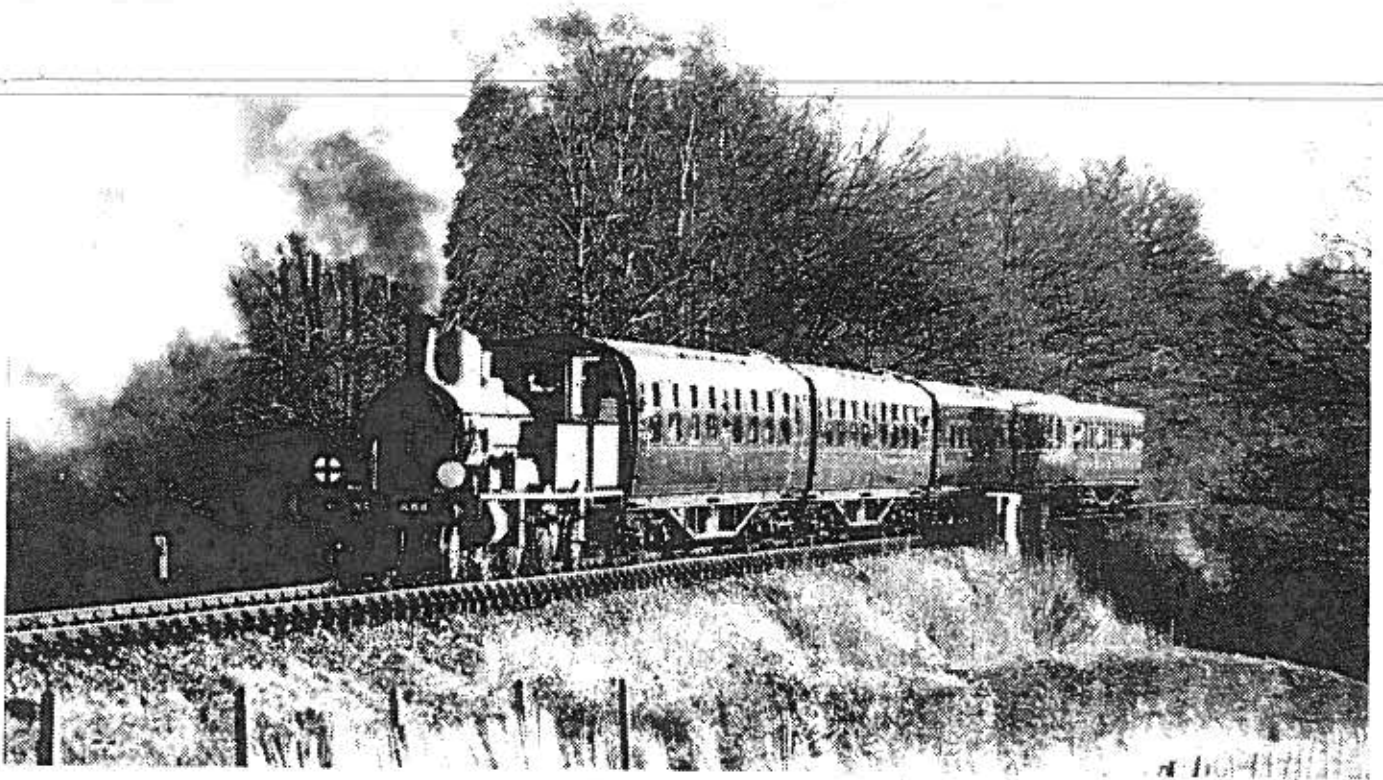


THE

54.

JUNE 1990

MARLOW DONKEY



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THE FORGOTTEN BREAKFAST

RETURN OF THE DUCHESS ZIMBABWE



THE MARLOW DONKEY

Quarterly magazine of the
MARLOW & DISTRICT RAILWAY SOCIETY

No.54 June 1990

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CHAIRMAN'S NOTES

Once again summer is upon us and the nation's preserved railways are attracting the hordes of enthusiasts, including no doubt many MDRS members, in search of nostalgia and branch line images of old. But do they succeed? In my view the short answer is no. Even our finest preserved lines cannot, by their very nature, recreate the idyllic branch lines of old. Locomotives and stock are usually restored to squeaky clean condition in workshops which have replaced old yards. Stations, albeit superbly maintained, have sprouted cafes, bars, gift shops and modern locos to attract the line's lifeblood, non-enthusiast families looking for a day out and creating crowds more akin to a Bank Holiday at Brighton than a sleepy country backwater. Similarly on the main line, highly polished steam locomotives haul technicolour trains through what has too often become an alien landscape. A spectacle yes, but hardly an accurate recreation of the glory days.

In truth every moment is a snapshot in time, never to be repeated or re-created. Tomorrow's history is being created today and must be enjoyed today for we can never go back. Yet to judge from the voting returns for the Norman Aston-Smith Trophy surprisingly few of you appear to have an interest in today's railways. Frankly, I find this strange, for now is the time to record tomorrow's memories.

Be honest. When was the last time you went and sat beside a BR trunk line just to watch the trains go by? An hour or so beside the GW main line, WCML or ECML could be a revelation. Gone are the days of boring blue and grey. Whatever else one may think, Sectionisation has changed the image of BR completely with a rainbow of varied liveries not seen for half a century or more. I can hear the cries going out that there is no variation, particularly among passenger trains.

True, most BR passenger trains are increasingly mu or semi-fixed formation trains, loco haulage is becoming increasingly rare, even on the WCML push-pull is now the norm. However there is a surprising amount of freight, parcels, departmental and light engine traffic to be observed in daylight hours, and it is this that can provide the real interest for 1990 train watchers.

Modern freight trains can be a delight to see. The new three tone grey locomotive livery with the colourful "squadron" or sub-sector markings is now in widespread use and a real effort is being made to keep it clean and presentable. In fact, the traditional brown or grey short wheelbase wagon is a thing of the past. Today's wagons are even larger, carried in impressively complicated running gear and painted in bright eye catching colours - the vast majority those of private owners. Private owner liveries are appearing on locos too, the Yeoman 59's will be joined in a month or two by ARC's and we must not forget the Hunslet-Barclay 20's. Many locomotives now owned by Regional engineers for p.w. work etc are appearing in a smart grey livery with black and yellow trim set off by chromed logos etc. These are frequent daylight sight moving materials and equipment around the system. While many parcels cadge a ride on passenger trains, the adoption of Post Office livery for vans etc (even a 47!) is giving these once hum-drum trains a new lease of life. Finally you can see many light engine moves as the various Sectors move their power around rather than draw on the nearest pool.

And what of those passenger trains? Well few can argue that InterCity's current livery is not smart, modern and really suits the lines of Mk3 and 4-stock. Even after nearly 15 years the sight and sound of an IC125 racing through the country at two or more miles a minute is an impressive sight, surpassed only by the new ECML IC225's whose near silent approach, especially when pushing, is almost eerie. Personally, I still have reservations about the NSE livery although the light grey version on the 321's and 442's is a great improvement. However locally our dmu fleet far from being standardised and all alike, are now a hotch potch of cars from different manufacturers and designs as the operators struggle to assemble sufficient sets from a dwindling fleet. The result is that you can never predict how the next dmu to come along will be formed, all dmus are not alike and worthy of watching - but dont delay in two years they will be history. Incredibly, 50's on the Western already are.

Today's BR is constantly changing and we, as today's enthusiasts, should be aware of what's happening and recording today's events for the benefit of tomorrow's enthusiasts. No doubt earlier generations had misgivings over the, then, current scene but nevertheless they documented it for our benefit today.

I am not suggesting we turn our backs on preservation just that we should be aware of today. So one day this summer why not set aside an hour or two and visit your local main line, you will I'm sure find it a revelation - and dont forget the camera or video, recording the present traction and making interesting images on film or tape can present a new challenge.

In the meantime, we will continue to feature the modern scene in the Donkey and our monthly meetings but not of course to the exception of all else.

Let's hope for another glorious summer and enjoy it!

Mike

COVER

Peter Robins has long maintained that winter, when the sun is low, not summer, is the best time for railway photography. This shot of the Bluebell Railway's 105 year old Adam's Radial Tank 488 approaching Horsted Keynes with the 15.40 from Sheffield Park on 12th February 1989 proves the point and won Class A - Colour Slides UK in our 1990 Photographic Competition.

TIMETABLE

FORTHCOMING MEETINGS & EXCURSIONS

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

MEETINGS

- Thurs. 19 July THE GREAT TRAIN ROBBERY C.H. Wrate
Mr. Wrate was a Detective Inspector, as well as rail enthusiast, involved in investigating this infamous crime. Tonight he gives an insight to the whole affair.
- Thurs. 20 Sept TOP SHED Peter Townend
Mr. Townend recalls his days as shedmaster at Kings Cross in the later years of Gresley and other LNER Pacifics.
- Thurs. 18 Oct BR AND THE CHANNEL TUNNEL A.G. Dunlop
Mr. Dunlop is BR's External Relations Director responsible for the Tunnel. He will be describing the project and the effect it will have on the entire BR network. He will introduce the train designs to be used.
- Thurs. 15 Nov MORE FROM COLOURAIL Ron White
Once again Ron delves into his collection to bring views that may or may not be in his catalogue. Having recently acquired more vintage local views Ron proposes another limited edition set for members.
- Thurs. 20 Dec THE WYCOMBE RAILWAY David Lane
David is researching the line and has amassed more than 200 slides depicting the changing face of the WRC and its successors from broad gauge to today, Maidenhead to Aylesbury and Oxford.
- Thurs. 17 Jan ANNUAL GENERAL MEETING
- Thurs. 21 Feb ANNUAL PHOTOGRAPHIC COMPETITION
Get those cameras working this summer!
- Thurs. 21 Mar SOUTH AMERICAN ADVENTURE Jim Jarvis
An evening exploring the highest railways in the world, still largely steam worked.

Thurs. 18 April EAST COAST ELECTRIFICATION D.W. Barnes, BR Project Director

With just a month to go before completion the full story of BR's biggest single electrification project to date, the renewed infrastructure and InterCity 225's.

EXCURSIONS

- Sat. 23 June GREAT RAILWAY SHOW SWINDON
In place of the Old Oak visit (see Society News) we are visiting the NRM's special exhibition at Swindon's old works. Meet at the British Legion at 9.00 am. Normal admission applies plus a petrol contribution.
- Sun. 15 July WEST SOMERSET RAILWAY
Still time to book for a day out on Britain's longest preserved line, including a round-trip between Minehead and Bishops Lydeard steam hauled throughout. Coach departs British Legion 8.30 am.
Fare £14.00 adult £9.50 child (inc WSR)
£9.00 adult £7.00 child (Minehead only)
- Thurs 16/23 POST OFFICE RAILWAY
August
Sorry, but all 20 places have been filled. For the lucky ones, meet outside MailRail entrance, Calthorpe St, of Mount Pleasant Post Office off Farringdon Road, at 6.15 pm. Nearest station Farringdon (Circle), 3/8th mile.
- Sat 15 Sept STEAMDAY AT CHATHAM DOCKYARD
A day out with a difference, mix steam railways with a nautical air at the old Royal Dockyard. Travel down by train from Bourne End via Paddington and Victoria.
For bookings or further details contact Tony Caton on Marlow 73723, or any member of the committee.

SOCIETY NEWS

OLD OAK VISIT OFF

As you will see in Timetable our visit to Old Oak Common TMD scheduled for June 23rd has been cancelled, an explanation is in order. BR had agreed to a verbal request for the visit and asked for a written application which we supplied. In the meantime BR policy changed and the application was denied on grounds of tightened safety rules and a shortage of staff available to supervise such a visit.

Whether this change of policy applies only to Old Oak Common; Western Region; Network SouthEast or the whole of BR is something we are attempting to establish. It would be a pity if groups such as ours were denied the opportunity of seeing behind the scenes.

As an alternative, we are intending to visit the NRM's special exhibition at Swindon on the same day, including a look at the Swindon & Cricklade.

PLANNING AHEAD

As you will see we have greatly expanded our listings of forthcoming meetings in "Timetable". Thanks to the efforts of Eddie Lewcock, we are now booking meetings roughly 12 months in advance and there's no reason why we should not advertise what's coming up. We have some really excellent speakers lined up for the next year including two BR directors talking about the Channel Tunnel and the East Coast Main Line Electrification. Preservation, overseas and reflections on the past are not forgotten either - something for everyone; we hope!

And good news for those who remember enjoying Wally Richard's "Tales from Western Footplates" a few years back - he's a firm booking for Novemebr 1991.

PREVIOUS MEETINGS

In March our speaker was Steve Sharp, Provincial Manager at Chester, who gave a broad review of BR's current operations and plans in North West Wales. He also outlined the role of Sectors and Regions for the surprising number of members who

appear not to know (idea for an article by one of our BR members?) and took an in depth look at radio signalling.

The Broad Gauge days on the GWR and the origins of some of its stranger locomotive names was the subject of Bill Peto's talk in April. He reminded us that the company once owned a loco with a combined name-number plate reading "Terrible-Great Western" and that, actually, there never was a Cookham Manor!

The changing face of the West Somerset Railway was described by Keith Smith in May as a prelude to our summer visit. It is good to see that after years of uncertainty and lurching from crisis to crisis, the WSR is getting its act together and we can look forward to an interesting day out. Hopefully those members who were uncertain about going will now be assured that it is well worth the effort.

The long Lancs & Yorks weekend at the end of May was the usual enjoyable mix of steam, food, drink and awful humour. Hopefully, there will be a full report in the next issue.

MEMBERS NEWS

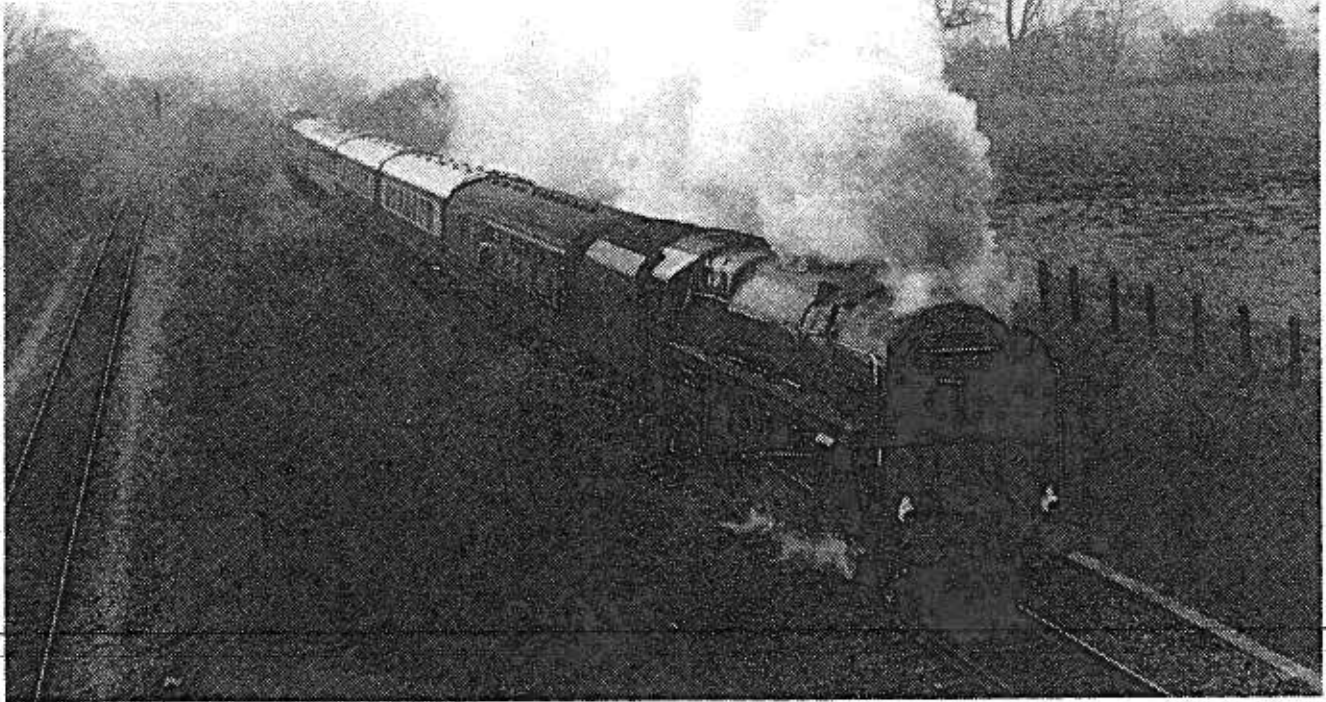
Several members have been moving recently. Ted McDonald's employers have promoted him and sent him up north so he is leaving us, but two committee members, Martin Pink to Twyford and Dave Cooke to Bicester, will still be within travelling distance and thankfully will continue to serve.

This is perhaps a good point to remind all members not to forget to include us on your list of people to notify of a change of address. Please drop a note to Peter Robins, who keeps the records. Thank you.

Sadly we must also note that another of our dwindling band of founders, Bob Hatfield, has decided to retire from the Society. We haven't seen much of Bob in recent years and he now feels he no longer knows anyone. Perhaps this should be a lesson to us all, not just to keep in our own little groups of friends, but to get to know as many members as possible.

RAILWAY ROUNDABOUT

NOTES AND NEWS



JOINT LINE DUKE

The most popular main line debutant for many years, 71000 'Duke of Gloucester' approaches Saunderton Summit en route from Marylebone to Nottingham on 21st April, so far its only outing on the Joint Line. Note the odd way the exhaust clings to the top of the smokebox just ahead of the chimney.

Photo: Dave Little

HST DERAILS AT SLOUGH

Shortly after leaving Paddington on the 20th April the 20.45 HST to Bristol overtook a dmu whose driver saw sparks coming from under the rear power car and reported it to Old Oak PSB. The HST was stopped and examined but nothing was found so it continued on its way once more overtaking the dmu, again the driver saw sparks, now worse, and reported it to Slough PSB. At Slough station a thorough examination was made and dragging brake linkage found. The passengers were detrained and preparations made to return the defective unit to Old Oak for repair.

Unfortunately as the set negotiated the facing crossovers at Slough West the dragging brakes fouled the points and derailed the leading bogie. Breakdown crews from Old Oak took until 4am the next morning to get everything back in order.

165 SLIPS BEHIND

The production of the class 165 'Networker Turbos' for Thames & Chiltern services is already six months behind schedule due to an unrealistically optimistic delivery schedule and a three month delay in placing the order. BREL's York works have been busy setting up the jigs for the welded aluminium bodies, the first five shells were due for completion in early June. All will be used for stress, accident and fire testing before being scrapped.

The latest production schedule sees the first 165's being delivered for the Chiltern lines in April 1991 with completion by August 1991 when the Thames fleet will follow on without interruption. Full service operated by the new trains is now expected to commence in October 1991, 'Chiltern' and May 1992 'Thames'.

DMU DEVELOPMENTS

The 'Amazing Flying Bubble Car', 55023, is back in service despite the reports of its scrapping following the collision at Maidenhead on 26th October. It still bears the scars of its adventure with scraped exterior paint and cracked ceiling and door panels internally.

Class 117 3 car unit L402 has had its TCL, 59487, replaced by spare car 59163, a BRCW class 104 outer suburban car built as

as TSL but now fitted with a small first class section at one end. It is painted in dark blue whilst the motor cars, 51335/51377 are in light blue, the effect is odd and instantly recognisable.

The photo of the hybrid class 101/121 set L206 on the December 'Donkey' was already dated as it became L211 in October. A second, all Metro-Cammell, L206 has been formed of 51215/54081

50's IN DECLINE

Two more, 50.021 'Rodney' and 50.041 'Bulwark', were withdrawn at Easter. 50.041 will be remembered as the one which overturned whilst attempting to bring the 'Night Riviera' into Paddington at full speed some years back.

It was intended to withdraw all 50's from Network Express services out of Paddington with the start of the 1990/91 timetable in May. They were to be replaced by four 47/4's from the GE and four 47/7's from Scotland, however the continuing delay in introducing the 158 Express units to Scotland meant a few 50's remained with the start of the new timetable.

Meanwhile 50.033 and 50.035 'Ark Royal' have had repaints. The latter losing its crests whilst the former has its nameplate between the BR and NSE logos thus proclaiming "Glorious Network SouthEast" !!

MORE LT STEAM

Following the commercial success of last year's Chesham centenary, LT are to work steam between Harrow and Amersham on two weekends, 21/22 and 28/29 July. Locomotives to be used are Metropolitan 1, 7715 (L99) and 9466 both Quainton based panniers, and BR 2-6-4T 80080 from Butterly. Once again accommodation will be in a 4VEP with "Sarah Siddons" providing the brakes. See local press for ticket details or phone LT on 071-222-1234.

CHILTERN MODERNISATION

Work continues apace. Various line occupations have seen weekend Wycombe line trains going into Paddington or replaced by buses for part of their journeys. This summer Aylesbury to Stoke Mandeville will be closed for a week to permit major alterations at Aylesbury South Junction. New signals are springing up all along the line and a radio relay tower at Seer Green, although at the time of writing the Marylebone scheme has yet to be commissioned.

SHIPLAKE VIADUCT REPAIRS

Train services on the Henley branch were suspended from Easter to the middle of May to permit urgent repair work to be carried out on the 93 year old viaduct over the Thames between Wargrave and Shiplake. A replacement bus service was provided during this period.

1990/1991 TIMETABLE

The new timetable came into effect in Mid May and generally is a consolidation of last years, but a few changes are worthy of highlighting.

On CHILTERN the trains to Banbury are now semi fast to High Wycombe with stops at Wembley Stadium, Gerrards Cross and Beaconsfield. Connections at Banbury are generally good which is a great improvement. An all stations evening peak service terminating at Gerrards Cross is introduced. From Amersham, off-peak Metropolitan trains now ran through to Aldgate.

THAMES local services have seen only minor peak hour changes plus revisions to some Network Expresses. On the Marlow Branch a train now arrives at Marlow at 19.59 not 20.07, ideal for meetings, and the Sunday services again operates until 30th September.

GW MAIN LINE services will feature 2+8 formations for all HST's with cars released by the IC225's coming to the WR. There will be a couple of Paddington-Swindon-Paddington HST's to provide extra capacity but the Stratford on Avon HST and Saturday "Cotswold Express" services are withdrawn.

Other items include an increase to half hourly in the off peak weekday Reading-Basingstoke service and the sparse Oxford-Bicester Town service remains "experimental".

MARLOW COMPLETED

Marlow's new brick built station was completed early this spring. Designed to match the 'Marlow Reach' office development on the adjacent stables site and paid for by the developer, it is certainly an improvement as the photo opposite shows. The rear wall of the shelter has an open section with railings to prevent any hidden corners where passengers be attacked, but it does let the draughts in. The low brick structure in the foreground is a flower bed with seats along the far side.

Other provisions are a Network clock, public address speakers and a Phonocard kiosk. BR is giving consideration to a "Quickfare" self-service ticket machine but concerns over possible vandalism may prevent this, even though they are claimed to be vandal proof.

Photo: Dave Little

STATION NEWS

OXFORD's new station buildings opened on 8th April replacing the temporary structure which had in turn replaced the old wooden GW station in the early seventies.

The new station at Sonning to be known as THAMES VALLEY PARK is almost certainly going ahead. Serving the new development on the old Sonning power station site it will have platforms for the relief lines only and will be fully fitted for DOO train operation. It is expected to open in May 1992.

Refurbishment of TWYFORD came to an abrupt halt with the bankruptcy of the contractor with only about a week's work outstanding. Unfortunately BR are unable to make arrangements for completion until the receivers have sorted things out so the hoardings remain around the buildings much to the frustration of BR and its customers.

Major platform reconstruction is underway at EALING BROADWAY, WEST EALING and HANWELL which includes resurfacing with brick paving in the current vogue, remember how the GW used to do this back around 1900 - funny how fashions go round. The work at West Ealing involves relocating the up platform opposite the down, formerly they were staggered each side of the road overbridge, whilst at Hanwell the curves are being eased to allow higher speeds for non-stoppers.



MAILBAG

Member's Letters

Dear Mike

Many thanks for the March edition of the Donkey. The new front page format of the newsletter looks good, but I was sorry to see that the loco has gone.

I read your editorial with interest and will forgive the "glorified tram" comment - being a fairly regular user, but not yet converted to a Southern fan. Like all railway enthusiasts I am fed up with the comparison made with railways in France and Germany to the detriment of our own. We know the reason why they are cheaper and better, is the greater investment which continental countries lavish on their systems, because they are seen as part of an integrated transport system.

The centenary last year of the Channel Island service from Weymouth reminded me of the care which had to be taken when parking your car on the wharf or dockside. You ignored the yellow line limit at your peril - either a nudge by the loco or a hefty fine.

Alan Costello's article on his Dorset schooldays mentions the consensual arrangement there used to be at Dorchester South station, where the train from Weymouth stopped up the line and then backed into the up platform. In the holiday season this used to cause panic among holiday makers who had booked from Weymouth to Dorchester. They thought the train had gone

TWENTY-FIVE YEARS AGO

Roger Bowen

The 1st June 1965 saw the appointment of Mr. S.E. Raymond, a career railwayman, succeed Dr. Beeching who was returning to ICI from whence he had come. It was felt that with a new government with a professed bias towards railways and an integrated transport policy it would profit from such a career railwayman and that his background made him acceptable to the unions involved.

History was in the making, at 1615 hrs on 11th June 1965 the last regularly scheduled steam train left Paddington, the end of an era. For the record the train was for Banbury, the loco 7029 "Clun Castle".

through the station without stopping. Many the time I had to calm jittery passengers, and re-assure them all was well. There used to be a useful feature at the station where the night mail van waited to be picked up and you could post a late letter on payment of a penny extra. My correspondence course answers frequently went that way. Last year I went to see Dorchester West station where Alan caught his return train to Weymouth. It broke my heart to see one of Brunel's stations in such an advanced state of disrepair, and filthy dirty. If there was a competition for the worst kept station on BR then Dorchester West would win it hands down.* What a disgrace to Brunel's memory.

David Gardner's pictures of the old Slough loco shed brought back memories of visits I made there. At one time I worked only a couple of hundred yards away, and saw the last loco go off shed when it closed in 1964. The lean to shown in one of the pictures was built to house diesel railcars about the time the GWR inaugural service Paddington-Slough-Reading-Didcot of 1934.

Stan Verrinder

* The Daily Telegraph held just such a competition last year and, yes, Dorchester West won! Ed.



Special trains were in the news - 27th March saw a special train on the Portland branch, a week before its final closure. Hauled by Class 2 2-6-2T No.41324 it ran from Weymouth (Melcombe Regis) to Easton, a line which saw its last regular passenger service in 1952. Another special was a last train on the Stratford-upon-Avon and Midland Junction Railway on 24th April, this ran from Birmingham (Snow Hill) to Woodford Halse via Stratford and Kineton. Motive power was class 4F 0-6-0 No.44188 and privately preserved O-6-OPT No.6435.

The last Scottish light railway to have a passenger service closed on 3rd May, it was from Fraserburg to St Combs. Another

Scottish branch to close on the same date was from Peterhead to Maud Junction.

June saw the closure of two Southern Region branches - on 12th June the Horsham to Guildford service ran for the last time, hauled by an Ivatt Class 2 tank. The next day saw the last train between Eridge and Hailsham, the "Cuckoo Line", regularly operated by diesel multiple units its closure did not

attract the attention that the Horsham-Guildford line did.

A fairly melancholy list of events for the summer of 1965, but one that fairly reflected the situation at the time.

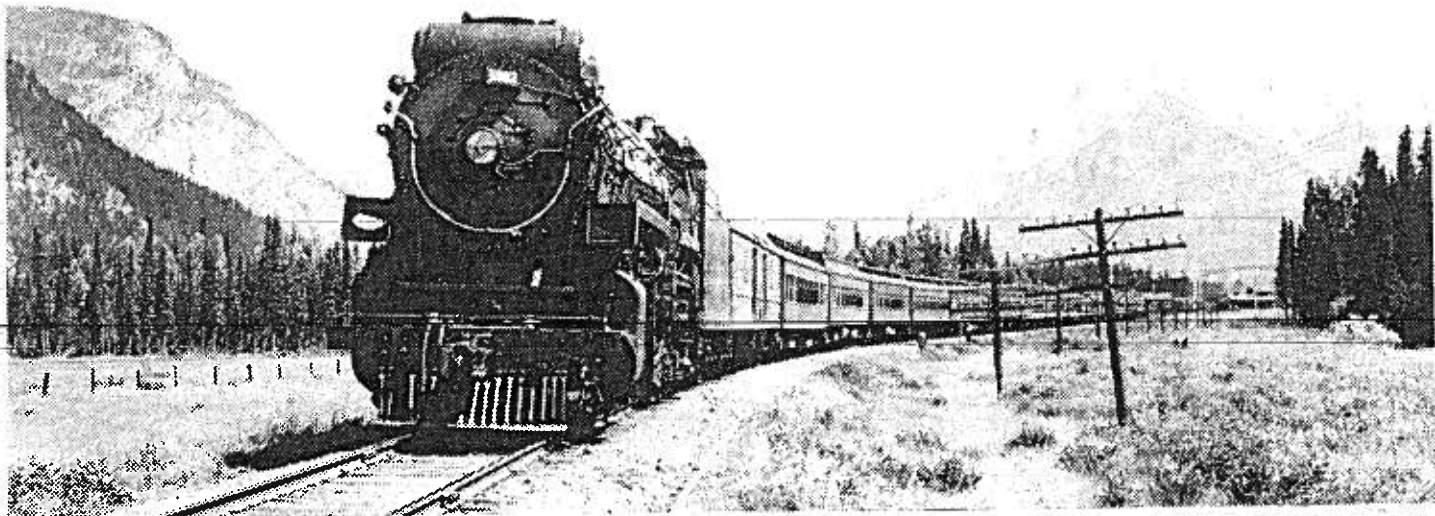
A last minute thought - we are all hearing about "071 and 081 for London" - in July 1965 the "Railway Magazine" was advising its readers that its new telephone numbers were FLEet Street 5011 and TERminus 3636 - how much more satisfying!!



A Canadian Farewell

THE FORGOTTEN BREAKFAST

John Sears



August, 1969, was a good month. I'd spent my birthday in Redwood City, shooting Fairbanks Morse "Trainmasters" on Southern Pacific's San Francisco - San Jose commuter route, as they used to be called. Qantas' weekly flight to Vancouver had been delayed a day (engine failure - what else!), giving me the chance of a little gricing.

Later in the month one of Canadian Pacific's barge branches was discovered on the Okanagan. Whilst sunning myself on the lawn at our friends' house I noticed a flat topped barge, propelling tug alongside, steaming south down the lake with its load of two tank cars. How quaint! What an old fashioned way of doing things. Just imagine BR running a Mallaig to Kyle of Lochalsh train ferry!

Now.... After a short night listening to Canadian National freights rushing past in the dark.... We're on Kamloops station waiting for Canadian Pacific train number 2, the east-bound "Canadian". It's around three in the morning. Here's No.1 though, 2628 miles into its journey from Montreal to Vancouver. Ting, ting, ting.... in comes No.2, 250 miles into its journey. Time for a doze, then, after Sicamous on Shuswap Lake it's up into the dome for the next 225 miles of mountains, canyons, gorges, spirals and sheer enjoyment.

Described in its publicity as the "longest dome ride in the world", Canadian Pacific inaugurated the "Canadian" on 24th April 1955. Two years of publicity budget was spent in the one year, 1955, to publicise the new train. Papers, TV, radio and magazines were all used; an entire issue of Vogue was devoted to the theme "A Vacation Trip across Canada". Like all good train names the Canadian's had been chosen by competition, and then altered. Originally to be "The Royal Canadian", the "royal" was dropped to avoid being refused permission to use it. What better name for a transcon though, than that of its country? Doesn't the very name, like the "Russia", sum up the sheer size of the country to be crossed; the days, the nights, the miles, the people, the places?

The Canadian Pacific completed its line across Canada in 1885. The first transcontinental passenger train was due in Port Moody - Vancouver wasn't there yet - at 12 hrs on the 4th July 1886.

It was the "Pacific Express" and arrived 15 late after its 5½ day journey. Only 10 years before the journey would have taken 6 months.

The exploration for CP's route through the mountains was still in progress when construction was underway in the prairies. Rogers Pass, the final section through the Selkirk Mountains, was discovered on 29th May, 1881. When the rails reached Calgary at the western edge of the prairies in August 1883, long stretches in the mountains still hadn't been surveyed! The

It is the summer of 1936 as CPR T1a Selkirk 2-10-4 5907 leaves Banff with train 7, the Montreal to Vancouver "Dominion". Such trains were typical of the pre-diesel era of Canadian Pacific transcontinental passenger service.

financial struggles were far from over too - 300 armed men went on strike in Rogers Pass. Their pay was the small matter of 13 months in arrears.

The first trains along the route operated to a rather unique timetable. 2 per day ran, one calling at all stations during daylight hours then, during the night, at the main stops only, whilst the other train, 12 hours later, did the same. Therefore each station had at least one train a day, the main ones two, and travellers weren't subject to too much disturbance at night.

One early gricer was Lady MacDonald - the Canadian Prime Minister's wife. In the summer of 1886 she rode from Kicking Horse Pass to Port Moody, about 506 miles, above the pilot beam of the locomotive! A special platform was constructed for her, but even so! "For a moment I feel a thrill that is very like fear, but it is gone at once".

the passenger service developed slowly over the years. Canada's population was just over 4 million then, hardly profitable numbers. On 23rd June 1899 the "Imperial Limited" was introduced. It was all-sleeper, and scheduled to take 100 hrs. After World War One the "Trans Canada Limited" started, running during the summers only at first. By 1929, the "Dominion" was introduced as a Toronto to Vancouver train. Previously run as just the Toronto portion of the Imperial, traffic now required another train.

Diesels arrived in the early '50's. By 1951 freight was diesel hauled through the mountains and in 1952 the "Selkirk" 2-10-4s surrendered their role on the passenger trains. Passenger trains were drawn by Hudsons for most of their transcontinental journey. The Selkirk 2-10-4s were used between Calgary and Revelstoke, through the Rockies over Kicking Horse Pass (5,332' a.s.l.) and through Connaught Tunnel (3,745' a.s.l.) under the original line over Rogers Pass (4,275' a.s.l.). Their tractive effort of 89,400 lbs., with booster, was very necessary to deal with the loads and grades in their domain. Passenger trains could load to 1,000 tons unassisted up gradients of up to 1 in 45. From Calgary to Kicking Horse Pass the line rises 1,881 feet in 120 miles, an average of 15.67' per mile, or 1 in 336, the final climb from Lake Louise to the summit is at 1 in 45. Once over the summit the line plunges 1,300 feet in the 14½ miles to Field, an average grade of 89' per mile - 1 in 59.

In the early fifties 8 or 9 westbound freights of 40-45 cars and 7 eastbound of an average of 35-40 cars were scheduled daily. In December 1989, 14 or 15 each way were the norm, loading to 14,500 tons in the case of the coal trains. The need to lift such heavy trains up to the Connaught Tunnel under Mount Macdonald has led to CP undertaking route improvements to reduce the maximum gradient to 1 in 100. The latest stage, a new line 21 miles long through Glacier National Park, with a 9.1 mile long tunnel under Mount Macdonald, was opened in May last year. It's the third attempt at reducing the problems of Rogers Pass. The original line had to contend with 50 feet of snow each winter. Massive avalanches wiped out the station in the pass in 1899 and killed 62 men in 1910.

Improvements to the rolling stock used on the passenger trains came in the early fifties. The Canadian railways were always more prudent with new investment than the American, possibly because of their many Scottish links. It wasn't until 1953 that CP placed an order with Budd, who'd been building hundreds of new stainless steel cars for American railways. The order was for 173 cars of 6 types; baggage dormitories (for on-train staff), coaches, dome coffee shop coaches, diners, sleepers and dome observation sleepers. 77 were to be formed into 7 train sets for the new transcontinental train, the remainder were for updating other important trains. The first cars arrived in July '54 and were introduced into service as received in order to familiarize both the staff and the passengers and also to earn revenue as soon as possible. When all the cars had been delivered they were made up into 14 car trains, using 3 rebuilt 14-section sleepers per train as "tourist" sleeping accommodation. Each set weighed in at around 883 tons and provided 109 coach seats, 84 tourist sleeper berth and 150 sleeper berths. The formation was: 1 baggage dorm., 3 14-section sleepers, 1 dome coffee shop coach, 1 coach, 3 sleepers, 1 diner, 3 sleepers and 1 dome sleeper.

"Canadian's" schedule was 71 hours, 10 minutes from Montreal to Vancouver, 16 hours faster than the Dominion. Part of the acceleration was due to a reduction in the station stops, some because no parcels traffic was carried. The Canadian operated with portions from both Montreal and Toronto, and replaced the Toronto to Vancouver part of the Dominion, which train's Montreal part now began to carry cars from Toronto as well. The sleepers are of two interior layouts, both capacities the same, but one, the "Chateau" cars, have more single berth "roomettes", whereas the "Manor" cars have more twin berth "bedrooms". Incidentally, in the Chateau cars there is a drawing room, which is over 9 feet long. Like the GW, the cars names run alphabetically within the classes. The diners seat 48 and provide a restaurant facility. The coffee shops on the domes offer a buffet service with "hot meals to order", whilst the dome obs. have a bar in the downstairs area below the dome. The dome obs. are named after Parks and have original murals in their lounges. The murals - no Edward Pond work, these - were painted at a cost of \$1,000 each by members of the Royal Canadian Academy of Arts.

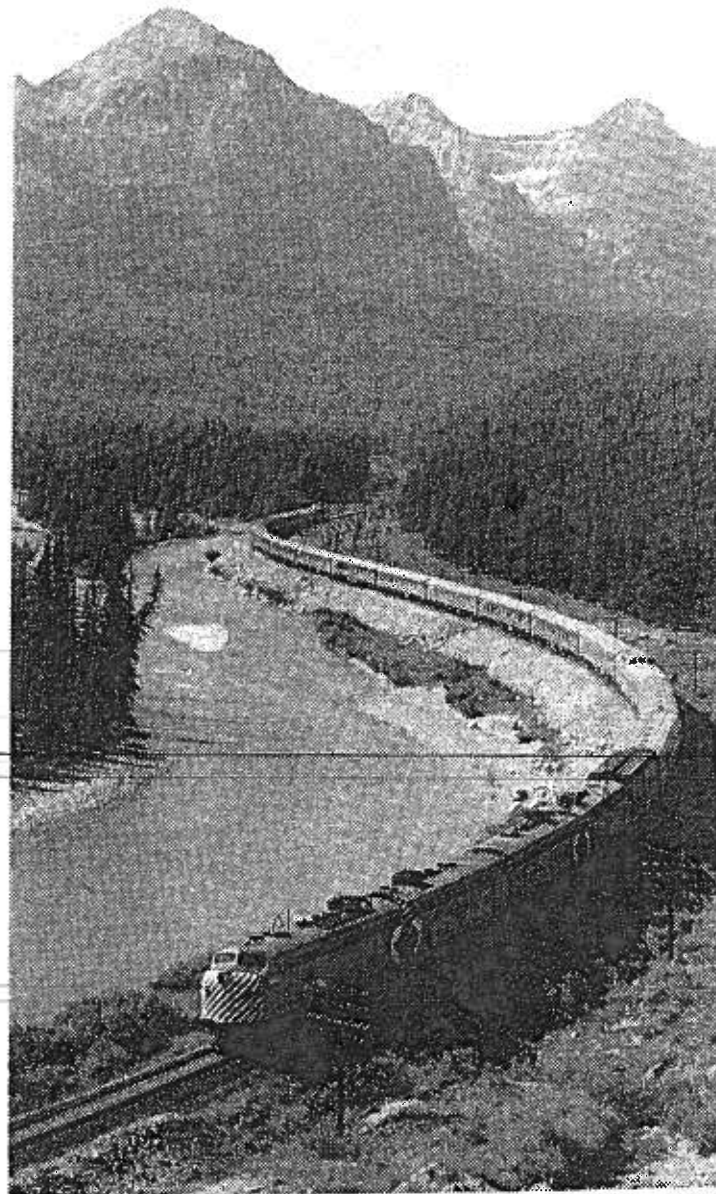
The trains ran until 1965 before the CP's transcontinental patronage fell enough to cause rationalization. In that year the "tourist" sleepers were removed. CP's passenger losses were \$25m - \$10m alone debitable to the Dominion. Inevitably, the Dominion was withdrawn in 1965 and the government started to reimburse CP for "essential costs" incurred in running

passenger trains. It was given 80% of them, and received over \$1m per month. By 1976 CP wanted rid of passengers and didn't care who knew. In the "Assiboine Park", bringing up the rear of No.1 out of Montreal on 2nd of May that year, a notice proclaimed the losses:

1972	\$18,882,507
1973	\$21,402,737
1974	\$24,360,781

It was dated 29/1/76 and was an order from the Canadian Transport Committee's Railway Transport Committee (obviously a government department!) that CP shall not withdraw the passenger train service. Soon after, CN rebranded its passenger trains as "Via" and by October that year the first joint CN/CP Via timetable was published. It was during the 1974 election that a "national" passenger system was first proposed. As is the way of politicians, it was a long and weary road of "planning" - a euphemism for union, government and railway squabbles. The Canadian finally became "Canadian" on 29th October 1978, when Via, by then a Crown Agency, took over CP's passenger trains. At the time it was said "In today's world, Via's takeover of the Canadian was probably the only thing that could have saved her". Just in time, CP had long since fallen out of love with her. Some cars' upholstery had never been changed, although 164 of the original 173 Budd cars survived, showing their mechanical soundness.

CP's relief was evident in the recent statement of N.R. Crump, the vice president who ordered the Budd stock. "The Canadian... the worst investment(s) I ever made". the negative thinking that has plagued Via ever since its formation has recently come to a head. Government hypocrisy, stalling and blatant



A typical "Canadian" of the seventies CP Rail era consisting of 18 stainless steel Budds (including two domes) and an express box car behind a four unit A-B-B-A set of GM units glides through Morants Curve alongside Alberta's Bow River, eastbound between Lake Louise and Banff.

dishonesty so sickening that I won't attempt to describe them, finally killed the Canadian. Born 24/4/55, killed 15/1/90. ENOUGH! I refer you elsewhere if you really want to read the soul-destroying tale.

Far better to come and "see more of Canada in 72 hours than most people see in a lifetime". That "72 hours" varied over the years. In the summer of '69 it meant depart Montreal 13.30 on day 1, and arrive Vancouver 11.00 on day 4. 7 years later it meant 11.15 to 8.25. Via fiddled, there is no other word for it, with the schedules. Whereas CP had 35 minute stops in Winnipeg and Calgary, Via by 1981 was offering 3 hours 45 mins in Winnipeg and 2½ hours in Calgary. The total journey was now from 20.30 on day 1 until 7.00 on day 5. In 1983 the Montreal portion ran via Toronto lengthening the journey by another 4 hours. Reason returned though. In the winter of 85/86 the times were depart Montreal 9.30 day 1, arrive Vancouver 9.25 day 4, with 45 minutes at Winnipeg and 50 at Calgary. Although many of the point to point averages were low low, the Canadian did manage several mile-a-minute sprints. The best was between Virden in Manitoba and Moosomin in Saskatchewan - 66.85 mph in the small hours between two request stops.

Enough of the facts and figures. In the next issue we'll take a run on No.1, the westbound Canadian.



The Canadian
"SCENIC-DOMES"



LOCO PROFILE

GWR 57xx PANNIERS

Mike Walker



The humble pannier tank was as much a symbol of the Great Western as its graceful copper capped, taper boilered big brethren and hardly surprising for a total of 2393 inside cylinder 0-6-0T's were built to the Company's design. Of these 1872 fall into a group known generically as the "Large Tanks", those with 4'7½" wheels and cylinders of around 17" x 24", although there were variations, the "Small Tanks" had 4'1½" wheels and 16" bore cylinders, but fall outside the scope of this article.

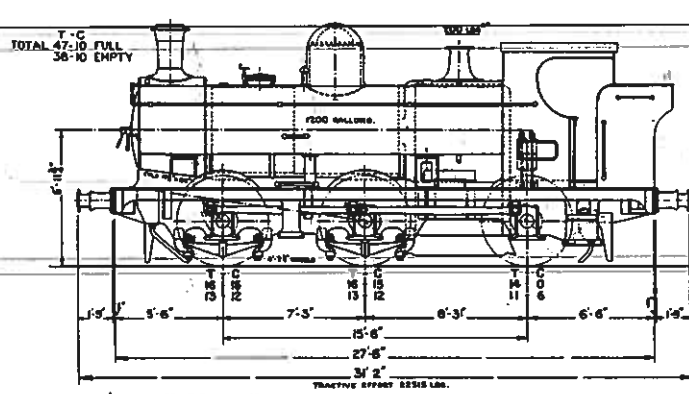
The ancestry of the Large Tanks can be traced back to 1864 when Wolverhampton works turned out No.302, Swindon produced its first example, 1076, in 1870. Both had outside frames and at first there were many small but similar classes. The first inside frame engine came again from Wolverhampton as 633 in 1871 but it was to be a further 11 years before Swindon saw fit to reveal the drivers to the world with the 1813 class, which set the standard for all future production. Construction of this "first generation" ceased in 1901 with the completion of the 27xx class. Churchward had no need to build further.

These first tanks were built with side tanks but after a short period the saddle tank was adopted, no doubt to permit easier access to the 'works' between the frame. This was fine until the company adopted the Belpaire firebox which raised some severe manufacturing problems when mated with a saddle tank.

Anxious not to impair access to the motion, the pannier tank design was adopted, making its debut on engine 1490, an experimental 4-4-0T built in 1898. The pannier was a classic compromise, it was easy to build, afforded access but gave the locomotive a high centre of gravity. The latter did not really matter as they were intended for shunting and local work, except for the occasional emergency when panniers have been known to reach 65 mph - not an experience for the faint hearted!

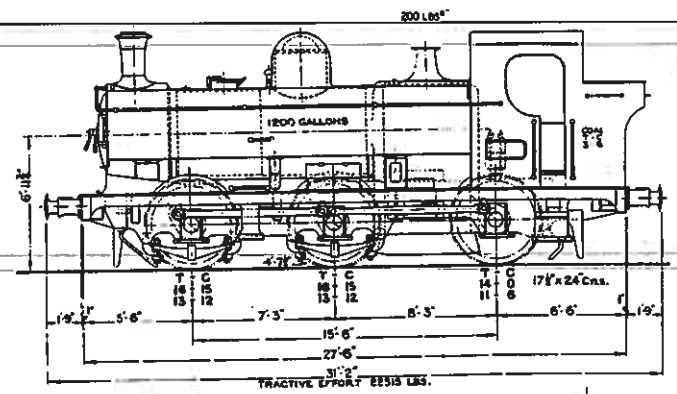
The first Large Tank to receive pannier tanks was in 1903 and thereafter they spread throughout the classes, although not universally applied, many locomotives going to scrap still bearing saddle tanks. Other modifications which spread through the classes were enclosed, if spartan, cabs and larger coal bunkers. During the course of overhauls many of the original differences between the classes were eliminated.

By the late 'twenties' many of the oldest locomotives were being retired and in order to keep the stock above the desirable level of 1000, new construction was required. C. Collett, then the GW CME, was obviously satisfied with the existing locomotives, for rather than start from scratch, the drawings of the 1813/2721 classes were dug out and dusted off. Slight amendments were made, however, and the new locomotives, to be known as the 5700 class, exhibited three external differences. First



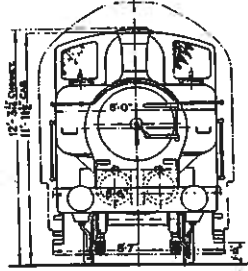
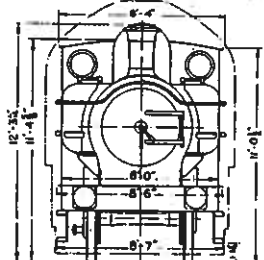
5700 CLASS

5700-5799 / 6700-6749 / 7700-7799
8700-8749



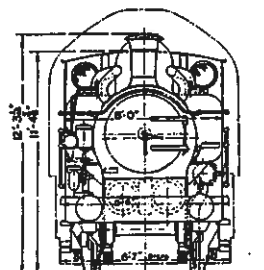
8750 CLASS

3600-3699 / 3700-3799 / 4600-4699
6750-6779 / 8750-8799 / 9711-9799
9600-9682



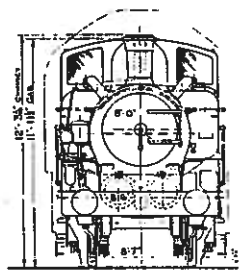
DESCRIPTION.

- CYLINDERS _____ DIAM. 17½" STROKE 24"
- BOILER _____ BARREL 10'-3" DIAM. OUTS. 4'-5" & 4'-3½"
- FIREBOX _____ OUTS. 5'-4" X 4'-0" INS. 4'-7½" X 3'-3½" HEIGHT 6'-0½"
- TUBES _____ NO. 2. DIAM. 5½" NO. 233. DIAM. 1½" LENGTH 10'-6½"
- HEATING SURFACE _____ TUBES 1075.7 SQ. FT. FIREBOX 102.3 SQ. FT. TOTAL 1178.0 SQ. FT.
- AREA OF FIREGRATE _____ 15.3 SQ. FT.
- WHEELS _____ COUPLED 4'-7½"
- WATER CAPACITY OF TANKS 1200 GALLONS.
- WORKING PRESSURE _____ 200 LBS."
- TRACTION EFFORT _____ 22515 LBS.



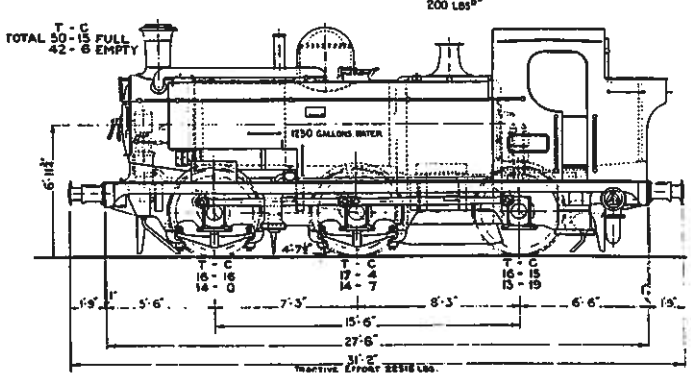
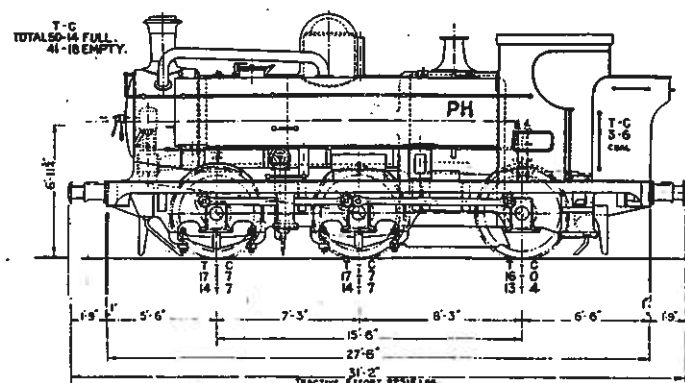
8700 REBUILD

8700 as rebuilt to condenser.



9700 CLASS

9700 (ex-8700) 9701-9710



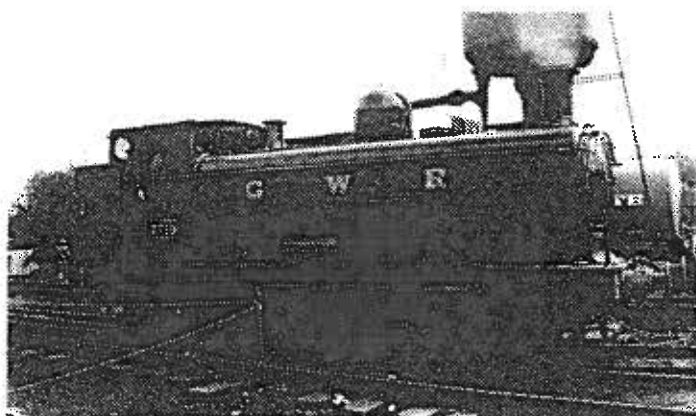
the chimney was a new short cast type rather than the former tall fabricated design, the front dandboxes were moved to below the footplate, and finally the footplate valencing was of a lighter more delicate design. Mechanically the spring layout of the 1813, underslung leaf springs on the front two axles, overhead coil springs on the rear (inconveniently filling the cab), was adopted rather than all coil system of the 2721. Although the boiler continued to be the parallel '2301' type its pressure was raised from the former 150-180psi to 200psi boosting tractive effort from the 16-20,000lb range of the old designs to 22,515lbs. Cylinders were standardised at 17½" x 24" and retained slide valves. Full technical details are shown in the accompanying table.

The first order was for 50 placed with the North British Locomotive Co. to be built equally by that builder's Queens Park and Hyde Park works in Glasgow, the first deliveries being made from both sources in January 1929. Swindon started work on the second batch, 5750-5799, in April of that year. At this time the country was entering a period of severe economic depression. To stimulate employment the Government made funds available to the railways for capital projects. From this source the GW was able to finance the construction of a further 200 5700's during 1930/31 and all from Contractors. Bagnells built 6700-6724 and 8725-8749; Beyer Peacock, 8700-8724; Kerr Stuart, 7700-7724; Armstrong Whitworth, 7775-7799; Yorkshire Engine, 6725-6749 and NBL, 7725-7774. All were basically identical but carried the appropriate plates on the leading splashers whilst 7700-25/75-99/8700-49 arrived with polished safety valve covers which, contrary to popular belief was not normal practice for such locos and were soon painted over.

Within such a large class there would be variations. The 6700 series were intended for shunting, mostly in South Wales, and had no vacuum brakes, only steam, and three link couplings. To the depression many spent their first year or so in store. The 57xx, 77xx and 87xx groups all had train vacuum brakes, screw couplings and (except 5700-5749 which were fitted later) steam heating. Automatic Train Control was fitted new to 5790-5799 and 7750-99/8700-49, the earlier examples were refitted, except the 6700's.

Since its opening in 1871 the GW had been working trains over the Inner Circle tracks and had maintained a fleet of locomotives with condensing apparatus. By now these 'Metro' 2-4-0T's and '633' 0-6-0T's were in need of replacement so in March 1932 Swindon converted 8700 into an experimental condenser. In such locomotives the exhaust steam instead of going up the chimney is diverted back into the tank to be condensed into water. The drawback is that the water supply in the tank gets warm and this renders the usual injectors somewhat inefficient. As a result 8700 was equipped with a Weir reciprocating steam powered water pump on the right side of the smokebox. The pannier tanks were cut back to the rear of the smokebox, reducing their capacity from 1200 to 1080 gallons, the only weak spot in what a year's testing proved to be a very successful modification.

As a result, Swindon built a further 10 condensers from scratch starting in September 1933. Whilst these retained the short panniers of 8700, the rearmost portion was extended down to the footplate to form combination side/pannier tanks of 1230 gals capacity. The profile of the condensing pipes between the smokebox and tanks was revised, but the most striking change was in the cab. Out went the spartan flat roofed affair inherited from the "first generation" locos and in its place was a more enclosed, higher cab with sliding shutters, doors and large spectacle windows front and rear. In view of their duties the class, 9701-9710, were always based at Old Oak Common and seldom strayed far, although David Gardner once photographed one at High Wycombe. Early in 1934, 8700 was rebuilt in line with the production examples and renumbered 9700. Its original cab and number plates being reused on a new loco which became the second 8700.



Simultaneously with the condensers, production of the standard loco resumed at Swindon in September 1933, incorporating the new higher cab. These became known as the 8750 class after the prototype and all future construction was carried out 'in house' at Swindon, continuing unbroken until 1950 by when the class had reached 863 examples. This caused some headaches in numbering. 8750-8799 were followed by 9711-9799, 3700-3799 and then (with x7xx series exhausted) 3600-3699, 4600-4699 and finally 9600-9682. These were all the main line version with vacuum brakes etc., but somewhat surprisingly a further 30 of the 67xx shunting only variant, with 8750 style cabs of course, were outshopped in 1949/50. Indeed 6779 completed in December 1950 was the last of this huge class to be built.

Few changes affected the class over the years. To prevent steam from the whistle obscuring the cab windows, sheet metal deflectors were fitted from 1936 onwards and around the same time steps were added to the fireman's (left) side of the bunker. A year later the low roof engines began to receive sliding shutters and doors in their cabs like those of the 8750's. In 1943, three locos, 4656, 5735 and 8770 received modified boilers incorporating top feed. This became standard for new construction and reboiling in 1944 and such boilers were easily identified by the prominent box like cover over the clack valves between chimney and dome.

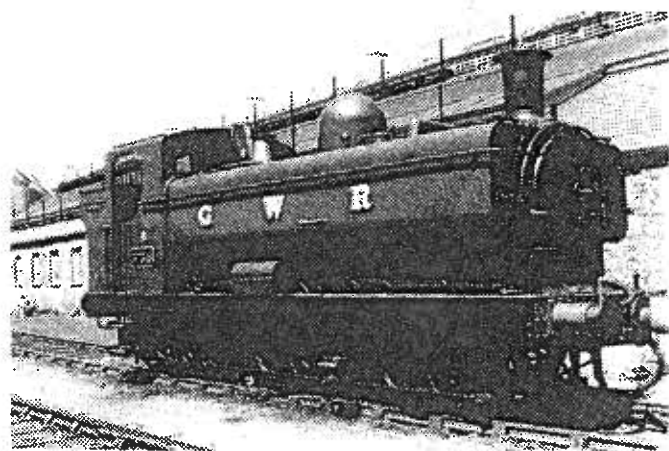
Various class members carried diamond shaped spark arresting chimneys at various times when assigned to work in sensitive areas such as ordnance depots, Didcot always had one or two for the Milton depot. In 1946, 7722 was fitted with a winding drum and winch for working the Pwlllyrhebog incline on the old Taff Vale near Tontpandy in the Rhondda Valley.

The class was found the length and breadth of the GWR, from Paddington to Penzance, Weymouth to Birkenhead, handling shunting, local freight and passenger on main and branch line wherever their "blue" route availability would permit. In 1950 the WR decided that although they had a 16½ ton axleload their minimal hammer blow would permit them to be reduced to the "yellow" group (which normally had a limit of 16 tons per axle) thereby greatly increasing their branch line operations. The condensers were not included in this concession.

Withdrawals began in March 1956, appropriately starting with 5700. Thereafter scrapping continued at a steadily increasing rate as the increasing hordes of new diesel shunters and multiple units, together with the massive rationalisation of the post Beeching era robbed the class of its traditional work. Never the less new work was available and in the twilight of their careers a handful were transferred to the SR and put to work on the steeply graded branch down to Folkstone Harbour with considerable success.

Twelve of the class were sold to London Transport, all were the low cab version and became L90-L99 (nos L90/91 were used twice). five more, of both types, went to work with NCB in South Wales and three more to industrial owners. Meanwhile twenty remained in BR stock up until the end of steam on the WR early in January 1966. The LT examples ran until June 1971.

The type is far from extinct however, as no less than fifteen have been saved by preservationists drawn from the LT and NCB fleets as well as that well known used loco dealer in South Wales. The survivors represent both cab styles but it is a pity one of the condensers wasn't saved.



Both styles of 5700 have been preserved, the low cab represented by 7715 at Quainton and the high cab by 3738 at Didcot. Both locomotives carry the later pattern boilers with top feed as evidenced by the cover between the chimney and dome.

Photos: Mike Walker

BOOKSHELF



Ron Brooks

The relentless drive to excellence has now overtaken the "Donkey" and, in consequence, the deadline for copy moves ever forward until the leisurely life of Gloucestershire misses it completely. Sorry to both my readers. However as the Bard, who lived not all that far from here, has it "now is the winter of our discontent made glorious summer" by, of course, this present, and long awaited, BOOKSHELF.

Summer is not the time for deep study but rather for getting out and about. Three of this month's books cover areas, the other two are there in case it rains.

DOWN THE LINE TO SOUTHEND
M.V. Searle

Baton Press
ISBN 0 83936 243 4

This is one more of a series but none the worse for that. There is a good photo on nearly all of its 196 pages and the text is designed as much for reading as for information. There is much railway history with a good deal of social history of the area saved by the railway. The quality of the illustrations is generally good and the viewpoint is frequently sufficiently far back to include 'background' which can often be as interesting as the intended subject. A good 'read'.

ROMANCE OF METROLAND
D. Edwards & R. Pigram

Baton
ISBN 0 85936 061 X

This is one more of another series and, as well as that, another look at METROLAND much loved by Sir John Betjman. The pictures are fascinating, and because they show lots of 'before the railway' and after - sometimes even during - building they are full of interest, especially if you are familiar with the area from long ago. For many this book will be a record of part of their own history as well as the Metropolitan.

OUR RAILWAY HISTORY
Rixon Bucknall

Allen & Unwin
ISBN 0 04 385064 3

This book was first published in 1944. It provides a potted history of the pre-grouping railways and would therefore provide a good start to any study of railway history. There are eight coloured plates and 124 black & white pictures, all of engines and trains - mostly passenger. There is much useful information such as route mileage and liveries difficult to find in one place but the text is more for study than pleasure.

NILES CARS

Caxton Printers
ISBN 0 87004 292 0

This is a reprint of a catalogue of what would now be called RAPID TRANSIT VEHICLES - but this is an American catalogue from about 1910. These are by no means trams but are fully fledged railcars with all the trimmings available if required. Full details are provided for some 28 vehicles as well as power bogies. For today's modellers, and the day before yesterday's politicians, there is all the information they need to produce something very desirable. The vehicles were not produced after 1917. It has taken a long while to re-invent the self-powered coach!

STEAM TRAINS
D. Avery

Collins
ISBN 6 00 4588525

This is one of Collins Gem Guides and a real gem it is. It contains some 100 colour illustrations of steam engines from the earliest to their twilight. With each is a set of vital statistics and a very short history. How often does a book provide pleasant words but little of substance. Here are all the fundamentals such as wheel diameters, grate area, boiler pressure and more. A useful pocket book.

Where ALL steam is articulated - unless stated

ZIMBABWE - GARRATT COUNTRY

PETER ROBINS

After two photographically successful days, Duncan and I decided that we would like to sample a ride in the cab of a Garratt. On the previous two days, some of the group had ridden in the cab of the midday freight from Thomson Junction to Victoria Falls and had thoroughly enjoyed it. We decided to go for the same train and asked the shed foreman where the loco and crew were.

"Sorry, they've already left" he said. We felt a little disappointed at losing this opportunity but then noticed 20A class No.749 "Umzingwane" preparing to leave the shed. The driver gave a friendly wave and I waved back.

"Where are you going?" I asked.

"Dett" he replied.

"Any chance of a ride in the cab" I asked.

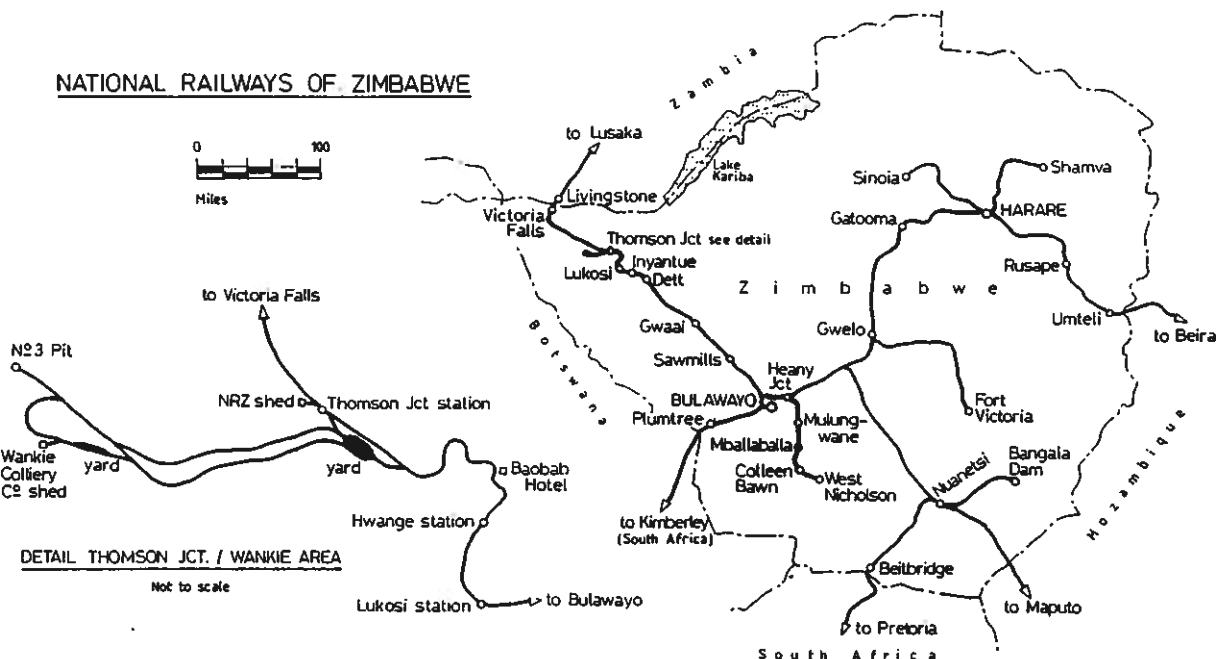
"Sorry, you'll need a note from headquarters at Bulawayo".

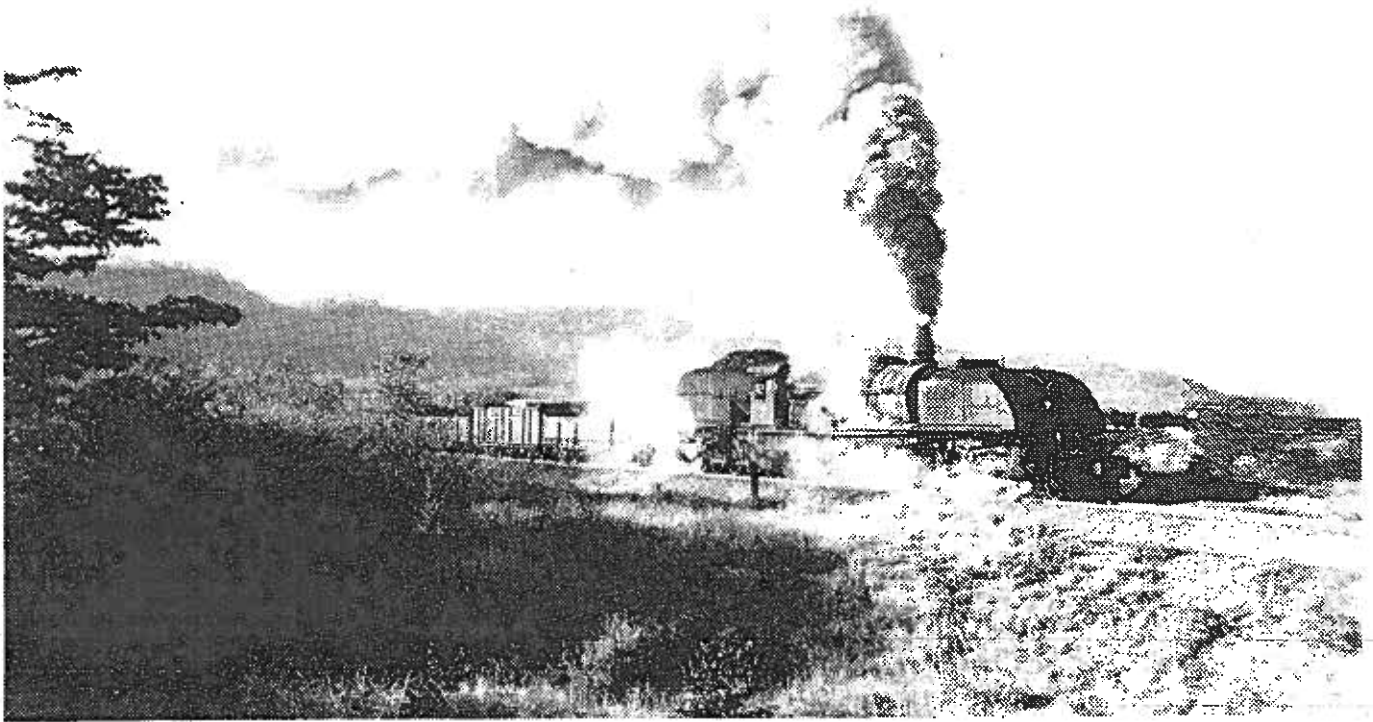
"Will this do" I said, showing the indemnity form.

"Come on up" he said smiling.

We moved off the shed and backed onto a waiting train of thirty eight bogie wagons, sully laden with coal and oil. After a short wait, the regulator was opened and "Umzingwane" slowly and surely eased the train over the points and out of the yard. Once out on the main line, the regulator was opened further and using all of the 61,176 lbs tractive effort, we

NATIONAL RAILWAYS OF ZIMBABWE





accelerated up the bank without a trace of a slip. The gradient steepened as we passed the Baobab hotel and the exhaust like a cannon-blast, but the ride on the footplate was incredibly smooth. After about thirty minutes of climbing, we stopped at Hwange.

"Coca Cola" the driver said.

There was a dirt platform, a signal box, a buffet and not much else at Hwange. Here we treated the driver and fireman to drinks and asked the chap in the buffet to hand a drink to the guard as we left. We returned to the footplate and the driver looked at me and said "Would you like to drive?".

This put me in a state of shock for a couple of seconds but on the drivers signal, I opened the regulator. I kept the train rolling until Duncan indicated that the guard had collected his Coca-Cola. I then opened the regulator a bit more and could feel the power of the Garratt biting into the gradient. Acting on the drivers advice, I set the cut-off to 40% and opened the regulator to its fullest extent and we accelerated towards Lukosi, where we were to take on water. The brake was initially very responsive on the approach to Lukosi, but at low speed it was slow to act and I stopped the train with the water hose dangling on the boiler between the chimney and the dome, about ten foot from the water tank. I did not feel too bad about that because I had seen a driver do exactly the same the previous day. Duncan drove from Lukosi to Inyantue whilst the driver and I chatted, looked out for the wildlife and, most important, checked the signals. Between us we were in the h for nearly six hours and were driving for over four hours. returned to the hotel dirty, tired, but very happy.

After this superb climax to our stay in the Thomson Junction area, we made our way back to Bulawayo, where we based ourselves in order to photograph on the Plumtree and West Nicholson lines. Also staying in our hotel - the Bulawayo Sun Hotel again - was a group from TEFS including the infamous Bill Albrough. They were travelling everywhere by train, and included in the cost of their tour was the repainting of 15th class No.419 "Isambane" in Garter blue livery and the repainting of 16A class No.601 in brunswick green livery. On the day of the TEFS trip down the West Nicholson branch behind the

NRZ 15th Class 4-6-4+4-6-4 Garratt 381 "Ingwe" climbs past Tajintuada with train No.31 from Thomson Junction to Mpopama (Bulawayo) on 22nd July 1989. Photo: Peter Robins

green liveried No.601, both their group and our RT & P group arrived for breakfast at 06.30 prompt. Bill Albrough ushered his group in first, proclaiming that they had a train to catch but, to my surprise, our group were served with breakfast first. I later learned that our crafty tour leader had slipped the head waiter a few dollars! The two groups did not mix at all and both were making jokes at the others expense. Further material for amusement was provided when two of the TEFS group were seen to accompany some "ladies of the night" up to the bedrooms. I will not mention names and will leave the jokes to your imagination.

Unfortunately the end of the holiday came all too quickly. A very enjoyable day was spent in the Matopos game park and in the evening we were on our way home. Even the return journey was not without event. Air Zimbabwe apparently have two long range Boeing 707's and one short range Boeing 707. Both of the former were stuck at Heathrow without fuel as Air Zimbabwe had run out of credit, and we were flying on the latter. We had to make an extra stop at Marseilles for fuel but the French were wise to the situation. They filled the 707 with fuel and then made us wait on the tarmac for two hours before starting the engines, until Air Zimbabwe paid for it. I wonder if they took American Express? Being three hours late at Frankfurt, we missed our connecting flight so emergency arrangements had to be made. Most of the party flew back to Heathrow with British Airways whilst the luggage came one hour later with Lufthansa. This is not a recognised arrangement and it rather upset the customs officers. We had a little hassle but were soon reunited with our bags, and after saying our goodbyes, we all went our own separate ways to plan for the 1990 tour...

TEN YEARS AGO

Roger Bowen

From the pages of "Marlow Donkey" No.15 of June 1980.

This was the "Rocket 150" issue with a cover drawing by Mike Walker of APT No.370 001 alongside the "Rocket" locomotive and the Chairman's notes chronicling the Society's visit to Rainhill at the Spring Bank Holiday of 1980.

The issue featured long lists of railway excursions from the Wycombe line, five run by Chiltern Trains and no less than 8 BR excursions. Why, oh why, can't BR recommence excursion trains again.

Past meetings - in March Harold Jenkins talked on track development on BR for high speed running, in April Colin Garratt gave a polished slide show on his adventures in South America, and in May Harold Bonnett spoke on LNER locomotives.

Steve Medway contributed an item on work at Fawley, Ted Gregory a fascinating item on the Society's visit to the Post Office Railway. Another featured visit was the "Valley Basher" excursion in May attended by 15 members, Stan Verrinder naturally doing the "write up"!

Clearly plenty went on in that early summer of 1980

RETURN OF THE DUCHESS

Bas Woodward

After a night's rest in the former Great Northern Hotel at York we located our train, thirteen coaches hired from Flying Scotsman Enterprises. Then No.46229, Coronation class, Duchess of Hamilton, reversed towards us - attached to diesel No.47.555. A disembodied voice announced that we would be pulled by the 47 only as far as Leeds: BR have ruled that only light steam is permissible "under the wires".

Our train, sponsored by the Friends of the National Railway Museum, left Leeds at 9 am and headed northwards for Carlisle. Conversations in the carriage criticised the maroon paint as non-LMS and disapproved of the British Railways lion and wheel logo on the tender. "She was built in 1938!" they grumbled.

On these journeys water for the locomotive is a problem. We stopped at a small village called Gargrave and a hose was attached to the tender.

Several names such as Keighley and Skipton were familiar but I particularly wanted to see Hellifield Station. I have always wondered why the Midland Railway built this station here! saw no local people but obviously the area has its vandals.

Settle, looking most attractive in the bright sunshine of Good Friday, was passed at 10.20. There was much evidence that BR has spent money generously on the Settle & Carlisle since the threat of closure was lifted. A curve in the line gave us a

good view of the Ribbleshead Viaduct whose repair we were formerly told would cost x millions of pounds.

We anticipated the run past at Garsdale with happy anticipation. However, as the last few passengers climbed down from the train, a blizzard hit us. One moment bright sunshine, then hail turning swiftly into snow. After the photographic (?) stop the sun shone right through to Carlisle.

The Duchess, looking quite fresh after pulling 14 laden carriages, went off to turn on the triangle and find more coal and water. A diesel was fixed on to our carriages to warm them up for our return journey. No Ethel for us!

At 3 pm we set off southwards. At Appleby another run past was prepared. This time the sun shone and cameras were busy. I noted the plaque to Bishop Eric Treacy who died on Appleby station in 1978 photographing his beloved engines. Appleby has now acquired a watering point, but it is not yet plumbed to a water supply.

I left the train at Leeds just after seven o'clock. The Duchess and her pilot limped back to York behind a sick 91xxx, but by the time she completed her trip I was many miles down the M1.

Choosing Friday the 13th was tempting the fates, but the Duchess performed impeccably and a good time was had by all.

UPHEAVAL IN THE CITY

Mike Walker

This spring has seen a major upheaval in the City of London, involving the complete closure of the through Thameslink service between 12th and 28th May. It says something for the niche this service has created in just 2 years that the blockade caused much disruption to commuters. The scheme was designed to replace Holborn Viaduct station and the former line between Blackfriars and Farringdon with a completely new alignment including a new station, St Pauls Thameslink.

Holborn Viaduct, once the city terminal of the LCDR, finally closed on 26th January 1990 after a long decline. Named for the road it fronted onto, it was reached by elevated tracks from Blackfriars Bridge through Blackfriars and Ludgate Hill stations and crossing both Queen Victoria Street and Ludgate Hill. From 1866 a steeply graded connection left the station throat and burrowed under western most platforms at Holborn Viaduct to connect with the Metropolitan Widened Lines under Smithfield Market just east of Farringdon station. A station, Snow Hill, was provided in this tunnel but it closed with the withdrawal of passenger services in 1916. Freight service continued until 1969, after which the tunnels lay abandoned until reopened for 'Thameslink' services in May 1988.

The new services quickly proved popular and BR drew up plans to rationalise the area. This would allow improved cross-London services and allow closure of Holborn Viaduct releasing a large area, including remaining World War 2 bomb sites, for redevelopment.

Starting in January 1989, Holborn Viaduct was reduced to two platforms to allow work to proceed whilst the remains of Ludgate Hill, closed in 1929, were demolished. The new line drops at 1 in 29 (the current steepest on BR) immediately on leaving

Blackfriars, requiring the Queen Victoria Street bridge to be lowered by 300mm (12"), and enters a cut and cover tunnel. The track levels out through the new St Pauls station whose 12 car long platforms extend from Ludgate Hill to Holborn Viaduct and will have entrances from both. The line then continues to rejoin the original alignment just prior to the junction at Farringdon. Additionally two stub sidings are provided at the north end of St Pauls, on the old alignment, to stable trains terminating at St Pauls; those which previously used Holborn Viaduct. As a result of this work the bridge over Ludgate Hill will vanish, opening new views of St Pauls.

Further improvements are planned for Thameslink. These include adding two extra tracks to the viaduct over Borough Market from London Bridge to Metropolitan Junction and a new flying junction between the old LBSC and SECR lines at Southwalk Park east of London Bridge. This will allow greater peak hour capacity on Thameslink and open up a great number of route options.

Even further in the future is Kings Cross Low Level. Planned for the Channel Tunnel traffic this would also replace the existing Kings Cross Thameslink station and connection to the Midland mainline. As well as improving mainline and Underground interchange for Thameslink patrons it will give the service direct access to both the Midland and, for the first time, East Coast main lines, thereby creating a fully flexible north-south link.

The phenomenal success of Thameslink has shown there is a demand for cross-London services. Let us hope that the nettle will be grasped and the East-West Crosslink (Paddington-Liverpool St) started without delay.

