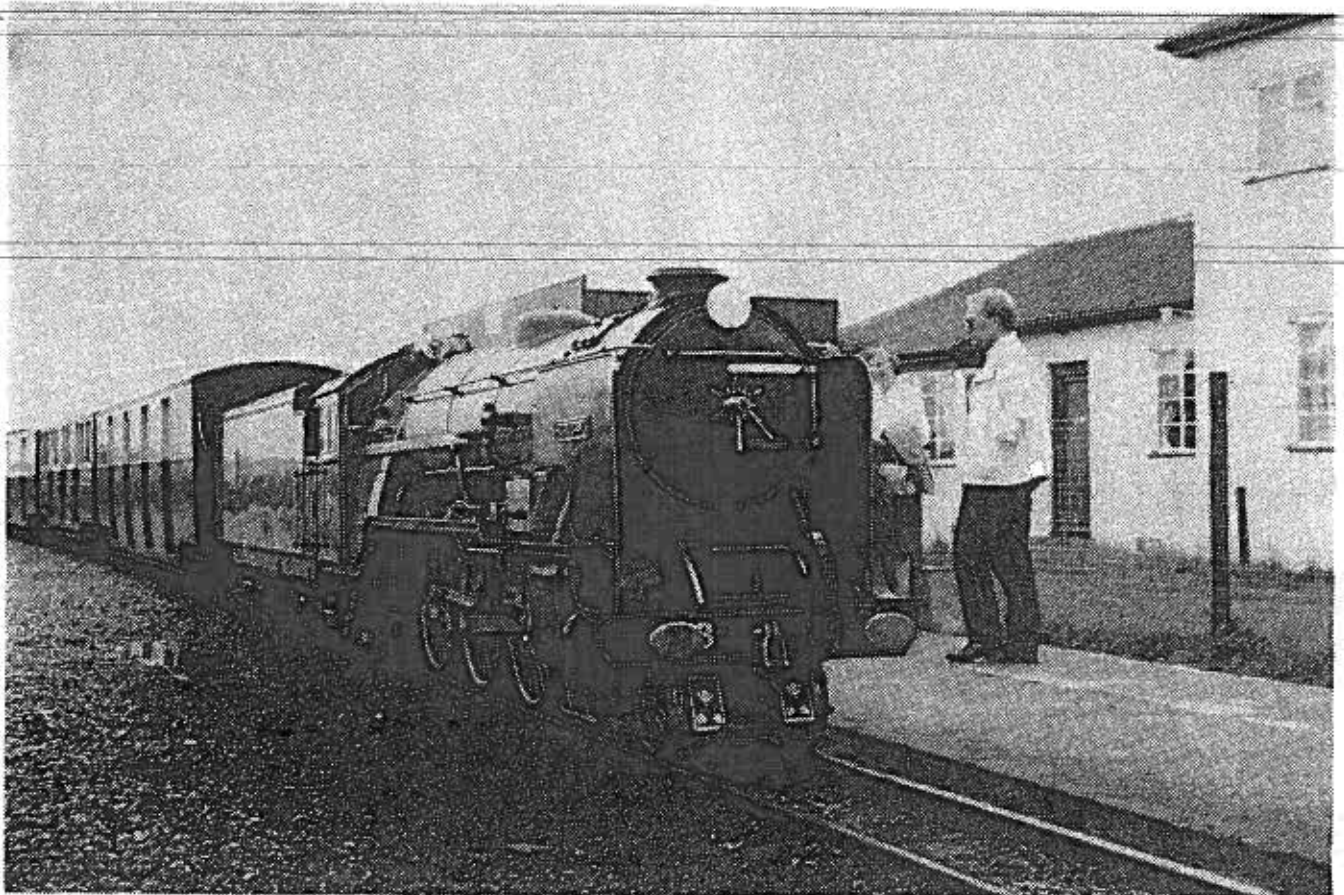


THE

53
MARCH 1990

MARLOW DONKEY



IN THIS ISSUE...

DORSET SCHOOLDAYS

SLOUGH SHED REVISITED

ZIMBABWE - GARRATT COUNTRY



THE MARLOW DONKEY

Quarterly magazine of the
MARLOW & DISTRICT RAILWAY SOCIETY

No. 53 MARCH 1990

IN THIS ISSUE...

Chairman's Notes	page 2
Programme and Society News	3
1989 Annual Report	3
Railway Roundabout notes & news	4
Roy Mee a tribute	4
Video Reviews	6
Ten Years Ago	6
Twenty Five Years Ago	7
Dorset Schooldays	7
Zimbabwe - Garratt Country	8
Slough Shed Revisited	10
Railways and the Industrial Revolution Pt. 2	12

PRESIDENT: Sir William McAlpine	VICE-PRESIDENT: Bas Woodward
CHAIRMAN: Mike Walker 'Solgarth', Little Marlow, Marlow, Bucks. SL7 3RS.	Tel.: Marlow 3899
VICE-CHAIRMAN & SECRETARY: Eddie Lewcock 27 Rupert Avenue, High Wycombe, Bucks. HP12 3NG	Tel.: HW 25638
TREASURER: Peter Robins 95 Broom Hill, Cookham, Berks. SL6 9LJ.	Tel.: BE 27870
PUBLICITY: Martin Pink 50 Lowfield Way, Hazlemere, High Wycombe, HP15 7RR	Tel.: Penn 6306
SOCIAL SEC: Tony Caton 57 Hillside Road, Marlow, Bucks., SL7 3LA	Tel.: Marlow 73723
COMMITTEE: Dave Cooke John Sears Rob Young	Tel.: HW 34554 Tel.: Reading 595476 Tel.: Marlow 74649

CHAIRMAN'S NOTES

I was talking recently with our village constable and he came up with the theory that the rise in crime by youngsters was in no small way due to the demise of the local unfitted loose coupled freight. At first glance an unlikely proposition, but on reflection he has a point. In the 'good old days' every town and village was visited by the daily pick-up which would spend some time exchanging and shunting wagons. These would then be loaded or unloaded. Passenger trains would often pause to put down or pick up packages and mail in addition to people whilst the engine slaked its thirst. Even the smallest station would be a source of hours of entertainment for inquisitive youngsters, whilst staff would answer questions during those quieter moments. As for today, what is there to hold attention at Bourne End for example? An hourly dmu shuttle is a poor substitute so the kids find other ways of passing the time, often the railway becomes a victim rather than child minder.

A question for you. What is the prime function of roads and railways? Answer; to provide an artery for the movement of people and freight from A to B. Obvious, isn't it? So why does our Government insist on double standards when it comes to investment support? It is generally accepted that this country's infrastructure is rapidly becoming overloaded and whilst millions are spent on new or improved roads, the Government still suppresses the potential of rail transport.

It is true that investment in new stock and even plant is currently running at record levels but revenue support is being further cut or even abolished. The reasons given for the decision to stop subsidising Network SouthEast from 1993 because the peak trains run full and its unfair to expect people outside the area to subsidise London commuters, shows a complete lack of understanding. Yes, NSE trains are overcrowded but still lose money because that overcrowding occurs in two short peaks. At other times trains either run with spare capacity or sit idle in sidings, and, as any manager will tell you, idle plant ceases to be an asset and becomes a liability. Further nobody asks if we southerners mind paying for hundreds of miles of motorway up north.

Requiring NSE to survive without support and be profitable will require economies and a substantial fare increase, possibly up to 33%. That will be sufficient to encourage more commuters off the trains and onto already choked roads, thus requiring more expenditure from national taxpayers and damage to the environment. Worse, there are hidden costs caused by congestion. Everything you buy has at some time been transported and the cost of that is included in the price. Like it or not most freight goes by road in this country and the slower the traffic, the longer deliveries become, up goes the traffic because yet more lorries are needed as jams reduce utilisation and so the spiral goes on. And who pays? The consumer of course, so you have a choice pay taxes or higher prices. It does not stop at the cost either. The slower and thus more expensive our transport system the less competitive our industry becomes in export markets and with the bottleneck between London and the Channel Tunnel and most of British industry, this will only make matters worse.

I don't want you to think I'm being political, I'm not. Successive Governments of both persuasions have been as guilty to varying degrees. This is because, in spite of the cries of politicians, policy is largely determined by civil servants and there is a growth industry in lobbying; companies have

been set up just for that purpose and whilst the AA, RAC, RHA, SMMT, BRF and old Uncle Tom Cobby can use such organisations, BR, as an arm of Government cannot. Perhaps a privatised BR may gain here but, just to prove nothing changes, don't forget the 'Square Deal' campaign of the late thirties when the Big Four sought to reverse the pro-road bias of the Government of the day.

There is another inhibition to the development of new rail projects in this country, the archaic procedures involved. If Bee Line wants a new bus garage it merely applies for planning permission. If the Bucks County Council wants to widen a road it does so, subject to council approval. If BR wants to lengthen a platform or add a new running line it has to obtain an Act of Parliament and right now (even allowing for a lack of adequate Government support) the number of railway bills added to other bills is threatening to strangle Parliament.

The reason is of course that most railway construction in this country began and finished prior to the establishment of County Councils (1889) and the Town & Country Planning Acts when no better system of regulation was possible. Surely as we now stand, hopefully, at the threshold of a new age of railway expansion it is time to overhaul the system and bring railway planning approval into the same structure as enjoyed by the rest of us.

Not that this would help major projects like the Chunnel link, where local influences would lead to an even louder outburst of NIMBYism (Not In My Back Yard). I cannot help but think that the real reason for the opposition in Kent is in no small way that it will be used mostly for through international journeys. They did not object to the M20 so loudly because they can hop on and off to their own benefit. As for the noise well I can tell you that an HST at 125 creates more noise than a TGV at 180. Nobody round here complains of excessive noise from HST's but in Kent, of course, all they have is glorified trams! Personally, given the choice of living near a railway with sudden bursts of noise or a motorway with a constant, if lower, drone, I'd take the former - and not just because I'm biased!

It was a great shock to learn of the death of Roy Mee. The Society owes much of its success to his drive in the early days. I can do no better than endorse Stan Verrinder's tribute.

Mike

COVER

RH&DR 4-6-2 No.8 'Hurricane' stands at Dungeness on Sunday 9 July 1989 during the visit by the M&DRS party, attracting the admiration of Ernie Dove's wife, Mary.

This photograph by ALAN WHEELER won Class C for Colour Prints in our 1990 Photographic Competition.

TIMETABLE

FORTHCOMING MEETINGS & EXCURSIONS

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

- Thurs. 19 April THINGS GREAT WESTERN Bill Peto
In particular the Broad Gauge era and the origins of some of the stranger GW loco names.
- Thurs. 17 May WEST SOMERSET RAILWAY Keith Smith
Setting the scene for our annual summer excursion which this year visits Somerset.
- Thurs. 21 June WORLD STEAM - I Peter Greatorex
You all know Pete is an accomplished photographer and tonight is a rare chance to see his work from trips around the world.
- Thurs. 19 July THE GREAT TRAIN ROBBERY C.H. Wrate
Our speaker tonight is not only a rail enthusiast but had the good fortune to be a Detective Inspector involved in this infamous crime.

TRIPS

- 25-28 May LANCS & YORKS WEEKEND
This is now fully booked
- Sat. 23 June OLD OAK COMMON T.M.D.
Provisionally arranged - check with meetings. Meet at depot at 10 am (transport can be arranged) Charge £1.50 per person.
- Sun. 15 July WEST SOMERSET RAILWAY
Full day trip by luxury coach, for a ride on the full length of WSR
Fare: Inclusive £14.00 Adult £9.50 Child
Minehead only £9.00 Adult £7.00 Child
- Thurs. 16/23 Aug. POST OFFICE RAILWAY
Two chances to see this unique and fascinating operation. Meet at Mt Pleasant P.O. at 6 pm. No charge but 10 maximum per evening BOOK NOW and state a preferred date.



SOCIETY NEWS

NEW MEMBERS

It is a pleasure to start the new year by welcoming two new members to the Society, Julian Heard and Brian Print, both from Bourne End. We hope you enjoy the Society's activities and look forward to seeing you at future meetings.

PREVIOUS MEETINGS

Tony Hall-Patch presented another programme of NRM archive films in December. However, due to his recent retirement from the Science Museum this could well have been the last of these popular events.

The AGM (see Annual Report) was followed by an excellent talk on 'Flying Scotsman' in the preservation era presented by George Hinchcliff, standing in for our President who unfortunately could not attend. George provided his own commentary to videos of 4472 in the US and Australia, including the mind-boggling run north of Melbourne with 4472 and two Victorian 'R' class 4-6-4's running on parallel tracks.

ANNUAL PHOTO COMPETITION

Very well supported this year and although the numbers of slides was restricted the quality was amazing, making the choice in voting extremely difficult. A notable theme this year was an increased number of pre '68 BR shots, some imaginative non-loco views and superbly atmospheric overseas views. The winners were as follows:-

A COLOUR SLIDES - UK Peter Robins
LSWR 488 climbing Freshfield Bank on the Bluebell in February 1989.

COLOUR SLIDES - OVERSEAS Dave Cooke
A vintage 0-4-0WT on shed at Contumil, Oporto.

C COLOUR PRINTS Alan Wheeler
RHDR 'Hurricane' at Dungeness during MDRS visit in July 1989.

D BLACK & WHITE PRINTS Dave Little

The J52 leaving Grosmont tunnel on NYMR in 1975.

The overall winner, taking the Eddie Lewcock Cup for the third year in a row, was Dave Cooke with class B winner.

The four winners will grace the cover in turn this year.

NORMAN ASTON-SMITH TROPHY

Martin Pink was the winner for his article "Mayhem Abounds in Wales". Martin also authored one of the five articles which tied for second place and a further group were only one point behind. Whilst this can cause premature ageing during the count, it does prove that the articles in the Donkey have a wide appeal, although reports of the current scene don't get many votes.

OFFICERS & COMMITTEE

Dave Cooke kindly offered to serve on the committee this year. The officers remain much as last year except the Eddie Lewcock is combining Vice-Chairman with Secretary and Tony Caton is our Social Secretary. Full list is on page 2.

SUBSCRIPTIONS

The Treasurer reports that a small number of members have still to renew their subscriptions this year. Whilst this is hopefully an oversight, we must remind you that if you have not renewed by the end of May you will be deemed to have lapsed. Please send your cheques to Peter Robins. To those of you who have renewed, our thanks for your continuing support.

ATTENDANCE BOOK - PLEASE SIGN

As requested by the AGM we now have an attendance book for use at meetings. We ask ALL MEMBERS to sign this each time you attend.

1989 ANNUAL REPORT

Minutes of The Marlow & District Railway Society Annual General Meeting held on 18th January 1990 at 7.30 pm at the Royal British Legion Club, Marlow.
Chairman - Mike Walker.

Prior to the meeting Mike Walker had the sad duty of announcing the passing away of Roy Mee on the previous Monday evening. Expressions of our sympathy were being passed to his relatives.

1. APOLOGIES FOR ABSENCE

Sir W. McAlpine, whose father had passed away recently.
G. Styche, D. Gardner.

2. MINUTES

The Minutes of the last AGM had been published in the March 1989 issue of the Marlow Donkey. It was unanimously agreed that they should be adopted as published.
Proposed by R. North. Seconded by B. Woodward.

3. CHAIRMAN'S REPORT

The Chairman's report reviewed the year's activities both at the monthly meetings held in the Legion Hall and the several visits to places of railway interest, inclusive of a successful tour to the narrow gauge railways of Wales at the Spring Bank Holiday, also visits to Fawley, RH & DR and Pendon.

Thanks were expressed to several committee members and also to Charlie Smith for the audio visual presentations and to Sue Little for great help with the Marlow Donkey publication. Gavin our coach driver was also remembered.

4. TREASURER'S REPORT

The year had ended with a surplus of £169.78 above the 1988 figure assisted by a low expenditure on speakers. Despite a rent increase it was proposed to hold the subscription at the same level.
Total membership averaged 59 whilst about 36 members attended each meeting.
Adoption of the report was proposed by B. Woodward and seconded by A. Morris.

No Secretary's report was offered as the post was temporarily vacant.

5. FUTURE EVENTS

These will include:

- Feb. 90 - Photo Competition with colour slidesUK, colour slides Overseas & colour prints (up to 10" x 8") also black & white prints.
- March 90 - Provincial Services - S. Sharp.
- April 90 - Things GW - Bill Peyto.
- May 90 - West Somerset - Keith Smith.
- June 90 - P. Greatorex - World of Steam Safari.
- July 90 - Inspector Wrate - The Great Train Robbery.
- Sept 90 - P. Townsend - Top Shed.
- Oct 90 - To be advised.
- Nov 90 - J. Jarvis - South American Travel.

Visits - May 90 North to East Lancs, Keighley & Worth Valley
 July 15th West Somerset
 August Post Office Railway
 Autumn visits are planned for Old Oak Common and Chatham Dock-yard etc.

6. ELECTIONS

Three members were due to stand down for re-election. Their re-election 'en-bloc' was proposed by L. Stroud and seconded by E. Dove and carried without division. David Cooke was elected to the committee after a proposal by M. Sherwood, seconded by J. Sears.

7. ANY OTHER BUSINESS

It was proposed by A. Wheeler that an attendance book for the monthly meeting should be introduced. This was agreed by the meeting.

A proposal was made and accepted that a visit to Eastleigh Works be considered.

In response to a query on the Annual Dinner, it was advised that response to the initial proposal was so poor that it was dropped. In the previous year the visit to the Chequers had to be abandoned in favour of the Yew Tree.

Discussion centred around a proposal for another exhibition but it was pointed out that an enormous amount of work had to be made to effect the last one satisfactorily and that had celebrated a special event. It was agreed after a show of hands that not enough interest existed currently to justify attempting one this year. Voting was 4 in favour and 8 against.

The Normap Aston Smith Trophy was won this year by Martin Pink for his article "Mayhem in Mid Wales".

The AGM closed at 20.20 hours.

MARLOW & DISTRICT RAILWAY SOCIETY

Summary of Financial Statement for year ending 31.12.89

INCOME		EXPENDITURE	
Bal b/f 1.1.89	331.81	Newletter printing	97.53
Subscriptions	325.00	stationery	22.72
Meeting Fees	257.00	postage	6.02
Trips Fawley	57.00	Trips Fawley	57.00
RH&DR	377.10	RH&DR	395.47
Pendon	55.00	Pendon	56.14
B.Soc. Int.	27.16	Hire of Hall	165.00
Donkey Sales	2.00	Speakers expenses	24.70
% on books sold	1.64	Trans. Trust Sub.	16.00
		Book Tokens	30.48
		Engraving	3.50
		Officers expenses	27.66
		Ret. Chairmans present	29.90

Bal in B/S 31.12.89	932.12
Cash in hand 31.12.89	475.00
	26.59

£1,433.71

£1,433.71

Surplus for the year ending 1989 - £169.78 over previous year

ROY MEE a tribute

Many of the Society will already know of the sad loss of Roy Mee, one of the founder members, who died suddenly on Monday 15th January 1990, when he was returning home from his office in Croydon.

Roy was, for many years, a member of the committee, and he contributed a great deal to the success of the Society. During his time he took on the typing and printing of the Marlow Donkey, which cost the Society not a penny. He was a leading light in the organising of the Christmas Dinners, and their popularity was in no small part due to his work. Among the early adventures of the Society were a number of French trips, when his knowledge of the language and cheerful participation made them so memorable.

In a Society dominated by lovers of the Great Western Railway, his trenchant comments on its weaker points were a healthy corrective. The unfashionable London-Midland & Scottish was his favourite, and many of us enjoyed his stout and knowledgeable defence of its locos such as the Jubilees and Patriots.

His work as a leading estimating engineer sent him to many parts of the world, and no matter where he went be it India or Indonesia, he always seemed to meet one or more of his many

friends. We listened with envy to the descriptions of his visits, as one of his priorities was always to seek out the local steam lines and their locos.

As a Rugby player he turned out for two first class sides, Bedford and Harlequins, and achieved the distinction, though he never mentioned it, of being an England trialist and reserve for the national team. He went on playing until an age when most of us had long ago put on our slippers. Having received so much from the game he loved, he gave it back in full measure to the Marlow club, where he was Chairman of the mini section.

A number of the Society's members were present at Roy's funeral, and were part of a very large number from the many aspects of his life. He will be missed by a host of friends, who will always remember his infectious laugh and cheerful companionship, and know he added to their lives.

Our deepest sympathy goes to Carol, his wife, and two children Hannah and Daniel. He was very much a family man, a loving husband and devoted father.

Stan Verrinder

RAILWAY ROUNDABOUT

NOTES AND NEWS

FLOOD HALTS DONKEY

The severe flooding in our part of the Thames Valley halted services on the Marlow branch on February 7th. Concern was expressed over the safety of Bourne End viaduct so the 11.29 ex-Maidenhead was cancelled. Local authority despatched the 12.29 which incurred the wrath of the bridge inspector who forbade further operations stranding the 2 car unit at Bourne End.

By the evening peak a twice-hourly shuttle was instituted between Maidenhead and Cookham, which was largely cut-off except for two roads through Cookham Rise. This shuttle continued on Thursday 8th and into Friday. However divers inspected the bridge piers and found them safe, allowing the stranded unit to escape from Bourne End and normal service to be resumed around Friday lunchtime.

During the same period the Henley branch was suspended due to fears for the Shiplake viaduct, whilst main line services were restricted to 20 mph over the two Thames bridges near Goring. Whilst none of the bridges were in real danger, BR were exercising understandable caution with memories of the tragedy at Glanrhyd on the Central Wales line still fresh.

QUINTIPLE GW MAIN LINE ?

John Sears reports that among the many Railway Bills laid before the current session of Parliament is one permitting the laying of an additional relief line between West Drayton and Slough to increase capacity. This would partly include the existing Up Goods Line from Iver to West Drayton and much new construction.



MORE CHAOS AT MAIDENHEAD

The after effects of the October 26th collision were felt on December 14/15th when heavy rain flooded the signal cable runs which had been renewed following the accident. It appears that the joints had not been weatherproofed or the ducts covered. The result was a complete collapse of the area's signalling, including a reported wrong-side failure (a signal showing green which should be red), leading to two days of hand signalling, delays and cancellations.

The real worry is that here we were, one year on from Clapham, almost to the day, faced with a potential repeat disaster due to the same reasons, bad workmanship and lack of supervision.

DERAILMENT AT LANGLEY

Shortly after 9 am on December 28th two class 37 locomotives engaged in shunting the Total oil sidings at Langley ran through the stop-blocks at the east end of the up loop headshunt and were derailed. The leading locomotive, 37.696, went down the embankment coming to rest at a drunken angle only a few feet from a public road but received only minor damage. 37.697 which was trailing remained upright with only one bogie off the end of the track.

The locomotives were not attached to tankers at the time and the crew were uninjured. Once again there was some minor damage to signalling equipment. After the initial pause to assess the situation, there was little disruption to services although the engineers took possession of the relief lines to enable two rail cranes to recover the locomotives during the afternoon and evening.

ANOTHER CROSSING INCIDENT

On Tuesday 19th December the 17.34 Maidenhead to Marlow train hit a woman pedestrian on the level crossing at Cookham. It appears she had been a passenger on the train and having alighted she took a short cut out of the station down the platform ramp, slipped on the wooden cattle grid protecting the crossing and was struck by the departing train. She was taken to Wexham Park Hospital in Slough suffering from head injuries.

CHILDREN IN NEED

Marlow-British Legion Vice-President, Mr. Skoyles and his wife were the successful highest bidders for two tickets for the 'Children in Need Express' auctioned by Derek Jamieson on his Radio 2 programme. The train, operated in conjunction with the BBC appeal, ran from Glasgow Queen St to Paddington on 17th November but arrangements were made for Mr. & Mrs. Skoyles to ride the down stock move the previous evening. Unfortunately no one told Kings Cross and the special left without them! Embarrassed InterCity officials hastily took them to Euston to catch the WCM2 sleeper to Glasgow.

The train was hauled throughout by InterCity's 47.821 'Royal Worcester' and formed of eight vehicles of Mk's I, II and III stock, including three sleepers and Mk.III DVT 82.137, believed to be the first appearance of one of these vehicles at Paddington.

CHINNOR MOVES AHEAD

The final BR train left Chinnor cement works in mid-January after the previous 'last train' on 20th December had unexpectedly arrived with loaded inbound wagons. Meanwhile the Preservation Society is rapidly getting on with things and now has the active support of both Wycombe and South Oxfordshire District Councils, BR and Rugby Cement who have offered secure accommodation and the long-term loan of their 0-4-0 diesel. The works will retain their link with BR via the preserved branch.

Other equipment being lined up includes an 0-6-0 diesel currently at Watlington and an 0-6-0 saddle tank steam loco to be leased from British Coal which reportedly needs only minor attention. Although the track is in place and perfectly usable, some upgrading plus the provision of accommodation at Chinnor and Princes Risborough will be required before passenger services can commence. Long term plans include extension a further 1½ miles over the old trackbed to Aston Rowant, beyond which the route is blocked by junction 6 of the M40.

Further information on the Chinnor & Princes Risborough Railway Association can be obtained from their Chairman, Arthur Leader, on 0844-53314.

CANADA TO BUILD ARC 59's

The forthcoming class 59's for ARC, 59.101-59.104, are being assembled in Canada at the London, Ontario, plant of Diesel Division, General Motors, Canada. All major components will be manufactured here except the engines which will come from EMD at La Grange near Chicago, where the Yeoman 59's were built. They are scheduled for delivery in August.

DDGM also have a space booked on their production line to fulfill an option taken out by Tiphook (a well known lessor of freight wagons) for two more 59's. If taken up these (59.201/59.202?) will be delivered in November 1990.

60 DEBUT ON WESTERN

Brand new 60.006 "Skiddaw" arrived at Old Oak Common on 12th January to train maintenance staff and train crews. It remained until mid-February and made frequent trips along the main line. It is intended to use 60's on the stone trains.

Proving that the unusual can still be seen, Peter Robins saw two class 73 electro-diesels hauling an Anglia Region class 308 emu through West Drayton on February 6th en route from Eastleigh to Ilford.

US RETURNS TO STEAM

After a gap of nearly forty years, three NEW steam locomotives were delivered to US railroads late last year. Two are class SY-95-ton-2-8-2's built by the Tangshan Locomotive Works in China to a design based on locos exported by the US around 1920. The third is a 'JS' 2-8-2, the last steam locomotive to be built at Datong Works.

The 'JS' was landed at Los Angeles bound for Iowa's Boone & Scenic Valley RR whilst the other two passed through the Panama Canal to reach Philadelphia en route to the Knox & Kane RR in Pennsylvania and the Valley Railroad in Connecticut. On sailing up the Delaware River to Philadelphia, they passed the site of Eddystone works, home of the Baldwin Locomotive Works, once the most prolific steam locomotive manufacturer in the world and originator of the SY design.

STEAM TO GRAND CANYON

Grand Canyon, probably the world's greatest scenic wonder, can now be reached by steam thanks to the re-opening of the 64 mile Grand Canyon Railway, a former Santa Fe branch connecting Williams on the Santa Fe/Amtrak Chicago-Los Angeles main line and Interstate highway 40, with South Rim Village, the main resort at the canyon. The line opened in 1901 and has been dormant since 1968.

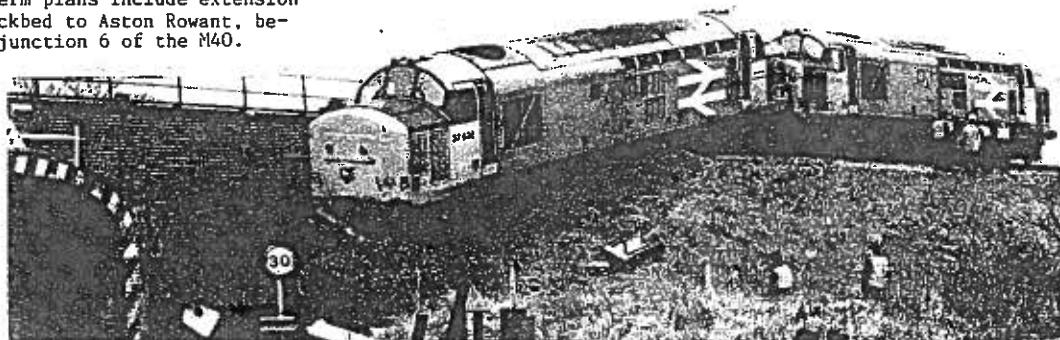
Daily this summer two round trips will be offered, taking 2½ hours in each direction. Three 2-8-0's and a 2-8-2 are in GCR ownership with diesel assistance as the line has several hills of between 1 in 50 and 1 in 33. Hence the search is on for heavier locos such as 4-8-4's. The project has the full support of the National Parks Service which sees it as an ideal way to relieve the pressure of development as well as traffic congestion and pollution at the canyon. Williams, a small desert town, welcomes the expansion and business the GCR will bring.

Once again, to quote the ATSF timetable, "trains will turn on the wye before reversing into Grand Canyon!"

BUS BITES TRAIN

Late in January a Green Line coach reversing in the BRS yard at West Wycombe pushed the fence over and dealt a glancing blow on a passing Chiltern Line dmu, fortunately without serious damage to the latter. London Country moved to the depot in December in a controversial move. The site is so cramped you allegedly can't swing a cat, never mind a Tiger (the bus gricers among you will get that pun).

OOOP's! A misunderstanding between driver and shunter led to this unfortunate incident involving 37.696 (nearest) and 37.697 at Langley on 28 December 1989. See above.



WINDSOR GALA

The Gala Day on the Windsor & Eton Riverside branch on 10th December was one of the better kept secrets of 1989. The idea of Steve Smith, Feltham Area Manager and his team, the original plan to hold the gala in August was vetoed by high authority and allegedly they were none too impressed this time round.

Despite this a superb display was arranged. The normal hourly service was operated by a pair of 2HAP units in addition to the usual 455 stock, all three varieties of which were featured. There were also regular non-stop shuttles between Windsor and Staines worked by mu's including a 319 'Thameslink' Reading class 101 dmu L832 and that superb preserved dmu, 4SUB 4732 and 2BIL 2090. Other journeys were in the care of 4TC 8018 which was hauled on various occasions by 50.007 'Sir Edward Elgar', 73.106, a disgustingly dirty 33.116 (the rust held it together) and LT's magnificent 'Sarah Siddons'. An advertised round trip by 09.012 'Dick Hardy' failed to materialise.

Between runs each locomotive took its turn on display at Windsor where they joined a static display including Wimbledon's 76 tonne crane with breakdown train, SR bogie brake van ADS56284 and Butterley's Stanier 'Black 5' 44932 in light steam, together with the usual assortment of society and trade stands.

A ride on the 2BIL was a particularly pleasant experience. A solid clunk as the door was closed, the right smell and sound from the compressors, comfy soft seats surmounted by mirrors and old pictures plus a pair of 10W bulbs in the ceiling. Once

underway came the once familiar grinding of motors and clicking of relays or contactors. These trains had character and personality unlike the cold efficiency of a modern 455.

Although there was little prior publicity the event was extremely well attended and a good sum was no doubt raised for the Southern's favourite charity, the Woking Homes.

AND AT WEYMOUTH

The year ended with a gala to celebrate the centenary of the railway service to the Channel Island ferries from Weymouth by way of the famous 1 mile tramway to quayside which was opened in 1865. Regular passenger services ceased in September 1987 and nothing had ventured down Commercial Road until December 30th when it was planned to run five round trips. With the future uncertain, these were likely to be the last trains so the town found itself besieged by hundreds of enthusiasts.

The first three trips went according to plan with 33.117 (also filthy dirty) running with 4TC's 8001 and 8023. The formation was amended for each trip which was preceded by a police car and three walking pilots, one with flags, one with camera, one with video, and enthusiasts enjoying the unique pleasure of chasing on foot!

Unfortunately, 33.117 failed prior to the 14.30 departure and although a replacement was summoned it had to come from Bourne-mouth and wasn't expected until 4 pm, so with daylight fading the enthusiasts drifted away, a disappointing end to what had promised to be a memorable day. With the obvious poor condition of the 33's now, why wasn't a spare stationed at Weymouth?

VIDEO VIEW

Mike Walker

CHILTERN TAKE TWO Video 125
VHS (Stereo)/Beta 94 mins £19.95

As is well known the old GW/GC Joint is rapidly being modernised. This production gives a drivers eye view of the entire line as it appeared in the summer of 1989. After some snappy opening graphics we are taken to Paddington for a ride in 50035 "Ark Royal" at the head of the 18.12 to Banbury as far as West Ruislip and thence to Marylebone to join a class 115 dmu for a run over the entire route to Banbury, with a laid-back, chain smoking lady driver.

Virtually every inch of the line is shown (although the tunnelled exit from Marylebone is sensibly edited) and interest is maintained by regular cutaways to lineside shots of the train, views of stations and interiors of signal boxes as our train's progress is monitored. Shot on Super VHS, picture quality is quite acceptable although, naturally, the camera does not compensate for the vibration of the train as would the human eye/brain. An informative but not overdone commentary spoken by BBC newsreader Philip Hayton and written by Chiltern Trains' Tony Parkins, points out items of interest and the odd anecdote. There are a couple of minor errors, the story of the Central line extension is confusing and the closure date for Bourne End to High Wycombe is given as January 1971 not May 1970. Strangely, the former Brill Tramway overbridge passes unremarked, as does the former Denham to Uxbridge branch.

This tape provides a superb souvenir of the Joint Line before modernisation set in. Its real worth will be in reays to come as a nostalgic look back at how things used to be at places we know so well.

BIRTH OF A LOCOMOTIVE SPV/Rail Innovations
VHS (Stereo)/Beta 38 mins £17.50

Ever wondered how a modern diesel-electric is conceived and built? Well this production by Canada's Rail Innovations in full cooperation with Diesel Division- General Motors gives all the answers. The subject is the F59PH, which, unlike most North American locos, is a custom made design for Toronto's GO Transit commuter services. More interestingly for British

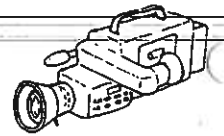
viewers, the steps involved replicate those used to build a class 59 - if you ignore the different shape and colour of the finished product! In fact the forthcoming ARC59's will be built on this production line.

After an opening preamble outlining the history of DDGM which started in 1950 as the Canadian assembly plant of EMD, the story of the F59PH begins with drawing board and CAD terminal. Various alternative body designs are considered (some more stylish than the chosen design) and then steel is drawn from the stock yard to be cut and fabricated into the frame and car body. Elsewhere in the London, Ontario plant we see traction motors, alternators, the complex wiring looms, control cabinets and bogies being assembled. Only the engines are omitted as they come as complete units from EMD at La Grange. Eventually everything comes together in the erecting shop and the locomotive moves to the paint shop before release to DDGM's own test track for trials. The cameras were on hand to record the official roll-out and hand over, a ceremony conducted with the kind of razzmatazz only Americans can muster.

Finally the first locos arrive at Toronto and following further trials and crew qualification enter reserve service. There is possibly a slight over coverage of these revenue runs but this is only a minor point.

As an aside, your reviewer was struck by the contrast in loco crews between this and "Chiltern Take Two". The scruffy and totally laid back BR crews reflect badly on the industry while GO's men smartly groomed with white shirts, boarding their charges brief case in hand, look like airline captains - of course they can earn more in a day than BR men do in a week.

"Birth of a Locomotive" was shot on SuperBeta and mastered on 1/2" BVU. As always, conversion from NTSC to PAL was done to SPV's unique and exacting specification. The result is a highly professional documentary which could easily find a place on network television. Highly recommended, particularly if your railway interests are engineering led and you keep abreast of new technology.



TEN YEARS AGO

Roger Bowen

From the pages of 'Marlow Donkey' No.14 of March 1980.

The 'Donkey' recorded previous meetings - the Christmas 1979 one being the film "Oh Mr. Porter", with Will Hay, and in February Rob Holton spoke on the Tan-y-Errsian extension of the Festiniog Railway.

There was a short article by Steve Medway on the Fawley Railway project. This originated with a meeting on the 17th February with 26 members present and started the Society's in-

volvement with the railway of our President, Sir William McAlpine.

Articles included details of the line and locos used in the filming of "Oh Mr. Porter", details of the new London Transport Museum at Covent Garden by Mike Walker, "A Castle returns to the Great Western" by Alan Wheeler, and part 6 of Mike Walker's detailed history of the Wycombe Railway and the Marlow Donkey.

An eventful period for the Society.

TWENTY-FIVE YEARS AGO

Roger Bowen

Modernisation of the railways went on a pace in early 1965. The most significant feature was the introduction of "the new face of British Railways".

Launched at an exhibition at the design centre, London, in January 1965 the programme introduced a new arrow symbol, standard house colours, different livery, shorter name and distinctive letter form for "corporate identity" for the railways. The new house style was intended as an expression in modern terms of the unity of the range of activities, transport by rail, sea and road, engineering, architecture and catering. Everything seen and used frequently by the public, every station, sign and piece of printed matter would be given a recognisable family likeness.

The three basic visual elements of the corporate identity programme were the house colours, selected to replace regional colours, the arrow symbol to replace the 'double sausage' device, and the logotype.

Rolling stock developments included the taking into British Railways stock of the experimental Brush "Falcon" locomotive built in 1961.

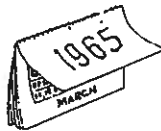
A new diesel hydraulic locomotive was delivered to the Army. A standard gauge 0-8-0 built by Andrew Barclay of Kilmarnock with two Cummins engines totalling 620 hp it was numbered 891 and entered service at the Command Ordnance Corps Depot at Bicester.

Of significant interest was the delivery of the first 70 new standard coaches of integral design built by the British Railways Works at Derby. Designated "Mark II" these were first class corridor coaches. Compared with previous standard designs the body end was made deeper at the gangway, with strong collision pillars allowing for a curved body end. The integral construction gave a significant weight saving, 7 tons 10 cwt for the body structure, compared with 10 tons 1 cwt of a MK.I body and underframe. The overall weight of a dual heated coach was 31 tons 10 cwt.

A melancholy, but moving experience was the state funeral of Sir Winston Churchill on 30th January 1965. Along the entire route thousands of people gathered to pay their last respects to the great statesman and to witness, probably for the last time, a steam locomotive hauling a special funeral train.

At Waterloo, platform 11 had been reserved for the special train. The six coach train included a bogie van for the carriage OF THE COFFIN. The train locomotive was, of course, Battle of Britain Pacific No.34051 "Winston Churchill" and the six vehicles, from the locomotive were Pullman brake car No.208, bogie luggage van No.S2462 for the coffin, Pullman Cars "Carina", "Lydia" and "Perseus", and Pullman brake car "Isle of Thanet". Departure from Waterloo was at 13.28 and the arrival at Marlborough (for Bladon) at 15.23 hrs.

A moving record of 25 years ago and one never to be forgotten.



DORSET SCHOOLDAYS

ALAN COSTELLO commuted behind Pacifics!

In 1951 I passed my 11 plus. Due to the shortage of places at Weymouth Grammar School some boys and girls were sent to the unisex grammar schools at Dorchester. So in September I started travelling from Radipole Halt to Dorchester, a journey which I would undertake 6 days a week, 40 weeks a year for the next 7 years.

First a bit about the line.

In 1951 the Weymouth terminus had 6 platforms and still retained its original Brunel roof built almost 100 years before. The line left the station on the level passing Weymouth Junction (for Weymouth Quay and the Portland branches). It then started to climb at 1 in 187 passing the engine shed (82F) on the down side. At this time there were around 25 western locos shedded there. The line soon reached Radipole Halt. Soon after the gradient increased to 1 in 74 and a mile later Upwey Junction was reached. After the Abbotsbury Branch closed at the end of 1952 this was renamed Upwey and Broadway.

On leaving Upwey the climb became steeper to 1 in 50 and after a mile Upwey Wishing Well Halt was reached. This was immediately before the 48yd long Bincombe Tunnel South which was then followed by the 814yd Bincombe Tunnel North. This was not only a 1 in 52 gradient but was also damp with icicles very common in winter.

Once out of the tunnel the line fell at 1 in 91 through Moncton and Came Halt before a short climb brought it to Dorchester Junction. Here the line split, to the left Dorchester West and to the right, our route, Dorchester South. The line then passed the Dorchester South down platform and the engine shed (71C) before coming to a stop. We then had time to see the local shunter 30162 (nicknamed 1 shovel 2 because the 6 was always covered by the fireman's shovel) before we reversed into the up platform.

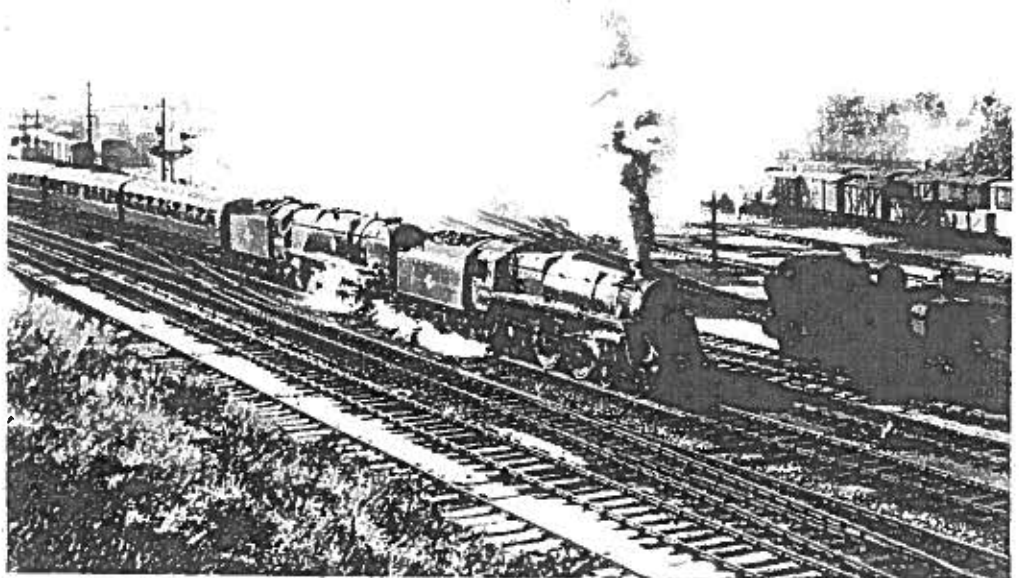
This was because of the layout of the station. When it was built it was hoped the line would be extended to Exeter so the platform was built for a line going west. It was only in 1970 that the station was rebuilt with the up and down platforms facing each other.

The three halts were typical Great Western with pagoda shaped shelters, not replaced at Radipole until 1975. The other two halts, never used by the Southern trains closed in 1957.

The train to Dorchester was the 8.25 to Bournemouth composed of 4 non-corridor coaches, hauled by a U or King Arthur class loco. In order to protect the reputation of the girls (or maybe it was the other way around) the girls travelled in the first coach while the boys travelled in the other 3. The

BR class 5 73106 and Merchant Navy 35001 'Channel Packet' lift a heavy train out of Weymouth in July 1963 whilst a GW Pannier shunts the yard. In the background the Portland and Quay branches diverge.

Alan Costello



driver was under orders to ensure the first coach was in the short platform at Radipole.

After a while the Bullied 3 coach sets appeared and the train usually consisted of 6 coaches. Loco power was then Lord Nelson 4-6-0 or the WC/BB light Pacifics as well as the King Arthurs.

One day 34108 "Wincanton" appeared carrying the "Royal Wessex" headboard. Either it hadn't been removed the night before or it should have been on the morning train an hour before and had been replaced.

When a WC/BB class was on the train we never knew when we would get to school. Possibly because it was its first duty of the day the locos appeared to have steaming problems.

We used to time the trains through the Bincombe Tunnel and found that the best locos were the Lord Nelsons taking around 50 seconds. The worst were the WC, the longest taking 25 mins.

On that day the train climbed slowly up the bank towards Upwey Wishing Well getting slower all the time, when we entered the tunnel the train was down to walking pace and it eventually stopped.

We were unable to get back as there was a set of catch points between the two tunnels. After a while assistance arrived in the shape of the 8.40 Weymouth to Maiden Newton auto train. This consisted of a 14XX 0-4-2T plus one trailer. This drew up to the back of the train to the accompaniment of detonators. After an exchange of whistles we slowly moved out of the, by then, very smokey tunnel. The auto train fell back as we gained speed and carried on to Dorchester. This was not the only time this happened but usually we stalled before we reached Upwey Wishing Well Halt. The remedy was the same.

When we came out of school we passed over a railway bridge that gave us a view of Dorchester South. Quite often we would see the 3.50 Weymouth to Eastleigh just arriving. Before it was withdrawn in 1952 this was a regular turn for Dorchester shed's pride and joy, the royal engine, class T9 No. 30119. This was kept in ex-works condition. It was painted green with a white star painted on the front of its smoke box door.

We would then carry on to Dorchester West where we caught the 12.30 express from Paddington, due at 4.16 reaching Weymouth about 10 minutes later. This was usually worked by a Castle. 4080 "Powderham Castle" was on it almost every day for a long time. I then walked round to the departure side to catch the 4.40 train back to Radipole Halt. One of the drivers, Mr. Dodge, would let some of us ride in the cab as long as no officials were around. Very rarely did we miss this train so the time keeping in those days was very good.

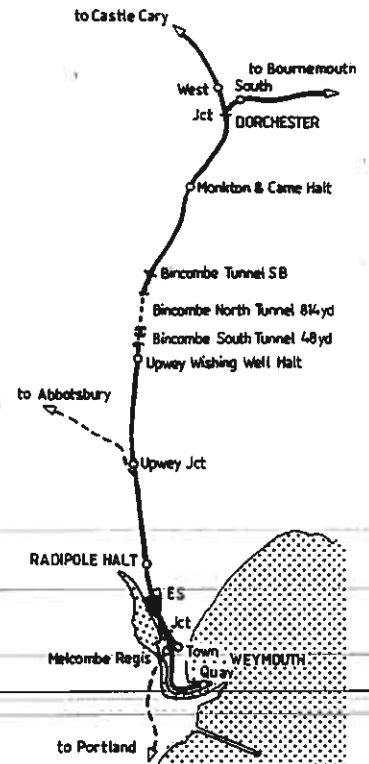
On Saturdays we only went to school for the morning. Again we caught the 8.25, on summer Saturdays the train was strengthened to 8 coaches or more and ran through to Waterloo (non-stop from Bournemouth). Because of this the train was normally double-headed.

We returned on the 12.45 from Dorchester West which commenced at Yeovil Pen Mill. One day we were surprised to see 2-8-0 2875 come out of Dorchester Goods Yard with two coaches. We then travelled back home not only hauled by a goods engine but it ran tender first.

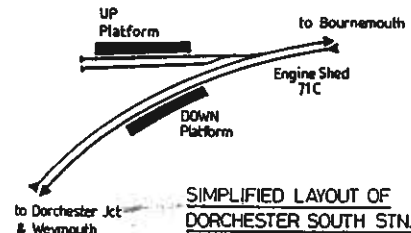
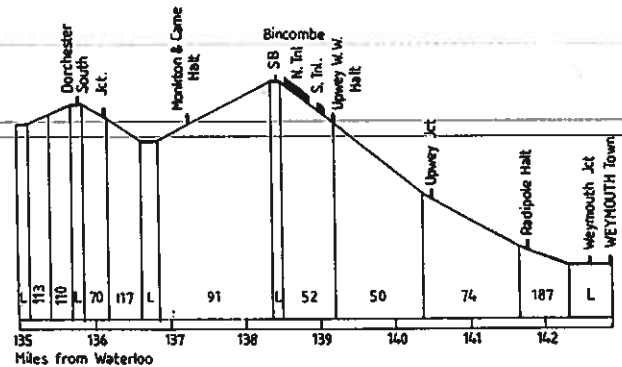
There has been a lot of changes since then. Radipole Halt was closed in December 1983 due to unsafe platforms, and the line to Waterloo has been electrified.

Trains are now mostly class 442 emu on the Southern, whilst Sprinters are supposed to be working on the Western Region. Because of problems with them, some trains have been loco hauled (usually Cardiff based class 37/4). Loco hauled trains are also seen on summer Saturday holiday maker trains to the Midlands and north east.

DORCHESTER to WEYMOUTH



GRADIENT PROFILE



SIMPLIFIED LAYOUT OF DORCHESTER SOUTH STN.

Where ALL steam is articulated - unless stated

ZIMBABWE - GARRATT COUNTRY

PETER ROBINS

NO! - This article has nothing to do with that eminent steam photographer and part-time rep for Canon cameras, Colin Garratt. It refers to my visit to Zimbabwe last July where eighty eight Beyer-Garratt articulated locos have been refurbished and are hard at work. The Garratt locomotive was the brainchild of Herbert William Garratt, an Englishman who was working in Australia and managed to interest the British company of Beyer Peacock in his idea.

Nearly eighty years later, our party of twenty five was flying towards the Garratt capital of the world, Bulawayo. Also flying on our Air Zimbabwe Boeing 707 was none other than Robert

Mugabe and his henchmen, but I don't think he was going for the steam!

After a good nights sleep in the Bulawayo Sun Hotel, we spent the next morning obtaining photographic permits and indemnity forms. We then went down to the station where we learned that the railway artisans (loco fitters to us!) had been on strike for the last few days and that the loco crews would probably come out in sympathy as well! As there were now no serviceable steam locos at Bulawayo, we had to suffer a General Motors diesel loco on the overnight train to Victoria Falls. Things were not looking too good.



Zimbabwe Rlys 15th class 4-6-4+4-6-4 Garrett 415 'Itsheme' blots out the sun as it climbs away from Syringa with train 806 from Bulawayo to Plumtree on 28th July 1989.

Peter Robins.

Temporarily forgetting the troubles on the railways, we spent a very enjoyable couple of hours wandering around Victoria Falls. They are absolutely magnificent with a maximum drop of 305 ft and a length of almost a mile. The roaring noise from the falls could be heard all over the surrounding area and in our hotel bedrooms at night. We then decided to spend the rest of the afternoon at the Livingstone Railway Museum in Zambia. We had to go through Customs & Immigration before crossing the Victoria Falls bridge and we were asked how long we would be out of the country. "Only an hour or two" came the reply. The Customs Officer was not amused. We were then allowed to cross the bridge and the white line in the middle marking the actual border between Zimbabwe and Zambia. This reminded me of a true story of an unfortunate Zimbabwean loco driver. About ten years ago, when relations between Zambia and Zimbabwe were not so favourable, the Zambians would propel trains on to the Victoria Falls bridge so that the Zimbabwean loco could pick up the train without crossing the dividing white line. On this occasion, the brakepipe on the rearmost wagon was leaking air, with the result that the brakes would not release on the rest of the train. The only option was to go to the rear of the train and sort out the problem. Unfortunately, as the rear of the train was in Zambia, the driver was promptly arrested and detained for eleven days. After going through Zambian customs, we looked for some transport into Livingstone. All we could find was an absolute wreck of a taxi with a cracked windscreen, no mirrors, no speedometer, a ripped interior, a hole in the floor, and freshly repainted by a blind monkey with a wire brush. This taxi was not much bigger than a mini but the driver, who was not small himself, was quite happy to fit the five of us inside. On arrival at Livingstone, we met another taxi with another five of our group inside. They had no Zambian "Kwacha" and the taxi driver wanted to rip them off with Zimbabwean dollars. As we had a good supply, we came to a financially agreeable solution. The Livingstone Railway Museum is a very relaxed and laid back affair. Included there is Class 10 No.156 "Princess of Mulobezi", one of David Shepherd's locos which he could not afford to transport back to England. On the return, we stopped off at the Zambesi Sawmills where two Class 7's were being used as stationary boilers. The friendly works manager said that they could easily be used to pull trains again as they were all complete, but as the valve gear and bearings had not been oiled for over twenty years, I somehow doubt it.

The next morning, after a good night's sleep in the Victoria Falls hotel, we learned that the railway strike was definitely on, and no steam trains were running. We therefore decided to pick up our hire cars and drive down to Wankie Colliery. The entrance to the vast complex was dominated by a plinthed Baldwin Pacific No.5, a former South African Railways 16D. Another three or so miles and we came to the shed where three of the fleet of seven NBL 4-8-2's were in steam. No.2 and No.3 were busy shunting and working trains, while No.5 with badly worn tyres was kept in reserve. We spent three days on this system while the National Railways of Zimbabwe (NRZ) sorted out their industrial problems.

On the Friday, the fitters and loco crews returned to work. At Thomson Junction, two locos were being prepared to work their first trains for nearly a week - 15th class 4-6-4+4-6-4 No.415 "Itsheme" and 20A class 4-8-2+2-8-4 No.741 "Bubi". We saw both locos head off for the shed and then headed for a photo position. After about half an hour we were joined by other members of our group who had seen the train leave the yard. We waited and waited until eventually all seven cars from our group were parked together with twenty five gricers scattered around the hillside with cameras at the ready. A pall of black smoke was arising from behind the hill and then slowly came No.415, wheezing and leaking steam from almost every joint. It was painful to watch such a superb loco in such a sorry state. No.415 was moving at little more than walking pace and hence we were able to intercept and photograph at four positions over the next five miles. Close behind was the 20A class No.741 which was obviously not having the same problems and allowed to overtake the ailing No.415 at the water stop at Lukosi. No.415 was seen on a number of other occasions during the following week, obviously after receiving fitters attention, and was seen to be a hard working steam-tight loco. It is also the loco depicted in the illustration.

The hotel where we stayed was the "Baobab Hotel" at Hwange. It was a homely place within a few feet of the railway. At about five o'clock every morning, residents were treated to the sound of Garratt thundering up the bank with the early morning freight train. It was far more effective than my alarm clock.

...To be continued

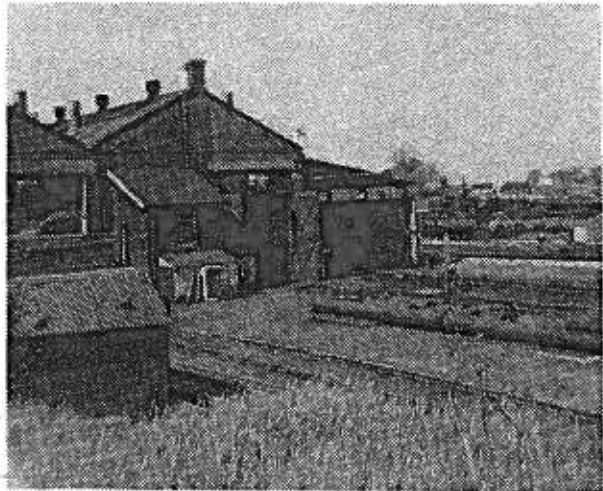
SLOUGH SHED REVISITED

DAVID GARDNER remembers visits to 81B



Slough shed was in the London Division of loco depots and was given the code 81B by BR but to my mind it should have been 81C after Southall.

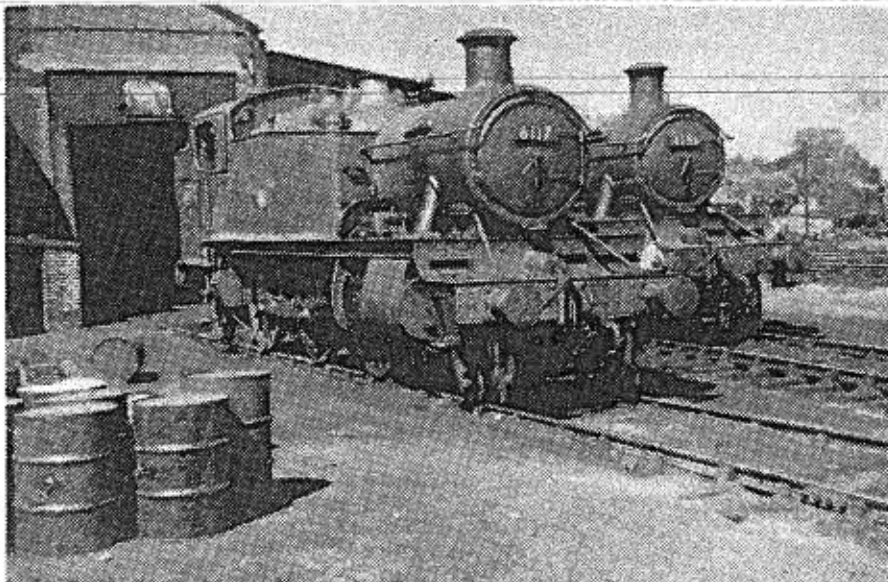
I visited the shed on many occasions usually on a Sunday and cycling there on my bike (which wasn't a racer by the way) from Loudwater where I lived. I just walked in the gate by the road overbridge and was never once challenged or asked to leave. If I had my camera with me I would take a photo but never more than one as I was limited to eight snaps and my budget would only allow one film at a time then. Slough locos were always well turned out, at least during the period I knew the shed and often they positively gleamed. The staff obviously had a pride both in their locos and shed, which was the exact opposite to Southall's srud which were nearly always filthy.



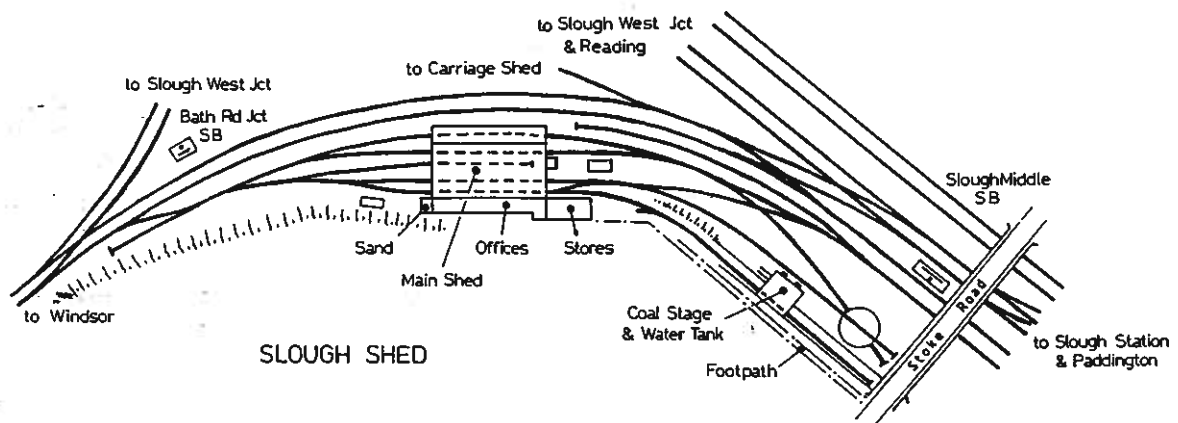
All photography by DAVID GARDNER unless stated.

A general view of the east end of the main shed. The lean-to over the far track was added about 1935.

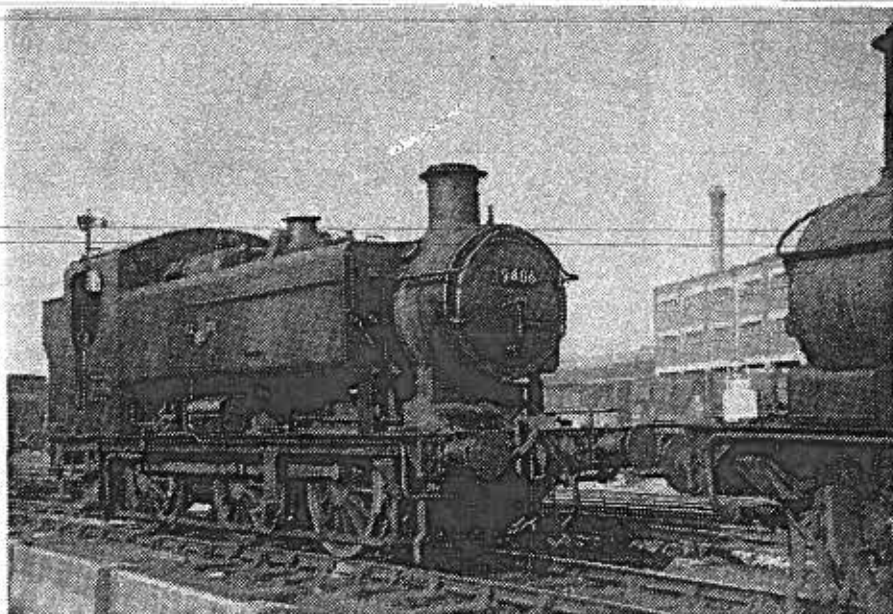
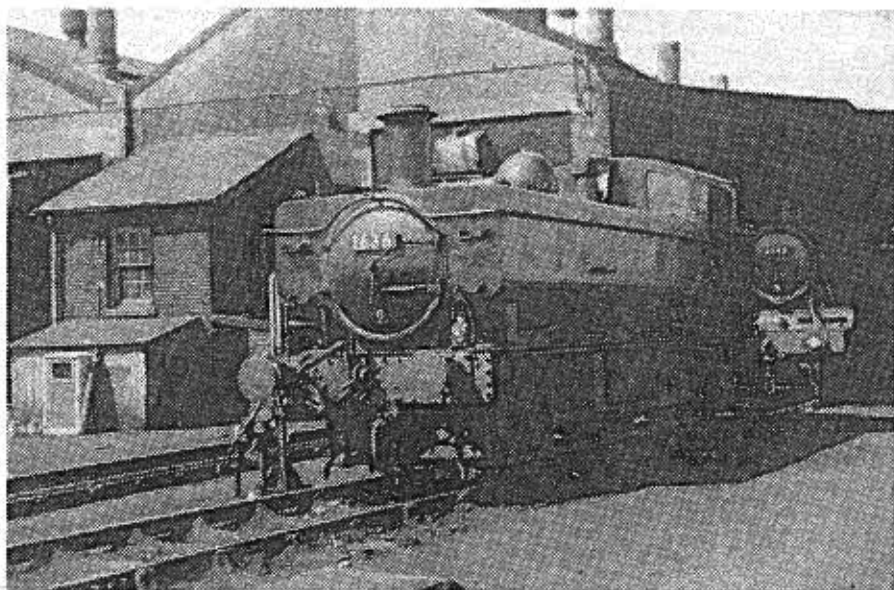
Phil Searle



6117 simmering gently with 6151 alongside. The standard of cleanliness is very noticeable here. 3.6.62.



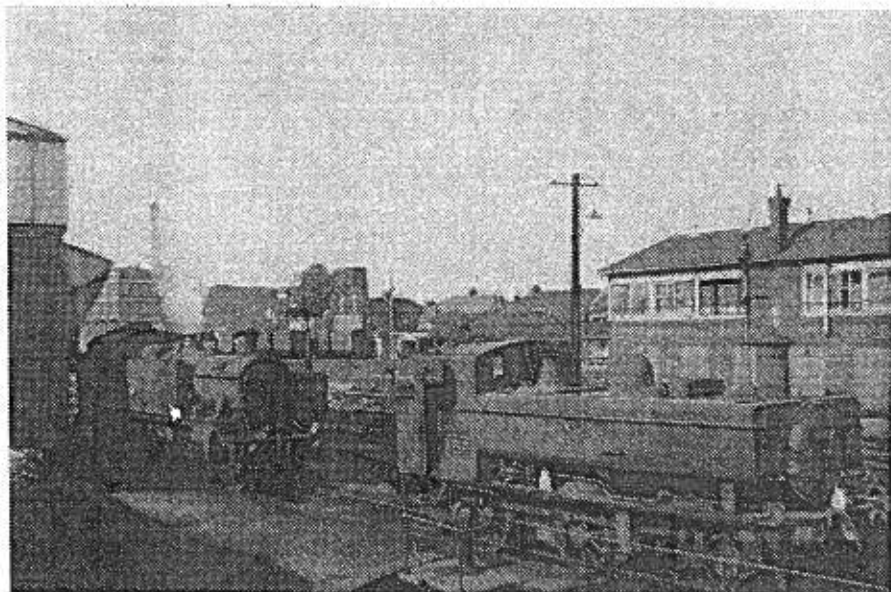
1636 was new to the area as well as the shed when I took this shot. Though not clear from the photo she was in steam along with 6143 behind. Both are sparkling clean. This is one of my favourite pictures and the last I took at Slough. 24.6.62.



9406 one of the original ten built by the GWR in 1947. The front of 1473 can just be seen. The date is 25.2.62.

6167 visits the coal stage whilst 1622 sits on the 55ft turntable. Behind is Slough Middle Box and beyond that the site of the future Panel. Such is the rate of change that this area is unrecognisable today.

collection of Phil Seale



RAILWAYS AND THE INDUSTRIAL REVOLUTION part 2

Stan Verrinder

All the construction did not go ahead without opposition, although it was somewhat muted by comparison with that which British Rail is receiving to its proposed link through Kent to serve the Channel Tunnel. The canals had meant major works but to a large extent they had not been as visually obtrusive as railway embankments and other works, and there was no noise. The opposition was very largely confined to landowners, both large and small. The working man had no voice just as largely he had no vote. Opposition was mainly bought off, as Williams (p86) put it in 1883 "...sums of money ranging from £5000 to £100000 were given ostensibly for strips of land, but really to purchase consent". Even royalty were not above receiving sweeteners. Prince Albert largely renovated Windsor Castle with the £60000 received for withdrawing opposition to a railway which had to cross a small part of Windsor Home Park (Marshall 81). A number of landowners even received their own railway stations. But all this is not to say that some opposition was genuinely felt and pursued, and perhaps it is best expressed in the poem of 1845 by William Wordsworth

On the Projected Kendal and Windermere Railway

Is there no nook of English ground secure
From rash assault? Schemes of retirement sown
In youth, and 'mid the busy world kept pure
As when their earliest flowers of hopes were blown,
Must perish; how can this blight endure?
And must he, too, his old delight disown,
Who scorns a false, utilitarian lure
Mid his paternal fields at random thrown?

Eton College fearing the effect of the railways on the morals of the pupils had sections in two Acts forbidding the building of a station near to the school (MacDermott 13, 97).

All the work was carried out by pick, shovel, wheelbarrow and gunpowder. Much has been written, and rightly, about the great pioneer engineers and contractors such as the Stephenson, Locke and Brunel but until Terry-Coleman wrote in 1963 *The Railway Navvies* nothing worthwhile about the men who did the physical back breaking labour. They had nicknames such as Gypsy Joe, Bellerophon, Fisherman and Fighting Jack and lived on two pounds of beef and a gallon of beer a day (Coleman 27). The peak of their employment was 1847 when 6455 miles of line were under construction, being built by 256,509 men (Victorians liked precise numbers!), which was about four per cent of the national male labour force (Gourvish 20). This demand forced up wages and created labour shortages in some areas. There is no doubt that the navvies terrorised many a quiet town and village with their riotous and drunken behaviour, but their living and working conditions were appalling even by the rough standards of the time and death was ever present. The Woodhead tunnel of the 1840s claimed 32 out of a workforce of 1500 (Coleman 109).

When Brunel decided, scientifically rather than empirically, to build the Great Western Railway to a gauge of 7 feet (later increased to 7' 0 $\frac{1}{2}$ "), he was in conflict with that already adopted of 4' 8 $\frac{1}{2}$ ". When Robert Stephenson giving evidence before the Gauge Commissioners in 1845, was asked why he had adopted 4' 8 $\frac{1}{2}$ " for the Liverpool & Manchester Railway he replied "No, it was not proposed by my father. It was the original gauge about Newcastle-upon-Tyne, and therefore he adopted that gauge" (MacDermott 16). The Commissioners decided, and it was enacted in the Gauge Act of 1846 that there should only be one gauge of 4' 8 $\frac{1}{2}$ " and that all new lines had to conform. The last broad gauge train lingered on until 1892. The benefits of Brunel's far sighted concept are now all too obvious, despite the extra costs that would have been involved, and perhaps railways would still have been the pre-eminent mode of transport in this country had broad gauge been adopted.

Management of the planning, construction and later running of the railways in the 1840s was a problem because of lack of experience. It is true there was experience derived from the canals, but they were nothing like the scale of the railways with only 4000 miles of navigable waterways (including rivers) at their peak in the 1820s (Evans p 105), and industry had nothing to compare in size. Actual construction costs often wildly exceeded the estimates, and by way of a modest example the London to Southampton Railway cost £2.5 million against an estimate of £1 million (Marshall p 57). There were difficulties because of the large number of companies. In the early 1840s the largest was the Great Western with only 117 miles but by 1848 because of building and also amalgamations the two largest, the London & North Western and the Great Western, owned 980 and 970 miles respectively (Freeman p 22). The prob-

lem of traffic interchanges had, to a large extent, been solved by the creation of the Railway Clearing House which dealt with 56% of the route mileage in 1850 (Bagwell 295). This also led to a more unified pricing policy, but it is important to remember that even then the average distance travelled by goods was only 20-30 miles (Gourvish p 27).

The growth of railways meant a staggering increase in investment from an annual average of £4.7 million in 1839 to £20.0 million in 1849. In 1847 it was at a level of 7% of the national income (Gourvish 13) but it is generally thought that the role of the railways was to support and not to lead economic activity. There was wastage because of line and route duplication, arising from the lack of central control as to where lines should be built, as there was in France and Germany. The Railway Mania of 1845-47 was an astonishing feature of the decade. In the year 1846 4550 miles of lines were authorised, far more than the then existing system, and in the three years over 8500 miles, a large part of which were never built (Freeman p 18). After the slump, following this period, share prices generally halved and the dividend fell to an average of 3% from their high of 6%.

The effect of all this railway activity was to be translated to other industries notably iron and coal. It has been estimated that the railways took 26% of the pig iron production in the years 1844-1851. In addition to the coal needed to produce the railway's iron, as much perhaps as 20% was for rolling stock (Gourvish pp 25-26). An odd stimulus was the increase in the numbers of horses, despite the demise of the stage coaches (the canals fought on until the twentieth century). They were needed for transport to railheads and other uses such as horse buses. "The railway age was in fact the greatest age of the horse. The threat of redundancy ... turned out to be ... unreal ... the new technology ... substantially increased the demand for horse labour." (Thompson pp 13-14).

David Cannadine in his seminal study of the historiography of the Industrial Revolution said, when writing about recent works "There have been some broader shifts too. Instead of stressing how much had happened by 1851 (whatever the qualification) it is now commonplace to note how little had actually altered (whatever the qualification)." Whatever is the truth, there can be no doubt that the railways had transformed the transport scene. The basic rail network was in place and ready to fulfil its function as a cheap and efficient carrier of goods and passengers. Perhaps the Industrial Revolution had to wait in the wings until the Railway Revolution had taken place.

BIBLIOGRAPHY

- David Cannadine: *The Present and the Past in the Industrial Revolution: Past and Present*: 103 (1984) 131.
- Terry Coleman: *The Railway Navvies*: London: Hutchinson: 1965.
- Hamilton Ellis: *British Railway History 1830-1876*: London: Allen and Unwin: 1954.
- Eric Evans: *The Forging of the Modern State 1783-1870*: London: Longman 1983
- Michael Freeman and Derek Aldcroft: *The Atlas of British Railway History*: London: Croom Helm: 1985.
- Terence Gourvish: *Railways and the British Economy 1830-1914*: London: MacMillan: 1986.
- E.T. MacDermott and C.R. Clinker: *History of the Great Western Railway 1833-1863*: Shepperton: Ian Allan: 1964.
- C.F. Dandy Marshall and R.W. Kidner: *History of the Southern Railway*: Shepperton: Ian Allan: 1963.
- John Marshall: *The Guinness Book of Rail Facts and Feats*: Enfield: Guinness Superlatives Ltd: 1979.
- A.E. Musson: *The Growth of British Industry*: London: MacMillan 1979.
- M.C. Read: *Investment in Railways in Britain 1820-1844*: London: Oxford UP: 1975.
- Jack Simmons: *The Railways of Britain*: London: Routledge: 1961
- F.M.L. Thompson: *Victorian England: the Horsedrawn Society*: London Bedford College: 1970.
- F. Williams: *Our Iron Roads*: Woking: Gresham: 1981 (reprint of 1883).