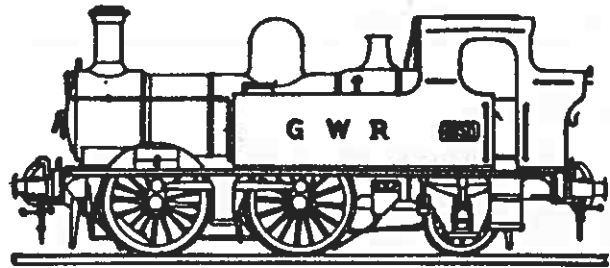


THE MARLOW DONKEY



JUNE 1986

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Newsletter of the MARLOW & DISTRICT RAILWAY SOCIETY

FROM THE CHAIR

I hope that by now many of our members will have pencilled into their diaries under 13th July, "MDRS journey to the Isle of Wight". There are a number of options open to our party, but I personally hope to enjoy a nostalgic visit to Haven Street Station.

The railways of the Island (four separate Companies originally) began in 1862 and the last BR steam hauled train ran on the 31st December 1966. In both 1938 and 1939 I bought Rover Tickets and explored all the lines with the exception of the Merstone-Ventnor section. The Southern Railway provided a smart fleet of Class O2, 0-4-4 tanks and several Terriers. As one arrived at Ryde Pierhead there would be several green locomotives arriving or departing. They bore numbers preceded by a W and their names all had local connections, e.g. Medina, Carisbrooke, Ventnor etc. The carriages had all served in LSWR and LBSCR days.

A recent news item records the efforts to clear the old trackway through Ashley to Smallbrook Junction. There have been a number of extension ventures by preservation companies and this can only be good news for the future. David Shepherd's trains now leave Cranmore Station and head off towards Shepton Mallet, the Watercross Line has reached Alton, the Severn Valley Railway runs trains now from Bridgenorth to Kidderminster, and Didcot are endeavouring to insert a third running line inside their "triangle". Bluebell PLC are floating a half million share issue to replace the track-bed back to East Grinstead.

Many fascinating articles are being published concerning the projected Anglo-French Chunnel link. 1993 is not so far away! One account recently recorded the disappointment of the road faction who seem to regard the present plans as a throw-back to Stephenson and his Rocket. The writer is scornful of being considered old-fashioned and asserts that "steel wheels running on steel rails are still the safest and most efficient form of surface transport yet devised". Let us hope the engineers of Derby can match their French opposite numbers in producing first-rate locomotives and coaches. France is rightly proud of its TGV trains but we, even with our ever present financial curbs, can be equally pleased with our fleet of HST's. Friendly rivalry can be good for both SNCF and BR!

Das



The new Old Oak Common HST allocation label - see Steve Medway's letter on page 3.

MEETINGS PROGRAMME & CLUB EXCURSIONS

Meetings held at the Chequers, High Street, Marlow at 7.45 for 8.00 pm.
SEE NOTE ON PAGE 2.

Thurs. 17 July CANADIAN EXPO

The result of the recent members trip across Canada to the Vancouver Expo.

Thurs. 18 Sept. FINAL CONFESSIONS OF A TOUR GUIDE

Brent Hudson concludes his hilarious trilogy taking us from Peking to Hong Kong.

Thurs. 16 Oct. MORE FROM NRM ARCHIVES

Another old friend Tony Hall-Patch returns with more rarely seen footage from the NRM archives and hopefully, the premier of a new production chronicling the "Iron Duke" project.

Sunday 13 July FAMILY OUTING TO ISLE OF WIGHT

This trip is proving popular with many reservations already made. A few seats remain so book now. Details from Peter Robins, 95 Broom Hill, Cookham. Tel. B.E. 27870.

COACH LEAVES THE MARLOW DONKEY AT 08.30 PROMPT!

Sunday 31 Aug. STEAM DAY AT FAWLEY

Bookings are now being taken by Peter Robins for this popular event. Please refer to pages 4 and 5 for full details of Fawley and this event.

August Evening Trip

Peter Greatorax is trying to arrange an evening visit to Bounds Green Traction Maintenance Depot in North London on Thursday 21st August. Further details will be given at the June and July meetings or from any committee member.

PREVIOUS MEETINGS

The high membership has led to good attendances this spring. In March, Geoff Cronin revealed the secrets of the Bounds Green maintenance dept and gave a fascinating insight into the problems of keeping the HST's on the road.

The publicity officer of the Wight Locomotive Society did an excellent sales job for his railway in April and kept Peter Robins busy taking bookings for our July 13th trip.

Merchant Navy class pacifics were the subject of John Harvey's film show at the May meeting, showing the largest SR engines in their latter days of service and then the preservation career of "Clan Line".

CHEQUERS REBUILDING

The builders have finally started work converting the Chequers into a hotel. This means our traditional upstairs room will be replaced by a new room at the rear downstairs. The work is due to be completed by the beginning of October. In the meantime things may be a little chaotic, although Carol and Roger Shippey will make every effort to smooth our path. Your patience will be appreciated.

MEMBERSHIP RECORD

By April all but a handful of the 1985 membership had renewed their subscriptions taking our total over 50 again, a record so early in the year and very encouraging. Hopefully it sets the scene for further expansion.

CHANGING PROGRAMMES

Unfortunately we have encountered some difficulty organising our planned meeting and visit to the Post Office Railway in June and August. Peter Robins has arranged to cover the June meeting at short notice. We hope to re-arrange the Post Office Railway for 1987.

MDSR ON VIDEO?

At a recent committee meeting the possibility of making a short promotional video about the Society was discussed. This would be used on our exhibition stand. We ideally need a volunteer to use the camera, preferably someone with experience. The club will hire the equipment if necessary.

RAILWAY ROUNDABOUT Notes & News

MARYLEBONE SAVED

British Rail have withdrawn their threat to close Marylebone. The reason given, a 7% increase in BR commuter traffic together with a 15% increase on the LRT Metropolitan line. It is claimed that the Met. and Paddington could not cope with the extra traffic. Further, Chris Green, LASER Director, now wants to promote and expand Great Central services, the decorations were due into Marylebone in early May. Curiously BR have been very quiet over what role steam has had to play in this about face. (MW)

STRANGERS AT PADDINGTON

Catenery problems at Linslade on 24th March saw some WCML trains starting from Paddington. The 16.55 to Chester via Shrewsbury departed from platform 1A (the old parcels bay) announced as "the extreme far end of platform 1"! There was also a 17.29 to Wolverhampton.

One day in April, 56.034 "Ogmore Castle" arrived in the terminal piloting failed green 47.484 "I.K. Brunel" on the 09.32 from Penzance very close to the booked time of 15.37. Other noteworthy locos have included Scotrail Inter City 47.643 which spent much of March on the WR and another 47 in Highland Rail livery, complete with rampant Stag logo, entering the station on Easter Monday. (JS/MW)

MOVING FAST

The HST's keep up their impressive performances despite their advancing years and mounting mileage. On April 9th the 12.25 Reading to Paddington covered the 36 miles in 22 minutes or 98.18 mph average, whilst six days earlier the 17.45 Leeds-Kings Cross took just 52 minutes start to stop for the 92½ miles between Newark and Stevenage, at an average of 106.7 mph, not surprisingly arrival at "The Cross" was 11 early. (JS/MW)

BEING HONEST

Heard at Reading on April 25th. The next train from platform 5 will be the delayed 16.53 departure to Paddington. The train left at 16.54! Is this taking customer care a little too far? (MW)

FAR TRAVELLED 142

A surprise visitor in Vancouver Canada for Expo '86 is BR class 142 diesel railbus 142.049. It arrived in early May and will demonstrate to the Canadian Railways for several months. The two-tone blue unit looked very out of place sitting in the British Columbia Railway North Vancouver diesel shops on 6th June. (M.W.)

"INCIDENT" AT SLOUGH

At approximately 09.10 on 25th April an elderly woman was struck and killed by an HST at the London end of Slough's platform 3. (JS)

TRACKS ARE BACK

Southern California does not come immediately to mind as a pro-rail area but Amtrak is having considerable success with its Los Angeles San Diego service. In November 1975 the four daily round trips carried 24,000 passengers. Ten years later seven trips catered for 102,000! (JS)

BLAZING A TRAIL

Our President's 4472 "Flying Scotsman" kept the other kind of fireman busy on April 27th when it left a trail of burning linesides in its wake whilst working to Stratford. (MW)

SUNDAY DONKEY

Once again a Sunday service is being offered on the Maidenhead to Marlow branch from 18th May until the 28th September. A basically hourly service will operate. (ED)

1066 ELECTRICS

The SR has inaugurated electric service between Tonbridge and Hastings under the title "1066 Electrics". Refurbished 4CIG units are used, the notorious tunnels which required the slim DEMU's having been singled. Knowing the SR habit of re-using equipment, the title possibly reflects the origins of some components! (MW)

News this month supplied by Ernie Dove, John Sears and Mike Walker.

Now is the time for getting out to see what is left of our glorious railway heritage. As usual there is no shortage of guidance in this and a selection follows. Just in case it rains there is a biography - but read on.

FORGOTTEN RAILWAYS of the CHILTERN & COTSWOLDS

R. Davies & M.D. Grant David & Charles £4.95
ISBN 0 7153 6701 3

Whenever I see a book (not always about railways) that raises the thought "that's an interesting topic" I am seldom wrong in assuming that it is published by David (or probably Charles?) and that it will live up to its promise. This one is par for the course with maps, pictures, tables and highly legible print as a bonus. If you are interested in the Chiltern railways you have probably already read it, if not put the matter right immediately.

A WALK ALONG THE TRACKS. Weidonfeld & Nicolson
Hunter Davies

This book could easily persuade an armchair rambler to actually walk some of the ten rambles described. There are plenty of asides, lots of pictures, and a map of each route. It all adds up to a great pleasure, especially if you knew the railway in its heyday or know the area now. Even better go and see and take the book with you, not forgetting your Ordnance Survey, of course, and the next volume where appropriate.

THE ARCHEOLOGY of RAILWAYS

P.J.G. Ransom World's Work Ltd £12.50
SBN 437 14401 1

300 pages of sheer enjoyment superbly illustrated and arranged in easily digestible portions. Where appropriate map references are

provided. The black & white photos are so good you hardly notice their lack of colour, while the colour reproductions enhance the many old prints which are included. The Archeology of Canals is another winner - but I digress.

MEMOIRS of a RAILWAY ENGINEER

Edgar J. Larkin Mech Eng Pubs Ltd
ISBN 085298 388 3

It is a salutary thing to realise that railways consist of, firstly, whatever your special interest happens to be, secondly, the vast Civil Engineering achievement, thirdly, the mechanical engineering aspect; but first last and all the time these loyal servants of the companies without whose devotion to duty everything would crumble into disuse, even faster than the shut downs so carefully stage managed by BR. This book chronicles the life of such a one - a high flyer but a personality just the same. If biography is not your forte fear not, the book is well salted with charts, diagrams and pictures, opening areas of interest I never had thought of. A very interesting book nicely produced but not everybody's cup of tea.

THE CHILTERN & COTSWOLDS

R. Davies & M.D. Grant-David & Charles £3.95
ISBN 0 7153 7299 8

When you go to your library for Forgotten Railways etc. (reviewed above) get this one as well so that you have a lavishly illustrated text by reading both volumes at the same time! It is set out in chapters by themes e.g. main lines, rural byways, inclines and gradients, railwaymania and lots more. Very nice pictures in a pleasant to handle book. No member of the Marlow & District could fail to like it.

VIDEO REVIEW

Mike Norris

RAILSCENE Vol. No.6 Winter 1985/86

Available in VHS & Beta

Since Autumn 1984 5 volumes of Railscene have been produced. This is a quarterly video magazine which features news items, a cab ride, a visit to a preserved line and archive film in each issue. Whereas the first 5 volumes each lasted 1 hour, the latest and any subsequent issues run for 1½ hours.

Included in Vol. No.6 are the following:-

Newslines Up to date progress in the electrification to such centres as Hastings, Cambridge Norwich, East Grinstead and on the East Coast Main Line.

Cab Ride The Settle & Carlisle from the cab of 47474 on 6th January 1986.

Brazil in December 1985 Live Steam on Brazil's 'Coal Railway' filmed by Ray Freeman (of MDRS).

Preservation Plenty of steam on the Kent & East Sussex.

Archive File Somerset & Dorset in the early 60's filmed by Ivo Peters (not the footage seen on TV).

News Various steam specials, including such locos as City of Truro, Hagley Hall, City of Wells, Flying Scotsman, Black 5 and Mogul at Wapping Wharf. Also the first run of a Class 59.

Original film shot by the producers is recorded on High Band ¾" U-matic cameras and editing is done on 1" equipment with the use of time based correctors. The resultant picture quality is exceptionally high with the possible exception of the Brazil section. I preferred the narration being kept to a minimum, thus allowing the original material to be shown with as few distractions as possible. Captions showing date and location are useful and informative.

For £14.95 this tape provides 90 minutes of most enjoyable viewing, with plenty to interest the steam enthusiast.

LETTERS TO THE EDITOR

Dear Sir,

Re the memo to myself regarding depot identification. I enclose for your inspection a sample of the labels produced for use of Old Oak Common on HST stock.

As you can see it comprises the London half of the two cities Coats of Arms, as used on the GWR insignia. The other, of course, was that of Bristol.

I understand that these labels would not be very easy to spot as Old Oak HST sets are more often moving at 125 mph, whereas Bristol and Laira sets may give more opportunity to read the body sides!

S. Medway

See illustration on page 1. - Ed.

Forward:

This article is primarily intended for our newer members to "fill them in" concerning the name "Fawley" which forever crops up at meetings and now appears as an outing in the Diary section of this Newsletter. However, older members may learn something too

What is Fawley?

Fawley, near Henley, Oxon, is the home of our President the Hon. William H. McAlpine. Besides being his home, it is probably one of the countries finest private collections of railway relics, models and steam traction engines. It is a private collection and as such is not open to the general public.

How does the MDRS figure so much in Fawley? The Marlow & District Railway Society had the honour some six years ago to be asked by a representative of Mr. McAlpine, known to his friends as "Mr. Bill", to go and see his collection with a view to getting it working as a railway, Marlow being the nearest known source of railway addicts. As a result of that visit some 25 members of the MDRS formed a sub-group to work on full size railway problems. After a year, this sub-group formed itself into the Fawley Museum Society.

What kind of railway exists at Fawley?

A full size railway operates in the grounds at Fawley. The operational line is about 3/4 mile long and is worked by both steam and diesel locos. The line itself climbs a bank of about 1:14 max. along part of its route, whilst about half the route is along a valley. Due to the curves and the steepness of the line, coaching stock is not practical so passengers are required to travel in open wagons!

The Route:

Boarding our train at the full size station - formerly Sommersham, Cambs., which has been rebuilt in full at Fawley (prior to the MDRS being involved) we get the "off" signal from the signal box (formerly Shobnall Maltings), the signalman more likely than not being that quiet gentleman Ron Brooks. Our engine, No.31, is an 0-6-0 saddle tank. We move out of the station and down the bank, past Loch McGoat where geese and guinea fowl can be seen. Behind Loch McGoat is Blackfriars Bridge. Yes, the London one. Part of the bridge underwent extensive repairs a couple of years ago and this 30 ton piece became spare! We pass the wrought-iron work from Edinburgh Waverley Station and the front/name of London's Broad

Street Station, which arrived last year as an 86-piece jig-saw puzzle.

The line levels into a passing loop, headshunt layout where the loco reverses and pushes us along the most level line along the valley; watch out for deer, wallabys, goats etc. At the end of the line we reverse the operation, the main difference being that we climb the bank with the loco working hard. We pass the station to come to a stand in a short tunnel, to give you the feeling of steam before a gentle run back into the station.

Is there more?

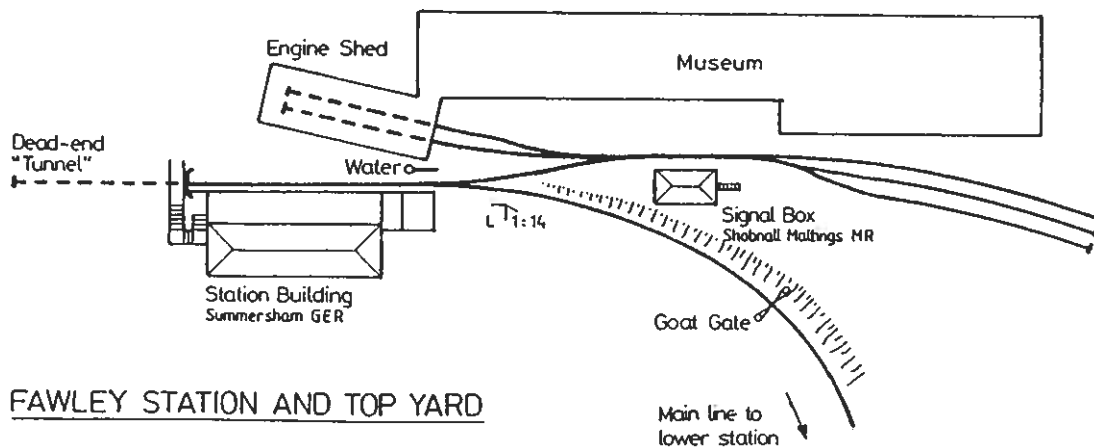
Yes - the loco yards contain open, covered, brake vans as well as a mobile crane. The diesel loco, a 1930's 0-4-0 from Bass brewery, can be seen moving these items around. The loco shed is open for inspection, as is the signal box. Take care not to trip over parts of Victoria Station! The museum building contains at least 3 vintage Rolls Royces, steam cars of 1897 and 1924, traction engines and models of all sizes of practically everything steam, together with a vast array of signs from every railway in the UK, plus, plus, plus.

How do I get to see all this?

The MDRS have been offered a visit on August 31st when the railway will be steaming. See Peter Robins for an invitation/registry card which also gives a map of the location. A charge of £1.50 is required to cover the running costs of the locomotives. There are no other expenses apart from tea, coffee at Ernie Dove's Tea Bar in the station. All train trips etc. are free.

Can I get involved in working at Fawley?

The short answer is YES. However, the Fawley Museum Society asks that all potential members are willing to get their hands dirty. The FMS is NOT a chat, photographic only group. Active participation is requested; in this way you will get far more satisfaction seeing the loco running over the track that you helped lay. Training is given on all aspects of running a railway, footplate work is available to all, so if you are willing to work we will train you. I have personally rebuilt an open wagon, including overhauling the vacuum brakegear, painting, lettering etc. Ron Brooks has built up the signalling side with the aid of a small group. Terry Dearing has been involved in rebuilding a GWR shunt wagon and mess van, whilst other MDRS members have worked on locomotives, track and buildings.



FAWLEY STATION AND TOP YARD

On Steam Days, such as MDRS have been invited to, we change our working hats to operating hats to provide a $\frac{1}{2}$ hourly train service as well as guides to the Museum section.

Membership costs £5 per year. Interested? If so, have a natter with any of the following members: Bob Hatfield, Mike Norris, Ernie Dove Alan Wheeler.

FAWLEY STEAMING

All members and thier families are invited to attend the Fawley Steam Day on SUNDAY 31st AUGUST between 12:30 and 17:00. There is a charge of £1-50 per person.

Please make bookings, with payment, to Peter Robins at 95 Broom Hill, Cookham, Berks, (tel. BE 27870) not later than 14th August.

We have only sixty places, so BOOK NOW!!!

THE ANDOVER RAIL EVENT

David Gardner

I consider any train journey, no matter how short, a pleasure, so when the chance came on 22nd March this year to travel on a section of the former MSWJ I jumped at the chance. With a family Rail Card and my 7 year old daughter in tow I was able to purchase a day return to Andover for the princely sum of £4.50. Setting out from Bourne End on the 7.51 and with a change of trains at Maidenhead we arrived in Reading at 8.26. Here we had some refreshment while we waited until 8.55 for the Basingstoke departure, which was reached by 9.25. Another 30 minute wait followed before a class '50' hauled Exeter bound express arrived with standing room only due to the fact that about 75% of it's passengers were heading for Andover! Leaving just before 10 am the train sped through the Hampshire countryside to its destination in less than 15 minutes and, while still on this train, I began to wonder if we had any chance of getting a ticket for the steam special as almost everyone else seemed to have booked in advance. However, luck must have been on our side because I was able to obtain two of the last tickets for the 10.30 departure to Ludgershall, costing £6.00 in all.

Now it is very unusual for the Southern Region to organise Steam Specials, indeed the last one to run was I believe hauled by David Shepherd's 'Black Prince' several years ago, which I inadvertently witnessed while taking part in a Vintage Car Rally. However I digress. On this occasion in a different location we were boarding a train of 3 Mk.1 coaches with 4930 Hagley Hall at its head. It was chilly and damp yet a large crowd of people were on the platform and road over bridge to see us off as 4930 drew away from the station in a hail of steam. The ex MSWJ branch runs parallel with the main line at first only parting company after $1\frac{1}{2}$ miles. Our train travelled at a steady 25 to 30 mph over this section but once on the branch proper 4930 took hold of her heels and fairly raced along. We passed the site of Weyhill station, once sporting a pleasant building and at times a busy place: now it is almost non-existent.

All too soon we reached Ludgershall, a distance of $7\frac{1}{2}$ miles from Andover. The wide platforms here were put in about 1902 to serve troop trains and though these are now rare BR still runs a goods train each day for army use and evidence of this could be seen in the sidings at both ends of the line.

No buildings remained on the platform but an enterprising salesman had set up a doughnut stall and probably did quite good business over the weekend. Soon after alighting from our carriage a SR two car DEMU set pulled into the platform to take us over the remaining portion of the Tidworth branch. This section was about $1\frac{1}{2}$ miles in length and came to an end against a fence with nothing but fields further on. This then was Perham Down. However, part of this branch also serves the military depot where the army stores its own railway locomotives. We were not allowed to detrain at Perham as there is no platform or indeed anything else for that matter, but what amazed me was that along side the track trees had been planted in military fashion, spaced exactly the same distance from every angle and for all the world looking like lines and lines of soldiers on parade.

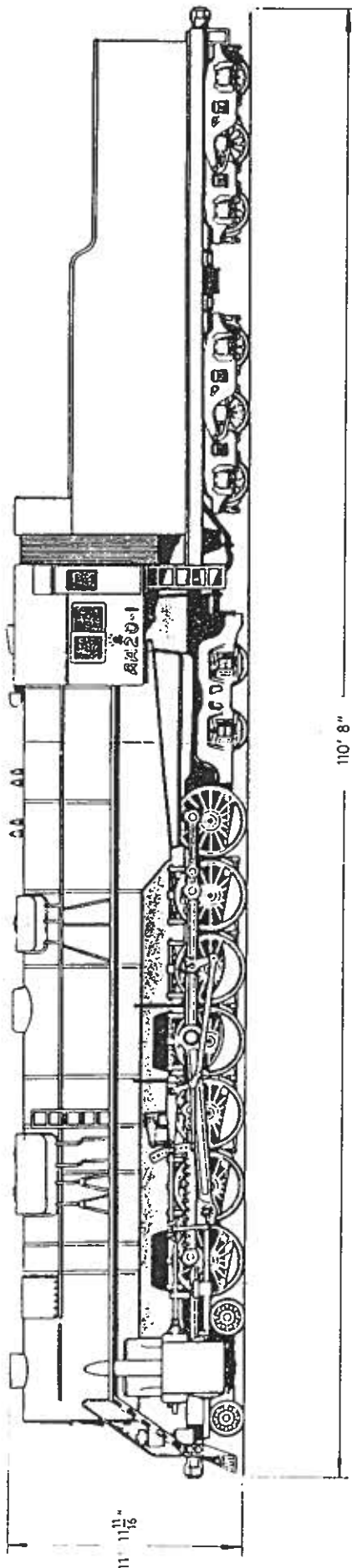
Back to Ludgershall we went with this part of our journey taking 8 minutes and while we waited on the wind swept platform 4930 drew in with our train to take us out tender first. We quickly got back into our seats and it was back to Andover in style. At Andover a static exhibition was held alongside the station and on display were green painted class '47' G.J. Churchward and class '50' Sir Edward Elgar, also a named class '73' in railfreight colours and a standard blue '33' with small snow ploughs. The preserved 'Southern' 2BIL/4 sub electrics No.2090 and 4732 were also on display along with a steam traction engine and fairground organs. All the diesels had steps positioned up to the cabs so it was possible to go and have a look round or just peer inside. Back on the platform there was a photo and small exhibit display and booklets on Andover's railways for sale. I snapped up one of these and whats more the author signed it! A TV film crew were also to be seen on the station. BR were also running some diesel hauled rail tours around the Salisbury area at £4 each and had the weather not been so cold I might have gone for a trip on one of them. However, having exhausted all there was to see we opted for an early return and as an ex Exeter train had been retimed to stop at Andover 1 hour later than the advertised time it became an obvious choice.

We found plenty of empty seats this time and with a class '50' up front took our leave of Andover and the Tiddlydyke at 12.28. Fourteen minutes later we were at Basingstoke station which has a very varied amount of traffic with DEMU & EMU's class 33, 47, 50 and 73 locomotives it is rarely a dull place to be. I also spotted a rack of electric stock being towed by a class '33'. Our connection for Reading turned out to be a Bournemouth-Manchester express drawn by a class 47 which got off smartly on time at 1.09. We were lucky in selecting the carriage we did, as although for 2nd class passenger use they were 1st class compartments.

Reading was reached by 1.30, in good time to catch the 1.52 to Maidenhead with our final arrival in Bourne End at 2.25, a total start to stop time of just under 2 hours, which isn't bad for a cross country journey and the number of changes involved. During the day we had, in fact, boarded eleven different trains, travelled well over 100 miles, had a steam trip on a line normally closed to the public and visited a rail exhibition, not bad value for £10.50 and whats more it was enjoyable from start to finish. 4930 Hagley Hall was a good choice being an ex GWR engine on what was once a GWR line to Swindon.

To all those so called enthusiasts who tear up and down the country in motor cars to photograph steam hauled trains that just happen to be running on BR metals but would never use the railway themselves, I say this: Those railways are there because people use them and choose to use them because it is quicker, generally cheaper, and far safer than any other form of transport. If more used them both now and in the past, there would not be so many gaps in our railway system and far more possible route miles for steam specials.

FOURTEEN COUPLED !



Soviet State Railways 4-14-4

The world's only 14 coupled locomotive appeared in Russia in January 1935. It was described in some detail by one D. Babenko in the October 19th issue of "Railway Age" that year. According to Prof. W.A. Rakov's book on Russian motive power published in Moscow in 1955, the 4-14-4, originally planned with a single carrying axle in front, was the work of a team of young graduate engineers who put a lot of study into the project; three of them visited Germany and the US (particularly the Union Pacific) before final execution of their design. In fact, in principle dimensions, weight and tractive effort, the 4-14-4 came within 10-15% of UP's 4-12-2's, although its grate was 19% larger to suit local coal.

In spite of this long preliminary work, which dated back to 1931 or earlier, the engine was a failure. Rakov, reported that "Andrey Andreyev" (AA class), named after the then Commissary of Transportation, made only a few runs and never entered regular service, damaging the track and derailling on pointwork. According to Babenko's figures the lateral plays of various axles were adequate for 460' radius curves, but his cited lateral of 1" for the trailing bogie is impossible and Rakov's figure of 10 3/4" must be correct. No less than three adjoining pairs of drivers at the centre were flangeless, and if the undisclosed centring devices (assuming there were any) exerted inadequate guiding forces, those on the rigidly held wheels must have been excessive. No doubt such faults could have been corrected, but Rakov also referred to unspecified defects which came to life.

Other important factors worked against this ill-fated giant. The class FD 2-10-2 of 1931 was a real success and could be accommodated everywhere, while new turntables and rebuilt roundhouses would have been necessary for the AA. Thus it was not logical to sponsor the experiment any further.

A German wartime design for a 2-14-0 submitted by the Schichau Works of Elbing also did not look promising. With small, 4'3" drivers, proper counterbalancing of the heavy 144,000 lbs piston thrust twin cylinder drive was impossible in an austerity engine whose construction precluded use of alloy steels. The rear axles had too much uncontrolled lateral play for war duty involving frequent rearward running on poor track. The 65 sq.ft. of grate heralded a shortage of steam with inferior coal especially as the flue gas area was too small letting a mere 40% of the combustion gasses past the superheater compared with over 60% in the earlier class 52 austerity. The proponents were lucky that their project did not materialise.

The account of these two 14-coupled designs is thus not cheerful. Their shortcomings could have been avoided, but due to the hurdles to be taken, 14 drivers in a rigid frame constitute the maximum for a successful locomotive. Worldwide however, there were 228 twelve-coupled locomotives of 16 classes including three 0-12-0 Hungarian electrics whilst steam examples were to be found in France, Austria, Germany, Spain, Bulgaria, Yugoslavia, Java, Argentina, Bolivia and the U.S.

This article is adapted from an article by Dr. Adolph Giesel (of ejector fame) in the July 1980 issue of Trains. Can any of our members shed more light on the technical details of the Russian giant? Ed.

Delivery of new types of rolling stock were a feature of the summer of 1961. The first of 101 type "3" diesel-hydraulic locomotives by Beyer Peacock (Hymek) Ltd. for the Western Region of British Railways, No. D7000 was handed over at a short ceremony at Paddington Station on 16th May 1961.

The locomotives were being built at the Gorton Works of Beyer Peacock with Bristol Siddeley Maybach engines and Stone-Maybach Mekhydro hydraulic transmission. They had a rated horsepower of 1,700 and a maximum speed of 90 mph.

Other new deliveries were the first of twenty two 3,300 hp type "5" CoCo diesel electric locomotives being built at the Vulcan Foundry Ltd., Newton-le-Willows, with two Napier "Deltic" engines of 1,650 hp each. To be numbered D9000 to D9021 and named after race-horses, eight were to be allocated to the Eastern Region, six to the North Eastern and eight to the Scottish Region. With the additional power available, accelerations of up to 59 minutes were possible between Kings Cross and the North.

Yet another new type, also from the English Electric group, were the first of 79 diesel electric type "3" Co-Co locomotives to be numbered D6700 to D6778, these too were being built at the Vulcan Foundry at Newton-le-Willows and were fitted with an English Electric 1,750 hp engine. The first deliveries were to the Eastern Region.

Of local interest was the placing into service of London Transport's new A60 class electric multiple-units for the new Amersham and Chesham electrification of the Metropolitan line. The principal contractor was Cravens Ltd of Sheffield, for two batches, 62 four car sets designated A60 and 54 A62 sets. The bodies of the cars were of aluminium alloy, unpainted and mounted on steel bogies, using rubber suspension.

Other items of interest. The Isle of Man Railways purchased two railcars from the County Donegal Railways Joint Committee, whose system closed at the end of 1959. These would be the first diesels to run in the Isle of Man.

The Western Region placed into service a new dynamometer car, No. DW150192, based on a 63 ft corridor second class carriage built in 1947, and finished in chocolate and cream. It was fitted with the latest electronic equipment and replaced the car introduced in 1901 by G.J. Churchward.

On the Great Central line the prototype English Electric gas turbine, GT3, was working regularly on the Nottingham to Marylebone semi-fast service, whilst "Jubilee" class locomotives were regular performers on the Marylebone to Edinburgh car sleeper service.

With the completion of BR/Sulzer type 4 No.D34 at Derby works on 20th June 1961 the BR fleet of main line diesel locomotives reached 1,000. Additionally, BR had over 1,800 diesel shunters close on 4,000 diesel railcars, whilst the steam locomotive stock had dropped to below 13,000.

On 3rd July 1961 the Grimsby and Immingham Light Railway closed. Built by the Great Central it opened in June 1912 on the electric American "Rapid Transit" principle. The rolling stock consisted of 12 single deck bogie tramcars, the only ones owned by British Railways.

The first of the "Castle" class locos 4073 "Caerphilly Castle" was moved on 4th June to the new extension of the Science Museum to whom it had been presented by British Railways.

All in all an interesting period on the railways, with much new stock being delivered, was it only 25 years ago that British Railways still had almost 13,000 locomotives?

RAILWAYS OF NORTHUMBRIA & THE NORTH YORK MOORS

R.D. Bowen

The above is the title of a three day tour organised by Kingdom Tours on Friday to Sunday 26th to 28th September.

The tour will be conducted by Roger Bowen and will be based on the four star "Blackwell Grange Moat House" at Darlington. The tour includes on the Saturday a return journey on the Esk Valley line from Darlington to Gosmont and a return journey on the North York Moors Railway. Sunday includes a visit to the Beamish Open Air Museum, which has a reconstructed rail way station, steam working engine and working tramway.

Inclusive of rail fare from Buckinghamshire stations, including two nights table d'hote dinner, room with Bath, breakfast, all rail travel in North Yorks and Northumbria and entry fees, the cost is £101.

Enquiries and full details either from Roger Bowen or Kingdom Tours, 33 Kingsbury, Aylesbury Telephone Aylesbury 33999.

DONKEY DAYS Part 3

Len Stroud

The close proximity of the Marlow Donkey public house never did go unobserved by members of staff of any department and I fancy that, coupled with market staff, coalmen, carriers much of the house trade came from railway sources. Needless to say should any staff go missing you can guess where the search party called first. It was also only too clear where certain specified members put in 'off duty' time, feeling their due to slake the effects of a hot and dusty footplate at all and every given chance - "Some one from the station can always fetch me" was perhaps the attitude in their mind - and no doubt the scene was repeated up and down the line - have you ever seen a station without a nearby hostelry?

The signal box (or boxes) at any station are a world on their own in many ways - not necessarily a law unto themselves - that could not be but by their nature in some isolation. For most of its life Marlow box was akin to all boxes - levers pulled - bells ringing distant and car, a cacaphony of progress, kettle on

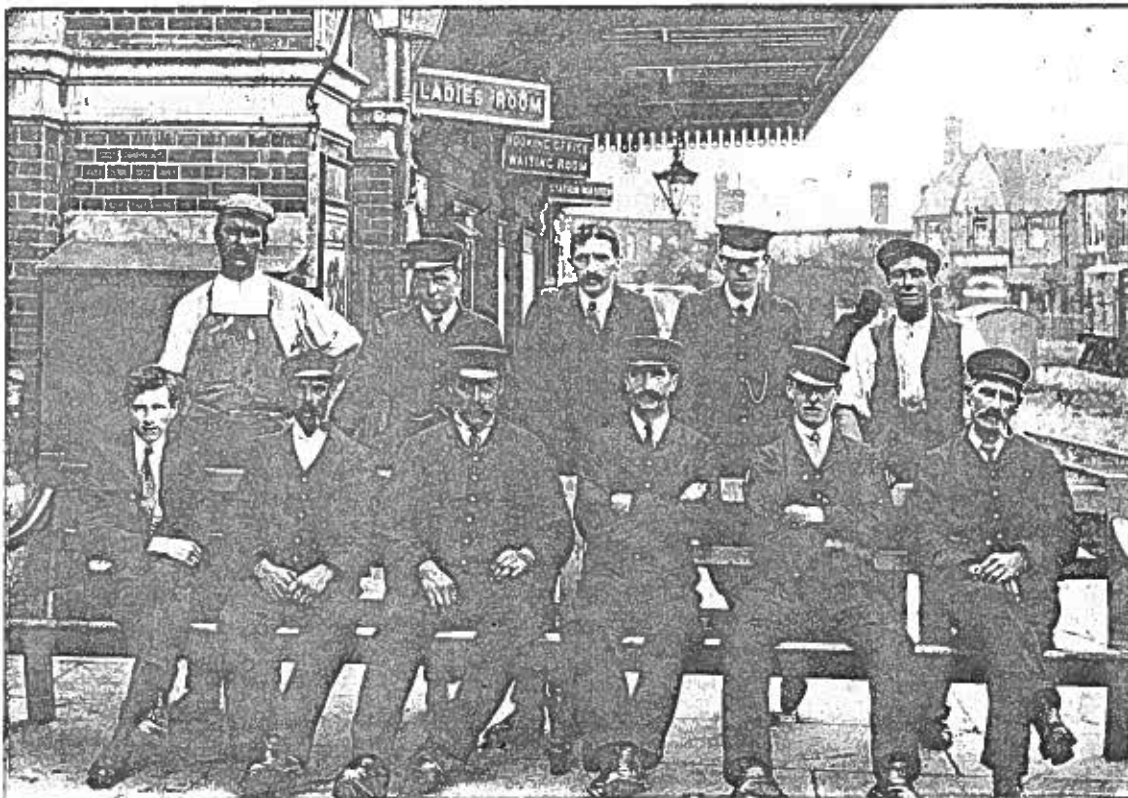
the boil, records of passing traffic, tea made and drunk between calls to duty, time passing with some respite on stool or upright chair.

World War 2 arrived and female staff took on many jobs, once a male enclave - hard work at that, and did their work well.

Marlow signal box suddenly had "The Female Touch" one might imagine a female voice saying "If I have to work this box at least I can improve it!"

Here I must admit to secondary sources of information bolstering my fragmentary recollections, for the only time I could note changes in station life were on infrequent bouts of leave from overseas service (unspeakable thoughts of cattle truck travel from Setif to Constantine in Algeria).

Please excuse my digression - back to the signal box!! Over a period it seemed that all short of chintz curtains were put to use to add to any comfort that could be mustered to



The Station Master and his staff pose for the photographer at Marlow around 1920.

(Collection: Len Stroud)

ease 'the girls' working life - late turns of duty were not avoided but behind the blackouts spare time was enhanced by a glowing fire in the stove, strip matting on vacant floor space and wonder of wonders an armchair appeared (what co-ercion or womanly wile carried that up the steps one might ask?). Memory has the habit of jumping the years - back and forth - and I had not thought to enter the war years for that is another story, but it is all part and parcel of the old station life.

It is a sobering thought that however comfortable our lone signalwoman in the box made her spell of duty from 1pm - 10pm in the 1940 period onward, I have my doubts whether the situation could be carried out in safety in the "social advancements" of this present time when women are not safe even on a crowded thoroughfare.

Should she be on duty on the day shift (8 - 5) much badinage with passing shunters and drivers would no doubt be acceptable but with night-fall, and with the goods yard closed, contact with station platform staff was minimal, although one would hazard a guess that a few cups of cocoa were shared with some other lonely 'night' porter or train crew member.

By and large the porters room became a social club around a banked up fire in the grate. The platform door would open and shut as standby taxi drivers came in for 'a warm', or train crews, who in Winter were less inclined to walk across to the tavern, chose to have a brew among their mates. Remember that the office did not close will 10pm and the social gather-

ing would include the late duty clerk, who at that late hour would lock the booking office door between trains if he or she so inclined, and join the fireside group.

Many a night I have spent with them drinking tea or oxo, making toast or champing a hunk of bread and cheese.

By and large all staff seemed to 'jog along together' with some exceptions brought about by temporary tempers or morose unsocial outlook. No 'family' could be otherwise in any walk of life. I can only say that those few could be pitied in being unable to join the comaradery of station life.

I hesitate to give an exact estimate of staff employed in the platform area as transfers in and out caused continual fluctuation but from memory of any one time peak, daytime staff included -

- 1 Station Master
- 2 Booking Clerks (male)
supplemented in later years by
- 2 Booking Clerks (female)
- 1 Leading Porter
- 3 Supplementary Porters (min)
- 3 Drivers (min)
- 3 Firemen (min)
- 2 Parcel Carriers (max)
- 1 Lad (possibly training)

Add to this number extra platform staff brought in from outside the area for peak Summer weeks of a short holiday period.

Oh, there definitely was an air of organised bustle in the years gone by.

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