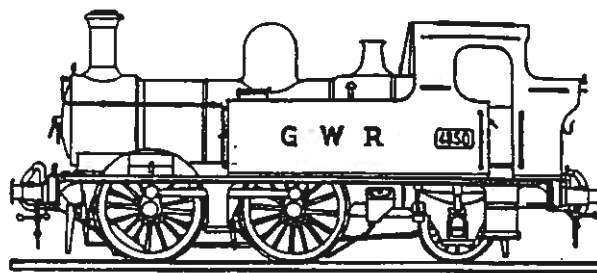


THE MARLOW DONKEY



No 50

JUNE 1989

Newsletter of the MARLOW & DISTRICT RAILWAY SOCIETY

CHAIRMAN'S NOTES

"If only I had..." How many sentences start thus as enthusiasts swap stories. Today, of course, is tomorrow's history, that which we accept as commonplace today may very well meet the scrapper's torch or wrecker's ball tomorrow.

I see the role of a Society such as ours as threefold. First, obviously, to entertain. Secondly to educate, broadening the interests and understanding of members through our meetings, visits and newsletter, and thirdly to record. We owe it to future enthusiasts to record the development of our local scene today. Take a browse through any of the myriad of railway publications available and ask where this vast reservoir of facts has come from. The answer is simple. Enthusiasts of earlier times took the trouble to document changes as they occurred, the resulting data base is vital for research today.

Many of you claim to have no interest in the current scene. This is understandable, as in our lifetimes we have seen more changes in railways than in any other period. The replacement of a charismatic form of traction with boxes on wheels, nationalisation, rationalisation, modernisation (twice!), sectorisation and now we have internationalisation and even the possibility of privatisation. Much of what we held dear has been swept away.

Major changes are starting to affect this area, as part of which small changes are happening daily, most too insignificant to find space in the 'national railway press' but worthy of record in our "Railway Roundabout" column. This however needs YOUR help. Be aware of what is normal locally. Then whenever you pass near the local railways, stop a few moments see what's going on and report the abnormal. A long written report is not needed, just a quick phone call to me with the details. Remember, whilst it may not interest you, your report could just provide that vital clue a future researcher is looking for.

TIMETABLE

FORTHCOMING MEETINGS & EXCURSIONS

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

Thurs. 20th July CHILTERN LINE MODERNISATION Peter Leppard

Marylebone's Area Manager explains the details of the new signalling, track layouts, station refurbishment and Networker Turbo trains BR are introducing to the former GW/GC and GC/Met Joint lines.

Thurs. 21st Sept. THE TRANSPORT TRUST David Morgan

The Transport Trust does much to encourage preservation projects but generally goes unsung. Tonight's illustrated talk redresses the balance.

Thurs. 19th Oct. LMS MOTIVE POWER DEPOTS Dick Tildesley

Mr. Tildesley spent much of his career caring for the motive power of the LMS and tonight reflects on his experiences, one of those popular reminiscence evenings.

Thurs. 16th Nov. COLLECTING SMALL RELICS Laurence Waters

As curator of the GWS small relics museum our speaker is an expert in this field. We invite you to bring along items for valuation.

By the time this appears in print we will have completed our visits to Fawley and most of us will have been to the local panel boxes. Both were very well supported - almost embarrassingly so. We shall now seek to arrange further visits behind the scenes on BR. Unfortunately at the time of writing, ticket sales for next months RHDR trip are poor, which is a great pity. Do not be fooled, the RHDR is no toy. Scaled up the line would be some 45 miles long and the trains move at scale speeds of 75mph! I implore you all to make the effort to come along for a great day out. Looking ahead, the committee would welcome suggestions as to the venue of next year's trip. So let's hear from you.

I cannot claim to be a great supporter of Quainton, it reminds me of an outpost of the Bai Woodham's Organisation. However I made the pilgrimage to the court of King Edward I on Mayday. The paradox of Quainton is that amid the lines of scrap and general chaos, some superb quality restoration work does emerge. One thinks of Met. 1 and the GW panniers, 7715 and in particular 9466. Thankfully, 6024, although not quite complete cosmetically as yet, is maintaining this tradition. It's been sixteen years, during which many of us wondered if it would ever be finished, but the wait has been worth it. The locomotive will spend the rest of the summer running in at Quainton before moving by way of Swindon for weighing, to Tysley in October to be prepared for its return to the main line in 1990. With King George V out of action for the foreseeable future it will be good to have a regal GW presence on the main line again.

In the meantime I hope the sun shines on all your railway activities this summer.

Mike



EXCURSIONS

Bookings for the following trips can be made to Peter Robins Tel. BE 27870, Tony Caton Tel. Marlow 73723 or any member of the committee.

Sun. 9th July VISIT TO RHDR

There are still plenty of seats on our annual family excursion. Fares, adults £11.00, children £8.50. PLEASE REMEMBER THE REVISED DATE: SUNDAY 9th JULY.

Thurs. 17th Aug. EVENING VISIT TO PENDON

By car leaving Marlow at 7.15 or meet at Pendon at 8.00. Cost £2.00 per person. See Society News for further details.

Mon. 28th Aug. PEAKS EXPRESS

A party of members are joining this special train to Derby an Matlock, formed of the Pullman set hauled by "Sir Nigel Gresley". There will be a chance to visit Crich Tramway Museum but be aware this involves a walk of about 1/2 mile uphill. Far £38.00. If you wish to join contact Mike Walker, Tel. Marlow 3899 as urgently as possible.

SOCIETY NEWS

NEW MEMBERS

We are pleased to be able to welcome a further trio of new members to the Society, Peter Bond of Turville, Peter Casey of Windsor and Dave Little of Henley. We welcome you all and trust you will enjoy our activities.

PREVIOUS MEETINGS

Gerald Robinson brought a superb collection of Local and Southern steam slides along to our March meeting which attracted a strong turnout. Our apologies for sound problems, we did not realise Gerald had such a soft voice. Hopefully we shall see more of his collection in future - with the help of an amplifier!

George Herman's travels through Switzerland in April was well enjoyed. Many members discovering it is possible to have an interesting evening looking at an overseas railway totally devoid of steam.

In April, George Barlow reviewed the McAlpine era on the RHDR as a curtain raiser to our July visit and left everyone in no doubt that this is no "toy railway". George had 35 years service driving daily and at 73 still actively promotes the RHDR around the country. His enthusiasm was an inspiration.

PANEL VISITS

As you will recall we provisionally set up two visits to Slough in late June and 30 of you expressed a desire to attend. The early departure of Wally Richards from Slough meant we had to quickly reschedule the visits for two groups of 10 on a single evening in April. It was hoped to set up a second visit for the remainder when Wally's successor was settled in.

At this point Dave Abbott offered to help set up a visit to Willesden DC Panel where his son works. This was duly fixed up for Thursday 22nd June for two groups of six. Our special thanks to Dave for his help on this one.

FAWLEY & PENDON

It is good to be able to report that our initial allocation of 30 tickets for the open day on June 18th were snapped up as were a further 9, the absolute maximum Fawley could give us. Even so several members were disappointed - So the moral is clear - do not delay, book early as possible in future.

We are now taking bookings for Pendon. This will be an evening visit when we will have the place to ourselves giving a unique opportunity to study the modelling and relics at extremely close quarters and discuss techniques employed, something impossible during the usual weekend guided tours. For those who may have been to Pendon previously, do not overlook this opportunity - a great deal of progress has been made of late.

To reach Pendon we will be running a group of cars leaving the Legion at 7.15 or if more convenient you can meet us there at 8.00. Pendon is in Long Wittenham, a village off the Wallingford/Didcot road. Refreshments will be available and Pendon's well stocked shop will be open.

ANTIQUES RAILSHOW

Many members have various small railway items in their possession. If you are one of them and would like to know more about your relics and their value we invite you to bring them to our November meeting. Our speaker will be giving advice on collecting and we hope that half the evening will be conducted along the lines of TV's Antiques Roadshow.

WELSH WEEKEND

The sun shone brightly on the society's long weekend in North Wales. Seven members took part and no less than seven railways were visited in a thoroughly enjoyable four days. Hopefully we will have a full report in the next Donkey.

RAILWAY ROUNDABOUT

NOTES AND NEWS

MORE CROSSING INCIDENTS

The occupants of a Toyota car had a lucky escape on the Wharf Lane crossing on the 20th March when their car was hit by a Bourne End to Marlow train. There were no injuries reported and the train was undamaged.

In a repeat incident on 20th May the 09.56 Marlow to Maidenhead hit a car on the Brookmead crossing, between Bourne End station and Wharf Lane. Again nobody was hurt but the car was totally wrecked and the train, formed of 117 DMBS/DMS from L420 and a 121 DMBS, had its brake gear damaged. Services were halted until the 12.29 ex-Maidenhead, no replacement buses were arranged by BR.

1989-90 BRANCH TIMETABLE

This is now in effect and whilst it generally resembles last years there are a couple of changes worthy of note. A new early morning service has been provided leaving Marlow at 06.14 and Bourne End at 06.24 with an arrival at Paddington of 07.07. The main line connection is non-stop from Maidenhead. In the down direction last year's record Paddington to Marlow time of 49 minutes has been eased to 50 minutes with departure from Paddington put back by 5 minutes to 17.07. Off peak down connections at Maidenhead are improved for passengers from the branch to Reading etc.

The Sunday service on the branch operates again from 28 May to 10 September, but unless there is a dramatic increase in patronage, BR warn this will be the least year. The MMPA is conducting a major drive to promote the service which was introduced as an experiment in 1984.

THAMES LOGO DEBUT

Network SouthEast has unveiled its local logo for its 'Thames' services out of Paddington. So far it has appeared on the new local timetables and publicity, and on past experience can be expected to appear on trains in due course.



Thames

READING REOPENED

H.M. The Queen duly opened Readings new station on 4th April, although work was still going on three weeks later. The new station is extremely modern, attractive and spacious for the passenger, although John Sears reports some short comings behind the scenes. The concourse includes several small retail units. During her tour of inspection, Her Majesty looked in at teh Sock Shop (not much bigger than a cupboard) and is reported to have asked the chain's founder, Sophie Mirman, "is this a shop?"

PA AND CLOCKS

Public address equipment has been installed along the Marlow branch which if nothing else should reduce the number of times Ernie Dove is called upon to keep the passengers informed (usually early in the mornings!) Following close behind are Network Clocks, digital displays connected directly to the Atomic clock at Rugby and showing the correct time down to seconds.

CHILTERN TO TEST ASC

As part of the resignalling works, the Chiltern lines out of Marylebone and the new class 165 trains are to have the first installation of BR's new Automatic Speed Control system designed to replace AWS. This new system will indicate to the driver the maximum speed to operate and prevent overspeeding. Eventually it will spread to the whole of BR.

HEATHROW DELAY

The House of Lords have objected to the joint BR/BAA bill authorising the Heathrow branch, expressing displeasure at the idea of a bridge to carry the line over the M4. Instead they want the tunnel extended to north of the motorway.

WYCOMBE - HEATHROW LINK

We don't usually mention buses around here but a new Green Line service may be of use to members going abroad. Service 737 operates between High Wycombe and Heathrow via Beaconsfield. At present services are sparse but if demand picks up frequencies will be improved. Times can be obtained by phoning Amersham 724636.

50 CAUSES CHAOS

50.023 "Howe" caused chaos on the WR main line on 30th March when it failed with the 19.05 Paddington-Oxford at Southall. Our class 50 expert, Mark Hopwood, and your editor were on the following 19.07 to Reading (headed by non too healthy sounding 50.037 "Illustrious"). Mark described this as "a most unusual occurrence", his words! The 19.05 was eventually propelled to Slough by the Folkestone to Manchester through train. Amongst the trains delayed was the Royal Train which was due to pick up Princes Charles, William and Harry at Slough for a journey to Aberdeen.

CALLING SENIOR MEMBERS

Can we remind those members who qualify for a Senior Citizens Railcard, that they can be used for the purchase of one day Travel Cards (formerly Capital Cards) at a considerable discount. With the free use of buses and tubes this makes for a cheap day out in London. Further if you are resident in the Wycombe District Council area you can have a Senior Citizens Railcard instead of a bus pass.

CURIOUSER AND CURIOUSER

In 1989 brake vans are decidedly thin on the ground so the one standing in the remains of Acton yard during Easter week, repainted in the new three tone grey Railfreight livery, complete with Construction & Materials sub-sector logo, came as something of a surprise. Even more of a surprise was that the vehicle concerned was a genuine SR 25T bogie design! Unfortunately it was too far away to read the number but it looked superb.

NETWORKER TEST BED IN SERVICE

The SR's experimental class 457 units branded "Traction Developments for the 1990's" have been undergoing regular service trials on the Waterloo-Windsor service. They feature 3 phase AC traction motors fed from the DC conductor rails by GTO Thyristor inverters, technology intended for the forthcoming 'Networker' units.

WALLY MOVES ON

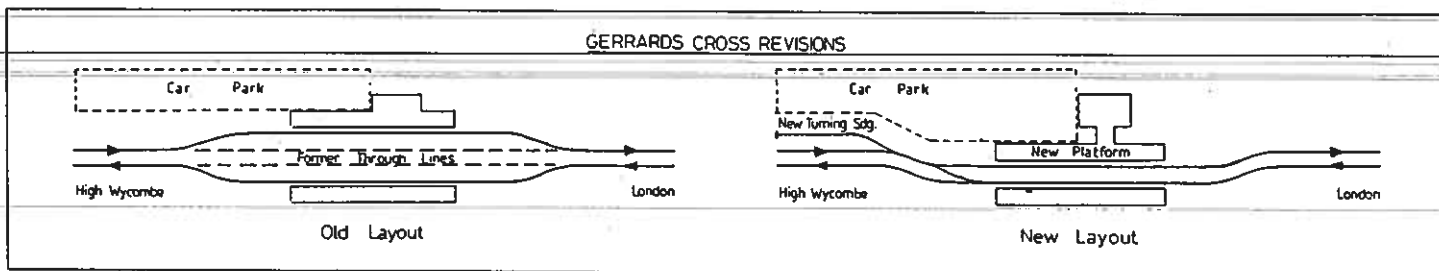
Wally Richards, Slough's popular Traffic Manager, has moved to a 2 year secondment with Hillingdon Enterprise Partnership from early May, hence our rescheduled Slough panel visit. Wally will continue to live locally and we hope to get him along for a talk, but he's booked solid until 1991!

OOOPS CORNER

John Sears spotted a nice one in a recent issue of the Guardian. Referring to Clapham, it reported that radios would not have prevented the collision because of "BR's strict rule requiring all trains to stop after passing a danger signal". So SPAD is now official is it? Think about it.

GERRARD'S CROSS MOVE

First tangible signs of the Chiltern Line modernisation has come at Gerrards Cross. As shown below the up platform road has been slewed to the former down through alignment and the up platform relocated accordingly to permit a larger car park. The new turn back siding will be installed later.



MAILBAG

Member's Letters

Dear Mr. Editor

Your claim that "investment is currently at a record high" in the March 'Donkey' is economical with the truth. BR's investment comes from its own funds and is NOT therefore comparable with the borrowings of other companies or with the "modernisation scheme" funds of the 50s. The main point for complaint is that the money used for investment is at the cost of day to day expenditure on maintenance, traincrew availability and so on.

THE NEW GWR

Ron Brooks

The GWR (Glos & Wor) pursues its way having provided Santa Specials, mince pie specials and no doubt others of a Christmas flavour. With the Easter season extra services appeared with both Saturday and Sunday movements for the pleasure of the children (and adults) on holiday. Although the track is now through the Greet Tunnel and Gretton Halt, at the North end, my mole tells me that in spite of last year's optimistic forecasts passengers will not be traversing the tunnel this year. I also hear that it is intended to continue work on Winchcombe station, the walls of which are at ceiling level and will be a real eye catcher when finished - going well with

LOCAL DMU UPDATE

For the first quarter century after their introduction the local DMU operations were predictable, so much so that we seldom gave them a thought. The Derby 4 car high density units class 115 dominated the Marylebone services, whilst the basically similar 3 car Pressed Steel, class 117, and BRCW, class 118, units were to be found working in the Thames Valley together with the Pressed Steel class 121 single car and trailer sets on the branches. A little variety was provided by the Swindon 4 car InterCity units (which shared body styling with Clacton electrics) found on both the WR main line and GW/



The Minister has only authorized the "Chiltern" 165s, NOT those for the "Thames" routes as well. Possibly that is due to the need to reappraise the stock required after the Heathrow Express Railway opens. Whatever the cause, it is not the first time that less than BR requested has been allowed. A 321 order has been reduced, and an unknown number of other projects have not been advanced for funding.

John Sears

THE BACK OF RON'S HOUSE.

The regular motive power is now an 0-6-0 Hunslett tank engine from the Great Central at Loughborough named Robert Nelson No.4. The GW pannier tank 7752 which puffed nobly last year from time to time has now gone back to the Birmingham Railway Museum.

After I have studied the latest rulings on the official secrets act I may have more to tell you but its doubtful. I may have to go to Australia to publish and wear a hat with corks on strings. Ah-well the problems of authorship.

GC Joint lines until their transfer up north around 1980 and the GRCW class 119 cross country units allocated to Reading in the late 70's to cover the Gatwick and Tonbridge services but which visited Paddington from time to time.

The really observant will recall that three class 117/118 units were formed with MetroCammell, class 101 TCL's making them 4 car units. These unique cars replaced some GW carriages which had acted as trailers between GW single ended railcars 35-38. And how many remember the short lived use of Park Royal

2 car low-density units, class 103, (the branches in 1970/71?)

Now as the first generation DMU fleet approaches its sunset and the Thames & Chiltern routes are almost the last major areas to use these vehicles, all sorts of unusual formations and combinations can be found as BR managers and engineers struggle to maintain a service with equipment which is daily becoming more unreliable and obsolete.

On the WR Thames line class 101 2 car units have established a virtual monopoly of branch line services leaving the 121 units to strengthen 117 sets and operate the Greenford shuttle. 3 car class 101's in the L83x series have replaced all but a handful of class 119's on the Gatwick/Tonbridge route and appear regularly at Paddington. The 118's have departed to the West Country and West Midlands. Meanwhile on the Chiltern line many class 115 sets have had their trailers replaced with DTC. vehicles from Derby class 108 low density sets.

Today the local DMU scene is worth watching as you never know what's going to turn up where and when. Recent unusual and noteworthy sights have included the formation of set L206 from one class 101 and one class 121 car on a permanent basis (see

December Donkey) whilst class 119 set L595 was a most unusual choice to work the Marlow branch on 6th April, and promptly failed with a seized gearbox about lunchtime. Another 119, L579, has surprised observers by being repainted in the latest NSE livery, the only one of its class so treated to date. Another recent NSE repaint is BRCW class 104 low density 2 car L701, in this case straight from plain blue! Old Oak has a small allocation of these ex LMR units for the Gospel Oak - Barking service. Originally they were due for very early retirement hence retaining the overall blue, repainting now is some indication of how dire the situation is becoming. L701 actually spent 20th April on the Marlow branch, without failing, and as it is formed of two operating DMBS's, 53479/53437, it went well.

Currently however the prize for the most fascinating formation goes to the set forming the 09.41 High Wycombe to Marylebone on 13th April spotted by John Sears. It consisted of 54280 (121DTS), 51849 (115DMBS), 51190 (101DMBS), 59105 (101TS), 53333 (101DMS), 51661 (115DMBS) and 54499 (108DTC). In other words seven cars, of four classes, three body styles and three builders, not bad!

BOOKSHELF

Ron Brooks



In the last review I forgot to include the names of the authors. These were:-

Master Builders	- H.A.V. Bolland
Great Central	- D. Jackson & O. Russell
Western Diesels	- J.A.M. Vaughan
West Country	- David St. J. Thomas
Gloucestershire Rlys	- Humphrey Household

In 1905 Christine Malmö patented a combined lantern and dinner pail, a device ideally suited for railway use. Nothing has been heard of it since, and you will find no reference to it in this month's selection, nor indeed to Turnbull's self emptying spittoon for railway coaches.

NE/SW Main Line Album
J.-Chalcraft

Ian Allen
ISBN 0 7110 1172 9

This book contains a collection of B & W photos illustrating the modern utilisation of major routes which do not go anywhere near London. In past times the jealously guarded operational areas prevented the establishment of such routes but these pictures, with their associated texts show just how much they are used today. Most of the pictures are taken with a field of view sufficiently wide to show the surroundings of the train, and this can be as interesting as the rolling stock. Lots of information - clear sharp photographs - an interesting read.

Southern Region Steam
Frank Hornby & Norman Browne

Almark Pub. Co.
ISBN 0 85524 290 6

A collection of B & W photos of steam on the Western section of the Southern. The photos are well reproduced and the sun always shines on a wide range of steam traction from an 0-4-0 tank at Southampton Docks to a Merchant Navy 4-6-2 at Waterloo. The text with each picture adds to the picture but seldom goes further. Lots of nostalgia.

TWENTY-FIVE YEARS AGO

Roger Bowen

A relatively quiet time for the spring and early summer of 1964.

The Western Region introduced from 15th June a "fastest ever" businessmen service between Plymouth and London named the "Golden Hind". Calling at Newton Abbot, Exeter St. Davids and Taunton it covered the 225½ miles in 230 minutes.

Branch closures were all the news but much rarer were refusals to close. The Ministry of Transport sanctioned the closure of passenger services between Swansea Victoria and Pontardulais but consent to withdrawal between Shrewsbury and Llanelli via Craven Arms and Pontardulais, which formed a major part of the same proposal, was refused.

The Festiniog Railway Company's Chairman, Alan Pegler, announced that the company had applied for planning permission to restore that section of the line which was interrupted by the CEGB's claim and the creation of Llyn Ystradan. The 1963 season showed a record traffic of 129,000 passengers carried and a profit of £7,500.

The Great Western Society announced the purchase of 0-4-2T No. 3466 from the Western Region. The loco was being kept at a depot near Totnes station.

Railways Through the Thames Valley Ian Allen
C.R.L. Coles ISBN 0 7110 1158 3

This collection - including Burton Agnes Hall at Bourne End in '73 also has some of the Wantage Tramway with lots of Reading Oxford and Windsor. Occasionally pictures are paired showing 'NOW' and 'THEN' especially Feltham. Don't miss Glenfield, an 0-4-0 crane tank on page 20. What, you may ask, is the young lady at Southfields station doing (page 77). There is plenty of atmosphere - most evocative if you know the area.

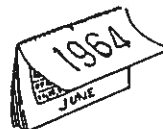
A History of the LNER Allen and Unwin
ISBN 0-04-385088-X

I have only vol.1 of this set of three, and it covers the period 1923-1933 in 90 pages. It deals with the then new amalgamation, by area and by subject but seems more for study than browsing. There is a fine picture of a 100-hp Sentinel Steam Railcar on page 67, and the future seems to lie along that once rejected route, although no-one could have foreseen it at the time. Slim and serious

The Final Link
Dennis Edwards. Ron Pigram

Bloomsbury Books
ISBN 1 870630 017

It must be a reversion to childhood - but I must confess to a liking for the modern heavily illustrated books with associated texts, the small doses of culture go down well. This is one of those books covering the construction of the GWR/GC link which was also the last main line construction of any note. The text and pictures complement each other but some stand out - the steam plough on page 35 and the bus on page 94. Regrettably some of the old photographs do not seem able to cope with the method of reproduction (or perhaps the other way round) but all in all a very nice read.



The Kemble to Tetbury and Kemble to Cirencester branches of the Western Region were closed on 5th April. On May 4th London Midland Region withdrew services between Northampton Castle and Wellingborough London Road; and Peterborough East. From the same date the Southern Region withdrew services between Salisbury, Fordingbridge and Bournemouth, also Brockenhurst, Ringwood and Bournemouth.

3rd May saw the last steam and first diesel passenger trains on the Brighton to Horsham service.

As one can see a quiet time and thus not too much to report, more next quarter I'm sure.

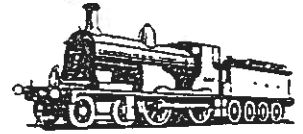
10 YEARS AGO - From Marlow Donkey No.11, June 1979

The previous meetings report referred to the March meeting with Mike Hanscomb on signalling and a highlight, Colin Garratt on world steam in April.

There was a report by Ted Gregory called "A Zummerzet Sortie" a report of a visit by four members and two guests to the West Somerset Railway. This was followed by part 4 of Mike Walker's history of the Wycombe Railway and the Marlow Donkey. The final article was part of a history of railways.

MET. 'E' TANKS

Mike Walker



The steam locomotives of the Metropolitan Railway were an unremarkable bunch, they generally handled their assignments competently and reliably but did little to influence the development of the species, hardly surprisingly, the Met did more to further the perfection of electric traction.

However, the met was born as a steam railway, its first trains over what was to become the Circle Line were hauled by GWR 2-4-0T's then the well known 'A' class Beyer-Peacock 4-4-0T's, 1-33/39-49 of 1864-1870 followed by the slightly larger 'B' class, 34-38/50-66 of 1879-1885, and the almost identical Metropolitan District Railway 1-54 built between 1871 & 1886.

There was then a break in steam locomotive construction until 1891 when the four locomotives of the 'C' class were delivered as numbers 67-70. These represented a complete about turn in being 0-4-4T's. Built by Neilson & Co., they were in fact almost identical to the South Eastern Railway's Q/Q1 class designed by James Stirling in 1881. This cooperation was due to Sir Edward Watkin who was Chairman of both companies at the time. The class did not prove over successful and all were gone by 1919, the same as the majority of the 4-4-0T's, rendered redundant by electrification.

The 'D' class, 71-76, of 1894/5 were built by Sharp Stewart and were based closely on an earlier 2-4-0T design for the Barry Railway. The first two were originally used on the Aylesbury to Verney Junction line before moving to the Brill branch whilst the other four were condensers for service out Baker Street, but proved underpowered and were transferred local freight before being withdrawn between 1916 and 1922.

The 'E' class was introduced in 1896 and represented a major change in Metropolitan locomotive policy in being the first locomotive to be designed at the Met's works at Neasden. This was the work of T.F. Clarke who had been foreman of the locomotive shops since 1893 and succeeded T.S. Raney as Locomotive Superintendent in 1896. The resulting locomotive was an 0-4-4T, well proportioned and of pleasing design reminiscent of similar locomotives south of the Thames, falling between the LSWR's contemporary O-2 and M-7 classes and very similar to the later SECR H class in size.

The driving wheels at 5'6" diameter were of average size for a suburban tank but the 3'9" trailing wheels were amongst the largest ever used on an 0-4-4T and were particularly noticeable. Otherwise the engine was quite conventional for the period with 17½" x 26" inside cylinders fed by slide valves operated by Stephenson valve gear. The boiler was not superheated but had a heating surface of 1050 sq.ft. and the safety valves set to lift at 160 lb/sq.in. A conventional dome mounted regulator was fitted together with side water feed. The round top firebox contributed a further 95.6 sq.ft. of heating surface for a total of 1145.6 sq.ft. and had a grate area 16.7 sq.ft. The locomotive produced a tractive effort of 15420 lb.

As built, the locomotives had condensing gear which took the exhaust steam from the cylinders back into the 1250 gallon tanks thus improving conditions and visibility for the footplate crew whilst working in tunnels. For the same reasons the spacious cab had large square spectacles front and rear. The bunker originally carried only 2 tons of coal but this was soon enlarged to 2 ton 4 cwt. total weight in working order was 54 tons 10 cwt.

Not only were the E's the first locomotives designed at Neasden, they were also the first to be built there, the first two numbered 77 and 78 emerging late in 1896. A third was built at

Neasden in 1898 to replace the original Beyer-Peacock No.1 which had been withdrawn following an accident in 1897. The new engine took the vacant number 1. The engines proved satisfactory in service and a further four were ordered. However it appears that Neasden was not a competitive option for construction as these were contracted out to R & W Hawthorn Leslie of Newcastle for building to the original drawings, albeit with some very minor modifications in the light of experience. 79 and 80 came in 1900 followed by 81 and 82 in 1901. The latter pair were built without condensing gear. These were the last built but it appears that up to a further seven were planned but curtailed by the spread of electrification as a gap in the numbering between 83 and 89 existed.

Metropolitan 90-93 were 0-6-2T's built by Yorkshire Engine in 1901 and known as the 'F' class. Again designed by T.F. Clarke they not only resembled the E's but had interchangeable boilers, cylinders and valve gear as well as many other details. They were mostly used on freight.

The 'E' class were principally passenger engines. From new they were a familiar sight along the length of the main line of "Metroland" from Baker Street to Verney Junction, they even continued around the Circle to the city during peak hours, and on the branch to Chesham. Only the Brill branch was off limits to the class.

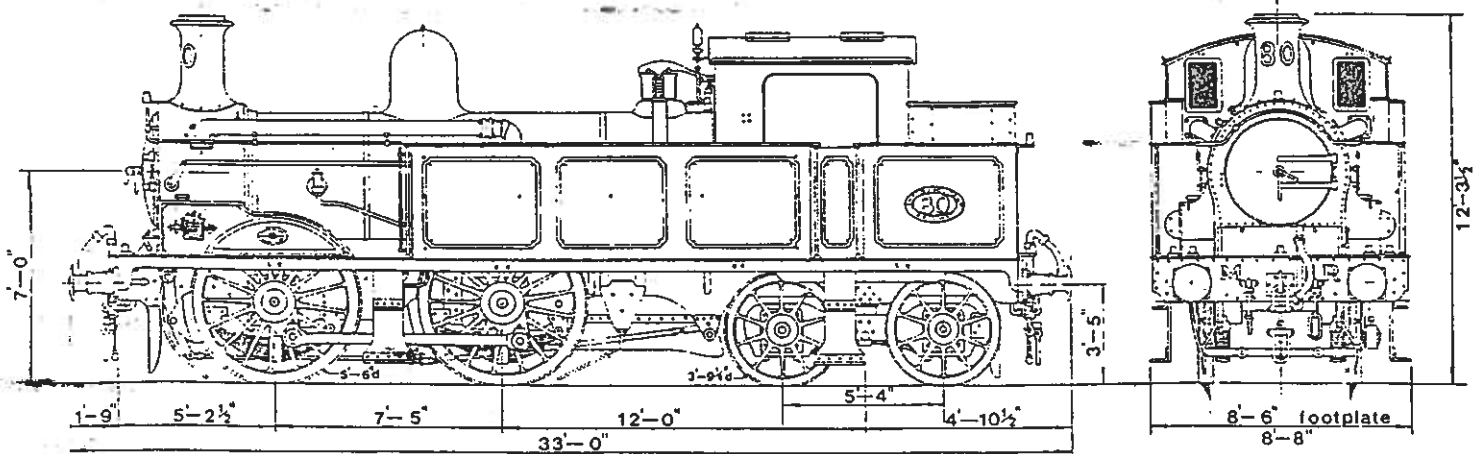
On the 4th July 1904 No.1 was chosen to haul the first train on the Uxbridge branch and was turned out bedecked with bunting, garlands of flowers and, would you believe, whitewashed coal! The use of the class on the Uxbridge branch was short lived as electric traction was introduced in 1905, main line services being electrically worked as far as Harrow from the same time. From now on the E's were rarely seen south of the loco depot at Neasden, relieved from their duties in the tunnels, the five condensing engines had the gear removed as they were overhauled.

Apart from this the class changed little in its life. The drawing shows the appearance about 1900-1905. They always wore an attractive crimson lake livery lined in pale yellow and black, originally in three panels on the tank as shown, then reduced to one about 1905. The usual fittings were black but the wheels were crimson. When new the domes were polished brass but these were soon painted over. The London Transport livery was similar except for lettering of course and introduced scarlet coupling rods.

London Transport took over the Metropolitan Railway in 1933 but apart from the name the new organisation had little effect on the class. However, in 1935 the first withdrawals took place with the scrapping of 78, 79 and 82. The remainder of the class continued with their duties on the Chesham branch, as pilot at Rickmansworth (to where electric traction had been extended in 1925) and local trip workings around Neasden.

In 1937 LT relinquished steam haulage of all passenger trains north of Rickmansworth and freight services to the LNER together with the Met class G, H and K tanks. The four surviving E's were retained for engineering work and renumbered L44/L46-L48, formerly 1, 77, 80 and 81, (L45 was the last 4-4-0T No.23 which had been retained for the Brill branch) whilst the 'F' class became L49-L52.

L47 (80) was retired and scrapped in 1941 but the remaining three survived until 1963 when they were replaced by further ex-GWR 57xx pannier tanks which LT had been acquiring since 1959. L46 and L48 were scrapped but L44, the former No.1 was



luckier. In July 1960 it had briefly returned to passenger service hauling a special on the Chesham branch to mark the end of steam on the branch. Then on 23rd May 1963 it hauled the surviving four Met bogie coaches and a milk van in the cavalcade at Neasden to mark the Metropolitan Railway's centenary.

No.1 now attracted the interests of the preservationists and shortly afterwards was purchased by the London Railway Pre-

servation Society. After a period in store on Ministry of Works property at Bishops Cleeve it was moved to Quainton in 1970 and after a long period of neglect was restored to emerge in its 1905 Metropolitan livery in 1985. Next month, at the age of 91, it returns to the main line for the first time in 26 years and where could be more appropriate than the Chesham branch which the class dominated for four decades.



CHESHAM BRANCH CENTENARY CELEBRATIONS



The Chesham branch is 3½ miles long, single track throughout with a ruling gradient of 1 in 66 descending towards Chesham and opened on 8th July 1889 hence this summer's celebrations. Full details of its story can be found in the commemorative brochure available from the Chesham Town Council for £1.00 (or £1.35 by post).

The trains will operate to the timetable shown and be formed of a hired NSE 4VEP emu(!) and a Mk.I BSK with Metropolitan No.1 on one end and Metropolitan electric 12 "Sarah Siddons" on the other to work the emu's brakes. No.1 will be worked by Quainton crews with LT pilots. Originally it was intended to use a set of former Kings Cross suburbans from the KWVR but BR wanted too much for the empty stock moves.

For those of us who like to photograph steam in action it is fortunate the trains are working through to Watford because the branch winds its way through almost continuous woodland making clear shots almost impossible. Elsewhere, development both residential and light industrial have spoilt the view.

So where to go for shots? Chesham station (1) retains its original Met buildings including a disused signal box all brightly painted in blue and yellow, but with only a single track now. The station will probably be under seige but shots may be had from the car park of the Cash & Carry on the old goods yard site. The approach to the station is in deeply wooded cutting spanned by a footbridge off Townfield and East St. This offers arriving and departing views (2).

The quaint brick and timber bridges over Latimer Road (3), Moor Road and the River Chess (4), so often used for shots in the past have been replaced by modern lattice girder bridges with brick abutments which permit broadside shots. Parking is easier in Moor Road.

The Holloway Lane bridge (5) is again heavily wooded but there may be more scope for walk-in photographers via the footpath between Quill Hall estate and Latimer Road (6). The well known over bridge carrying Raans Rd.(7) has become hemmed in by more trees and factories but there are possibilities from the bridge looking south of your selective in your angles.

Reaching the main line the branch parallels the main from under the Bell Lane bridge (8), which gives clear views both ways, to Chalfont & Latimer station. There are several locations here. Try the far end of the car park (9) or crossing

the A404, just beyond the crossroads, the train can be viewed on a low embankment darting in and out of the trees (11), a long shot across the fields. Wait for a train to appear to locate the line for this one!

Dropping down Green Street there is an attractive arched underbridge at the west end of Chorleywood station with the line on an embankment over the bridge (12). Chorleywood station (13) offers several possibilities. For example on the up side a shot through the trees includes the disused signal box. Other ideas include the down platform area and at the up end of the car park (on down side) where trains can be framed by a cable gantry.

Access to the car park from the up side is via an overbridge about ¼ mile east of the station (14), follow signs. Be careful, this is on a blind corner but there is parking nearby. This bridge affords good views both ways, particularly up, and down trains are climbing a stiff gradient here.

The main line crosses Berry Lane on a frail open sided wooden bridge amongst trees (15) affording a brief, sylvan broadside. This can be reached from Chorleywood station via Common Gate Road, but use caution these roads are narrow. Carrying on down Berry Lane one comes eventually to the A412 which leads to Rickmansworth.

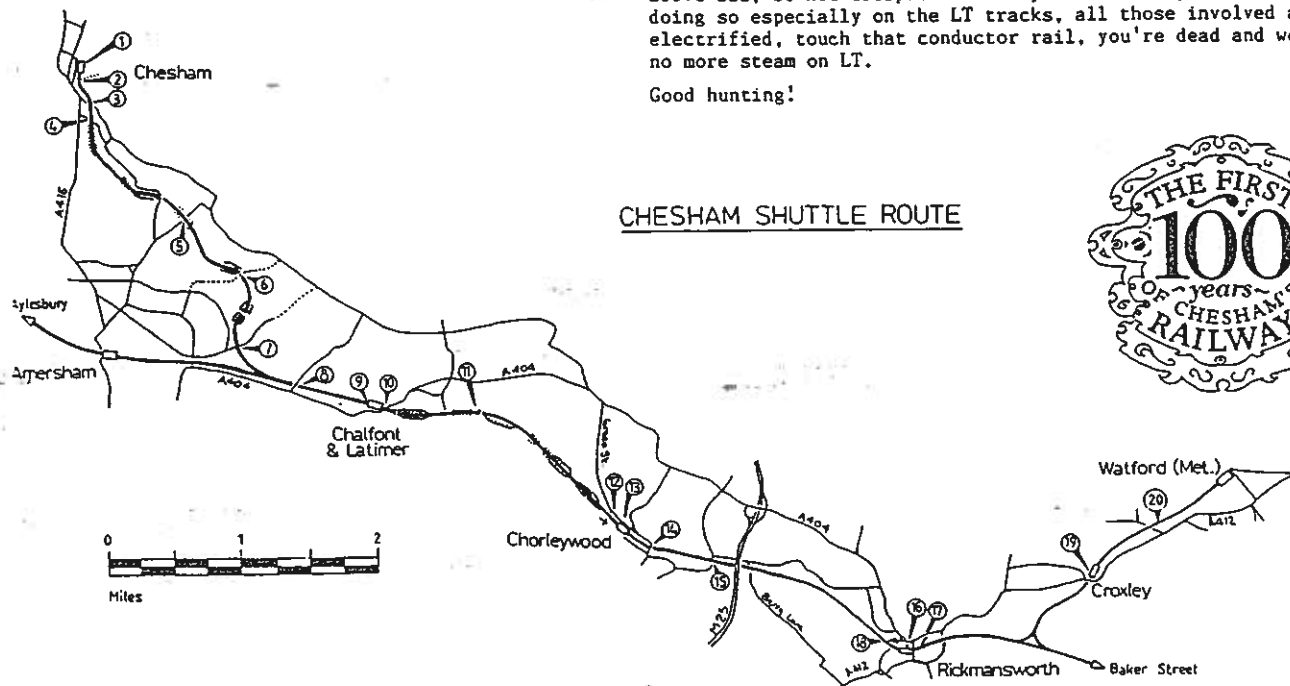
The station here is well known (16) and offers several possibilities as does the car park (17). For something different try the car park of the "Long Island Exchange" pub (18) which gives a clear shot of trains crossing the A412 bridge and gives the opportunity to include the old water tower which still stands.

The Watford branch is surrounded by suburbia, but if you like an urban backdrop for a change Croxley station is worth investigation (19). A little further along Watford Road (A412) is the Twin Bridge pub where the line crosses the canal on a bridge (20). Watford station, Met NOT BR!, will also be under seige although passengers do not join or leave trains here. Pannier tank 7715 will be here in steam as a back up should No.1 fail.

This may not be the most photogenic line in Britain but the uniqueness of the occasion demands the effort.

Finally a few words of warning. Many of these roads are narrow and will be busy with gricers. Drive with care and park with consideration - do not block people's drives etc. Remember above all, do not trespass and do your best to prevent others doing so especially on the LT tracks, all those involved are electrified, touch that conductor rail, you're dead and we see no more steam on LT.

Good hunting!



CHESHAM SHUTTLE ROUTE



CHESHAM CENTENARY SPECIAL TIMETABLES

SATURDAYS 1st & 8th JULY

1. SPECIAL CENTENARY SERVICE FROM CHESHAM TO WATFORD AND RETURN - SATURDAYS

Chesham	dep.	09 15	10 30	11 45	13 00	14 30	15 45	17 00
Watford	arr.	09 45	11 00	12 15	13 30	15 00	16 15	17 30
Watford	dep.	09 50	11 05	12 20	13 35	15 05	16 21	17 35
Chesham	arr.	10 18	11 33	12 48	14 03	15 33	16 48	18 03

2. ADDITIONAL SPECIAL SERVICES - SATURDAYS

Wembley Park	dep.	07 51	Chesham	dep.	18 15**	Chesham	dep.	19 55
Watford	arr.	08 23	Harrow-on-the-Hill	arr.	18 55	Watford	arr.	20 20
Watford	dep.	08 34	Harrow-on-the-Hill	dep.	19 03	Watford	dep.	20 25
Chesham	arr.	09 01	Chesham	arr.	19 40	Wembley Park	arr.	20 55

** Special Charter trip

3. REVISED CHESHAM SHUTTLE SERVICE - SATURDAYS

CHALFONT & LATIMER DEPARTURES		CHESHAM DEPARTURES	
06 17	18 28	06 05	17 42
06 44	18 58	06 30	18 42
07 14	20 02	07 00	19 12
07 58	20 38	07 42	20 12
08 28	20 58	08 12	20 42
09 28	21 28	08 42	21 12
10 58	21 58	09 42	21 42
11 58	22 32	11 12	22 12
13 28	23 12	12 12	22 52
14 58	23 48	13 42	23 32
15 58	00 18	15 12	00 02
17 28	00 43	16 12	00 30

6. ADDITIONAL BUS SERVICE BETWEEN AMERSHAM AND CHESHAM - SATURDAYS

A special bus service for Underground ticket holders will operate between Amersham Station forecourt and Chesham Broadway.

AMERSHAM DEPARTURES	CHESHAM DEPARTURES
08 58	08 58
09 13	09 13
09 28	09 28
09 43	09 43
then approx. every 15 mins until: 19 53	then approx. every 15 mins until: 19 58

SUNDAYS 2nd & 9th JULY

1. SPECIAL CENTENARY SERVICE FROM CHESHAM TO WATFORD AND RETURN - SUNDAYS

Chesham	dep.	09 15	10 30	11 45	13 00	14 30	15 50	17 05	18 25
Watford	arr.	09 42	11 00	12 18	13 30	15 00	16 18	17 34	18 52
Watford	dep.	09 50	11 05	12 22	13 35	15 05	16 26	17 41	18 56
Chesham	arr.	10 18	11 33	12 50	14 03	15 33	16 54	18 11	19 24

2. ADDITIONAL SPECIAL SERVICES - SUNDAYS

Wembley Park	dep.	07 50
Watford	arr.	08 23
Watford	dep.	08 34
Chesham	arr.	09 02
Chesham	dep.	19 35
Watford	arr.	20 05
Watford	dep.	20 10
Wembley Park	arr.	20 39

3. REVISED CHESHAM SHUTTLE SERVICE - SUNDAYS

CHALFONT & LATIMER DEPARTURES	CHESHAM DEPARTURES
08 30	18 30
09 30	20 00
11 00	20 30
12 00	21 00
13 30	21 30
15 00	22 00
16 00	22 30
17 30	23 00
08 14	17 44
08 44	18 44
09 44	20 14
11 14	20 44
12 14	21 14
13 44	21 44
15 14	22 14
16 14	22 44

6. ADDITIONAL BUS SERVICE BETWEEN AMERSHAM AND CHESHAM - SUNDAYS

A special bus service for Underground ticket holders will operate between Amersham Station forecourt and Chesham Broadway.

AMERSHAM DEPARTURES	CHESHAM DEPARTURES
08 55	08 55
09 10	09 10
09 25	09 25
09 40	09 40
then approximately every 15 mins until: 19 55	19 55

ADDITIONAL DETAILS

MDRS party travels on the 15.50 from Chesham on Sunday 2nd July.

Additional tickets: adults £5.00, children £3.00, family (2A + 2C) £12.00 from Chesham Town Council, Elgiva Lane, Chesham, Bucks HP5 2JD, enclose SAE. Specify which train you prefer with alternatives, a phone call (0494) 77482, to check availability is recommended.

Brochure: £1.00 at event or £1.35 by post from above address Recommended.

Note: Evening trips to Harrow are private charters.

AN EVENTFUL DIDCOT

Peter Robins

Over the weekend of 6/7 May, the Great Western Society at Didcot held their railway antiques show. Members were invited to have their own nameplates put on one of the society's loco-motives in return for a donation towards the restoration work on 2-8-2T No.7202. I decided to offer my "Crumlin Hall" nameplate and fellow club member Tony Caton decided to offer "Benthall Hall".

On Sunday 7th May, Tony and I duly rolled up with our two nameplates. As we carried them in, the driver of the Appleford Brentford Fubbish train indicated that he wanted his class 56 to be named "Crumlin Hall". No.5051 had already become No.5021 "Whittington Castle" as several interested GWS stewards examined our nameplates. After a little paperwork for insurance purposes "Burton Agnes Hall" became "Benthall Hall" with a paper "5" making the number "6995". Somebody had already put a cabside numberplate from No.4955 "Plaspower Hall" onto No.5900 "Hinderton Hall", but with a paper "16", it soon became No.4916 "Crumlin Hall". By this time No.5051 had changed its identity again. This time it was No.5042 "Winchester Castle".

The different identities on the three locos had now attracted

Thousands flee Didcot inferno horror! - Steam Sun

quite a bit of attention with people raising their eyebrows and scratching their heads. Tony and I were even asked to be interviewed by a lady from BBC Radio Oxford.

Tony and I wandered around the Didcot site where Colin Garratt the photographer and David Weston, the painter, were selling their works of art. There was also a large marquee where a display of nameplates and other relics were on show. All the time, No.3217 "Earl of Berkeley" from the Bluebell Railway was busily running up and down the line with a three coach train. We had just left the marquee to go and have a drink and were returning for another look round when we saw a man with an oxygen mask being pushed towards the First Aid room on a four wheeled trolley accompanied by four St. Johns Ambulancemen. I asked someone what had happened.

"He was the assistant curator of the museum, and he was in the marquee" was the reply.

"The one by the turntable?" I queried.

"The one that was over by the turntable. It has just been burnt to the ground".

Apparently, a spark from No.3217 "Earl of Berkeley" had set light to the canvas and a charred groundsheet was all that remained. Fortunately most of the relics were saved and the assistant curator recovered after suffering from slight shock.

Back to the locos, No.5900 now had the cabside numberplate from No.6816 "Frankton Grange" as well as "Crumlin Hall's"

nameplate. No.5051 was now No.5086 "Viscount Horne". After Tony and I had had a footplate ride on No.3217 "Earl of Berkeley", which the Didcot crew said was not up to GWS standards, the day was over and the locos reverted to their proper identities. Although only five nameplates were offered for display on the locos this year the GWS seemed to be fairly pleased and say they might do it again next year.

EAST GERMANY 1989

or IF IT CAN GO WRONG, IT WILL GO WRONG!

Peter Robins

After three months of meticulous planning, we were ready to go. 06.00 on a Saturday in late February, and we were heading for Ramsgate and the ferry for Dunkirk. Adrians trusty Rover was to take the four of us through to East Germany to Photograph the narrow gauge railways at Nordhausen, near Dresden, and at Bad Doberan. So far so good!

All went well until we stopped at a service station outside Antwerp where it became obvious that something was very wrong with the clutch. Adrian decided that it was my turn to drive, and so I coaxed the car into the centre of Antwerp without the aid of a clutch. Fortunately we found a Rover garage where we parked the car and arranged for its repair. We were also lucky in that we were able to persuade the manager to organise a hire car for us. Our new vehicle turned out to be an Opel Kadett diesel which actually performed rather well over the next few days.

I continued driving through Belgium, Holland and West Germany to Kassel where we found a hotel for the night. After a Chinese meal for dinner, we were in bed by about one o'clock. The next day our departure was delayed for an hour because the hotel owner had recorded the Bruno-Tyson fight on his video. Although none of us would admit it, we all wanted to see it. We saw Tyson win and then headed off for the East German border. Customs and passport control took a mere 45 mins; not bad for the East Germans!

The "Harzquebahn" is just inside the East German border and we were soon in Nordhausen where we saw one of the massive metre gauge 2-10-2 Tank locos waiting to leave. The weather was not very kind to us but it was nice just to watch the trains for the rest of the afternoon. Whilst waiting at Eisfelder Talmuhle for the Hasselfelde train, an instant decision was made. Two of us would ride on the train, while the other two would go by car. There is only about ten miles between the two towns but because of the severe gradients, the train takes over one hour. We were just about to leave, and I was standing on the coach balcony, when the driver beckoned me to the footplate. I did not need to be asked twice! The cab was quite roomy for a narrow gauge loco and the crew were cheery and friendly. A blizzard started to rage as our tank loco thrashed up 1 in 25/30 gradients with hardly a trace of slip. Speed was very low as the wheel flanges squealed round the tight curves. We eventually reached Hasselfelde with about three inches of snow on the ground. Apparently Clifford, who had been in the car, had smoked six cigarettes while he was waiting for us. The four of us returned by car to Nordhausen where we stayed the night.

The next day was cold, dark and snowy, which did not make for good photography. Fortunately, I had hired out a video camera, which usually gives acceptable results in poor weather. I had reeled off about ten minutes worth of video tape on various trains, and then took a very pleasant recording of a 2-6-2 tank loco passing a lake in a blizzard. The battery indicator flashed in the monitor and I knew that I had a problem. I reverted to still photography as the sun was starting to show its face. A train was waiting to leave and we set up our cameras just outside the station. The time went on and nothing happened, and everywhere was bathed in sunshine. We returned to the station to find that the train had been terminated. Our

knowledge of German was not good enough to understand why this train was not continuing to its destination, but when we passed the lake where we had photographed the 2-6-2 tank, the reason was obvious. A train of standard gauge wagons on narrow gauge transporter wagons had become derailed, and one of these wagons had shed its load of wood beside the track. We wanted to photograph this incident but as the "Polizei" (police) were in attendance, we thought it unwise. We ended the day taking night photographs at Eisfelde Talmuhle. The loco crews were taking quite an interest in our activities and responded by giving us two rousing and spirited departures with empty stock trains. I tried to charge the battery for the video recorder that night but to no avail. It did not work again in East Germany.

The next morning at Drei Annen Hohne, the snow was thick on the ground and still falling. We photographed a station departure and then went to an isolated crossing in the woods for the next two trains. We waited for over two hours, freezing off parts of our anatomies, in about six inches of snow, in which time the two trains should have passed. A majority decision of three to one (me!) was made. We should go to the station to find out what had happened. Sods Law took over from here and on reaching the booking office to enquire the whereabouts of the trains, the second one rolled into the station. We asked where the first train had got to and were told that it had been replaced by a bus. A unanimous decision was then made. We should have a meal, have a drink (except drivers) and head towards Dresden. I give Adrian credit for taking us round the Halle ring road which is far worse than the North Circular Road on a Friday night.

After a couple of days in the Dresden area, we came to Oschatz. Here, on the freight only line to Muegeln and Kemmlitz they still operate with 0-4-4-0 Meyer tank locos. The line is fairly flat and uninteresting but there is a very attractive river bridge on the outskirts of Oschatz. Over the next three days we tried to get the perfect shot on this bridge.

Attempt 1) Clean loco, good smoke effect - no sun!

Attempt 2) Clean loco, beautiful sunshine - driver opens cylinder drain cocks - steam obliterates loco and part of train!

Attempt 3) Clean loco, good smoke effect, beautiful sunshine - no train, just one van!

We left this line a little frustrated and headed for Rostock and the Bad Doberan line. The high spot of this line is the street running in Bad Doberan with rakish looking 2-8-2 tank locos. We found chasing quite hairy when you are overtaking the coupling rods of one of these fine locos with very little clearance. The weather was again quite foul so we decided to ride on one of the trains. For narrow gauge trains they are well patronized and travel at respectable speeds.

Our holiday was all but over. We headed for the border, where they only took 40 mins, and then homeward. Our Opel Kadett was returned to Antwerp and we collected Adrians Rover complete with working clutch and £250 bill! Although this holiday was beset with problems, I would not have missed the sight and sound of those magnificent 2-10-2 tanks for anything.

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