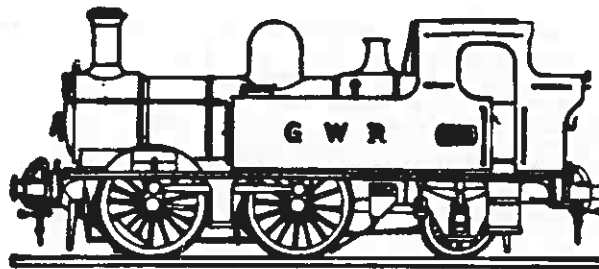


THE MARLOW DONKEY



JUNE 1985

Nº 35

Newsletter of the MARLOW & DISTRICT RAILWAY SOCIETY

FROM THE CHAIR

This year the Bluebell Railway down in Sussex are celebrating their Silver Jubilee. It was back in 1960 that a group of steam enthusiasts ventured upon a plan not previously attempted, namely to preserve a length of standard gauge track and run a passenger service. An attractive programme of events is planned for 1985, including a Silver Jubilee Weekend for Saturday and Sunday, 3rd and 4th of August. When I recently visited this line the workers had just learned with great delight that an inquiry had approved the extension of the present 5-mile track as far as the BR station at East Grinstead. Farmers who had taken over the old trackbed and East Sussex councillors who feared "noise" and increased traffic in a rural area were overruled by Government representatives.

Another piece of good news was the reprieve of the Shrewsbury - Aberystwyth - Pwllheli lines in Mid-Wales. BR have made extensive plans to upgrade the present facilities. £4,700,000 is to be spent on new trains, radio-signals and automatic level-crossing gates. It is even hoped to re-introduce the Cambrian Coast Express which used to run from London to Aberystwyth.

The return of steam to the line through High Wycombe has generated great interest. A third locomotive, the Stanier-designed "Duchess of Hamilton", is now at Marylebone station. These steam-drawn specials are apparently well patronised and let us hope there are plans to continue them in 1986.

I hear from a correspondent that ex-GWR 2-8-0T No.4247 is now at Wallingford. Local interest was such that the Mayor and Corporation were present to welcome the ex-Barry Island veteran. Much time and money will be required before this locomotive heads up to Cholsey and Moulsoford station, but we extend to this venture our very best wishes.

There is a veritable spate of railway literature. I have just enjoyed reading Adrian Vaughan's "Signalman's Twilight". In 1961 Adrian was a signalman at Challow station in rural Berkshire. The GWR, though now in the guise of BR-WR, was still serving the villages of the Vale of the White Horse. Coal, sugar beet, farm implements and horses were still moved by rail, and the branch lines still operated. Then came Doctor Beeching with his axe. All the intermediate stations between Didcot and Swindon were bulldozed, the branch lines and "loops" were taken up. Such rationalisation was inevitable, road transport having gradually taken over from rail transport as the twentieth century proceeded. Now in 1985 the High Speed Trains move swiftly and smoothly past colour light signals. Soon the signalman will join the Dodo as an extinct species. Progress is inevitable but we are indebted to the many preserved lines where we may see railways run as they used to be in the not too distant past.

Das

MEETINGS PROGRAMME and CLUB EXCURSIONS

All meetings held in the Gainsborough Suite at the Chequers, commencing at 20.00 hrs.

Thurs. 18 July From Barry to Tuxedo Junction
- Bob Gorringe

The Chairman of the Great Western Preservation Society tells us the story of the Southall project and its fight against the developers.

Sun. 21 July EXCURSION TO ESR & LONGLEAT

A small number of seats still available for our summer outing. David Shepherd hopes to conduct us around Cranmore personally.

Coach dep. High Wycombe (Tesco's) 08.30
" Marlow (Marlow Donkey) 08.45

Adults £8.00 Children £4.50
Bookings to:- Mike Walker (Marlow 3899) with
a deposit of £2. per person.

Cranmore 12.00 lunch 12.15

Sunday 11 Aug

Thurs. 15 Aug. EVENING TRIP TO SOUTHALL

Following our July meeting we are having an evening visit to the GWPS Depot at Southall. Travel by train using the 18.23 ex-Marlow or make your own way to Southall to arrive at 19.30.

18.10

60p

Thurs. 19 Sept. British Steam in Colour -
Ron White

Ron White is the proprietor of Colour-Rail and will be bringing a selection of his range of colour slides depicting British steam in action from the mid-thirties on. An evening full of nostalgia!

Thurs. 17 Oct. Confessions of a Tour Guide
(part 2) - Brent Hudson

Following on from last year's talk, Brent completes the route of the Trans-Siberian Express from the Chinese border to Peking and then moves south to Hong Kong pausing on the way at the last works in the world to build main-line steam. (provisional)

18 Nov 2.15

The March meeting was, unfortunately, one of our most poorly attended. This was a pity because Andy Barr, a London Transport Area Manager, gave us an insight into every aspect of London Transport's railway system. He covered such widely differing topics as staffing, rolling stock design and maintenance, operations, signalling, trackwork and even public relations.

A full house greeted David Shepherd in April. David recalled his life with brush and steam in his own distinctive style, supported by a cine film. David enjoyed the evening as much as us, it made a change from the usual large halls he addresses. Our thanks to those of you who generously supported the sales stand, a good sum was raised for the BSR and World Wildlife Fund.

April's meeting got off to a late start as Chris Liegh's exit from the M4 at Maidenhead was blocked by heavy lorries and he had to go on to Reading! Members were given an insight into the problems of the magazine business with particular emphasis on the Ian Allan group and the Model Railway Constructor. In the second part of the evening Chris showed slides of his travels in Britain and western Canada.

SOCIETY PRESIDENT APPOINTED

We are pleased to announce that The Hon. W.H. McAlpine has accepted the invitation of the committee to become the Society's first President. "Mr. Bill", as he is popularly known has been a member of the Society since its formation in 1977.

The Committee has voted unanimously to award our first Honorary Life Membership to Stan Verrinder in recognition of his valuable services to the Society as treasurer and editor of the "Donkey" from its inception until promoted by the Civil Service to Eastbourne in 1983.

Society participation in GW150 has begun. A party attended the entertaining look back over the past century and a half from the engineer's view point when Phillip Rees presented his "Royal Road" lecture at Reading on May 21st. Another party visited the Reading diesel depot open day and Didcot gala on June 1st. At both venues a good selection of the expected and unexpected were to be found, from "Iron Duke" to class 58 with such stars as a Nord Compound and a passenger ride behind the last 06 shunter.

RAILWAY ROUNDABOUT Notes & News

MARYLEBONE ENQUIRY

The enquiry into BR's proposal to close Marylebone is being held at the GW Royal Hotel, Paddington on June 17/21 and Glade Theatre, Rickmansworth on June 18. This is despite attempts by some local councils in the High Court to change the procedure of the enquiry. Whatever the report which goes to the Minister, Marylebone seems safe until at least May '86 and probably beyond. Ironically, the return of steam this year has completely changed the terminals fortunes. Meanwhile the d.m.u. services, both the High Wycombe and Amersham lines, have been marketed as "Chiltern Line" since the new timetable started.

GW150 DIESELS

Since the last "Donkey", the WR have repainted the original three green 47's in correct GW green with GW style name and numberplates. Old Oak Common depot has painted 47500 "Great Western" and 08.944 (!) in the same scheme, the latter presumably as Paddington's Pilot. Several 47's and HST power cars will receive names this summer. Single unit dmu W55020 has been painted in 1950's WR Chocolate and Cream!

THOMAS GLENISTERS RAILWAY TRACK

Glenisters also have a very fine steam powered generator that meets about 90% of their requirements (so I am told). This operates on the waste from the timber factory I believe it dates from the 1st World War.

Lawrence Clarke

PROGRESS AT QUAINTON

An early May visit to Quainton showed many changes. Two locomotives were newly returned to active service. Metropolitan Railway No.1, an E class 0-4-4T was making its debut together with GW 94xx class 0-6-OPT, 9466. Both can only be described as immaculate and a tribute to those who labour in the primitive conditions at Quainton. Also in steam was GW 57xx 0-6-OPT 7715. Work progresses slowly on 6024 "King Edward I". Although the chassis is mostly complete the boiler remains tubeless. The most recent addition to the collection is a remarkable 3 car STEAM MULTIPLE UNIT built by Sentinel in the early 50's for the Egyptian State Railways.

DMU's TO SOLDIER ON

BR's latest traction plan reveals that the existing fleet of 3 car dmu's used on suburban services from Paddington are to remain in service until at least 1992 aided by some of the Marylebone 4 car sets. By then they will be the last "first generation" dmu's left in service and be over 30 years old. Whether their eventual replacements will be emu's or "second generation" dmu's is unclear and depends on government policy.

ALAN WHEELER EXHIBITS AT SWINDON

Society publicity officer Alan Wheeler has been invited to display his 5" gauge model of a Great Western "Toad" goods brake van at the GW150 exhibition at Swindon Works in August. The finely detailed model is all Alan's own work and took 18 months to build. Based on the Fawley "Toad" 68564, a 20 tonner built in 1925 to diagram AA18. The brake gear is an exact replica of the prototype and contains over 60 components.

NEWS FROM FAWLEY

The regular Fawley locomotive, 31, has had a thorough overhaul at Carnforth during which the 1913 built Hudswell-Clarke 0-6-OST was fitted vacuum brakes. Whilst away, its place was taken by "Firefly" a newer Hudswell-Clarke, an 0-6-OT dating from 1952 and formerly with the NCB, which normally resides at Carnforth.

Not content with models, Alan Wheeler has rebuilt one of Fawley's wagons. A 1933 Great Western 5 plank open was stripped and rebuilt completely by Alan, working alone, in only 25 days.

BROOM & WADE SIDING

When train spotting during the fifties I recall standing on the bank above the Broom & Wade siding watching the shunter in the coal yard opposite. There were often a few wagons on the B & W siding and occasionally there was a stationery diesel shunter (a small non BR type) with them.

I never saw any movement on the siding but the position of the wagons did occasionally change. The track at that time went through a deep chalk cutting and into the factory yard.

Lawrence Clarke

MAIDENHEAD BRIDGE ALMOST COMPLETE

Work on Maidenhead's King Street bridge continues towards completion. The bare concrete abutments have been faced with red brick decorated with cream brick and looks very attractive. The main girders have received a coat of "Bridge Grey".

SUNDAY DONKEY

Following last year's successful experiment, Sunday services resumed on May 19th and will continue until September 29th. Trains run hourly at 35 min past the hour from Maidenhead and 1 min from Marlow between 0935 and 20.01.

JOINT LINE



STEAM UPDATE

The unbelievable summer of steam on the joint line continues unabated. Following an agreement with an American travel company to take 150 seats every week BR have arranged "Sunday Luncheon Expresses" weekly until the end of August at least. By contrast the experimental evening trip on April 30/May 1 was a commercial flop, the second trip was cancelled. It is unlikely that idea will be repeated in a hurry! The Sunday trips are bringing in about £8,500 a week.

B.R. Marylebone-Stratford return - Sundays

46229 "Duchess of Hamilton"	June 23, 30	H W
	July 7, 14.	10.10
4771 "Green Arrow"	July 21.	
35028 "Clan Line"	July 28,	
	Aug 4, 11, 18, 25.	

S.L.O.A.

Sat. 29 June	46229 "Duchess of Hamilton"
	Marylebone-Stratford (return)
Sat. 13 July	4771 "Green Arrow"
	Sheffield-Marylebone (one way)



GW 150 DIARY

JUNE - SEPTEMBER



30 June	Paddington - railway bazaar
7 July	(Paddington) - Bristol-Plymouth steam excursion
10 July	Paddington - Slide show, tickets free from Paddington Area Manager.
14 July	Plymouth-Bristol (Paddington) steam excursion
1 Aug-1 Sept	Swindon exhibition
7 Aug	Paddington - Slide show (see above)

1 Sept	(Paddington) - Bristol-Plymouth steam excursion
4 Sept	Paddington - Slide show (see above)
8 Sept	Plymouth-Bristol (Paddington) steam excursion
13/14 Sept	Reading exhibition train present
15 Sept	Old Oak Common - open day, exhibition train present
16-18 Sept	Paddington - exhibition train present

LETTER TO THE EDITOR

Dear Editor,

May I first congratulate you on the presentation of the first "new look" edition of the "Marlow Donkey", it certainly looked very professional and no doubt will do the club a lot of good.

One thing missing, and missing from previous editions, is a "Letters to the Editor" section. Stan Verrinder and I tried to start one early in the life of the Society but without success. Does no one want to write to the editor? Are you all so satisfied with the Society that you have nothing to say? Does no one question or want to expand on any of the articles in the "Donkey"?

Let me start! If I were a reader I should want to know more about some of the items mentioned in the "twenty-five years ago" series. Deliberately very tantalising comments are included but no one asks for more. For example in the March edition

reference was made to a project for modifying 84xxx class tank locos for use in the Isle of Wight. Does anyone know what happened to that scheme? Is anyone interested anyway? Do people want the "25 years ago" article or is it just boring stuff?

Someone please write to the editor.
Yours hopefully,
Roger Bowen

Roger raises some very valid points. It would be interesting to hear your views from time to time. Is the Society and Donkey to your liking? We all have our pet subjects, let's hear from you. It is your Society and needs your full support to make it interesting and stimulating. - Ed.

By the way Roger, what did happen to those 84xxx's?

TWENTY - FIVE YEARS AGO

Roger Bowen

The remorseless pace of the modernisation plan continued to show in the Summer of 1960 with the announcement by British Railways that the percentage of coaching train miles worked by steam locomotives had been exceeded for the first time by that worked by diesel or electric locomotives and multiple electric trains. Since 1955 the number of steam locomotives had been reduced from 18,500 to 14,000. Nearly 600 main line diesel locomotives were in service and over 1,300 on order. Main line diesel locomotives were on

order from British Railways own works at Crewe, Derby, Darlington and Swindon, as well as various outside contractors.

In July 1960 the "Midland Pullman" service was inaugurated, a de-luxe diesel electric Pullman train "designed for high-speed travel with superior standards of comfort". The units were supplied by the Metropolitan-Cammell Carriage & Wagon Co. Ltd. of Saltley, Birmingham and powered by two 1,000 hp NBL/MAN diesel engines. Two six-car trains were delivered to the London Midland Region for

service between London (St Pancras) and Manchester (Central). Awaited were three eight car sets for the Western Region for services between London (Paddington), Birmingham (Snow Hill) and Wolverhampton (Low Level), also to Bristol (Temple Meads).

Modernisation of another sort was the official opening on 11th April of the new marshalling yard at Margam, near Port Talbot, planned by British Railways Western Region in close co-operation with the Steel Company of Wales. It was the first large hump yard with retarder brakes to be built in the Western Region.

Overseas steam was going too. On 1st May the last scheduled steam operated train in Canada ran from Toronto Union Station to Orangeville Ontario with three Canadian Pacific locomotives at the head of the train, two "ten wheelers", Nos. 815 and 1057, with an ancient smaller locomotive, No. 136.

Britain saw the resumption of steam, however, in Sussex, on 7th August 1960 the line between Horsted Keynes and Sheffield Park was re-opened to passengers by the Bluebell Railway Preservation Society. Two locomotives were in service ex LBSCR "Terrier" No. 55 "Stepney" and a former SECR "P" class tank No. 323 which had been named "Bluebell". Further north the Ravenglass & Eskdale Railway was due to be sold at auction with the possibility of it being sold for scrap. A preservation society had been set up with the aim of saving the line.

Published in the summer of 1960 was the first volume of the Regional History of the Rail-

ways of Great Britain, Volume One - the West Country. Published by Phoenix House Ltd. it sold at 30/-.

In June ex-SECR "D" class 4-4-0 locomotive No. 31737 was taken from Nine Elms motive power depot to the British Transport Commission museum of historical relics at Clapham for restoration as SECR No. 737 by whom it was built at its Ashford Works in 1901. On 3rd May the Benenden School special from Charing Cross to Cranbrook on the Hawkhurst branch was pulled by ex-SECR D1 Class 4-4-0 No. 31749. On 13th June diesel services began on the Worth Vallet branch of the former Midland Railway from Keighley to Oxenhope, the only remaining steam operated branch on the North Eastern Region. Proposals had been made to close the line and it was hoped that the use of diesel trains would result in economies. On 15th June the workshops at Newton Abbot were closed, the last locomotive to be overhauled and painted there was 2-6-2T No. 4566.

In Ireland the CIE placed contracts for 15 diesel locomotives from General Motors, being 950 hp main line locos. They would build 14 shunting loco's at their Inchicore Works using Maybach engines of 400 hp and purchase seven 160 hp diesel hydraulic locos from Deutz of Germany. When these were delivered CIE anticipated 92% of all services to be diesel operated.

As usual the summer of 1960 brought a wonderful mix of old and new, of interest to many was a photograph of a special train at Shobnall Maltings on the Bass Railway System in the September 1960 Railway Magazine. How things have changed!!

FIFTY YEARS AGO

Roger Bowen

This is not going to be a regular item but recently I was given a copy of the May 1935 issue of the Railway Magazine.

The issue opens with adverts from various railway companies. The LNER were advertising "The Northern Belle Luxury Cruise on Wheels" offering "seven days first class rail accommodation by day and night" for £20 all in. The LMS advertised their docks at Grangemouth and Barrow, whilst the GWR offered warehousing at various GW depots. The Southern offered "Hints for Holidays" on sale at station book-stalls price 6d.

Mention was made of the introduction the following October of the new "Silver Jubilee" express of the LNER. Between London and Newcastle an average speed of 67.1 mph would be required. The train would be fully streamlined. Comparison was made with the "Flying Hamburger" service in Germany which only sat 102 passengers, whereas the "Silver Jubilee" sat 194.

The Kings Langley accident on the LMS had occurred on 13th March. The 4.55 pm express freight from Alexandra Dock to Broad Street

had been pulled up with a vacuum brake defect when it was run into the rear by the 5.50 pm milk train from Stafford to Euston. The wreckage was run into by the 10.30 pm freight from Camden to Holyhead and a freight from Toton to Willesden.

It was reported that despite local requests the Southern Railway does not find it possible to continue to work the narrow gauge line between Lynton and Barnstaple. It was announced that the line would be closed at the end of the summer service.

On the 11th April Mr. Hore-Belisha, the Minister of Transport, unveiled the full sized copy of the famous Stephenson Locomotive "Rocket" which has been placed in position in the Science Museum, London.

Overseas Borsig of Berlin produced a full streamlined version of the O3 class pacific locomotives capable of 100 mph and were developing the O5 class 4-6-4 designed for speeds up to 110 mph.

A wonderful selection from May 1935! Incidentally the copy of Railway Magazine cost 1/-.

IT'S CHEAPER ON THE SOUTHERN

Lawrence Clarke

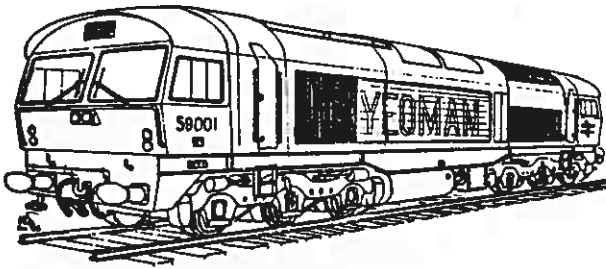
On a recent trip to the West Country I travelled from Reading to Honiton via Basingstoke for a cost of £11.60 single. The journey was most enjoyable, taking me through rolling countryside with primrose lined banks and wild daffodils in the fields.

The line from Basingstoke (the old London & SW) was fast even though much of it was only single track. Many of the platforms west of Salisbury were too short for the train and there is visible evidence that many of the stations were once longer and have seen busier times.

On reaching Honiton I enquired about the fare from Reading to Exeter via Basingstoke but the Station Master could not find this information.

Since arriving home further enquiries revealed that the fare from Reading to Basingstoke is £1.90 single and Basingstoke to Exeter is £12.30, but it was stressed that this is not the recognised way to travel Total £14.20.

Fare from Reading to Exeter, WR, being £15.30 single.



The recent order by Foster Yeoman for four heavy freight locomotives from Electro-Motive Division, General Motors, La Grange, Illinois, is significant in two respects. First, it is the first time a private owner has purchased motive power to haul its own trains over BR track. Second they will be the first US built diesel locomotives to operate on BR.

The above sketch gives an impression of their appearance, which will be basically British. At 70' long they will replace the class 40 as Britain's longest diesel. Built on a heavy steel frame, the cowl body will be non-structural and largely removeable for maintenance. The cabs will be "styled" versions of the 58, now regarded as BR's standard cab layout.

Power equipment will consist of EMD's 16-645E3C engine, a V-16 two-stroke of 9.1/16" bore and 10" stroke, turbocharged and inter-cooled, developing 3,300 hp at 1,000 rpm. This is coupled to an EMD AR11 alternator which, in turn, is linked to a solid state rectifier. Each of the six axles is powered by an EMD D87A d.c. axle hung traction motor.

The locomotives will weigh 124 tons, with a maximum axleload of 21 tons (BR RA7), and specified tractive effort of 60,000 lbs. equivalent to adhesion of 19%. However EMD's "Super Series" power control will be fitted. This controls wheelslip by exploiting "Wheel Creep", a phenomenon which dictates that maximum adhesion occurs when the wheel speed

is 1-10% greater than locomotive speed. The key to this is a doppler radar which accurately monitors locomotive speed and a micro-processor control system to regulate current to each motor and keep the wheels just slipping. Tests in the US have shown that this system increases adhesion up to 27%. This will enable the new locomotives to single head 4,300 tonne trains up the Severnake incline. Previously this was the job of a pair of 56's. "Super Series" control comes in at 4 mph, below this a normal wheelslip system is used and sanding is available. The system requires the traction motors to be connected in parallel, the alternator winding connections are changed electronically from parallel to series as speed increases. This allows the loco to work at near peak efficiency, enhancing fuel economy.

In addition to the "Super Series" which forms part of the units "Logic Computer", which also controls engine speed, fuel injection and unit direction, there are two other on board microprocessor units. The "Excitation Computer" receives throttle and brake information from the logic system to establish power and brake reference limits. Finally the Diagnostic & Display Computer analyses faults (and in some cases corrects) provides cab indicator displays, provides a printed record for maintenance men and keeps records of mileage, fuel consumption, kilowatt hours, lube oil temperature and pressure etc. Compared with conventional locomotives, the number of control relays is reduced by 90% and wiring is reduced by 75%.

The units, to be 59.001 - 59.004, will be delivered in the third quarter of 1985 at a cost of £1m each. They will be driven by BR crews and maintained by BR at enlarged depot at Foster Yeoman's Merehead Quarry under BMD supervision. Provided the 59's are a success, and EMD will leave nothing to chance, more EMD locos may appear, as they are being invited to tender for the new 38 and 48 classes, both of which will number 500 by the mid 1990's.

BOOK REVIEWS

Ron Brooks

With all the talk of 150 GW years and interest in the London Underground the following books may supply just that extra bit of interest in developments, which, to say the least, have affected the lives of millions and, what is more, generally for good.

THE GREAT WESTERN RAILWAY £12.50
150 GLORIOUS YEARS ISBN 0 7153 8530 5
by David & Charles

This book is a celebration in the tradition of the "Wonder Book of Railways". If you thought such a pleasure was gone forever, treat yourself to this super book which not only succeeds in giving the real flavour of GOD's Wonderful Railway but also smells good! The photos, unlike many nowadays, are clear and the colour plates are a joy.

TUBE TRAINS UNDER LONDON
by J. Graeme Bruce London Transport

A profusely and sharply (see comment above) illustrated history of LT tube rolling stock and a fascinating tale it is. It should be read in conjunction with:-

THE STORY OF LONDON'S UNDERGROUND £3.95
by J.R. Day London Transport

A detailed history of the development of the Underground which we all take for granted. Well illustrated and nicely told.

150 YEARS OF BRITISH RAILWAYS Hamlyn
ISBN 0 600 37655 9

Yes, there are other railways and they have celebrated 150 years already. This is a well illustrated, easy to read, general history. With this and the GW celebration reviewed above you would be very well informed.

RAIL 150 Eyre Methuen
ISBN 0 413 32310 2

- But not quite so much as if you absorbed the fascinating detail in this '150 Years'. Once again super illustrations and a readable text chock full of information. If only I could remember just a fraction of it.

SPECIAL OFFER!!

THE WESTON COLLECTION

Our President has generously made available some copies of this superb book of prints from David Weston's "History of Steam" paintings. The originals are now on display at Fawley Museum

ONLY £5.00 (Members only)

Contact: Ernie Dove Tel. Marlow 73735

With the prospect of the West Country being one of the steamier corners of the world and undeterred by the threat of dismal weather your Secretary and Treasurer decided to spend the Easter weekend in Devon. The journey down on the Saturday was punctuated by a return trip over the entire West Somerset Railway. Arriving at the unexpectedly tidy Bishops Lydeard station we appeared to be about the only travellers. The staff were at great pains to emphasise that the WSR is a working railway not a "preserved" line and did not panic when we enquired as to the whereabouts of Roger Woodham!

Eventually a 2 car Cravens dmu arrived and with it more passengers. We set off, picking up the aforementioned signals engineer at Williton. On arrival at Minehead Roger went off to clean up but not before pointing us towards the gift shop "where you will spend money", Michael Draper would be proud! After lunch at a harbourside pub we were shown round. 6412 was being prepared for Sunday's service and "Victor" was nearing the completion of a major overhaul in the shed. We paused at a semi-derelict 2-8-0, 3850, which Roger admitted to financing at £5 a month, the result of rather too much celebrating one evening it appears.

The dmu took us back to Bishop's Lydeard in exhilarating form (why was R.W. hiding behind a seat?) and on arrival, died. Roger was now to be found on his knees, not praying but examining a dry radiator. Refreshed, the unit returned to Minehead, we headed west once more.

Our next stop was Buckfastleigh. The Dart Valley is a total contrast to the easy going WSR, they charge 80p just to get in. This is a Steam Tourist Railway and the charming setting of the station as it was in early DVR days has been destroyed, and not by the nearby motorway. Nevertheless there was time to see 1638 bringing in the day's last train before continuing to Paignton for the night.

Sunday dawned quite bright and promising. 7827 "Lydham Manor" was pursued and photographed around Torbay and near Greenaway whilst working the Torbay & Dartmouth Railway's first train. Encouraged we returned to the Dart Valley but near Totnes it started to rain which severely restricted photographic opportunities, not helped by the 12.30 train leaving Buckfastleigh 5 minutes early! However, making our way to Totnes we were able to shoot 1638 in the unaccustomed surroundings of the BR station, which the DVR were using for the first time that weekend.

And so to the main objective, chasing the double headed "Great Western Limited" on its triumphant Bristol-Plymouth run. Arriving at our first location Teignmouth bridge all was not well, rumours were abroad that "King George V" had failed. Such heretics were threatened with immersion in the river but as train time passed spirits sank lower, had not the "King" failed once before on a very special occasion? More rumours suggested that

"Hinton Manor" had now failed as well. Eventually all hope faded as the local police broadcast the news.

"There will be no steam today, they be broke. However the carriages will be coming through on their own soon". Good grief, they've re-invented atmospheric traction we thought but then through came a dejected load of passengers behind a scruffy pair of 37's. We returned to Paignton disheartened. Pete wrote in his journal "Monday can only be better".

For the record, the "King" had run hot and came off at Taunton. The "Manor" continued with the 37's pushing over Whiteball but overdid it down to Exeter where she too was declared a failure.

Monday looked fine, the sun was out! We made our way to Totnes to find out what time the diesel hauled special would return, but honour was restored. Overnight 4930 "Hagley Hall" had made a hurried trip down from the SVR and "Hinton Manor" had been repaired. They were on time and due, we raced to a point half way up Dainton. Soon a distant whistling, a down HST passed ensuring a clear view when the "Limited" appeared. Then suddenly there it was, the "Hall" going like the clappers doing a good 45 mph up the 1 in 50 producing a volcanic eruption of steam and black smoke from its copper capped chimney, almost obscuring the "Manor" which by contrast seemed to be going along for the ride. The disappointments of Sunday were forgotten.

Our next location was a hill top overlooking the Teign estuary giving us a clear view from Newton Abbott racecourse to Teignmouth. The sun was still out but the train was well overdue. Eventually it appeared, the "Hall" still gave the appearance of being thrashed even though the track here is almost level. The sight was magnificent. As we returned to the car we noted 50.044/50.045 trundling along at a respectful distance, just in case.

The extended Newton Abbott stop meant the planned 30 minute stop at Dawlish Warren was abandoned and with it our planned interception at Starcross. So we continued north up the M5. Near Cullampton it was amazing how many cars had broken down, could it have had anything to do with the railway beyond the fence? We stayed legal and got a superb vantage point above the south portal of Whiteball Tunnel. Spot on time the "Limited" appeared and still working hard, more photographs and appreciative comments. Our final encounter was on flat lands of Sedgemoor just outside Bridgewater. Its hard work behind it we bade farewell as it disappeared towards Bristol.

The weekend was concluded by following 6412 along the West Somerset. "Victor" was even in steam at Minehead. So ended a weekend of periods of depression and ecstasy. The Great Western's 150th birthday had looked like turning into a shambles but in the end the Royal Road's honour was upheld. It is strange that the popular press which had a field day reporting Sunday's debacle, never mentioned Monday's triumph, but that's life!

THE DEAN SINGLES

Mike Walker

The Victorian period was notable for the many magnificent designs of steam locomotives which came to grace the railways of Britain. In your writer's opinion the finest of these were the series of 7'8 $\frac{1}{2}$ " singles built to the designs of William Dean by the GWR's Swindon Works in the 1890's.

They are best known as the 3031 or "Achilles" class of 4-2-2's but this reflects only their

final condition. As built they fell into three distinct categories. First to appear were 3021-3030 as Lot 86 in 1891. These were convertible broad/standard gauge 2-2-2's. Of these 3021-3028 spent only a year or so set for 7'0 $\frac{1}{2}$ " gauge although some only ran in traffic as such for as little as six months due to the final abandonment of broad gauge in May 1892. All had been altered to standard by the year's end whilst 3029 and 3030 ran from the start as standard gauge engines.

Next to appear were 3001-3020 which were actually ordered ahead of 3021-3030 on Lot 84 but did not emerge until early 1892. These were double framed standard gauge 2-2-2's. In this form they proved to be rough riders due to the combination of a short wheelbase, 18'6", and a relatively large boiler which had to be pitched high to clear the 7'8½" driving wheels. Following a series of complaints from footplate men, matters finally came to a head on 16th September 1893 when 3021 "Wigmore Castle" became derailed inside Box Tunnel. This was, of course, one of the convertibles which suffered the same defect when converted to standard gauge.

Swindon moved swiftly to rectify the problem and whilst undergoing repairs, 3021 was modified to the 4-2-2 arrangement increasing the wheelbase to 23'6" and turning another rather unremarkable Swindon product into a machine of classic beauty. Curiously, despite the increased length the overall weight was reduced by 1 ton. New cylinders of 19", rather than the original 20" bore, had to be fitted to provide clearance for the bogie to swing and, as the 24" stroke remained unaltered, tractive effort was reduced from 14,115 lbs to 12,738 lbs. 3021 emerged in its new guise in March 1894 and the remaining locomotives followed suit by the end of the year, 3024 "Storm King" being the last.

The final series of fifty locomotives were built as 4-2-2's. The first, 3031 "Achilles" emerging alongside 3021 in March followed by 3032-3040 on Lot 94 in 1894, 3041-3060, Lot 95, 1894/5 and 3061-3080, Lot 110, between 1897 and 1899. Those built as 4-2-2's differed from the ex-2-2-2's by having the trailing axle springs above the footplate rather than below. Eventually all had the springs moved to the cabside but subtle framing differences remained.

In their 4-2-2 form the Dean Singles provided a magnificent sight. The frames were painted in Indian Red which set off the dark mid-chrome green boilers, cabs and tanks. The whole engine was notable for its detail finish. The paintwork was extensively lined out with a double pattern rather than the single style used in more recent years. The

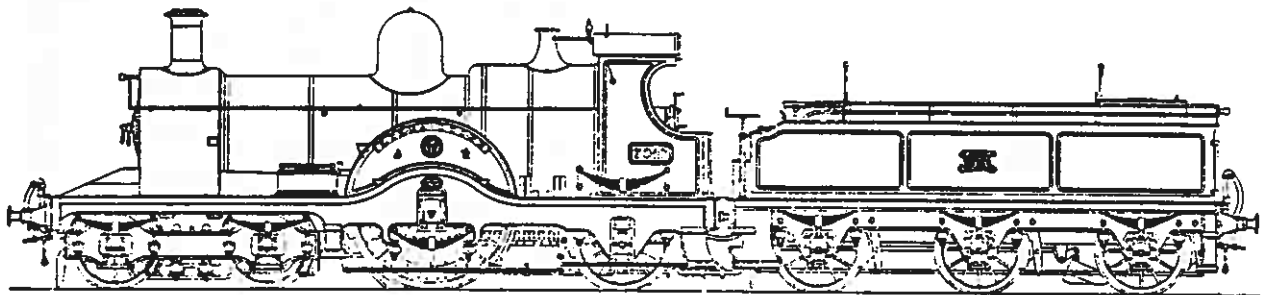
chimney, of course, was copper capped whilst the safety valve casing, dome and countless small fittings were finished in highly polished brass. Although none survived the superb Carnforth built replica of 3041 "Queen" displayed at Madame Tussauds "Railways & Royal Exhibition" shows just how magnificent these machines were, and that standard of finish was not unique to royal engines. In those days of cheap labour such a turn out was an everyday sight.

As the GWR moved into a new century and a new era, profound changes effected the singles. George Jackson Churchward replaced Dean at Swindon and introduced an austere new image. The Indian Red was replaced by black, the lining simplified, and some of the brightwork painted over. More important was the rebuilding of several with Churchward parallel domeless Belpaire boilers (Taper boilers were out as they would have to be pitched too high). This did nothing for the looks of the locomotives and most later received a new hybrid boiler retaining the original Barral but fitting a Belpaire firebox and extended drumhead smokebox. One of the few to survive unaltered was 3031 "Achilles" herself.

The class were long associated with the West of England main line but did not, of course, venture west of Newton Abbott. Displaced by 4-4-0's they moved on to open the London-Birmingham two hour service and finally to the London-Worcester line. They were known as flyers. On 9th May 1904 3065 "Duke of Connaught" took over from "City of Truro" after its record decent of Whiteball and sped the 120 ton "Ocean Special" on from Bristol to Paddington at an average of 71.3mph and reached a maximum of 91.8mph.

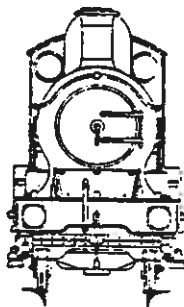
Unfortunately, the increased train weights of the 20th Century quickly outclassed the Singles. Churchward considered rebuilding them as 4-4-0's similar to Dean's 7 or "Armstrong" class but major structural problems at the rear end precluded this.

3005 and 3020 were withdrawn early in 1908. The remainder were retired steadily until December 1915 when 3050 "Royal Sovereign" and 3074 "Princess Helena" brought the story of the class to a close.



2-2-2

Cylinders.	Diam. 20", Stroke 24".
Boiler.	Barrel 11' 6". Diam. outs. 4' 2½" and 4' 3". Pitch 7' 7½".
Firebox.	Length outs. 6' 4".
Tubes.	No. 248, diam. 1½".
Heating surface.	Tubes ... 1342.85 sq. ft. Firebox ... 123.68 sq. ft. (with pocket)
	Total ... 1466.73 sq. ft.
Grate area	20.8 sq. ft.
Boiler pressure.	160 lbs.
Wheels.	Leading and Trailing 4' 7". Driving 7' 8½".
Wheelbase (engine).	9' 6" + 9' 0", total 18' 6".
Weights full.	Leading ... 18r 4c Driving ... 19r 0c Trailing ... 12r 0c
	Total, engine 44r 4c Total, tender 32r 10c
	Total ... 76r 14c
Tractive effort (85%)	14,115 lbs.
Tender capacity	3,000 gallons.



Engine Nos.	Swindon Works Nos.	Lot Nos.	Date built.
3001-20	1221-40	84	1892
3021-30	1261-70	86	1891
3031-40	1391-1400	94	1894
3041-60	1401-20	95	1894-5
3061-80	1612-31	110	1897-9

4-2-2

Cylinders.	Diam. 19", Stroke 24".
Boiler.	Barrel 11' 6". Diam. outs. 4' 2½" and 4' 3". Pitch 7' 7½".
Firebox.	Length outs. 6' 4".
Tubes.	No. 268, diam. 1½".
Heating surface.	Tubes ... 1434.27 sq. ft. Firebox ... 127.06 sq. ft.
	Total ... 1561.33 sq. ft.
Grate area.	20.8 sq. ft.
Boiler pressure.	160 lbs.
Wheels.	Bogie ... 4' 1". Driving ... 7' 8½". Trailing ... 4' 7".
Wheelbase (engine).	7' 0" + 7' 6" + 9' 0", total 23' 6".
Weights full.	Bogie ... 18r 0c Driving ... 18r 0c Trailing ... 13r 0c
	Total engine 49r 0c Total tender 32r 10c
	Total ... 81r 10c
Tractive effort (85%)	12,738 lbs.
Tender capacity	3,000 gallons.

One of the "Great Little Trains of Wales" which did not survive into the post-war years of railway preservation and ever-increasing tourism was a close neighbour of the Festiniog. It was known as the Welsh Highland Railway. At its southernmost point there is an attempt to revive it but so far little has been accomplished.

The following information has been gleaned from a booklet entitled "Welsh Highland Wonderland". I am grateful to its author, Peter Deegan, for providing little known facts about the line.

Passengers were first carried by the Welsh Highland Railway on the 31st July 1922. After the public were no longer able to travel on the line, freight lingered on until the 1st June 1937. Actually these dates are misleading because parts of the route had existed under different names for much longer. The older section, Croesor Junction to Porthmadog, had existed for seventy years before 1922. The northern section between Rhyf-Dôu and Dinas Junction (standard gauge) had had steam operated trains since 1877 and operated as the North Wales Narrow Gauge Railway.

Unfortunately for the new railway char-a-bancs were beginning to appear on the roads of North Wales. They were primitive versions of our modern, luxurious coaches. White Buses, Blue Motors and Brown Buses began to operate. Busy Bee Motors opened a through service between Caernarfon and Porthmadog. This latter company was later to be absorbed by Crossville Motor Co. Ltd.

However, in the volumes of British Narrow

Gauge Steam by Michael J. Messenger, published by D. Bradford Barton Ltd., there are photographs of a delightfully picturesque route. The little trains puffed along the valleys, passing at Beddgelert, trying to find a level path and often swinging away from the metalled roads into the more remote parts of Snowdonia. In the pass of Aberglaslyn the engineers had to blast through huge spurs of rock. These tunnels can still be seen.

It is no surprise to learn that at one time the railway was operated by the legendary Colonel Holman F. Stephens. Unfortunately Stephens tried to run this railway from his headquarters in Kent and he failed to develop its potential as a tourist attraction. Ownership passed to the Festiniog Railway who were busy with their own financial problems and little interested in their impoverished neighbour.

The overgrown tracks were an obvious source of scrap metal to dealers working for the war effort. Most of the line was pulled up in 1942.

In 1961 a Society was formed which became the Welsh Highland Light Railway (1964) Ltd. In 1980 a section of the railway line called the Beddgelert Sidings adjoining the Welsh Highland trackbed at Porthmadog was opened to the public. The preservationists hope to develop the line northwards. The Society has even managed to retrieve "Baldwin", one of the railway's original locomotives which had been in the ownership of the Birmingham Locomotive Club.

WELSH HIGHLAND RAILWAY.
 NOTICE - This Ticket is issued subject to the conditions & regulations in the Company's Time Tables, Books, Bills & Notices.
BEDDGELERT
 TO
PONT CROESOR
 Third Class Actual Fare 9d.
449



WELSH HIGHLAND RY. RETURN HALF Season. This Ticket is issued subject to the conditions on the Time Tables of the Company
084
NANTMOR
 for ABERGLASLYN
 TO
DINAS
 Third Class Actual Fare 3/3
 WELSH HIGHLAND RY. Season. This Ticket is issued subject to the conditions on the Time Tables of the Company
084
Dinas
 TO
NANTMOR
 for ABERGLASLYN
 Third Class Actual Fare 3/3

Welsh Highland Railway

Runs from
Caernarvon
 Bay to
Cardigan
 Bay
 ———
 Sea to Sea



Vales, Lakes,
 Alpine
 Villages and
 Splendid
 Mountain
 Scenery
 22 Miles
 through a
 Riot of
 Splendour

TIME TABLE, JULY 9th to SEPTEMBER 29th (inclusive), 1934

Dinas	depts	11-25	2-50	6-15B	Portmadoc	depts	10-45	1-40	4-0	6-20
Tryfan Jct.	"	A	A	A	Aberglaslyn	depts	11-9	2-4	4-24	6-44
Waenafawr	"	11-45	3-10	6-34B	Beddgelert	arrs	11-20	2-15	4-35	6-55
Salem	"	A	A	A	South Snowdon	depts	1-15	4-50	8-0B	
Plasnyant	"	A	A	A	Plasnyant	arrs	1-45	5-20	8-25B	
South Snowdon	arrs	12-15	3-40	6-55B	Salem	"	A	A	A	A
Beddgelert	arrs	12-45	4-5	7-25B	Waenafawr	"	A	A	A	A
do.	depts	12-55	4-55	7-30	Tryfan	"	A	A	A	A
Aberglaslyn	depts	1-6	5-6	7-41	Dinas	arrs	2-30	6-5	9-10B	
Portmadoc	arrs	1-30	5-30	8-5						

NOTES.—A stops if required. B Wednesdays and Thursdays only.

CHEAP EXCURSION FARES as under:

Between	Aberglaslyn	Beddgelert	S. Snowdon	Plasnyant	Salem	Waenafawr	Dinas
Portmadoc	1/6	1/3	1/6	1/3	1/3	2/-	2/6
Aberglaslyn	—	4d.	1/-	1/3	1/3	1/6	2/3
Beddgelert	—	—	9d.	1/-	1/3	1/3	2/-
South Snowdon	—	—	—	4d.	4d.	9d.	1/6
Plasnyant	—	—	—	—	3d.	6d.	1/-
Salem	—	—	—	—	—	3d.	9d.
Waenafawr	—	—	—	—	—	—	6d.
Dinas	—	—	—	—	—	—	—

PORTMADOC, July, 1934.

R. EVANS, Traffic Manager.

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

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