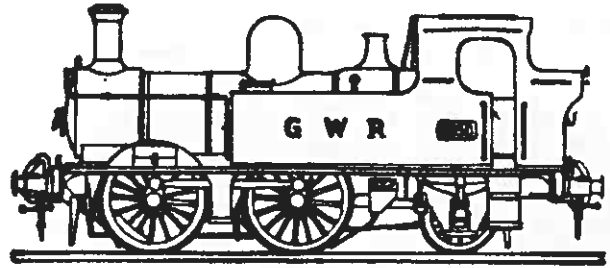


# THE MARLOW DONKEY



MARCH 1985 No 34

## Newsletter of the MARLOW & DISTRICT RAILWAY SOCIETY

### FROM THE CHAIR

For a number of years we Southerners have complained that steam specials are all run in the northern counties, with the exception of a few ex-Didcot steam-hauled trains to the Midlands. Now at last steam has returned to London's threatened terminus, Marylebone. Whether BR opted to use Marylebone for steam specials because of the infrequent services to Banbury, High Wycombe and Aylesbury, or because it still retained its turntable, we do not know, but it is a most welcome move. If you look back at post 1968 photographs Paddington appears to be the only London terminus which has, till now, allowed steam locomotives into its platforms. I refer of course to King George V, Hinderton Hall, Dryslwyn Castle and Evening Star.

Chiltern Trains have been dealt a grievous blow. BR claims that charter trains have been underpriced and have raised their charges for hiring trains by over 100%. In

their first few months of 1985 only the trip to Boulogne on the 16th March is by special train. All other journeys, to Devon and Cornwall, Wales and Scotland, will be by service trains.

I was sorry to read that the Cholney and Wallingford Railway Preservation Society have failed to find a suitable locomotive for their branch line. The ex-GWR 2-8-OT No.4247 in a large, heavy engine. A 14XX tank would have been better but the owners of the four remaining examples would be loth to part with them.

At the risk of offending our book reviewer, Ron Brooks, may I recommend a recent Ian Allan publication? It is called "The Changing Western Scene 1948-1984", by Michael Baker. My copy was £6.95. The photographs, all black and white, are excellent and I particularly enjoyed the accompanying text. This book, like Keith Beck's "The Greatness of the Great Western" is intended to be a "good buy" in 1985, GW150 year.

### MEETINGS PROGRAMME and CLUB EXCURSIONS

All meetings held in the Gainsborough Suite at the Chequers commencing at 20.00 EXCEPT APRIL START AT 19.30.

Thurs. 18 April Railway Preservation -  
David Shepherd.

The world famous artist and preservationist gives his personal view of our hobby. We expect this to be a popular subject - so come early. REMEMBER 19.30 START.

Thurs. 16 May Editing the MRC - Chris Liegh  
The editor of Model Railway Constructor and well known railway writer gives us an insight into the problems and pitfalls of his trade.

Thurs. 20 June A Little Light Relief -  
Mike Sharman.

A look at the preservation of railwayania with the emphasis on the smaller easily collectable items such as signalling hand lamps.

Thurs. 18 July GW Preservation at Southall  
Bob Gorringe.

The chairman of the Society tells us of its history and fight against developers. We hope to arrange an evening visit to the Southallsite on Thursday 15th August. More details in the next issue.

\* Saturday 1st June  
READING & DIDCOT OPEN DAYS

Travelling by service trains from Marlow branch to Reading for Diesel depot open day, and then on to Didcot (by HST) for the GWS's own "150 Gala". Return by service trains. A chance to compare old and new.

Details and costs from Mike Walker.

\* Sunday 21st July  
EXCURSION TO E.S.R. & LONGLEAT

Our annual coach trip takes us to David Shepherd's East Somerset Railway at Cranmore and visits Longleat Safari Park for the wives and children. A short stop will be made at Foster-Yeoman's Merehead Quarry.

Adults £8.00 Children £4.50

Bookings to: Mike Walker (Marlow 3899) with a deposit of £2. per person.

\* Sunday 11th August  
SWINDON & GLOUCESTER BY STEAM

Using a "Chiltern Trains" excursion we are offering an all-in deal by special train from Aylesbury, Risborough, Wycombe and Maidenhead to Swindon. Then STEAM hauled to Gloucester and back. Package includes admission to the GW 150 exhibition at Swindon and saves about £3.50 on the cost of doing the same trip yourself. Limited accommodation. BOOK EARLY!

Adults £18.50 Children £13.50

Bookings (with full payment) to Mike Walker.

## SOCIETY NEWS

The December meeting was the best attended of 1984. Tony Hall-Patch, assistant curator of the Science Museum, again entertained us with more rare films from the archives including some old "Railway Roundabouts". We were also brought up to date on the GWR 150 programme.

The following Saturday saw the annual Christmas Dinner. The meal was enjoyed by all and the evening enlightened by the attendance of Stan Verrinder.

Details of the AGM are contained elsewhere. A large number of members braved forecasted blizzards (which didn't come) to make the Photographic Competition a great success, despite the rush at the end and the lack of our usual room due to a booking mix up by Mrs. Shippey. The results were:

### Prints

- |     |                |  |
|-----|----------------|--|
| 1st | Pete Greatorex | "Indonesian Steam by Night"              |
| 2nd | John Sears     | "Union Pacific Freight at Dale Junction" |
| 3rd | Pete Robins    | "Pakistan Railways 0-6-0 at Shahgai"     |

### Slides

- |     |                |  |
|-----|----------------|--|
| 1st | Bob Young      | "South African Class 23 4-8-2 at speed near Burgersdorp" |
| 2nd | Eddie Lewcock  | "South African Class 24 and GMA Garrett near Hartenbos"  |
| 3rd | Pete Greatorex | South African Steam on Shed - Bloemfontein"              |
- The NORMAN ASTON-SMITH trophy for 1984 went

to John Sears for "Donkey Bites Car".

In February a joint production by Mike Walker, John Sears, Pete Greatorex and Charlie Smith took us through the western U.S. with an even mix of vintage steam, modern diesels and superb scenery.

We welcome two new members to the Society Martin Pink of High Wycombe and Geoff Whiteside of Plackwell Heath.

Congratulations to Roger Bowen and his wife Bronwen on the birth of their daughter, Sarah Elizabeth, on February 9th.

### SUBSCRIPTIONS

Several members have as yet forgotten to renew their membership for 1985. May we ask for your continued support and look forward to receiving your £5 in the near future. Cheques etc. should be payable to the Marlow & District Railway Society and sent to Mike Walker at Solgarth, Little Marlow, Bucks, SL7 3RS. Members not renewing by June will be deemed to have lapsed and not receive the next "Donkey".

### YOUR "MARLOW DONKEY"

This is the first issue of a new look "Donkey". Although it appears slimmer, the actual word content is similar due to the reduced type size. The new format is essential to contain costs now the newsletter is commercially printed. We would welcome your views and any contributions, be they full articles or news items for the new "Railway Roundabout" feature.

## RAILWAY ROUNDABOUT Notes & News

### VSOE AT HIGH WYCOMBE

The all-Pullman "Orient Express" set brought a touch of class to the Joint Line on 22nd January when it worked a charter for the Post Office to mark the first day of the GW 150 commemorative stamps, which were printed by Harrisons. Class 47/4 diesel 47.500 "Great Western" was in charge.

### PROGRESS AT MAIDENHEAD

Rebuilding of the King Street underbridge at the east end of Maidenhead station continues on schedule. The major work of installing the new main girders and concrete abutments took place over two weekends in December with the aid of a German built Faun Demag TC2000S mobile crane, GWS555X. Owned by Sparrows of Bath, this is reputed to be the second largest lorry mounted crane in Britain with a Safe Working Load of 500 tonnes. The girders, of around 100' span weigh approximately 65 tons and were delivered to site by road. No trace of the old bridge remains, the old embankment must now be removed from beneath the new, after which the dual carriageway road can be completed and the station forecourt revised.

### AND AT PADDINGTON

Paddington is getting a face lift for GW150 year. The stop blocks and ticket barrier have been moved around 100' towards the "country end" of the station to make way for an enlarged concourse (known affectionately as The Lawn) and new ticket office. Concurrently, London Transport are refurbishing the Circle/District and Bakerloo line stations at Paddington. No doubt this is to welcome diverted Joint Line passengers in due course, with an even longer walk (one of their chief grievances about Paddington) or perhaps its a new method of creating an even faster London-Bristol record by shortening the distance!

### DELAY AT MARYLEBONE

Meanwhile the BRB's plans to rid itself of Marylebone have received a set back. So overwhelming has been the protests from Joint Line passengers that the public enquiry scheduled for February has been postponed until June 17th, 18th and 21st to allow the evidence to be collated. It now seems unlikely that closure will take place until 1987 at the earliest - so we may get a lot more steam.

### STRANGE HAPPENINGS

The severe weather of January and February brought some strange sights. On 12th February the "Marlow Donkey" was worked by a strange dmu formation of single cars W55024 and W55028 sandwiching driving trailer W59285. The same evening two HST's were observed passing Reading within 30 minutes of each other being towed by 47's, both were victims of fuel tanks freezing on the road. Almost brand new, 58023 was noted entering Reading on 26th February, a very rare visitor.

### MORE GREEN DIESELS

As part of the GW 150 celebrations, two class 47/4's have emerged in green livery. A strange shade, too light for Mid-Chrome Green and more like the SR Olive Green, has been applied to 47.484 "Isambard Kingdom Brunel" and 47.628 "Sir Daniel Gooch". The latter is a recent conversion from a steam heat 47/0 (47.078) to e.t.h. fitted 47/4. It is expected the 47.079 "George Jackson Churchward" will also go green. Unlike the first WR green diesel, 50.007 "Sir Edward Elgar", the latest repaints, whilst lined out in GW style, do not carry GW style number plates, instead standard small white numbers are carried on the cabsides. Up north, 40.122 (D200) is now the only active class 40 and will be retained for special trains until a major failure occurs.

## BROOM & WADE BRANCH

Can any member shed light on the story of the branch which ran from High Wycombe West Signal Box to Broome & Wade's Bellfield Road factory?

### SVR aids BR

The Severn Valley Railway is currently training Western Region locomotive crews in the finer points of driving and, more importantly, firing ex-GWR steam locomotives in preparation for the GW 150 specials to Plymouth. The far west has been dieselised since 1963 and the old skills have died out.

## NEW AT FAWLEY

Our friends who look after Mr. McAlpine's Fawley Museum Railway now have a coach to carry their visitors rather than an open wagon. The new arrival is a purpose built replica of a 4-wheeled District Railway vehicle. It introduces vacuum brakes to the railway.

### GOT ANY NEWS?

We hope to make Railway Roundabout a regular feature. If you have any local news, unusual sightings or news from your favourite preservation, please submit it to us.

## JOINT LINE STEAM UPDATE

For many years BR have said there was no demand for steam hauled specials out of London. The first weeks of '85 proved them very wrong. LNER A4 pacific 4498 "Sir Nigel Gresley" arrived on 12th January to help launch the GW 150 stamps. Its programme of tours was quickly sold out. A party travelled on the 26th January trip and many more followed the streamliner's progress. SR MN pacific 35028 "Clan Line" arrived next on 2nd March and will be followed by LMS 8P pacific 46229 "Duchess of Hamilton", LNER V2 4771 "Green Arrow", SR WC pacific 34092 "City of Wells" and LMS Jubilee 5690 "Leander", her visit delayed from April. Dates are being finalised but the known programme is as follows, with passing times at High Wycombe.

Sun 13 Apr 35028 "Clan Line"  
(11.17 & 18.48)  
Marylebone-Stratford-Marylebone.

Sun 21 Apr  
Sat 27 Apr 35038 "Clan Line" (11.02)  
Marylebone-Stratford-Buston 30 Apr  
Sat 4 May 46229 "Duchess of Hamilton" 1 May  
(16.40)  
Buston-Stratford-Marylebone  
Sun 12 May 46229 "Duchess of Hamilton"  
(11.17 & 18.48)  
Sat 25 May 46229 "Duchess of Hamilton"  
(11.02 & 17.36)  
Marylebone-Stratford-Marylebone  
Sun 26 May 46229 "Duchess of Hamilton"  
(11.17 & 18.48)  
Marylebone-Stratford-Marylebone  
Sat 1 Jun 46229 "Duchess of Hamilton"  
(11.02)  
Marylebone-Stratford-Buston  
Further updates will be made at each meeting.



## GW 150 DIARY

## APRIL - JUNE



3 April Kensington Gardens "Iron Duke"  
replica in steam.  
7/8 April Bristol-Plymouth steam  
excursions.  
9 May Oxford Town Hall. Lecture "The  
Royal Road - 150 Years of  
Enterprise". P. Rees ex-WR CCE  
21 May Reading University, Palmer Hall  
Lecture as above.  
18 May-2 June GWS Gala at Didcot.  
29 May-31 May Paddington - exhibition train  
present.

1 June Reading diesel depot open day  
1/2 June Didcot - exhibition train  
present.  
4 June Exhibition train steam hauled  
Didcot - Birmingham.  
8/9 June Tysley open days, exhibition  
train present. Steam excursions  
Tysley to Stratford, both days.  
22/23 June Severn Valley Railway Gala week-  
end exhibition train present.  
Further details of these and other events  
from BR Travel Centre on Slough 38621.

## BOOK REVIEWS

Ron Brooks

Long evenings are the time to get to grips with history and you can't 'do' railways without picking up quite a lot about many other aspects of the story of the passing years. Read this lot and you will be able to hold your own wherever there is a whiff of steam.

THE AGE OF THE RAILWAY Panther 50p  
by H. Perkin 586 03382 3

This is a general history. It sets the scene and shows the enormous, and probably unforeseen, effects the railways had on a world which had hardly caught up with the engineering standards of the Romans. Nicely but not lavishly illustrated, a wonderful 'read'.

THE LIVERPOOL & MANCHESTER RAILWAY Batsford £15  
by R.H.G. Thomas 0 7134 05376

A world first, and all sorted out and arranged for the reader's pleasure. Contemporary illustrations, which always repay repeated study, abound. When the book is

finally read you almost think you have been there. You could not expect better coverage of any aspect BUT read on.

THE RAINHILL STORY BBC £3.95  
by A. Burton

The title is enough - but it does not do justice to the depth of coverage and the large number of illustrations, nearly all contemporary. The text is absorbing and the illustrations reveal something new with each re-reading.

THE RAILWAYS OF BRITAIN Penguin £2.95  
by E. Jones 0 14046 3321

The previous books set the scene and described, in enthralling detail, the start. This book brings the story as far as the preservation scene and provides very firm scaffolding on which to hang other books on narrower viewpoints. With this book alone your argumentative capacity would be formidable.

Just because you will be reading this around 1st April this short note is perfectly genuine - yes narrow gauge track, in use, can be found in High Wycombe.

The first location is the grounds of the Thomas Glenister factory in Hughenden Road. At the rear, adjacent to Bellfield Road, is a short length of track about 2'3" to 2'6" gauge, which extends a full ten yards or so out of a brick workshop. The rolling stock appears to be three wooden flat trucks about four foot long carrying sawn timber.

The second location is the grounds of the William Bartlett factory in Grafton Street. At the side, across the stream from Desbo-

rough Recreation Ground, is a length of track about 100 yards long, again of similar gauge to the Glenister one. One metal truck with vertical rail sides is visible. Of interest here, however, is a fully working traverser carrying trucks on a broad gauge, about 5'6", again for sawn timber. In both cases the motive power is distinctly man-power.

Does anyone know of any more such lines in the grounds of other furniture factories in High Wycombe? Were there any that have now gone? Is there a standard Wycombe narrow gauge? Someone, somewhere might know!!

**NORTH STAR  
DAWN OF A DYNASTY**



**Mike Walker**

By 1837 work was well underway on the construction of the first section of the Great Western Railway from Paddington to Maidenhead. The great engineer Isambard Kingdom Brunel was faced with the provision of motive power for the line. The first locomotives were ordered by Brunel before the appointment of Daniel Gooch as Locomotive Superintendent in August 1837 and, as Swindon works were still many years in the future, several builders were involved.

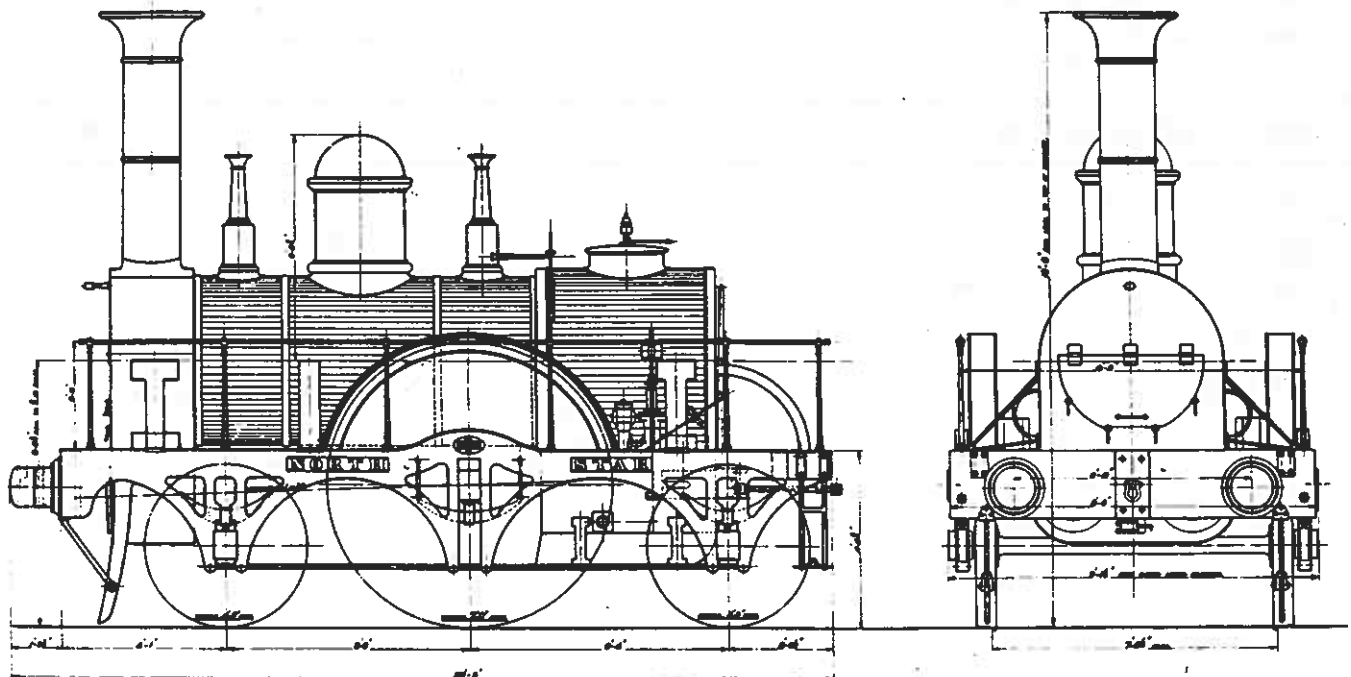
Brunel's specification stated that "a velocity of 30 mph was to be considered as standard and this was to be attained without requiring the pistons to travel at a greater rate than 280 strokes per minute. The engine to be able to exert a tractive force of 800 lb on level track, independent of the power required to move itself, and at a pressure of 50 lbs per square inch. Total weight shall not exceed 10½ tons and if above 8 tons to be carried on 6 wheels".

The first two engines arrived in November 1837. "Premier" from Mather Dixon and "Vulcan" from Vulcan Foundry. Both were 2-2-2's with 7'0" driving wheels and were

delivered by barge up the canal to West Drayton. Around this time Brunel and Gooch were offered a similar engine under construction by Robert Stephenson for the New Orleans Railroad who were unable to accept delivery due to financial problems. Subject to conversion to broad gauge it was purchased by GWR. Brunel, however, was concerned with appearance as much as performance and wrote to Stephenson, "a plain young lady, however amiable, is apt to be neglected".

Named "North Star", the Stephenson locomotive was delivered by barge up the Thames to Maidenhead on 28th November 1837 and hauled up the steep slope to the station site. Here she remained until May 1838 when the track layers reached the temporary western terminus. Once trials could begin "North Star" proved to be very successful. Brunel wrote again to Stephenson, "we have a splendid engine, it would have been a beautiful ornament in the most elegant drawing room".

"North Star" had the honour of hauling the first passenger train on the GWR, a directors special from Paddington to Maidenhead on May 31st 1838, on which it averaged 28 mph. The



CYLINDERS 16" x 16".      DIAMETER OF DRIVING WHEELS 7'-0".  
BOILER PRESSURE 50 LBS. PER SQ. INCH.      TRACTIVE EFFORT 2070 LBS.  
TOTAL WEIGHT IN WORKING ORDER 18 TONS 10 CWT.

— C. W. R. —  
— 'NORTH STAR' —  
BUILT BY R. STEPHENSON & CO. 1837.

first public train on June 4th was hauled by "Aeolus", one of the Vulcan Foundry engines.

A further eleven locomotives based on "North Star" were purchased from Robert Stephenson in 1839-1841 at a cost of approximately £2,150 each. These differed however by having haystack fireboxes and 15" x 18" cylinders. They were named as follows:-

Bright Star	Red Star
Dog Star	Rising Star
Evening Star	Royal Star
Lode Star	Shooting Star
Morning Star	Western Star
Polar Star	

In addition the layout of the Stars greatly influenced Gooch in the design of the highly successful Rover or Iron Duke class 4-2-2's built at Swindon in the 1840's and set the pattern for the successive generations of GWR locomotives, each of which was developed from its predecessor.

"North Star", together with "Bright Star", "Morning Star", "Polar Star", "Red Star", "Rising Star" and "Shooting Star", were heavily rebuilt at Swindon in 1848-1850 as 4-2-2ST's, the company's first tank engines.

In the process new boilers, 10' long and 4' diameter were fitted in place of the former 8' long boilers.

In this form "North Star" continued in service until 1871 when it was retired for preservation inside Swindon Works together with Rover class "Lord of the Isles". Unfortunately, G.J. Churchward, seeking more room to build his new generation of standard engines, had both engines scrapped in 1906. Eighteen years later a replica had to be built to represent the company at the 1925 Stockton & Darlington centenary. Showing the locomotive in its original condition, this replica can be viewed in Swindon Museum.

The name "North Star" lived on, first on one of Armstrong's "Sir Daniel" class 2-2-2's, No.380 built in 1866 and named in 1871, then the prototype Churchward 4 cylinder 4-6-0 No.4000 in 1906 (rebuilt as a "Castle" in 1929) and currently on a class 47/0 diesel 47.077 (originally D1661). Most of the other Star names reappeared on the Churchward Stars and later still on the BR "Britannia" Pacifics, whilst "Evening Star" was the appropriate name bestowed on the very last British steam locomotive, 9F 92220.

## MINUTES OF 8th ANNUAL GENERAL MEETING

Held at 20.00hrs on Thursday 17 January 1985

Twenty-eight members attended the 8th AGM of the Society at the Chequers, Marlow. The start was slightly delayed whilst one of the downstairs bars was re-arranged to accommodate the meeting (The Gainsborough Suite had been double-booked and was already fully occupied by members of the local branch of the NFU).

### 1. APOLOGIES FOR ABSENCE

Apologies for absence were expressed on behalf of Messrs. Clarke, Baldwin and Morgan.

### 2. MINUTES OF 7th AGM

The minutes of the 7th AGM held on Thursday 19 January 1984 at the Marlow Donkey had been circulated and were approved unanimously.

### 3. MATTERS ARISING

There were no matters arising.

### 4. CHAIRMAN'S REPORT

The Chairman, Bas Woodward, started his Annual Report with the enforced move from the Marlow Donkey to the Chequers in April, which he personally felt had produced a major improvement in the standard of accommodation for the monthly meetings. However, the move had also been accompanied by a worrying reduction in the number of members attending, a result which the Chairman found perplexing.

A review of the year's events then ensued: Meetings highlighted were those given by Alun Rees of the Severn Valley Railway; the South African 'Extravaganza' (complete with full stereo effects) by Bob Young and Ray Freeman; 'Confessions of a Travel Courier' by Brent Hudson and more archive films from Tony Hall-Patch of the Science Museum. The summer outing to the Great Central Railway at Loughborough had been very well supported, but unfortunately was one of the hottest days of the year so steam operations on the railway were suspended! The evening outing in August on the Kennet & Avon Canal near Reading had also proved relatively successful with 29 members and friends enjoying a pleasant cruise.

As editor of the Newsletter, the Chairman had been gratified by the response to his

appeal for more articles. He also expressed thanks to Roy Mee for reproducing the Newsletter, a facility which would be sorely missed with Roy's resignation from the committee.

In conclusion, the Chairman thanked the committee for their efforts during the year - Mike Norris for organising the Christmas Dinner and Charlie Smith for providing specialised A/V equipments.

### 5. TREASURER'S REPORT

The Treasurer, Mike Walker, presented the accounts for 1984 which showed that the outstanding balance had dropped from £223.18 at the start of the year to £189.75 at present. Turnover for the year was £1,097.32 with a paid-up membership of 53. Significant factors had been the major increase in room charges from £2 per meeting at the Marlow Donkey to £15 at the Chequers; the Christmas dinner had also made a loss of £30. Roger Bowen proposed that the accounts be accepted, and Alastair Watson seconded this proposal.

### 6. SUBSCRIPTION RATE

The subject of the annual subscription for 1985 was debated in detail by the meeting. The Treasurer presented a breakdown of estimated expenditure for the coming year, highlighting the £165 room hire charges and £120 for the Newsletter; the total expenditure for the year was expected to be £451. Even with the present balance of £189.75, it was likely that the total income would fail to meet expenditure if there was no increase in the annual subscription of £2 and/or the meeting fee (50p).

Two options were put forward to solve this problem - £4 annual subscription without altering the meeting fee, or £3 subscription with 75p meeting fee. After some discussion, Roger Bowen proposed that the latter be adopted, Roy Mee acting as seconder. The debate then became quite heated before Alan Wheeler, seconded by Ron Brookes, proposed a formal amendment to the original motion, seeking a £5.00 annual subscription without changing the 50p meeting fee.

Although questions of procedure were raised, a vote was eventually taken by

show of hands with the result that the amended motion was passed by 18 to 9, with 1 abstention. A 1985 subscription rate of £5.00 was therefore confirmed, with an unchanged meeting fee of 50p.

#### 7. NORMAN ASTON-SMITH TROPHY

Voting took place by way of ballot forms for the best article in the "Marlow Donkey" during 1984. The winner of the £10 book token was John Sears for his entertaining article in the March edition "Donkey Bites Car", describing the accident at Cookham Level Crossing.

#### 8. FORTHCOMING EVENTS in 1985

The Secretary, Peter Greatorex, announced confirmation of the February and April meetings but reported that Michael Harris was unable to speak to the Society in March. He was now hoping to engage Chris Leigh, editor of the Model Railway Constructor, to speak at the meeting instead.

Looking further ahead, possible speakers for the end of the season, and the first half of next season, were reviewed; mention of the proposed return of Mike Hanscomb to describe the intricacies of signalling and Bret Hudson to continue his Trans-Siberian tales produced a particularly favourable response.

The meeting was reminded of the summer outing to the East Somerset Railway at Granmore, preceded by David Shepherd's talk on "Railway Preservation" at the April meeting. As yet, no decision had been reached on the August evening outing.

#### 9. ITEMS FOR GENERAL DISCUSSION

- (a) Mike Walker announced the Chiltern Trains film shows at High Wycombe on 9 February, for which he was selling tickets.
- (b) The membership were asked to comment on the content of meetings over the

last year or so. The majority of those present expressed general satisfaction with the variety of topics covered, although a minority felt that there was excessive coverage of foreign railways. Suggestions for speakers and/or topics were then solicited; Mike Walker offered to approach Tony Parkin, Chairman of ROTA, for a talk later in the year.

- (c) Roger Bowen mentioned the trips scheduled for 26 January, 3 February and 16 February with 4498 'Sir Nigel Gresley' running from Marylebone to Stratford-on-Avon. It was expected that 'Clan Line' and 'Leander' would be running similar trips in the Spring.

#### 10. ELECTION OF COMMITTEE

1984 Committee: Bas Woodward, Chairman  
Peter Greatorex, Sec.  
Mike Walker, Treasurer  
Roger Bowen  
Roy Kee  
Mike Norris  
Roger Woodham

Roger Bowen, Mike Walker and Roger Woodham were standing down in accordance with Society rule, and Roy Kee had been forced to resign because of other commitments. Only one nomination had been received, that of Alan Wheeler, proposed by Mike Walker and seconded by Peter Greatorex; Mike Norris asked for other nominations from the floor, but none were forthcoming. Three committee members standing down were therefore re-elected, with Alan Wheeler replacing Roy Kee, unopposed.

#### 11. VOTE OF THANKS

Ted McDonald congratulated the Committee on behalf of the membership for its hard work during 1984, and special mention was made of Roy Kee whose efforts would be sorely missed.

---

## TWENTY - FIVE YEARS AGO

Roger Bowen

---

Five years into British Railways modernisation plan in 1960 meant that deliveries of new types of rolling stock continued unabated.

In February 1960 the first of what has become one of the most successful diesel-electric types was delivered to British Railways Southern Region. No.D6500, the first of 98 diesel-electric locomotives built by Birmingham Railway Carriage and Wagon Co Ltd with Sulzer 1550 hp engines intended for all non-electric services within the Kent Coast modernisation scheme area. The most notable part of the design was the provision of electric heating for passenger trains, with no provision for steam heating, a unique situation in 1960.

The most historic event, however, was the naming on 18th March 1960 at Swindon Works of the last steam locomotive to be built for British Railways, No.92220 "Evening Star". Mr. R.F. Hanks, who presided, said that it was a very moving occasion, but also a very proud day for Swindon. He trusted he would not be considered parochial in saying that Great Western men everywhere would find satisfaction that it fell to Swindon to build this locomotive. For 118 years the Works had specialised in steam locomotive production of quite outstanding merit. Referring to No.92220 Mr. Hanks acceded that she was not of Great Western breed but they had done their best to "jolly her up". The engine was the 999th and last of the British Railways standard types.

Closure of lines and services still featured strongly. On 7th March local passenger services were withdrawn between Cheltenham

Spa (St James) and Honeybourne. On 1st February the 39½ mile long branch from Farranfore Junction to Valentia Harbour, the most westerly railhead in Europe, was closed by Coras Iompair Eireann. On 2nd May the passenger service between Guisborough and Loftus, North Eastern Region, were withdrawn and on June 13th Barnstable (Victoria Road) closed, trains being diverted to Barnstable Junction.

The last steam locomotive on the Canadian National Railways, 4-8-2 No.6043, built in 1929, was withdrawn in Spring 1960.

On 5th April a special train conveying the President of the French Republic, General de Gaulle, was worked from Gatwick Airport to Victoria with "West Country" No.34017 "Ilfracombe" and four Pullman cars.

In the Spring three 84XXX series class "2" standard 2-6-2T tanks were at Eastleigh Works for modification for use on the Isle of Wight. On 29th March No.92204, a 9F 2-10-0 was tested over the steeply graded Somerset and Dorset line to see whether this class could work unassisted with heavy passenger trains on summer Saturdays. In April the Brown-Boveri gas turbine locomotive No.18000 was at Swindon Works pending a decision on whether to scrap it or convert it to diesel-electric working.

Clearly then the Spring of 1960 was an historic period for railways in this country the major event being the naming and entering into service of British Railways last steam locomotive.

## VIDEO REVIEWS

### A Lineside Look at Model Railways

Chess Valley Video - 50 mins - £24.95

Many of us like our railways in scales less than 12" to 1ft, but this offering will interest all enthusiasts. Bob Symes is our guide to nine of our greatest model railways. Included are classics such as Chiltern Green (N gauge), Wyndlesham Cove (EM), the small but incredibly detailed Bevelays (S4) and the immense Brompton & High Peak, a 60' x 30' O gauge system. Two garden railways are included, one featuring a scale model of Birmingham New Street and the Bull Ring as it is today.

In addition to modern BR all four pre-nationalisation companies are featured together with narrow gauge in the shape of Dave Rowe's Axford layout. Dave's wife Shirley explains the making of realistic model trees - how to make the Wyre Forrest in an evening. Fun intended!

The remarkable feature of this tape is the technical quality. The camera takes the viewer deep into the layouts giving the "scale" eye level view, rather than the usual birds eye view. Add to this the high standard of modelling featured and a carefully written commentary and one has an excellent promotion for the model railway hobby.

### Union Pacific Steam Express 1985 The Challenger

Steam Powered Video - 60 mins - £29.95

Not all our members are interested in North American railways, but nearly all like steam, wherever it comes from and the bigger the better. Well they don't come bigger than this these days. The tape shot by "Video Rails", follows the restoration to service in 1981 and then a summer 1982 trip from Cheyenne to Pocatello, Salt Lake City and back to Cheyenne.

Lineside run pasts, pacing from road and air and footplate action is spliced by conducted tours of the 500 ton 4-6-6-4 and its cab. At Pocatello we eavesdrop on the city's centennial celebrations.

The recording's technical quality is good bearing in mind it was recorded on the US low definition NTSC and converted to the UK high definition PAL system. There is no background music and commentary is minimal and purely technical. Locations are noted by simple captions leaving the viewer to witness and hear the world's largest active steam locomotive in full cry at 70 mph!

Highly recommended.

## BOURNE END - A VERY SPECIAL STATION

David Gardner

To many people today Bourne End station is merely a starting point in a journey to the Metropolis or perhaps Reading and the West of England, but in its heyday it employed a staff of twenty persons and in addition to the normal passenger and goods service which was quite extensive it dealt with up to 6 or 7 excursions at peak times working to and from Bourne End, Marlow or Windsor in conjunction with Salters Steamers.

However, let us first look at what the station was like in those grander days. It was built and opened by the Wycombe Railway in 1854 and was originally known as Marlow Road and until 1873 when the Great Marlow branch was opened was similar in size and appearance to other stations on the Wycombe Railway. It was thereafter extended and a second platform put in. The name was changed to Bourne End from 1st January 1874.

Entry to the station from Maidenhead was and still is over an iron bridge which crosses the Thames but the approach embankments for the original trestle bridge are still visible to this day either side of the river.

Possibly unique nowadays the station was a branch on a branch. The down and original platform had a bay for Marlow trains which extended almost to the road and level with the front of the Railway Hotel, now called the Firefly. The bay was entirely on a curve and the line leading away to Marlow so sharp that it required check rails. There were two signal boxes here, the South Box being the larger of the two with 50 levers. However, when this box was closed in 1956 and a ground frame put in the North Box which only had 14 or 15 levers was extended! For a fairly small place Bourne End saw a good deal of special traffic, much of it originating from the G.C. lines, but also from Bristol and the West of England, and as has been stated were usually run in connection with Salters Steamers.

Many classes of engine are reported to

have visited the branch line but of those known to me Director class D11 62666 'Zeebrugge' must be amongst the most notable when it hauled the Northern Rubber Special to Bourne End on 6th June 1953. Other noteworthy visitors have been Ex-LBSCR class H2 32425 'Trevose Head' on 29th July 1956, BR 9F 92220 'Evening Star' on 3rd April 1960 with the Six Counties Ltd, and former LMS Jubilee No.45562 'Alberta' on 2nd May 1963. A remarkable event happened in 1940 when, due to a bomb on the main line between Hanwell and West Ealing, traffic was diverted via the Maidenhead-Wycombe line. Thus the 'up' Cornish Riviera Ltd and 'down' Penzance Sleeper passed through our small junction station. Whether a King class was in charge of either of these expresses is not known but during the early 1960's an Ercol Furniture Excursion from Marlow to the coast was hauled by a County class locomotive, which like the Kings were normally restricted to certain main line routes only.

Many great characters worked on or around the station over the years. One was Percy Payman who later rose to be Station Master at Paddington. Another old timer was Reg Judge who started as a boy porter in the early 1900's and worked his way up to be signalman of the South Box. On retirement he was asked to stay on as a Goods Clerk and did not finally stop working until he was in his 70's. Now well in his 90's he still lives in Bourne End as does Percy Payman. Another long serving railman was Les Doughty who started his career in 1931 on the permanent way and was to have the distinction of being the last signalman to work the North Box before it closed on 13th June 1971. He then became a familiar figure in the ticket office, continuing these duties after retiring age until ill health forced him to stop working in October 1982. He too lives on close to where he worked for so long.

Apparently at times special trains were run for the good ladies of the Women's

Institute and, as Les put it, "There was only the one toilet on the station and you can imagine the state that it got into, but those ladies tipped us well so we didn't mind what cleaning up we had to do afterwards!" One incident that got into the National Press happened in 1930/1 when the 'Donkey' went off to Marlow without its two coach train giving the loco crew something of a surprise when they discovered what had happened. Whether the driver on that occasion was Vic Hore or not is not recorded but he and his fireman Charlie worked the Marlow Donkey for a great many years until the 1950's.

Before the all too familiar Auto coaches appeared the Marlow service was worked by an ex Clifton Downs set which was used from the 1930's until 1947. Motive power for this would most probably have been a '517' tank until '48XX', later renumbered '14XX' tanks took over.

Between the wars the Maidenhead/Wycombe trains were worked by County 4-4-2 tanks with Nos. 2224/36/49 being regular performers and on Sundays a City or Flower class 4-4-0 would work one of the scheduled services. 61XX 2-6-2 tanks began taking over main branch trains in the 1930's until they commanded all but a few trains. Pick-up goods were worked by 57XX tanks and in post-war years by 94XX tanks, also both classes took their turn on the odd passenger train. During the war the Wycombe/Maidenhead branch was an important cross country route and many foreign engines came to or passed through Bourne End. However, there was still a local service and on one occasion an army exercise took place in the area with the object of the manoeuvres being to get to Marlow through enemy lines without being spotted. The local Home Guard had no trouble they caught the train!

There were many more amusing incidents over the years and one of these concerned a signalman who had a liking for dominoes. Apparently between trains he would pop into the Railway Hotel for a game or two until someone came to tell him that cars and lorries were stretched as far as the eye could see either side of the crossing gates. Before his nocturnal visit to the hostelry the signalman had forgotten to re-open the gates to road traffic!

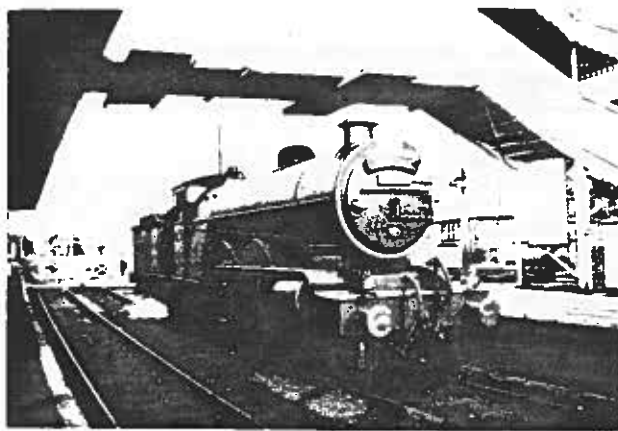
With the closure of the Wycombe section of the branch in 1970, all through traffic ceased and with it the many varied ex-

ursions. Bourne End might then have become a sleepy terminus but for the formation in 1972 of the Maidenhead/Marlow Railway Passenger Association, which has kept the branch alive ever since.

On 15th July 1973 a steam day was held to celebrate the centenary of the Marlow line. Bourne End was used as a base for the steam locomotives. 1450 took care of the Marlow trains and 6106 and 6998 'Burton Agnes Hall' worked end to end on the Bourne End-Maidenhead trains. The day was an outstanding success despite continuous rain and put Bourne End and the branch well and truly on the map once more.

Even 1984 produced eventful moments as on 11th February a 'Hastings' class '202' DEMU paid a visit with a Branch Line Society tour special. Then later in the year an experimental 10 week Sunday service was introduced on 24th June. With the full Summer Sunday service being re-instated for 1985 do I hear voices saying the Wycombe-Bourne End line will be put back and opened to traffic again? Ah! those ghosts must be laid to rest but others may rise and perhaps bring back many more memories.

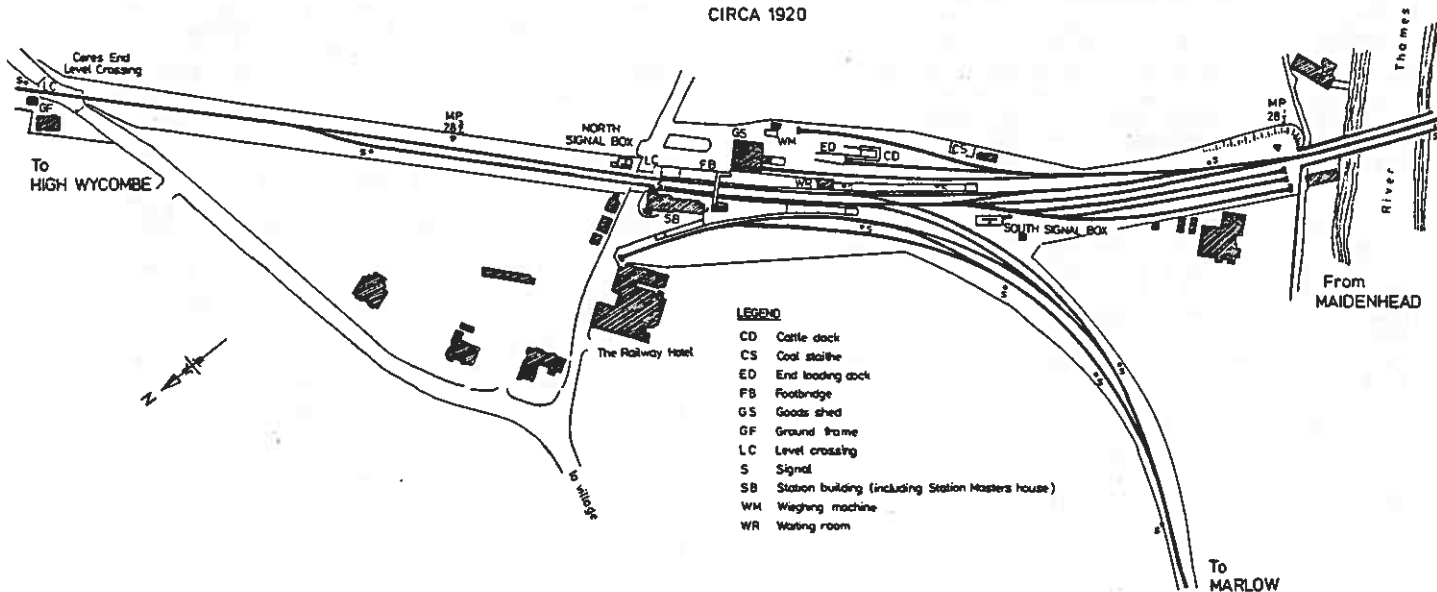
Since this article was prepared we have learned of the sad news of the death of Les Doughty in mid-February. (Ed.)



Ex-LBSCR Atlantic 32425 'Trevose Head' at Bourne End on 29th July 1956 with 'The Riverside Special' from East Croydon. (N.Aston-Smith collection A.Wheeler)

## BOURNE END STATION

CIRCA 1920



THE MARLOW DONKEY is published quarterly by the MARLOW & DISTRICT RAILWAY SOCIETY

Chairman: Bas Woodward  
Secretary: Pete Grestorex  
Treasurer: Mike Walker  
Publicity: Alan Wheeler

40 Heath Road, Holtspur, Beaconsfield, Bucks, HP9 1DG. Tel: Beaconsfield 3476.  
9 Wessex Gardens, Twyford, Reading, Berks, RG10 0BA. Tel: Reading 345490.  
"Solgarth", Little Marlow, Marlow, Bucks, SL7 3RS. Tel: Marlow 3899.  
25 Barnards Hill, Marlow, Bucks, SL7 2NX. Tel: Marlow 2995.