

Marlow & District
Railway Society

Please reply to:

THE MARLOW DONKEY NO. 17

DECEMBER 1980

CHAIRMAN'S NOTES

British Rail can hardly complain that it is ignored by the Press. Unfortunately, much that is reported is uncomplimentary and even their successes like the extended use of High Speed Trains are damned with faint praise.

My particular newspaper seized on the report that BR are planning to build a six-mile tunnel under central London at a cost of £380 million. The object of the exercise is apparently to help travellers going from north of London down to the south coast. Normally the gap between northern terminal and a southern is bridged by using a taxi or the underground.

A further report then appeared. It was entitled "The Wrong Side of the Tracks" and was published by the Low Pay Unit. It helped to explain why in a country of over two million unemployed BR has so many unfilled vacancies. Apparently in 1979 there were 39,000 railwaymen on gross basic pay of £54 or less. Only by working long overtime hours can these men and women pay their way.

In his recent talk our member Ron Brooks spoke of the financial hardships encountered by the many companies privately building railways in the 1800's. Now publicly owned for more than thirty years our railways still feel unappreciated and poorly supported by their present owners - the Government of the day.

I am sure that we railway buffs when younger preferred the name locomotives to their humbler relations, the freight engine and shunting tanks. Had ALL the locos of the Big Four been merely numbered a lot of the interest would have gone from our train-spotting. Actually, I believe that names preceded numbers in the early days of steam engines. Hence it is most commendable that BR are now putting name plates on their diesel and electric engines - albeit in a rather unsystematic way. Perhaps eventually it may be possible to have groups of names again so that we have "classes" as in the past.

The excellent Severn Valley Railway film entitled "God's Wonderful Railway" was considered by the BBC suitable for showing only at a time when children can watch the television. Let's hope a return will be shown later in the evening. However, the present series concerning great railway journeys is appearing on Thursday evenings at a much more sensible time. It is so far a mixed bag as documentaries go but the films are providing much of interest for the railway enthusiast.

1980 is notable for our members as the year of the Fawley Project. Their continued and sustained interest is most creditable. We all appreciate the opportunity of helping a venture that incorporates the real feel - and smell - of the railway atmosphere of the past. The Steam Barbecue was a highlight of our Society's activities - a day to remember.

Those of us who travelled north to enjoy Rocket 150 last May will have memories of a great railway experience. Only a few days ago at York a young friend of mine observed when looking at a preserved steam locomotive in its original livery, "But they never looked like that when they worked for BR!" The colours of the passing engines at Rainhill were a joy to behold.

Risking a charge of attempting to make the MDRS a mutual admiration society I would like to commend very highly Mike Walker's series of articles entitled "The Wycombe Railway and the Marlow Donkey". With some expansion of the text, a number of relevant photographs and further sketchmaps, it would be worth submitting for publication. After all OPC considered the line from Kennington Junction to Princes Risborough well worth recording in a recent publication. I am convinced a book on the railways of this particular area would be of far greater interest to the reading public in the Chiltern countryside.

THURSDAY NIGHT PROGRAMME AT 1945 HRS FOR 2000 HRS

- 18 Jan 1981 Fourth Annual General Meeting followed by members' slides.
- 19 Feb 1981 The Rise and Development of the Nene Valley Railway. Talk by Mr Caunt of the Nene Valley International Steam Railway.
- 19 Mar 1981 My Railway Experience building and maintaining steam locomotives. Talk by George Rogers.
- 16 Apr 1981 Pre Nationalisation steam slide show by Ron White of "Colour Rail".
- 21 May 1981 "Expedition India" Colin Garratt returns for another visit sponsored by Praktica Cameras.

EVENING CLASSES

Your secretary, Roger Bowen, will again be tutoring two evening classes this spring both on the subject "Railways of Buckinghamshire". One commences at 1945 hrs on Tuesday 17th Jan. 1981 at the Great Marlow School, Bobmore Lane, Marlow (details from Mrs J. Pritchard, Marlow 6753). The other commences at 1930 hrs on Monday, 19th Jan. 1981 at the Roans County Secondary School, Roans Lane, Amersham (details from Mr. K. Simpson, Amersham 6224).

CHILTERN TRAINS

Advance notice is that Chiltern Trains are running an excursion from Wycombe line station to Derby Works and York on Saturday, 14th March, 1981. A long weekend to the Isle of Skye (overnight in a hotel in Inverness) on 10-12th April is also planned. An excursion to Norwich and North Norfolk Railway is planned for Saturday, 25th April. Further details are available from Roger Bowen.

FOURTH ANNUAL GENERAL MEETING - THURSDAY 15TH JANUARY, 1981

The fourth AGM will be held at the Marlow Donkey on Thursday, 15th January, 1981.

The members of the committee who will be standing down in accordance with the rules and will be eligible for re-election are Roger Bowen, Stan Verrinder and Roger Woodham. Any other paid up member who would like to serve on the committee should send his nomination in writing to the Secretary, Roger Bowen, not later than 1st January, 1981. Should there be more nominations than vacancies an election will be held at the AGM. The new committee will meet after the AGM to elect the Society's officers for 1981.

If you have a subject for general discussion please give the Secretary prior notice so that time may be allocated.

The Agenda for the meeting is as follows:-

1. Apologies for absence.
2. Minutes of the Third AGM held on 17th January, 1980.
3. Matters arising.
4. Chairman's Report.
5. Treasurer's Report.
6. Fawley Railway Report.
7. Norman Aston Smith trophy.
8. Announcement of events in 1981 by the Secretary.
9. Items for general discussions.
10. Election of 3 Committee Members.

The present committee is Bas Woodward (Chairman), Roger Bowen (Secretary), Stan Verrinder (Treasurer), Mike Norris, Roy Mee, Ted Gregory and Roger Woodham. Steve Medway was co-opted onto the committee during the year.

If time permits the AGM will be followed by a showing of members' slides. The Secretary will be pleased to receive offers in advance so that he can arrange a programme.

The Norman Aston Trophy is an annual award for the best article in The Marlow Donkey in the previous year so please read this one and the others so that you can cast your vote at the AGM.

If you have no copy of either the minutes of the last AGM or rules of the Society please ask either Roger Bowen or Stan Verrinder for a copy.

Have you any ideas where we should go for the annual family trip?
Is the newsletter doing its job?

SOCIETY NEWS

Annual subscription time is with us once again so please complete the enclosed form and either give it to Stan Verrinder or send it to him at 14 Lodge Close, Marlow, with, of course, your money.

The Autumn Film Show on 18th September was enjoyed by everyone with Roger Bowen managing to dig up a couple of surprise items. Charlie Smith managed the technical side with his usual skill.

Keith Catchpole with his talk on the Khaki Railway in October was the complete lecturer. Probably none of his audience realised how complete was the army control of railways in Kent during the last war. Now a senior chemistry master it is difficult to think that he spent a large part of his army service as a fireman.

Members provided a series of talks in November. Ron Brooks spoke on early railway finances; Alan Wheeler with the aid of a GWR brakevan he is building explained its working; John Chapman took us on a journey through Canada; Roy Mee described a visit to the Indian Railway Museum at Delhi; and Roger Woodham spoke on the West Somerset Railway and his own involvement with it. Because of over-running members did not have the opportunity of listening to John Davis on the Mid Hants Railway. Hopefully John will give us the pleasure of his talk in the not too distant future.

A member recently made an enquiry about the availability of Society ties. Unfortunately, there are none left and before they can be re-ordered there must be a minimum requirement of 12.

RAILWAY FACTS

This quarter there is a local flavour about Railway Facts.

1. When did the Bourne End to High Wycombe Section open and close?
2. What was the original name of Bourne End Station and when was it changed?
3. The Wycombe Railway Company as part of the GWR achieved a notable signalling first, what was it?
4. Where was the first Maidenhead Station and by what name was it known?
5. Have a guess at the cost in 1895 of a third class day excursion from Marlow to Paddington.

FAWLEY NOTES - CONTRIBUTED BY STEVE MEDWAY

Doesn't time fly? Back in February when I concocted the first roster, November seemed a long time away. But here we are already with a new roster.

A quick calculation shows that, to the end of the first roster, we contributed approximately 1,434 manhours between us, which is equal to one man working full-time for 35 weeks.

Talking of the new roster, if you have found any problems and have not already let me know, then please do so.

When you last read the notes in the previous journal you were probably munching away at the goodies at the Barbeque Steam event. Many thanks to the members ladies who lent such willing hands to the proceedings. Also thanks to those members who contributed most ably to promote what was a very successful day, and also, of course, to the management. Who will forget the spectacle of the array of sparks in the dark as the loco pounded up the bank. And there were many sooty faces after excursions into the tunnel. We all look forward to the next steam day.

I'll finish by asking anyone interested in coming along to Fawley on Sundays not already doing, so to get in touch (Radnage 3224).

MIDLAND RAILTOURER - CONTRIBUTED BY ROGER BOWEN

For a number of years your Secretary had considered spending a week using one of British Railways "Rover" tickets. Finally in August he succumbed and took a "Midland Railtourer Ticket".

This ticket, sold at £9 for seven days consecutive travel, covers travel on all scheduled trains in the area bounded by Oxford, Gloucester, Hereford, Shrewsbury, Stafford, Matlock, Nottingham, Leicester and Northampton. Because of the lack of suitable connections at Banbury off Wycombe line trains it was decided to travel by car to Oxford on all but one occasion. For someone who does most of his rail travelling by excursion train and is used to the frequent services of the Southern Region the first jolt was to even begin to make up a useful itinerary for a Sunday with such a few services operating, e.g. only two trains all day between Shrewsbury and Hereford, and no train out of Oxford until 1014 hrs.

Anyway the first day (Sunday) took in Wolverhampton, Shrewsbury and Hereford, returning via Worcester. A big 'dig' was in operation at Fenny Compton, and the train diverted via Solihull as Coventry was closed for remodelling junctions. Usual class 47 power out and back, but a 46 between Shrewsbury and Hereford.

Monday brought class 50 006 'Neptune' 5 minutes late into Oxford on the 0950 hrs which was taken as far as Leamington Spa. Stratford-on-Avon and Birmingham (Moor Street) were visited before going onto Walsall. A good 'rumour' was being put about by the driver of the Stratford - Moor Street train that the direct GW route to Cheltenham via Honeybourne was likely to be reinstated with single track for north bound HST's to avoid the 'Lickey incline'.

Tuesday was the day set aside to visit Matlock. The Fenny Crompton, Coventry and Berkswell track works were destined to delay trains all week, with consequent confusion to connections at New Street. Arrivals 15 minutes late were normal building up to 25 minutes late on the Saturday. Unfortunately, Tuesday's trains also suffered from the other perennial moan, dirty windows, as well as a dirty buffet car. Anyway having visited Matlock there was time to visit Derby. However, the good people of Derby don't seem to want you to know where the city centre is when you get outside the station. No signs, only a vague "it's a 10 minute walk that way mate" from a passerby. To be fair other towns are just as bad. BR generally do quite well telling you where the station is when you are in a town (even in Derby) but no-one it seems is actually expected to arrive by train. One final gripe of the day, for BR and the lack of information for passengers changing at New Street. It seems now almost the hub of the network with people changing all over the place, but little information given over the loudspeakers, and no information at the entrance to the platforms, the only board being on the outside concourse. So, you have to zoom to a timetable sheet, with 50 other people all desperate because their trains arrived 15 minutes late and their connections should have left 5 minutes ago. To be fair BR held all the connections the whole week irrespective of how late the trains were.

Wednesday was the day to visit the Main Line Steam Trust at Loughborough. For a change took the train to Banbury from Wycombe. At least this was on time, which is more than could be said for the 0932 from Banbury which left 9 minutes late behind 47 063. Due to BR's organisation it is quicker to get to Loughborough by going to Derby and coming south again than it is by going the 'obvious' route via Leicester. The Great Central people had ex LNER N2 class 0-6-2T No. 4744 in service, and keg beer in the buffet car. Deciding to return to Birmingham via Leicester produced the doubtful joys of a 3 car Cravens dmu (class 105) which was running through Nottingham to Birmingham via Leicester turn.

Come Thursday and a change of scene, this time to the 0913 from Oxford to Worcester Shrub Hill which left 2 minutes late behind 47 015. A quick run to Gloucester, and after some time in this cathedral city a fast run to Birmingham, marred only by some youth who pulled the communication cord near Stoke Works Junction, Bromsgrove. The afternoon was spent visiting Lichfield using the dmu service to City Station, as opposed to the better known Trent Valley Station which is in fact some way out of the City.

Friday, the penultimate day was set aside for Nottingham. As ever the usual problems of delays, compounding delays resulting in our arrival in Nottingham 15 minutes late having changed at Birmingham and Derby. Our return was via Leicester and Birmingham. Although arrival at Birmingham from Leicester was on time the 1821 from New Street left 16 minutes late behind 50 020 'Revenge' and dragged itself into Oxford 21 minutes late. Not a very good finish for the day.

Saturday was the day set aside to sample BR's new dmu link to Bewdley and to travel on the Severn Valley Railway. Unfortunately, bad timekeeping caused some worries as the 0906 from Oxford left 19 minutes late behind 47 090 'Vulcan' and got into New Street 25 minutes late at 1105. Not good when you intend to catch the 1100 to Bewdley, but luckily the connection was held and it left at 1108 formed of a BR (Derby) 3 car dmu (class 116). The Severn Valley seems to get better all the time and must arguably be the best of our preserved railways at present. 4930 'Hagley Hall' was the motive power to and from Bridgnorth where the real ale bar was naturally sampled. The return route was to change at Kidderminster and spend the early evening in Worcester before leaving Foregate Street on the 1931 behind 50 031 'Hood' for Oxford which got in 6 minutes late. This latter wasn't as bad as it might seem as the train was held at Shrub Hill awaiting connections and left there 11 minutes late.

With the following day came time to relax and take stock. 1,566 miles on the rail ticket, that's 0.575p a mile - quite a bargain. 46 different loco's of multiple units made up of 7 diesel loco classes, 1 electric loco, 5 diesel units classes, 1 electric unit and two steam classes.

What of the memories; surprise at the number of people travelling by rail, overcrowding on some trains. The inevitable lateness of trains through Birmingham. Surely better to allow more time than have a fiction timetable. Dirty buffets (possibly passengers' fault), dirty windows, definitely BR's fault. How about a carriage washer that can clean windows? Incidentally, if anyone wants details of the trains used and loco details, etc. these can be provided on an individual basis but would probably be of only limited interest to most members.

All in all, could do better BR. Perhaps you would like to try next year?

Good Raitouring.

25 YEARS AGO - CONTRIBUTED BY ROGER BOWEN

Possibly the most important railway event of 25 years ago was the announcement in November 1955 that the British Transport Commission had placed orders worth nearly £10 million for 141 complete main line diesel locomotives and 30 power units for diesel locomotives to be assembled in British Railways workshops. It was stressed that these were for the "pilot scheme" intended to gain experience of diesel operation before standardising types for mass production. Although the maximum amount of products from British manufacturers was encouraged, the order included examples of Sulzer (Seiss) and M A N (German) engines made under licence in this country. Part of the order included eleven locomotives to be built by North British Loco Co. Ltd., embodying Voity (German) hydraulic transmission produced under licence.

Other news of the time was of new track works proposed in a British Transport Bill before Parliament. These included a new fly-over to carry the Oxford-Cambridge line over the West Coast main line at Bletchley; a connecting line from the ex-Stratford-on-Avon Midland Junction, Blisworth to Stratford line to the Western Region Banbury to Warwick main line, and for quadrupling the Southern Region Kent Coast main line between Bickley and Swanley and between Rainham and Newington.

Locomotive manufacturers were still delivering to the world. The Hanslet Engine Co. had just supplied six 0-8-0 3'6" gauge locomotives for the Nigerian Railways and the Vulcan Foundry 45 2-8-4 locomotives on the metre gauge for East African Railways. Vulcan, in conjunction with English Electric, was also producing electric locomotives for Spain and diesel-electric's for West Africa and the Netherlands.

Almost from another age was a report that the regular motive power on the Chesham branch was three ex-Great Central 4-4-2 tanks of clear Cl3 based at Neasden. The London Transport compartment stock had until recently been still painted in Metropolitan teak livery but had recently been outshopped in a dark shade of brown.

New locomotives entering service with British Railways in November 1955 included one diesel mechanical 0-6-0; 8 diesel electric 0-6-0's; 3 class 5MT 4-6-0's; 4 class 2MT 2-6-0's; 2 class 4MT 2-6-4T's and 7 class 9F 2-10-0's - truly an age ago!

TRANSPORT TRUST

The Transport Trust, to which our Society is affiliated, has now moved from temporary accommodation at the head office of Ian Allan Limited to BR premises at Marylebone Station through the kindness of British Rail.

Although not of railway interest, a number of members may be interested in the Trust's current concern in bringing back to this country the last Short "Sandringham" flying boat. This aircraft, build in 1947 for Tasman Empire Airways of New Zealand, was the civilian development of the war time Short "Sunderland" and the direct development of the famous "Empire" flying boats of the 1930's. This aircraft is the last survivor of this illustrious line and I am sure even the most hardened of railway enthusiasts must recognise the historic importance of this aircraft. At present it is in Puerto Rico.

Anyone interested in further information on this project should contact "Friends of the Sandringham", Poxwell Manor, Poxwell, Dorchester, Dorset.

A WOMAN'S VIEW OF OLD OAK COMMON DIESEL DEPOT - CONTRIBUTED BY DEE MEDWAY

After just watching tonights Great Railway Journeys of the World, Confessions of a Train Spotter (on Steve's strict orders - he's on nights), I thought I'd better get down to writing my bit for the Marlow Donkey. However, wasn't it interesting to see Super Star Bill riding on the footplate of the Flying Scotsman, and did that American really ask his friend "I wonder who Stephenson was"?.

Anyway, as far as I can remember it was a pleasant late summer's eve when we left Wycombe in a coach bound for Old Oak Common Diesel Depot. We were greeted by Steve dressed up in his working gear of greasy, oily overalls and directed to the forecourt of the Depot. He then led us to the Main Depot where we were given a demonstration of a 47 class loco on jacks being lowered onto its bogie. It was rather unusual to see underneath the loco, though I must admit I was glad I wasn't the fitter who was fiddling about underneath the body as it was slowly lowered into place on the bogie, so much for health and safety at work!

We were then split up into two groups, one group to be escorted by Steve, the other Tony Nunn. I went with the former. We returned to the coach which took us to the HST Depot which appeared much tidier and cleaner than the Main Depot. Here we boarded an HST which had just received a maintenance examination and was about to go to the carriage shed for stabling. For a treat we were given a short ride up the track, although Steve mentioned afterwards that he didn't think the driver knew we were there. Afterwards we were all allowed to go up to the engine room and cab. I sat in the driver's seat, which isn't the first time as on a previous visit to OOC I travelled up to Paddington in the co-driver's seat, I'll admit I was disappointed though as we didn't go faster than 50 miles an hour.

We then proceeded to make our way back to the Main Depot on foot. On our way we met up with the other group coming the other way and were in time to see the steam breakdown crane steaming up. Evidently the crane has to be kept in steam continuously every day of the year in readiness for call outs. Steve told me that this particular crane was 40 years old and still going strong although apparently it was to be replaced with a new diesel powered crane costing in the region of £8 million which probably would not last half as long.

By now it was getting quite dark and it was lovely to look back and see all the pretty lights, quite impressive. We passed through empty sheds and spotted in the Pullmans shop a TPO lurking inside, it was so quiet and quite creepy. We then came across the turntable which was out of action at that particular time. It was much larger than I imagined and struck me as being a pretty lethal piece of equipment when in operation.

After about 20 minutes we arrived back at the Main Depot which carries out maintenance repairs, etc., on all loco's and HST power cars come over for heavy repairs. It was very slippery and oily on the floor and you had to be very careful where you trod in case you fell down a pit or tripped over pieces of engines. We all took turns in clambering up into the cab of a 47, a bit different to the gleaming footplate of King George V whose cab I've been in at OOC and also in Swindon. It seemed a bit cramped though I suppose its only supposed to hold two people.

We then congregated in the office. Here the TOPS machine, looking rather like a typewriter, was in operation although I'm afraid I didn't get a very good view. However, it did seem to impress those present who were fascinated to find upon enquiring where various loco's were and why, that an accurate up-to-date record of their movements were given in a matter of seconds.

Here our tour of the Depot ended and we drove back to Wycombe via the Marlow Donkey, of course. The main impression of OOC for me was how quiet it was with apparently so little staff, although I suppose this was deceptive as it covers such a large area. It does seem hard to imagine, however, what it must have been like in the good old steam days, something I've only experienced on a small level on an open day at the Depot. However, I did enjoy myself very much, particularly clambering in and out of loco's and the smell of diesel fumes and hope next time I will have another opportunity to ride in the cab of an HST.

(Ed: Dee has achieved a notable first - the first article by a woman in the Marlow Donkey. Steve is lucky in having such an understanding wife.)

THE WYCOMBE RAILWAY AND THE MARLOW DONKEY - CONTRIBUTED BY
MIKE WALKER

Part 9 - Motive Power and Rolling Stock

So far in this series, the trains have been ignored in preference to the lines, however, the time has come to restore the balance. The early Broad Gauge Locomotives of the GW have been well documented elsewhere and deserve little comment here except to point out that the famed "North Star" did not haul the first public train on the GWR. This honour fell to "Aeolus", another 2-2-2 of similar design. "North Star's" claim to fame was that it was the first locomotive to move under its own steam on the line, running from Maidenhead to West Drayton engine shed in January 1838, and then hauled the directors special from Paddington to Maidenhead on 4th June 1838.

As far as the Wycombe Railway is concerned no record remains of what locomotives were used in Broad Gauge or early Standard Gauge days. However, by the late part of the last century most passenger services were in the hands of the famous 2-4-0T "Metro" tanks, many of the trains from Oxford and Aylesbury running through to Paddington. Goods services were worked by six coupled saddle tanks or the classic 0-6-0 Armstrong and Dean Goods engines. Increasing train weights coupled with the change from four or six wheeled to bogie coaches, called for larger locomotives in the form of G.J. Churchwards 2221 class 4-4-2 "County" tanks which were replaced in the 1930's by the 61xx class 2-6-2T's. During the '20s a through train to London left Bourne End at 9am every Sunday and this would produce a "Flower" or "City" class 4-4-0 or even a "County" 4-4-0. This train continued to run into the '50s by which time "Castles" had taken over. Later day goods trains produced the usual collection of GW panniers culminating in the 57xx and 94xx series.

The "Marlow Donkey" has always been associated with the 0-4-2 tanks. The first was 522 a member of the 517 class built at Wolverhampton (works No. 76) in June 1868. At this time it had a saddle tank and no cab apart from a weather board. Later it received side tanks and a half cab but did not receive the extended wheelbase of most of the class. 522 was not fitted with auto-train gear for push pull operation and, therefore, it is unlikely that it was used on the "Donkey" after the First War, although it survived until 1935. Apart from trials with steam railmotors other 517's worked the "Donkey" up to the 1930s when the Collect 48xx (later 14xx) class took over until the end of steam.

Known members of the class to work the Donkey have included 1411/21/37/42/5/8/50/62/72. The 14xx also worked the branch goods assisted by the odd pannier, although most goods went by mixed train.

The rolling stock for the "Donkey" was interesting. The 70 bow ended auto-trailers were strictly forbidden due to the curve at Bourne End. For many years the "Clifton Down" trailers were used. These were converted from 56ft. compartment coaches with flat roofs, panelled sides and gas lights. They were originally conventional loco hauled stock but were converted to push-pull for the Clifton-Downs-Hotwells service in Bristol. The trains consisted of a driving brake 3rd trailer and a trailer 3rd (formerly composite) and as well as working to Marlow they often appeared at Henley as both branches were worked from Reading depot in GW days. When the Clifton-Downs cars were withdrawn around 1949 (some say they fell apart!) conventional trailers reappeared, W33 being a favourite. Once again only the shorter 57-62ft. variety were allowed and at Bourne End the centre passenger vestibule could not be used in the bay because of the gap, passengers joined and left by the drivers cab. The Marlow branch "Toad" (goods brake van) was No. 68684 built in 1910 to diagram AA15. BR sold it to the Oxfordshire Ironstone Co. and it eventually ended up at Didcot.

On the Joint Line GW locals appeared behind "County" and "Metro" tanks as well as some of the 36xx 2-4-2 "Birdcage" tanks. Later 61xx's took over. Express and freight services produced every imaginable GW type from panniers to "Kings". The GC provided the 9L class 4-4-2T (which became LNER C13 and C14) and the handsome 9L class 4-6-2T (LNER A5). Great Central through workings produced Robinson "Atlantics", "Directors" and 4-6-0s, whilst goods trains brought GC "Pom-Pom" 0-6-0s, 8K (later O4), 2-8-0s and IB 2-6-4Ts.

The LNER brought the following V2 2-6-2, A3 4-6-2, B1 4-6-0, K3 2-6-0, V1 2-6-0T and the L1 2-6-4Ts. After 1936 the former Metropolitan big tanks could occasionally be found after the transfer to the LNER at Neasden. The use of LNE A3 Pacifics is noteworthy and as late as 1959 one could sit on the hillside at Braddenham and watch the down "Master Cutler", A3 and red and cream stock, pass the up "Inter-City" with its "King" and chocolate and cream coaches, with a closing speed of some 150 mph!

The Aylesbury branch was normally worked by an Auto-train, but in its early years West Midland standard gauge trains worked the Princes Risborough to Buckingham trains, later Verney Junction to Buckingham became LNWR and Aylesbury to Verney Junction was joint Met/GC. The Aylesbury branch from Risborough was classified Blue by the GW and, therefore, the large 4-6-0s were barred, but an LNE B1 has been recorded.

No such problem affected the Risborough to Oxford line which was classified Red which allowed "Castles" and "Halls" to take Birmingham trains via Thame when the main line was blocked. At other times passenger trains were seen behind 2-6-2Ts as were freights, with pannier assistance. The special trains to Morris Cowley would produce 4-4-0s, 43xx Moguls, "Aberdares" and Dean Goods 0-6-0s.

High Wycombe to Maidenhead was Red, whilst Marlow although officially Blue could take Red group locos at 20 mph. which was useful for excursion work which produced some remarkable locomotives at Bourne End. "Castles" and "Halls" could be regarded as common and many worked into Marlow, often with LMS or LNE stock. It was the unusual that was remarkable, and the following is a list of the most noteworthy visitors to Bourne End.

- 32425 "Trevose Head" (ex LBSC 4-4-2) worked a special from East Croydon to Bourne End on 29th July 1956. A 6lxx worked the train between Bourne End and Marlow.
- 62666 "Zeebrugge" (ex GCR Director 4-4-0) worked the Northern Rubber Company's works outing from Retford on 6th June, 1953. Passengers detrained at Bourne End and 62666 took the empty train to Windsor where passengers rejoined after a river trip. The return journey was via Canonbury Junction, North London.
- 9017 The last GW "Dukedog" 4-4-0 passed through on 20th April, 1958 with the Railway Enthusiasts Club "Severn Rambler" special from Windsor to Cheltenham via Maidenhead, High Wycombe, Thame, Oxford, Kingham and Stow-on-the-Wold. The loco is now on the Bluebell, 3217.
- 92220 Evening Star Only a month old when she hauled the LCGB's Six Counties Special through Bourne End on 3rd April, 1960. "Evening Star" and other lesser 9F's later appeared regularly with a Slough to Crewe fitted goods.
- 7808 Cookham Manor Appeared at Cookham only once on a GWS special from the GWS open day at Taplow back to Birmingham on 17th September, 1966. The outward journey was via Beaconsfield.

BR standard steam appeared in the form of 9F's on the branch Brittainia's on the main line and 80000 class 2-6-4Ts on the GW/GC line locals. The latter had been preceded by LMS 2-6-4Ts after the LMR took over the ER duties. This also brought LMS Jubilles, Black 5's and 8F's to the Joint line.

Diesels appeared as GW streamlined railcars between Maidenhead and High Wycombe and Princes Risborough and Oxford, but the first real impact was the "Warships" on the GW main line from 1958. Diesel Multiple Units took over all local services in 1961-62, the Donkey being dieselised in July 1962. "Westerns" appeared on the Joint line in 1962, the same year seeing Type 4 prototypes D0260 "Lion" and D0280 "Falcon" prior to the mass invasion of class 47's. Other noteworthy diesels on the Joint line were the LMS pioneers 10000 and the 10001 which handled some freight traffic in the late sixties and the 8 car Metro-Cammell Blue Pullmans which worked the "Birmingham Pullman" between 1960 and 1965.

The first heavy diesel at Bourne End was, surprisingly, an unidentified class 40 1Co-Cal which worked another "Northern Rubber Special" on 8th June, 1962. The first to Marlow was "Hymek" D7023 which took the Old Oak breakdown train to the aid of a DMU on 15th January, 1964, the most recent was D7011 in June 1976 also to the aid of an accident damaged DMU. In between Marlow saw classes 42, 47 and 31, the latter long before the WR had an allocation (see part 7).

Finally mention must be made of 6106. She was the last of her type overhauled at Swindon and following this she went to Southall and was a regular performer as station pilot at High Wycombe during the early summer of 1964. It was kept in immaculate condition with lined out green, polished brass and copper. She delighted us school-boy spotters from the Wycombe Technical School, the engine being far cleaner than many diesels, let alone the few steam locos wheezing around at that time. 6106 was transferred to Bromsgrove in the late summer and after withdrawal went to the safekeeping of the GWS. Her immaculate condition, whilst at High Wycombe, was due to the efforts of the regular fireman, Jim Sarney of Fawley fame, its a small world!

RAILWAY FACTS

1. 1st August, 1854. 4th May, 1970.
2. Marlow Road. 1874.
3. It was the first part of the GWR to use train staffs to protect single lines on 18th January, 1864.
4. Not in Maidenhead of course but near where the railway crosses the A4. It was known successively as Maidenhead, Maidenhead Dumb Bell Bridge, Maidenhead Riversdie, Maidenhead and Taplow and finally Taplow. It was demolished in 1863.
5. 17½p.