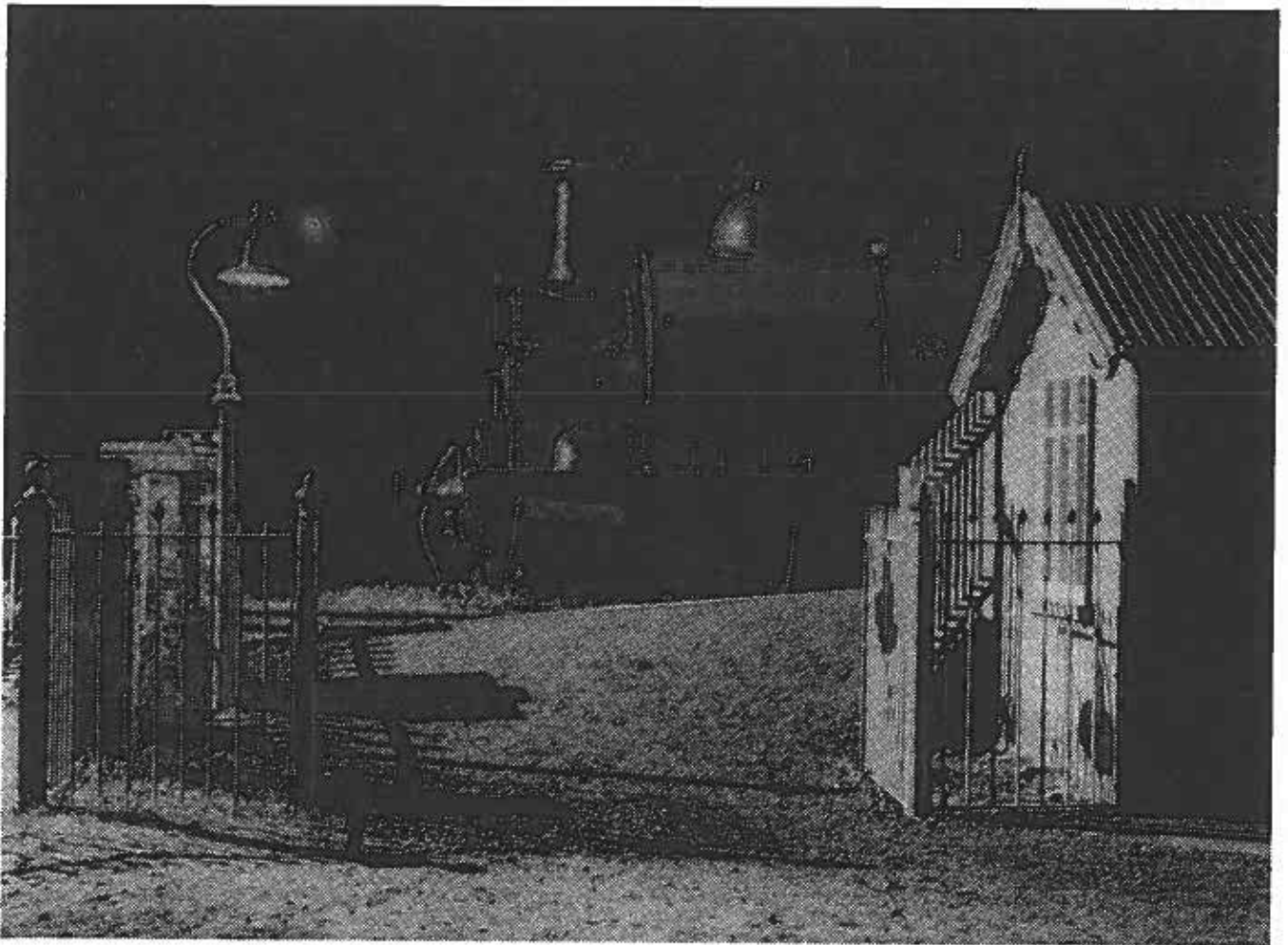


THE

MARCH 1991

57

MARLOW DONKEY



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GWR HALLS

CORNISH BRANCHES TODAY

THE CROSSRAIL PROJECT

WESTERN DAILY LIFE

BARRY RECALLED



THE MARLOW DONKEY

Quarterly magazine of the
MARLOW & DISTRICT RAILWAY SOCIETY

No.57 March 1991

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CHAIRMAN'S NOTES

An item on the BBC evening news of Friday 21st December caught my attention. It seems that British Coal had just closed the last mine in the Rhondda Valley bringing to a close a 150 year era of mining. I can remember when at school our geography lessons, apart from using world maps largely coloured red, taught us that South Wales was primarily noted for its coal mining and steel making. Precious little of either industry survives today, indeed only five mines remain active in the whole Principality and one of those is to close very soon.

Each of the valleys linking the Bristol Channel with the Brecon Beacons seemed to be packed to capacity with mines, mills and rows of grey terraced cottages housing the workforce. Linking them together like a thread was at least one, but more often two or three railway lines. Remember, that until 1923, the GWR was only a supporting player in this region; this was the kingdom of the Barry, Cardiff, Rhymney and Taff Vale Railways, to name but a few, all locked in fierce competition for trade.

There was of course no shortage of trade, it seemed that 24 hours a day the valleys echoed to the bark of steam locos, the snatch and crash of buffers and three link couplings as loaded wagons were formed into trains to be despatched in an endless stream to the docks, steel works and coal merchants far and wide. Meanwhile train loads of empties were being brought in to absorb the seemingly endless output. To appreciate the scale of the operation at this distance in time one merely has to scan the pages of the various album type books which have been published or study the relevant pages in R.A. Cooke's superb "Atlas of the GWR" (Wild Swan) which shows well the vast number of mines and the infrastructure which supported it. The industry was owner and operator of a vast army of 6 and 7 plank mineral wagons of 10-12 tons capacity turned out in mass production by the likes of the Gloucester RC&W Co. All identical but for the myriad of private owner liveries, many extremely elaborate as they acted as rolling advertisements. Again a perusal of the pages of the specialist books on PO wagons will reveal the variety offered.

In those days the squeezing of passenger trains into these processions of coal trains caused many a headache for the unseen men of "control" and local signalmen. Today the occasional Sprinter polishes the railheads of the remaining skeleton network and seldom encounters a freight train. Where once 100 wagon coal trains made the long trip from Wales to Acton behind a 28xx today, if you're lucky, you may see a 37 with two or three hoppers slip through Maidenhead, the majority of mineral traffic is now stone of course.

Apart from the removal of the requirement for loco coal, no small quantity, the railway has not been responsible for this change, but instead victim. The Clean Air Act and coming of cheap gas, oil or electric central heating has decimated the domestic market, while power generation has been concentrated at large regional stations rather than small local ones, it is cheaper to transmit electricity cross country than carry coal. These super generators take advantage of cheap low grade coal which is strip-mined abroad for a fraction of the

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cost of our deep-mined coal. Many of the South Wales ports now IMPORT coal.

Domestic coal traffic was the major business of local pick-up freights. Once it disappeared these trains became hopelessly uneconomic and uncompetitive timewise to road transport. Under Beeching and after, BR virtually abandoned wagon load traffic. However, a decade or so back saw the establishment of Speedlink, a wagon load network between major centres which met with some success. Now it seems that it is to be sacrificed merely to meet the relentless demand for profit.

Further contraction continues. At the end of March BP is closing its terminal at Thame and another part of the network goes with it and so it goes on. There is however hope on the horizon. The east-west Crossrail project is to finally go ahead, bringing the prospect of greatly enhanced services to the Thames Valley and Chilterns. This is potentially such a massive undertaking that this issue sees the first of an irregular, occasional series to keep you up to date with what's going on.

I feel I should end this column by mentioning how much I personally enjoyed the talk on the Wycombe Railway. Like many others I learned a great deal and I thought I knew the subject. Our guests David Lane and Francis Gomme were also able to extend their knowledge. It inspired me to make further enquiries as to the nature of the Boyn Hill station which are featured in this issue*. It does go to show the importance of recording the changing scene for the benefit of future enthusiasts just as those thoughtful souls had done over the years for our benefit and enjoyment today. Let's continue the tradition!

Mike

* Owing to a shortage of space the article on Maidenhead Boyn Hill will appear in the next issue.

COVER

Night photography is a tremendous challenge creating stunning images and many wasted exposures, to say nothing of creating a challenge for our photocopier! This shot of GWR 0-6-OST 1363 standing at the Halt platform at Didcot on the occasion of the 1988 Photographic Evening won Class C - Colour Prints for DAVE LITTLE in our 1991 Photographic Competition.

TIMETABLE

FORTHCOMING MEETINGS & EXCURSIONS

All meetings held at the British Legion, Station Approach, Marlow commencing at 17.45 for 8.00pm.

MEETINGS

- Thurs. 18 April EAST COAST ELECTRIFICATION D.W. Barnes, BR Project Manager
With just a month to go before completion, the full story of BR's biggest single electrification project to date, including the renewed infrastructure and InterCity 225's.
- Thurs. 16 May BUTTERLEY RAILWAY CENTRE Michael Gallimore Director.
An introduction to the home of Midland Railway preservation, one of the venues for our summer trip in July.
- Thurs. 20 June WORLD STEAM Pete Greatorex
Hopefully it will be third time lucky as our own master photographer delves into his stunning collection of steam around the world.
- Thurs. 18 July CHINNOR & PRINCES RISBOROUGH RAILWAY
Illustrated talk on progress towards creating our local public steam railway.

VISITS

- Sat 20 April CHANNEL TUNNEL & KESR
A visit to the EuroTunnel exhibition centre to see work on this mammoth project. A visit to the KESR will be made on the return.
Adult: £7.00 child £6.00
(includes EuroTunnel but not KESR)
- Sun 23 June STEAM DAY AT FAWLEY 12.00 to 5.00 pm
Another of those enjoyable afternoons at our President's private garden railway. NOT to be missed.
£1.50 per person, MAXIMUM 40 places.
- Sun 7 July BUTTERLEY AND CRICH
A big value day out visiting BOTH the Midland Railway Centre at Butterley AND the National Tramway Museum at Crich.
Adult: £15.00 child £12.00
Includes admission/travel at BOTH venues.
- Sun 18 Aug OLD OAK COMMON OPEN DAY
A rare chance to see behind the scenes of this busy BR depot. Steam power and the new Network Turbo dmu's will be on display.

Bookings and further details of all the above can be had from Tony Caton on Marlow 473723.

SOCIETY NEWS

NEW MEMBER

We are pleased to welcome Neville Rowe of Maidenhead as our latest new member.

PREVIOUS MEETINGS

David Lane and Francis Gomm of the Princes Risborough Model Railway Club gave a fascinating review of the Wycombe Railway and its successors over the years at the December meeting, revealing much that most of us didn't know about our local line.

The formal business of the AGM in January (see Annual Report) was followed by a series of illustrated short talks by Eddie Lewcock, Delhi Railway Museum; Mike Walker, Pennsy Steam and Rob Young, Australian Steam.

PHOTOGRAPHIC COMPETITION

Attendance was low this year but once again the entry standard was extremely high. The winners were as follows:-

- A - COLOUR SLIDES UK Tim Speechley
A superbly atmospheric shot of 'Flying Scotsman' south-bound at Arden Gill (S&C) on 19.8.81.
- B - COLOUR SLIDES - OVERSEAS Mike Walker
Nickel Plate 765 arriving at St Albans, West Virginia, amid autumn foliage on 23.10.88.
- C - COLOUR PRINTS Dave Little
1363 at Didcot Halt during the 1988 Photographic Evening.
- D - BLACK & WHITE PRINTS Dave Little
5051 "Earl Bathurst" at Didcot during the 1990 Photographic Evening.

Runners up were A, Peter Robins and Tim Speechley; B, Peter

Robins and Rob Young; C, Dave Little and D, Martin Pink.

The overall winner, and justly, was Tim Speechley's 4472 shot which captured the character of the Settle & Carlisle magnificently and took the Eddie Lewcock Cup.

Will the member who accidentally left behind a colour print of the Welshpool & Llanfair please contact Mike Walker on Marlow 483899.

NORMAN ASTON-SMITH TROPHY

The 1990 winner was John Sears for his farewell to the Canadian, "The Forgotten Breakfast" in the June and September issues.

Alan Wheeler has manufactured a 1/6th scale model signal arm which will be mounted on a wooden plinth by Terry Dearling. This will henceforth be the trophy, a more manageable and desirable item than the real signal arm, which now goes into honourable retirement at Fawley, but remains MDRS property. Our thanks to Alan and Terry.

OFFICERS & COMMITTEE

As you will see on page 2 the committee and officers remain unchanged for 1991.

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 cheque to Peter Robins. To those who have renewed, our thanks for your continuing support.

1990 ANNUAL REPORT

Minutes of the 14th Annual General Meeting of the Marlow & District Railway Society held on 17th January 1991 in the Royal British Legion Hall, Marlow, at 8 pm.

Chairman: M. Walker

Apologies for absence were received from P. Robins, M. Pink, D. Gardner, B. Print, T. Dearling, P. Webb.

MINUTES OF THE 1990 AGM as published in the Marlow Donkey were unanimously adopted.
Proposer A. Wheeler. Seconder B. Woodward.

MATTERS ARISING. The Chairman mentioned the introduction of the meetings attendance book as proposed at the previous AGM.

CHAIRMAN'S REPORT. This reviewed what had been an active year which had involved 3 substitutions of speakers. The various talks and visits were each mentioned and thanks given to the active supporters including members of the committee, Charlie Smith, Gavin Francis, Mrs Walker and Sue Little.

Special mention was made of the Euro Tunnel evening in which both venue and speaker had to be changed at the last minute!

Request was made for contributions to the newsletter.

Attendance held up well, at an average of 36 per evening, rising to 42 in November and December. Overall membership was 57 in 1990 with 13 members using the special "all in rate".



TREASURER'S REPORT. In Peter Robins' absence, Mike Walker reviewed the finances which are satisfactory, with a balance in hand of £677. M. Norris queried the build up of money in reserve and during a brief discussion which followed E. Dove suggested an evening like Fawley "on the house". This was agreed following a formal proposal by him and seconded by A. Wheeler. Caterers were to be brought in for the occasion.

Other ideas aired at this point were the re-issue of the Club Tie (Julian Heard) and Club Motif (Phil Searle). It was agreed that the committee would investigate all above proposals.

R. Bowen proposed and A. Morris seconded the adoption of the accounts and this was carried unanimously.

SECRETARY'S REPORT. This was brief and comprised a short list of forthcoming activities. Thanks were extended to Mrs. Leacock for her very active help with the typing of letters, minutes etc.

A request was made to consider issue of a list of members. This was sanctioned.

ELECTION OF OFFICERS. The 3 retiring members, Messrs. Caton, Pink and Young were willing to stand again and in the absence of further nominations were re-elected "en bloc" following a proposal by Mr Bowen and seconded by Mr Dove.

A.O.B. Suggestions were made by E. Dove that improved viewing of slides might be achieved by reversal of the projector and screen. A trial of modified display was incorporated that evening using the projector mounted on the balcony.

A further suggestion from Mr. Dove was the supply of display notices for the Society at the local station and others nearby.

A. Wheeler volunteered to make a model of the Norman Aston Smith Trophy to 1/6th scale, leaving the signed signal at Fawley. There was general agreement to this proposal.

Discussion ensued regarding a summer social evening on the river and the Chairman agreed to investigate possibilities of boat hire.

Reference was made to the Annual Dinner but it was agreed to concentrate on a buffet as mentioned earlier.

Whilst the AGM closed at 9.00 pm the prize for the best article for the Marlow Donkey went this year to J. Sears for his article "The Forgotten Breakfast". Second was P. Bond, whilst equal thirds were Messrs Pink, Costello and Gardner.

ACCOUNTS FOR YEAR ENDING 31 DECEMBER 1990

INCOME		EXPENDITURE	
SUBSCRIPTIONS (13*12.00)	156.00		
(44* 5.00)	220.00		
	376.00		
NEWSLETTER		Printing	42.53
		Stationery	54.45
		Postage	6.54
			103.52
MEETINGS			
Fees	231.60	Room Hire	256.50
		Speakers Exp.	51.00
	231.60		307.50
TRIPS			
West Somerset	618.50		543.80
(74.70 surplus)	618.50		543.80
B.SOC.INTEREST			
	43.49		
DONATIONS		T.B.L.S.	10.00
Stan Verinder	5.00		
TRANSPORT TRUST			
		Subscription	20.00
PRIZES		Book Tokens	30.85
		Engraving	3.50
			34.35
OFFICERS EXPENSES		Arrange Meetings, Gen.correspondence Meal for speaker Tea & Coffee for October meeting	62.00
EXTRAORDINARY ITEM		Floral Tribute	
		Roy Mee	27.10
TOTALS	£1274.59		11099.10

On Hand 01/01/90: Building Society 475.00, Cash 26.59, Cheque book nil
TOTAL £501.59
On Hand 31/12/90: Building Society 620.00, Cash 27.08, Cheque book 30.00
TOTAL £677.08

I therefore record a surplus for the year 1990 of £175.49.

P.D. Robins
Treasurer



RAILWAY ROUNDABOUT

NOTES AND NEWS



NETWORK TURBO BOWS IN

The first of the class 165 Network Turbo dmu's for the Chiltern and Thames services was unveiled to an invited audience at Brel's York Works on Friday 15th February. After initial testing at York, 165.001, comprising DMC 58801 and DMS 58834 moved to Derby for inspection and acceptance by the RTC by early March. All being well it will come south in mid April when public displays are planned at Marylebone and Aylesbury. It will then assist with further testing and driver training before beginning revenue service.

It can be confirmed that the bodysell closely follows the Networker artists impressions, models and mock-ups with the following major exceptions.

1. The front end does not include side buffers but a BSI automatic coupler including brake and control connections compatible with the class 150-158 Sprinter family is fitted together with a deep skirt arrangement similar to the class 158.
2. The windscreen consists of two pieces of multi-curved glass each with pantograph type wipers.
3. The side windows have hopper ventilators, the cars are not fully air conditioned.
4. The engine and auxiliaries below the floor are not shrouded but exposed as on the Sprinters.

Production deliveries get underway by late spring and, all being well, revenue services should begin by late summer. The full accelerated Chiltern service is due to commence with the winter 1991 timetable. Deliveries of the Thames 165/1 fleet (90 mph) begins immediately on completion of the Chiltern 165/0 (75 mph) fleet in late summer allowing full Thames service with the summer 1992 timetable.



No mock up, this is the REAL THING! Class 165 DMS 58834 shows its stylish good looks at the York launch. A great improvement over the box like 150/317 and 455 units.

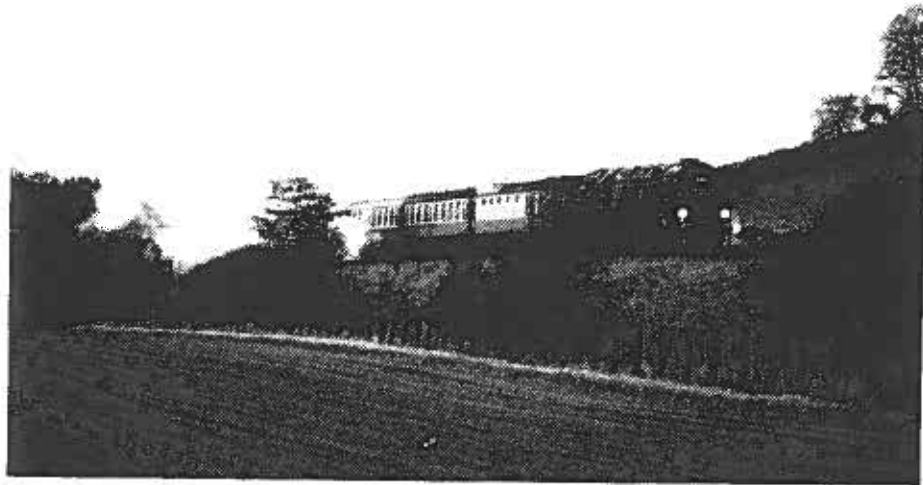
OPPOSITE PAGE: The Standard class interior.

Plans for a more highly appointed variant, class 166, to replace the Thames loco hauled Network Expresses appear to have been shelved as Network SouthEast seeks to order an additional 59 class 165/1 cars for these duties.

FAREWELL TO STEAM?

On a cold miserable 22nd Dec. 1990, Bullied Pacific 35028 "Clan Line" climbs Saunderton Bank near Braddenham with what could well be the last steam hauled special over the Joint Line. The planned trips on 12 Jan. and 9 Feb. were cancelled to allow the ongoing massive modernisation scheme to continue unhindered, although the latter weekend's planned work was halted by the snow. No further trips have been planned for the rest of 1991 so the future appears bleak. Note this train did not include the usual ETHEL unit.

Photo: Peter Robins



WESTBOURNE PARK CLOSURE

As predicted in the last issue, closure notices have been put up for the BR part of Westbourne Park station near Paddington. This is to permit track realignment for greater speed when the Airport Express is running.

Despite minimal traffic objections have been made.

THAME CLOSURE

BP Oil is closing its terminal at Thame at the end of March. This means the end of service on the branch from Princes Risborough, a truncated part of the old Wycombe Railway. In recent years trains have operated once or twice a week from the refineries along the Thames estuary, the last run is scheduled for 22nd March.

Not far away, it has been announced that Chinnor cement works home base for the Chinnor & Princes Risborough Railway, is to close. So far it is unclear how this will affect the C&PRR and whether they will have any interest in the Thame branch.

The west end of the WRC remains open between Kennington Junction, Oxford and Morris Cowley for traffic in connection with the car factory, but the announced intention of the Rover Company to phase out production here over the next few years casts doubts over its future.

DMU UPDATE

A class 108 (Derby low density) dmu vehicle was noted on the Marlow branch for the first time on 1st February. DMCL 51571 was in the company of class 121 single unit "bubble car"



MAILBAG

Member's Letters

RIGHT LOCO WRONG NAME

Referring to David Gardner's excellent photo article 'Variety at Wycombe' in the December issue of the Donkey, may I be permitted to correct a small error?

The Giesl (not Giesel) ejector fitted Battle of Britain Pacific was indeed 34064 but its name was 'Fighter Command', not '229 Squadron' whose number was in fact 34063. The ejector was fitted in mid 1962 and Fighter Command was withdrawn from Salisbury shed in May 1966.

For those members who may not be familiar with such things, the ejector replaced the conventional blastpipe with seven smaller in-line nozzles, with six blower nozzles in between them, which exhausted through a long narrow chimney, just visible in David's photograph. The original reason for fitting

DMBS 55024. However the pair failed during the day and were replaced by a 3 car 117 unit. 51571 is one of those class 108 cars allocated to the Chiltern line, pool NMYX, and carried a set number, L850. Several NMYX units have begun sprouting set numbers recently.

Despite their short life expectancy, several first generation dmu driving cars in the Thames fleet are being fitted with high intensity headlamps, mandatory on all traction capable of more than 20 mph, including staem locomotives, from 1 Jan. 1992. Several Chiltern units are also included.

Reading depot is bestowing unofficial names on some of its dmu sets. L409 is "Francis" and most of the 3 car class 101 and 119 sets now carry girls names painted on the ends below the set number. How about restoring a class 117 set to its original green livery for the last year of service?

ATP PILOT SCHEMES

During the coming months the first pilot installations of ATP, Automatic Train Protection, will commence locally on the GW Main Line and the Chiltern Lines. Different contractors will provide each scheme but the operation and cab displays will be identical. ATP is a cab signalling and speed control system designed to advise the driver of signal indications and target speeds, warn him if these are exceeded and in the ultimate case intervene if ignored. It should mean an end to the growing incidence of "signals passed at danger" (SPAD).

A full description of the system and how it works will appear in a future issue of the "Donkey".

JOHN HUNTLEY AT READING

Film archivist John Huntley will be presenting a programme of "Steam on the Great Western" at The Hexagon, Reading, on Saturday 30th March at 7.30pm. Tickets are priced at £3.50 and £3.00 (under 16/over 60 £3.00/£2.50) and are available from The Hexagon box office, tel. 0734-591591.

OOOPS SORRY

In the last issue it was reported that approval had been given to electrify the Reading-Tonbridge and Reading-Basingstoke lines. This was somewhat premature to say the least. BR is SEEKING approval, so far without success.



ing the ejector was to reduce spark throwing since the assembly was surrounded by a fine wire mesh screen but a useful side product was reduced cylinder back pressure and better lifting of the exhaust. Twenty pacifics were to be thus modified but of course at this late stage no more money was forthcoming for improvements to steam locomotives.

Regards D.R. Little.

THANKS FOR AWARD

This brief note is to thank the Society for voting my article on the Canadian as 1990's best. I believe I'm correct in saying that the 17th of January was exactly one year after the final Canadians arrived at their respective terminals.

Regards John Sears

GWR HALLS

Mike Walker



'Twas said the GWR could be operated almost entirely by 5700 Panniers and 'Halls'. Whilst not completely true, it says much about the usefulness of the two classes and therefore having examined the 5700's in the June issue it is only right that the spotlight should fall on the 'Halls'.

The genesis of the design, a mixed traffic two cylinder 4-6-0, albeit with 5'8" driving wheels, was included in George Churchward's standard locomotive plan of 1901 but was not proceeded with. Instead Churchward built the large wheeled (6'8½") 'Saint' class 4-6-0 and used the 5'8" wheels for the 4300 class 2-6-0. Whilst these two classes proved very successful, the Running Dept. felt there was a need for an intermediate design - the original mixed traffic 4-6-0 proposal - which would be more stable at speed and enable a larger boiler to be provided thus giving a greater reserve of power.

Following Churchward's retirement, Charles Collett was more receptive to this request and as a result 2925 'Saint Martin' was taken into Swindon and given 6'0" diameter drivers, a non-standard size, together with other modifications to offset the lowering of the locomotive by 4" and a new, larger, side window cab like that on the 'Castles'. The modified locomotive re-entered traffic in January 1925 and soon proved its worth, so much so that the Running Dept. quickly ordered eighty production models numbered 4901-4980 and built at Swindon between December 1928 and February 1930. 2925 was renumbered 4900 on 7.12.28 but retained the name 'Saint Martin'.

These production locomotives were virtual clones of 2925. The Standard No.1 boiler, shared with the 'Saints', 'Stars' and 2800 class 2-8-0's, was pitched slightly higher at 8'6" instead of 8'1½" (the saddle on 2925 had not been modified) and was pressed to 225psi. Unlike 2925 the 4900's had outside steam pipes to the standard 18½" bore x 30" stroke cylinders fed by 10" bore piston valves with a maximum travel of 6½". In line with standard GW practice the Stephenson's link motion was placed inside the frames whilst a crosshead driven vacuum pump was mounted on the right side. As previously mentioned, the drivers were 6'0" and the bogie wheels 3'0" instead of the 3'2" of 2925. Equalising beams were fitted between the driver springs on 4901-4980 but later removed. In addition 4901-4940/4951-4977 were built with front valve spindle crosshead guides but again these were removed later.

At first the small Churchward 3500 gallon tenders were provided, 4943-4957 having the Collett version. Starting with 4958 the 4000 gal. design, first used on the 'Kings', became standard and subsequently appeared on the earlier locomotives.

However, a few later locomotives, including 5900, were built new with small tenders and at various times 5919, 5951, 4918 and 5957 have operated with the unique eight wheeled version of the 4000 gal. tender.

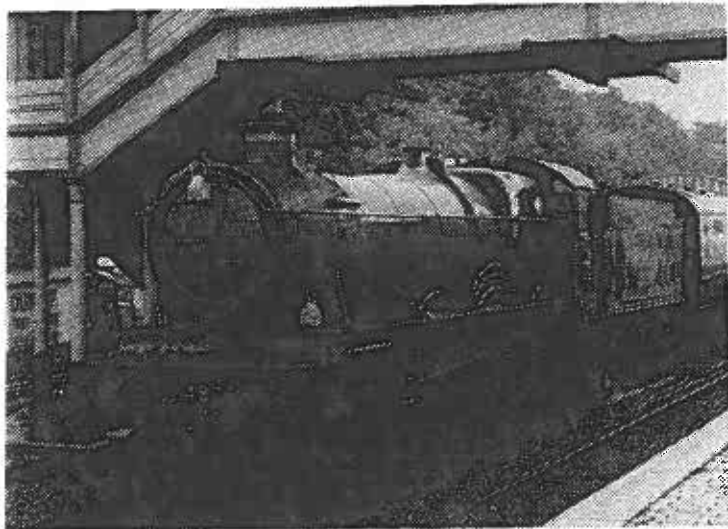
The 'Halls' proved extremely useful for a wide range of operations including secondary passenger, parcels, milk, fast and perishable freight traffic and of course helping with the GW's legendary summer Saturday traffic surges to the West Country where Absolute Block working took on an entirely different meaning. Their sphere of operations was restricted only by the 20 ton axle-loading which put them in the 'red' group barring their use on many important secondary lines such as the Cambrian although they were no strangers to Marlow for example.

Production resumed with 4981 'Abberley Hall' in December 1930, the first of two batches of twenty built in 1931, 4981-4999, 5900-5920, all at Swindon. A feature of each batch was the allocation of names in strict alphabetical order. As the class expanded to its ultimate total of 330 locomotives the allocation of names must have been something of a challenge, not only was the entire supply within the GW area exhausted but also the entire country, indeed many names were pure fiction! Another twenty were built in 1933 and then from early 1935 when 5941 'Campion Hall' was built, construction continued with annual batches up to 6958 completed in April 1943.

As production continued some changes were made. 5911-5999, 6900-6958 had 9" dia. piston valves, thicker cylinder liners being used. Starting with 5921 a sheet metal housing was added alongside the firebox and boiler on the fireman's (left) side to house the fire irons and at about the same time the top lamp iron was moved from the top of the smokebox to the upper part of the door and ultimately earlier locomotives were modified. ATC equipment was fitted new to 4921 and above, and retrofitted to the first twenty in 1930. There are photographs showing 4952 with a sheet metal cover above the driver's side cylinder. This was an experimental mechanical lubrication system and was later removed but a less obtrusive system was fitted to 4941/4950 in 1931 or '32 and 4905 in 1947.

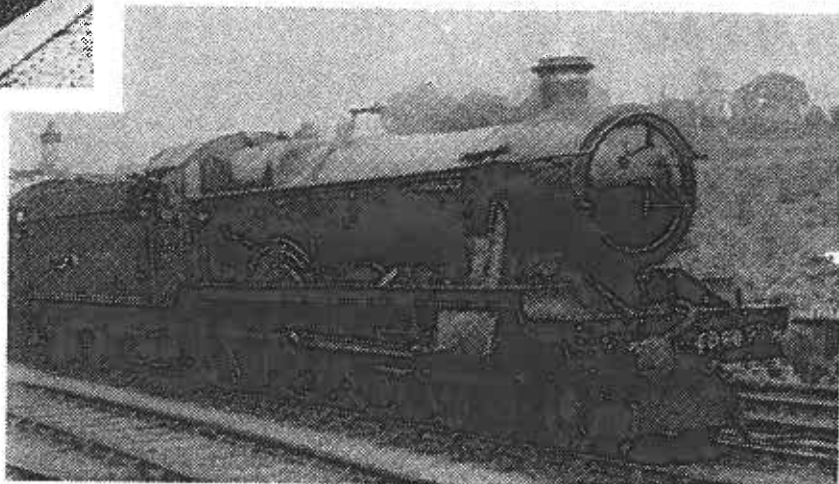
Starting in mid-1936 Swindon commenced construction of a second class of mixed traffic 4-6-0's with 5'8" driving wheels, thus fulfilling Churchward's original proposal 35 years earlier. These locomotives known as the 6800 class and named after 'Granges' were nominally rebuilds of 4300 class 2-6-0's although the only parts reused were probably the driving wheels, rods and valve gear, tenders and possibly the cylinders. They had the same Standard No.1 boilers as the 'Halls' and the cylinders and valves etc. were identical. However the smaller drivers gave the 'Granges' a tractive effort of 28,875 lbs instead of the 27,275 lbs of the 'Halls'. Both classes were used interchangeably and ultimately 80 'Granges' were built. A further design using 5'8" wheels but with a smaller boiler, designated Standard No.14 was introduced in 1938 producing a lighter locomotive capable of working over the 'blue' routes such as the Cambrian and M&SWJ lines. Twenty of these 'Manors' were built with ten more under BR in 1950. Both designs of 5'8" 4-6-0 were distinguished by raised footplates over the cylinders.

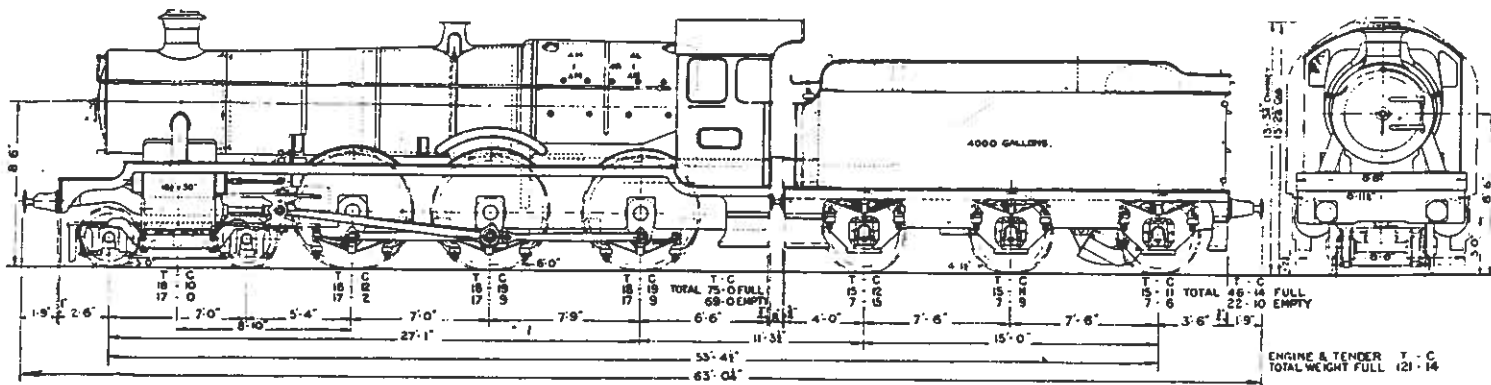
Meanwhile production of 'Halls' continued into World War II which of course affected the locomotives. Starting with 6906 the cab side windows were omitted as an ARP measure and earlier locomotives had theirs plated over. 6916 onwards entered traffic without names, the legend 'Hall Class' being painted on the middle splashers. Many locomotives were turned out first in unlined green and later unlined black



As noted in the text, both original and modified Halls survive in preservation, often alongside each other such as at Didcot and here at the SVR. 4930 "Hagley Hall" (above) is one of the original batch built in 1929 whilst 6960 "Raveningham Hall" was the second modified Hall, completed in 1944. The differing front ends can be clearly seen. It will be noted that 4930 now trails a Hawksworth pattern tender whilst 6960 still has the Collett 4000 gal. type supplied when built.

Both photos: Mike Walker



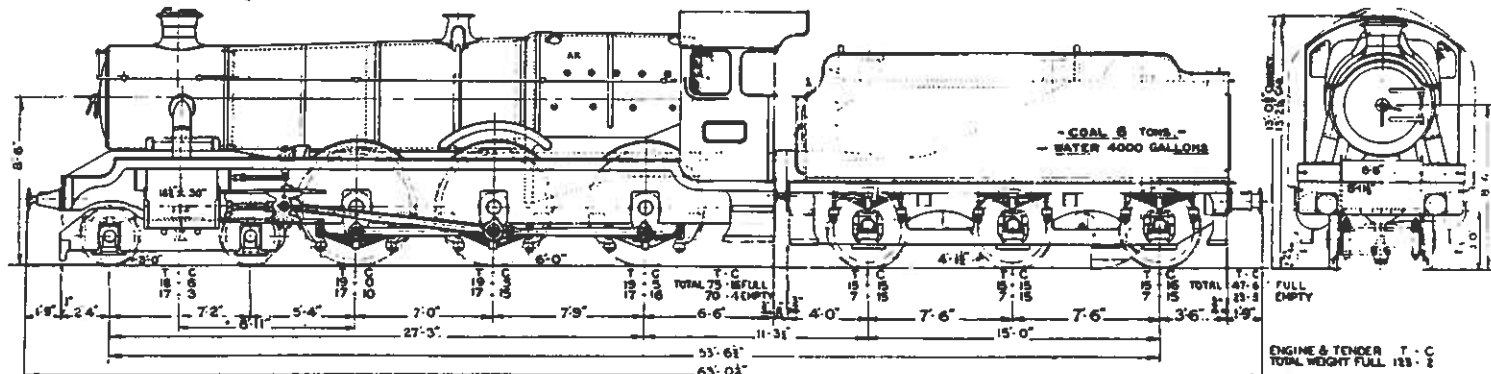


4900 Class "original" Hall
4901-4999/5900-5999/6900-6958
with Collett 4000 gal tender

Description of 4900 Class

DESCRIPTION	
CYLINDERS	DIAM 18", STROKE 30"
BOILER	BARREL 14'-10", DIA 6'-0" x 5'-6"
FIREBOX	OUTS 9'-0" x 2'-0" INS 8'-2 1/2" x 2'-2 1/2" HEIGHT 6'-0" x 5'-0"
TUBES	SUPERHEATER UNITS No 14 6-TUBE DIA 1" x LENGTH 14'-11"
	LARGE TUBES No 14 DIA 5 1/2" SMALL TUBES No 176 DIA 2" LENGTH 15'-2 1/2"
	SUPERHEATER 6-TUBE UNITS 253-38 SQ.FT 4-TUBE UNITS 191-8 SQ.FT
HEATING SURFACE	FIREBOX 1886-60 SQ.FT TOTAL 1547-78 SQ.FT 1841-38 SQ.FT
AREA OF FIREGRATE	27-07 SQ.FT
WHEELS	BOGIE 3'-0" COUPLED 6'-0"
WATER CAPACITY TENDER	4000 GALLONS
WORKING PRESSURE	225 LBS
TRACTIVE EFFORT	37275 LBS
MINIMUM CURVE	8 CHAINS NORMAL 7 CHAINS SLOW

6959 Class "modified" Hall
6959-6999/7900-7929
with Hawksworth 4000 gal tender



whilst all brightwork was omitted. Normal finish and names were restored post-war, a process not completed until the early 1950's.

The War also led to the first withdrawal. 4911 'Bowden Hall' received a direct hit during an air raid on Keyham near Bristol on 29th April 1941. The wreck was taken to Swindon but judged to be beyond repair and was therefore condemned on 10th June and later scrapped.

Collett retired in 1941 and was succeeded by F.W. Hawksworth a Swindon man to the core but not so slavishly wedded to the Churchward philosophy as his predecessor. The 'Halls', like all Churchward style 2 cylinder locomotives, followed the American practice of having the cylinder block and one half of the boiler saddle being cast as one piece, two identical castings being bolted together. This meant that the main frames ceased at the rear of the cylinders, the front platform and buffer beam being supported by a sub-frame attached to the saddle. Unfortunately this produced a somewhat weak structure particularly at the buffers, hence the heavy stay rods on some GW 2-6-0's, 2-6-2T's etc; American locos incidentally with their central buffer/drawbar were less susceptible to this weakness.

Hawksworth therefore redesigned the front end of the 'Halls' with three castings, identical left and right cylinders and a separate saddle. The main frames thus extended forward to the front buffer beam and were clearly visible above the front platform. The bogie was also redesigned to have a plate frame and its wheelbase increased from 7' to 7'2".

Other changes affected the boiler which was given a three row superheater in place of the previous two row unit with consequential revisions to the heating surface areas. The first of these locomotives, known as 'Modified Halls' was 6959 completed at Swindon in March 1944 and a further 11 were built over the ensuing six months. None were named or had cab windows when built and trailed Collett pattern 4000 gal tenders, that on 6959 being of experimental all welded construction. Despite being war time other experimental fittings included a hopper grate on 6965 and a welded steel firebox on 6967. In addition 6905 received a rocking grate at this time.

After a pause production resumed with 6971, the first of a batch of 20, in October 1947. Cab windows, names and green paint were restored at this time and starting with 6974 lining out was once more applied. The most obvious change was the adoption of a new flush sided, all welded tender of distinctly LMS appearance holding 4000 gal and 7 tons of coal a tone more than the old design. Although fitted new only to

these 'Halls', 'Counties' and late model 'Castles' they have since appeared all through these classes and the 2 and 3 row superheater boilers have appeared mixed all through the 'Hall' class, indeed many have exchanged boilers with 'Granges' - the various chimnies being the spotting point.

BR continued production of the 6959 pattern 'Halls' with 6991-6999 and 7900-7929, the final engine being completed at Swindon in November 1950 and named 'Wyke Hall'. The only change of note, apart from livery, was the adoption of mechanical lubricators for the final twenty.

The poor quality of coal supplies in the immediate post war period led the GW to commence a programme of converting locomotives to burn oil. This started in 1946 and included 'Castles', 2800's, a pannier tank (overlooked in the June issue - sorry!) and eleven 'Halls'. The only obvious external change was the installation of an oil tank in the coal space of the Collett pattern 4000 gal. tenders and, on the road, the tell-tale blacker exhaust. Such ideas came to an abrupt end when the railways and coal industry passed into public ownership in 1948 and by 1950 all had been converted back to burn coal. The 'Halls' were renumbered into the 3900 series reverting to their original numbers on reconversion. The locos concerned were:-

3900	ex-4968	from 5/47 to 3/49	3951	5976	4/47	11/48
3901	4971	5/47 4/49	3952	6957	4/47	3/50
3902	4948	5/47 9/48	3953	6953	4/47	9/48
3903	4907	5/47 4/50	3954	5986	5/47	2/50
3904	4972	5/47 10/48	3955	6949	5/47	4/49
3950	5955	6/46 10/48				

In addition 3904 (4972) was fitted experimentally with electric lighting in 1947 and 5922 was similarly fitted in 1949.

Apart from 4911 the entire class continued to serve BR up until April 1959 when the first withdrawal took place, appropriately the pioneer 4900 'Saint Martin' which had received a new front end with outside steam pipes in 1948. The first production locomotive withdrawn was 4940 'Ludford Hall' in Nov 1959 followed by 5915 'Trentham Hall' two months later. The remainder followed over the next five years as waves of diesels swept onto the WR, the class 35 'Hymeks' being the 'Halls' principle successor. By the end of WR steam in January 1965 only 6998 'Burton Agnes Hall' remained in traffic and was sold direct to the embryonic Great Western Society for preservation. Many of the others had been sold to Dai Woodhams and after a long sojourn at Barry most, if not all, passed to various preservationists. Today 7 of the original design and 10 'Modified Halls' survive. Plans by the GWS to revert the 1924 rebuilding and convert a 'Hall' to a 'Saint' seem to have quietly faded.

Continued on page 11

CORNISH BRANCHES TODAY

Martin Pink

To follow my brief description of the Newlyn Mineral line, and in response to many dozens of requests; I thought it was time to put pencil to paper and once again describe the delights of Cornwall's Railway Heritage. (Dozens of requests? Oh alright one actually, thanks mum!).

As one or two may recall I discovered the Newlyn line as a youngster, on summer holidays visiting my grandparents in Penzance. Well, today I'm not quite so young (but still a spring chicken compared with most in the MDRS). I now take regular trips westwards to visit my parents who have moved back down to West Cornwall.

In some respects the decades have changed a great deal, no longer the long drawn out journey in the rear of a Ford 100E, stuck behind some clapped out old truck breathing black exhaust gasses. No longer taking the A303 and A30, stopping at the traffic lights of every major town, my father leaning out of the side window to clean the windscreen with an old Squeezie bottle.

No today its an hour and a half down the M4, the same on the M5, 70 mph past Okehampton on the new bypass, then up to a screeching halt as we enter Cornwall and hit the A30 road improvements. An hour and we've reached Jamaica Inn, another hour and we've passed Indian Queens. Quaint Cornish names those, did they come out of a Daphne duMaurier novel? Who knows, but they are real enough today stuck behind an Artic at 5 mph.

However you aren't reading this to worry about traffic jams, here I am babbling on and I haven't mentioned railways yet. Still tough luck as I've one more nostalgic digression before I get on with the subject of the title. Some may recall in December '89 I pondered over the delights of Jelberts Home-

made Cornish Ice Cream. Well, today the shop's still there and looking just the same as two decades ago, but our enterprising Mr. Jelbert owns quite a few more in the town as well; and the ice cream? It tasted better with a dollop of nostalgia.

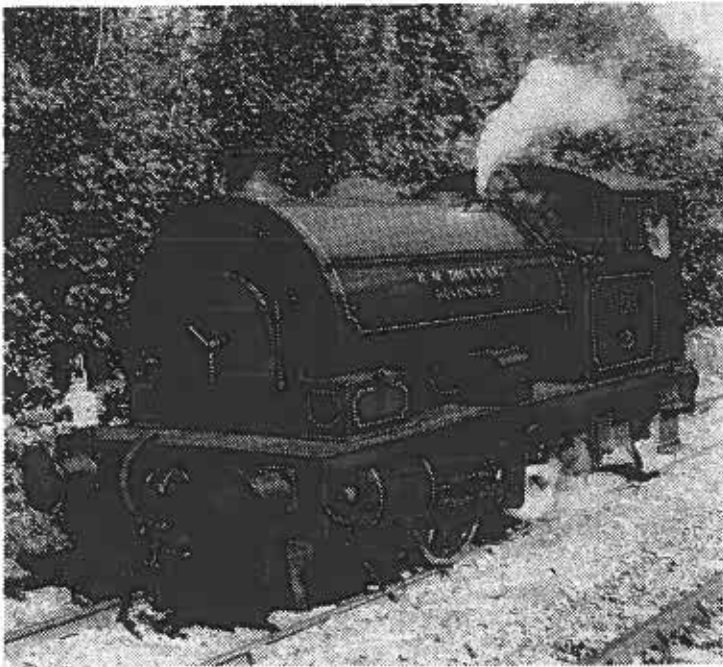
OK that's it no more waffle I'll get on with the railways. On my last visit, that of September 1990, I decided to savour the delights of two Cornish branch lines, both quite distinct both ex Great Western, though one bears the name of an ex-London & South Western line, that of the Bodmin & Wenford Railway. With Cornish logic it runs from Bodmin Road (or Parkway) to Bodmin General and Wenford is nowhere between, still it has a better ring than the Bodmin-Bodmin Railway. Before too many questions are raised I'll embark on a whistle stop history of the line.

The Bodmin and Wadebridge Railway received its Assent in 1832 it was conceived with the intention of conveying sea sand from the coast, inland to the fertile farmlands of the Camel Valley. This was unusual as most Cornish Tramways carried iron ore or china clay to the coast for further shipment. It was also notable in being the first standard gauge railway in Cornwall (Narrow to some) and although it only started with one steam locomotive the "Camel" this was also the first in the Duchey. Ultimately the line ran from Wadebridge through Dunmere Junction to Bodmin, with a section from Dunmere to Wenford Bridge, it was an early user of cheap day returns, even if some passengers were unofficially carried in the tool wagon. A notable character of the line was Hays Kyd, the Second Superintendent, famous for cocoa and ale tickets in lieu of overtime, at the enviable rate of 6d an hour.

In 1846 the London & South Western Railway purchased the line despite the fact that its nearest station was over two hundred miles away, this was to keep the rapidly expanding broad gauge "Cornwall Railway" from getting its grubby mittens on it. Ironically the line was not to be connected with the LSWR until 1894 when the latter reached Wadebridge, this was the fore finger of the infamous "Withered Arm". The rival "Great Western" having acquired the Cornwall Railway had already linked with the line from Bodmin Road via Boscarne Junction, seven years previously in 1887.

The Wenford branch commenced movement of china clay in 1862, continuing with sand traffic until the 1920's and maintaining passenger traffic until 1962. The Wadebridge section was lost in the Beeching era, but china clay maintained the Wenford to Bodmin Road sections until 1983, when the Puffer Nuttes came onto the scene. This part of the line was famous for the Beattie Well tanks, which had arrived in 1893. Two have survived to this day, one at Quanton Road and the other on the Dart Valley at Buckfastleigh.

So to 1990 and my ride along the only part open at present, that being the ex GW line as mentioned. Unfortunately the Wenford link wont be re-opened as it is too winding and deemed unsuitable for present day passenger traffic; however the route from Boscarne Junction is planned for re-opening towards the mid 90's.



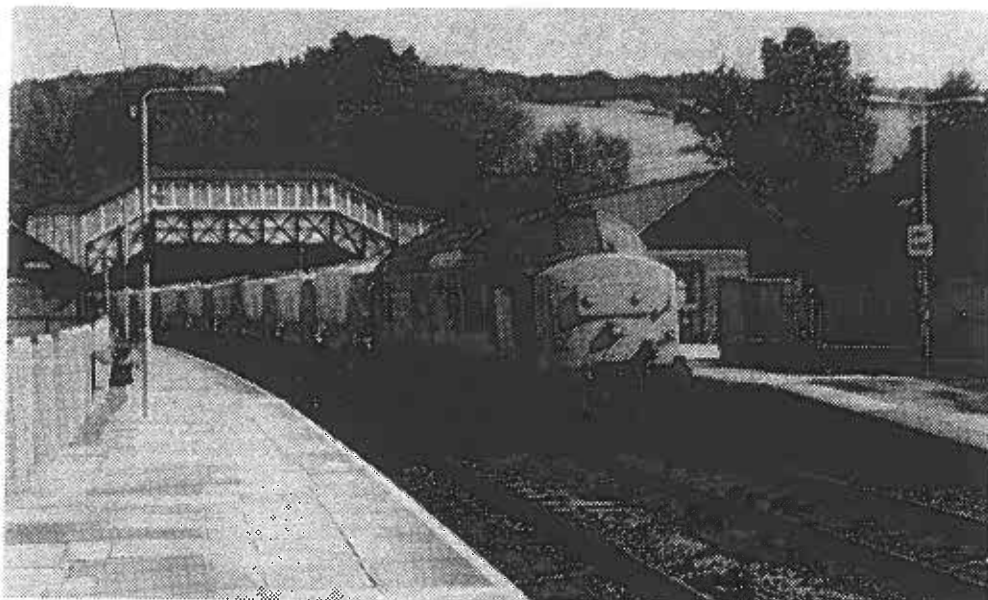
ABOVE: Like many embryonic steam railways the Bodmin & Wadebridge relies on industrials for its motive power. Typical is No.19 a Bagnall 0-4-OST previously employed by HM Dockyard Devonport and seen running round at Bodmin Parkway.

All Photos: Martin Pink

RIGHT: A variety of stock and equipment awaits restoration to service at Bodmin Parkway including class 52 diesel-hydraulic D1048 "Western Lady".



RIGHT: 37.412 in Railfreight Distribution livery passes through Bodmin Parkway (formerly Bodmin Road) with a down train of china clay hoppers. At present the B&W is unique in being the only preserved line to operate revenue freight service in conjunction with BR, now threatened by the withdrawal of Speedlink services.



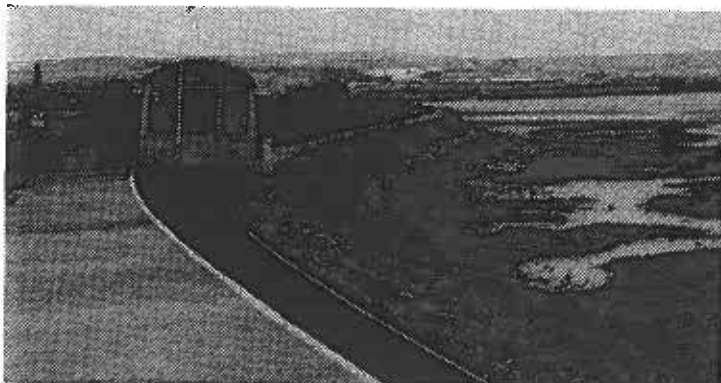
BOTTOM: GRCW class 122 "bubble car" 55012 runs into the new Lelant Saltings park & ride station on the St Ives branch bound for St. Erth.

My first visit commenced at Bodmin General. After depositing my means of transportation in the car park (funny how private railways need car parks isn't it?), my boss (wife), mother (dads boss) and I proceeded to the station and purchased our return tickets, that's not true actually, first of all we had a cup of tea and a sticky bun. The exterior of the station an L shaped structure has been quite well renovated, though as yet the interior has yet to receive the miracle cure.

In the siding adjacent to the main platform, one finds the usual array of motive power, a brace of shunters painted and multi painted, an interesting 060 called "Ugly" and a Bagnell formerly from Par Docks called "Alfred". This curious little fellow is standard gauge but very low in height, built to negotiate very low overbridges at its former home. The new locomotive shed houses a GWR 280 freight and 45 class Prairie both undergoing restoration, but apt motive power for the future.

However Great Western or Southern steam it was not to be that day but a former Devonport Dockyard Bagnell 0-4-OST No.19, being quite a small engine it was dwarfed by its train, a solitary Mk.1 Guards Brake complete with church pews for seats. The journey commenced with our little red friend passing the junction to Boscarnie, then up a slight incline towards the Walker lines (cousins Mike?) Industrial Estate. The railway operates a unique freight service from here with a factory making light bulbs. From here we descended a 1-37 gradient (which was a hard slog on the return trip). The line passes under several bridges, one carrying the A30 and another three arched structure the A38, entering a wooded area it crosses the River Fowey to join the main line at Bodmin Parkway. It was here that a long wait ensued while our diminutive No.19 was watered with what looked like a garden hose. However this did enable a closer inspection of "Western Lady" in the yard and a snapshot of a class 37 hauling ECC china clay hoppers. Here's a question for you, bearing in mind my blood ties! Why is the Duchy's largest employer, extractor of Cornish soil (or spoil?), called "English China Clay" when any Cornishman worth his salt might admit to being British but never English? Never mind I'll get off my soapbox and move on 24 hours and down "Gods Wonderful" to one stop from the lines end.

The town of Penzance is Britain's most south westerly terminus, and whilst it does endure tourists, or as the locals call them "Emmets", its not a principal resort and does not rely on the holiday trade alone. However the town of St Ives, subject of my second branch line ramble, certainly is a one trade - holiday track town.



On deciding what train to catch, after consulting the timetable at Penzance, I came to the conclusion that, in fact, a departure from St Erth would be an easier prospect. Its terrible how carborne railway buffs like myself can't inconvenience ourselves to BR's time scales!

So St Erth it was, four miles up the line, and the junction station for the St Ives branch, in fact long before the branch was conceived it was known as St Ives Road. We strolled on to the platform just in time to see the two car dmu, we had intended to catch, pull out, the guard waving at us and smiling! Great I thought, so this is what they mean by BR's new image, never mind back to the car and catch it up at Lelant Saltings, the new halt for park and ride passengers. Too late again. As we became stuck in a traffic jam at Lelant we consulted the timetable, no time table. The wife cross suggests we drive, after all its only 4 miles. No, I says, I want to ride on the train. Half an hour later here it comes, on its way back to St Erth that is. Still ten minutes quickly passes by and we've passed over £3.50 (per car) and its St Ives here we come.

The history of the St Ives branch is a lot simpler than that of the North Cornish Line, it was opened in June 1877 as part of the West Cornwall line and had the dubious distinction of being the last broad gauge railway laid; a year later it passed into the hands of the Great Western. Being 4½ miles in length, it leaves St Erth then rapidly its passing the Hayle estuary passing through Lelant Salting, then Lelant proper. It climbs along the coast line, with superb views over Carbis Bay until it draws into St Ives station, which is just above the town and looking over some of Cornwall's most popular beaches. Today the station is a very simple affair, much like our much admired (tongue in cheek) Marlow. However to be fair although it has lost all its station buildings and sidings, St Ives has principally always been a passenger and tourist line, as it still is today.

In most recent years St Ives itself has been famous for its "School of Artists" who flocked there at the turn of the century for the superb "light". Whilst it may give an impression of a simple and quaint Cornish fishing village, that trade has long since been lost to nearby Newlyn, which is also famous for a School of Artists.

During its heyday the line was served by those most attractive locomotives the Great Western Prairie Tanks, often these would be required three to a train on the Saturday holiday excursions. One engine would pull the train, whilst two others would act as bankers. Such are the gradients on what has to be one of the most attractive of Great Western branch lines.

To my mind the route would be an ideal candidate for preservation, though it almost certainly wont as it probably comes close to paying its way. British Rail made a faux pas recently when main line trains ceased to stop at St Erth, they had a public outcry on their hands before services were resumed.

So there you have it, two quite distinct Cornish Branch lines one private and running an uneconomic and defunct steam service, the other a no nonsense but poorly funded diesel service. However before I let you move on to the next literary masterpiece, I'll leave you with a little irony. When riding the Bodmin line I counted four staff, one booking office clerk doubling up as teaboy, one guard, an engine driver and a fireman. On the St Ives branch, remember a railway with unmanned station halts, I counted one driver, one guard, two travelling ticket collectors and someone else indeterminate, total 5. More modern and efficient? Food for thought.

WESTERN DAILY LIFE

Alan Wheeler

As a result of a natter with our Chairman/Editor, it was suggested that a few details of Western workings in the 90's be committed to paper. My work position is such that I am forced to look at the main line some 100 yards away, opposite White Waltham, with a clear view towards Reading for about ½ mile, before the line passes under a bridge which I understand will be demolished sometime soon.

A typical days working - late Jan 91 early Feb 91 sees HST's on the fast lines and English Heritage DMU's on the relief lines at 25 and 55 mins past the hour, generally the 2 English Heritage trains passing at my viewing point. These DMU's can be any combination of types and number of coaches. A unit working down to Reading as a 5 car set can be seen returning either as a 3, 4, 5, 6 car set. No pattern in the make-up appears constant.

Class 47's in various colours pass with passenger, freight and departmental stock. 47's on passenger use are generally on the fast lines with 10 on. Green 47 IKB is frequently seen hauling departmental and PW wagons. Red/Black postal 47's are rarely seen hauling postal trains!

Class 59's Yeoman and ARC, work up in the mornings, the last going by about 10.30. They return in the early afternoon. Recently an ARC trundled down at 1.05, at 1.10 a Yeoman 59 came down, 20 mins later another ARC 59. Most 59 working can be seen between about 12.30 and 2.30 on most says, including on one occasion an ARC hauling Yeoman wagons.

Class 60. We saw the first 60's about a year ago, with a training crew, how many people were able to get in the cab is

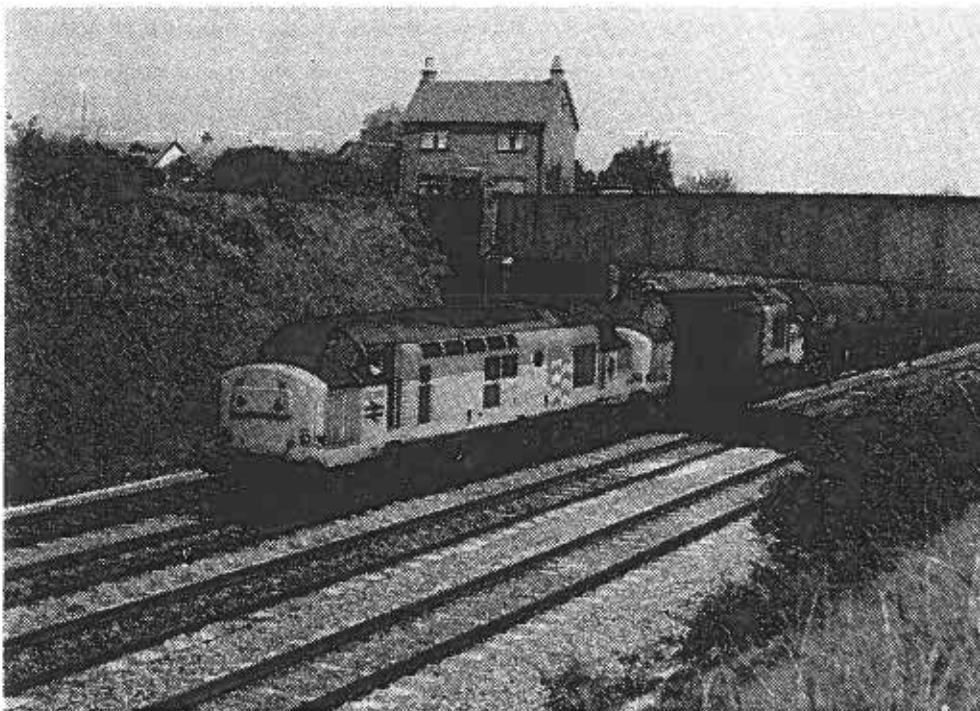
a mystery when you include the repair engineers. Late last year I saw a 60 with a full set of white roofed passenger stock working up relief, I later learnt that this was a special private hire train. A 60 has recently been working the up Total petroleum train daily. The 60 returns light engine about 1 hour later. Class 37's also work petroleum trains, some are double 37's, all are heavy and you know they are coming.

A loco class that you knew were coming were the 50's working fast passenger. These 50's disappeared down south west last summer, but they are creeping back slowly. First was 50 002, often seen running light engine. A 47 was spotted recently hauling 2 dead 50's. 12th Feb saw a 47 and a grubby 50 working a PW train, and 13th Feb saw 50/47 hauling a 10 coach passenger up on the relief.

As I write these notes a 60 hauling 2 56's passes by. A pair of 33's work down daily about noon with a long line of PW wagons.

A new development in the last few weeks have been "special" freight trains. Class 47, 56 and 60's hauling them. Someone remarked that the drivers of these freights had their fingers in their ears, so as not to hear the bang. Most seen travelling up relief, all are covered wagons, short wheelbase, some newly painted in a dark military colour.

Strangers to the line include Feb 8, a 58 light engine going up and returning light about 1 hour later, the Royal train, 20's with weed killer, Derby sprinter and sheep - but more of these and other things another time - if you want it.



A short distance west of Alan's viewing point at Waltham, 37.220 and 37.294 both from Cardiff Canton shed and wearing Railfreight Petroleum livery, duck under the Cherry Garden Lane bridge at Shottesbrook on 3rd May 1990 returning empty tankers from the Total depot at Langley to Amoco's Roboston refinery at Milford Haven. Since early 1991 single class 60's have had charge of these workings.

Photo: Dave Little

VICTORIA LINE SHRINKS!

Eddie Lewcock

As many members will already have seen in the press last year The London Underground Victoria line has had rather more troubles than usual in recent times.

During last Summer and Autumn the tyre wear on the coaches reached epidemic proportions, in some cases the rate being 50 times normal. This mysterious problem has now been explained by the line manager who attributes it to two factors; the first, arising from the Kings Cross disaster, being the complete degreasing of everything in sight including the track, hence no flange lubrication.

The second and more important resulted from the use of un-seasoned hardwood sleepers which, due to the extremely dry atmosphere, closed the track gauge in from 1432mm to 1410mm or 7/8" in imperial standards!

The result of this was a load of worn wheel sets and worn rail and since July 400 wheelsets have been changed and a lot of worn rail transposed. However the line isn't out of the woods yet, thanks to the financial boys.

Due to the current cash crisis only 30 train sets have been repaired despite the need to run 36 sets for a full service. So a large number of Londoners travel like packed sardines, courtesy of the accountants until more money is released for repairs. How long does this continue? Well, till next April. Possibly April 1st would be highly appropriate for such buffoonery!

Mind you, I still wonder how long it took them to find the track gauge was wildly wrong.

THE CROSSRAIL PROJECT

Mike Walker

In his speech to the 1990 Conservative Conference then Transport Minister, Cecil Parkinson, gave a green light to the ambitious Crossrail project, a BR gauge tunnel between Paddington and Liverpool Street, linking the eastern and western suburban networks as Thameslink has north to south. It was proposed in the Central London Rail Study of January 1989 together with a new Euston-Victoria Crossrail and a Chelsea-Hackney tube. The route of the latter is to be safeguarded for future use while efforts are directed to the east-west route. Parliamentary approval is to be sought in a Bill to be presented in November 1991 and expected to take two years to pass. Meanwhile BR and LUL will undertake detail planning so work can begin immediately after the Royal Assent is given. Target for opening is 1999 with an estimated cost of £1.5 billion.

Core of the plan are the new twin tunnels running from Royal Oak near Paddington to Bethnal Green on the GE lines, a distance of approximately 7 miles. Each will be 6m in diameter to accommodate a single line with 25kV OHLE. Underground stations will be provided at Paddington, Bond Street, Tottenham Court Road, Farringdon and Liverpool Street, each having platforms long enough to accommodate trains of eight 23m cars

Relatively minor work will be required to connect the east end to the existing network but at the Paddington end much needs to be done. It is proposed that Crossrail will serve the Reading and Aylesbury lines. As a result 25kV OHLE will be extended from the proposed Airport Junction at Hayes to Reading together with complete resignalling. The section from Paddington to Hayes will be electrified and resignalled as part of the Heathrow Branch works in the mid-nineties.

To enable Aylesbury line trains to reach Crossrail, two new connections are required. First, the existing Neasden Curve between the Wycombe line and the former Midland line will be replaced by a new connection to the Aylesbury line which will cross over the Wycombe line. Second, a new line leaving the Midland line just south of its crossing of the WCML passing under the North London Lines and through the north side of the Old Oak Common TMD site to join the GW main line near the West London Line overbridge. A new flyover complex at Kensal Green will segregate Reading Crossrails onto their own dedicated track (see diagram). By 1999 Old Oak Common TMD will have closed as virtually all WR passenger trains will be MU, the few remaining locos will probably be transferred to Stratford whilst the roll of the RSMD and HSTSD will be greatly reduced, although they will probably take on emu maintenance. The new North Pole ITD is physically separate from the DOC complex. Scaling down of the 'Common' will allow removal of the existing engine and carriage flyover to make space for the Crossrail lines.

Three options for electrification to Aylesbury are being considered:-

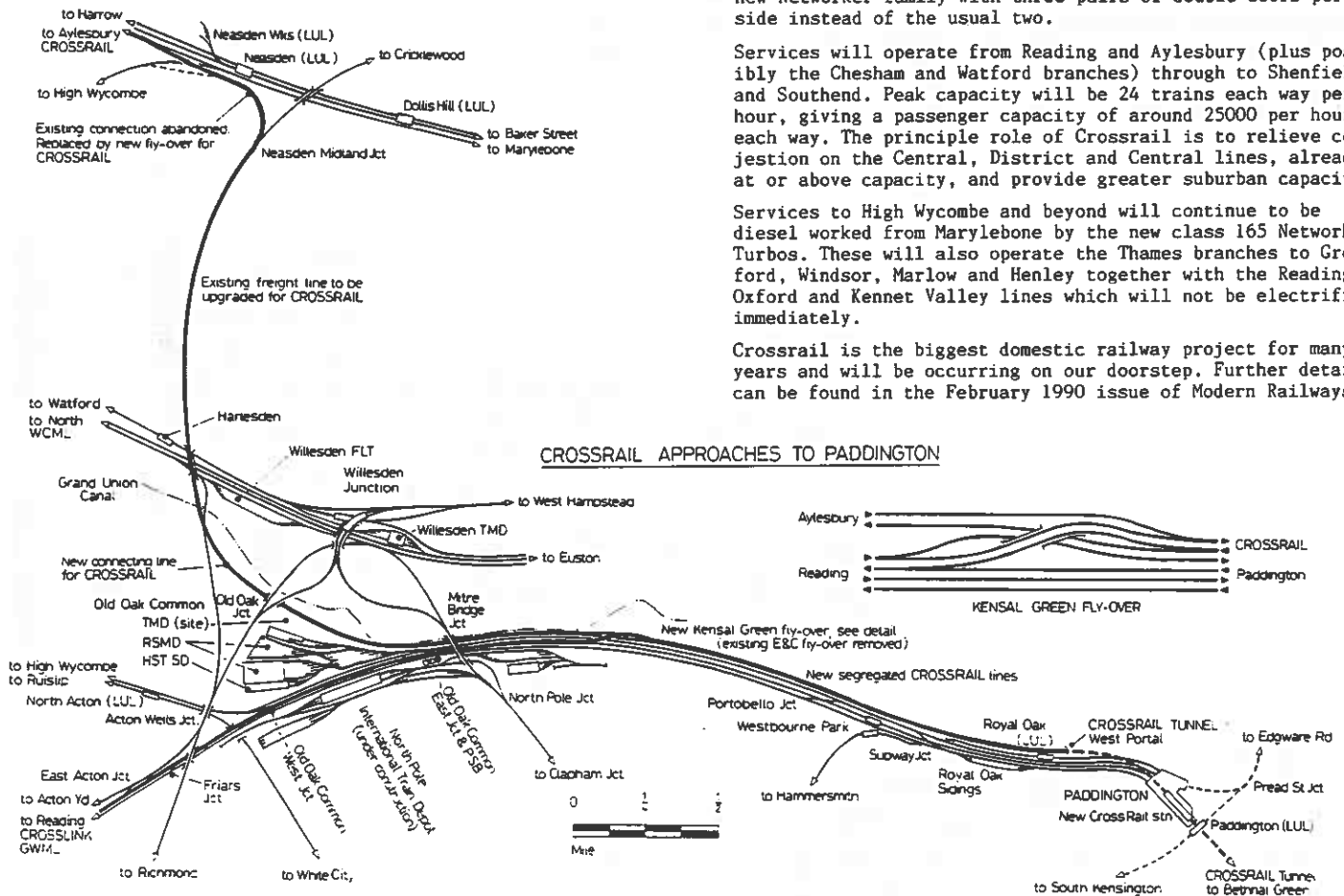
1. Extend the LUL 4 rail system to Aylesbury requiring Crossrail trains to be dual system.
2. Retain 4 rail Harrow to Amersham with 25kV beyond, also a dual ac/dc system.
3. Replace the present system with 25kV all the way making Crossrail a single voltage system.

It is proposed to acquire a fleet of some 560 new 23m cars for the service to be formed into 4 car sets classified 341. Jointly owned by BR and LUL they will be a development of the new Networker family with three pairs of double doors per side instead of the usual two.

Services will operate from Reading and Aylesbury (plus possibly the Chesham and Watford branches) through to Shenfield and Southend. Peak capacity will be 24 trains each way per hour, giving a passenger capacity of around 25000 per hour each way. The principle role of Crossrail is to relieve congestion on the Central, District and Central lines, already at or above capacity, and provide greater suburban capacity.

Services to High Wycombe and beyond will continue to be diesel worked from Marylebone by the new class 165 Network Turbos. These will also operate the Thames branches to Greenford, Windsor, Marlow and Henley together with the Reading-Oxford and Kennet Valley lines which will not be electrified immediately.

Crossrail is the biggest domestic railway project for many years and will be occurring on our doorstep. Further details can be found in the February 1990 issue of Modern Railways.



GWR HALLS Continued from page 7

Proof of how versatile the 'Halls' were in traffic can be judged from how often they were copied, but never bettered, elsewhere. On moving to the LMSR Stanier introduced his famous 'Black 5' in 1934, a pure 'Hall' clone which finally outnumbered the GW design 2½:1! On the LNER, Thompson designed his B1 on similar lines, being very similar on paper even if the round-top firebox made it look different. The best parts of all three were incorporated by BR into the Standard Class 5. As for the Southern, well perhaps they could claim to have started the whole gene with the LSWR H15

class of 1914 but technically they were fast freight locomotives.

The 'Halls' took part in the Exchange Trials of 1948, unfortunately the excessive width of the locomotive, 8'11½" over the cylinder casings, meant that the only foreign lines which could accept them was the former GCR between Marylebone and Nottingham. 6990 'Witherslack Hall' was the locomotive chosen to take part. For the same reason, 'Halls' were seldom seen off the old GW system, however my old friend in New York proudly owns a slide he took showing an unidentified member of the class leaving WATERLOO in the summer of 1959! Anyone know the identity and/or why it was there?

BARRY RECALLED

Dave Little

Now that the Barry phenomenon is finally over, perhaps a brief re-appraisal is in order. On March 25th 1959 Woodhams Bros. of Barry took delivery of four Churchward 53xx class moguls, followed within a few days by No.3170, the surviving member of the 3150 class 2-6-2TS, thus beginning a story which lasted almost thirty-one years. More ex-GWR locos followed including some recently built classes, 94xx class pannier No.9499 was bought by Woodhams in November 1960 after only four years of service! It was not until 1964 that Woodhams bought other than GWR types in the form of Southern Region 2-6-0s, 4-6-0s and Pacifics. 1965 saw the arrival of BR standard classes and some ex-LMS locos and towards the end of that year scrapping almost ceased with about 150 locos in the yard. In September 1968, ex-LMS 4F 0-6-0 No.43924 became the first loco to be sold from Barry for preservation, going to KWVR, and at that time the number of locos in the yard reached a maximum number of about 220. Since that time, Wood-

hams have scrapped only four diesels and four steam locos, the last being 9F 2-10-0 No.92085 in July 1980.

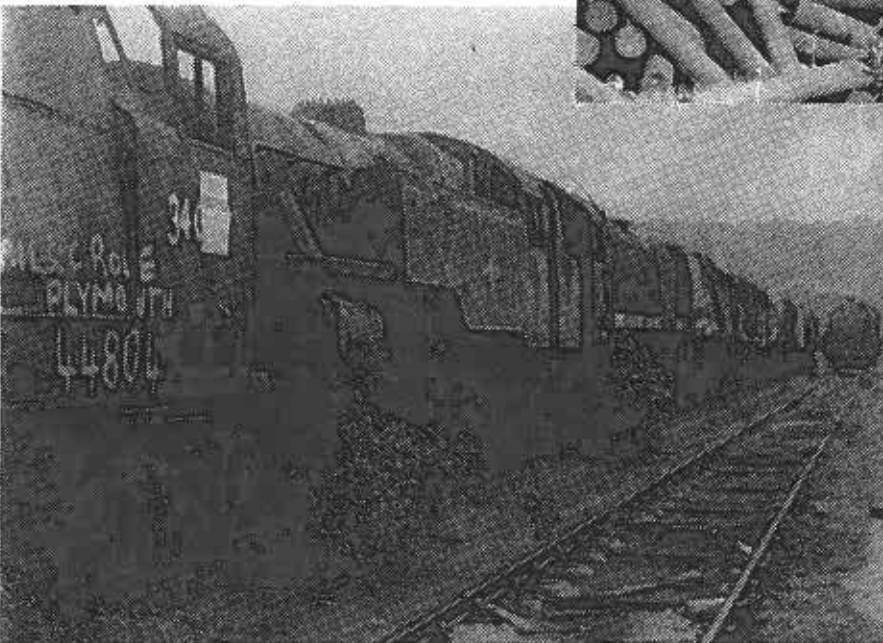
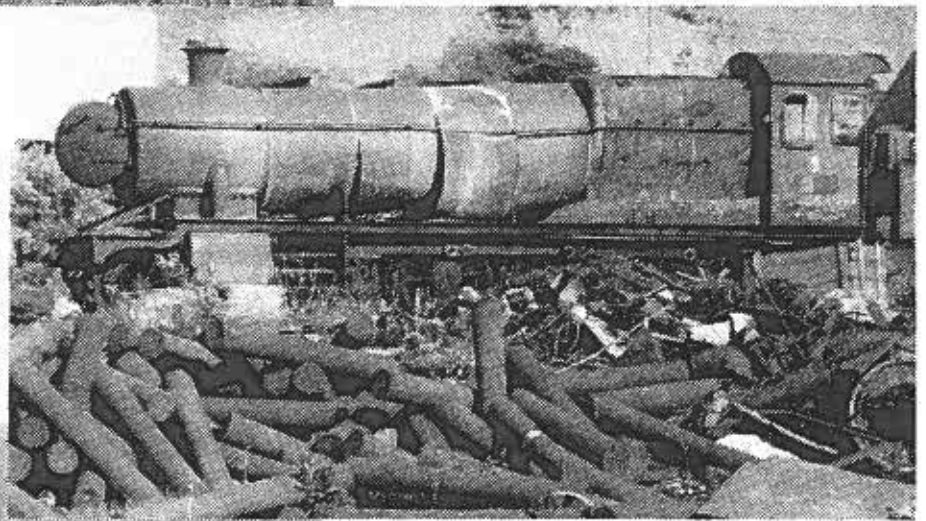
Most people will be familiar with the rest of the story. The scrappings of 1980 promoted interest in the remaining locos even up to parliamentary level, leading to a final total of 213 machines being removed from the yard between 1968 and 1990. Of these, 56 have been successfully restored and steam-ed and doubtless the remainder will keep preservation societies busy for some years to come.

In the last decade of steam operation on BR over sixteen thousand steam locomotives were scrapped. The scrap yard became, I believe, as significant a part of railway history as the M.P.D. Why was it, I wonder, that so many enthusiasts chose to ignore the wonderfully emotive images to be found there.



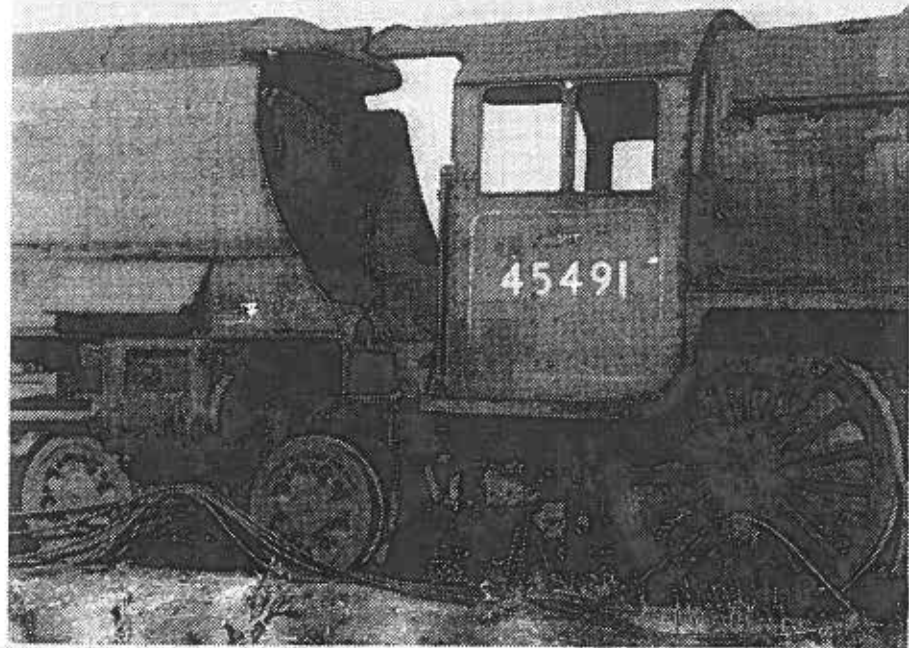
Consecutively numbered locos were never a common sight but this August 1986 photograph shows Churchward 4500 class 2-6-2T's Nos.5552 and 5553. Both of these prairies are record holders as far as Barry is concerned. 5552 was the earliest withdrawal at October 1960, although it did not arrive in the yard until May 1961. It left in June 1986 and is currently at Bodmin. 5553 was withdrawn in November 1961, entered Barry in March 1962 and was the last to leave in January 1990 making it the record holder for longest stay at almost 28 years. Currently, 5553 is on the Dean Forest Railway for a cosmetic restoration after which it should return to the redeveloped scrapyard as a static exhibit.

Collet 2884 class 2-8-0 No.2885 stands guard over the remains of several dozen scrapped wagons in July 1975. This sole survivor of its build lot was removed from the yard in March 1981 after seventeen years, for preservation at Southall.



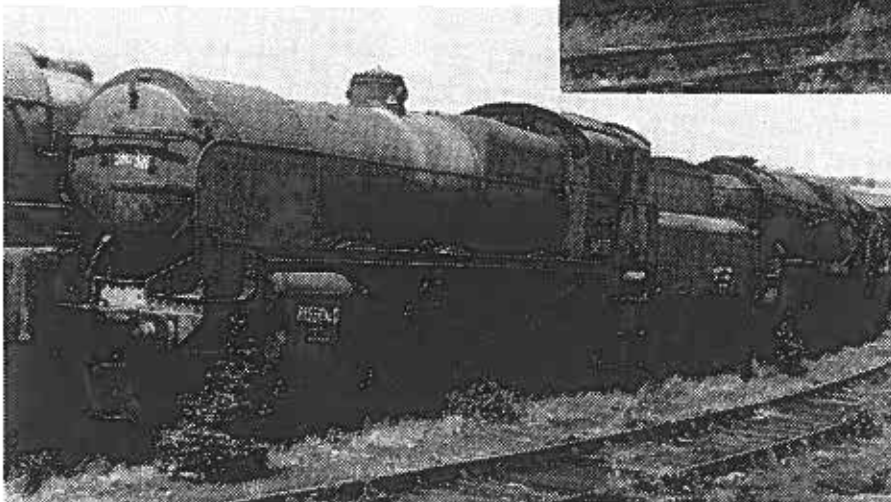
A row of standards and Bullied Pacifics on a dismal day in July 1976. Of the thirty eight Bullied Pacifics rescued from Barry, eighteen were light pacifics, making them the most numerous class in the yard, (provided that you don't mind mixing West Countries with Battle of Britain!) For those who like pointless statistics, Bullied was second equal in the table of "most represented designer" along with Riddles and his committee, but both were a long way behind the winner, Collett with sixty five examples.

Things look bad for Battle of Britain 4-6-2 No.34070 "Manston" and Stanier class 3 4-6-0 No.45491, being draped with gas pipes for the cutters torches, but of course both survived. "Manston" was in the yard for over eighteen years from December 1964 before leaving for Richborough and the class 5 over fifteen years from January 1966 leaving for preservation in Fleetwood.



A total of 38 BR standard locomotives were saved from Barry. Fourteen of these were class 4MT 2-6-4T's, the remaining tender engines including, of course, Duke of Gloucester which entered the yard in October 1967, having been withdrawn in November 1962. This July 1975 photograph shows 4MT's 2-6-4T No.80072 and 4-6-0 No.75079. The tank entered Barry in January 1966 for a stay of twenty two years before leaving for Swindon and 75079 arrived in April 1967, leaving for the Plym Valley after only fifteen years.

Only four diesel locomotives were bought by Woodhams. D600 "Active" and D601 "Ark Royal" along with D6122 arrived in November 1968, and D8206 which arrived in April 1969 and was the last loco to be bought for scrap. D600 and D8206 were dispatched in 1970 but the others survived for about another ten years. Here, a battered D601 "Ark Royal" is flanked by a pair of Bullied Pacifics in June 1979.



Barry produced some fascinating images. Maunsell U class 2-6-0 No.31638 is paired with a BR standard tender in July 1976. Having entered the yard in June 1964, the mogul left after sixteen years for preservation on the Bluebell.

BOOKSHELF

Ron Brooks

Looking forward at this time of year we may well agree with George Herbert (1593-1633) regarding "sweet spring, full of sweet days and roses". Across the country volunteers have worked to get the numerous restored railways fit for duty - and pleasure. In addition, there are all those other delightful nutters who, for their own and others joy, devote their leisure to the restoration and maintenance of our wonderful industrial steam driven heritage. But, as George H went on - (re spring); "a box where sweets compacted lie". If there is any spare time from this year's outdoor visits the following selection from my bookshelf could well qualify as a box of sweets - and all with less fattening centres.

STEAMING THROUGH BRITAIN
Anthony Burton

Arrow Books
ISBN 0 09 960670 4

It is no good having such a wealth of steam driven survivors if no one knows about it. This book sets out to enthuse on steam survivals; of necessity quite a lot on the subject of railways. It has a most readable text and a nice selection of black & white photographs and it provides a timely reminder of the universal supremacy that steam held in pumping, shipping, transport, in fact any sort of power, even (page 192) steam cockling and a steam driven gramophone. An enticing map will encourage traffic up the M40 to the locations so graphically described.

RAILWAY PICTURE POSTCARDS
M. I. Bray

Moorland Pub Co Ltd
ISBN 0 86190 170 3

As I have observed before my ghastr is constantly flabbered at the byways that are opened up by an interest in railways. This book reveals, to me at least, that the railway companies, like Bernard Shaw, used postcards for economy in correspondence with a crafty snippet of advertising thrown in. Some 400 cards are illustrated in this book - some in very nice colour. One last irresistible quote "a card .. (posted) .. before 12 noon .. (would) arrive by the 4pm delivery on the same day". The Post Office has progressed even more than British Rail! There were other publishers of cards, often in sets by subject. The illustrations in the book are grouped by subjects. Each of the cards has an informative caption, not only on the subject but regarding the card. This book is a mine of information and pleasure. There are at least 300 shopping days to Christmas so you have no excuse.

TWENTY-FIVE YEARS AGO

Roger Bowen

The railway events of the spring of 1966. The event was undoubtedly the inauguration on 10th April of full electric services between London (Euston), Manchester and Liverpool. To complement the new electric locomotives, the "flagship" rolling stock were the 29 grey and blue Pullman cars built at Derby works. Of three types, parlour car, parlour brake and parlour kitchen, seating 36, 30 and 18 respectively, they were marshalled in two trains of 8 cars each operating between Euston and Manchester Piccadilly and 2 four car sets attached to services between Euston and Liverpool Lime Street.

A prototype diesel loco was under construction. This was HS4000 "Kestral", an experimental single engined 4000hp Co-Co diesel-electric built at the Loughborough works of Brush Electrical Engineering Co. Ltd. and powered by a developed Sulzer V16-LVA24 engine. The locomotive was designed for speeds in excess of 100mph but would also be suitable for heavy freight working.

Of interest to MDRS members would be the Railway Magazine "Somme" railtour on 15th May which your writer was privil-

TEN YEARS AGO

Roger Bowen

As recorded in "Marlow Donkey" No.18 - March 1981.

A piece of information which is of particular interest was the recording of the going of the ways at Fawley. Our Society had first been asked to help at Fawley in February 1980 and working parties followed. A supportive report was put to the Society's AGM in January 1981 and everyone thought the arrangements would continue. By February we were informed that the Fawley Management had decided to cease full time employment at Fawley and for that reason it apparently caused insurance problems for our members. The only solution we were told was to form a new Society. From this the Fawley Railway Society was formed.



LONDON'S RAILWAYS TODAY
John Glover

David & Charles
ISBN 0 7153 8070 2

Last September I included a few notes on "London's Railways Then & Now". This present slim volume is a further look at the "now". It has some 90 sharp B & W photographs, 10 schematic maps and some 30 pages of introductory text covering recent history, rolling stock and services. A good book for information and just looking at the pictures. Each of the pictures has an expanded and informative caption including the Rocket, steaming past the Albert Hall. Queen Victoria would not have been amused.

RAILWAYS
M. Fletcher & J. Joyce

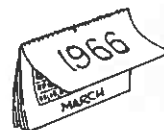
Studio Editions
ISBN 1 85170 363 2

This is a hefty volume, profusely illustrated with some 850 B & W pictures and sketches, contemporary where appropriate. It is arranged in three parts "the first 50 years", "The Great Age of Railways" "Railways between the two World Wars". In addition there is a chronology and an index. The parts are divided into roughly equal sections of a couple of pages or so entitled:- "Tickets", "Atmospheric Railway", "The Telegraph" etc. The sections are well illustrated and contain a surprising amount of information. The diversity of subjects covered would be a very good place to start a study of a new area of interest. Probably best borrowed from a reference library to see if you like it.

COLOURED VIEWS ON THE LIVERPOOL & MANCHESTER RAILWAY
T.T.Bury

H.Broadbent
ISBN 0 984848 02 7

If this book was an original I would be able to afford lots more books for review. It is, however, a superb facsimile made from the best of the surviving plates. The introduction is contemporary and fascinating and although everyone interested in railways would immediately recognise all 15 plates, having them all together in their original format and colouring is a rare pleasure, as "compacted a box of sweets" as George H could have wished for. A quotation from the introduction (designed for timid travellers) is irresistible. "The seats are numbered. The ticket ..(bears)..the number of that (seat) ... which he is to occupy and, however numerous the travellers may be, he is certain that he shall not be left behind for want of room". Haven't we progressed since those early days?.



edged to be on. About 850 enthusiasts left Victoria on two trains for Folkstone where they boarded the SS St Patrick (still with the GWR arms proudly on the bow) for Calais. 300 went on to Noyelles for the narrow gauge Réseau de la Somme and the remainder to Longueu depot at Amiens with the LCGB.

4th March saw the closure of the lamented Somerset & Dorset line. This was followed the next day with "final steam specials" over the line between Bath and Bournemouth. 11th February saw the last regular passenger trains to use the Fawley branch in Hampshire and 6th March the last train from Brighton to Horsham via Steyning.

Easter weekend saw a special train from Robertsbridge to Rolvenden on the Kent & East Sussex Railway. On Easter Monday "Terrier" No.3 hauled a special train of former SR Maunsell carriages and Pullman buffet car No.184 to the Rother Valley Railway base at Rolvenden.

Tailpiece - British Railway's last shunting horse, "Charlie", was pensioned off. He worked the yard at Newmarket, Suffolk, where the goods station was being closed.

The issue carried a "first hand" report of railways 50 years previously, contributed by Bas Woodward from notes of his own travels to Aylesbury and Cheddington.

Another article was one of the "First and Last Railtour" to Staines - this traversed the Staines West branch from West Drayton and then the new link onto the Southern. The West Drayton link was cut shortly afterwards to build the M25 motorway.

The final article was part 10, the final part of Mike Walkers marathon series on the Wycombe Railway and the Marlow Donkey.

A spotlight on the Society's activities of 10 years ago.