Railroad.

The Launceston Steam Railway

Tim Edmonds



The bustling town of Launceston, dominated by the remains of its castle, is the unlikely home to a short 60cm gauge railway worked largely by 'Quarry Hunslet' steam power built for the Welsh slate industry. The Launceston Steam Railway is the successor to two railways which closed in the 1960s. Although the town was the capital of Cornwall in medieval times it was missed off the main line from Plymouth to the west, which passed well to the south. Launceston was not linked to the railway network until the extension there in 1865 of the South Devon Railway's Tavistock branch. This was a broad gauge line, and the section from Lydford to Launceston remained so until the final gauge conversion in 1892. Lydford to Tavistock Junction was converted to mixed gauge to accommodate the standard gauge from Okehampton, which opened to Lydford in 1874 and gave the LSWR access to Plymouth over the GWR until its own line from Lydford was opened in 1890. The North Cornwall line was opened in stages west from Halwill Junction and gave the LSWR access to Launceston in 1886 and on to Wadebridge in 1895. Both companies maintained separate stations at Launceston, but a connection between the lines was made in 1943. This enabled BR to close the GWR station in 1952 and concentrate passenger traffic on the LSWR establishment. Considerable freight was carried on both lines, but passenger usage was always light. The GWR branch was closed to passengers at the end of 1962, remaining goods traffic went early in 1966 and the North Cornwall was closed completely in the autumn of 1966.

The revival of a railway at Launceston came in the early 1980s. Nigel Bowman had bought 1ft 10³/₄in gauge 0-4-0ST *Lilian* (HE 317/2883) from Penrhyn Quarry in 1965 when he was only 19, then restored the loco to working order at his parents' home in Surrey. He later moved it to Peter Rampton's nearby farm, where it could be steamed on a short length of track, and the two became friends and collaborated on various restoration projects. (Rampton died this year – see the article about him in the September 2019 *Railway Magazine*.) Bowman was looking for

Covertcoat simmers on the stabling siding while DHR 19 runs round ready to work the 14:00 train on 22nd August 2019. Note the tree-cutting wagon outside the shed.

a suitable location to build a railway on which he could run *Lilian* and other stock that he had acquired. His connection with Cornwall goes back to 1970 when he had met Launceston father-and-son team James and Nigel Evans, owners of another Quarry Hunslet, *Velinheli*, while they were at an auction of Dinorwic Slate Quarry equipment. Bowman visited them in Launceston and followed this up with an enquiry to the local council about possible sites for a railway. The result was a plan, with support from the Council, for a narrow gauge railway running west along part of the North Cornwall line.

Acquiring the land proved complicated. The old station sites had been sold and were being redeveloped as an industrial estate, but development of the trackbed to the west and the adjacent former gasworks site fell through, so this area was purchased as a base for the new railway. Nigel and his wife, Kay, moved to Launceston and began development of the new station and workshops. This was helped by the acquisition of wagons and rails from the dismantled 2ft 6in gauge railway at the Ernsettle Royal Navy Armaments Depot near Plymouth. Track was laid to 60cm gauge and passenger carriages were built on site – replicas of tramway-style prototypes from the 2ft 3in gauge Plynlimon & Hafan Tramway and the 3ft gauge Torrington & Marland and Manx Electric Railways. A second MER vehicle was added after a few years. Enough track had been laid along the old standard gauge trackbed by November 1981 to run a test train on the 90th anniversary of the first recorded construction train along the original railway.

The first half-mile of line was ready for public opening on Boxing Day 1983 and the line was soon extended to the first terminus at Hunt's Crossing. A further extension to Canna Park was opened in 1990. The final extension in 1996 was to a station and run-round loop at Newmills, a total distance of about 2¹/₂ miles, where an adjacent farm park makes a popular destination



The view of Launceston station from the road bridge on 27th September 1988, with Covertcoat stabled on the left and Lilian running round the T&MR coach and a MER 'toast rack'. In the background is another MER 'toast rack' with the shed/workshop behind.

for families making a trip on the railway. Launceston station is a new build, incorporating a shop and café, but some former gasworks and other industrial buildings on the adjacent site are used as workshops, loco sheds and a museum of transport. There is a real 'industrial railway' feel to the site and this is enhanced by two lines crossing a back road to reach the Museum and the 'Priory Shed'. The name of the latter is because the shed overlooks some of the visible ruins of Launceston Priory, parts of which were buried under the railway and gasworks. Other industrial remains nearby include the water-powered Town Mills (now converted to flats) which were supplied by a leat that crosses the railway on an aqueduct.

Veronica and I have visited the Launceston Steam Railway twice, 31 years apart, so have seen the line both in its early days and in its present form. That first visit was on a rather wet 27th September 1988, when the large canopy on the new station was a welcome feature. At the station there was a run-round loop with a water crane, and a short siding on which was stabled Quarry Hunslet *Covertcoat* (HE 679/1898) and a few pw wagons. A short distance down the line a trailing junction gave access to a steeply-graded link up to the shed/workshops. In steam was *Lilian* with Nigel Bowman on the footplate and heading two carriages, one of them the T&MR replica and the other a MER 'Toast rack'. Our journey took us to a run-round loop at the bleak Hunt's Crossing terminus, where a hut was the only building. I have no recollection or photos of the shed and museum buildings, so suspect that in the dismal weather (and with a 19-month old son) we did not tarry for long.

A return to Launceston in 2019 was prompted by the extended visit to the railway for the season of Adrian Shooter's Darjeeling Himalayan Railway B Class 0-4-0ST+WT No 19 (SS 3518/1888). Trains run hourly from

Fast forward 31 years, Covertcoat comes off the train after the return of the 12:00, while DHR 19 has coupled up to the front ready to work the 13:00 on 22nd August 2019. The LSR station is just west of the original GWR and LSWR stations.

11:00 to 16:00 and No 19 was normally due to work the 13:00 and 14:00 trains on Wednesdays and Thursdays, so after checking with the LSR that it would be running on 22nd August (my birthday) Veronica chose this as my treat. The railway's car park is on the trackbed of the LSWR line east of the station and is approached through the industrial estate that occupies the old stations and goods yards – its huge size showing just how important the goods traffic must have been. The station is accessed by a path under a road overbridge. Compared to 1988 the vegetation on the lineside had grown considerably and there was now a

small shed at the end of the stabling siding, otherwise the layout was much the same, although the station facilities had been developed, including a well-stocked bookshop. DHR 19 came off the siding to pose between the running-in board and the water crane while *Covertcoat* was about to depart on the 12:00, which comprised the entire fleet of four coaches. Compared to our previous visit there were some noticeable differences in the T&MR coach, which was originally built as a four-wheeler but had since been altered to run on bogies and with extended balconies. After the train had departed, we crossed Priory Lane to look round the museum, where the larger railway exhibits include a London Post Office Railway car and an ex Dinorwic Railway 'Royal Carriage' wagon conversion, which was allegedly used by Queen Victoria. There are also road vehicles and small exhibit displays.

While waiting for the train to return we bumped into Michael Messenger, the railway author and publisher, who was on holiday with his wife. We travelled with them on the 13:00 train in the T&MR replica, for which Michael (author of *North Devon Clay*, which includes the history of the T&MR) had supplied the drawings and dimensions for the original build. Nigel Bowman was one of several people on the spacious footplate of No 19



In front of a Southern Railway style running-in board at Launceston station, Nigel Bowman checks the tank as Lilian is watered on a dismal 27th September 1988.



This shot of DHR 19 posed by the running-in board shows how much the growth of vegetation has changed the scene. Note also the addition of a shed to the stabling siding. 22nd August 2019.

DHR 19 approaching Launceston with the returning 14:00 train, having just passed under the mill leat aqueduct. 22nd August 2019.

and the train was well-filled, mainly with families visiting the Farm Park at Newmills. I decided to try a lineside photo of the 14:00 train on its return, when it would be running boiler-first, and chose as my viewpoint the road overbridge at the edge of Launceston. The back exit from the station took us past the fenced-off workshop/shed in which *Lilian* was just visible. Over the road in the Priory Shed and on public view, but not obviously so unless you were exploring, were *Dorothea* (HE 763/1901) and *Velinheli* (HE 409/1886), while tucked at the back was 4wVBT *Perseverance*, built by Bowman in 2004. Having reached the road bridge I found that it gave a good overhead view of the railway, which also included the aqueduct in the background. Then there was time to patronise the cafe-teria and browse in the bookshop before watching *Covertcoat* with the returning 15:00 train. With its 100% steam passenger services, if you are heading west on the A30 this is a line well worth a diversion to visit. However, do check that it is an operating day – in 2019 it was open from late May to late October, but be aware that there are no services on many Fridays and all Saturdays.



DHR 19 runs round the 13:00 train at Newmills station.

Launceston as it used to be.

Battle of Britain 34084 253 Squadron enters the station with the 08:30 Padstow to Exeter local in July 1962.

The LSR station is located beyond the road bridge in the background which is the one Tim took the upper photo on page 10 from.

Colour-Rail BRS790



Looking east from the same bridge, Battle of Britain 34061 73 Squadron on a down train calling at Launceston. The former GWR station yard can be glimpsed on the left and a WR Plymouth-bound train waits in the up platform in June 1958.

Colour-Rail BRS342

West Country 34030 Watersmeet climbs away from Launceston with the up Atlantic Coast Express bound for London Waterloo in August 1964. The stations were around the curve to the left of the train whilst the GWR lines can be seen entering in the right background.

Colour-Rail BRS1169



The Great Union Pacific 4014 Adventure

Part Two

A True Account of Col. Don Woodworth's Fantastic Grice of the 4-19 May 2019 Journey of Union Pacific Railroad 4-8-8-4 "Big Boy" in the United States between Cheyenne, Wyoming and Ogden, Utah and Return



The 4014's departure west from its Rock Springs layover was at 04:00. Ugh! Having always been allergic to morning, I slept in with the intention of simply gricing along the line to the next stop – Evanston, WY. Sod's law being Sod's law, the weather naturally turned to heavy overcast with touches of rain, sleet, and snow as I drew closer to Evanston. Just like summer in "bracing Skegness!" Gricers were allowed to access the train while it was being serviced in the abysmal drizzle in Evanston. I took a few of the obligatory pictures and then decided to have a look about town. As it turned out, the rather shabby looking former Union Pacific roundhouse just west of the downtown area which my friend Dave Theobald and I had visited in 2006 had been adopted by the city of Evanston and was undergoing a multi-million dollar renovation into an absolutely splendid convention center. I ended up taking an impromptu tour with a party of other gricers who were also in town to see the 4014. Happily, the sun decided to peek out for a bit following the tour and I was able to get a few semi-decent photos of the Big Boy before the sun hid itself again.

The gloomy weather persisted on the next day, when the 4014 departed Evanston and headed west down the iconic Echo and Weber Canyons in northern Utah en route to Ogden, where it was scheduled to remain for several days. Rather than fight the multitudes of gricers following the train, I elected to get up early and drive to the choice location for a photo – an overlook on the westbound side of I-80. Arriving there in plenty of time, I easily found a parking place plus a good photo location. The incessant rain had turned the hillsides to mud making it a slippery, sticky situation to find a good spot. Nevertheless, after a tumble into the gooey mud, I found a spot and waited anxiously for the train to appear. A black locomotive in the murk makes a less than inspiring sight, especially at a distance, so the only saving grace was the scenery and the fact that the 4014 and accompanying 844 were working a modest amount of steam – likely just to keep their cylinders lubricated. This was the only steam shot that I attempted that day – it was useless to pursue the engines in the murk with a crowd of several hundred cars.

UP 4014 and its train descend Echo Canyon in the murk at 09:10 on 8th May 2019. Contrast this photo to that on page 16 as 4014 works upgrade at the same location. This later photo should have been the highlight shot of the entire trip with lots of clag as the train worked upgrade in perfect weather toward the summit of the grade near Evanston, WY. In fact, it was a total bust!! Either the firemen were doing a totally superb job in maintaining clean fires with minimal smoke – or – the diesel that was along "just for the braking" was doing a lot more that had been initially let on. In either case, the down-hill shot in the murk inadvertently turned out to be the better of the two shots at this location – perhaps due to the cool/cold rainy morning and the need to work a bit of steam to keep the cylinders lubricated.

A celebratory event was scheduled for 9th May in Ogden. The 4014 was separated from its companion 844 and the engines re-positioned nose-to-nose to replicate the ceremony that was to take place the following day at the National Park site some 52 miles west at Promontory Summit where replica 4-4-0 locomotives Central Pacific "Jupiter" and Union Pacific 119 were to repeat the iconic meeting of the rails ceremony that occurred there on 10th May 1869 as the rails of the United States' first transcontinental railroad came together after 6 years of construction.

Being allergic to large crowds and not wishing get cozy with the 10,000+ people attending the ceremony in Promontory (and having previously been to Promontory), I instead elected to spend several days riding Salt Lake City's excellent light rail system (TRAX); riding the city's commuter rail system (Front-runner), which parallels the base of the beautiful Wasatch range of mountains for 88 miles from Ogden in the north via Salt Lake City to Provo in the south; and making a trip out to Promontory Point on the Great Salt Lake to get photos of one of the most spectacular scenes in the west – trains traveling west across the great causeway that spans the lake with the Wasatch Mountains in the background. Absolute heaven – except for the myriad swarms of horrible mosquitoes and black flies.



Looking west at Evanston, WY at 14:55 on 7th May 2019. The operator of the semi-trailer seen transferring fuel oil to the 4014 at the far end of the train was the only non-railroad person involved only non-Union Pacific person helping to service the train. He told me that he had held the refueling contract for approximately 10 years because of his ability to deliver high quality fuel exactly where and when the railroad needed it – something the railroad long ago decided was necessary due to previous experience with scheduled deliveries failing to happen or to fuel dealers delivering sub-standard fuel. I had expected that the steam locomotives would be using the traditional low-grade Bunker C fuel oil but was surprised to learn that they were burning used, processed motor vehicle

lubricating oil. In talking with a railroad foreman during the fueling stop, I also learned that the diesel was along primarily to provide braking force for the train. It seems like the steam restoration force did not have sufficient time to cast new brake shoes for the 4014 (it was still wearing the same shoes that it wore upon retirement) and thus the railroad did not wish to overstress the braking system on the locomotive. I was told that the steam locomotives were indeed performing the primary work of moving the train but, after observing it for many days, I can't help thinking that it was the 844 that must have been doing most of the work with the 4014 just working steam to keep its cylinders lubricated and to blow the whistle – more of which anon.



United States National Park Service replica 4-4-0 locomotives at Promontory Summit, UT, site of where the tracks of the United States' first transcontinental joined on 10th May 1869 – the Central Pacific RR's Jupiter to the left and the Union Pacific RR's 119 to the right. I took this photo early in the season on 24th May 1977 when the engines were not yet being steamed for the "meeting of the rails" recreation that is done several times daily during the high tourist season.

UP GP15-1 UPY 573 and GP38N 1208 switching at Riverdale Yard as a Frontrunner commuter train passes north at 09:55 on 11th May 2019 toward its nearby northern terminal in Ogden, UT. The commuter train is powered by a MP36PH-3C diesel built by Motive-Power, a subsidiary of Wabtec, which specializes in passenger power for commuter lines. Frontrunner is a well-run operation that moves 4,645,000 passengers per year over its 81 miles of track between Ogden in the north via the state capital of Salt Lake City to Provo in the south. Utah is the 13th largest state in the United States with an area of 84,897 square miles (compare to 80,823 square miles for the UK) with a population of 3.2 million people – largely concentrated in the 10 mile wide Ogden-Provo corridor. Utah becomes very sparsely settled once one leaves this heavily settled corridor.



I have a keen interest in light rail and have been working for many years to cover the many systems in the United States and Canada. When I was much younger in my teens and twenties, electric transit systems were being abandoned in the United States faster than I could ride them. In 2019, new systems are happily being built faster than I can now ride them – a delightful “problem.” As I suspect most *Marlow Donkey* readers have a preference for railways as opposed to light rail rapid transit, I have omitted my TRAX photos from this article and included one Forerunner shot and one of a train moving west across the Great Salt Lake – for my money, one of the finest railroad views in the United States.

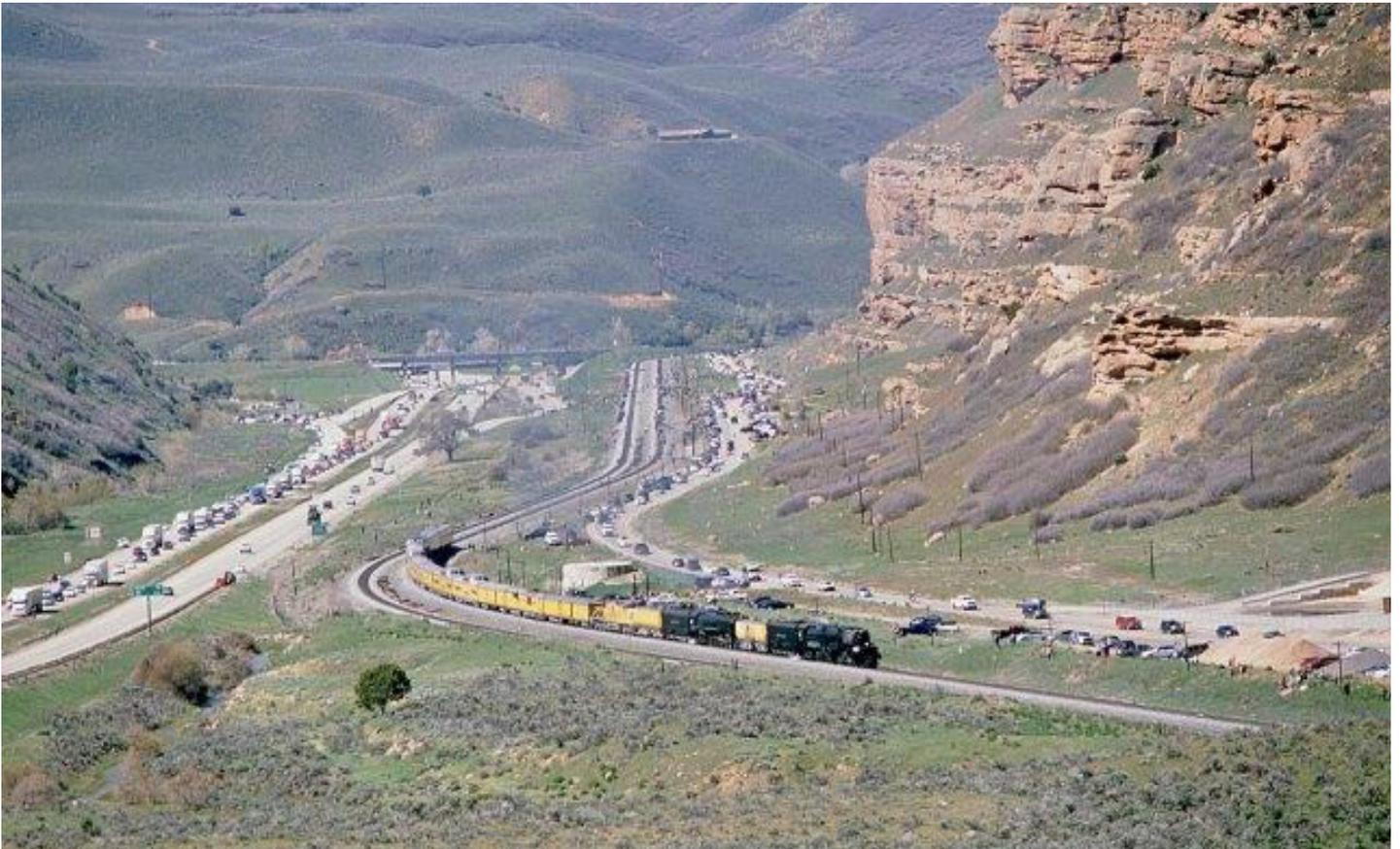
While approximately 10,000 of my closest friends were gathering elbow-to-elbow at the Promontory Summit historical site (see page 14), I elected to travel about 40 miles south to Promontory Point to enjoy the solitude at a point overlooking the northern portion of the Great Salt Lake at a point where trains travel westward on a long causeway that spans the lake. I stopped en route at Ogden on the second day that the #4014 was on display but soon left because the crowds were ridiculous and I had forgotten the people filter for my camera. Instead, I got a

few excellent shots of the Forerunner commuter service that I’d been after and went on to the shores of the Great Salt Lake.

For my money, this is one of the most spectacular views in North American railroading and I always love to see a westbound train rounding the curve at the west end of the causeway with the lake and beautiful Wasatch Mountains in the background. This range stretches the length of the east side of the Great Salt Lake and effectively defines the Salt Lake City metropolitan area, which is hemmed in between the mountains and the lake.

In this view, UP 5394, one of the railroad’s ubiquitous class of over 400 C45ACCTE locomotives, and friends power a mixed freight composed mostly of autoracks toward the west coast of the United States. The beautiful Wasatch Range looms in the background. My experience has been that the railroad tends to fleet their trains on this line, so it’s possible to wait many hours to finally see a train moving and then see two or three in fairly rapid succession. There are no amenities in this area, so it is wise to bring along food and drink, something to read, and lots of insect repellent and sun screen. Depending on the time of year and time of day, both mosquitoes and black flies can be absolutely voracious.





Eastbound trains leaving the Great Salt Lake basin have only two choices – climbing out of the basin either at Ogden via Weber and Echo Canyons on the Union Pacific RR or via Soldier Summit on the former Denver & Rio Grande Western RR (now UP) near Provo. Save for Amtrak, traffic on the former D&RGW route has become quite sparse, with the majority moving via the aforementioned canyons.

The day that the 4014 was scheduled to leave dawned clear and bright. Despite the early hour, I bounded out of bed and again headed for the premier photo location at the I-80 rest stop in Echo Canyon – eagerly anticipating the clag that the two steam engines would be putting out as they worked their way up the canyon. Everything was perfect – blitzing sun at just the right angle; crowds under (reasonable) control, and a whisker of steam in the far distance as the train advanced from a short stop in the miniscule hamlet of Echo, UT. Sadly, someone forgot to tell the engineers (drivers) about the need for clag and the train passed us by climbing up hill with barely a hint of smoke issuing from the locomotive’s stacks. What should have been one of the primo shots of the entire trip turned out to be a total bust! I hate you Mr. Sod!!!

The train went on to nearby Evanston, where it again overnigh- ted, and then on again to Rock Springs where it spent two days open to the public. By serendipitous happenstance, I chanced to meet an old friend with whom I’d lost contact while idly chatting in the photo line whilst waiting for the #4041 and its train to climb Echo Canyon. We enjoyed dinner that evening at a Mexican restaurant in Evanston and were out early the next morning to catch the 4014’s departure for Rock Springs. This effort proved worthwhile as both engines were working steam on a rather brisk morning, producing one of my finest shots of the trip. An international photo line of gricers from the US, Germany, Japan, and China were perched like blackbirds on a telephone line on an overpass just east of the town center and its nicely restored railroad station. Excitement rose as the steam train started to move right on time, only to be held by a signal check as a high priority Z-train of containers was allowed to overtake it and speed east. During this interval, some pratt

Richard III, Act V, Scene IV. A people filter! A people filter! My kingdom for a people filter! This scene is typical of the crowds with which one had to contend for the entire duration of the 4014 grice from Cheyenne, WY to Ogden, UT and return. It would be an understatement to say that the exercise became more than frustrating at many junctures. Note the traffic backed up bumper-to-bumper on Interstate Highway 80 (US equivalent to a British motorway) to the left of the photo, the huge gaggle of people in the background at Echo (from whence the train had just departed), and the queue of traffic along the secondary road paralleling the railway line to the west. This is the primo location for shooting eastbound trains traversing Echo Canyon in the morning. Everything was perfect except: NO CLAG!! I will leave it to you, dear readers, to insert the applicable expletive, but I was less than pleased after having risen before the crack of dawn and driven 60 miles to ensure I found a parking space and photo location to discover that any semblance of 4014 working hard upgrade (which it should have been) had to be supplied by imagination or Photoshop. What a disappointment!

wearing yellow trousers managed to wander into the center of the large, open grassy area beneath the bridge, totally lousing up the carefully planned shot of all the gricers perched above. Her name might have been Ms. Sod (we weren’t sure) but she did respond positively to the roar of disapproval from the bridge and move to the side of the field just before the 4014 began to move again.

My newly re-discovered friend and I parted ways here, he heading back to Ogden to catch a train to return home to southern California and myself very indirectly toward Rock Springs, where the train was again going to be put on display and remain overnight. Rather than fight the swarm of gricers between Evanston and Rock Springs, I elected to remain in the Evanston area to do some line-side photography that I’d wanted to do for many years. I retraced my steps west past Echo Canyon to Weber Canyon and the spectacular Devil’s Slide area, searched about for a suitable location, and then perched like Snoopy the Vulture waiting for a train to come along.



4014 redeemed herself departing east from Evanston, WY at 08:34 on 13th May 2019 by putting on a lovely show of steam and clag that would have been even more appropriate climbing Echo Canyon! Note the former UP roundhouse complex in the far right background which is being beautifully restored by the city of Evanston. Note also that the SD70AH that had accompanied the train west has now been replaced by UP General electric ET44AC diesel 2650 for the trip returning east.

I should mention at this point that I suspect that the UP has succumbed to the Precision Scheduled Railroading (PSR) trend that seems to be sweeping the United States. This is purely personal speculation but it seemed like the number of trains currently traversing this route were fewer than I remembered on past occasions and the ones that were operating were longer,

often with mid-train helpers instead of the more usual unit(s) shoving on the rear end of the train. At any rate, the only thing to do was to wait for a headlight in the distance – and that’s exactly what I did.

I took advantage of the excursion train’s stay in Rock Springs to go aboard the train and visit the Union Pacific Rail Car – a converted baggage car in which the railroad had created an excellent record of its history and in which UP representatives were available to answer questions from the public. I’d have spent longer on my visit save for the fact that I heard a diesel horn where one wasn’t supposed to be heard and, instead of doing further gricing along the UP main line, ended up following a thrice weekly Union Pacific local freight northward on a branch that led about 6 miles north out of Rock Springs.



I was finally rewarded with the sight of UP 5742 and kin on the point of an eastbound mixed freight exiting the Devil’s Slide area of Weber Canyon headed eastbound at 16:28 on the afternoon of 12th May 2019. The lead unit was another one of the UP’s ubiquitous series of 430+ General electric ES44AC (C45ACCTE on the UP) locomotives and emblematic of the fact that I generally go out of my way to seek photos of trains in interesting landscapes in many instances instead of pursuing closer-up shots of essentially look-alike wide-cab locomotives. There is something to be said for trains in the landscape.



My final shot of the trip was of 4014 and train headed east in the growing murk about five miles west of the miniscule hamlet of Rock River, WY at 13:20 on the afternoon of 17th May 2019. The weather had been steadily going from so-so, to poor, to miserable, to execrable (sleet and a tad of snow on Sherman Hill to the east) and my fun meter simply pegged out. It was time to go home.

lukewarm at best because my great friend Dave Theobald of St. Ives, Cambs. was not with me. Had he still been living, there is absolutely no doubt that he'd have joined me in the States for the grice of a lifetime and that we'd have had a smashing time photographing the 4014 despite the often dodgy weather and ever-present pesky crowds.

This said, the best I was able to do was to bring along a photo of Dave and, through the kindness of a stranger, have a photo of myself holding his photo taken in front of the Big Boy in the afternoon sun at Evanston, WY. So Dave, if you were watching from the Great Roundhouse in the Sky, you were there in spirit to see the Big Boy with me and, on several occasions during the two week grice share the idiotic wrap-around grin on my face as the world's largest operating steam engine did what all good steam locomotives are supposed to do!

On a lightly trafficked branch line, one might usually expect to see smaller or older engines in service – such as GP38s or SD40-2s cascaded from main line service. Thus, I was more than a little surprised to see a pair of large SD70s ambling along up the branch at about 10 mph. The crew was very friendly filled me in on the details of their work, so I was able to make a pretty good day of it and get some excellent photos. Sadly, the weather turned foul in the afternoon and really took the edge off the additional picture taking I had planned to do.

In fact, the weather managed to take the edge off of the better part of the remainder of the trip. It remained mostly overcast the rest of the way to the next overnight stop at Rawlins, improved slightly to provide tolerably decent conditions for at least part of the way to Laramie, and then proceeded to turn foul again. The train was scheduled for an overnight in Laramie (not open to the public) and for departure east the next day to its home base in Cheyenne. I was so tired of mostly foul weather at this point, plus the never ending stream of pratts wandering into my photos at the last minute, that I elected to proceed home from here rather than spending several extra days hoping to eke out one or two additional shots in the murk.

As it turned out, this was a wise choice as the drive home was generally miserable with very heavy rain across much of Nebraska and several destructive tornadoes that crossed the path of my route (I-80). Fortunately, work had been going on to repair the interstate highway system while I was out west and I was able to make full use of I-27 south from Omaha to Kansas City en route back to Illinois without undue incident.

At this point, I am still not sure if the time and money I spent to see the Big Boy was worth the effort. Intellectually, I knew it was the gricing opportunity of a lifetime. Emotionally, I was

The author holding a photo of his great friend Dave Theobald in front of Big Boy 4014 on the afternoon of 7th May 2019. Difficult to see but tucked away on the left side of his cap (when looking at the photo) is a little pin of Deltic 9002, The King's Own Yorkshire Light Infantry – a happy reminder of the days when Dave and I used to go Deltic-hunting on the East Coast Main Line and our many gricing trips over the years.



THEN AND NOW: COLWALL

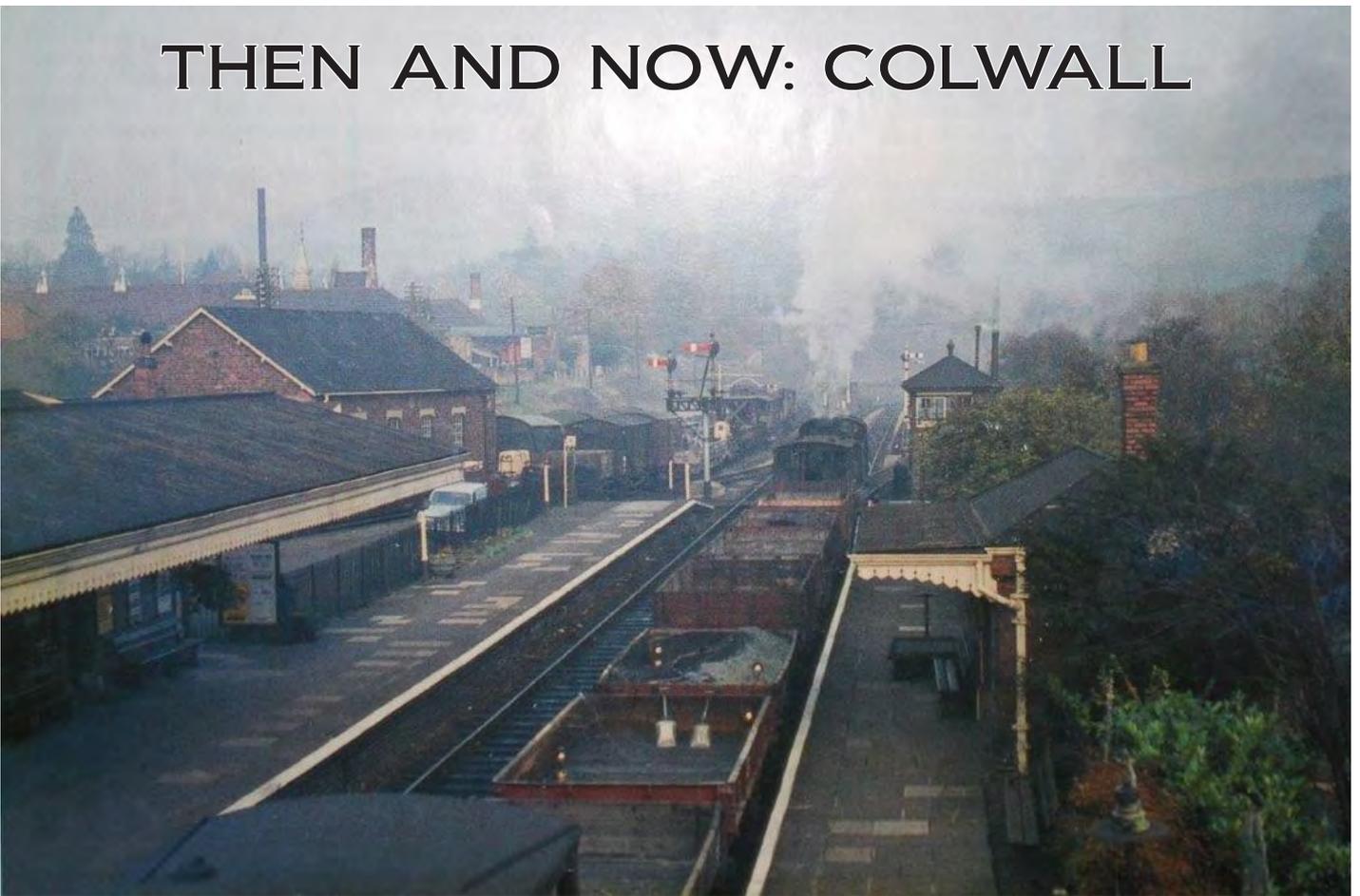


Photo: J Spencer Gilks / Mike Walker collection

Colwall on the line between Worcester and Hereford has suffered greatly from the process of “rationalisation”. In July 1965 it was still a fully serviced with double track, active goods yard and full signalling as shown above in a

Today, only the Down platform and footbridge survive with the line singled. 43002 *Sir Kenneth Grange* passes on 1st June this year leading the HST farewell tour taken from the same vantage point.

Photo: Mike Walker

