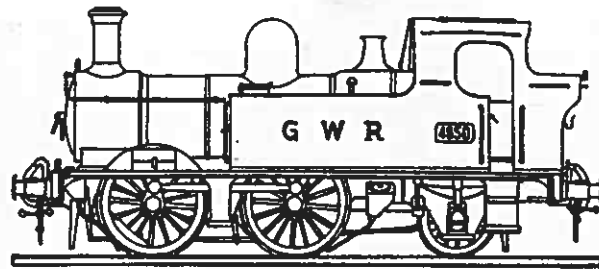


THE MARLOW DONKEY



No 47 SEPTEMBER 1988

Newsletter of the MARLOW & DISTRICT RAILWAY SOCIETY

CHAIRMAN'S NOTES

Congratulations to David Wilcock and his staff who have produced their 100th issue of Steam Railway. In the August edition Mr. Wilcock relates how, back in 1979, he mooted the idea of producing a monthly journal for steam buffs. His wife thought this to be "a silly idea". He realised that Railway Magazine was catering mainly for the diesel and/or electric enthusiasts, that Railway World was getting a good balance between both steam and the newer propulsions, but there was no publication for the mainly steam enthusiast. He was right. Steam Railway has now overhauled both older magazines in the numbers of copies sold each month.

Indifferent weather during the spring and early summer will certainly be reflected by rail centres' 1988 attendance figures when they are published at the end of the year. The day chosen for our Society's visit to the Dean Forest Railway in July was typical of many other Sundays this year. However, having had a most informative talk from Trevor Radway last April, we were given a good opportunity to see for ourselves the rebirth of the Severn & Wye Railway. The use of the re-opened line by a local colliery company should ensure the DFR a promising future.

To disappoint steam enthusiasts who have booked an advertised tour is very poor business. They become loth to part with their time and money on future occasions. Here is a typical example. I was one of a party of four last May who stayed overnight in York in order to travel back to Marylebone behind ex-SR King Arthur Class, No.777, Sir Lamiel. We read in the railway press that Sir Lamiel had gone to Hull for re-tubing. We were promised a Black 5. Arriving at York Station we found the train at its correct platform and an ex-LMS Black 5 standing in a distant siding. A BR official arrived to tell us that the Black 5 had run a hot-box coming down from Carnforth that morning. They were now looking, he said, for a Class 47 diesel to haul the special to Marylebone. As the Black 5 was a back-up loco for Sir Lamiel there was no back-up loco for our loco! Many of us were soon aboard the next HST heading down to Kings Cross.

TIMETABLE

FORTHCOMING MEETINGS & EXCURSIONS

All meetings are held at the British Legion, Station Approach Marlow at 7.45 for 8.00 pm.

Thur. 20th Oct. QUIZ NIGHT

We are taking on the Slough-Windsor Railway Society in an inter-club railway knowledge quiz. Questions supported by slides and video.

Thur. 17th Nov. FFESTINIOG RAILWAY Keith Catchpole

Keith brings us up to date with developments on Britain's premier narrow gauge railway.

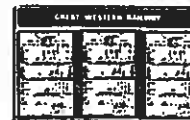
Sat. 19th Nov. ANNUAL SOCIETY DINNER

To be held at "Clayton Arms" LANE END at 7.30 for 8.00 pm

I was recently on a coach tour in Cornwall. Passing through the mining town of Camborne we stopped to look at a statue. The driver was very well-informed and said that this figure represented Richard Trevithick (1771-1833), the real "Father of the Locomotive", the role often wrongly attributed to George Stephenson. Trevithick was an engineer busy with the problem of keeping water from flooding the large number of tin mines then working in Cornwall. It was his relatively small, high pressure, stationary engine that evolved into the earliest steam locomotive. One of these pumping engines is on view in the Science Museum in Kensington, looking very insignificant between Watt and Newcomen engines. Trevithick patented his plans for a mobile engine in 1802. A road vehicle was tried out at Coalbrookdale, and a 3-wheel version on the streets of London. In reply to a wager Trevithick produced an engine to run on rails between Penydaren Ironworks near Merthyr and Abercynon with a 10-ton load. This weird locomotive with its cast iron boiler, single cylinder, and 8 ft flywheel, was the forefather of all the steam engines that followed in the next 150 years. Trevithick's third engine (with no flywheel this time) was named Catch-me-who-can and worked on a circular track near the top of Gower Street close to where Euston Station now stands. The public paid one shilling (5p) for a ride. Trevithick apparently lost interest in his invention and went to Peru to pursue his construction of stationary pumping engines for the mines of that South American country. He died in penury at the age of 62. Meanwhile the Stephensons, father and son, continued the development of the steam locomotive and it is their names, George and Robert which appear in our history books.

It is very pleasing now to read so many "back in steam" articles with their accompanying photographs. Several examples come to mind: Bulleid Pacific Port Line is working on the Bluebell Line down in Sussex, ex-GW No.7828, Odney Manor is quadrupling passenger numbers on the Gwili Railway in West Wales, and a newly-restored ex-GW Castle, Defiant, has recently pulled the Red Lion from Saltley to Didcot. Such reconstructions are a tribute to the thousands of preservationists, both paid and voluntary, determined to preserve the railway scene which ended just 20 years ago.

Das



A wide range of menu choices are available. See page 2 for full details.

Thur. 15th Dec. THE COLOUR-RAIL COLLECTION Ron White

The Colour-Rail byline is a familiar appendage to colour illustrations in books and magazines. Tonight Ron White shows a selection of his collection which date back to 1936. An evening not to be missed.

Thur. 19th Jan. ANNUAL GENERAL MEETING

Formal business followed by members short talks, see page 2.

Thur. 16th Feb. PHOTOGRAPHIC COMPETITION

Full details in December issue.

SOCIETY NEWS

BAS RETIRING

With regret we have to announce that after 11 years as Chairman, Bas Woodward has decided to retire from the committee at the AGM, thus bringing an era to a close. Bas does however intend to remain an active general member and we are sure all members will join the committee in thanking Bas for his efforts of the last decade and wish him all the best for the future.

CHANGES OF ADDRESS

Please note the following changes affecting our officers:-
Bas Woodward - Tel. No. is now HW 673476, address unchanged.
Mike Norris - "Clare House", Freith Road, Marlow Common, Marlow, SL7 2JQ. Tel. Marlow 5227.

PREVIOUS MEETINGS....

John Coke of the Slough-Windsor Railway Society was our speaker at the June meeting presenting a historical view of Slough station and the GW branch to Windsor followed by an outline of the group's long term aim to establish a working railway centre on the old triangle site at Slough.

In July our own Eddie Lewcock presented a programme of slides depicting the railways of the USA and Canada, giving a tour from coast to coast with a well balanced selection of steam and modern traction.

...AND VISITS

Our annual summer excursion was somewhat disrupted by the only thing the committee cannot control - the weather! Although we left Marlow in the dry we soon encountered drizzle which turned to a steady downpour as we headed west along the M4.

The Clearwell Caves, which were a late addition at the suggestion of Trevor Radway, provided a dry refuge and turned out to be a fascinating piece of industrial archeology. By contrast the visit to Lydney Docks was brief and only for the hardy, with rain horizontal off the Severn.

The Dean Forest Railway itself is still somewhat short and the weather precluded an in depth study of the yard. However, members contented themselves shuttling back and forth on the train, sampling the journey not only from the Mk.1 coaches but from the brake van and locomotive (Austerity tank "Wilfred") footplate.

A week of fine weather turned to rain for the Docklands trip on August 18th but did little to dampen the spirits of the 16 members, and two partners, who took part other than curtail photography. In addition to a ThamesLink 319 and the DLR a wide range of BR and LT stock was sampled during the evening. Some participants really entered into the spirit, taking an

afternoon off to use their Capital Cards fully. Hopefully we can have a fuller report in the next issue - volunteers please!

ANNUAL DINNER

This year's Annual Dinner will be held at the "Clayton Arms", LANE END on Saturday 19th November at 7.30 for 8.00 pm. Peter Robins has a selection of 12 menus to choose from ranging from £7.65 to £15.00, excluding wines etc., which should satisfy most tastes and pockets.

We shall have our own private room and bar. Speedy service has been requested to provide time before and after the meal to enable members and their guests to socialise. Transport can be arranged from Marlow or High Wycombe on request.

We hope as many members as possible will make an effort to attend. The annual dinner is not a stuffy formal affair but provides an opportunity to get to know your fellow members and their partners in a way not possible at our monthly gatherings. The atmosphere is always relaxed, informal and good humoured.

Bookings and menu details can be obtained from Peter Robins, 95 Broom Hill, Cookham, Berks. Tel. BE 27870 or any member of the committee - see foot of back page.

AFTER THE AGM

As a change from the usual members slides following the formal part of the AGM we are inviting you the members to present a series of short 10-20 minute talks on your favourite subject. The slide projector will be available if you wish. Volunteers are asked to give their names and proposed subjects to Roger Bowen, tel HW 713887.

LOOKING AHEAD

Next year's summer excursion is on Sunday 16th July to the Romney Hythe & Dymchurch Railway.

The annual Ian Allen "Network Day" this year is Saturday 1st October. £5 plus a coupon snipped from the September or October issue of your favourite I.A. mag. will give you the opportunity to explore beyond the Capital Card area at a bargain price.

G'DAY MATES

You may detect a slight Australian bias in this issue. Struth! First Aussie beer, then invading the tele, now the 'Donkey'. Don't worry its purely a one off, after all its not everyday one of our ex-xolonies celebrates its Bicentennial. You will note that Bob carefully weaves the amber nectar into his story, and surely only the Australians would preserve a prison van.

RAILWAY ROUNDABOUT

NOTES AND NEWS

PADDINGTON-HEATHROW LINK

The Minister of Transport has given his consent to the £190 million joint BR/BAA project to build a high speed rail link between the WR main line near Hayes and Heathrow Airport, much of the 4 mile line will be in tunnel to lessen the environmental impact. An enabling bill will be presented to Parliament this autumn and it is hoped that work will begin in 1990 with the first trains running in 1993.

The line will be electrified throughout at 25kV and will be owned by the BAA as will the trains, although staffed with BR crews. A 15 minute interval service is proposed from 5 am to midnight with trains making the 17 mile journey in 16 minutes. It is expected to carry up to 10 million passengers per year.

Reinstatement of the WR-LT connection is under consideration which would permit the new trains (if dual voltage) to continue over the Circle and widened lines to Kings Cross, Moor-gate and Liverpool Street.

MARLOW STATION III

Just as the last issue went to the printer came the surprise but welcome news that Marlow is to get a new station - its third. The BR Property Board has sold the old stables (the last major remnant of the original complex and latterly used as light industrial premises) plus the coal yard to London & Cambridge Investments.

The existing buildings will be demolished and the site re-developed with a high-tech industrial unit. Included in the deal is an undertaking by LCI to upgrade the present platform and approach road, provide a "new and commodious" brick station terminal building to replace the existing bus shelter

and increase the profile and public awareness of the station. Work will start next year.

LOCAL NEWS IN BRIEF

47.473 found itself on the branch on 18th August - just. Coming to the rescue of a failed dmu at Maidenhead it ran onto the branch as far as Grenfell Road whilst running round.

Earlier that week, a class 50 had to be detached and left at Maidenhead after catching fire on an up Westbury train. Damage was slight.

There were red faces at Maidenhead on 23rd August. The Marlow branch train arrived to find a replacement set waiting. The problem was that nothing was wrong with the Marlow set. After a 'meaningful discussion' with control it was discovered that the failure was actually the Henley branch set! GWR - Got Wrong Railway.

The recently narrowed main platform at Bourne End, another result of BRPB house cleaning, is being edged with genuine GW spear type iron railings. A nice touch BR - does anyone know where they've come from?

READING PROGRESS

Work on Reading's new station is now approaching completion. Practically all structural work is complete and fitting out of the building is under way. The new building is faced with yellow brick and stone and has arched windows. Despite its obvious modern architecture it blends in very sympathetically with the existing building, which being listed, will be retained as offices. No "hideous carbuncles here!" A major feature on Reading station will appear in the next issue.



31 ON BRANCH

A class 31 and two brake vans ventured up the Marlow branch early on Sunday 7th August before normal services began in an experiment to check out radio reception along the line. This is part of an extensive programme prior to the introduction of the new "Networker Turbo" dmu's which will have radios to permit Driver-Only-Operation.

In connection with this, test car "Iris", converted from a

JOINT LINE STEAM

Locomotive problems have played havoc with this year's programme on the Joint Line. Perhaps it is fortunate that this is not the first season of these workings. With "Flying Scotsman" spending the summer in Southall receiving new tyres prior to its trip 'Down Under' and "Clan Line's" overhaul taking longer than expected at Swindon, 34092 "City of Wells" was drafted in to assist only to suffer major damage to the middle cylinder piston rings during a boiler priming incident whilst working from Sheffield to Marylebone on June 18th.

So its been GW to the rescue in the shape of "Clun Castle", although a charter trip in June was diverted to Paddington with diesel haulage when a broken rail appeared near Aynho. The 'summer' weather caused flooding in Sudbury Tunnel on May 8th and caused "Mallard", working south to pick up a Post

MAILBAG

Member's Letters

SOMETHING FOR NOTHING

I was very intrigued by Eddie Lewcock's article "A Bit over the Top" and while reading it I kept wondering why I wasn't as surprised as I ought to have been. Later on I went to see a local bird sanctuary and in a barn there was a wall diagram of a water raising system invented and manufactured by Joseph? BRAMAH the great engineer. In this a supply of water runs through a constricting valve and as a result pressure builds up and forces open a valve to a rising branch. When the pressure in the branch equals that in the supply the valve closes and the cycle repeats. From memory the cycle

TWENTY-FIVE YEARS AGO

Roger Bowen

The autumn of 1963 was a miserable time on the railways. Beeching had produced his report on "Reshaping the Railways". Rail branch closures were becoming two-a-penny. Steam loco withdrawals were accelerating. Preservation schemes were being promoted, some unsuccessfully.

Overseas however things were more positive. The German Federal Railways were holding trials with modified E10 class electric locos in Bavaria on regular 125 mph workings.

On November 6th 1963 the last steam locomotive to be overhauled at Doncaster Works was returned to traffic, the locomotive was A4 pacific No.60009 Union of South Africa. Two A4 class were left at Doncaster works, one No.60008 Dwight D. Eisenhower ready for shipment to a railway museum in Wisconsin, USA and 60022 Mallard going to the Museum of British Transport at Clapham.

Passenger rail service withdrawals were many. These included Shrewsbury and Bewdley (The Severn Valley Line) on 9th September, and Western Region lines at the end of the summer timetable, Radley to Abingdon, Llandilo to Carmarthen, Brent to Kingsbridge, Tiverton Junction to Hemyock. The Southern Region at the same time closed the Havant to Hayling Island Branch. The Minister however rejected closure of the Halt-whistle to Alston branch and agreed a reduced service on the Great Central Route between Nottingham and Rugby.

From October 28th the Southern Region branch from Haywards Heath to Horstead Keynes was closed to passenger traffic, a rare example of an electrified service being withdrawn. As a result the Bluebell Railway was seeking to acquire the whole of Horstead Keynes station and sidings.

Locos and loco facilities were also suffering. On 9th September Wolverhampton Stafford Road Shed closed completely, and Camden closed to steam. On September 20th Derby Works turned out its last steam repair, class 4 4-6-0 No.75042.

former Buckingham branch Derby single car, has been active in the area.

210 PHEONIX

Three cars of the former prototype class 210 demu stock have emerged as class 457 emu No.7001, a four car unit strengthened by a class 455/8 trailer. The former driving trailers are now motor cars and feature the British AC traction motors for the forthcoming Networker emu's.



Office charter, to divert at Princes Risborough for a pre-dawn trip via Aylesbury and Amersham.

LMS 6201 "Princess Elizabeth" is still booked to work from Birmingham to Marylebone and back on 3rd September and from Marylebone to Birmingham on 17th September. "Clun Castle" is due to work from Birmingham to Marylebone and back on 24th September. This will be its last visit for some years, as it is receiving new drivers this winter and the increased diameter will put the height of the engine outside the loading gauge - that's what you call cutting it fine!

BR Stratford specials are due to run on 2 & 16 October. Which locomotives? Your guess is as good as anyone's - why not go along and see.



operates from 10 to 200 times a minute and the water is raised to considerable heights over fair distances. It was, and maybe still is, used to supply water to hill villages, and needs no power other than that inherent in the primary supply. It seems to me that the water engineers knew all about this phenomenon where a large quantity of fluid at a low pressure can be made to provide a small quantity of fluid at a high pressure. If I find out any more I'll let the Editor know - after all you can't get steam without water.

Ron Brooks



In the late summer of 1963 demolition was well under way of the Belah Viaduct, the highest in England, six miles east of Kirkby Stephen on the Penrith to Barnard Castle line which had been closed early in 1962.

The viaduct designed by Sir Thomas Bouch was 1040 ft long, had a maximum height of 196 ft and 16 spans of 60 ft each. It consisted of a lattice girder superstructure of wrought iron, resting on cast iron columns, braced together by cast iron struts and wrought iron tie bars.

Preservation was in the news. The Westerham Valley Railway Association were about to make an announcement concerning the formation of a company to purchase and operate the Dunton Green to Westerham branch in Kent. Over the previous few months the Association had repaired Westerham station, the headquarters of the Association, and carried out track maintenance work around Brasted station.

Southern Region Schools class loco "Repton" was in store at Fratton shed awaiting a firm bid from a group in New York, USA to purchase it for preservation. The Hayling Light Railway Society were seeking donations for the purchase of a Stroudly "Terrier" for use on the branch once they had acquired it. The quoted price for the loco was £750.

London Transport "E" class loco, 0-4-4T No.L44 built in 1898 had been purchased by the London Railway Preservation Society and accommodated at their depot at Bishops Cleeve.

The final piece of news refers to the Railway Magazine. In November 1963 it assumed a new size of 9 1/2" x 7 1/4" rather than the 9" x 6" over its previous 66 years of production. The cover price was increased from 2/6d to 3/-. Whilst greatly welcomed it did cause some comment changing format part way through a year!

A dismal quarter - lets hope the next quarter will be better, but I doubt it.

"Marlow Donkey" No.8 was a bumper 13 page issue, plus a very detailed map of the Wycombe and Great Marlow Railways. The latter a very detailed map indeed. If Mike still has the negative it would be great to see it reprinted for newer members to see.

Meetings recorded in the "Donkey" were one in June by Mike Walker on "Railways of Western Canada" (where else?) and one by Robert Barker on "Searching for Steam around Europe" (easier then than now?).

Issue No.8 was the first in which the now regular "25 years ago" articles appeared. Articles also included one by Alan Wheeler on the visit to the Bluebell Railway and Brockham Museum, this latter of course now closed and the relics transferred to the Chalk Pits Museum at Amberley. Another article by Roger Bowen featured a "Merrymaker" excursion to the Isle of Wight by 8 members. What ever happened to "Merrymaker" excursions? Yet another trip was publicised in an article by Mike Walker on the first of our French trips

to "La Bare de Somme". How about organising these again someone?

The final article in the "Donkey" was the first part of Mike Walker's long series on "The Wycombe Railway". Many feel that these articles are so detailed that a small booklet could be published with Mike as the author. Perhaps, belatedly, the Club should do this?

Thus is reported another three months of a very active society - I wonder if any of our members still remember some of the events listed above?

Thanks for the kind remarks Roger, but Paul Karau tells me he and Chris Turner are now planning to do Maidenhead to High Wycombe as a companion to Marlow - at the turn of the century? The map may be rerun in a future issue.

M.W.

BOOKSHELF

Ron Brooks

"I saw old Autumn in the misty morn" said the poet and falling leaves and brilliant colours of the trees remind us that it would be as well to set up some railway reading for the darker evenings - especially since the telly is bound to get worse. Why not savour the best of autumn and the railway with a trip to a restored line in wooded country? For the reading part here is a little history, pictures, information. Who could want more than that? Very little demand on the little grey cells, mostly pictures.

The Railway Age Luton Museum & Art Gallery
Frank Hackett

I have acquired the odd item from Museums and they have always proved to be well worth while. This book is no exception. It uses contemporary material, necessarily black and white, to illustrate railway development in the 1800's. There are maps, rolling stock and scenery. The whole country map of 1873 folds out - and we are informed that in that year Queen Victoria wrote to Gladstone about delays (3 hrs London/Edinburgh). She suggested that a director be made to travel on every train and that luggage (?freight) be moved on separate lines. The list of calamities also included indicates that, as usual, she was right.

Railtour in Colour Ian Allen Ltd
ISBN 07110 0676 8

This is an assemblage of very good colour pictures which are a great pleasure just to look at especially those which cover a wide enough area to see buildings, signals etc. around the main subject. Steam on nearly every page but nine of the pictures show electrics and diesels and very handsome they are too. The coverage is wide - you can see Chaloner and the Flying Scotsman, Southern Electric and Caledonian, and the liveries are brilliant.



LNWR
O.S. Nock

Ian Allen
ISBN 0 7110 0909 4

This is a nicely produced volume which covers its theme with a short introductory text to each group of pictures, each of which has an informative text. The engines are immaculate, the staff pleased to be photographed, and the occasional incidental item is a pleasure to find. Whatever happened to pride in the job? You can't help learning something from this book but the effort is painless!

The LMS Wagon

David & Charles
0 7153 7357 9

There is no more suitable phrase for this volume than "a mine of information". There are pictures, tables, text and best of all dimensional diagrams which at 4mm/ft are ideal for most modellers. Do not, however, think this is for the expert. No member of the M & D could fail to be absorbed by the vehicles provided when the LMS was a common carrier. Now of course it all travels by road but that isn't our area of interest!

Sulzer Diesel Locos of BR
Brian West

David & Charles
0 7153 7514 8

I suppose it had to happen - but if D & C publish it I'm prepared to read it. The book is well produced (it would be wouldn't it!) and in spite of, or perhaps because of, its narrow subject it carries a mass of detail well organised and full of interest, though I have to take it in small doses. Bearing in mind the outcome of SULZERS efforts the subject has to be of great interest to any railway student. Tables, pictures, and dimensional diagrams abound. Possibly not for general browsing but very good if in depth studies are intended.

REMEMBER HAYLING?

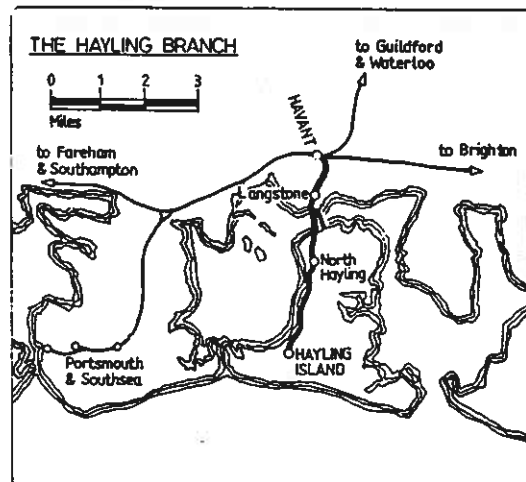
Many now closed branch lines are remembered affectionately for different reasons. One well loved line was the Hayling Island branch of the London, Brighton & South Coast Railway.

Affection for the line was for a number of reasons, but principally for the result of it being a line serving an island, itself an unusual occurrence. What made Hayling special was the timber bridge across Longston Creek linking the island to the mainland over which only the "Terrier" class 0-6-0T's were permitted. Thus one had the historic sight of loco's built from 1872 onwards still in service until the line closed in November 1963, 90 years of service on a line connecting at Havant with the Southern Electric. The service was no sinecure either, a frequent service was needed in the summer to serve the holiday camps and villas for the many who at that time travelled by train. So needed were those "Terriers" that as late as 1961 British Railways told the then infant "Blue bell line" that it could not sell it a second "Terrier" as they were all needed in service. A tremendous compliment to the design and workmanship of these locos.

The Hayling branch was 4 miles 52 chains long from Havant to a station named "Hayling Island" with intermediate stations at Longston and North Hayling. It was opened on 8th July 1867 as the Hayling Railway and leased to the LBSCR on 1st January

ROGER BOWEN recalls that much loved Southern branch.

1872. The track was always single without passing places. Nevertheless traffic in the summer remained heavy to the end. On summer Saturdays in the late 50's and early 60's 7,000



people travelled on one day on the branch. The maximum load for a "Terrier" on the branch was three carriages on a stopping train, or four on non-stop runs.

The line seemed always like an "Indian Summer". Whenever one travelled on it it seemed like a "Time Warp" which could never end. But, like all good things, end it did in November 1963. There was an attempt to reopen the line with light electric railcars, this went as far as buying a redundant Blackpool railcoach which sat on the track formation outside Havant for quite a time. A "Terrier" was preserved at a

FOUR DAYS IN YORKSHIRE

Mike Walker

In the event only four members formed the party visiting the North Yorkshire Moors Railway at the end of May and of these John Sears was picked up at York station, an hour late. "Oh, we thought you said the 13.08". Our Treasurer was not amused by this excuse. As Friday was clear and bright it was an unanimous decision to postpone our planned York museum visit and head straight for the NYMR, making first for Levisham.

The idyllic peace of this remote station was broken only briefly by the arrival of S15 841 with a northbound train which paused to pass Lambton Colliery 0-6-2T 5. We then drove as far as possible up the forest road into Newtondale and caught 5 returning north, clagging prolifically, a characteristic of this RSH product which earned it the title "Smokey Joe" from the party. Friday ended with a superb dinner aboard the "North Yorkshire Pullman" as we travelled from Grosmont to Pickering and back behind the Lambton tank.

A feature of the off peak timetable is diesel haulage of the first and last ordinary trains, so Saturday morning found us gathered at New Bridge near Pickering to await Warship D821 "Greyhound" which sports German V200 style markings on one end of its maroon livery. Once again steam duties were shared by 5 and 841 and we spent the day on the northern section beyond Goathland, breaking only for a pub lunch in the picturesque village of Beckhole. The steep gradient, hard working engines, beautiful scenery and sunshine combined to provide some classic photographs such as No.5 crossing the twin bridges at Thomasson Foss framed by trees, moors and the tumbling brook - there's one for next year's competition! We played cat and mouse with the delightful NER 0-6-0 2392 which spent the day running light on test between Grosmont and Goathland, it was impossible to predict when and in which direction it would appear next!

During a late afternoon visit to Grosmont, Peter Robins met an old friend who part owns D821. We agreed to frive him down to Pickering for lineside shots. For his part he arranged for the train to amble between locations and pass us strongly, provide 'clag' to order (On a diesel? Yes, switch on the pre-heater) and most importantly showed us how to reach Esk Valley. Thankfully D821's yellow end was leading on this occasion. The day concluded with a lineside chase of No.5 repeating Friday night's Pullman performance.

Sunday was scheduled for a half holiday service but the best of the weather appeared to be past. "Smokey Joe" was given the day off but 841 was joined by 44767 "George Stephenson", 80135 (first day after retubing) and 6619. Arriving at Goathland station we saw 44767 pause to detach the empty Pullmans it had brought from Grosmont before continuing light to Pickering whilst we moved to Darnholme. Here we were surprised by 6619 running light to Goathland to stable the Pullman and collect empty stock. Your writer and John Sears made much of the clean exhaust "due to the excellent efficiency of Swindon design" - famous last words.

Returning to Goathland we were to witness some extreme sadism on the part of the signalman who brought 80135 to a stand at the home signal just below the top of the 1 in 49 climb. One

THE NEW GWR

Our local paper reports that the GWR chairman has temporarily resigned for reasons which are very much sub judice. From one of the guards my travelling spies learnt that the tunnel extension was on schedule and I can see that the rebuilding of Monmouth station on the restored platform of the old Winchcombe station is progressing nicely - now up to window level. All the stones were numbered and presumably the new building will be as near as possible a reproduction of the old.

If ever the track is extended the other way from Toddington towards Broadway there will become available what would be the most spectacular restored railway trip available - over

Hayling pub for a long time before it was moved to the Isle of Wight Railway.

The road access to Hayling also featured a wooden bridge with a very severe weight limit until it was replaced with a modern structure in the mid 50's. Memories are strong of the prewar Dennis "Falcons" of Southdown, special lightweights that still had to disgorge their passengers before crossing.

Oh, the memories of Hayling are still strong even after 25 years. One day perhaps I may return, but it will never be the same as in those ever long summers of the early 60's.

can imagine the comments on the footplate, but with true professionalism the train was restarted without slipping, the driver wearing a self satisfied grin as they passed. Next came 6619 running south. Arrival was quite unremarkable but the departure produced the most volcanic stack eruption imaginable. What was on that fire can only be imagined, but it wasn't just coal. The whole station was engulfed in thick black smoke including Mike Norris who was filming on the footbridge. Amidst all this 44767 slipped out northwards unnoticed.

The steady 1 in 49 climb from Grosmont to Goathland through Esk Valley can be a nightmare for crews and a delight for observers when it rains, as it did on Sunday afternoon. After watching 841 get into real difficulty on the climb we positioned ourselves on the cattle bridge about 1/2 mile above Esk Valley village. In due course 6619 came into view pulling very strongly and soon it became obvious that there was a banker. Mike Norris concentrating on 6619 was unaware of this until to his surprise 80135's exhaust erupted between his feet. The Standard Tank later returned light for its own train which was assisted by 44767. The sight of bankers being used for real was stirring stuff indeed.

On the Monday we all agreed to stay with the NYMR and forgo York completely. It was drizzling again so we returned to Esk Valley. First 6619 came by unaided then in place of 80135 came old No.5, but for once she was comparatively restrained - just going along for the ride. However the valley was filling with a distinctive sound as Deltic 55009 "Alycidon" brought up the rear running flat out, albeit on one engine.

Later in the day descending the steep hill into Levisham we spotted the Deltic in the yard, smoking profusely. On arrival at the station there was a fire engine in the car park with hoses run out. It appears that south of Goathland a fire broke out in the exhaust system, which on-train extinguishers could not control. Fortunately damage was not too severe but it will be some time before it runs again. Ironically we found that No.5 had replaced 80135, which was found to have a leaky tube, so the Deltic was ordered to assist the 0-6-2T with its heavy 8 coach train over the entire route. After the fire D821 took over.

Depositing John to catch a Sprinter at Malton the rest of us set off for home down the M1 with memories of a weekend during which we saw locos from each of the big four, BR steam and diesel, industrial steam and high drama, what more could you want.

The only disappointment was the few who attended. Work commitments meant that Peter Greatorex had to pull out at the last moment, much to his chagrin, but the rest of the membership seemed to treat the trip with what is too common a reaction lately - total apathy. Hopefully some of you who have read this far will be kicking yourselves by now. The answer is to drag yourself out, be positive and take part in future trips. We can't guarantee bankers or self-destructing diesels but we can promise a good time - but only if you make the effort.

RON BROOKS reports from deepest Gloucestershire

the Stanway Viaduct (630 ft long). What would increase the anticipation is the knowledge that when it was being built four of the arches collapsed. Mind you this was because they took away the centering before the cement had hardened, and it all happened a long time ago, in 1903.

A new building programme by BOVIS included a large car park for the GWR adjacent to Winchcombe station but it is not yet in use. Make sure you come for a ride when it opens and don't forget to come and see the FRONT OF RONS HOUSE and partake of a cup of tea - but phone first! Tel. No. with Mike Walker.

I will include any further news with the next issue of the Marlow Donkey.

STEAM IN DEVON

Roger Bowen

Arguably Britain's most popular holiday area South Devon is full of tourist attractions.

This is a good description of the two privately owned railways in South Devon owned by the Dart Valley Railway plc. One I feel needs to stress that these two lines, the Dart Valley itself and the Torbay-Dartmouth Railway are the nearest thing to commercial private railways we have. Note please no longer the Torbay Steam Railway - they run diesels - were they worried about the Trades Description Act?

Is this fair to the two lines, after all there is a "Railway Association" and the plc has never paid a dividend to shareholders, so perhaps it is the "Tourist" image rather than the "Railway" image that shows.

What is offered? This summer in early July the Torbay-Dartmouth had a 2-8-0T named Goliath (always name a loco if it hasn't got one!) with a rake of fairly mediocre early BR Mk.1 coaches (do no other coaches exist?) running four times a day. On a Saturday a preserved class 25 deputised, as it did for an evening run. Guess what - this had a name too. I can't remember the name and I can't check from the Railways guide book because they forget to tell you that they use diesels.

Out to the Dart Valley itself. Buckfastleigh full of goodies like a museum, cafe, miniature railway, kiddies play area.

VIDEO VIEW

Mike Walker

LAST BREATH OF FIRE
SPV/Hopewell 30 mins VHS/Beta £19.95

The USRA 2-8-2's were in many ways an American 'Black 5', built to a standard design during World War I they went on to serve many railroads in a variety of operations from local freight to express passenger. One of the last survivors Grand Trunk Western 3740, is the star of this unusual and delightful production.

The mikado is followed as it runs a way freight across Michigan from Durrand to Detroit. Appropriately the season is autumn but superb sunny weather brings out the fall colour of the foliage. The train pauses regularly at rural stations to set out and pick up cars or to allow more important freights and passenger trains pass, all steam hauled.

The original camera work, on 16mm, cannot be faulted. There are plenty of long lingering runbys, both up close and at a distance, mixed with studies of coupling and uncoupling, and the crew going about their daily chores. The viewer actually

A BICENTENNIAL DOWN UNDER

Rob Young

In February-March 1988 I visited Sydney, New South Wales. With 24,500 miles of track, Australia is a vast country to visit, so this is just an account of N.S.W. in the Bicentennial year.

I had hoped to visit other cities during my stay but the nearest, Canberra, turned out to be a round trip of 350 miles much further than I thought and a bit beyond a days jaunt in the car with the wife and kids, in fact until you have tried to cross the Sydney Harbour Bridge in the rush hour don't complain about the M25, as all motorways seem to stop 10-15 miles away from central Sydney. This must be the reason for Sydney's commuter service doing so well with modern overhead electric stock most with double deck accommodation.

Australia's first passenger railways started in 1854 but there was a variety of gauges adopted by each State - NSW 4'8½", Victoria and South Australia 5'3", Queensland and Western Australia 3'6", while some States also used 3'6" for secondary lines. This led to inevitable confrontation and age-long inconvenience of interchange at the State boundaries. The railway from Sydney to Perth, which includes the World's longest straight stretch of track of 297 miles across the Nullarbor Plain, was not converted to STD gauge 4'8½" along its whole length until the end of 1969. In 1970 there was a steam special to commemorate the opening of the new coast to coast through gauge line, a Class 38 4-6-2 built in the 1940's with 2451b boiler pressure and hand-fired hauled train 2,460 miles to Perth and back to Sydney a total of 4,920 miles, not bad for a steam run.

When I arrived in Sydney some steam runs had already taken place on the line north to Newcastle 85 miles, using a Class 38 with streamlined boiler casing, No.3801 built in Australia in 1943. This line was known as the 'short north' and was one of the last stamping grounds of the Class 38's in 1969 with the Newcastle Flyers at speeds of 80 mph and over. While I

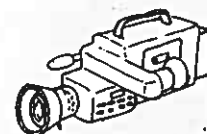
Trains now and again - three times a day in July - so make sure you have a timetable. No.4588 this time with another rake of Mk1's. They forgot to name this one! Dart Valley attractive scenery, especially if you remember to sit on the "river" side - particularly impressive is the run into Totnes BR station, a first for a private line.

There is no doubt that the Torbay line is scenically superb - the views of the coast and river are glorious.

I hope this article hasn't put you off. Its not meant to. Do visit both lines if you are in South Devon, they are both worth a visit. But remember they are a Tourist Attraction first and foremost, the "specialist" may be disappointed. The counter argument to this, or course, is that being commercial and realistic about trade they can attract they will survive commercially, what can be more important?

One last diversion. There is a miniature line called "Gorse Blossom Railway Park" just off the A38 between Ashburton and Exeter. Its owned by Geoffrey Kitchenside a former editor of "Modern Railways". On its 7½ gauge line its a superb model of Lynton & Barnstaple Railway track "Yes". Worth a visit just for this.

A few thoughts and attractions on a visit to South Devon.



gets to see whats going on on the footplate and down on the ground, even rail joints dipping under the load.

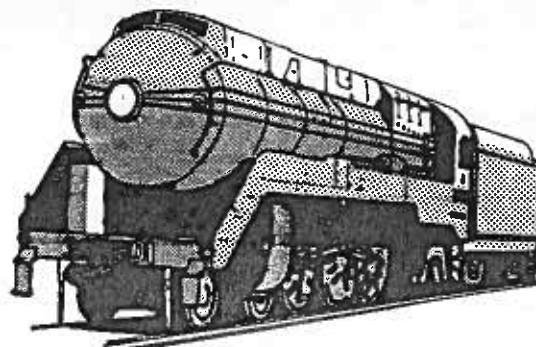
Mastering onto 1" NTSC Video was carried out using the latest Rank laser scanner and conversion to PAL was done to SPV's exacting specification, providing a superb picture quality. The original film was silent and only a modest degree of dubbing has been added. Most of the soundtrack consists of a country guitar and just the right amount of commentary. In this reviewer's opinion, this is preferable to the usual attempt to dub sound, which in the case of steam seldom works successfully.

This tape captures the last days of the steam hauled local freights to perfection, exuding atmosphere in a manner not seen in any previous programme. Tragically, 3740 met its end less than a year after the footage was shot, and the idyllic way of life of which it was a vital link has vanished as well except for the images on "Last Breath of Fire". A real gem not to be missed.

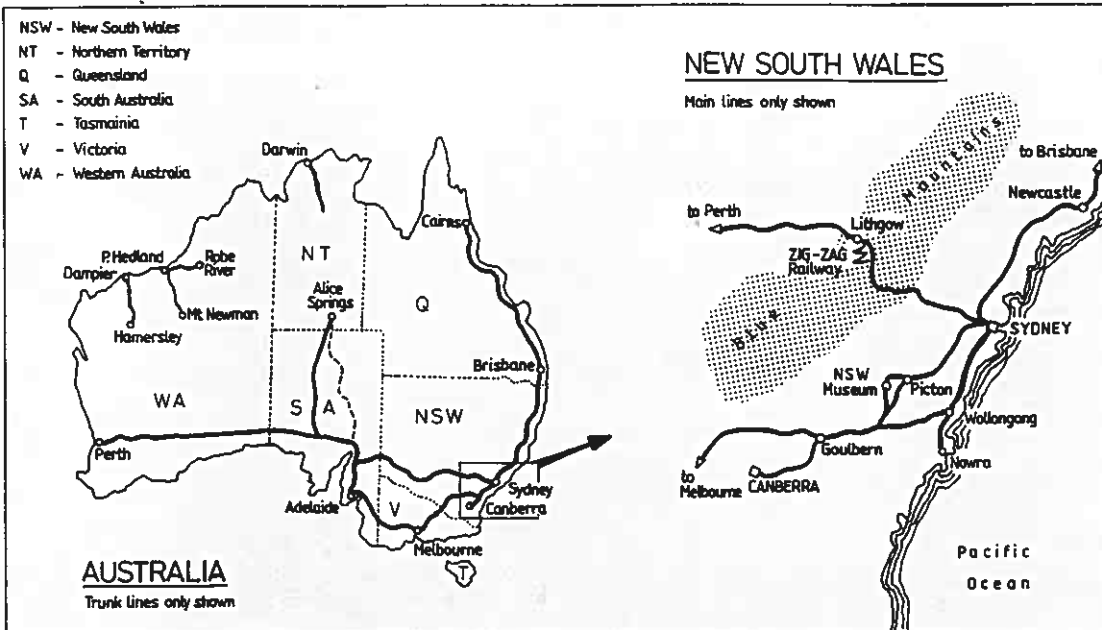


was there this line saw quite a few preserved engines working specials around Newcastle including a Beyer Peacock 4-6-4 tank and a 1951 Alco/MLW Diesel No.4001 the first mainline diesel in NSW which retired in 1971 and is kept in running order by the NSW transport museum.

In all of the States there are State funded museums that keep running examples of all the gauges plus larger static collections as well as many private lines. The NSW museum which I visited is situated at Thirlmere near Picton about 60 miles south west from Sydney, set in undulating sheep rearing country. The site houses 38 locos with about 8 in working order plus many coaches, wagons and a prison van. The size of



NEW SOUTH WALES GOVERNMENT RAILWAYS Class 38
Builder: NSWGR 1943-44 Type: 4-6-2 "Pacific" Driving wheel dia.: 5' 9"
Cylinders: (2) 21½" x 26" Boiler pressure: 245 p.s.i Tractive effort: 36200 lbs
Length (e+t): 76' 4½" W.D. Weight (e+t): 201 tons 4 cwt Gauge: 4' 8½"
Tender capacity: coal ¼ tons water 8100 gallons



locos varies from a small 0-4-0 tank, Manning Wardle of 1916, to a Class 57 4-8-2 of 228 tons and 56000 TE and even larger a Beyer Peacock Class AD60 Garratt 4-8-4 + 4-8-4 at 108 ft in length and 63000 TE. This was the last steam engine to enter service in NSW and survived in traffic until 1972. One surprising find at the forgotten end of a siding was a rusty large 0-6-4 tank with outside frames and cranks, this engine turned out to be originally from the Mersey Railway, England. It was built in 1886 and upon the electrification of that line was sold in 1903 along with three sisters to J & A Brown Colliery in Australia and after a long life shunting at various collieries and being named "The Major" (No5) was sold to the museum. I wonder how many more British relics lie undiscovered at ends of sidings miles from home.

Back in Sydney the Beyer Peacock 4-6-4 Tank was running a service over the weekend from Central Station down commuter branches to South of the City, the job that it was built for back in 1916. It reminded me of LNWR colours in being painted black with similar lining, even more so after a few Fosters!

Next weekend we visited the Great Zig Zag Railway near Lithgow, about 75 miles from Sydney. The mainline west from Sydney after climbing the Blue Mountains came to the steep western face which drops down into the Lithgow valley. The only cheap way down in 1866 was to zig zag down the escarpment. This bottleneck existed until bypassed in 1910 when the present mainline opened with 10 tunnels. Nature soon reclaimed the zig zags, two tunnels, three viaducts and man made ledges until a group of enthusiasts started clearing the site in 1968 to run a tourist railway. The track was relaid to 3'6" instead of the original 4'8½". Rolling stock and locos were obtained from Queensland and South Australian Railways and housed in a depot at the bottom of the incline. The sound of the train 'blasting' its way up the escarpment from the bottom points was not to be forgotten, and after a sprint up the track to photograph it crossing the first viaduct in a sticky temperature of 95°F I collapsed in a sweaty heap and

had to reach for yet another Fosters!

The last trip out from Sydney was to follow two steam excursions to Picton and the NSW Museum. After a late start due to excess Fosters the night before, a hire car with a flat tyre and a duff wheel brace and then the Sydney suburbs, we just got to Picton in time to photograph the second excursion pulled by the green Class 38.01. The first train now at the station was pulled by a Class 36 4-6-0 built in Sydney in the late 1920's. Both trains were well filled with passengers as it was Picton's Carnival Day and crowds of people were at the station to see the two excursions leave on the branch line to the museum. The first train was a spectacular sight being triple headed using the two excursion locos Class 38 and Class 36 plus a museum loco an 'S Class' giving 4-6-2 + 4-6-0 + 4-6-0 what a combination!

The reason for this super power is a very stiff climb out of Picton on what was the old mainline south to Canberra and Melbourne. Because of this gradient it was bypassed earlier this century in 1919 leaving 15 miles of loop line which was taken over by the NSW Museum as a running line when the local service finished in 1976. There were five locos in steam running a shuttle service from Picton up to the Museum site at the small town of Thirlmere about 5 miles distance with a further service on to Buxton on the old loop line of 4 miles. The two excursion trains left early evening to return to Sydney. The locos returning as light engines around midnight.

That ended steam in Australia for me but the following month, April, the Class 38 started a nationwide tour with the Bicentennial train visiting the State capitals and many smaller towns ending up in Melbourne by October for the 'Aus Steam 88' Festival. Flying Scotsman should leave us in August to visit this event and stay for 6-7 months working specials.

Australia certainly turned out to have more steam left than I would have thought and with far more going on than is covered in the Railway press. I hope there is still some steam 'Down Under' for them to celebrate their 150 years of railways.

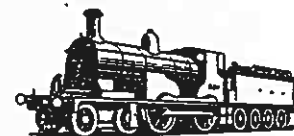
LOCO PROFILE

AUSTRALIAN POWER

Mike Walker

Owing to their location Australian railways have always been something of an enigma to British enthusiasts but present a fascinating combination of British and American practice. In steam days the Australian railways were firm followers of British methods, using high platforms, typical British semaphore signals and short four wheeled freight stock. Locomotives were imported from builders like North British, Vulcan Foundry, Robert Stephenson and Beyer Peacock, or built in Australia either by the railway's own workshops or local builders, A.E. Goodwin, Commonwealth Engineering and Clyde Engineering. All seemed to take on a typical British Empire style at least until the mid thirties when some American influence became apparent. The Beyer-Garratt articulated design was first used in Tasmania in 1909 and remained the only articulated type, being found also in Queensland and New South Wales.

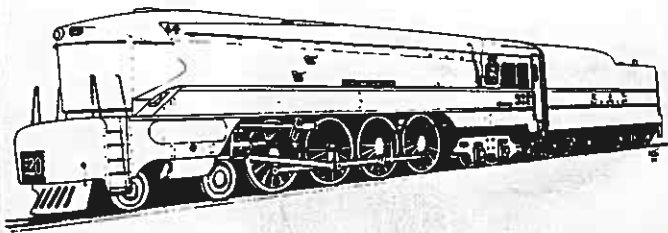
Australian steam power did not fit into the superpower category but there were some notable types. The NSW class 38 pacific was approximately the equal of a BR "Britannia" and in its streamlined form had a definite American look, as did the South Australian 520 class 4-8-4. Built by the SAR in



1944-48 and styled after the Pennsylvania Duplex engines, these machines represented the peak of Australian passenger steam, with 5'6" drivers, 20½" x 28" cylinders and 215 psi boilers giving 32,600 lbs tractive effort.

Surprisingly, steam power remained in revenue service until the mid-seventies but the first diesel locomotives were four GE 44 ton centre cabs imported by the US Army for its St. Mary's Munitions plant near Sydney in 1943, they were sold after the war to the NSWGR, two subsequently passing to Commonwealth Railways.

Britain had a hand in the initial dieselisation with Metro-Vick supplying 48 curious 1,200 hp 2-Do-2 locomotives to Western Australia in 1952/3. Their Crossley engines fared no better than was subsequently found in Ireland or BR's class 28. English Electric had more success supplying complete locomotives to Tasmania, 660 hp Bo-Bo hood units, and engines and transmissions for ten 1588 hp A1A-A1A's built by SAR. These mimicked the American ALCO PA in looks but inside were almost copies of the LMS prototypes. More recently 1790 hp Co-Co hood units have been supplied to Queensland.

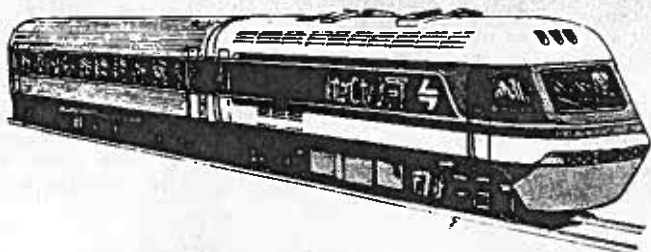


SOUTH AUSTRALIAN RAILWAYS Class 520

Builder: SAR 1944-48 Type: 4-8-4 "Northern" Driving wheel dia: 5' 6"
 Cylinders: (2) 20 1/2" x 28" Boiler pressure: 215 p.s.i. Tractive effort: 32,600 lbs
 Length (e-t): 87' 4 1/2" W.O. Weight (e-t): 200 tons 13 1/2 cwt Gauge: 5' 3"
 Tender capacity: coal 9 tons 10 cwt water 9,100 gallons

The big American builders identified Australia as a potential market and kicked off with ALCo supplying the country's first road diesels, 20 1,600 hp RSC models built in Canada by MLW, to New South Wales in 1951. Subsequently ALCo signed an agreement with Goodwin whereby locomotives would be built to ALCo and local designs in Australia using ALCo supplied engines and GE electrical equipment. Notable designs produced by Goodwin included an 1,800 hp Co-Co passenger design styled after the American PA supplied to New South Wales (100 class 44) and South Australia (37) between 1955 and 1968. A noteworthy feature was the typical squarish ALCo nose one end and a simple auxiliary cab at the other. The most numerous type built by Goodwin is the 80 ton Co-Co model DL531 of which 165 were supplied to NSW between 1959 and 1970 as class 48. These 900 hp units are of typical US road switchers but remarkably compact being just 42' long and 12' high. Goodwin's last own design was the DL500G, a 2,000 hp Co-Co of double-ended European box cab styling introduced in 1971 and supplied to NSW (40 class 44/2) and SAR(6). These were actually powered by MLW engines following ALCo's demise in 1969. Goodwin themselves were taken over by Commonwealth Engineering in 1973 who built a further 50 DL500G's for NSW (class 80) in 1978-83.

Like ALCo, General Motors signed a licencing agreement in Australia with Clyde Engineering. First products were eleven M11's for Commonwealth Railways (now Australian National) in 1951. These were ALA-ALA units almost identical with the contemporary EMD E8A but rated at 1,800 hp. Like all overseas GM's, the engines and transmissions came from EMD. Later similar units were supplied to NSW (class 42) Victoria (class S, both standard and broad gauge) and further examples to Commonwealth. The 1,500 hp CoCo M12 supplied to Victoria in 1952-54 was notable in having EMD's famous Bulldog nose at



STATE RAIL AUTHORITY - NEW SOUTH WALES InterCity XPT train

Builder: Comeng - BREL 1981-83 Type: Bo - Bo Model: XPT
 Engine: Paxman "Valenta" V12 - RP200L 4 stroke Rating: 2000 hp Gauge: 4' 8 1/2"
 Alternator: Brush Traction motors: (4) Brush TMH68-46
 Trailers: Builder: Comeng stainless steel bodies 79' 4 1/2" long.
 Type 1 - 72 seat coach Type 2 - 64 seat coach/guard Type 3 - 40 seat coach/buffet
 Formation: Power car + Type 1 + Type 1 + Type 3 + Type 1 + Type 2 + Power car ("2-5")

both ends and was made famous by Triang's model of the late '50's, right colour too - pity they got the number of wheels wrong!

Clyde remained faithful to the Bulldog nose for many years. NSW's class 42/1 had one bulldog and one box cab, very strange, whilst the Commonwealth AT26C was a peculiar combination of a Bulldog nose and EMD's '70's era cowl body. They were Australia's first 3,000 hp diesels when delivered in 1970. A double box cab like the DL500G, the J26C, was supplied to NSW (42/2) in 1969.

Clyde have built a variety of hood units for Victoria, Queensland and Western Australia, ranging from EMD designed G12's to the GT26C, a 3,000 hp Australian SD40, whilst Queensland's GT22C's represent the most powerful Australian 3'6" gauge units at 2,300 hp.

The Clyde JT26C-2SS a 3,000 hp box cab is the current Australian standard, being found in NSW (class 81), Victoria and on Australian National, both in South Australia and on the transcontinental. Equipped with Super Series control they are almost identical mechanically to a Yeoman 59.

British interests made a comeback in 1980 when Commonwealth (Comeg as its now known) supplied the InterCity XPT to NSW. This is based on BR's HST with modified power cars rated at 2,000 hp and geared for 100 mph each end of 5 trailers. Whilst the power cars are very similar to BR's, the trailers are stainless steel. The train wears a striking silver, red, orange and black livery.

Comeg spent the post steam years concentrating on stainless steel passenger stock, as licensee to Budd of America, including the luxury "Indian-Pacific" train. Some Budd RDC railcars were assembled for NSW as were emu's for suburban Sydney, Melbourne, Perth and Brisbane. The former pair 1,500V dc the others 25kV ac. Comeg are also suppliers of all Australia's current electric locomotive needs, 25kV Bo+Bo+Bo's for Queensland and 3,900 hp class 85 and 86, Co-Co's for NSW on 1,500V dc. The latter are replacing 2,450 hp Co-Co class 46's built by Metro-Vick in 1955 for Australia's first main-line electrification from Sydney over the Blue Mountains to Lithgow. Comeg's electrics employ Swedish ASEA traction technology.

Finally mention must be made of the iron-ore roads of Western Australia. Remote and isolated in the north-west of the state they are well known as home to "Pendennis Castle". There are actually three lines, Hammersley Iron, Mount Newman and Robe River, all using US domestic heavy freight units either imported or built in Australia. Initially the ALCo/MLW M636 was popular, but more recently the EMD SD50 and currently GE C36-7 are chosen. All are 3,600 hp Co-Co's.



STATE RAIL AUTHORITY - NEW SOUTH WALES Class 81

Builder: Clyde - GM 1982-85 Type: Co - Co Model: JT 26 CW - 2SS
 Engine: EMD V16-645E3C 2 stroke Rating: 3000 hp Gauge: 4' 8 1/2"
 Alternator: EMD AR 11 Traction motors: (6) EMD 077 "Super Series" control fitted
 Type: was prototype for Foster-Yeoman's class 59 EMD built JT 26 CW - 2SS's. Locomotive illustrated wears special red - orange - blue - white and silver Bicentennial livery.

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

President: The Hon. W. H. Mc Alpine

- | | | | |
|--------------------|----------------|--|---------------------------|
| Chairman: | Bas Woodward | 40 Heath Road, Holtspur, Beaconsfield, Bucks, HP9 1DG. | Tel.: High Wycombe 673476 |
| Vice-Chairman: | Michael Norris | 'Clare House', Freith Rd, Marlow Common, Marlow, SL7 2JQ | Tel.: Marlow 5227 |
| Hon. Secretary: | Martin Pink | 40 Lawfield Way, Hazlemere, High Wycombe, Bucks, | Tel.: Penn 6306 |
| Treasurer: | John Sears | 32 West Fryerne, Parkside Road, Reading, Berks, RG3 2BY. | Tel.: Reading 595476 |
| Programme Sec.: | Roger Bowen | 50 Winters Way, Holmer Green, High Wycombe, Bucks, HP15 6YB. | Tel.: High Wycombe 713887 |
| Publicity Officer: | Len Stroud | 68 Oak Tree Road, Marlow, Bucks, SL7 3ET. | Tel.: Marlow 3740 |
| Social Sec.: | Peter Robins | 95 Broom Hill, Cookham, Berks, SL9 6LL | Tel.: Bourne End 27870 |
| Editor: | Mike Walker | "Solgarth", Little Marlow, Marlow, Bucks, SL7 3RS. | Tel.: Marlow 3899 |