

Marlow & District
Railway Society

Please reply to:

THE MARLOW DONKEY - NO. 5

MARCH 1978

CHAIRMAN'S NOTES

January is a good time for reviewing the old year and looking forward to the coming months. This is precisely what we were able to do at our Annual General Meeting on 12th January. The retiring Chairman Les Spicer reported that in the first year of existence we had as a Society made considerable headway. Membership has steadily grown through the months. We had enjoyed a number of talks and film shows. We had visited such places as Swindon Works and Museum, the Romney Hythe and Dymchurch Railway, Cranmore, and travelled behind four steam locomotives representative of the "Big Four" between Chester and Newport.

The programme for 1978 has begun with Mike Hanscomb's talk on Railway signalling which was fully supported by films, tapes and equipment. The history of signalling was graphically described. I am sure we are all saddened by the disappearance of the traditional line-side boxes and semaphore signals. The first journey of the year was to York on 11th March. There was a great deal of gloom at the closure of the Clapham Museum but the siting of preserved Railwayana at York has provided a "live" museum one from which selected engines can from time to time emerge on preserved lines.

We hope that this year more members will offer their services as speakers at monthly meetings. Outside enthusiasts are most welcome but there must be plenty of talent already in our Society. The editor of the Society's newsletter Stan Verrinder is constantly appealing for articles. "The Marlow Donkey" the newsletter not the pub has become a very full and readable periodical. Write-ups of Society journeys are usually allocated to a "victim" who actually took part in the trip but there are so many other railway topics, even pure nostalgia, which make excellent reading and could so easily be written by members.

There was a very pleasant opportunity at the AGM to welcome our host and hostess Terry and Barbara to our gathering. Their kindness and hospitality have been much appreciated by all of us.

EDITOR'S JOTTINGS

"The Marlow Donkey" will in future be distributed to members at the March, June, September and December meetings. If a member lives near you and is not at the meeting please take one for him. The remainder will be sent by post or delivered by hand.

Please keep articles for inclusion to not more than a 1000 words which is about 2 pages of typed A4 paper. Should you want your article in a particular quarter's issue it must be in my hands by the end of the month preceding publication. If you have never written before for publication why not try a short piece, it need only be as little as 50 words.

THURSDAY NIGHT PROGRAMME FOR 1978, AT 20.00 HRS.

- 16th March Leighton Buzzard Narrow Gauge Railway - a talk by A.P. Tompkins who is the chairman of the LBNGRS and will show the Society's film "Steam Train to Stonehenge".
- 20th April "Day of Steam" a record of the 1973 centenary run of the Marlow Donkey and other railway films presented by the Bourne End Cine Club.
- 18th May London Transport Railways. Mike Halls will survey the modern day working of this system with some references to the past. The talk will be copiously illustrated with slides.
- 15th June Railways of Western Canada. Mike Walker will give his first hand knowledge of this subject based on a recent visit he made to the area.
- 20th July The proposed talk on Irish Railways has had to be postponed until October. An alternative for July is being arranged - details later.
- Aug Following the decision made at the AGM there will be an evening trip in August. This it is hoped will be to the Leighton Buzzard Narrow Gauge Railway in a preserved bus - details later.
- Sept A film show with the emphasis on narrow gauge.
- Oct Irish Railways - postponed from July.
- Nov Some members would find it difficult to talk on their favourite railway topic for an evening therefore it is proposed that 6 members share it and each have a quarter of an hour. One volunteer has already been found, Stan Verrinder who will talk about his experience at a GWR MPD. Don't be shy have a go there will be 5 others to support you.
- Dec Still under discussion.

EXCURSION PROGRAMME

By the time you receive this 19 members and friends will have paid their visit to York on 11th March 1978. A report will appear in the next issue.

The next event of the season is on Saturday 1st April 1978, and is a visit to Willesden Traction Maintenance Depot. Departure from Marlow at 09.30 hrs cost 35p plus transport. We are limited to a party of 20, so first come first served. Names to Secretary as soon as possible please. This is a "must" for anyone interested in modern BR ac electrics.

Two interesting excursions are being operated from Reading. Saturday 29th April 1978, to Vale of Rheidol Railway - cost approx £5, Saturday 6th May 1978, to North York Moors Railway - no fares yet. It is hoped to get a party together for these. If anyone is interested please contact the Secretary.

Provisional arrangements are being made for further excursions. We hope to visit by preserved bus the Brockham Museum near Dorking and the Bluebell Railway fixed provisionally for Sunday 16th July 1978. Further details will be available later. Other possible venues are the Kent and East Sussex Railway and the Mid Hants Railway.

PREVIOUS MEETINGS

The appropriate theme for the Christmas Film Show was the carriage of the mail by railway. Other lesser forms of transportation were also involved. The highlight of the films was "Night Mail" which is a classic of the documentary cinema and despite the fact it was made in 1936 overshadowed the other later films which were shown. To round of the evening we were lucky to have the co-producer of "Night Mail" Harry Watt, who vividly and entertainly described its making.

On 12th January 1978, there was the Annual General Meeting and the report on this accompanies this issue. Thanks are due to Steve Medway's wife Deidre for translating the Secretary's rough notes on the AGM into a presentable form.

Mike Hanscomb and his band of helpers tried to dispel the air of mystery which surrounds railway signalling when they entertained us on 16th February 1978. As well as dealing with the history and development of signalling Mike also presented a static display and a working display. At least your editor learned one thing the bell code for a Royal train is 4.44 but he never had the opportunity of asking whether or not it was true that all developments in signalling were brought about by railway accidents.

NEWS OF MEMBERS

We are losing our only lady unmarried member Jenny Young who is getting married on 15th July 1978, to another member of the Society Andy McMillan. Our congratulations to you both and may all your signals be green.

The faithful devotion of a lot of members to the GWR knows no bounds. Ted Gregory is repainting his mobile home this year and what colours could he use but chocolate and cream and as he lives in Cookham he is renaming it what else but "Cookham Manor". As a finishing touch the GWR coat of arms is going on the front door.

MEMBERSHIP

The current number of members is 37 and come from the counties of Bucks, Berks, Herts, and Oxon. We now have two sets of brothers R. and R.H. Summers and C.B. and M.B. Hanscomb.

Last year a list of members was published in the Marlow Donkey and should there be any demand for it a current list could be published. Please let your Editor know.

There are 7 members who have not so far paid their subscription for 1978. For those members a renewal notice is enclosed with this newsletter and if they do not intend renewing perhaps they would let the Treasurer know.

The Society warmly welcomes the following new members since the last issue of "The Marlow Donkey" in December, 1977.

N. Cornish	18 Salisbury Road, High Wycombe, Bucks. Tel: High Wycombe 31374
D.G. Cotterill	67 Broomhill, Cookham, Berks.
S.T. Medway	16 Lower Road, Stokenchurch, Bucks.
R.K. Nicholls	5 Willowmead Square, Marlow, Bucks. Tel: Marlow 6304
C.B. Hanscomb	65 Bois Lane, Amersham, Bucks, HP6 6BZ. Tel: Amersham 7297.

REGISTER OF MEMBERS INTERESTS

You will note from the AGM report that Andy McMillan was to prepare a register from the records held by the Society. However, he found that these were too sparse and he has prepared a proforma which accompanies this issue and he would be grateful if members would complete this and return it either to himself or the Secretary. The results of the survey will be published. The typing of the proforma was done by Jenny Young.

Andy was also to prepare an article on more active participation in railway matters but his engagement to Jenny took priority for the moment.

ANWERS TO THE DECEMBER 1977 RAILWAY CROSSWORD - devised by
Les Spicer

The winner was your Chairman Bas Woodward who as he had already paid his subscription decided not to claim the prize which had been generously donated by Les.

Across

- 1 Mobile Homes for nobility - Castles
- 6 Platforms sometimes were - Paved
- 8 Heavenly body visible in Swindon - Lode
- 9 Destination for many early travellers - Spa
- 11 French connection - Sncf
- 12 Full tenders need this - Trim
- 14 This plus a hill made history - Rain
- 15 A line to a railwayman - Road
- 17 Some say the Deity owned it - GWR
- 19 This line could be ancient and modern but not western - ER

Down

- 1 A MPD the Romans called Deva - Chester
- 2 These passed the post at speed - TPO
- 3 Most cleaners were - Lads
- 4 A late star which wasn't - Evening
- 5 An early "Garden" railway - SE
- 7 All top-link men were - Deft
- 8 A loco home in the west - Laira
- 10 Everybody needs to be good at this - PR
- 13 An enthusiast's day is always by steam - Made
- 16 Many were uplifted at this ford - Ox
- 18 Modern version of 17 across - WR

The editor apologises that 15 across was missing from the clues although Les did read it out at the December meeting.

THE LAY OF THE LAST LOCOS - by Percy Cudlipp

It was time for bed in the engine shed,
But the engines could not sleep.
They were kept awake by a nagging dread,
By a dread profoundly deep.
Few sounds betrayed their inward stress,
Though a whistle sometimes sighed,
Till all of a sudden a young express
In shrill hysteria cried:

"It's a rotten trick, and a dirty shame,
And a villainous crime!" cried he.
"They'd scrap us all in the sacred name
Of 'modern efficiency'.
The northern routes that I love best
Will be electrified,
While smokeless to the far south-west
The upstart diesels glide!"

All present shrieked: "We will resist -
By James Watt's kettle we swear!"
And Sir Brian Robertson was hissed
By every engine there.
"We'll show him that we mean to fight!
To surrender we refuse!
Steam locos. of the world, unite!
You have only your trains to lose!"

There was pandemonium in the shed
Till an engine old and meek
Cleared his whistle and slowly said,
"Please, gentlemen, May I speak?
I merely work in a marshalling yard,
Biffing the trucks about.
The hours are long and the task is hard,
But it can't be done without.

"Aan though my buffers often ache,
And my whistle's growing hoarse,
I'll biff those trucks for Britain's sake
With all my failing force.
And when I'm told my time is o'er
I'll not complain or chide -
The railway's progress counts for more
Than any engine's pride!"

My child, it moves me to relate
How they received that speech,
The locos., passengers and freight,
Endorsed it, all and each;
And every whistle in the place
Took up the selfless theme.
Ah, engines were a noble race
In the brave days of steam!

DON'T OPEN YOUR MOUTH TOO SOON - Contributed by Alan Wheeler

Oh what mad things we railway types get into to! When Society member Norman Aston-Smith died last September concern by a number of us who knew him was expressed about his railway collection. As a result yours truly contacted the solicitor handling the estate and has in fact ended up cataloguing it so as to be able to arrange its disposal.

But what did we find? I give below just some of the 400 plus books - listing still continues.

History of the GWR Vol 1 (2 parts) and Vol 2 - MacDermot 1927
Century of Progress - London to Birmingham - a souvenir guide
published by the LMS in 1938

British Steam Railways - 2 vols - Ahrons and Nock

Locomotives I have Known - a signed copy by J.N. Maskelyne

Abridged Illustrated list of Tank Engines - Peckett & Son Ltd. 1938

Railway Carriages 1839-1939 - Kichenside

Track Layout diagrams of the GWR

Original Bradshaw Guides for 1893, 1905, 1911 and May/June 1961 -
the last Bradshaw to be published under that name

GWR General Appendix to the Rule Book - 1936

GWR Rule Book 1933

LMS Rule Book 1933 (1939 Edition)

Register of closed Passenger and Goods Depots - 1830-1970 -
Clinker.

A mammoth work with many supplements.

Plus practically every book written by C.J. Allen O.S. Nock and Hamilton Ellis in hardback and many publications by the Stephenson Loco Society LCGB etc. A history of practically every major railway company is covered by at least two books.

As can be seen a great variety of books exist not to mention the folders (over 50) on individual lines compiled by Norman from all sources, tickets, labels etc. from about 1870 onwards and 30 odd goods invoices to Bourne End 1879-80 including 13th February 1880, for "Rails" to Mr. Wetherhed Great Marlow Railway, Bourne End Station.

The List is still being compiled and the ultimate home(s) is as yet undecided though the Great Western Society may well purchase the lot including the 14xx cabside plates.

AN EVENING OF SIGNALLING ENTERTAINMENT - Contributed by Mike Hanscomb

The evening of 16th February, 1978 in the dining room (converted temporarily into a signal box!) of the Marlow Donkey will be remembered for a long time to come by members, visitors and presenters alike though for probably differing reasons. Here is how it all began.

I first had to decide which of the many topics to cover in the vast subject of railway signalling and decided to stick to the mechanical side.

As I was keen to have instruments on display which we had not exhibited before a search party was despatched to go scavenging in the loft at "Farran" and various rare beauties were captured. During the following weeks the entire Hanscomb clan was "volunteered" into dismantling cleaning oiling testing and reassembling these priceless relics from the lofty frozen wastes. Also there were other instruments available which did not need such labourious renovation.

As the fateful February drew closer I set about arranging a set of slides to describe mechanical signalling. The bedroom floor was carpeted with hundreds of little plastic squares in mosaic pattern for days. Finally the choice was made with 80 slides from earliest policemen and crossbars to modern 3 position BR block instruments and upper quadrant signals with a few lower. Also found were several references about signalling notably "Block Signalling" by James Pigg 1896, "Stokers and Pokers" 1849, GWR 1842 Rule Book, and Adrian Vaughan's book "GW Signalling" (OPC).

Next to consider was the Block Signalling demonstration. I wanted to use a different and slightly extended sequence to that we had used in the past because I knew members would appreciate a variety of locomotive sounds from different companies and not just the usual GW stuff! I worked out the timings, recorded the sounds in the correct places and invited Dave Simcox, Steve Growcott and Robin Wickendon round to the "Signal Box" (the back room at "Farran") to try out the Demo. It started OK but soon degenerated into pandemonium with the sound effects and several bell codes which had to be sent at about the same time all combining to present a cacophony fit to wake the neighbours in a 5 mile radius. It was a disaster! So back to the drawing board. But by now there was only a week to go. Panic as usual!

I spent a couple of days on the train to and from work (Bourne End-Reading) retiming the bell codes and on the afternoon of the meeting we ran through it again. Bingo it worked! Incidentally one of the sound effects I recorded was a HST doing about 120 mph which was exactly one week before the meeting at the London end of Maidenhead Station.

Anyway back to the afternoon of the 16th. Instruments were disconnected and loaded into the two cars - rumours of a 3 ton lorry were unfounded! - along with dozens of bits and pieces including diagrams, cables, projector slides, books, notes, soldering iron, spare lamp fuses, masking tape, etc. etc.

My brother Chris was to have been available to assist on the evening but unfortunately the flu struck unexpectedly. However, Dave and I left at 5.15 pm but with no sign of Robin. Arriving on the doorstep of the Marlow Donkey at 6 sharp (a most suitable time) were greeted by the publican Terry Cole with "Hell! You lot don't hang about". Steve rolled up off the London Train at about the same time and the parental ancestors Peter and Anthea - I shall never be forgiven - soon afterwards with Robin. The team was up to strength. This was needed because before unloading all the gear the dining room had to be transformed.

Originally the commencement was to be 7.30 but finally started at about 8.00. By 8.30 I was trying to rewrite my talk at the same time as giving it. We bashed on with the interval looming up rapidly. At last the Bar! Time for a break except the presenters. Being gluttons for punishment we manned each of the exhibits during the interval and most of the assembled gathering took advantage of this after procuring the inevitable pint of course.

Part 2 dawned on me with the realisation that we still had the slides describing Block Instruments to show before the Demo itself. I rattled through the slides and went straight into the Demo. The first train through was supposed to be untimed so that we could stop anywhere to be sure the audience could follow each move but with time against us we ran the 15 minutes Demo non stop. Robin and Dave were round the back simulating "Aybury" and "Ceaford" and Steve was in front at "Beaton" signal box thus the abbreviations A B and C of course. We had not had the chance to rehearse with these people in these positions as Chris was to have been involved so it was all a bit nerve-wracking.

The sequence was started when Dave said "Now" so that he and Robin started their stop watches and the tape recorder all at the same time. Steve was aware of this out front (as indeed so was the audience I hope) when he was offered an Express Passenger Train (4 beats on bell) from Aybury (Robin). As the sequence progressed towards the busy middle bit both Steve and I misheard an approaching train and thought it was C to A. It was actually A to C. The instruments happened to be showing identical indications at this stage and Steve unwittingly sent "train entering section" (2 beats) to A and "train out of section" (2-1) to C. This caused instant confusion not only to the audience I promise you and it was several seconds before everything was squared up. Even with stereo recordings it was misleading because I had not set the volume levels carefully enough on the rather sensitive controls of the portable tape recorder hence the confusion. Lesson: remember which way the trains go!

Towards the end of the sequence members of the audience may recall a Special Passenger train (4-4-4) being offered from A. This turned out to be the HST of course and had the effect I expected. Until then I am sure most members had been listening more to the sounds of passing steam trains than the bells and instruments. I think they were all back in the nostalgic train spotting days of the steam age only to be rudely awakened by a 120 mph "whoosh" from the direction of Aybury (the dining room windows) and the equally rapidly receding towards Ceaford (the emergency exit).

After all was over several members kindly stayed behind to help cart everything back into the cars. Finally my thanks to those mentioned above who assisted me so ably but particularly to members and visitors who attended on such a bitterly cold evening to show that our efforts were appreciated.

The following items consisting of instruments, books and diagrams formed a display during the interval and from the door clockwise they were:-

- Tyer 3-wire 3-position pegging and non-pegging Block Instruments Ex GCR with Robin Wickendon demonstrating;
- Spagnoletti 3-wire-3-position pegger/non-pegger combined Ex GWR with Robin;
- Tyer 1-wire 10-position "clockwork" train describers Ex-GWR with Peter Hanscomb demonstrating;
- Synopsis of Railway Events - a Science Museum publication;
- GWR Block Bell (Not working);
- Pictorial description of signals (locating and naming of);
- GWR Signalling by Adrian Vaughn (OPC);
- Southern Signals by George Pryer(OPC);
- LMS Signals by L.G. Warburton (OPC);
- GWR Rule Book 1904 (David and Charles reprint);
- The Harrow Railway Disaster by L.F.E. Coombs (David & Charles);
- The Runaway Train - Armagh 1889 by J.R.L. Currie (David and Charles);
- British Railway Signalling by Kichenside and Williams (Ian Allen); (1)
- Red for Danger L.T.C. Rolt (David and Charles); (1)
- Crossbar from Henlow Camp Crossbar signal (on loan from Quainton RS);
- 2 x Ex BR(LMR) integral block instruments i.e. pegger and non-pegger and bell in each with Dave Simcox and Steve Growcott demonstrating; (2)
- 2 x Sykes Lock and Block instruments demonstrating by author;

Reading Main Line West Signal Box Diagram (Signalling Record Society);

GW Signal Profiles for modellers;

Standard GW ATC description (diagrammatic);

Cable-operated experimental ATC - 1948 (diagrammatic)

Footnote (1) Recommended reading
(2) Used in main demonstration

Several people who attended have suggested that Part 2 which described the Development of Block Signalling was of sufficient interest (and entertaining!) to justify allocating a full evening to that alone. They pointed out there would be more time for meaningful discussion and even more audience participation and there should be fewer slides with more time for questions for each if necessary. What do you think? Write to the Editor and tell him. I don't mind what you say about the meeting but preferably please be constructive and certainly not libellous!

(ED. If you think such a meeting should be held then with the already committed Society programme the earliest would be at the end of the year).

RAILWAYS OF SICILY - Contributed by R.D. Bowen

Sicily is the largest of the Mediterranean islands. It has an area of 9925 sq. miles, is predominantly mountainous, two thirds of its area is over 900 ft. above sea level. The island lies off Calabria the "toe" of Italy and is separated from the Italian mainland by the Straits of Messina, 2 miles wide at their narrowest part. It is an agricultural island, predominantly wheat growing inland with vineyards, olive groves and orchards in the river valleys and along the coastal plains. Over the centuries the island came under the control of various countries but in 1860 it was liberated by Garibaldi in the name of an united Italy.

The railway system in Sicily is quite extensive, mainly standard gauge with some narrow gauge. The first line was built in 1863. All the standard gauge is operated by the Ferrovie dello Stato (FS (Italian) State Railways). The lines between Messina (the port for the mainland) and Palermo (the capital) also between Messina and Syracuse via Catania are electrified at 3000 dc. The remainder of the lines are diesel operated although a few steam locomotives are kept in reserve. Messina is connected with the mainland at Villa San Giovanni and Reggio Calabria by frequent train ferries and numerous through services operate between places as far away as Milan and Turin to island destinations of Palermo Catania and Syracuse.

Unlike other parts of Europe the railways in Sicily are still developing. No branch lines have been closed and in fact some are of recent construction. For example a branch line from Alcantara near the resort of Taormina on the east coast of the island to Randazzo was opened as late as 1959. Almost all lines are single track but doubling of the line between Messina and Catania is under way. Needless to say the railways in Sicily are southern Italy as a whole are heavily subsidised. Southern Italy is still the poorest part of the EEC and substantial Community aid is being pumped into the area.

The main motive power of the main lines are the E636 class electric articulated (Bo-Bo-Bo wheel arrangement) locomotives built between 1940 and 1962. Quite a number of goods trains are hauled by the old E626 locos of the same wheel arrangement built between 1929 and 1939. Local main line trains are made up of 1950s built electric multiple units whilst the luxury 1st class only "Peloritano" operating between Syracuse and Rome is made up of ALe601 class electric multiple units built by Officine di Casarita of Bologna in 1961. Local branch line passenger trains are the preserve of the ALn668 class diesel electric railcars built by Fiat in 1965-66. A few steam locomotives still operate being of the 740 class 2-8-0 built between 1911 and 1923 and their tank counterpart the 940 class 2-8-2T built between 1921 and 1924, these are now the two most numerous steam classes in Italy.

In the past Sicily had a number of narrow gauge lines but some of these are now closed. Probably the most important of those still open is the Circumetnea Railway. This is 950 mm gauge line, 70 miles long which runs around 3 sides of the volcano Mt Etna from Catania to Riposto. This most attractive line was opened in 1895. The Catania terminus is at the port with the first station out at the main FS station. The line passes through a few streets to reach Catania Borgo the main works and depot. From here the line leaves Catania through a number of small towns, Paterno, Adrano and Bronte to its summit of Maletto 3025 ft. above sea level. From here the line falls through Randazzo, Lingunglossa, Piedmonte to Giarre where the station is adjacent to the FS station on the Catania-Taormina-Messina main line. From here the line runs onto its terminus one mile away at Riposto.

There are now no goods services but passenger services are still well patronised. A number of trains run the full distance taking 3 hours for the journey. Other trains short-work from either end terminating at Randazzo. Additionally there is a frequent shuttle service between Catania Porto and Catania Borgo. Most services are operated with diesel electric railcars built by Techomasio Italino Brown Boveri built from 1961 onwards although older Fiats can be seen on some short workings. Steam locos are in the past except that one could be seen rusting away at Riposto in January 1978. This is a 0-6-0T built by Soc de la Meuse in 1909.

Although the railway scene is not so spectacular as some other areas a visit is very much recommended especially for those interested in narrow gauge. The main tourist area Taormina-Giardini-Naxos is served by the main Catania-Messina line therefore travel by rail is easy for those based there. The Circumetnea Railway is easily reached from this area as well. Rail fares are very cheap by British standards the 70 miles around Etna costs 60p.

For those interested in further information on Sicilian Railways the following are worth reading:

Mediterranean Island Railways - P.M. Kalla-Bishop - D&C	1970
Italian Railways - P.M. Kalla-Bishop - David&Charles	1971
Narrow Gauge Railways of Europe - P. Allen and P.B. Whitehouse - Ian Allen	1959
Round the World on the Narrow Gauge - as previous	1963
Bygone Light Railways of Europe - O.W. Laursen - Oakwood Press	1973
Italy - Michelin Green Guide - Dickens Press	1966

FIRST ANNUAL GENERAL MEETING - MARLOW & DISTRICT RAILWAY SOCIETY
HELD ON 12TH JANUARY, 1978 AT 20.00 HOURS AT THE MARLOW DONKEY

25 members attended the meeting

Apologies for absence were received
from Jerry Wilson
Mike Halls

1. Chairman's Report

In his report Les Spicer summarised the history of the club from its early days. Seven members of the WEA Class in Marlow first met in January 1977 in the Marlow Donkey. The club now has forty members whereas sixteen attended the first meeting. The club is now going from strength to strength and has now held eleven meetings. Visits to a number of places took place in 1977, namely:-

Romney, Hythe & Dymchurch Railway
Swindon Works
Cranmore
Midland Jubilee Steam Trip

Four news letters were published and thanks were due to Roy Mee and his secretary for these. Publicity in local press and railway press was good. Thanks were due for work carried out by colleagues on Committee, particularly Secretary - Roger Bowen, Treasurer and Editor - Stan Verrinder and Ideas man - Mike Norfis.

Les Spicer hoped that 1978 will be even better than 1977. He pointed out that the club may have a problem with accommodation if it grew much more but said that the Marlow Donkey was liked because of its railway associations and its beer. He thanked everyone for their support and expressed good wishes for the future.

2. Treasurer's Report

Stan Verrinder thanked Les Spicer as Chairman. He informed those present that the club had £80 in hand and it was proposed to not increase either annual subscriptions or meetings fees. The Income and Expenditure account is attached.

3. Secretary's Report

An outline of events for 1978 was given by Roger Bowen. It was put to the meeting whether there should be an August meeting and this was carried by a large majority. Suggested a trip out particularly to Leighton Buzzard Narrow Gauge Railway who do evening trips. Discussion was held on proposed trips, also those organised by other organisations. Suggested venues were:-

Brockham
Kent & East Sussex Railway
Acton Works
Watercress Line

4. Items for General Discussion

Two ideas were put forward by Andy McMillan

- (a) To collate a list of members railway interests. Agreed that he does this from information held in our records.
- (b) Club is passive at moment, i.e. talks, discussions. He suggested attendance at railway gatherings, other activities, e.g. tapes of old railway men or postcards of railway interest. Mike Hanscomb referred to signals record society. Mike Nortis thought it all a good idea. Trips were good for discussion with other enthusiasts. Les Spicer asked Andy McMillan to submit a definite proposal and a contribution to the next news letter.

5. Election of Committee Members

Existing: Les Spicer (Chairman)
 Roger Bowen (Secretary)
 Stan Verrinder (Treasurer)
 Bob Hatfield
 Roy Mee
 Mike Nortis
 Bas Woodward

Standing down: Bob Hatfield
 Roy Mee
 Les Spicer

Bob Hatfield does not wish to restand.

Roy Mee and Les Spicer offer themselves for re-election.

No other nominations, therefore Roy Mee and Les Spicer were re-elected. Les Spicer then stood down as Chairman and Bas Woodward was nominated as new Chairman. Thanks were due to Ted Gregory for the two plaques painted for the Association. He was then co-opted on to the Committee.

Result of Chairman's crossword was announced - Bas Woodward was the winner.

Bas Woodward as the new Chairman was to present the landlord of the Marlow Donkey, Terry Cole, with an inscribed photograph of 1450 of the Marlow Donkey at Buckfastleigh.

The formal meeting closed at 21.30 hours followed, after the interval, by members slides.

MARLOW AND DISTRICT RAILWAY SOCIETY

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDING 31 DECEMBER 1977

<u>Income</u>	£	<u>Expenditure</u>	£
Annual Subscriptions for 1977 - 29	58.00	Hire of Room - 10 meetings	20.00
Annual Subscriptions for 1978 - 22	44.00	Hire of Films	21.60
Meeting Subscriptions - 212	53.00	Postage	8.15
Bank Interest	1.18	Printing of Newsletter	2.00
		Wreath	5.00
		Membership of Transport Trust	5.00
		Stationery	13.27
		Envelopes	1.40
		Cash at Bank	79.76
	<u>£156.18</u>		<u>£156.18</u>

L. J. Smith

Hon Treasurer