

# THE MARLOW DONKEY



MARCH 1987

42

## Newsletter of the MARLOW & DISTRICT RAILWAY SOCIETY

### CHAIRMAN'S NOTES

I have always been intrigued by Marylebone Station. It is so completely different from London's other termini. The story of Sir Edward Watkin's determination to construct yet another main line to London - and even beyond - is well known. By using track belonging to the Metropolitan and GW railways and tunnelling beneath Lord's cricket ground he reached Marylebone with insufficient money to provide the Great Central Railway with an imposing terminus. Unlike Euston, St Pancras and Kings Cross it hides itself up a side street off the Marylebone Road. Once called "the gentlemen's station" Marylebone preserves its cathedral-like calm.

Now that the future of this terminus is once again assured plans are afoot for the track out to Banbury to be improved. As I write I am literally within earshot of the former GW/GC line. I often compare this noisy track with the Paddington - Reading metals when I am waiting at Maidenhead Station. Also in need of replacement are the Chiltern dmu's, now a quarter of a century old. At Christmas I travelled in Class 140's and 150's in North Wales and remembered reading that the Marylebone depot should be getting "refurbished" units in 1987.

I recently passed ETHEL in Marylebone Station. She is a vehicle specially adapted for train heating, in this instance

for the Shakespeare Limited diner trains during the cold months ahead. Originally Ethel was a diesel locomotive, No. 25-314, but her generator will no longer turn the wheels but will provide warmth for passengers visiting Stratford-on-Avon behind steam traction. There is one drawback, however, for lineside sound-recordists will find Ethel far noisier than Sir Lamiel or Clan Line behind whose tender she is to be attached.

I was astonished to see a head-line in a Sunday "quality" newspaper in the New Year. "Tory plan to sell off BR after Election". Was it another sensational article dreamed up by the media or was there any genuine, ministerial source for this statement? I gather that if returned to power the government would privatise BR to save the present £1000 million subsidy. This is undoubtedly a vast amount of money but other European countries pay even larger subsidies to their railways. A return to the BIG FOUR of 1923-1948 is not visualised, I read, and rail freight, London and South East, Inter-City and provincial services would come under private ownership. Remembering the Serpell Report one can see a future network with no trains west of Plymouth and Cardiff, and possibly no passenger service north of Perth. None of this may ever come to pass but it is a sobering thought that the anti-railway faction are very strong in the Britain of 1987.

*Gas*

### TIMETABLE

#### FORTHCOMING MEETINGS & EXCURSIONS

All meetings are held at the Chequers, High Street, Marlow at 7.45 for 8.00 pm.

Thurs. 16th April THE MARLOW DONKEY Chris Turner

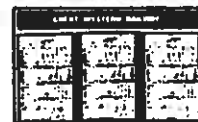
The book is not quite ready but here's your chance to find out as much as possible about our local railway.  
NOTE THE REVISED DATE APRIL 16th.

Sun. 10th May FAWLEY OPEN DAY 12.30 - 5.00 pm.

Our friends at Fawley have invited us to inspect the latest developments. Feel free to bring along the entire family for an informal afternoon of steam rides. £1.50 per person. Bookings please to Peter Robins, 95 Broom Hill, Cookham, SL6 9LJ. Tel. B.E. 27870.

Thurs. 21st May ISLE OF MAN RAILWAYS

As a curtain raiser to the Society visit to the Island on 22 - 26 May, a look at the history of this unique system. Members interested in joining the party may be able to be fitted in. Cost is around £110 per person - contact Peter Robins without delay.



Thurs. 18th June THE DOCKLANDS LIGHT RAILWAY

This is the story of one of the most exciting new projects for many years. The system opens in July and we hope to organise an evening visit on Thursday 20th August.

Thurs. 16th July STORIES FROM THE FOOTPLATE - Wally Richards

BR's Slough Area Traffic Manager recalls moments from the earlier years of his career before he started to drive a desk.

Sun. 19th July SUMMER EXCURSION TO SWANAGE

This year's excursion takes us by luxury coach to Swanage. As well as a visit to the railway there will be the opportunity to laze on the beach or take a side trip to Corfe Castle, Bovington Tank Museum or Lulworth Cove - something to suit all the family. Please see the enclosed booking form for further details. Bookings to Peter Robins, 95 Broom Hill Cookham SL6 9LJ. Tel. B.E. 27870.

# SOCIETY NEWS

## APRIL MEETING CHANGED

Please note that the APRIL MEETING IS NOW TO BE HELD ON THURSDAY 16th APRIL and not April 23rd as announced in the last issue. Our apologies, this is due to an unfortunate double booking. The subject remains Chris Turner's eagerly awaited talk on the Marlow Donkey.

## PREVIOUS MEETINGS

The December Video evening is becoming a regular annual fixture. This year most tastes were catered for with offerings from home and abroad, past and present, and a look back at some MDRS activities. Once again special thanks to Charlie Smith and Bob Young for loaning the equipment and to those who brought along tapes.

The sudden snows of Mid-January caused the postponement of the AGM to February but those hardy dozen members who made it to the Chequers were entertained with an enjoyable and informative ad hoc slide show.

The results of the photo contest and minutes of the AGM appear elsewhere.

## PHOTOGRAPHIC COMPETITION RESULTS

Entries in the competition were down this year but the standard was very high, causing some difficult decisions in voting.

The five prize winners were:-

### A - Colour Slides UK

Eddie Lewcock - Beattie Well Tank at Wenford Bridge.

### B - Colour Slides Overseas

Pete Grestorex - Inside a South African Steam Shed.

### C - Colour Prints, up to 5" x 7"

Ken Ball - Sir Lamiel in afternoon sun.

### D - Colour Prints, over 5" x 7"

Martin Pink - Clan Line leaving Marylebone.

### E - Black & White Prints

Martin Pink - 30120 at Arlesford.

It was Martin's night as he was also awarded the Eddie Lewcock Cup for the shot of Clan Line, which was judged overall winner - a good way to celebrate your birthday.

## NORMAN ASTON-SMITH TROPHY

For the second year in succession, Len Stroud received the signal and book token for his excellent series of reminiscences on Marlow Station. Len has now brought this series to a close - just in case he won it outright for a hat-trick! Len is the first member to win twice.

## SUBSCRIPTIONS

The Treasurer reports that several members have still to renew their subscriptions. Hopefully this is just an oversight

# RAILWAY ROUNDABOUT

## NOTES AND NEWS

### DONKEY BITES CAR - AGAIN!

On Friday 19th December the 12.14 Maidenhead to Marlow was involved in a collision with an Audi 100 car on the Wharf Lane Marina level crossing leaving Bourne End. The occupants a man, girl and puppy, all escaped with minor injuries but the car was a write off. The class 117 unit L409 (DMS W51386 leading) was only superficially damaged and there were no injuries to the crew or passengers. Services were replaced by a bus for most of the afternoon whilst the wreckage was removed. Contrary to claims of the car driver, a BR investigation showed the road signals were operating correctly.

### COLD WEATHER BLUES

It wasn't just the MDRS which was disrupted by the January snows, BR fared badly as well. The WR local services were badly disrupted, not by blockages but by a lack of crews, as staff decided to stay at home. What has happened to the GW esprit de corps?

particularly in such a special year. We look forward to receiving your £5 in the near future. Members not renewing by June will be deemed to have lapsed and not receive the next Donkey.

To those who have renewed, many thanks for your continuing support.

Subscriptions should be sent to John Sears, 32 West Fryrne, Parkside Road, Reading RG3 2BY.

## COMMITTEE CHANGES

Len Stroud has joined the committee and replaces Alan Wheeler as Publicity Officer, an important role this year. In the event Roger Bowen decided to remain on the committee for 1987.

## FAWLEY OPEN DAY

As you will see in "Timetable" we've been invited to an open day at Fawley on Sunday 10th May from 12.30 - 5.00. Both the steam loco 31 and O3.120 will be in action (the latter making its debut) and you will be able to inspect the newly re-erected Bourne End waiting room. An excellent afternoon for the whole family and only £1.50 per person. Bookings to Peter Robins please.

## MDRS EXHIBITION

Plans are well advanced for our 10th Anniversary exhibition on Saturday 10th October. Among the layouts already booked are "Camelot Halt", a BR layout set in Cornwall, "Wheatley" representing one of the old Wycombe Railway stations, "Fraser Canyon" a magnificent interpretation of Western Canada, "North Park" a modern BR layout by our own Ron North and of course the clubs own Marlow layout. There will be a display of relics and large scale models as well as trade support.

We shall be serving refreshments all day at the exhibition and it is hoped members wives, girl friends, mother, or perhaps members themselves, will provide a selection of cakes, sandwiches, sausage rolls etc. and assist with serving, washing up, taking money etc., during the day on a roster basis.

A list will be circulated in the June Donkey for members to pledge their help.

## RON'S BACK!

It was Mark Twain who said reports of my death were a little premature, well we're glad to announce that Ron Brooks' retirement as book reviewer was a little premature as he's decided to carry on for a while, thanks Ron.

## YOUR DONKEY

Notice a difference? The Donkey is now being produced on a modern electronic typewriter which helps us provide a clearer print quality (in response to mutterings in some quarters) and we've taken the opportunity to update the presentation. New technology takes getting used to, so if there appears to be a few more typing errors than usual our apologies - practice makes perfect!



The SR were very badly hit and understandably so as Kent disappeared under several feet of snow. A new definition of optimism came from Rainham where a class 73 was observed hauling a 12 car disabled emu through drifting snow and relying on its diesel engine (600 hp) for traction! Progress was reported as slow.

## STATION EVENTS

Bourne End now has a "bus shelter" on the up platform in place of the 1896 waiting room recently moved to Fawley, restoration of which is proceeding.

Cookham is next in line for total refurbishment. The former station master's house is being modernised and extended and will then be let - any offers? During the work a forgotten well, originally the station's only source of water, was discovered.

Work continues at Reading with the foundations well underway. The main contractor is Sir Robert Mc Alpine & Sons.

## PEAKS IN DECLINE

The "Peak" class diesels are now very much in decline, the 44 and 46 classes are extinct on BR whilst the 45's will go the same way as electrification displaces more 47's. Locally we can still savour these 130 tone 2,500 hp 1Co-Col locos as they seem to be the favourite power for the Northolt-Colvert rubbish trains, 45.070 being a regular. Get your photos now, time is running out.

## VANISHING RELICS

The viaduct which formally carried the Wycombe Railway over Gordon Road in High Wycombe has recently been demolished and there are suggestions that the similar structure to the north of Frogmoor may follow suit.

## RECENT RUNS

John Sears reports some recent fast WR running. On 2nd December the 08.00 Paddington-Swansea ran the 75½ miles from Reading to Bristol Parkway in 41 minutes, an average 110.85 mph. Three days later 47.602 "Glorious Devon" and six cars replaced an HST on the 11.30 Paddington to Weston. It covered the 36 miles to Reading, including a stop at Slough, at 73.2

# JOINT LINE STEAM

The experimental Santa trains proved very successful with the season being extended to the first weekend of 1987 to meet demand. In the event only three locomotives were employed, with "Sir Lamiel" taking the largest share, as "Sir Nigel Gresley" has been out of service for repairs following an ultrasonic examination revealed a cracked tender axle.

The 1987 season has got off to its traditional slow start with only one trip per month during the winter but becomes progressively more frequent as we approach summer. The 1986 pattern of working is being repeated, that is steam hauled only to Banbury on the outward trip with diesel haulage on to Stratford, but steam throughout on the return journey. This simplifies engine turning and servicing, which led to a significant improvement in timekeeping compared to the first season.

A welcome additional locomotive this spring is LNER V2 2-6-2 4771 "Green Arrow" which will spend two months at Marylebone from late March. Meanwhile 4472 leaves the line in April to work the "Sellafeld Sightseer" trains for BNFL, involving a 290 mile run from London to Carnforth, and 4498 returns in May.

Forthcoming dates are therefore as follows. One way trip, Sat

mph whilst the pass to stop average Maidenhead to Reading was 94 and pass to pass Maidenhead to Twyford an incredible 101 mph. Not bad for a 95 mph loco! In contrast, on the same day, the 13.02 Portsmouth to Manchester left Oxford 27 minutes late and made up 6 minutes by Leamington, 40 miles away.

## STRANGE MOVES AT READING

Most evenings around 16.00 a class 33 (or 73) arrives from the Wokingham line with a parcels train and stands on the up main. The engine runs round in platform 5 and then propels the train out to the west end before running into platform 3 for stabling until later in the evening. As John Sears observes only the WR would attempt such moves at the beginning of the evening peak.

## REPTON BACK IN STEAM

The former Southern Schools class 926 "Repton" has been restored to service by Steamtown at Scranton in the USA. Now wearing SR livery but with air brakes, bell, headlight and "cow-catcher", the 4-4-0, recently the target of a repatriation attempt, is working Steamtown's daily 25 mile passenger service in company with a pair of Canadian Pacific 4-6-2's.



21st March (4771 southbound), Sat. 4th April (4472 northbound) Sat. 9th May (4498 southbound) and Sat. 23rd May (4771 northbound).

The Sunday "Shakespeare Limited" will operate on the following dates - March 22 (4771) April 12 (4771), 19 (35028), 26 (777), May 10 & 17 (4771), 24 (4498), 31 (35028); June 7, 21, 28; July 12, 19, 26; August 2, 16, 30; Sept 13, 27; Oct 11, 25. Fare this year is £38 (no reductions for children) which includes a reserved seat, morning coffee, traditional roast lunch and afternoon tea. Bookings can be made at High Wycombe Travel Centre, tel. HW 41561.

As members will no doubt be aware, our President has, on behalf of Flying Scotsman Enterprises, leased the former WR dmu maintenance shed at Southall. This is intended to provide a maintenance base for the locomotives working on the "Shakespeare Limited". Although Southall is conveniently situated to reach many of the main line stations around London, Marylebone isn't one of them. There are two possible routes, via Greenford Loop and South Ruislip or alternatively Acton Wells and Neasden, however both require the locomotive to reverse twice, leaving Southall and at South Ruislip or Neasden.

## BOOKSHELF

Ron Brooks

Do you discern a Gloucestershire accent? Mike's very nice letter (and flattery!) has persuaded me to continue the book reviews from afar. Perhaps one of the new members would take on the task?

This time we look at railways as seen by artists, historians and modellers, and join the GWR in 1947 in looking forward.

RAILWAY ART  
C. Hamilton Ellis

New York Graphic Society

This is written by a practising master of the craft with illustrations on every page. It has a fair sprinkling of colour and a fascinating commentary. The colour plates, and the black and white for that matter, reveal something new each time they are looked at. A revelation on yet another aspect of our interest.

THE GREAT WESTERN COLLECTION  
Intro by B. Hollingsworth

Blandford Press  
ISBN 0 7137 1608 8

After reading what its all about in "Railway Art" this is the cream on the cake - sixty (yes 60) beautifully reproduced pictures by members of the Guild of Railway Artists. Inevitably you will like some more than others but the overall

subject, its execution, and the quality of the book, ensure pleasure at the turn of every page. Besides, our President wrote the foreword.

THE PRE GROUPING RAILWAYS Pts 1-3 Stationery Office  
SBN 11 290153 0  
290309 6  
290432 7

These three slim volumes, complete with colour plates, give a potted history of some sixteen railways and the odd snippet about the ones before them. Get them on your next visit to the Science Museum and you will become THE authority on railway history for miles around.

THE GWR'S LAST LOOK FORWARD reprint DAVID & CHARLES  
ISBN 0 7153 67 10 2

Just before nationalisation, in 1946, the GWR produced one of their very popular books showing, while there was still time, a working railway's view of its future. From our vantage point we know what actually happened and it is a fruitless, if wistful, exercise to wonder where rail transport would be now if the big four had been encouraged to get on with the job they knew so well. Come to think of it, the politicians didn't make a very good job of running the country either....



There is an appeal about line drawings which has nothing to do with that of pictures. This volume has thirteen sets of line drawings covering the range (was there ever a class 1?) and with each is a text and photograph. A useful reference book - but much more if you are addicted to line drawings or are a modeller.

## LOCO PROFILE

# BR's O3 SHUNTERS

Mike Walker

The recent acquisition of O3.120 by our friends at Fawley provides an ideal opportunity to throw a spot of light upon the smallest diesel locomotives built in BR workshops.

Trials carried out by the Big Four before the last war showed that diesel locomotives were far more flexible and economic for shunting use than their steam counterparts. Therefore it came as no surprise when from the outset British Railways started to build large numbers of diesel shunters long before the Modernisation Plan introduced main line diesels.

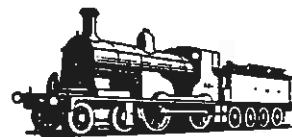
In addition to the well known 350 hp diesel-electric design, eventually totalling 1392 units, which were used in the larger yards, a further fleet of no fewer than 681 small 0-4-0 and 0-6-0 locomotives with mechanical or hydraulic transmissions were built for the many smaller yards and pilot duties then performed by the typical 0-6-OT. These locomotives represented a bewildering variety of types ranging from 153 to 330 hp and 451 of them were made up of 13 different classes from seven builders, all outside contractors. From this plethora of designs the most successful and prolific were the 142 0-6-ODM's supplied by the Drewery Car Company. This was powered by the Gardner 8L3 204 hp engines which had been used by many other designs, indeed it would eventually power 84% of the entire fleet.

Somewhat belatedly BR decided its own workshops should produce a small diesel mechanical shunter and consequently Swindon works outshopped the prototype, D2000, in 1957. This was obviously developed from the Drewery design, the principle mechanical components were identical whilst visual differences were confined to a larger, more modern looking cab, a slight bulge in the bonnet to accommodate a larger fuel tank and a cast iron flower pot "chimney" to enclose the exhaust. This latter feature was not original. Swindon's works manager had intended to finish the loco with a traditional GW style copper capped chimney, however, the humourless bureaucrats at the BTC blocked this and initially the locos emerged with a tapered exhaust similar to the Drewerys. In practice it was found that additional weight was required on the front axle so the final cast iron design was devised.

In addition to Swindon, Doncaster also built the design with production continuing until 1962 by when 230 had been built and numbered D2000-D2199, D2370-D2399, of these D2370/D2371 were originally built for ER Departmental stock as 91 and 92 but were later transferred to capital stock. With the coming of the TOPS system the class became O3 and eventually the locos became O3.001-O3.199, O3.370-O3.399 in the early seventies. They were allocated to all BR regions except Scotland but gradually work for them vanished as local goods yards closed and loco-hauled passenger trains were replaced by m.u.'s, by the end of 1986 only a handful remained in BR stock.

The construction of the O3's like all the small shunters, was more akin to steam locomotive practice than main line diesels. The steel plate frames are stayed and braced in the conven-

When the snow has gone, I'll attempt to provide some information on the GWR (the Gloucestershire & Warwickshire Railway) which (eventually) will run to the back of my garden. Is this a co-incidence?



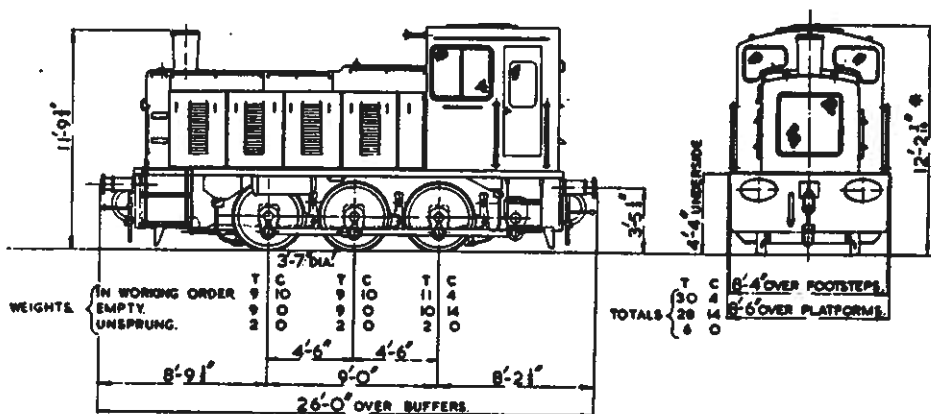
tional manner and the six 3'7" diameter driving wheels had their axleboxes running in horn guides in the normal way with overhung leaf springs providing the suspension. The axleboxes have plain bearings.

The engine is mounted on top of the frames above the front axle and is secured in six positions. The Gardner 8L3 is an 8 cylinder in-line 4 stroke direct injection diesel engine and is in many ways an enlarged version of the successful LW series which powered thousands of buses and lorries in the 40's and 50's. The design includes a horizontally split crankcase, at the crankshaft which runs in seven 4½" diameter bearings. The cylinders are 5½" bore and 7½" stroke (giving a swept capacity of 24.138 litres), with wet liners and overhead valves. The front end of the engine drives the camshaft and auxiliaries via a Triplex roller bush chain and the brake exhaustor and cooling fan, for the front mounted radiator, by vee belts. The fuel pump is mounted on the crankcase driven by one of the valve cams and twin electric starter motors are provided. The engine is set to produce 204 hp at 1200 rpm. Like all Gardners, it has gained an excellent reputation for reliability, longevity and low fuel consumption.

The rear end of the engine is connected to a Vulcan-Sinclair fluid coupling, replacing a conventional clutch, and then by a short prop shaft to the Wilson CA5 gearbox mounted above the rear axle. This is a 5 speed electro-pneumatically actuated continually meshed epicyclic unit. A second prop shaft leads to the Wiseman RF11 final drive reversing unit. Mounted under the cab, this spiral level unit drives a heavily counter-balanced transverse jackshaft which in turn drives the wheels by conventional coupling rods. The transmission is thus similar to a dmu and gives five road speeds ranging from about 3 mph in 1st to an exhilarating 28.5 mph in 5th, which is an overdrive. Naturally, tractive effort is inversely proportional to speed, with a maximum of 15,300 lb at 3 mph reducing to little more than 2000 lb at full speed.

The locomotives are equipped with their own independent air brakes operating one shoe behind each wheel and air operated sanding gear is provided ahead of the front and behind the rear driving wheels. Automatic train vacuum brake gear was provided on all units from new and subsequently many have received standard two pipe train air brake equipment. This entails a boxlike extension to the right front side of the bonnet to house the compressor and air tanks in front of the cab. Air braked examples on the SR have additional high level jumper hoses.

All machinery is contained within a sheet metal bonnet structure with hinged and removable panels for access. The 300 gallon fuel tank is mounted above the fluid coupling and gear box, just ahead of the cab, feeding the engine by gravity. The cab is full width and quite roomy for such a small locomotive. Large windows give excellent all round visibility, the side windows slide and the doors have droplights. A single air horn is mounted on the cab front.



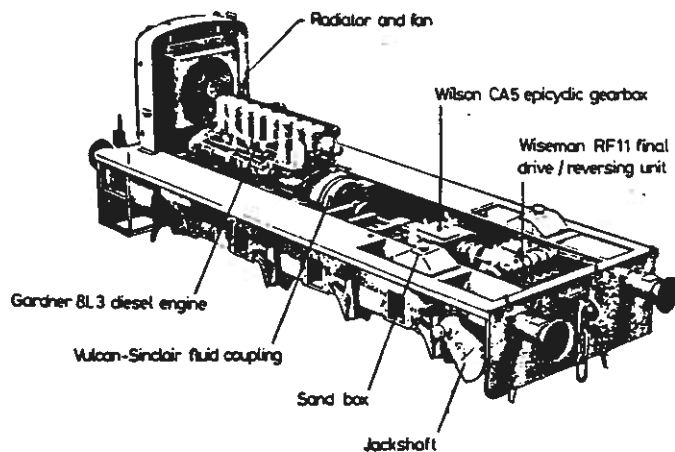
General Arrangement  
Class O3 Locomotives

\* Height over cab roof reduced to 11' 8 1/2" on BP & GV locos, including O3.120.

The O3's saw little modification during their lives other than the exhausts and fitting of air brakes. Their normal lot was of course shunting, but for some years the SR entrusted the Channel Islands Boat Trains to the class (and Drewery O4's) for its trips along Weymouth Quay. The only other regular passenger duties for the type were, to the writer's knowledge, workmen's trains in the final years of the Swindon to Highworth branch.

An unusual modification was effected by WR to several of the class allocated to Llandore. So they could operate over the severely restricted Burry Port & Gwendraeth Valley Railway, the cabs were reduced in height by 6". Fawley's O3, the former D2120, is one of these and spent many years hauling coal, often in groups of three. As no mu control is fitted, each loco was separately manned. Another, O3.079, was slightly reduced in height at Ryde upon its transfer to the Isle of Wight early in 1984.

The O3 is an ideal choice for Fawley. Its rugged design and construction should present few headaches whilst the six coupled short wheelbase chassis and relatively high tractive effort are ideally suited to Fawley's sharp curves and notorious 1 in 14 gradient. We look forward to its restoration to full glory.



Chassis Arrangement Class O3 Locomotives

## TWENTY-FIVE YEARS AGO

Roger Bowen

Deliveries of new rolling stock were still a feature of the railways 25 years ago. In February 1962 the first of six dual power "electro-diesel" locomotives were completed at the Eastleigh Works of British Railways. These were probably the first examples of two power locomotives designed particularly for line service, other such units overseas being all for shunting and transfer work.

The locomotives had a Bo-Bo wheel arrangement and an overall width of 8'8" to suit them for the Tonbridge-Hastings restricted loading gauge. They were designed for operation as straight electric locomotives at 1,600 hp (660 volts dc third rail) or 600 hp as diesel electric locomotives. The first loco delivered was No. E6001.

At the opposite end of the scale there was delivered to the National Coal Board an experimental 0-4-0 shunter built by Sentinel (Shrewsbury) Ltd to operate on methane gas. A modified diesel-hydraulic of 227 hp it was undergoing service testing at the Prince of Wales Colliery at Castleford, Yorkshire.

Other interesting developments: The Western Region converted a standard coach compartment to an auto-buffet, a bay containing nine automatic vending machines. The coach, in chocolate and cream livery was used on the Cambrian Coast Express between Shrewsbury and Aberystwyth.

On 1st April 1962 a through excursion was worked from London Bridge to Sheffield Park, Bluebell Railway, hauled throughout the privately preserved ex GNR saddle tank No.1247.

3rd March 1962 saw the withdrawal of passenger services between Northampton and Bedford, the last trains being worked by 2-6-2T No.84005 of Bedford Shed.

Fare increases were announced on 26th March 1962. The basic 2nd Class fare would rise by a farthing a mile to 3d.

On 7th March 1962 exceptionally heavy seas broke through the sea wall between Teignmouth and Dawlish Warren, bringing traffic to a halt on the West of England main line for two days. During this period through trains were diverted over the Southern Region route between Exeter and Plymouth via Okehampton.

On 30th April 1962 Western Region closed 37 stations and halts when services were withdrawn from lines in the Eastern and Western Valleys of Monmouthshire.

During a week in April the Western Region were "at home" to people in the Birmingham District. Twice daily a tour by diesel train was run between Wolverhampton (Low Level), Birmingham (Snow Hill) and Tyseley, visiting railway installations. At Snow Hill an exhibition included a 2,700 hp diesel-hydraulic loco, a camping coach, a cafeteria car and automatic ticket machines.

February 1962 saw the withdrawal of the first "King" class loco, No.6006 "King George I". On a happier note restored ex-LSWR class T9 4-4-0 No.120 was working ordinary passenger trains between Eastleigh and Bournemouth via Sway or Ringwood. Overseas, Canadian National Railways steam loco No.6167 hauled a 19 car special excursion from Toronto to Niagara Falls with 1,100 passengers on board, despite the fact that regular steam operation on the railway ceased in April 1960.

Another mixture of news from twenty five years ago, a classic mixture of old and new.



## 1986 ANNUAL REPORT

The 10th AGM of the Society was held at 19.30 hrs on Thursday 19th February 1987 at the Chequers, Marlow. (The meeting was postponed from January because of weather conditions).

### 1. Apologies for Absence

Apologies were received on behalf of Mr. Spivey and Mr. Norris.

### 2. Minutes of the AGM

The Minutes of the 9th AGM, published in the March 1986 edition of the "marlow Donkey", were approved unanimously.

### 3. Matters Arising

There were no matters arising.

### 4. Chairman's Report

The Chairman, Bas Woodward, reviewed the events of 1986 and highlighted the following activities:-

- (a) The wide-ranging programme of meetings, including Brent Hudson's third visit, an unusual talk on BT police and more archive films by Tony Hall-Patch.

- (b) The summer outing to the Isle of Wight, and the evening visit to Bound's Green HST depot.

- (c) The Christmas Dinner which had proved a great success in spite of a relatively low attendance.

The Chairman concluded by complimenting Mike Walker (and Mrs. Walker) on the high standard of the "Marlow Donkey" throughout 1986; he also expressed sincere thanks to Charlie Smith for supplying audio-visual equipment.

### 5. Treasurer's Report

The Treasurer, John Sears, reviewed the balance sheet for 1986, emphasising that the balance of £233.29 at the start of the year had increased to £277.88 by the year end. This was attributed to lower than expected meeting expenses and a £24 profit on the summer trip to the Isle of Wight.

Overall, the year was considered a financial success and there were therefore no plans to increase the annual subscription from £5.00.

### 6. Secretary's Report

The Secretary, Pete Greatorex, briefly outlined the

planned meetings for 1987 including the proposed talk in June on the new Docklands Light Railway, followed by a visit in August. The return of David Shepherd in October as part of the 10th anniversary celebrations was also high lighted.

**7. Publicity Report**

Alan Wheeler, Publicity Officer, had nothing to report; he was retiring from the committee and the Chairman expressed the Society's appreciation for his past efforts.

**8. 10th Anniversary**

The Society's plans for celebrating its 10th anniversary during 1987 were outlined by Mike Walker, the highlights being:-

- (a) A weekend trip to the Isle of Man at Whitsun to participate in the annual "Transport Extravaganza".
- (b) An exhibition at Court Garden, Marlow on 10th October, to which several well-known model railways have been invited.
- (c) The return of David Shepherd on 29th October, the venue also being the Marlow Suite, Court Garden.

**9. Election of Committee**

The 1986 committee was: Bas Woodward - Chairman  
Mike Norris - Vice Chairman

- Pete Greatorex - Secretary
- John Sears - Treasurer (co-opt)
- Mike Walker - Newsletter Editor
- Alan Wheeler - Publicity
- Peter Robins - Visits Sec.(co-opt)
- Roger Bowen )
- Roger Woodhams ) - Ordinary members

Roger Bowen, Roger Woodhams and Alan Wheeler were standing down in accordance with Society rules; only Roger Bowen was standing for re-election, carried unanimously. John Sears and Peter Robins were also confirmed as full committee members, and Len Stroud was co-opted for 1987 to assist with the 10th anniversary celebrations.

**10. Norman Aston-Smith Trophy**

A ballot was held for the best article in the "Marlow Donkey" during 1986; Len Stroud again won the £10 book token for his entertaining series of articles, "Donkey Days".

**11. Any Other Business**

Peter Robins reminded the meeting of the Fawley visit on 10th May, and asked for firm bookings as soon as possible.

The Chairman declared the meeting closed at 20.20 hours, to be followed by the annual photographic competition.

# GET THE MONEY!

**JOHN SEARS examines APTIS, BR's new ticketing system.**

Get the money! Basically, that's what railroading is all about. Ignore, though I don't think anyone could, the spectacle of trains of intermodal traffic running through the deserts of the South Western States on what the Americans call "streetcar headways". Ignore the awesome sight and sounds of Canadian Pacific threading mile-long freights through the Rockies. Ignore the pleasures of the lounge car on, say, Amtrak's "California Zephyr" as it outpaces the Colorado. Ignore that feeling of power as an 87 accelerates north out of Preston. Ignore the glory of steam in the Chilterns.

All that is incidental. The by-products of that real task of making money. Some people can ignore such sights and sounds, as evidenced by a new book; "Railway Tickets, Timetables and Handbills". I have to admit to a professional interest in tickets, not because of what they are, but because of what they represent. Think of the millions of journeys made on BR each year. Think of the money paid for those journeys. Stations take in money, "revenue" to a railway person, in amounts ranging from Euston's million pounds plus per week to Primrose Hill's ten thousand per year. Each journey paid for is supported by a ticket of some sort or other.

Ticket issuing fulfills three main purposes. Firstly, it allows a passenger to make a journey. Secondly, it enables money received to be accounted for. Thirdly, it provides "management information" on the journeys made - where, when and at what fare. Mr. Edmondson's card tickets enabled railways to undertake a far better form of stock control than most other businesses, but only by using large numbers of staff. Pre-printed tickets have to be kept secure, checked, recorded, accounted for daily, weekly and four weekly and finally advice of each four weeks' sales must be sent to an

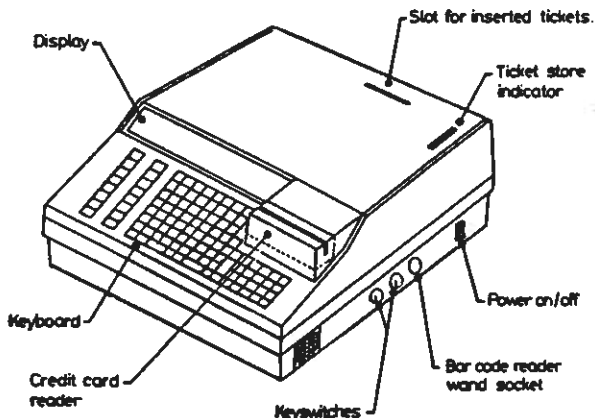
Accounting Centre, who then prepare the details for processing by computer. Efforts over the years to reduce the problems have produced a plethora of ticket types and machines. Two sorts of NCR machines, Flexiprinters, Multiprinters, Rapidprinters, Handiprinters, Ultimatics, Omniprinters and Intis are amongst today's tribe of ticket machines.

The basic requirements of a modern ticket machine are, one, that it uses "blank tickets"; two, that it captures data electronically; three, that it reduces paper work; four, that it is linked to a central computer to allow rapid access to the data captured by the machine, and five, that it reduces the manual accounting required and hence the manpower required.

Consequently when the time came to devise a new ticket issuing system, what was to become known as APTIS (All-Purpose Ticket Issuing System) was evolved. To complete the change-over to electronic data capture, a Portable Ticket Issuing System (PORTIS) was developed for on-train use or at ticket barriers.



Specimen APTIS Ticket



The APTIS Ticket Machine

What these electronic ticket machines can do is issue tickets from blank stocks held inside the machines themselves, print comprehensive details on those tickets, including the time of issue, and record in a memory all details of the issues. APTIS can issue more than just travel tickets. Seat, sleeper and ship reservation tickets can all be issued, as can railcards, car park and platform tickets, rovers and excess. Of great interest to the majority of stations is the fact that APTIS issues all season tickets, removing the requirement to record all the "odd period" and blank tickets issued.

In addition to actually issuing that range of tickets, APTIS can record details of issues of the other ticket types re-

quired today; Continental, Sealink, DFDS, Townsend, executive and the rest. Details of all other cash paid in for items such as rents, parcels, refreshment rooms, filming charges, "Dog Jim" on Slough's platform five or even "Blackpool Hot Ice", can be input using light pens reading bar codes. Similarly details of cash paid out, be it for wages advances, refunds or Alder-Valley Staff season tickets, can be recorded. Everything retained in APTIS machine's memory during the course of each day's business is polled at night by a computer in Nottingham.

It is that nightly link with a main frame computer which is APTIS' most revolutionary feature. The nighttime polling provides much quicker information on ticket sales. The link also means that it is the stations themselves, who, in effect, input most of the accounting information into the computer system, cutting out the "middle men" at the Passenger Accounting Centres.

For the front-line troops in the booking offices APTIS means considerable refinements to their techniques. No more searching books for station codes, no more searching books for the result of 34% discounts, no more date-stamping of seasons or

railcards, no more scribbling out "receipts". All APTIS asks is that its users can read and spell. Two key depressions are all that are needed for some issues. Even a ticket to Llanelli requires only seven. Destinations, unless one of the "top 24" of the issuing station, are entered by keying-in their first four letters. If those letters are common to two or more stations then further names are accessed by pressing the "to" button. Further buttons enter ticket types, railcard discounts, the number of tickets required and the colour of the driver's eyes.

For the present, until a computer file of fares is complete, only what are known as "priced points" fares are held in each station's machines. A "priced point" is a station whose fares are listed in the National Fares Manual. The joy on a booking clerk's face when APTIS pulls out, say, the "high saver" to Grantham is a pleasure to see. Better yet the realisation that APTIS can work out 5 months and 3 days to Reading in about 2 seconds!

Now starring at Slough, Reading, Didcot and Goring. Go and buy a ticket and see APTIS in action - a look is even better than a thousand words.

## GWR LONDON AREA BRANCHES - 1 HAMMERSMITH & CITY

Mike Walker



Today the sight of an underground train running alongside the WR approaches to Paddington is taken for granted, the Hammersmith & City is just another part of London Transport's vast railway system. This belies however an interesting and complicated history.

The Hammersmith & City Railway Co. was founded in 1861 to build a feeder line connecting the riverside town, still in open country then, with the western terminal of the Metropolitan Railway then under construction between Paddington and Farringdon Street - the world's first underground railway and actively promoted by the GW to connect its somewhat remote terminus with the City. Although nominally independent the H & C was from the outset tied to both the Metropolitan, which had four directors on the H & C board, and the GW with three. John Fowler was chief engineer of both the Metropolitan and the H & C whilst Francis Rummens was appointed as contractor.

Making an end-on connection with the Metropolitan at its Bishop's Road station (alongside the GW terminus) the H & C made an immediate connection with the GW main line over which it had running powers for just under a mile to the Green Lane Bridge, now known as Great Western Road. Here the H & C diverged to the south west and started new construction across flat open country dissecting Portobello Farm, Notting Barn Farm, Wood Lane Farm and Silchester Nursery. The first station was Notting Hill (renamed Ladbroke Grove in June 1919) situated where the line crossed Ladbroke Road by the crossing, 1m 61c from Bishops Road. At 2m 20c a spur diverged to the south to join the West London Railway which the H & C crossed a little further on. The WLR had been opened in 1844 and ran from Willesden Jc. to Kensington, it was operated by the LNWR.

Shepherds Bush station was reached at 2m 78c situated just north of the Goldhawk Road and but a stones throw from Shepherds Bush Green (which in those days probably did have grazing sheep, Mr. Wogan). From here the line headed south to its terminus on Hammersmith Broadway, 3m 58c from Bishops Road. Although the branch ran across flat, open country, of its 2m 36c no less than 2958 yards (about 2/3 of its total length) was carried on low brick viaducts. The line was laid with mixed gauge track.

Train services began on 13 June 1864 when the GW provided, under contract to the H & C, a service of broad gauge trains from Hammersmith through Bishops Road and on over the Met. to Farringdon, a distance of just over 7 1/2 miles. A half hourly service was offered taking 38 minutes.

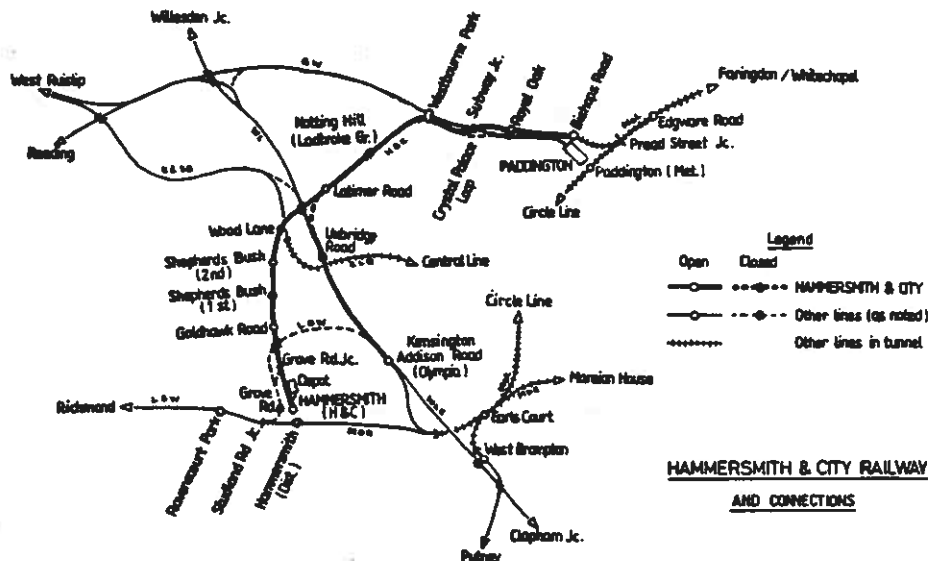
Services via the H & C - WLR connection began on 1 July 1864, initially as portions of the main H & C trains worked between the Junction and Kensington Addison Road with the engine pushing the trains, but from 1st April 1865 a separate GW operated service was introduced, half hourly, between Farringdon and Kensington Addison Road. On the same date the main H & C service started to be operated by standard gauge Metropolitan trains and the two companies jointly leased the H & C putting in a joint management team. Then on 1st July 1867 the H & CR Co. was completely absorbed by the two companies and became joint property.

In January 1869 the LSWR opened a line between Kensington and Richmond. Near Hammersmith this paralleled the H & C before passing under it south of Shepherds Bush. A station was provided in Grove Road, connected to the H & C Hammersmith station by a covered footbridge, and a connection laid in between the two railways. This was used by a short



**Heading**  
The coat of arms applied to the H & C joint electric stock.

**Left**  
A goods line starting out of the Crimea Yard crossed the H & C at Westbourne Park. The stop signal protecting this flat crossing was difficult to see, so to avoid delays to H & C trains by slow goods trains, it was provided with this unique RINGED SIDING DISTANT signal as a repeater.



**HAMMERSMITH & CITY RAILWAY  
AND CONNECTIONS**

lived GW service from Bishops Road to Richmond which ran hourly but lasted only from 1st June 1870 until 31st October the same year. It was later revived by the Met from 1st October 1877 and extended to the City.

The Kensington to City service was extended to become the Middle Circle on 1st August 1872. Trains continued from Addison Road to join the Metropolitan District Railway to Earls Court and thence via the Inner Circle to Mansion House. By 4th December 1876 this had been further extended from Farringdon to Aldgate. These services were provided solely by the GW using standard gauge trains, indeed the broad gauge rails were removed entirely from the H & C by the end of 1869. The Middle Circle was cut back to Earls Court from Mansion House on 1st July 1899.

With the increasing number of trains came the spread of urbanisation of the rural surroundings of the H & C. To service this, several additional stations were opened. Westbourne Park, at the H & C-GW junction, on 1st February 1866; Latimer Road, adjacent to the WLR spur, on 16th December 1868 and Royal Oak,  $\frac{1}{2}$  mile from Bishops Road, on 30th October 1871. The latter served only the H & C which now had its own relief lines north of the GW main line which was crossed on the level at Westbourne Park. This obvious bottleneck was relieved with the opening of the Subway Junction underpass in 1878.

H & C services were extended to Aldgate in December 1876 and then from 6th October 1884 some trains continued to New Cross (SECR) by way of the East London Railway and Brunel's original Thames tunnel. Additional stock was required for these expanding services and from 1st January 1894 the GW provided all Middle Circle and one half of the Hammersmith - Aldgate and Richmond - Aldgate trains, the remainder were provided by the Met, including those running on the ELR, which never saw GW trains.

Until now all the services under review had been steam hauled but as the new century dawned the future was electric, following a successful experiment by the Metropolitan and Metropolitan District Railways at Earls Court in 1899. Consequently in 1902 the Met and GW jointly sought powers to electrify the H & C plus the spur from Latimer Road over the WLR to Kensington. The system used was the 600v DC 4th rail system used on the Inner Circle. The GW built a power station at Park Royal and substations at Royal Oak and Shepherds Bush. These employed La Cour converters, similar to motor-generator sets, which were unique to the H & C.

To work the new service twenty 6 car trains were required and these were to be purchased in equal numbers by the two companies and thus became the only electric trains ever owned by the GWR. Built by the Metropolitan Amalgamated Railway Carriage & Wagon Co. there were three types of car, the Motor Third, Trailer Third and Driving Trailer First. These were coupled in 3 car sets so a complete train would be formed thus: M-T-DT-DT-T-M. Each car was 52'6" long and 8'9" wide with open type saloons and end entrance vestibules with hand operated sliding doors. Additionally the Motor cars had a small luggage compartment and were equipped with BTH GE76 traction equipment, including four 150hp traction motors. The cars were finished in varnished teak with white waist and cant rails. The latter was lettered "Great Western & Metropolitan" one side and "Metropolitan & Great Western" on the other. In their later lives they received additional centre vestibules.

Electric services commenced on the H & C on 5th November 1906, but as the East London line was not equipped, trains now ran between Hammersmith and Whitechapel. One month later the new trains started work between Aldgate and Addison Road, the Middle Circle had been cut back from Earls Court to Kensington on 1st February 1905. As the LSWR line through Grove Road was not electrified, the GW introduced a shuttle between Richmond and Notting Hill, which operated from 1st January 1907 until the 31st December 1910. The service was then withdrawn and the H & C-LSW connection removed in November 1914. Meanwhile the Kensington service had been cut back to a shuttle from Edgware Road from 31st October 1910 and the main H & C service reverted to Aldgate for its eastern terminus on 31st March 1913.

This last change was shortlived, for following electrification of the ELR two trains per hour started operating to New Cross (SECR) and two per hour to New Cross Gate (LBSC) from 9th February 1914. This required more trains than the Joint Stock fleet could provide, so a small number of 1905 Metropolitan trains were allocated to the H & C.

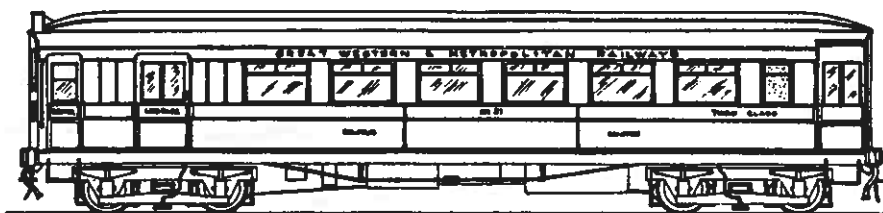
Further changes involved H & C stations during and following electrification. Hammersmith was rebuilt between 1906 and 1908. A 1000' long car maintenance depot was erected just outside the terminal, all the electric trains, irrespective of ownership, were maintained here. The original Shepherds Bush station was replaced by a new Shepherds Bush, 300 yards north adjacent to Uxbridge Road on 1st April 1914, and Goldhawk Road 250 yards south on the same day. During 1908 a station was provided at Wood Lane to serve the Franco-British Exhibition at nearby White City. By coincidence this station was at the point where the Latimer Road & Acton Railway would have diverged. Proposed in 1882 this line would have run south of Wormwood Scrubs to join the GW near Acton Main Line but was never completed.

The London Passenger Transport Board was formed in July 1933 and assumed the Met's share of the H & C. There was little change initially but in September 1936 some peak hour trains were extended over the District to Barking. At the same time 1st class was abolished, this being a prelude to the replacement of the Joint Stock with the new 'O' or Metadyne stock between 1937 and 1938. The new trains were wholly owned by the LPTB.

On 20th November 1939 H & C trains were withdrawn from the ELR which was henceforth worked as a shuttle service. This was because of the danger of service disruptions caused by air raids on the Thames Tunnel. An air raid on the night of 21st October 1940 damaged the H & C-WL connection leading to the suspension of the Edgware Road to Kensington service. Neither service or line were restored.

Upon Nationalisation in 1948 the newly formed London Transport Executive assumed total control of the H & C whose services had by now taken on their present pattern. In November 1967 the resignalling of Paddington saw the last connections between the H & C and WR removed. Finally, in 1970 the Metadyne stock was replaced by the current 'C69' silver stock, which led the way to the recent introduction of Driver Only Operation. Current station modernisation is wiping out the last traces of the past.

The modern Hammersmith & City has arrived - just another part of the LT system, but with a colourful history.



Driving Motor Third - 1906 Hammersmith & City Joint Stock.

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

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FAMILY EXCURSION TO SWANAGE

SUNDAY 19th JULY

This years summer trip takes us to the rapidly expanding Swanage Railway which this year expands further in the direction of Corfe Castle. An interesting collection of locomotives and rolling stock is being assembled with the ex-LSWR M7 tank expected from the USA.

The station is located close to the beach and town centre in Swanage for those members of the family who do not want to spend all day at the railway. Additionally, during the afternoon the coach will operate an optional scenic excursion to the picturesque Lulworth Cove, making stops enroute to drop off visitors to Corfe Castle or Bovington Tank Museum. This trip will therefore cater for nearly every taste.

The coach, driven by Gavin Francis again, will leave Marlow at 08.30 and is expected back around 20.00 hrs.

Fare: Adult £7.50      Child (under 16) £4.00

Please enclose a deposit of £3.00 per person (non-returnable) with your booking

Bookings to Peter Robins, 95 Broom Hill, Cookham, Berks SL6 9LJ. Tel. BE 27870

Name.....

Address.....

.....  
 .....

Tel. No. ....

Please reserve ..... adult seats  
 ..... child seats

Please find enclosed £..... deposit(s)

Balance Sheet for Year Ending 31 December 1986

<u>Income</u>			<u>Expenditure</u>		
Balance in hand on 1.1.86	233.29	(189.75)	Room Hire	165.00	(157.50)
Annual Subscriptions (1986)	286.00	(234.00)	Speakers Expenses	46.12	(49.00)
"    "    (1987)	10.00		Transport Trust Subscription	16.00	(16.00)
Meeting Subscriptions	181.75	(169.00)	Dinner Expenditure	261.55	(260.61)
Summer Excursion	461.09	(294.00)	Summer Excursion	434.65	(312.40)
Christmas Dinner	231.00	(241.50)	Competition Prizes	35.60	(29.95)
Sale of 1 Newsletter	0.20		Exhibition Expenses	10.00	(14.68)
Building Society Interest	21.81	(20.95)	Newsletter	114.69	(81.60)
			Postage & Stationery	7.85	(10.17)
			Video Cassettes	16.80	
			Deposit for 10th Anniversary Exhibition	39.00	
				<hr/>	
				1,147.26	
			Balance in Hand	277.88	(233.29)
				<hr/>	
	<hr/>	<hr/>		1,425.14	<hr/>
	1,425.14				

Membership at 31.12.86      58 + 1 Honorary (52 + 1)  
 Average monthly attendance      33 (30)

MARLOW & DISTRICT RAILWAY SOCIETY : 1986 FINANCIAL REPORT.

ITEM	INCOME	COSTS	ITEM	+/-
Christmas Dinner	£231.00	£261.55		-30.55
Meetings	£181.75	£165.00	Room Hire	
		£ 46.12	Speakers Ex	-29.37
Newsletter	£ 0.20	£114.69	Production	
		£ 2.88	Postage	-117.37
Trip A. Isle of Wight	£461.09	£434.65		+26.44
2. Fawley II	£ 25.50	£ 25.50		
Miscellaneous Items				
1. Exhibitions		£ 10.00		
a. Chiltern Trains		£ 39.00	Room Dep.	
b. Oth. Anniversary				
2. Prizes		£ 10.00		
2. H. Aston-Smith		£ 25.60		
b. Photo. Competition		£ 16.80	Cassettes	
3. Video		£ 16.00	Subscriptions	-117.40
4. Transport Trust				
Society Expenses				
1. Postage		£ 2.52		
2. Stationery		£ 2.35		- 4.97
1986 Subscriptions	£286.00			
1987 Subscriptions	£ 10.00			
B. S. Interest	£ 21.81			+317.81
	£1217.35	£1172.76		+ 44.59

On hand at the start of the year £235.29 ✓

On hand at the end of the year £277.88 Increase: £44.59

Notes: i) copy of "The Donkey" was sold.

ii) All money was refunded because the visit was cancelled.