

# THE MARLOW DONKEY

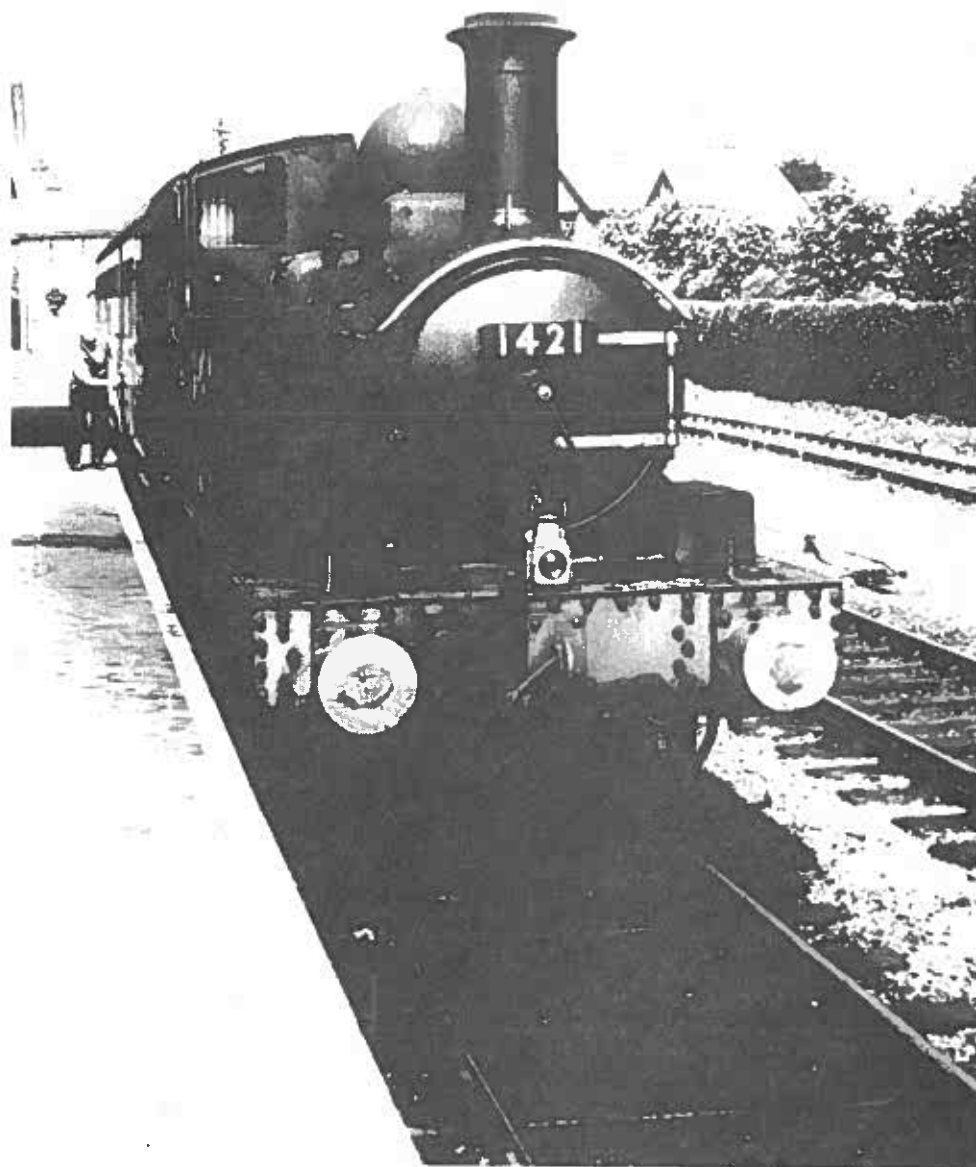


№ 43A

SEPTEMBER 1987

Newsletter of the MARLOW & DISTRICT RAILWAY SOCIETY

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One of the last steam hauled "Marlow Donkey's" awaits departure from the old Marlow station in July 1962 with 0-4-2T 1421 in charge.

(Photo: N. Aston-Smith collection)

## 10th ANNIVERSARY SOUVENIR ISSUE

# CHAIRMAN'S NOTES

As there are now comparatively few of the original members who formed our Society back in 1977, I think it would be useful to restate the Aims of the Society. They were "to increase knowledge and to further interest in all aspects of standard and narrow gauge railways by means of discussion, films, talks by visiting speakers and by visits to centres of railway interest". After several years a number of our more energetic members were able to join the Fawley Museum Society and their keenness and dedication are now most evident to visiting societies.

As I write plans for our ten year celebrations are being completed. A small group (four members) undertook to work out how best we could celebrate the Society's first decade. This small sub-committee has been meeting regularly and I am sure their efforts will be rewarded in October. Unfortunately, the majority of our members are happy to sit back and let the few take the strain instead of spreading the load. I would like to pay a tribute to the hard work undertaken by this quartet.

I have just been re-reading our Society's Newsletter for September 1977. It had no name at that time. The Editor, Stan Verrinder, invited suggestions and stated "that the member who comes up with the best idea will receive a prize of a pint of the best Marlow bitter". I've no record of the winner's name or whether he actually got his tankard of ale. My predecessor, Len Spicer, wrote of the Society's visit to Swindon Works in August 1977. To those of us who knew those buildings 40 years

## TIMETABLE

### FORTHCOMING MEETINGS & EXCURSIONS

Meetings are held at The Chequers, High Street, Marlow at 7.45 for 8.00. EXCEPT OCTOBER - See below.

#### Sat 10th Oct. GREAT MARLOW RAILWAY EXHIBITION

Court Garden, Marlow, 10am - 5pm. We look forward to seeing all our members and their families during the day. Your help is still requested - contact Mike Walker on Marlow 3899.

#### Thurs 29th Oct. AN EVENING WITH DAVID SHEPHERD

The world famous artist and preservationist returns to address the Society. To be held at Court Garden at 7.15 for 7.30. Members plus one guest 50p, non-members £1.00, children 50p. Bookings to Peter Robins, 95 Broom Hill, Cookham, SL9 6LJ. Tel. BE 27870.

#### Sat 14th Nov. 10th ANNIVERSARY DINNER

A social gathering to celebrate our first 10 years, this informal Dinner will be held at The Chequers at 7.45 for 8.00. We hope to see as many members as possible for this historic

## SOCIETY NEWS

### NEW MEMBERS

Once again it is our pleasure to welcome three new members to the Society, Mr. Knight of Marlow and Mr. Eaton and Mr. Speechley, both from High Wycombe. In addition, all but two of our 1986 members rejoined this year taking our numbers to around sixty. Curiously we still have few members from south of the river.

### PREVIOUS MEETINGS

Due to commissioning problems, the Docklands Railway were unable to accept our invitation to the June meeting. However, Peter Robins researched the subject at short notice and did a very good show, expanding the subject to cover all LT railways. Peter was assisted by a LDR signal engineer, Colin Harrison, who visited the Society in response to our magazine advertising.

A full house for the July meeting heard an entertaining talk by Wally Richards our local BR Traffic Manager who recalled his footplate career starting in South Wales and graduating to Old Oak Common. It was encouraging to hear that even on the mighty GW things did not always go with clockwork precision and Tony Caton finally found a railwayman who not only knew his father, but actually fired for him.

Despite foul rain during the journeys the sun shone on Swanage during our visit on 19th July. A full report appears elsewhere in this issue.

earlier it was so sad to see just a handful of workers refurbishing dmu's. Outside in the breakers yard were the skeletons of "Westerns", excellent diesels no doubt but so short-lived.

One member who rejoiced in the name of Malcolm Campbell provided an excellent account of our first annual outing. We set out in an attractively restored double-decker bus. Unhappily she "died" on Putney Bridge. The replacement vehicle, an ancient Green Line bus, took us by fits and starts to the Romney, Hythe & Dymchurch Railway in Kent. The last half mile home was accomplished by Society members PUSHING RF213 into Marlow. She did not reach the Donkey but spent the night in the car park of the Britannia Inn. Since then we have assured our comfort with a series of modern luxury coaches.

A recent David & Charles publication has come my way. It will appeal particularly to GWR enthusiasts as it is based on 20 years (1948 - 1968) experiences of an Oxford engineman, Richard Tolley has chosen a title to catch the eye in the bookshop. We all know of Oxford's "dreaming spires" but he has called his book "STEAMING SPIRES" Oxford University kept both the GWR and the LNWR at a respectable distance and no smoke or steam could ever have disturbed the hallowed collegiate buildings. It is a good buy and I recommend it as a stocking-filler later in the year.

*Das*



occasion - see attached sheet for details.  
Bookings to Peter Robins Tel BE 27870.

#### Thurs 19th Nov. HITLERS BROAD GAUGE RAILWAY PROPOSALS

John Blythe

Tonights meeting concentrates on one of the least known and fascinating schemes in Hitler's Germany, a broad gauge super railway. Historian John Blythe has researched the subject and presents an illustrated talk. Don't miss it!

#### Thurs 17th Dec. ANNUAL VIDEO SHOW

A chance to look back at this historic year through member's videos, recalling the Isle of Man weekend, summer trips and the exhibition plus other events of local and national interest

#### Thurs 21st Jan. ANNUAL GENERAL MEETING

As usual the formal business will be followed by an informal presentation of members slides.

### DOCKLANDS VISIT

The delayed introduction of passenger services on the London Docklands Railway caused the postponement of our proposed visit in August. This will be re-arranged as soon as the line is opened to the public. Members who expressed a desire to go will be contacted as soon as possible.

### ANNIVERSARY DINNER

A special dinner is being held at The Chequers on Saturday 14th November to mark our 10th Anniversary. This is a social gathering which we hope as many members as possible will attend. In particular the committee hopes all the surviving founding members will be present with their guests. We know many members avoid the annual Christmas Dinners but please, this year, make the effort and help us make it an evening to remember. Obviously, there will be no Christmas Dinner this year.

### DAVID SHEPHERD MEETING

Advance sales of tickets for the October 29th meeting featuring David Shepherd are going well and now go on sale to the public. We remind members to book as early in advance as possible to avoid disappointment, non ticket holders will be admitted on the night ONLY if seats are available.

## 10th ANNIVERSARY EXHIBITION

Many thanks to all members, wives and mothers who have so generously offered to donate food for the catering side of our forthcoming exhibition on Saturday 10th October. We have had almost a 100% response.

# RAILWAY ROUNDABOUT

## NOTES AND NEWS

### JOINT LINE GOES WESTERN

Effective 4th October 1987 the GW/GC and GC/Met lines from Marylebone to Banbury and Aylesbury including the Princes Risborough to Aylesbury link pass from London Midland to Western Region control. Initially, Bletchley and Marylebone will continue to maintain the 4 car class 115 dmu's, until "Sprinters" are introduced in 1989-90. The GW/GC line has been under LM control since 1974, previously it was joint LM/WR and ER/WR prior to 1958.

### NEXT STOP - THAME PARKWAY

A new passenger station is always welcome, especially in our area, Thame Parkway opens on 4th October. Not to be confused with Thame on the old Wycombe Rly Oxford extension which closed in 1963, the new station is located on the GW/GC Joint line five miles north of Princes Risborough on the site of the former Haddenham station which also closed in 1963. In the following quarter century the area has seen major housing growth which the new station will serve.

### MORE DMU REALLOCATIONS

Following criticism from the TUCC of the Reading-Gatwick/Tonbridge services, BR have decided to replace the ageing GRCW class 119 cross-country units with Metro-Cammell class 101's. The 104's at Old Oak are reallocated from Cricklewood and are intended for the Gospel Oak to Barking service but occasionally stray onto WR routes. Bristol class 117 set B430 has been noted in the area still in GW150 brown and cream.

John Sears reports that prototype class 210 demu cars DMBS 60201 TS 60400/60401 and one of the DTS cars were hauled north bound through Oxford on 17th July by 45110 accompanied by a pair of match wagons and an ex-SR bogie goods brake. John advises they were bound for Derby for overhaul but the future of these non-standard units has been in doubt.

## MAILBAG

### Member's Letters

Dear Editor,

I am pleased that, at last, one of my "25 Years Ago" articles has provoked a reply in "readers letters".

Your letter regarding the Southern Electro-diesels did of course highlight the deliberate mistake in my article. The comment made about being "probably the first main line dual power loco built" was taken from the April 1962 "Railway magazine". History has repeated itself as in the June 1962 issue

## TWENTY-FIVE YEARS AGO

Roger Bowen

Twenty five years ago on 1st August 1962 the Transport Act received its Royal Assent and the administration of British Railways was set on a pattern that it still has today.

The Act gave power to dissolve the British Transport Commission and create five new separate Boards, for British Railways, London Transport, British Transport Docks, British Waterways and the Transport Holding Company which took over a number of activities operating in a company form, eg provincial omnibus companies. British Railways Board would have its capital burden reduced by writing off accumulated losses of £475 million and some £600 million going into a suspense account. A fair measure of commercial freedom would be permitted as the Board would be free to fix its own charges and no longer be a common carrier. They would be released from the archaic statutory obligations to provide, whether they pay or not, certain services and facilities to traders and other users. The Board would also be able to develop land, and to provide and operate pipe lines on its land.

More help is required on the actual day and anyone who has not yet offered their services and now find they have an hour or two to spare will be very welcome. Please telephone Marlow 3899 or 5227.

More members are also required for Stewarding duties.



We are led to believe that the WR London area services including the Reading-Gatwick/Tonbridge and Marylebone services will be converted to "Sprinter" operation during the winter 1989/90. Class 155 "Sprinters" commence operating into Oxford from Worcester in October this year.

### NEW RAILAIR COACHES

The Berks Bucks Bus Co. is taking delivery of six advanced Hestair-Duple 425 integral luxury coaches of high specification for the BR contracted Reading-Heathrow service, replacing four year old Leyland "Tiger"/Plaxton coaches which will be transferred to the company's "Londonlink" services.

### DMU DIFFICULTIES

July was a disastrous month for the WR dmu fleet. Severe disruption occurred on the branch on the 11th when a final drive fell off set L423 at Marlow. Later that day a gearbox fell out of class 117 W51386 at Taplow resulting in a ruptured fuel tank and fire. A few days later a similar incident befell set L410 which was being towed dead from Reading to Bristol. Nobody bothered to disconnect the drive and it got no further than Didcot before the final drive on W51345 shattered the gearbox and ruptured the tank leading to another fire.

There were two occasions when Old Oak drivers have reversed WR units into SR class 205 demu's on Reading's fuelling line resulting in a written off class 119 motor car and serious damage to W51396 of NSE liveried class 117 set L417.

Back on the Marlow branch, on the 22nd a driver heard a loud bang under his class 101 motor car leaving Maidenhead and found he had to keep his finger on the starter to prevent an engine cutting out. On returning to Maidenhead the smell was clear evidence of an overheated engine, and the cause? The water pump was lying in the four-foot.



a Mr. D.H. Miles of Hadley Wood, Midx. makes the same points as yourself. The FL9's as you correctly state were an adaptation of the Electro-Motive Division of General Motors FP9 design to enable the otherwise diesel locomotives to take current from the third rail when working over New York Central metals between Grand Central Station and Woodlawn.

Congratulations on being so observant.

Roger Bowen



Other more mundane happenings included the delivery of new rolling stock. In particular the Southern Region took delivery of 14 275 hp diesel-electric shunters from Ruston Paxman Sales. These had a shorter wheelbase than the standard BR 350 hp diesel shunter and would replace the "USA" class steam locos.

Regional changes were in the air, this was scheduled for January 1963 and included major revisions to Southern, Western and London Midland Region boundaries in the West Country and the Black Country.

Services were being accelerated. The London Midland Region announced that the new "Midland" service with diesel traction would have speeds up to 90 mph. Greatly improved journeys between St. Pancras and Manchester Central would replace most Euston - Manchester daytime trains.

Services withdrawn also feature in this series with regularity. 1st August saw the last train between Bewdley and Tenbury Wells, Western Region. On the same date services were withdrawn between Wolverhampton Low Level and Stourbridge Junction.

10th September saw services withdrawn between Blackburn and Hellifield. 1st October closure between Kelvedon and Tiptree, Essex (Goods Service - the last remaining section of the Kelvedon & Tollesbury Light Railway). October 15th saw a number of Western withdrawals, Neath Riverside to Brecon, and Cheltenham Spa, Kingham and Chipping Norton. Finally 5th November saw services go between Gwinear Road and Helston.

Preservation was in the news. The Railway Preservation Association had been formed under the Chairmanship of Captain W.G. Smith, to provide liaison between established preservation societies, and to encourage worthwhile new proposals.

The Southern Region announced that negotiations between British Railways and the Westerham Railway Association for the sale of the Westerham Branch Line would begin shortly. The Association had offered £30,000 for the line which was acceptable to BR subject to conditions, mainly the assurance that

## BOOKSHELF

### Ron Brooks

Autumn is here. Where did the Summer go? This time we have some 'reference' works which can be very interesting - preferably in small doses - and something lighter for an alternative to the telly.

GO GREAT WESTERN  
T W E Roche

FORGE BOOKS

A small collection of reminiscences first published in 1966. Ideal reading for all especially those sufficiently venerable to remember the 20s and 30s. Just right for Ancient Britons.

SINGLE LINE RAILWAYS  
O S Nock

DAVID & CHARLES

Those of my readers who have assiduously kept abreast of the books I have reviewed will by now have had authoritative information on building and driving steam engines, bridges and electrification (how did that get in?). Railway architecture, disasters and personnel also appeared. If either of you happen to be approached by a third world potentate requiring a railway, this book will tell you how to set about it.

GWR STARS CASTLES & KINGS  
O S Nock

DAVID & CHARLES

This book is not only a compendium of information on GWR loco-

### LOCO PROFILE

## ELECTRO-MOTIVE F's

### Mike Walker

It is without doubt the most familiar diesel locomotive in the world thanks to a 20 year production run of some 7620 units and countless model reproductions. It permeated nearly every major railroad in North America and, despite being designed as a freight hauler, ended up hauling some of the greatest trans-continental streamliners. Today, nearly half a century after its debut, the survivors are still at work on a variety of duties across the continent. In short it is the General Motors Electro-Motive 'F' series.

EMD started up business in the mid-twenties providing the mechanical and electrical equipment for gas-electric and later oil-electric railcars. By the mid-thirties a standard range of switchers (shunters) and streamlined passenger locomotives were in production powered initially by Winton engines but later by EMD's own 567 Vee type two stroke engine. By 1939 only long haul freight remained aloof from the challenge of the diesel, then came the prototype 'F' unit.

Designed by Dick Dilworth, the first models were designated FT and were permanently coupled twin units consisting of a lead or A unit, with cab, and a cabless booster or B unit, both Bo-Bo's rated at 1350 hp produced by a V16-567 engine. As befitted a product of the thirties streamliner era, the locomotives had enclosed monocoque body structures, the A unit having a streamlined Bulldog nose was a shortened version of the current 'E' passenger unit. The 'F' nose was regarded as a classic of good design and subsequently appeared on later 'E' units.

The prototype FT, demonstrator 103 which appeared in November 1939, was actually two twin units back-to-back making a 5,400 hp locomotive equal to all but the very biggest steam locomotives. Making a barn-storming tour of the country, which included a Chicago-Los Angeles round trip of 5000 miles pausing only long enough for crew changes and refuelling, the unit

the service would make the additional bus service paid for by BR unnecessary. The Association planned a diesel commuter service of 12 to 15 trains a day plus vintage steam trains at weekends.

Finally, overseas news. On 4th October 1962 at La Grange, Illinois the Electro-Motive Division of the General Motors Corporation of America handed over to the Louisville and Nashville Railroad a GP30 locomotive, the 25,000th diesel-electric loco to leave the works. The 25,001st unit was for interest, a JL8, one of the export models for Coras Iompair Eireann in Ireland.

As we go into the articles it will be seen that "today's railway" is slowly being formed, BRB coming into existence, Beeching in power, new diesels and electrics, steam going and branch line closures. The next few months will surely see this accelerate.



motive practice and running but also a pleasure to dip into for the odd read. It has history, diagrams, pictures, tables, routes and all sorts of incidental information, all well presented. Throughout runs the invisible thread of strong personalities moulding the GWR. Can you afford to be without it?

BROAD GAUGE  
Lance Day

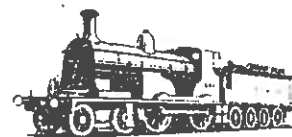
SCIENCE MUSEUM  
O 11 290437 8

Obviously the broad gauge and its equipment but also the 'politics' surrounding it. It seems incredible that nothing was ever done to ease the 'break of gauge' problems. Illustrated with contemporary black and white pictures. A fine start for wondering what might have been, 200 mph inter city?

BR STANDARD FREIGHT WAGONS  
Pre NATIONALISATION FREIGHT WAGONS  
David Larkin

BRADFORD BARTON  
O 85153 302 7 & 240 3

These pictorial surveys each contain about 100 clear pictures of freight wagons in black and white. Each has an extended caption which enhances the pictures. What a variety of vehicles were provided to carry the variety of goods that went by rail - and wagons have much of interest built into them. These pictures show quite a lot of it.



made a deep impression on the industry and orders came flooding in. So important was the FT that the War Production Board allowed construction to continue throughout World War II, the only road diesel so permitted. This, together with EMD's diesel only production, was largely responsible for founding the company's technical and market domination it has enjoyed ever since.

Most of the FT's were supplied as 5,400 hp A-B-B-A sets, a few as 2,700 hp A-B units and some as 4,050 hp A-B-A sets. The latter included a special short booster (FT-SB) with bar couplings at both ends. From the outset the model was highly standardised but a number of production options were offered, the most popular being Dynamic Braking, a system by which the motors can be switched to become generators, turning the trains kinetic energy into electrical energy which in turn is dissipated as heat in a resistor bank. Such braking reduces brake shoe wear and fade, when handling heavy trains downhill.

At the end of the war EMD introduced an improved model, the F2A cab and F2B booster. Fitted with a modified V16-567A engine, still rated at 1,350 hp, the main changes affected the wheelbase and introduced conventional couplers at both ends of all units allowing operators greater flexibility (many FT's were similarly modified). There were also cosmetic changes to the bodysides.

The F2 however was a stop-gap and was not produced in large numbers. EMD were busy enlarging the 567 to produce a 1,500 hp V16-567B which was used in the F3A and F3B models. With these EMD really began the assault on the last bastions of steam. An A-B-B-A set of F3's produced 6,000 hp equalling any steam locomotive, but more importantly railroads found the idea of 1500 hp "building-blocks" enabled them to match power to the size of the train rather than matching the train to the locomotives. This made even greater cost savings above

the inherent economy of the diesel and virtually every major railroad became dieselised or committed to the goal.

EMD did not sit on their laurels though and attention now turned to electrical components which had been somewhat primitive. The company developed improved generators, traction motors and control equipment including for the first time automatic transition on the motor tapings. The improvements were introduced in 1948 as the '7 line' covering all EMD's range. In the 'F' series this brought the F7A and F7B in which the 567B engines were retained at 1,500 hp. By now F's had begun appearing in passenger service and were being supplied with steam generators and high speed gearing as further options. Passenger F's were particularly popular in the west where they were found to be better mountain climbers than the A1A-A1A 'E' units. To meet this new market EMD introduced a dedicated passenger version of the A unit known as the FP7A. This had a larger steam generating capacity leading to an increase of 4' in overall length. The exterior appearance of the F7's, and late F3's, had been considerably tidied up with larger front number boards and full length stainless steel air filter grilles.

Until 1951 all F's had been built at EMD's plant at La Grange in the western suburbs of Chicago, but in that year General Motors opened a plant at London, Ontario to meet the growing Canadian market. This was principally an assembly plant with the major components shipped in from La Grange. Additionally the associated Clyde company in Australia started producing single and double ended derivatives for the Australian market, whilst a smaller cousin was produced by Nohab in Sweden for the European market. Curiously, the only true F's exported, other than to Mexico, were two small groups of FP7A's and FP9A's to Saudi Arabia.

The F9 was the final member of the group introduced in 1954 following the further upgrading of the prime mover to produce

the 1,750 hp V16-567C. Again, F9A, F9B and FP9A versions were built both at La Grange and London but sales were relatively low failing to match the F3's let alone the runaway success of the F7. The reason for this was that investment in new passenger equipment was drying up and railroads were purchasing less glamorous but functional Geep or hood units for freight service.

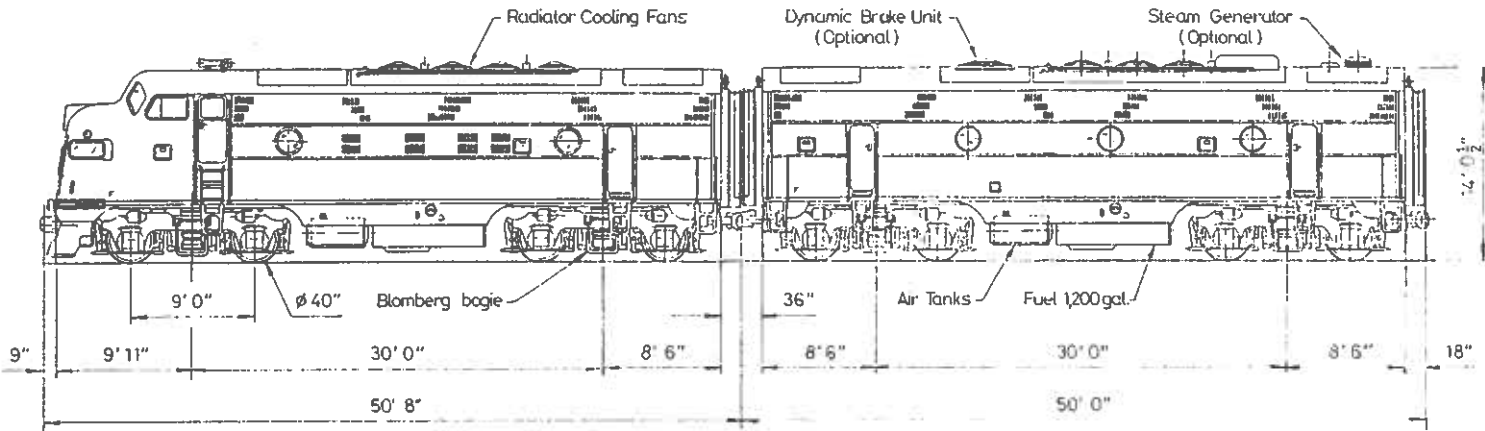
However the story was not finished for in 1958 the New Haven received the most non standard F of all, the FL9. Eight feet longer than a regular F9A cab unit, this had a two axle Flexicoil at the front in place of normal Blomberg unit and a three axle Flexicoil at the rear giving a Bo-A1A arrangement. This was necessary to accommodate pick up shoes and additional control gear to allow the FL9 to run as a diesel-electric or straight electric off 750V dc third rail in the New York area where by-laws prohibit locomotive exhaust emissions. The last batch of FL9's had an even more powerful engine, the 1,800 hp V16-567D1.

The last F, New Haven FL9 No.2059 appeared in November 1960 but even before then withdrawals of earlier units had been underway for many years, mostly returning to EMD for scrapping as trade in on newer power which often included major components salvaged from the F's. Today the survivors haul Canada's principle passenger trains, commuters in Toronto, Montreal, Boston, New York, Philadelphia and Washington, senior executives or railfans for Chicago North Western, Norfolk Southern and CSX, handle all types of traffic on Ontario Northland or occasional freight on CN or quiet shortlines. Many more years will go by before the last engine in revenue service is silenced and we are left only with museum exhibits to remind us of "the deisel that did it".

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### F7A

### F7B



Denver & Rio Grande Western 5771, a model F9A, and F9B's 5762/5763 were amongst the last F units built. They were probably the world's most photographed diesel locos, being virtually the only power used on the "Rio Grande Zephyr" during its twelve years as America's only non-Amtrak passenger train.





# A DECADE OF PROGRESS

## ROGER BOWEN AND MIKE WALKER LOOK AT OUR FIRST TEN YEARS OF ACTIVITIES



### IN THE BEGINNING....

Members all know, we hope!, that 1987 is the 10th Anniversary year of the Marlow & District Railway Society.

How did it happen? Well, the story begins. Way back twelve years ago in the Autumn of 1975 the Marlow branch of the Workers Educational Association held a 10 week course on Railways. The existence of this course was largely due to the efforts of Bob Hatfield who was at the time secretary of the Marlow branch of WEA. This course, which was tutored by a gentleman from Aylesbury was a success and led to a further course a year later in the Autumn of 1976. For 1976 the Aylesbury tutor was not available and Roger Bowen, who had been on the 1975 course, was asked to be tutor. This time the subject matter was specific "History of the Great Western Railway". This course, too, was a success and by Christmas 1976 there was a nucleus of people interested in railways.

Regrettably at this time "disaster" loomed. The Marlow WEA was

### THE STORY SO FAR....

The Marlow & District Railway Society thus came into being on 24th February 1977 with just sixteen members but word soon got around and the membership started to grow. As there was uncertainty over the long term success of the Society, the first year's meetings featured speakers drawn from our own ranks or friends. Highlights of the first year included memories of early train spotting in Bedford and Oxford by Roy Mee and Bas Woodward whilst in the first of what have become regular Christmas film shows, Harry Watt, a Marlow resident, showed the classic documentary "Night Mail" on which he was the director. By the end of 1977 the membership had risen to forty.

By tradition the Society meets on the third Thursday of the month, eleven times a year, August is missed as many members are on holiday. Therefore our September 1987 gathering marks our 120th meeting. The mammoth task of arranging these has fallen on the shoulders of Roger Bowen and Pete Greatorex, to both of whom the Society owes a great debt. Talks have covered every conceivable aspect of railways, technical descriptions of various aspects of today's BR, career memoirs, profiles of various preservation schemes, railways in the service of the post office and military, and through the medium of film and slides, overseas visits to such diverse parts of the world as West and Eastern Europe, North and South America, South Africa, Russia, India, the Far East and China, only Australia seems to have escaped. With so many talks behind us a number of highlights stand out. Tony Hall-Patch's regular presentations from the NRM's film archive and Brent Hudson's hilarious talks of trips to India and China are always popular, as were Mike Hanscomb's three light hearted but deeply technical lectures on signalling. Railwaymen are a fertile source of entertaining talks, one thinks of the late Don Fendley's memoirs of foot-plate days in Geordieland and more recently Wally Richards tales of the Great Western.

David Shepherd was the biggest name ever to address the Society and the only speaker to bring the wives out in force! It is difficult to know who enjoyed that evening more, David or Us. We are pleased to say he is returning in October to share more of his interests in railways, wildlife and painting.

In planning the programme we try to get as wide a mix of subjects as possible each year. We know we can't please all the people all the time but, hopefully, there are several meetings per season which interest each member. Indeed we know several members have discovered new avenues of interest sparked by a talk they did not initially think would interest them.

In addition trips form an important part of Society life. The principal annual excursion is a family trip to a preserved line each July, starting with the Romney Hythe & Dymchurch in 1977. Since then we've been to the Bluebell (1978), Leighton Buzzard (1979), Mid-Hants (1980), Nene Valley (1981), Kent & East Sussex (1982), Severn Valley (1983), Loughborough (1984), Cranmore (1985), Isle of Wight (1986) and this year Swanage. Initially these were run with a variety of ancient and modern double deckers, but since 1983 we have enjoyed the driving of Gavin Francis who has each year provided us with progressively more luxurious modern coaches.

A series of long weekend trips started in 1978 with the first of three visits to Northern France, interrupted in 1980 by

packing up and there was to be no further WEA courses, either on railways or anything else. What was to be done? Class members had already informally met after "class" in the Marlow Donkey (the classes being held in the Bobmore Lane School) and it was suggested that this should continue. Les Spicer, who became the Society's first Chairman was the main ring-leader. Under his guidance a meeting was called for January 1977, on a Thursday as that was the day the class met. Bob Hatfield provided names and addresses from the WEA records, notices put in the library, and off we went. At the first meeting Les put forward the idea of a Society to the assembled multitude. Most agreed, except a few from the Marlow Model Railway Club who thought we should join them. The second meeting, which established the Society, followed on 24th February 1977 and we never looked back.

Who, ten years ago, would have thought that the Society would have grown to its present day size. It is good, too, that so many of the people who were on those original two evening courses are still active members today.

attendance at the Rocket 150 cavalcade. These were enjoyable social events but for various reasons the tradition died in 1982 but was revived this year with the memorable Isle of Man weekend. Hopefully the long weekend will once again become a regular event in the calendar.

In lieu of the August meetings we usually have short evening trips which have taken us to Old Oak Common and Bounds Green BR depots, Amersham signal box, a couple of trips to Pendon, a trip on the Kennet & Avon Canal, and explored the Post Office Railway. Until BR priced themselves out of the pleasure charter business, groups regularly took advantage of the excursions organised by the Marlow-Maidenhead Passengers Association and Chiltern Trains to visit many parts of the country including the south-west, York, Newcastle, Wales and some enjoyable long weekends in Scotland. More recently advantage has been taken of BR's bargain Network Day's to explore the South-East.

Since 1978 the Society's principal social event has been the Annual Christmas Dinner. This is an enjoyable informal gathering, allowing members and their wives to get to know each other better. For unexplained reasons, attendances at the dinner have fallen in recent years in contrast to our expanding membership. This year's special anniversary gathering we hope will reverse this trend.

Throughout its history the Society has had a newsletter, which is seen as an important aid to keeping those members who cannot attend every meeting in touch with events. The first issues were slender volumes and had no title until the Editor invited suggestions for names. Curiously the Editor had already decided on the name "Marlow Donkey". History does not relate if the offered prize of a pint was authorised, particularly as Editor and Treasurer were one and the same, namely Stan Verrinder. Until 1985 the "Donkey" cost nothing to produce, being typed and printed at Roy Mee's office but when this facility was no longer available we were forced to employ commercial printing and the Donkey took on its present form edited by Mike Walker.

The Society is not just the meetings, trips or newsletter. Its heart and soul is its membership which has grown steadily, although for many years we found it difficult to pass above 50 members. However following a slight decline in the mid-eighties we've recovered, reached 60 and still growing, representing a wide range of backgrounds and ages, all brought together by a common interest in railways. Particularly encouraging is the large percentage of members who attend each meeting, usually 50-60%, which is unusually high, keep it up!

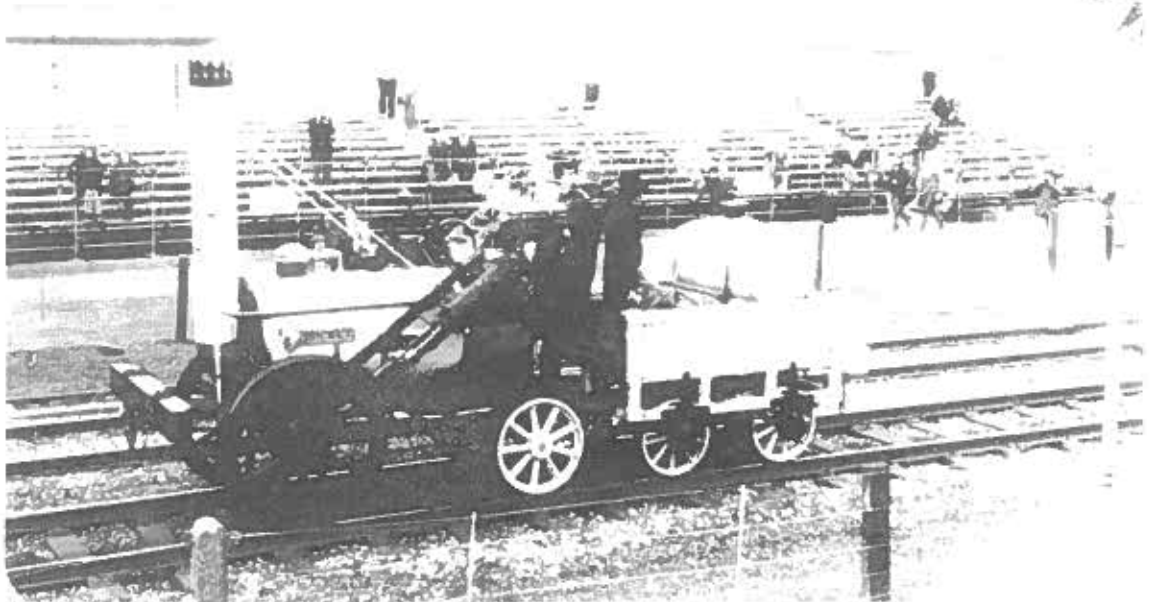
Much of the success of the Society is due to the hard work of the committee, which has undergone relatively few changes over the years. Les Spicer was Chairman for the first year before handing over to the present incumbent Bas Woodward. Roger Bowen was Secretary until his marriage in 1983 when he was replaced by Peter Greatorex. Pete in turn stood down earlier this year to concentrate on starting a new company and was replaced by Roger once again. Financial matters were the province of Stan Verrinder, until his untimely promotion to Eastbourne in 1983. Mike Walker then looked after things for two years before John Sears took over. Other former committee members have included Bob Hatfield, Roy Mee, Ted Gregory, Roger Woodham and Alan Wheeler.

It would be unfair to highlight individual members, but there are just a few characters who stand out in our memory. Stan Verrinder, of course, whose sense of humour and mischief is sorely missed, likewise the indefatigable Mike Hanscombe, the only member known to turn his back on a steam loco and drool over a signal or block bell! A sad loss was Norman Aston-Smith a lifelong enthusiast who died suddenly in our first year, only months into what promised to be an active retirement. He is remembered by a memorial seat on Bourne End station. To Alan Wheeler fell the lot of sorting out Norman's vast collection of books and relics, which is how we came by the signal arm.

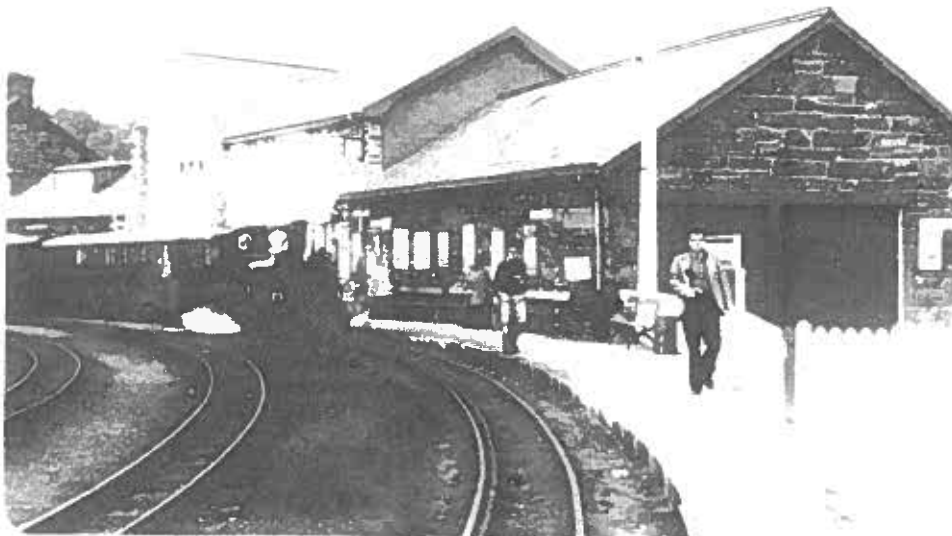
An early recruit was Bill McAlpine who kindly accepted our invitation to be our President in 1985. Earlier several members had started assisting Bill with the construction of a full size railway on his private estate. So successful did this become that a separate sister society was formed to look after the railway.

The Society has had its share of problems, there being a particularly rough patch in the mid-eighties when in addition to losing the services of both Stan and Roger in quick succession we found ourselves without a meeting place at short notice, when redevelopment of the Marlow Donkey pub started. The move to The Chequers was done quickly and the increased rent, together with the need to pay to print the newsletter, led to a substantial rise in subscriptions - the only rise to date. Membership and attendances dropped in 1985 leading to concern on the committee and fears of apathy, but a sustained recruitment drive and increased publicity has brought in new faces.

So here we are celebrating our ten years with a major public exhibition. Would any of those founder members have imagined how their desire to extend their shared interest would grow and develop over a decade? What does the next decade hold in store? Who knows, but you aint seen nothing yet!

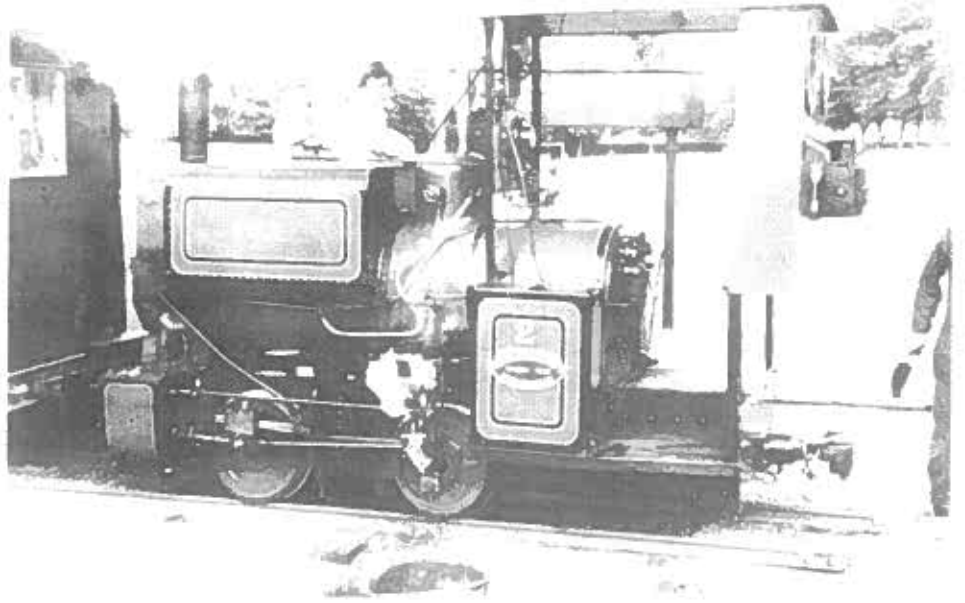


"Rocket 150" will long be remembered for the glorious cavalcade of locomotives and rolling stock which passed the viewing grandstands at Rainhill led by the NRM's "Rocket" replica. A group of MDRS members were of course in attendance.

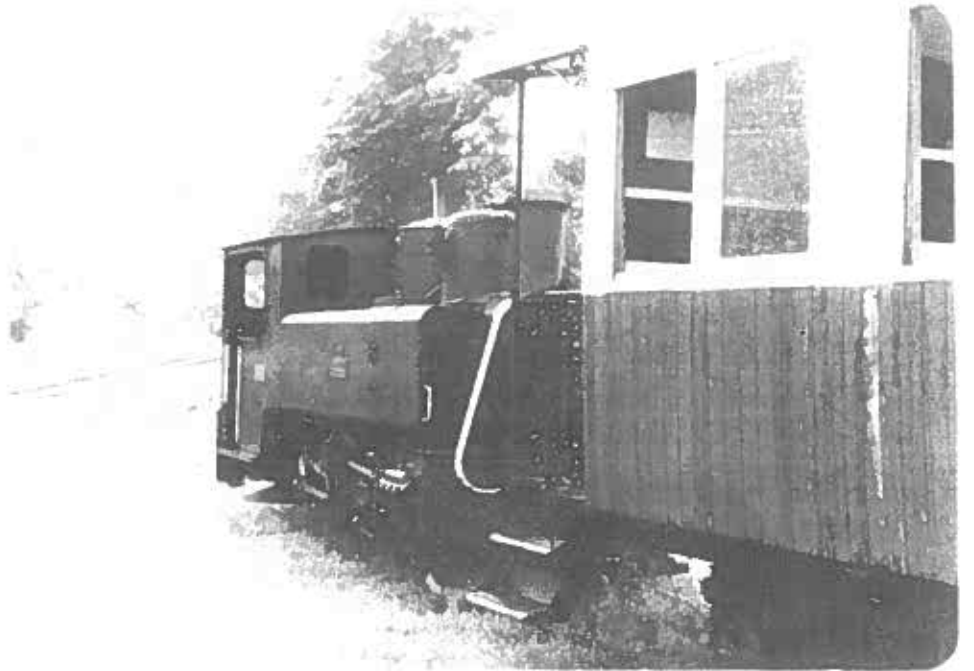


An early weekend expedition took members to the Little Trains of Wales. At Porthmadog Ffestiniog 2-4-OSTT "Linda" awaits our boarding, but not before Roger Bowen has taken a shot for posterity.

BRITISH NARROW GAUGE: 1'11½" gauge  
Leighton Buzzard Kerr Stuart 0-4-0ST  
"Pixie" attracts attention from Ernie  
Dove and Steve Lewis during the MDRS  
visit in 1979.



FRENCH NARROW GAUGE: A metre gauge  
0-6-0T and its delapidated train awaits  
Society members during one of the ex-  
peditions to the Baie de la Somme at  
St. Valery in Northern France.



Several class 253 HST's stand in the  
maintenance shed at Old Oak Common on  
an August evening in 1980 during a  
conducted tour of this busy BR depot.  
253.030 shows off the shore power supply  
connection whilst at left detached  
power car W43020 requires more than  
just routine examination.





David Shepherd alongside his BR 9F 2-10-0 92203 "Black Prince" addresses members, including Pete Creatorex, at Cranmore during the 1985 summer excursion.

MDRS Chairman Bas Woodward (left) presents Stan Verrinder with a token of our gratitude to mark his enforced early retirement as Treasurer and Donkey Editor during the 1983 Annual Christmas Dinner.



## THREE LEGS, NO TAIL

Club weekend trips are back, JOHN SEARS reports



Our second sensible decision was to ask for a bottle of wine at the first evening's meal. The warm, friendly welcome at the Palatine Hotel had quickly banished thoughts of the very "one class" boat trip over from Heysham. The wine went down a treat, as did the beer at the "Terminus Tavern" at Derby Castle.

Saturday morning and two of the party were listening to the weather report on Radio 4. Cloudy today, possibly better on Sunday but worse on Monday, was their interpretation. Three decent days gricing were rather in the balance.

At least it wasn't raining as we joined the other enthusiasts at Derby Castle. Saturday's excursions were over the electric lines to Laxey, Snaefell and Ramsey. We now met the Hendrys, father and son; life-long fans and supporters of the railways of Man. The Marlow society party were clutching yellow leaflets and Rail Rover tickets in the 44XX series. ('Twas those small tasks which caused the frequent refreshment stops!) The Hendrys got us aboard the second of the two specials.

Each was formed of a power car and a trailer, one, ours, open. The hardier members climbed aboard the trailer, the majority joined the power car! The cars are in a variety of liveries and carry various company titles, all of the grandiose style so beloved in Victorian times. There's No.1 of the "Douglas &

Laxey Coast Electric Tramway", which was our power car, and No.9 of the "Douglas Laxey & Ramsey Electric Tramway", which hauled the other gricex. Their cream and varnished wood livery was reminiscent of God's Wireless Railway.

We set off, into "dark" territory as the americans would call it - unsignalled in the mother tongue. Because the Isle of Man is outside the United Kingdom, Board of Trade regulations have no import to the doings of Man, and signalling, braking systems and permanent way practices are the more interesting as a result. The line leaves Derby Castle alongside the All on a gradient of about 1 in 12, twisting up and around Onchan Head.

Very shortly we had our first photo stop, practically all of which included a run-by, and all of which were well organized. There were, however, rather a lot of them. At times it seemed as though we were stopping to photograph the cars at every gorse bush or patch of bluebells. Attractive locations are plentiful on the Island and the sun was shining by now, so it seemed only fair to respond to the opportunities given us by the enthusiastic Hendrys.

The line borders the main road to Groudle Glen, where the two foot gauge line is running again, over a viaduct spanning the Ballacottier River, thence uphill to Baldrine, climbing over two hundred feet in about two miles. A run along hillsides

overlooking the Irish Sea takes the line, through Fairy Cottage, to Old Laxey. Here the route turns inland, up Laxey Glen, to Laxey station. Before arriving there we stopped at the depot and shunted to allow power car 6 and trailer 44 to overtake. The train shot through, drawing comments about excessive speed from our crew. After a brief inspection of the shed we continued to Laxey station.

We changed there onto car number one for the trip up Snaefell. The 3'6" gauge cars of the Snaefell Mountain Railway have two sprung loaded bow collectors and a style of lining-out which reminds me of the decoration in some Indian restaurants! Over the A2 and straight up the 1 in 12, past old rows of miners' cottages and the Laxey Wheel, the line hugs the south side of Laxey Glen. The centre Fell (very "abt" name) rail is in a very poor state; the web is often rusted through. Hard braking would probably have drastic effects on the rail! We had a photo-stop on the ascent, and car 6 obliged on a downhill run. The views grew grander and grander. Though the far distance was misty, Ireland, Scotland and England were all visible. Only Wales was out of sight. Unfortunately, the summit of Snaefell is far from grand, with lots of concrete and wooden wireless masts. It reminds me of a derelict army camp.

Northwards from Laxey we went, high above the cliffs at Bulgham, over 600 feet high in fact, on through Glen Mona, Ballajora, Lewaigue, until, after Bellevue Halt, we stopped. To the north Ramsey Bay, full of breakers, stretched to Point of Ayre. Car 1 and its trailer (the two parties had swapped trains at Laxey) passed on the southbound grices and was duly recorded on film.

Research by Mike Norris had revealed that the "Stanley" might be a decent pub, and so it proved. Here the explorers downed some refreshing pints of Okells beer. That evening, back at base camp, the Palatine Hotel, we settled into the lounge and again contributed to the local economy.

Sunday, it is decreed, is a day of rest. Not so, we decided. All, except Derek Robson, who gallantly stuck to the yellow leaflet's arrangements, went off in the charabanc to "Line-side". For those of a timid disposition, linesiding is somewhat fraught. Sometimes you're in the right place at the right time, sometimes you're in the wrong place at the wrong time. Whilst I was admiring the County Donegal railcars on Douglas shed, the crew of No.11 "Maitland" had been asked about "clag". We retreated to a previously explored location near the "Pig Farm". No.11 duly approached, proclaiming its arrival with a pillar of smoke such as would have impressed the great Lucius Beebe. At first white, the smoke changed to a very dark grey when the crew spotted us arranged over the hillside.

Ballasalla station was rebuilt last year, and is the only really obviously "preserved" bit of both railway systems. The totally natural feeling that both the electric and steam lines have is very appealing. The atmosphere is of railways that have never changed because, well, why should we? Why, indeed! The tramcars have an endearing feature - they flex as they go, with doorways very obviously losing their right angles and the roof moving relative to the car sides, Yes, you can hear the woodwork creaking!

The weather had been fine and sunny all day and provided excellent opportunities for exploring the route between Douglas and Port Erin. There are plenty of level crossings which are the cause of prolonged whistling. At Port St. Mary the crossing keeper had closed half of the crossing and had stopped to

chat-up two "girls" as he called them, both in their seventies. The down train whistled, the crossing keeper ran and Mike Norris' video saw it all.

The TT races were being held in a week or so and we decided to try for the lap record. First we visited St. John's to explore the station site - a flat, grassy area, with the Foxdale branch bridge and a loading bank the only remains. On one side of the main road in St. John's is Tynwald Hill. Like all parliamentary promises, it too is a disappointment. It's not a hill, being a small round tiered mound, linked by a grand procession-  
al way to the church.

We didn't quite make a new lap record. Our Transit mini-bus seemed unable to get up the speed necessary to average over 118 mph! We did cover the whole course and pretty amazing parts of it are. On Monday evening we journeyed out to the inn at Creg-ny-bag and, supping Castledown ale, watched as men and machines tried themselves out on the TT course. The authorities close the roads forming the course not just for the races themselves, but also to allow the competitors to practice. One guy wobbled his bike's rear wheel and for a worried moment we all waited. No, he's safe this time.

Monday morning had been spent in a more sedate manner, steaming from Douglas to Port Erin behind No.13 "Kissack", which was resplendent in lined green with red rods. The train was composed of 4 cars of varying types. We had compartments in No. F39, which once worked the Foxdale branch. One compartment had been converted out of the guard's van, the duckets allowing better than usual forward or rearward observation.

The yellow leaflet's itinerary gave us runpasts at Santon, with its palms and rural aspects, and at Port St. Mary, whose huge station building would do justice to somewhere like Hellifield. Castledown, a station we had missed on Sunday, proved to have a gorgeous southern approach. Leaving the station the track curves to the right, through a grove of trees which form a green tunnel for the railway. At Colby we were overtaken by the 10.10 service train, a "first" on one of the Isle of Man Railway Society's weekends. Whilst awaiting the 10.10 a local matron took to standing IN THE WAY of the assembled throng's cameras! Meltdown seemed unavoidable. She turned upon the chap who asked her to move. Bad choice, madam! 'Twas "Skateboard Willy", who used his skateboard to convey his person to and fro whilst not gricing. The return trip revealed Port Soderick station to be another location for worthwhile snaps. It's being converted into a restaurant. The Riley Elf parked on the platform wasn't appreciated by all.

A happy bunch gathered in the Palatine's lounge that evening for a few beers and a few more feet of Mike Norris' video. The Sunday night show had been wondrous, with the volcanic efforts of No.11 past the pig farm. Monday's show included the Laxey Wheel, built as late as 1854 to pump water from the lead mines. Two revolutions a minute are obtained from a small trickle of water. The motion is transmitted several hundred yards upstream by a horizontal wooden rod to a rocking arm at the shaft head. Man's ingenuity devised convex runners to carry the rod, thereby accommodating the vertical movement required by the arc described by the rocking arm. The whole mechanism lots cheaper than steam!

Some of Mike's video is playing whilst I write these final words. Marvellous memories of a gloriously beautiful and fascinating island. Oh, yes! Our first sensible decision? Why, to go there in the first place!

## LCGB PORTUGAL '86

We were just told to meet at Heathrow Airport at 15.00, but it was not difficult to locate forty or so gricers waiting for a TAP flight to Porto. The mass of camera bags, tripods, tape recorders and notebooks marked the spot. Having made a few introductions, we all made our way to the departure lounge where we found out that our flight would be two hours late. Because of this delay, TAP provided us with a free snack in the self-service cafeteria, but this still meant that we arrived in Porto two hours late and missed our evening meal in the hotel.

The next morning we travelled by coach to Valenca where No.23 was waiting for us. No.23 is a Beyer Peacock 0-6-0 of 1875 which spent a lot of its later working life as station pilot at Porto Sao Bento station. Our train with No.23 at the head gently ambled the twenty or so miles to Caminha where a diesel No.1414 took over. This loco was to follow or to haul our special train for the next week. The 1400 class diesels are Portuguese versions of BR's class 20. They were designed by English Electric with 1050 hp engines, and the

## PETER ROBINS recalls a trip bringing down the curtain on Portuguese steam

first ten were built by Vulcan Foundry. The remaining seventy including No.1414 were built by Serefame in Portugal under licence. We travelled with No.1414 via Nine and Braga, back to Porto and stayed there for the night.

The next day No.1414 took us to Livracao where the metre gauge line to Arco de Baulhe branches off. Henschel built 0-4-4-0 Mallet No.E162 of 1905 stood at the head of our train. After taking some photographs, we joined the train for a trip on this very scenic line. On arrival at Arco de Baulhe most of party found the local shop-cum-cafe and almost drank it dry. We returned as far as Amarante and stayed there for the night.

We travelled to Regna, on the River Douro, the next day, and of course, No.1414 hauled our train. Here, apart from two dumped Henschel 2-4-6-0 Mallet's, Beyer Peacock 0-6-2T No.014 was in steam to haul our special train to Tua. The weather was foul as No.014 headed the first steam hauled train from Regna along the Douro Valley line for many years. We paused at Pinhao to take on water and came across a problem caused by Portuguese Railways lack of planning. Because there had

been no steam engines through Pinhao for about ten years, the water towers had not been used. When the driver turned the water on, it came out as a brown sludgy liquid. He quite rightly refused to have it in No.014's tank in case it damaged the injectors. Fortunately, the station staff were resourceful and they ran a hose from a hydrant near the station into the loco's tank. While this was taking place, we were able to admire the mosaic tiling depicting local scenes, on the station walls. The weather improved as we left Pinhao behind a refreshed No.014. Our train ran beside the River Douro and the sun came out from its hiding place behind the clouds. All seemed well then disaster struck. About two miles short of Tua, the injectors failed and the train was stopped. The crew and some enthusiastic members of our party attempted to get them working again but it was to no avail. The line was dropped and we were rescued an hour later by No.1414 which was sent from Tua. We had to travel by service train from Tua to Pocinho through the beautiful Douro Valley. The great viaduct at Ferradosa which figured in some of Colin Garratt's books had been dismantled and the railway re-routed on the other side of the river. From Pocinho we had a very rough coach ride to Mirandela where we stayed the night.

The next two days were spent behind No.E114 an Esslinger 2-6-0T of 1908, making two trips to Tua through a spectacular gorge and one trip to Braganca. On the first trip returning from Tua No.E114 left a trail of sparks behind, causing many large lineside fires. On the second return from Tua, the driver came across some angry local farmers at one of the passing places, where the fires were bad. He managed to keep them at bay until we moved off by engulfing them in steam from the loco.

After a good night's sleep in Mirandela and another rough coach ride to Pocinho, we were ready for a trip to Barca D'Alva and back with No.014, complete with working injectors. More water problems were experienced at Barca D'Alva. The water from the water tower flowed freely but the arm could not be moved to direct the water into No.014's tank. It had seized up solid through ten years of non-use. More resource-

fulness was called for here. This time they removed a piece of guttering from a shed and used it to channel water into the loco's tank. We returned to Pocinho with No.014 where we made a presentation to the loco crew. Steam must be almost finished in Portugal because we had the same fireman on all the steam locomotives, and he is the only one left on the Portuguese Railways. We returned to Porto behind No.1414 for the last time. Some of us had cab-rides and at one point there were eight of us inside. Perhaps it was fortunate that No.1414 had a very roomy cab.

The next day, we were left to our own devices. Being a railway employee, with a Portuguese Railways free pass (and because it was raining hard) I decided to ride on the narrow gauge lines out of Porto. In the afternoon I rode in a railcar from Porto Trindade to Guimareas. The rain continually poured from the sky and halfway along the line we slipped to a stand on a level crossing. Wet mud had run down the road bringing stones and twigs with it, and had filled the gaps between the running rail and the check rail. I assisted the train crew in digging out the debris until we were able to move. We stopped short of the station at Guimareas and the passengers were ushered off. The reason was that the previous departure from Guimareas had derailed on a mud strewn level crossing (with two of our group on board). I returned to Porto, being told the story of the derailment in every detail en route.

We headed for Lisbon the next day, making a stop to take a railcar on the metre gauge from Espinho to Sernada. Our Special train caught one motorist completely unawares on a level crossing. He wasn't hurt, but his Citroen 2CV will never run again.

In Lisbon, we concluded our holiday riding the superb tram system and funicular railways. It is a mecca for transport enthusiasts as well as being a beautiful city. It was a perfect end to the holiday, for the next day we were in the cooler climate and less-relaxed steam free atmosphere of England.

## THE SWANAGE TRIP

Martin Sherwood

It was a very wet morning when 37 members and guests left the Marlow Donkey at 08.00 hrs on Sunday 19th July en route for Swanage. We arrived about 12.00 hrs after a good run in a Heyfordian luxury coach. It had just stopped raining.

We were surprised to find a small tank locomotive 0-4-0 "Normandy" pulling four newly painted green coaches, which were immaculate inside and out. "Normandy" was an ex-Southampton Docks locomotive on loan from the Bluebell Railway. Our train departed at 12.25 and we travelled 1 mile up the line (next week another  $\frac{1}{2}$  mile!) to Herston. The locomotive then ran round the coaches for the return journey.

Back at Swanage there is a museum in an old coach with photographs etc. and in addition we were entertained with an informal display by the Red Arrows.

During the afternoon you could either choose to stay in sunny Swanage, go to Corfe Castle or to Bovington for the Tank Museum.

As we finally left Swanage it started to rain again! We arrived back at the Marlow Donkey about 21.00 hrs after an enjoyable day out.

### GW LONDON AREA BRANCHES - 3

## EALING & SHEPHERDS BUSH

Mike Walker

This series started with a GW branch usually thought of as part of the Underground, this instalment continues that confusion with the added complication that the trains in question are Central Line tube stock rather than the larger surface stock of the H & C.

The Middlesex village of Ealing had a station on the present Broadway site since December 1838 and was served exclusively by the Great Western until 1st July 1879 when the Metropolitan District opened its extension from Turnham Green to a new terminal north of the GW station.

The next attempt to connect Ealing with west London was the Latimer Road & Acton Railway authorised by an Act of 18th August 1882 and was intended as a 2 $\frac{1}{4}$  mile link between the H & C at Latimer Road and the GW at Friars Place, east of Acton Main Line. However, traffic densities on the H & C and GW soon precluded thoughts of a through service and separate terminals were planned at each end of the line. Various time extensions were granted but the LA & AR had difficulty in raising capital and was finally abandoned on 30th July 1900 with only a few earthworks completed.

Coincidentally, the same day saw the opening of London's third deep level tube line, the six mile Central London Railway between the Bank and Shepherds Bush. Trains, hauled by American

built locomotives, continued westwards a short distance to climb above ground and reach a depot between the H & C and WL lines at Wood Lane. Passenger services were extended to Wood Lane in May 1908 when a station was provided on a sharp turning loop to serve the Franco-British Exhibition at White City.

In the meantime, as part of its New Lines Act of 1905, the GW had obtained powers for the four mile Ealing & Shepherds Bush branch. This was to leave the main line at Ealing Broadway, turn north connecting with the New Line to Wycombe at North Acton before burrowing under the main line and passing to the south of Wormwood Scrubs. Near Wood Lane a connection was to be built to the West London with flying junctions, the branch itself continuing to a terminus on Shepherds Bush Green linked by subway to the nearby CLR station. The idea was to provide an alternative terminal to Paddington for suburban trains with the added advantage of allowing freight trains access to the WL without crossing the main line on the level at Old Oak.

At first it seemed the E & SB would suffer the same fate as the LR & AR as no construction was undertaken. A time extension was granted in 1909 but the terminal plan was abandoned in 1911 and replaced by an Act authorising a short extension of the CLR to join the E & SB at Wood Lane and granting the "Tuppenny Tube" running powers to Ealing Broadway.



Work finally began in 1913, although site clearance for the CL platforms between the GW and District at Ealing began in 1911. Surprisingly little property demolition was required and the terrain mostly favourable. However the line required nine-teen bridges, the provision of extensive retaining walls as part of the cutting widening near Ealing and the digging of a deep cutting where the line passed under the GW main line and the North & South Western Junction line near Old Oak.

The branch opened for freight traffic on 16th April 1917 but it was not until 3rd August 1920 that the electric trains of the CLR started operating between Ealing and Liverpool Street. Three intermediate stations were provided on the E & SB; East Acton, North Acton (an enlargement of the existing New Line station), and West Acton. Incidentally there are no less than four other Acton stations on neighbouring lines. Wood Lane CL station was modified to become a through station and had a novel feature of a moveable platform. This was an extension which covered the access to the depot and was only put in place to handle 6 car trains in connection with White City events. It was electro-pneumatically controlled from the signal box and interlocked with the signals.

By the time the CLR reached Ealing the original locomotive hauled trains had been replaced by multiple units which had first appeared in 1903. Further stock was required for the Ealing extension and for this Brush supplied 24 motor cars to form twelve 5 car M-T-T-T-M trains painted in the CLR's standard livery of chocolate brown with cream window surrounds. The CLR's electrification was unique, instead of the 600V four rail system used elsewhere on the Underground, a three rail system with a 500V DC positive central conductor rail was used. The original CLR stock was long lived, lasting until the late thirties.

Also unusual was the CLR's signalling. Whilst colour lights were employed in the tubes the E & SB was equipped with American style electro pneumatic 3 position upper quadrant semaphores capable of displaying danger, caution or clear indications. Similar signals were once provided approaching Paddington and on the Great Central in Lincolnshire.

The only GW passenger service operated over the E & SB was a workman's service from Greenford to Kensington between 1922 and 1938, extended to Clapham Junction in 1933. These trains did not call at the intermediate stations and to ease con-

gestion the down workings were often routed via North Pole Junction and Park Royal. There was no weekend service.

In 1933 the CLR became the Central Line of the newly formed London Passenger Transport Board whose 1935-40 New Works Programme foreshadowed great changes on the line. All stations were to be extended to take 8 cars and during 1937 the E & SB was quadrupled between Wood Lane and North Acton. The new lines, for which provision was made during construction, were on the north side and for the exclusive use of GW traffic. The original rolling stock was replaced in June 1939 by Standard stock displaced from the Northern and Bakerloo lines by 1938 stock. The Standard stock had temporary electrical modifications until the Central was converted to the four rail system on 20th April 1940, by when the signalling had also been converted to the LT standard.

The 1935-40 programme also proposed extensions of the Central, eastwards into deepest Essex and westwards to Denham in Bucks. Although started these extensions were abandoned for the duration of the War. However, when peacetime returned work resumed and the western extension from North Acton and paralleling the New Line to West Ruislip. The section thence to Denham was not resumed. The extension was opened on 21st November 1948 and included a flying junction at North Acton.

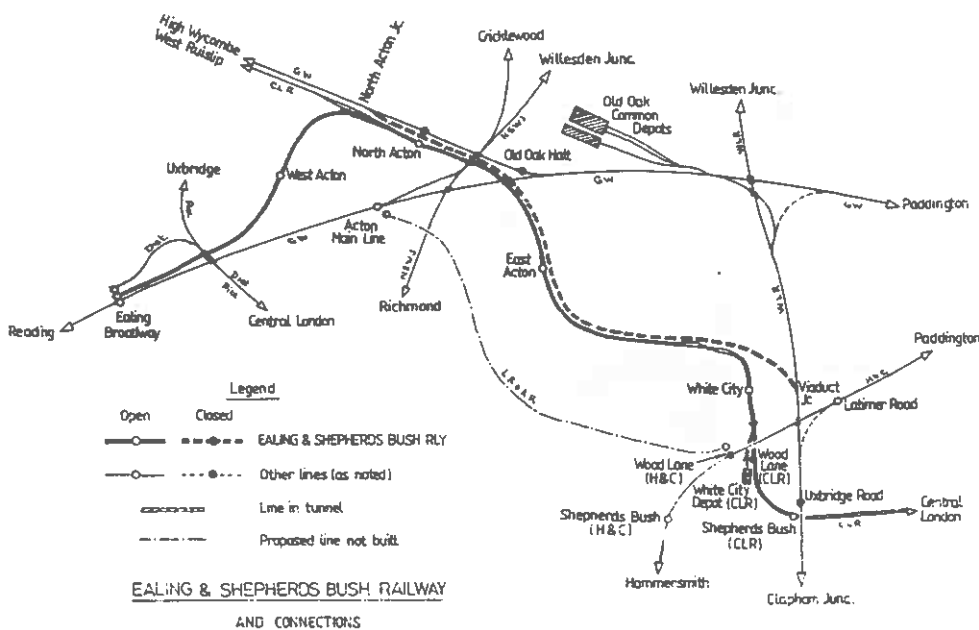
In connection with the extensions Wood Lane was replaced by a new station at White City in 1949. New cut and cover tunnels carried westbound trains over the eastbound tunnel which contained the abandoned Wood Lane station. The result was that normal running was replaced at White City by right hand running, normality being restored by use of the Wood Lane Junction flyover which had been disused since quadrupling in 1937.

Upon nationalisation in 1948 ownership of the electrified tracks of the E & SB passed to London Transport although the freight lines remained with BR. Little change occurred through the fifties but the Standard stock was replaced by the 1959 and 1962 Tube stock. Freight traffic declined steadily particularly as a result of the Beeching cuts. Finally as part of the WR's West London Approaches resignalling scheme the freight lines over the E & SB together with Viaduct Junction on the West London line were abandoned and removed in 1967.

The Ealing & Shepherds Bush was now just an anonymous part of Londons Underground.



E&SB automatic 3-position signal. Box controlled signals were similar but stub-ended, all were painted red with a white stripe and were of all steel construction.



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