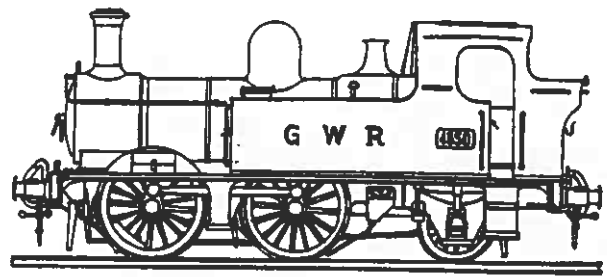
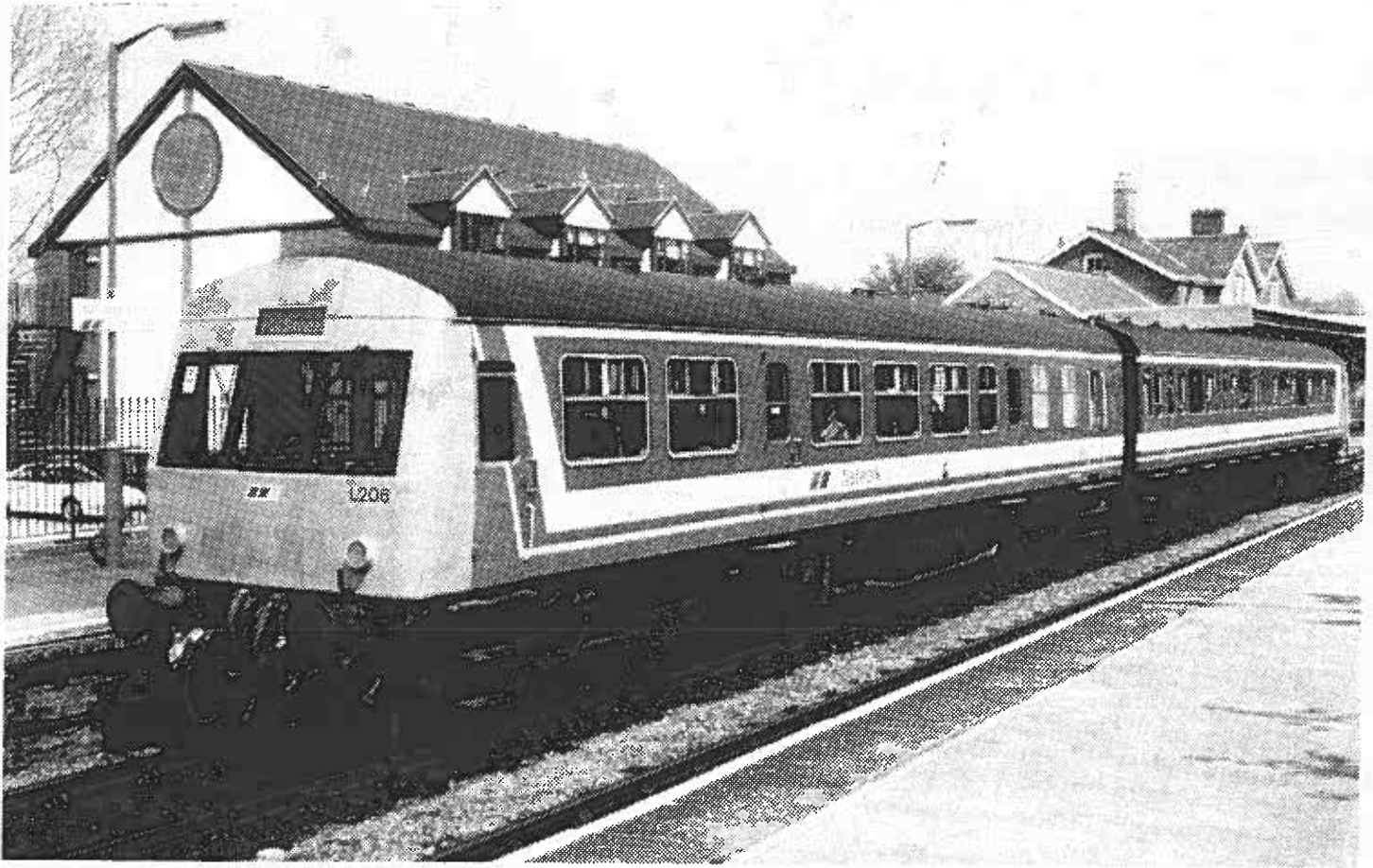


# THE MARLOW DONKEY



Nº 52      DECEMBER 1989

Newsletter of the MARLOW & DISTRICT RAILWAY SOCIETY



L206 the unique Metro-Cammell/Pressed Steel hybrid formed of DMBC 53155 and DTS 56284 at Bourne End on the 12.56 Marlow to Maidenhead on 3rd May 1980. From a colour slide by Mike Walker

## CHAIRMAN'S NOTES

As 1989 draws to a close so does our Society's 13th year, a landmark which has passed without too many traumas, indeed in most respects things appear to be booming. A particular feature of the past year has been the increased number of visits, generally well supported. This trend will continue in the future and the committee are busy making arrangements. Only one trip, the Main Line Steam run on August Bank Holiday failed to attract your support.

1989 has of course been the year of crisis in main line steam with regular poor patronage. As I see it the reason is clear, the cost and the opportunity for passengers to see the locomotive pulling their train. The typical family, mum, dad and two kids, would have to part with £150 to travel on the 'Peaks Express', a considerable sum at any time, but especially at the moment. Arriving to catch the train, the locomotive is usually lost in a crowd of 'gaupers' many of whom are not travelling, whilst when aboard apart from the occasional whisp of steam any form of traction could be in charge. Personally, until BR wakes up and arranges crowd control at terminals and photo runbys, I for one will remain a linesider, although I am prepared to pay BR's inflated price if I get value for money.

On a related theme, one member has expressed the view that Peter Leppard, BR's Chiltern Area Manager, was anti-steam or at least not pro-steam in his talk last July. The member felt that were BR privatised it would be operating even more steam as a good PR tool and money earner. But, would this be the case? I doubt it. Peter Leppard and his team are currently attempting to turn a run down railway into a show piece of new technology, whilst maintaining a daily service for those who use the railway for business or other essential jounries. This not only keeps everyone fully occupied for a normal week but also requires mammoth amounts of overtime just to keep things going. In such a situation it is no wonder that little enthusiasm or resources can be spared to satisfy what is no more than a nostalgia market.

By coincidence, as you were enjoying Mr. Leppard's talk I was observing steam operations of America's Norfolk Southern Corporation, arguably the most pro-enthusiast steam-operator world wide and private enterprise with a vengeance. NS have a 'General Manager-Steam' and a dedicated steam overhaul shop but those involved do so in addition to their regular duties running the road's daily freight business. Any arranging of steam specials has to be done at the expense of overtime, the Company's prime business, or as unpaid out of hours activities by executives. The trips are well organised, with static and moving photo opportunities exclusively for patrons, and fare

scales are similar to BR. The Company seeks to cover only direct operating costs and freely admits that if it were to accurately cost management time involved, loss or delay to freight traffic, it would frighten itself out of the business. However NS is aggressively competitive and sees steam as an ambassador giving the Company a high profile with public and customers. 'John Doe' living in a town served by NS and rival CSX will have his attention drawn to NS. The Company makes huge profits, not just from rail but from its diverse group interests in aviation, mining, telecommunications, oil, property etc. While the good times roll so will steam but if profits get squeezed, steam will be the first casualty, that's official Company policy.

Back in Britain much the same arguments apply today or in a privatised future where InterCity PLC would not be competing with other rail operators (NSE or Provincial would largely be pursuing other markets) but with airlines, coaches and your car. As a one market business in an extremely competitive sector its profitability would be marginal so it is doubtful if resources could be spared to sponsor extensive main line steam programmes.

Hopefully we shall hear the locomotive owner's view of this debate when our President, Bill McAlpine, addresses the Janu-

ary meeting after the AGM. As owner of 'Flying Scotsman' and head of a highly successful private sector company he is in a unique position to comment. We are honoured to have Mr. McAlpine address us as he rarely makes such appearances. I am sure you will all make the effort to attend.

As my first year in the Chair draws to a close I would like to thank you all for your support this year and I trust you have enjoyed our activities. I wish to put on record my personal thanks to the committee for their hard work, much of which you as general members do not always appreciate, and those who have helped - Charlie Smith for audio-visual aids, all who have contributed to the 'Donkey' and David Gardner who has not let distance become a barrier to participation in events. We must also not forget those non-members who freely give their time to assist us with preparing the 'Donkey', coach driving etc.

Finally it remains only to wish you all a happy Christmas and prosperous new year, new decade. We look forward to your continuing support in the nineties.

*Mike*

## TIMETABLE

### FORTHCOMING MEETINGS & EXCURSIONS



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

NOTE: JANUARY COMMENCES AT 7.30

Thurs. 18th Jan. AGM & PRESIDENTIAL ADDRESS Hon.W.H. McAlpine

The meeting will COMMENCE AT 7.30 pm PROMPT and the formal business will be kept as brief as possible to allow the maximum time for our speaker "Bill" McAlpine.

See Society News for the agenda.

Thurs. 15th Feb. MEMBERS PHOTOGRAPHIC COMPETITION

See Society News for full details of our light hearted informal competition which we invite you all to enter. Remember the success of the evening depends on your support. We are not looking solely for masterpieces, just shots you have taken and like.

Thurs. 15th March PROVINCIAL NORTH WALES & WEST Steve Sharp

Steve Sharp, BR's Provincial Services Manager for North Wales

and North-west England, will be describing his 'patch' looking at Sprinters, radio-signalling and steam operations.

Thurs. 19th April THINGS GREAT WESTERN Bill Peto

A look at some of the more unusual aspects of the GW, reflections on the broad gauge and where did some of those stranger loco names come from?

Thurs. 17th May WEST SOMERSET RAILWAY

A look at Britain's largest standard gauge steam railway, venue for our July excursion.

25th-28th May YORKS-LANCS WEEKEND

A long weekend taking in the Keighley & Worth Valley and East Lancs Railways, together with the Settle & Carlisle if a steam special is scheduled. As usual a mix of linesiding, riding and convivial company. Budget cost is slightly over £100, book now if you're interested.

## SOCIETY NEWS

### NEW MEMBER

We have pleasure in welcoming Steve Howard of Henley as our most recent recruit. Steve has wide interests, being active on the NYMR and an accomplished modeller. We look forward to seeing him at future meetings.

### PHOTOS IN THE DONKEY

As you will see we are now able to include photographs in the 'Donkey' thanks to a kind offer from member Dave Little's wife Susan. This issue is something of an experiment but starting with the next issue we hope to run regular illustrations.

Therefore we now require photographic as well as written contributions - and not necessarily both. We can accept black & white or colour prints and colour slides. Prints are preferred as they need less work to prepare for printing. As a guide, however, the best subjects are those which are sharp, well lit full of contrast and possibly a touch over-exposed, as reproduction darkens the image. Your print or slide will in no way be damaged by the process.

Prints from books and magazines are a little more difficult. Leaving aside the copyright considerations, black & white illustrations are formed of dots as do ours, but on a much finer pitch. This leads to an interference pattern if we attempt to reproduce them, colour work is ok however. The Maidenhead shots in this issue were cut directly from newspapers and present no problem - we can hardly cut up your most treasured book though!

Whilst the result may not emulate the likes of "Steam Railway", I think you will agree that the result is a remarkable tribute to the abilities of modern graphic and copier techniques. I'm sure you will join me in thanking Susan Little for making this further enhancement to the 'Donkey' possible, the rest is up to you.

### PREVIOUS MEETINGS

In September, David Morgan, chairman of the Transport Trust, presented a talk on the work of the Trust. Unfortunately the accompanying slides had been well mixed by British Coal creating something of a mystery evening. In the second half, Peter Robins reviewed his recent visit to Zimbabwe, Garretts galore!

The motive power of the LMS came under the spotlight in October when Dick Tildesley looked back over a long and varied career with the locomotives of the LMS and BR. It was interesting how far the LMS had gone in cost analysis of its fleet, standards only just being met by BR.

In November, Lawrence Waters of the GWS gave a talk on collecting small relics. The outstanding feature of the evening being the magnificent collection of artefacts brought along by our own members. You responded superbly to our request for support and the committee is extremely grateful. Our thanks to all concerned.

### ANNUAL DINNER

After the November meeting, several members enquired about an annual dinner this year. Because of falling numbers in recent years the March meeting was asked for its views and little interest was shown. The subject was raised again in September with the request that those interested should make themselves known at that time, nobody did so the subject was not pursued, much to the regret of some, notably Stan Verrinder who looks forward to seeing old friends each year.

The message should be clear, if you want the committee to organise a dinner or trips you must at least take the trouble to respond to such requests, we do not have the time to go round and ask every member individually. Hopefully, next year we will have a dinner again.

## ANNUAL GENERAL MEETING

The 14th Annual General Meeting will be held at the British Legion, Station Approach, Marlow on Thursday 18th January 1990 starting at 7.30 pm. The agenda is as follows:-

1. Apologies for absence
2. Minutes of last AGM (see March '89 Donkey)
3. Chairman's Report
4. Treasurer's Report
5. Secretary's Report
6. Election of 1990 Committee
7. Any Other Business

## SUBSCRIPTIONS

Its that time again, subscriptions fall due on 1st January. The Treasurer reports a good year so the subscription will remain at £5.00 for 1990 with 80p meeting fees. We therefore invite you to submit your renewals.

Subscription renewals should be made to the Treasurer, Peter Robins, 95 Broom Hill, Cookham, Berks SL9 6LJ. Cheques etc. payable to Marlow & District Railway Society.

## COMMITTEE ELECTIONS

Of the 1989 committee, Mike Walker, John Sears and Peter Robins are standing down in accordance with the rules and offer themselves for re-election. Roger Bowen retired during the year.

There is thus one vacancy to be filled and we invite nominations which should be submitted to Mike Walker by 11th January 1990.

We do seek genuine volunteers, which is a far better situation for all than co-opting which we will be forced to do otherwise. The work is not onerous - the best qualification being imagination. So come on give it a go.

# RAILWAY ROUNDABOUT

## NOTES AND NEWS

### SELF SERVICE AT MAIDENHEAD

Two automatic passenger operated ticket vending machines (Quickfare) were installed at Maidenhead early in December. They offer quick service of a wide range of the most popularly requested tickets, change is given and passengers are not at the mercy of clerks who make up the rules as they go along!

### MARLOW PROGRESSES

Work has been progressing well with the new brick built shelter at Marlow and was far enough to completion for an official MMPA/BR inspection on December 2nd. The new building will be a considerable enhancement for the station but will never match the original.

### CROSSLINK DELAYED

The Government has declined to authorise the East-West Crosslink between Paddington and Liverpool Street or the Chelsea-Hackney Tube line for at least one year, although it has given the go-ahead to extend the Jubilee Line to Canary Wharf. The reason given is that too many projects running together would be chaotic. However, the CLRS listed Crosslink as the highest priority project and the scheme likely to generate the biggest return, so therefore the choice of the low priority/return Jubilee scheme is surprising. This no doubt is not unconnected with private money from Olympia & York being available for the Jubilee but not for the other projects.

### WYCOMBE RATIONALISING

Early October saw the removal of the down through road and isolating the up through at High Wycombe, the bay platform round loop was removed during the summer. The layout now consists simply of up and down platform roads, two crossovers (one each end of the station) and a bay platform.

Manual semaphore signalling, originally scheduled to be replaced by the Marylebone scheme in January, will be retained for a little longer as BR have revised the work schedule for this scheme.

### ON ALERT AT MAIDENHEAD

When a Maidenhead schoolgirl went missing from home in October and her bike was found abandoned in the High Street, a major alert was started. A conscientious booking clerk at Maidenhead waded through the shift records from the APTIS machines and found a child single sale to Dover, obviously alone, on the day and time in question. Sure enough, the child was later found safe and sound in Dover.

## PLEA FROM THE TYPIST

Will members preparing articles on typewriter, Word processor or computer, please use double spacing. I am going cross-eyed.

## NORMAN-ASTON SMITH TROPHY

During the AGM voting will take place for the highly sought after (?) trophy (a GW signal arm for those who dont know), awarded to the best article in the year's Donkey as selected by you.

## ANNUAL PHOTOGRAPHIC COMPETITION

As usual this will be held in February and we invite ALL MEMBERS to participate to ensure a successful evening. Remember, voting is by our members based on what appeals to them not technical merit. Whether you shoot with a Box Brownie or several hundred pounds worth of Nikkon, at High Wycombe or Darjeeling, you have an equal chance of success, and even if you dont win you entertain your fellows. So come on, just for the hell of it - ENTER SOMETHING.

The classes this year are as follows:-

- A - Colour Slides - UK subjects
- B - Colour Slides - Overseas subjects
- C - Colour Prints - All subjects (10" x 8" max)
- D - Black & White Prints

There are a few simple rules:-

1. All entries must be the members own original work.
2. A maximum of 5 entries per class per member.
3. Slides should be marked by the entrant for easy identification - prints must be unmarked.
4. There is no time limit - shots taken in 1909 or 1989 are eligible.

Good Luck!



## CHINNOR UNDER THREAT

The remaining 3.6 mile stub of the Watlington branch from Princes Risborough to Chinnor cement works is under threat of closure. Railfreight considers the residual traffic (coal and gypsum inwards, no product comes out by rail) is insufficient to justify continued upkeep of the line.

The cement company is anxious to maintain the link and is exploring the possibility of assisting with maintenance costs or even acquiring the line completely. Meanwhile a preservation group has been formed in Princes Risborough with a view to purchasing the branch and running steam trains.

The branch opened by the Watlington & Princes Risborough Railway in 1872, was closed to passengers, and completely south of Chinnor, in 1957.

## "DUKE" FOR JOINT LINE?

The Risborough & District Model Railway Society are negotiating to use the unique BR class 8 standard pacific 71000 "Duke of Gloucester" on its excursion from Marylebone to Derby next April. As yet the locomotive has still to be passed for main line service and in any case will be subject to clearance tests on the Joint Line before being confirmed.

Meanwhile, Severn Valley based rebuilt West Country pacific 34027 "Taw Valley" is expected to work a Marylebone - Derby trip during Christmas week.

## THAMES VALLEY LIGHT RAIL?

Berkshire is joining the growing number of possible Light Rail schemes. The County Council is making a serious feasibility study into a line serving the highly populated Reading - Wokingham - Bracknell corridor, complimenting the existing BR electric line. The Council proposes articulated electric super-trams running largely on a reserved right of way with street running in Reading town centre.

The Council is also exploring the possibility of a new station on the WR main line at Sonning to serve the existing housing area and the development currently underway on the old Sonning power station site.

## ALLEGED 'VANDALS' RELEASED

Charges due to be brought against two men arrested in connection with the derailment at West Ealing on 6th August have been withdrawn on the advice of lawyers from the Crown Prosecution Service due to lack of hard evidence.

## THE RIVER DON ENGINE - 12,000 HP

Thinking of going North? If so, and you have time to spare, why not take a look at a 12,000 hp Steam Engine - yes Twelve Thousand IS CORRECT.

It is situated in the Kelham Island Industrial Museum in the centre of Sheffield, on the River Don.

Well, it is not an ideal tourist centre, but 12,000 hp in one three cylinder quick reversing engine as exceedingly rare, especially when built as a simple engine and not as a triple expansion compound as used on a lot of ships in the old days.

With a weight of 420 tons, 28ft high and 40ft long the quick witted reader will realise that it doesn't work on British Rail. However it is steamed and run at regular intervals by the museum staff and it is made to reverse in a quite spectacular manner when you remember the main bearings are 21" dia.

It was built by Davy Bros in 1905 for Cammells armour plate works and then moved in the 1950's to the British Steel River Don Works where it drove a heavy plate mill, rolling white hot ingots from about 2' square into armour plate or reactor shields etc., several inches thick.

They also have a film show at the Museum, showing it at work just prior to retirement.

It was well worth a diversion through Sheffield and I came away well satisfied at having seen one of the most under-publicised steam engines in Great Britain.

Eddie Lewcock

## THE WORLD'S HEAVIEST TRAIN

Well where would it be and what was the tonnage? If you think of the USA and maybe 25,000 tonnes - then you are wrong on both counts!

South African railways put on a special train on its SISHEN - SALDANHA iron ore line last August 26th. The load was an incredible 71,600 tonnes and comprised 660 wagons plus locomotives which reached a length of 7.2Km (4½ miles).

The distance of 831Km (about 500 miles) was covered in 22 hours 40 minutes at an average speed of 37.9 Km/hr (about 23 mph). However maximum speed reached a respectable 80 Km/hr (48 mph) so some pretty careful handling of the brakes would be needed to keep everything on the rails.

The power demand was so great that whilst the line is electrified, only two groups of electric locomotives were used with five Class 9E's at the front and four more after the 470th wagon. Remaining power had to be seven Class 37 diesels at the rear complete with their own fuel tanker and brake coach.

Recent research into train handling and dynamics enabled the run to be made on a line upon which the trains normally load up to 21,000 tonnes. SAR claim world records for the heaviest and largest train; the longest non-stop heavy load ran at the highest average speed with the greatest number of wagons. This MUST be one for the Guinness Book of Records! What price the Union Pacific or Burlington Northern now?

Eddie Lewcock

## BOOKSHELF

Ron Brooks



In 1850 the Windsor, Staines and South Western Railway was acquired by the London and South Western Railway; part of the series of mergers, acquisitions and skullduggery that eventually led to the big four. Of much quieter note Robert Louis Stevenson was born and for the benefit of the Marlow & District very nearly wrote (no doubt whilst travelling by train) "In winter I get up at night, and read by yellow candle-light" A couple of thousand years before, give or take a few centuries, the speaker in Ecclesiastes (12:12) commented that "the use of books is endless and much study is wearisome".

With your interests in mind I have 'used' some 130 books and hopefully guided your candle-lit study so as to avoid wearisome. So, by whatever illumination suits you best, a little non-wearisome reading follows:-

THE LITTLE WONDER  
John Winton

Michael Joseph  
ISBN 0 7181 2728 5

A substantial proportion of the Principality consists of slate and large quantities were blasted out and shipped world wide until the slate roof was superseded by other materials. By a wise provision of nature the slate was up in the hills and the snips were down at the coast and all that was necessary to link them was a narrow gauge railway. The Ffestiniog was just such a one but also served as a passenger railway. This book deals with its resurgence to one of the best known restored railways. There is much to study - the Fairlie locomotives, still with us; the 15 year litigation with the Electricity Authority; the historic influence on world wide narrow gauge working - some of it reads more like an adventure story than a chronicle - but that is how the 'weariness' is avoided.

GWR MAGAZINE Sept 35  
Reprint

Avon Anglia Pub.  
ISBN 0 905466 67 5

This reprint is a must for any number of reasons not least of which is a glimpse into a celebration of 100 years of the GW by the GW, more than 50 years ago. Everything that was normal then is history now and the advertisements alone set an atmosphere almost impossible to get by other means e.g. "The Thames Steam Tug and Lighterage Co. will serve all parts of the Thames".

The Anglo-Iranian Oil Co; The Railway Passenger Assurance Co; The Westbourne Park Building Society; I've dealt with all of them and they have all gone. Ovaltine is still with us, but where do railwaymen now get their ponderous and accurate watches? On top of the GW's views on the GW and its history to date we have the answer to an intriguing question - the origin of chocolate and cream presumably vouched for by the consolidated wisdom of the Paint Shop at Swindon, alas no more. You have to be 60-ish for this to be real nostalgia but if you aren't it is still a super read.

THE DEVELOPMENT OF THE LOCOMOTIVE  
C.E. Stretton

Bracken Books  
ISBN 1 85170 247 4

Some time ago "The British Steam Locomotive 1825-1925" was reviewed - but not by me. This book fills in the gap before 1825 and overlaps somewhat. It starts with Trevilhicks single cylinder engine of 1803 which had an 8" cylinder with 4'6" stroke. The line diagrams are a pleasure to see, and for modellers, there is always a dimension in the text which will enable a dimensional drawing to be produced. These two books together must provide the finest "enquire within" that an enthusiast could want.

METRO MEMORIES  
D. Edwards & R. Pigram

Baton Transport  
ISBN 0 85936 058 X

This book provides a profusely illustrated sketch of the railway network of Metro-Land. This was one of the all time best advertising campaigns ever and lasted at least until 1950. The Metropolitan Railway invented country living along its line which eventually got to Verney Junction, which was never a ming blowing experience. This book has contemporary pictures of points along the line, mainly of railway operations but also of before, during and after building the railway. Every picture is of interest especially if the present location is familiar, but one "Watkins Folly" is almost unbelievable. This was the Met's version of the Eiffel Tower - but it came to nothing.

DOWN THE LINE TO DOVER  
M.V. Searle

Midas  
ISBN 0 85936 206 X

This book covers the history and surroundings of the London Dover route. The text and illustrations are very clear and full of information. This is more than a touch of social history and few from hop pickers to the clientele of the Orient Express are omitted. All railways involuntarily reflect the history of which they are part whether it be technological development, international affairs, war or just changes in social attitudes; and this book includes these in a most enjoyable format. By no means a heavyweight and not for your technical expert but you end up knowing a very great deal about the area and its railways.

A merry Christmas and a happy and prosperous new year to all.

### LET THEM STAND!

*We do not feel disposed to attach much weight to the argument in favour of third-class carriages with seats. On a short line, little physical inconvenience can result from their absence.*

"The Railway Times," 1844

# THE MAIDENHEAD COLLISION

At about 02.13 on Thursday 26th October the 01.30 Paddington to Reading staff train, formed of class 121 single power car W55023 travelling on the down relief line, collided with a previously derailed ARC stone train travelling on the up relief at a point approximately  $\frac{1}{4}$  mile east of Maidenhead station, just west of the Thames bridge. The impact derailed and overturned 55023. Of the 25 persons on board, 7 sustained minor injuries but none was detained in hospital.

The last five wagons of the stone train, all PTA class bogie tippler type vehicles had started to derail just east of Maidenhead station and piled up debris until the point of collision at which time they became detached, some overturning, but fortunately none went down the embankment onto the houses below. A further two wagons derailed east of the bridge.

With not only the relief lines blocked but also the up main, an emergency service was introduced with all-stations dmU shuttles between Paddington and Slough, and Maidenhead and Reading, with a bus shuttle connecting Slough and Maidenhead. Most InterCity services started and finished their journeys at Reading but three per hour worked through to and from Paddington, with single line working on the down main between Maidenhead East and Slough West junctions. The up main was reopened, at reduced speed, late on the 26th allowing a more normal InterCity service to be introduced on the 27th, but the bus and dmU shuttles continued for local passengers until 28th. Normal services were resumed by Monday 30th.

As a result of damage to signal relay boxes it was not possible to release tokens for the Marlow branch services which were therefore suspended until late afternoon on the 27th. A further complication was the severing of two 33kV cables forming Maidenhead's main electricity supply, blacking out about 11000 customers for more 1½ hours. An emergency supply was connected but rota disconnections continued for two days until SEB engineers repaired the primary supply.

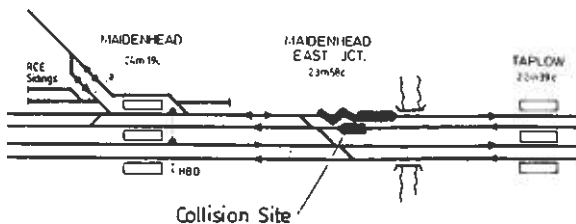
Peter Robins reports that subsequent investigations revealed parts of an axle at Ruscombe, near Twyford, and it is believed the train ran with one axle missing until it reached the first facing points at Maidenhead East when the main derailment commenced.

Recovery of the stone wagons involved laying a temporary road across the back gardens of nearby houses and using two large road cranes to move the damaged wagons onto low loaders for removal by road to Taplow or Slough.

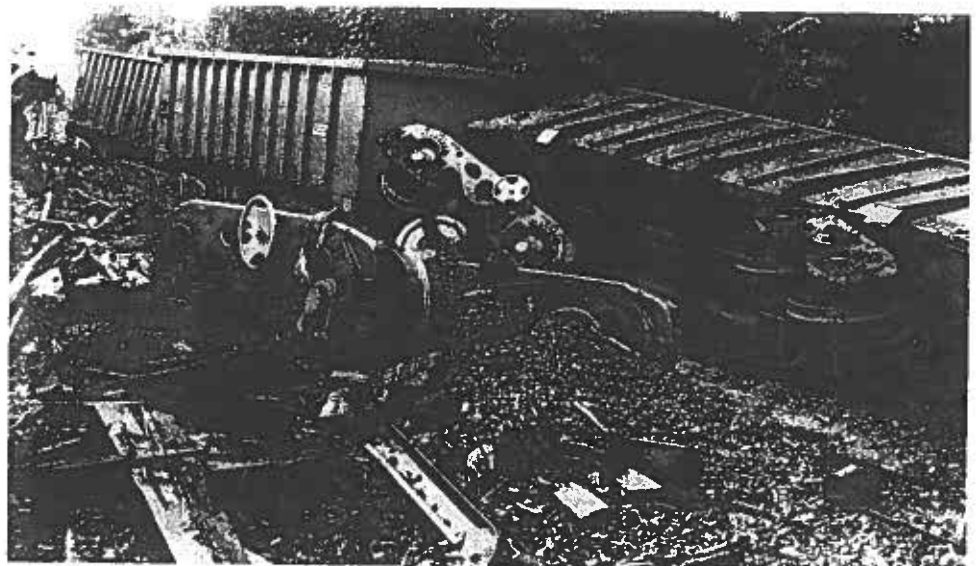
55023 sustained remarkably little damage considering it overturned and has been despatched for repair. Hopefully by the time you read this it will be back at work. The locomotive of the stone train 56036 was undamaged.

Mike Walker

55023 lies on her side but remarkably little damaged following the 26th October collision.



Debris and spilt loads from the ARC PTA class wagons litter the relief lines. Notice how close the nearest wagon came to going down the embankment onto the houses below.



# HARBOURSIDE NARROW GAUGE

MARTIN PINK recalls summers past in Cornwall

No doubt when the majority of people think of Narrow Gauge, the Slate Railways of North Wales, or possibly the Lynton & Barnstaple, are the first images that spring to mind. Perhaps after those, the quaint Irish lines, the impressive continental lines or possibly even the Iron Stone Rails of Northamptonshire may attract some attention, but my first recollections of Narrow Gauge were in an altogether different scene.

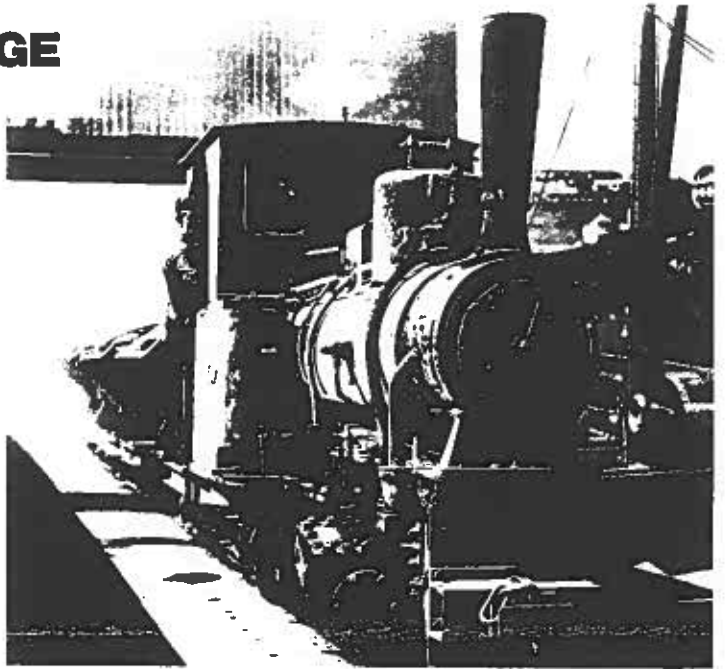
Back two decades into the sixties, when I was still in single figures, my parents would take me on an annual visit to my mother's birthplace in Cornwall to visit my grandparents, uncles and aunts, not to mention great aunts (my particular fear). The destination was a long drive back in those days before the M4 and M5 and we always seemed to acquire a superb view of the rear of a tipper truck, rather than the more traditional views on the A303 and A30. Still I always knew we'd arrived when St Michaels drew into view. The next treat was to see 5 Pullmans by the beach at Marazion, used as camping coaches and still there today. These were of course next to the GWR mainline wending its way along the beach into Penzance. Unfortunately by this time all steam had vanished, but I can always remember with affection the Green Warships and Maroon Western Diesels patiently waiting in the bay by the ginormous granite wall with a rake of chocolate and cream Mk.1's destined for Paddington. Well what's this got to do with Narrow Gauge you're thinking, well I'm getting there, but please let me indulge in more fond memories first. The first stop in Penzance was at my grandparents, swiftly followed by a short walk down to my favourite aunts, stopping at the Seaview chip shop for some dandelion and burdock on the way. After my parents had exhausted pleasantries and gossip, a quick tour around the town would ensue, it always ended up at the same place.

That place was a stroll along the promenade (the only one in Cornwall) to the little fishing village of Newlyn, the ritual ensured popping into "Jelberts" (still there) for some genuine Cornish ice cream, none of your fake Walls stuff; frozen nectar it was to the pallet, as yet never surpassed. Sorry I'm waffling again, onward to the matter of the title. From Jelberts we would stroll past the fishermans mission, past the Post Office (where I bought my first cap gun) and onto Newlyn's Harbourside.

Newlyn then had three quays, one of the originals is now just a monument and an aid to rod fisherman, with a tiny beach. The second a more modern ½ mile job with a high sea wall one side and Stephenson's fishing boats three to four abreast on the other side. (Stephenson was the local fish tycoon who drove around in an unassuming little mini, I don't know what his sons drive today).

Once we had walked to the end we were then adjacent to the third quay, the most interesting of all. It invariably had a German merchantman tied up alongside awaiting the arrival of the little train hauling its load of granite from the local quarry, back in those days the line was the command of two little diesels probably Hunsletts, but this hadn't always been the case.

Unfortunately documented information I have on the little line is very scant, it started at a quarry approximately halfway between Newlyn and Mousehole, not far from the ill-fated Penlee lifeboat was housed. It ran approximately ¼ to ½ of a mile between the road and the coast (looking out to Mount's Bay) until it drew into the aforementioned harbour. I don't know when the quarry was first started, or for that matter when the line was first opened, but its only source of motive power for nearly forty years was a funny little German O40, with stove-pipe chimney, and unusually tall cab. How "Penlee" as she was known came to Cornwall nobody can remember, but it's possible she was part of the reparations after the First World War, either that, or part of the booty. She was built by a little known company in Germany known as 'Freudenstien' and perhaps



unique in the UK, the line was run to a 60cm gauge. Whether the side-tipping granite wagons came from Germany as well, any one can guess. For virtually all of its working life the quaint little well tank had one devoted driver, who drove her, cleaned her and looked after her like a mother would a baby. At weekends he would come in to make sure she kept going, and if she should need mechanical attention, woebetide anyone who touched the tools, neatly laid out on the footplate. But all things come to an end and in 1950 her boiler was declared beyond economic repair, and the replacement diesels were purchased. "Penlee" was confined to a shed, each day her driver would call, musing over his former charge, playing uselessly with the motion, it was not long before he had passed on, having literally nothing else to live for. The management aware of the strong link between man and machine gave "Penlee" a coat of paint and put her on a plinth, beside the line, near to the harbour easily seen from the road. This is how I remember her. Unfortunately I was too young to have ever seen her steam, but the sight of that little yellow engine sat by the sea, while the little green diesels hummed past with loads of granite destined for the autobahns, (poetic licence) is very clear in my memory.

Unfortunately, the cruel Atlantic salt air was not quite so benevolent and after twenty or so years, "Penlee" was just a useless rusting hulk. But imagine my surprise when visiting Didcot shed in 1986, when what did I find newly outshopped, in a yellow splendour, but that same little engine. Apparently ARC Roadstone who now own the quarry, had decided she was of historic merit and had payed for a cosmetic rebuild, a happy end so far.

The plight of the railway itself has not been so good, despite being good entertainment for local and tourist alike, the quarry bosses decided in the early seventies, the little railway was not efficient, out it went, to be replaced, not like its Welsh cousins by road, but by a conveyor belt, characterless, boring, ugly, but amazingly efficient. So after twenty years the diesels were ousted, and indeed today the future of the quarry is in doubt, possibly to be replaced by a rubbish dump. Funny how time rings the changes isn't it.

Perhaps someone on Penwith Council might consider replacing the conveyor belt with a nice little tourist line, something West Cornwall lacks. It probably won't happen but I'd love to sit on Newlyn harbour again savouring Jelbert's ice cream and watching a little well tank ply back and forth.

## TEN YEARS AGO

Roger Bowen

From the "Marlow Donkey" No.13 December 1979. This edition featured a fine cover picture of the original "Marlow Donkey" circa 1873, loco No.522.

Articles included a review of previous meetings - one of British Railways Archive films, one of a talk by George Herrman on American Railroads, and a film and presentation on "Britannia" by local film professional, John Samson.

Other articles included an item on moving coal over the Rockies for Japan, and part 3 of the "History of Railways". The Chairman's leading article expressed concern at a "leaked" item in the "Guardian" where a "Beeching" type document was foreseen, to achieve a £22 million cut in subsidies. Understandably Mr. Norman Fowler, the Transport Secretary, uttered emphatic denials in the House of Commons.

# TWENTY-FIVE YEARS AGO

Roger Bowen

1964  
DEC



"British Rail" is born! Those of us who still refer to British Railways or "BR" and refuse to use "British Rail" as new fangled will be surprised to know that 25 years has passed since its introduction.

To quote from the editorial to the January 1965 "Railway Magazine" British Railways is to have a new face this year. Name boards, signs, posters and timetables will appear in a revised typographical style, common to all regions, and for publicity purposes the abbreviated title "British Rail" will be used. The white two-way traffic arrows emblem - painted on the locomotive exhibited with the "Project XP64" train last year and already on some BR ships - is being widely introduced. Changes in colours for rolling stock is likely though trials with the monastral blue and off white livery are not completed.

Other news - an amendment by British Railways Board to electrify the Southern Region main line to Bournemouth was to enable mainline steam traction to be withdrawn by 1967. The work was to involve 80 route miles of track from Brookwood to

Bournemouth. Still on the Southern - September 4th had seen the last run of the "Atlantic Coast Express", headed by 35022 "Holland America Line" from Waterloo to Exeter, where the train split, one portion to Padstow and the other headed by 34015 "Exmouth" to Ilfracombe.

At a meeting on 22nd September 1964 the Keighley & Worth Valley Railway Preservation Society announced that British Railways had agreed to the sale of the line between Keighley and Oxenhope. The line had closed in 1962.

In late 1964 delivery was taking place of 54 four-car electric train sets for the Brighton line of the Southern Region. The new sets being built at the York Works of British Railways with English Electric motors were replacements for the 6-PUL and 6-PAN sets built in 1933.

Due to the fall of in traffic, services on Christmas Day 1964 were considerably reduced, although a skeleton service was still provided on some lines.

Severe flooding in Wales caused the premature closure of part of the Ruabon to Barmouth line on 13th December 1964. The same storm extensively damaged the bridge across the River Bamwy on the Wvishpool & Llanfair Railway

All in all another interesting period in the life of "British Rail".

## LOCO PROFILE

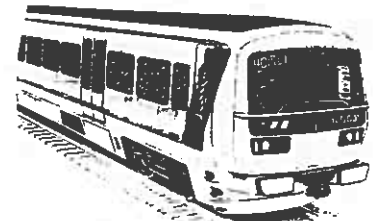
# Network TURBO

Mike Walker

For some the event of 1990 will be the long awaited delivery of the first new generation dmu's for Network SouthEast's Thames & Chiltern services. Fuller details are now to hand allowing the preparation of this profile. However, it must be stressed that many changes, minor and major, may be made as the project develops.

First, Networker Turbo will encompass two main and two sub-classes. The first, to be class 165/1, will be for the Chiltern Lines (Marylebone-Aylesbury/Banbury) and geared for 75mph. These will be followed by the 165/2 for Thames Lines (Paddington-Reading-Didcot/Newbury and branches) and will be identical to the 165/1's except for 90 mph gearing. Class 166 will be a higher specification 90 mph version for Paddington-Oxford/Bedwyn and Reading-Gatwick/Tonbridge services.

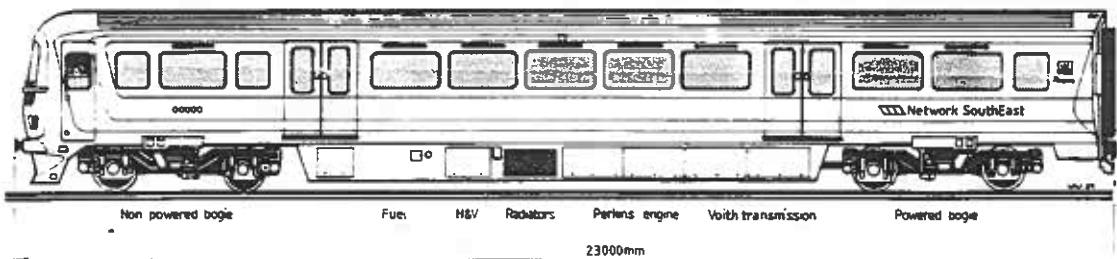
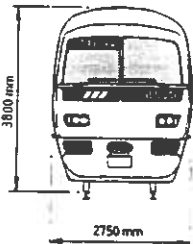
The 165/1 trains are currently on order from BREL Ltd and will be built at York. There will be two types of car, A Driving Motor Standard (DMS) and non-driving Motor Composite (MC).



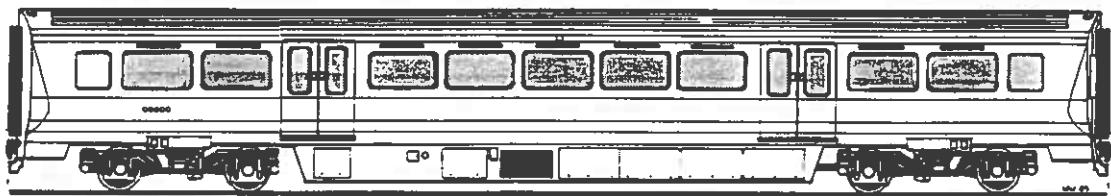
Most sets will be DMS-MC-DMS triples with a small number of DMS-DMC (Driving Motor Composite) twins for branch lines.

It is currently proposed that the general styling and appearance will follow that of NSE's Networker family of EMU's. Not only will this give Thames & Chiltern customers the very latest state-of-the-art accommodation, it will also reduce manufacturing costs and parts inventory once in service.

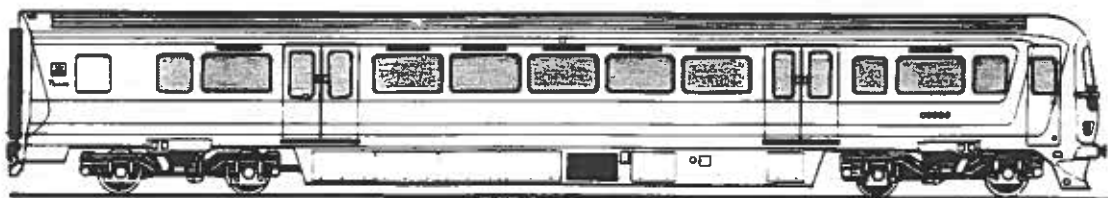
Each car will be 23m (75'5") long and constructed of welded aluminium to reduce weight. Two sets of double plug swing doors will be provided each side. These open outwards before sliding along the exterior of the vehicle. This avoids space wasting door pockets and allows extra window areas. The new trains will be a considerable improvement over current emu designs in matters of "viewability". All windows will be tinted, double glazed and fixed, but small opening ventilators will be provided above. Whilst not fully air-conditioned, a



DMS



MC



DMC

### NOTE:-

These drawings are based on BR artists impressions and are liable to detail modifications.

pressure heating and ventilation system will be installed. All 165's will be gangwayed within the sets but not through the cabs which will be extremely rounded, with deep wind-screens and a spoiler below the floor. The latter will not only improve appearances and aerodynamics but deflect any objects on the track. In line with current suburban stock thinking, no van will be provided but one of the DMS vehicles will have tip-up seats in an area at the driving end which can be sealed off to provide a secure area for mail etc. One car of each set will include a toilet and provision for wheelchair passengers. The trains will be one-man-operated although a conductor will be carried on branch services for revenue collection.

Internally, seating will be 2 + 3 (standard class) or 2 + 2 (first) with high backed seats incorporating individual cushions. All interior surfaces will be moulded with rounded corners to prevent dirt traps. Full length luggage racks and diffused fluorescent lighting will be provided together with ample provision of handholds and rails for standing passengers. The floors will be covered in an easy clean non-slip rubber. Passenger information will include route maps, four dot matrix displays per car and public address. Dot matrix displays will be provided behind the cab windscreens.

As mentioned, unlike present dmu's, every car will be powered, there being no trailers. Each car will have one underfloor mounted Perkins 2006-TWH 12.2 litre 6 cylinder horizontal turbo charged, intercooled, four stroke diesel engine producing 350 bhp at 21000 rpm. this will drive both axles of one bogie through a Voith-Gemeinder hydraulic torque converter. Thus the new units will be of the B-2 arrangement rather than the 1A-1 of the present twin engined units. The engines and transmissions will be enclosed behind skirting. The units will ride on bogies derived from those on the 155/156 series Super Sprinters and incorporate air secondary suspension and West-code controlled air-disc brakes.

The first 165's are due for delivery in the last quarter of 1990 and will enter public service in May 1991. The 165/2's will follow on immediately. All will be maintained at Old Oak Common with servicing depots at Reading and Aylesbury, and fuelling points at Marylebone and Oxford.

The class 166 is due for delivery in 1991/92 replacing the class 47 or 50 locomotive hauled sets on the Paddington to Oxford and Bedwyn services as well as those dmu worked services from Reading to Gatwick and Tonbridge. The 80 cars will be similar in appearance and mechanically to the 165/2's, all being powered, but formed into 4 or 5 car sets. One car will be all first. A higher standard of accommodation will be provided with 2 + 3 standard class seating. It is likely that gangways will be incorporated into the cab ends.

Further in the future is class 171 intended for Waterloo-Exeter services from 1992. Present plans call for 5 car sets, each car having a 400 hp engine, capable of 100 mph and fully air conditioned. The body will probably be more like Provincial's new class 158 Sprinter Express sets built in aluminium with plug doors towards the ends. Currently studies are underway to establish the feasibility of working these diesel-hydraulic units in multiple with the class 442 Wessex Electrics between Waterloo and Salisbury.

Replacement of the existing dmu's and Mk1 stock is long overdue and at last in sight. It will be interesting to see if they will match the thirty year lifespan of the present classes 115 and 117, or will electrification resulting from the London Crosslink render them redundant by the end of the century?

NETWORKER TURBO SUMMARY

Class	165	166	171
No. of cars	180	80	80+
Cars per set	2 or 3	4 or 5	5
Engines per car	1 @ 350 hp	1 @ 350 hp	1 @ 400 hp
Seats - Standard	264*	400	280 ±
First	24	60	60 ±
Max Speed	75 (165/1) 90 (165/2)	90	100
Delivery	1990-91	1991-92	1992

\* 170 Standard 16 First in 2 car units.  
± Approximate

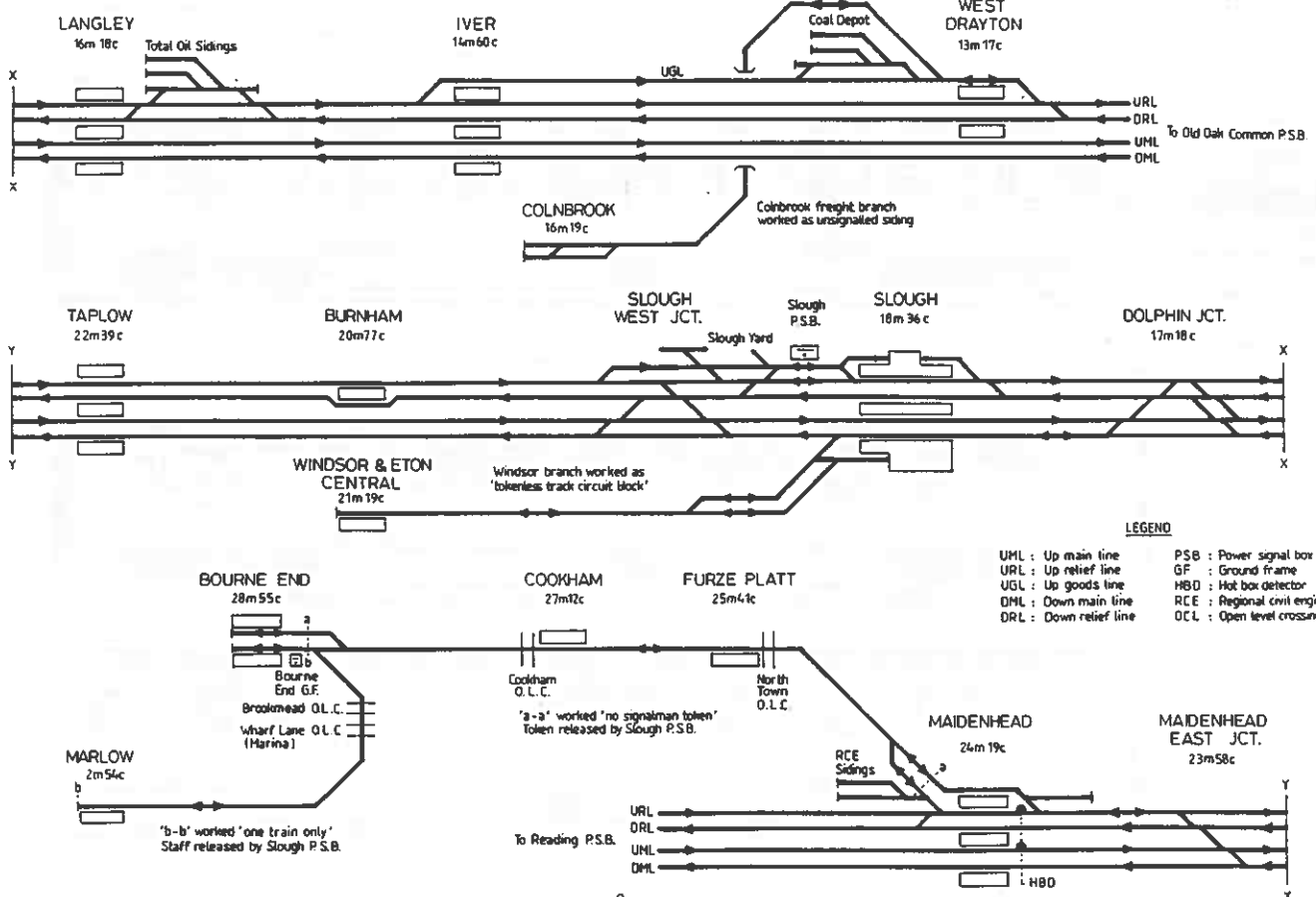
# SLOUGH PANEL

Mike Walker

Presented below is a diagrammatic representation of the tracks currently controlled by Slough Panel. Since the box was opened in 1962 it has undergone many changes. For example until 1974 the branch to Bourne End and Marlow was controlled locally with a mechanical box at Maidenhead. Today the layout is particularly interesting because the four single lines controlled are each worked by a different method ranging from an unsig-

nalled siding (West Drayton to Colnbrook) up to fully track circuited tokenless operation (Slough to Windsor).

Much of the equipment in Slough Panel is now almost life expired, some almost museum pieces such has been the progress in electronics and signalling over the last quarter century. Options are now being discussed for the future.





# GAINSBOROUGH PANORAMA



## ALAN MORRIS takes a day trip to Lincolnshire

Five-thirty in the morning - yes 5.30 am. Ron North and I set off to drive to Retford on the East Coast Main Line in time to catch the 8.53 to Cleethorpes. Why was it necessary to start so early? Well the next train to traverse the line from Gainsborough to Barnetby, which is threatened with closure, was after midday and we did have in the back of our minds that the Marlow Railway Club was due to meet on the same day and we didn't want to miss it of course!

We duly arrived at Retford with plenty of time to spare. It was a glorious sunny morning and we admired a superb example of a station which has been modernised without losing its GNR roots. It was immaculate and bedecked with flowers and a real credit to all concerned. We watched a few HST's going south and noted that some power cars are now fitted with buffers which does nothing for their appearance and, I suspect, even less for their aerodynamics. There was also a Class 91 plus HST set and power car going north.

The line to Cleethorpes goes under the ECML and so we made our way to Retford low level and boarded our 30 year old two car DMU which had departed from Sheffield at 8.11. There were just a few passengers until we reached Gainsborough Central where, to our surprise, we were joined by a team from the BBC's 'Panorama' who were making a programme about rail privatisation and what closures might result from it. Fred Emery was trying to find genuine users of the line to interview and soon discarded Ron and I as we were "Railway Wnthusiasts" paying a once only visit to the line. The producer decided he wanted some video footage of the driver and the line ahead so the camera was duly set up, but the cameraman complained that the centre of the cab window on the DMU was so dirty that filming would be impossible. The BR official accompanying the party asked the driver to clean the window so at the intermediate station of Kirton Lindsey we witnessed the unedifying sight of our driver hanging on to the front of the DMU and literally spitting on the window and doing his best to clear it with a scrap of cloth. Now I know the meaning of the term 'spit and polish'.

The 'Panorama' party left the train at Barnetby presumably to travel back to Doncaster and civilisation, whilst we continued

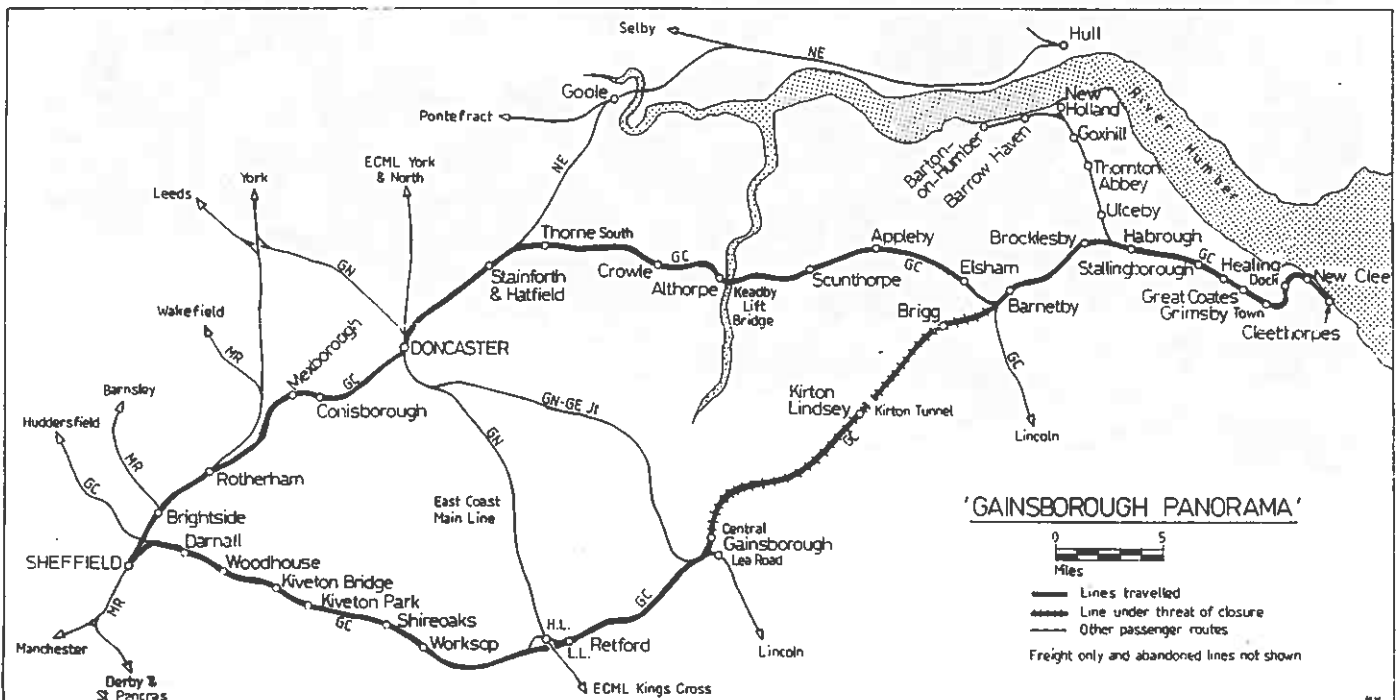
to the end of the line at Cleethorpes. A quick exploration of the resort made us decide not to stay too long so we went to buy a ticket to travel on the branch to Barton-on-Humber. The lady in the ticket office told us that the 11.00 train had been cancelled because of gear box trouble on the Pacer unit so we decided to forget this branch and go back to Barnetby on the return working of the Gainsborough Central - Sheffield DMU.

Barnetby is a railway gem. In the South it would have been 'rationalised'. On South Humber side that concept has not yet arrived. It is a classic country junction with lines to Lincoln, Gainsborough and Doncaster diverging west of the station and the line to Grimsby, Cleethorpes and Immingham to the East. Barnetby has four platforms, all in use, a level crossing, traditional signal box and a considerable array of semaphore signals. In addition there are sidings for a BR Civil Engineers tip which had a Class 20 shunting loose coupled wagons. If there had been a K3 or a B1 in a Grimsby to London fish train then the 1950's scene would have been complete!

From Barnetby we decided to take the next train to Sheffield via Scunthorpe and Doncaster rather than the next but one to Lincoln. Our 150 series Sprinter eventually arrived five minutes late and was well filled with passengers. Scunthorpe gave us a sight of 37's, 56's and 08's serving the British Steel plant.

From Sheffield we travelled back to Retford in another veteran DMU passing collieries in the Worksop area from which coal is transported by rail in merry-go-round trains to various power stations in the area. I have never seen so many 58's in a day before.

We arrived back at Retford by mid-afternoon and were soon driving southwards on the A1 again. We gave ourselves a bonus by visiting the Nene Valley Railway at Wansford and though there was some activity in the loco depot, no trains were running. We returned to High Wycombe in time to go to Marlow for the evening meeting on the Transport Trust. Ron made it. I didn't as I was too tired to do anything other than mark my newly travelled lines on my rail atlas.....and so to bed.



### NEW LOOK FOR WINTER!

The following conversation was overheard in a bus travelling from Berkhamstead to Hemel Hempstead, one day in late autumn. The main line from Euston is visible from the road for most of the way, and the down "Royal Scot" happened to be passing.

First lady passenger: Oh, look! the carriages of that train are all painted red.

Second lady passenger: Yes, they always do that for the winter months.

From a letter to the Editor in "The Railway Magazine"

In the March 1990 MARLOW DONKEY....

GARRETT COUNTRY

DORSET SCHOOLDAYS

SLOUGH SHED REVISITED

plus all the usual features

.....and a new look for the '90's!

# RHINELAND PRESERVATION

Dave Little



A recent summer holiday in southern Germany provided the chance to visit two major railway attractions, Mulhouse Museum in France and the Blumberg-Weisen tourist railway in Germany.

Mulhouse in eastern France, close to the Rhine, is a sprawling industrial town similar to Reading. It houses the French National Railway Museum in a purpose built rectangular building which was opened in 1976 and consists of twelve parallel roads entering one end of the building from a ladder of points. Almost half of the exhibits are steam locomotives or are steam related and everything has been restored to beautiful external condition, although it is difficult to say how many locos are still steamable. I suspect not many. Machines which really stand out in my mind are a Sharp Stewart 2-2-2 from the 1850's and a Paris-Orleans Railway Crampton 4-2-0, a rigid chassis locomotive of a type which I thought was extinct.

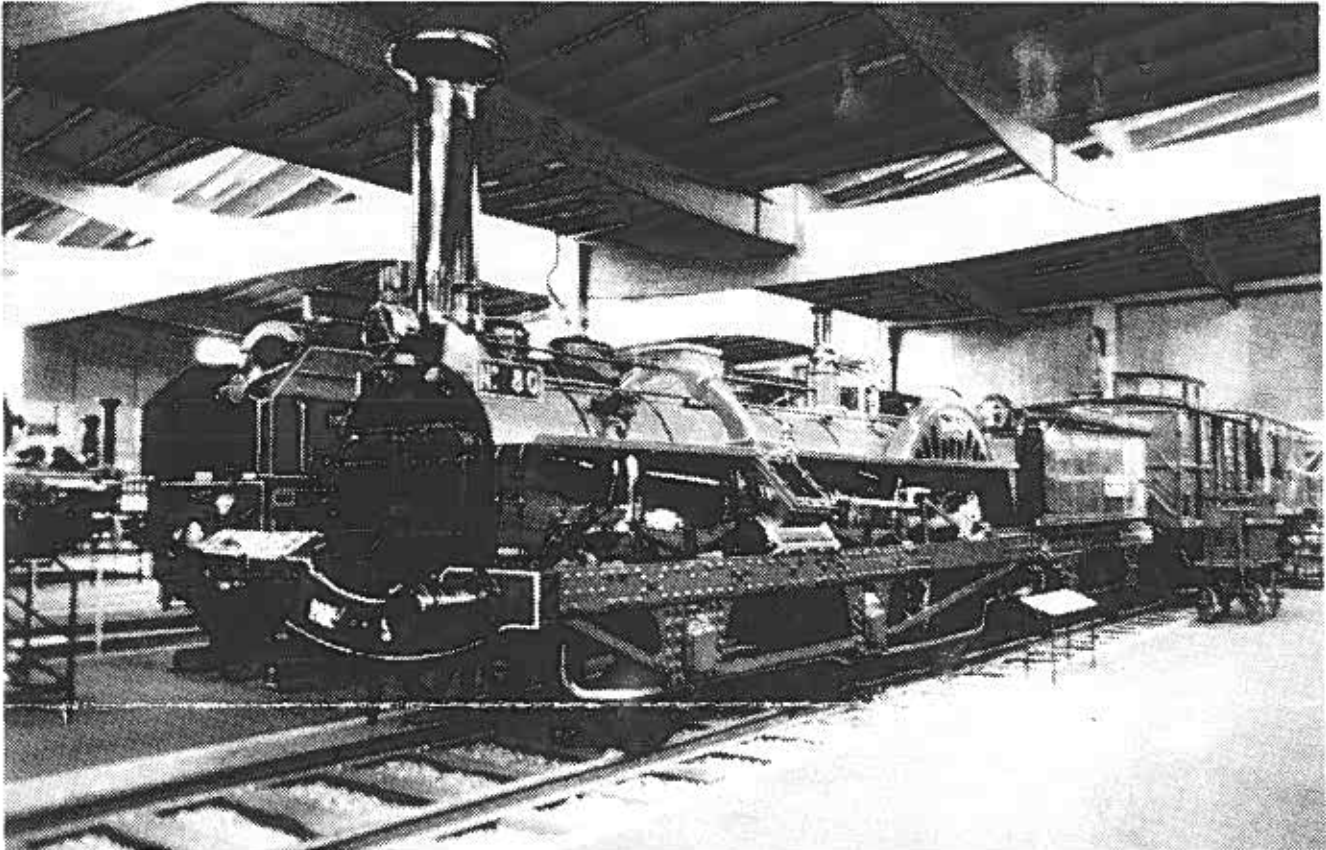
Among the more modern machines was an SNCF 141 class 2-8-2, built by ALCo, with such beautifully polished paintwork that it would disgrace the average family saloon car, and a semi-streamlined SNCF 4-8-2 which was "up on blocks" with an electric motor driving one axle via a huge chain. Every hour, the whole thing would burst into life complete with flashing lights and recorded steam sounds, but in the end it was as dead as the other exhibits!

The Museum also houses a number of diesel and electric locos and the most unusual item in this was one of the prewar "Micheline" railcars. This vehicle runs on two eight wheeled bogies, each wheel being almost a standard road wheel complete with rubber tyre, backed by a steel disc to provide a flange. To complete the picture, the driver sat above the roof level at one end in a small glass cabin.

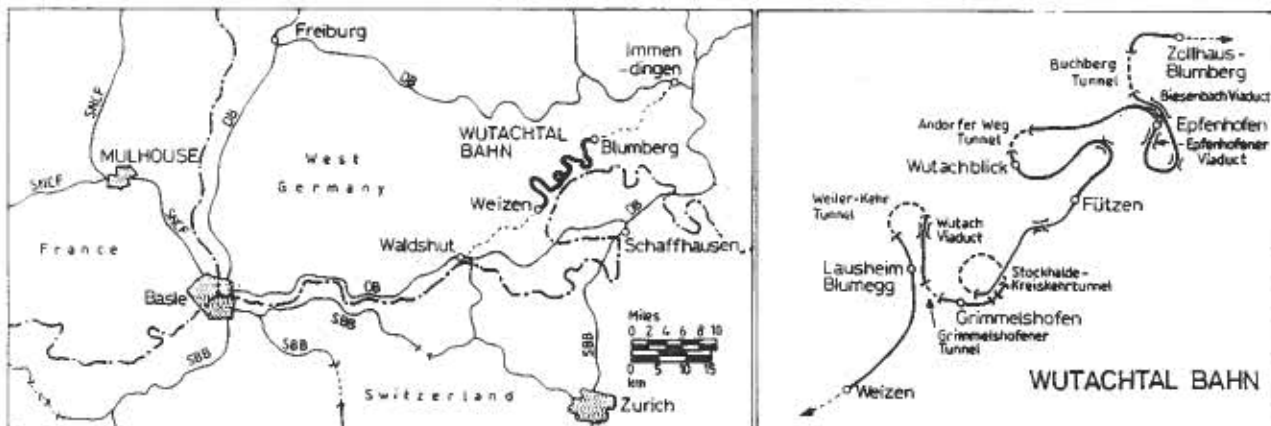
In terms of passenger and goods rolling stock the Museum was less well off but did boast several superbly restored "Wagon-Lits" coaches, a chocolate and cream Pullman car and even an SR/SNCF cross channel ferry van.

After Mulhouse, the other main attraction was the "Wutachtal Bahn" which runs between the villages of Blumberg and Weizen in southern Germany within a few miles of the Swiss border. These villages are six miles apart but because of the landscape the railway journey is no less than sixteen miles by way of four viaducts, six tunnels and one spiral, which it itself partly in a tunnel, and it was possible to stand on the hill at Epfenhofen station and watch an uphill train for fifteen or twenty minutes whilst it travelled over seven miles by rail to cover barely one mile as the crow flies.

This is not a preserved railway as such because the line is still owned by the Deutsche Bundesbahn and is leased to a pre-

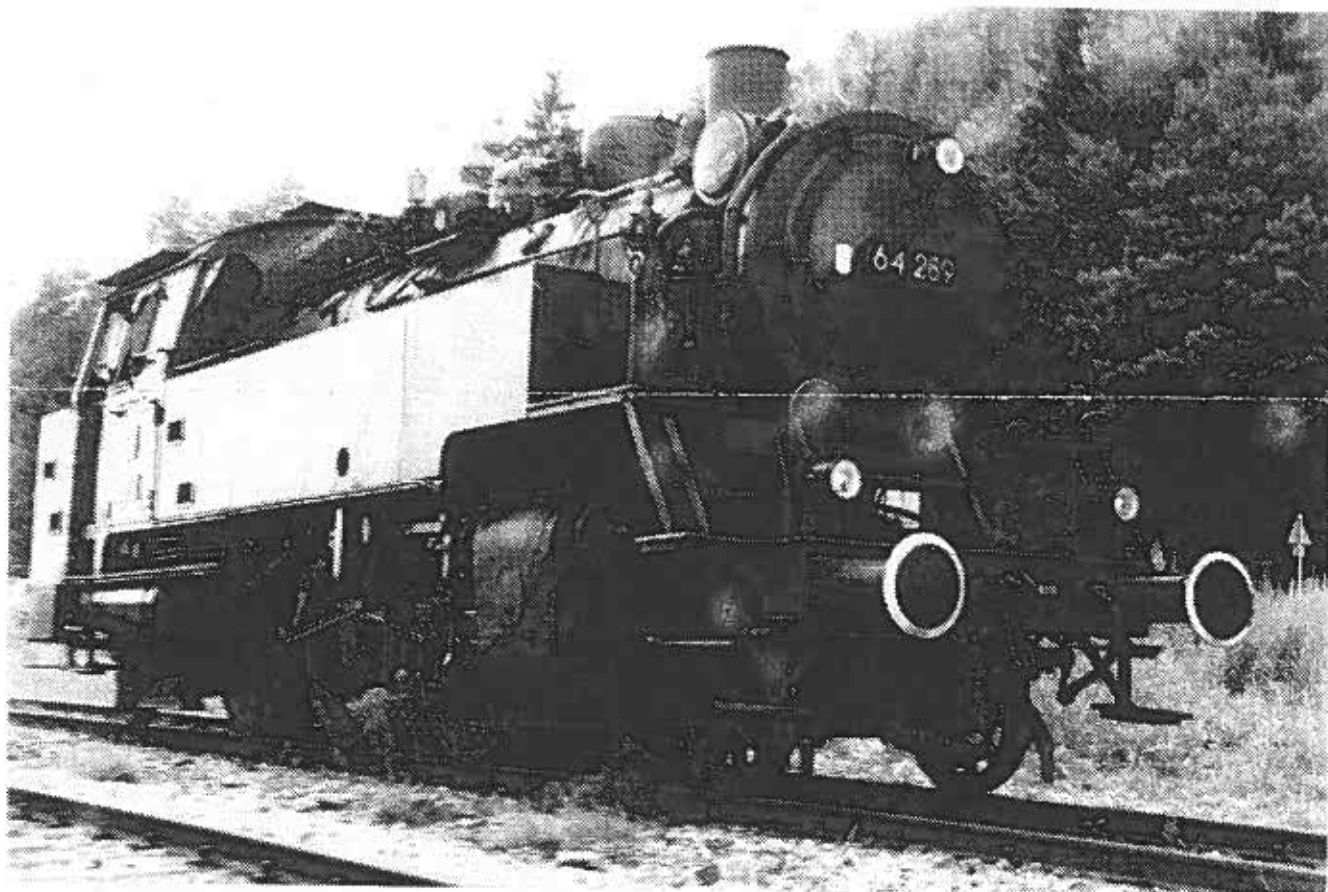


Paris-Orleans Railway 2-2-2-0 'Crampton' No.80 built around 1850 preserved at Mulhouse  
From a colour print by Dave Little.

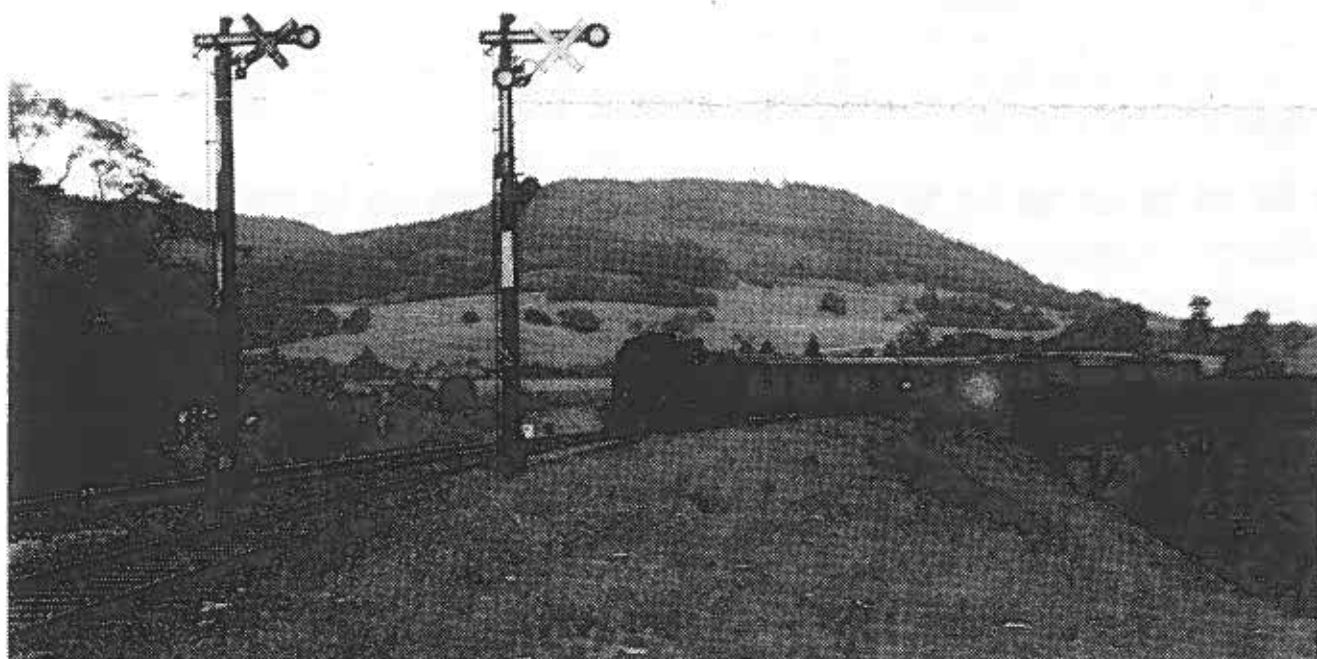


ervation society which owns the stock and locos. Despite the fact that my visit was on a Sunday early in August there were only two return trips worked by one train, consequently both trips were well patronised. The train consisted of a DB class 64 2-6-2 tank hauling one four wheeled coach and eight bogie coaches of various ages.

This is probably the normal method of operation and although anyone visiting the line hoping to see a complex operating timetable may well be disappointed, it is to be thoroughly recommended as a railway spectacle impossible to find in this country.



Former DB 2-6-2T 64-289 poses for the camera whilst waiting to run around its train at Weizen, western terminal of West Germany's Wutachtal Bahn. From a colour print by Dave Little.



DB 2-6-2T 64-289 coming off the Epfenhofener viaduct and entering Epfenhofen station. From a colour print by Dave Little.

# RAILWAYS AND THE INDUSTRIAL REVOLUTION part 1

Stan Verrinder

## INTRODUCTION

I have always felt that historians, when writing about the Industrial Revolution, have failed to give sufficient weight to the role played by the railways. So when one of my weekly essays at university had to be on some aspect of the Industrial Revolution before 1850 I thought that it should, in a small way, try and redress the balance.

## THE RAILWAYS OF THE 1840's AND THE INDUSTRIAL REVOLUTION

The general interpretation in most history textbooks, until recently, was that the Industrial Revolution had taken place by 1850 and that the factory system had triumphed. Most present day historians take a different view, and one of them A.E. Musson in his book 'The Growth of British Industry' is in no doubt when he says, "There are good grounds for regarding the period 1850-1914 as that in which the Industrial Revolution really occurred, on a massive scale, transforming the whole economy and society much more widely and deeply than the earlier stages had done" (pp 150-1) Elsewhere (p 157) in the same book he comments "Much of England of 1850 was not very strikingly different from that of 1750". If this was true of industry in general was it true of the railways in particular?

By the beginning of the nineteenth century there were hundreds of miles of wagonways and plateways, all with horse haulage and mainly in mining areas. After the invention of the first steam locomotive by Trevethick in 1803, it took until 1825, with the opening of the Stockton & Darlington Railway, for the true era of the railway to arrive. But the honour of being the first real "modern" railway must be reserved for the Liverpool & Manchester Railway which opened in 1830 (Marshall p 14). Locomotives only were used for haulage (except for a short stretch); it had double track throughout; and all the rolling stock was owned by the company. The success of this railway set in train the building of the trunk routes of the middle and late 1830s with the London to Birmingham (opened 1837), London to Southampton (opened 1840) and the London to Bristol (opened 1841) (Ellis pp 48-86).

Thus by 1840 the first pioneering days of the railways were over but the following decade was to see startling changes by and in the railways. The total route mileage in 1840 was 1000 miles, by 1850 this had increased to the astonishing figure of 6000 miles (Freeman p 58). To put this into perspective, in the thirty years since the first motorway was built the total mileage has yet to reach 2000. By 1850 it was possible to travel from London to Aberdeen, Glasgow, Edinburgh, Swansea Holyhead and Plymouth. The only large town in England without stations were Hereford, Yeovil and Weymouth (Simmonds p 18).

For passengers there were substantial benefits from the spread of the railways. All the private Acts which authorised the building of railways laid down maximum fares which could be charged, and these were linked to those of the stage charges of 3½d to 4½d per mile for an inside seat and 2d to 2½d for an

outside seat (Freeman p 28), which were linked to first and second class rail travel. The cheapest was third class, where this was provided, and varied from 2d to 1½d per mile and these railway passengers would travel by open wagon. It has to be remembered that the average workingman's wage at this time was only two shillings per day. Gladstone's Railway Act of 1844 brought improvements in that it made it compulsorily for all companies to provide at least one third class train each day both ways, at a speed of not less than 12 mph, and the carriages to have seats and protection from the weather. All this at a cost not exceeding 1d per mile (MacDermott p 335). Interestingly some companies, as late as the 1880's, ran "parliamentary" trains to conform with the 1844 Act. The time savings were dramatic because the average speed of the stage coach at its zenith was 10 mph. Railways shrank stage times to between one third and one fifth. By stage London to York was 30 hours, by rail 9 hours; London to Bristol by stage was 9½ hours, by rail only 2 hours (Freeman p 26). By 1848 the fastest train was 61 mph (excluding stops), but this was exceptional and the London to Brighton journey was at a more leisurely 43 mph (MacDermott p 103). The growth in the number of passengers was from an estimated 18 million in 1840 to 72.9 million in 1850 (Gourvish p 26). The success of the Great Exhibition of 1851 would not have been possible without the railways. About 6 million people, one third of the nation's population, visited it at excursion costs of less than a ½d per mile.

On most lines goods traffic in 1840 was something of a Cinderella as companies generally concentrated on passengers, which they saw as the best revenue earners. This policy changed considerably in the 1840's (Gourvish p 27, Freeman p 29). The companies had been constrained in their charges for goods by the fierce competition of the canals which had drastically slashed their charges, and were better organised and more experienced. In 1842 the amount of goods traffic carried by the railways was only 5.4 million tons per annum with a revenue of £1.6 million, only half the amount received from passengers. By 1850 this had changed, the annual tonnage had risen to 38 million (a factor of 7), and the revenue to £6.4 million, nearly equalling that from passengers at £6.8 million (Gourvish p 26). There were exceptions to this increase, the Great Western, the second biggest company in 1850, still had passenger receipts at three times those from goods (MacDermott p 161). This increased traffic came about because of better organisation with the advent of the Railway Clearing House, and more powerful locomotives. The reduction of prices to the consumer was considerable and in some cases dramatic. In some inland areas with no water connections the price of coal was cut by four fifths.

In the next issue, Stan will conclude this essay by considering the problems which faced the railway builders during the meteoric expansion of the 1840's and 50's. Ed.

Merry Christmas and Happy New Year to all Members

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