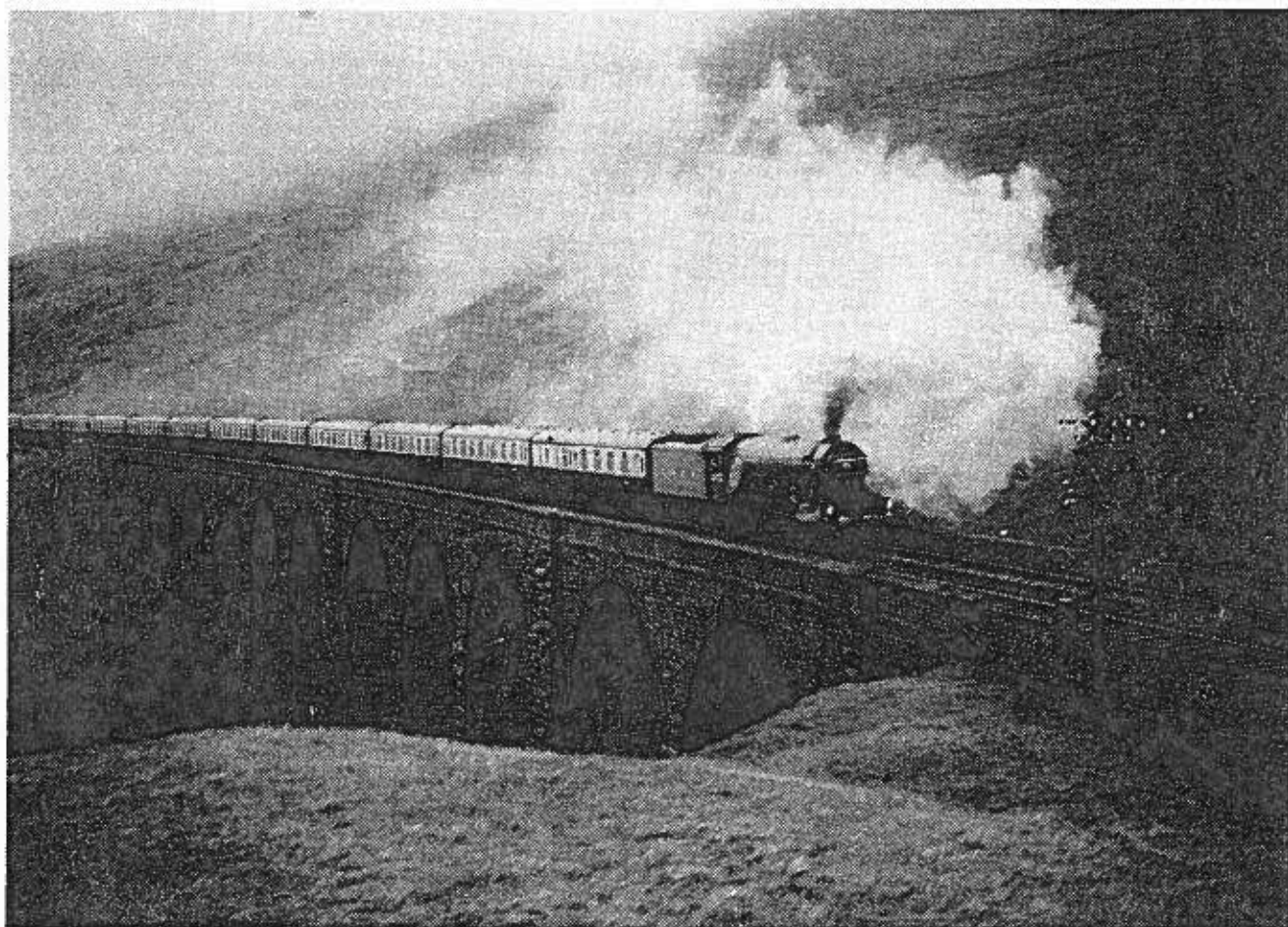


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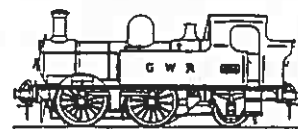
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MARLOW DONKEY



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**VIVAT REX!
A GUIDE TO ATP
CLANG CLANG CLANG
STEAMIN' TO THE FAIR**



THE MARLOW DONKEY

Quarterly magazine of the
MARLOW & DISTRICT RAILWAY SOCIETY

No. 59 September 1991

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CHAIRMAN'S NOTES

Once again the highlight of the summer has been our coach trip which this year was blessed with a glorious sunny day. Len Stroud provides a full report in this issue but I'd like to make a few observations of my own. I cannot claim to be an expert or even a great enthusiast of trams but I do find Crich a fascinating place, the standards of restoration and presentation have brought the museum many awards and world wide fame and respect. Perhaps it is because it is the National, and indeed only, Tramway Museum that the efforts of tram enthusiasts nationwide have been focussed on a single project to such good effect, a lesson perhaps for the railway preservation movement? Personally I'd have liked more time at Crich, but, we had a problem and I think it's appropriate to put the record straight.

When we plan these trips, especially to venues further afield, timing becomes critical. Departures from Marlow have to be prompt we cannot afford to wait for members who may be late, delays cannot be recovered. Likewise it is essential that members return to the coach at the specified time throughout the day. If we have to waste time searching for and rounding up members it reduces the time we can spend visiting the venue, the reason for the trip in the first place, and spoils the day for other members who have made the effort to be on the coach at the right time.

This still applies on the return journey. The day is not open ended, the law lays down strict rules on how long a psv driver may be at the wheel, 14 hours start to finish in any 24 with, of course, breaks. That is not from when you get on and off but from when the coach leaves its depot and returns, you can add half an hour to our day plus another half hour after the coach returns to its depot to fuel and clean it. Many of you are perhaps unaware that Gavin, our regular driver, does our trips as a favour and does not get paid for it, other than the tip we give him (included in your fare), and we should not take advantage of him or put him in a position where he is liable to break the law.

Because we lost a couple at Butterley the delay cost us 15 minutes of our time at Crich with a further 15 minutes lost by returning via Butterley to collect them, which in turn reduced the meal break. Even so we cut it too fine in getting home. We were indeed lucky there were no serious hold-ups en route. The majority of members are prompt but there are just a few who aren't. Next year, please think of these points, listen to announcements and don't spoil the day for your fellow members and their guests.

Next year however presents a different problem. After 15 years of organising these trips we've just about exhausted the list of suitable venues, that is somewhere which can provide a whole day's entertainment and which is within a practical travelling distance. We would welcome your views and suggestions. Thoughts are turning to revisiting some of the railways which have changed greatly since our last visit. With its extension to Leicester opening next spring the GCR is a possibility as are the Bluebell and very popular Isle of Wight trip for the future when their extensions are open. What do you think?

Sadly it looks as though another MDRS tradition may be ending. Ron Brooks tells me he has just about exhausted his supply of books for his review column and will probably lay down his pen after the December issue. Few know, but all the volumes he's reviewed are in his own personal library, I haven't added them up but Ron must easily have featured over 300 titles, a remarkable achievement. I've enjoyed reading his often humorous remarks and I know many other members feel the same, we are most grateful Ron.

The problem of course is how do we fill up the space? It would be good to carry on under a different author. I realise few of us have such extensive libraries as Ron (I don't!) but even if different members contributed a few reviews on a rota basis it would spread the load and of course we could have video reviews in some issues instead. Yes I am asking for VOLUNTEERS again, come on don't leave it all to me!

Mike

COVER

The wild windswept nature of the Settle & Carlisle line is captured perfectly as 4472 'Flying Scotsman' climbs across Arden Gill viaduct with a south bound train 19 August 1981 winning for TIM SPEECHLEY Class A - Colour Slides UK in our 1991 Photographic Competition.

TIMETABLE

FORTHCOMING MEETINGS & EXCURSIONS

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

- Thurs 17 Oct REMINISCENCES OF A SHEDMASTER Dick Hardy
Dick Hardy is a name which needs no introduction. Now chairman of SLOA he looks back at his days in charge of Eastern Region sheds including Stratford, Britain's largest.
- Thurs 21 Nov MORE FOOTPLATE MEMORIES Wally Richards
A popular speaker, Wally returns with more stories of life on Western footplates from South Wales to Old Oak Common.
- Thurs 19 Dec CHRISTMAS BUFFET & SOCIAL EVENING
Please bring your partner for an informal evening. The RBL are providing an excellent varied cold buffet and we are seeking to provide a number of short light hearted slide programmes for entertainment.
We do seek speakers for this, so far we have two. Please help, remember nothing technical just either humorous, scenic or exotic that wont bore the ladies.

SOCIETY NEWS

PREVIOUS MEETINGS

We finally got Pete Greatorex to do his World Steam talk at the June meeting and it was worth waiting for as Pete took us on a whistle stop tour of North and South America and Indonesia.

Don Kaufman and Arthur Leader of the Chinnor & Princes Risborough Railway gave a detailed history and description of their branch at the July meeting and their plans for the future.

MEMBERS NEWS

Two new members have joined the Society this year, Mike Hyde of Marlow and Trevor Jones of Maidenhead. We welcome you both and hope you have a long and happy association with the Society. We also welcome back Barry Hoper of Walters Ash who has been away from some time serving his country in the South Atlantic.

Meanwhile, a long standing member Derek Robson has been forced to leave us as his job is taking him to Plymouth. Some members have been wondering what happened to Mark Hopwood, our youngest member. Contrary to rumour he's not busy chasing 50's but is away at University, sponsored by BR.

Another award for Ernie and Mary Dove, they were recently taken to lunch by Network SouthEast and have been given a year's free travel on the branch in recognition for their services to Marlow station.

IT'S STAN VERRINDER BA (Hons)!

Good grief, what will they think in the Valleys? Stan Verrinder one time engine cleaner at Ebbw Junction and civil servant has gained his Bachelor of Arts degree, with honours, in History at a time when most of us would be thinking of taking it easy.

Newer members may be wondering who Stan is. Simple, he was the principle founder of the MDRS back in 1977 and served energetically as Treasurer and Donkey Editor until the Inland Revenue moved him to Eastbourne in 1983. Taking early retirement in 1987 he entered the University of Sussex at Brighton the next year to prove to himself he could do it, and has. Next Stan is delving into his family history and hasn't ruled out going for his Masters in a year or two. He hopes to contribute further articles for the Donkey.

In recognition of his pivotal role in the Society's early days he was made our first, and so far only, Honary Life Member in 1984. He and his wife Eileen live in Seaford.

NEW PHONE NUMBERS

Further changes to officer's phone numbers have occurred as BT modernise their exchanges.

Eddie Lewcock is now 0494 525638
Peter Robins 0628 527870



The charge is £3 per head, please let us know by 1 December.

- Thurs 16 Jan ANNUAL GENERAL MEETING
As usual the business will be brief followed by members slides - VOLUNTEERS WANTED!
- Thurs 20 Feb PHOTOGRAPHIC COMPETITION
The usual classes and rules. Full details in the next issue but get thinking.
- Thurs 19 Mar WORLD STEAM ON CINE Frank Saunders
Frank's 16mm camera has accompanied him around the world. The exact locations to be visited in this programme are a mystery but well worth seeing.
- Thurs 16 Apr NSE THAMES & CHILTERN - TODAY & TOMORROW
D. Dodd, Retail Manager Thames & Chiltern

Turbo, Heathrow Express, CrossRail, these are exciting times for our local rail network and here is a chance to find out how it all fits together.

AND VISITS

The July meeting was followed by a site visit to the CPRR on August 10th where much progress was to be seen (see Railway Roundabout). Earlier in July nearly 40 joined the trip to Butterley and Crich which was a superb day and is fully reported by Len Stroud. This was followed by a small party attending the Great Cockrow Railway in Chertsey. 7 1/2" gauge maybe, but don't knock it, life in Everglades Junction box can be as hectic as Clapham Junction.



STAN VERRINDER



Society members enjoy a ride behind a 7½" gauge LNER mogul on the Great Cockrow Rly. Left to right: Mike Hyde, Martin Pink (a bit camera shy), Eddie Lewcock, Dave Abbott, Mike Walker and Pete Greatorex. Behind the camera is Dave Little.

RAILWAY ROUNDABOUT

NOTES AND NEWS



TURBO TURMOIL

Deliveries of the Network Turbos has been painfully slow, mainly due to internal problems at BREL. By early September only 7 units had been delivered and one, 165.001, has gone back to York for modification.

One cab of 165.003 was damaged in an accident during construction, the original will be used for class 465 development.

165's cannot presently work the Amersham line as the curve at Rickmansworth is too tight. They foul the platform edge and there is a danger of them colliding if they pass. Cutting back the platform would leave too great a gap when LT's A60 sets stop.

By early September LDC (local negotiating committees) approval had yet to be obtained to use 165's in passenger carrying service.

The net result of all this is that the proposed launch of the new trains on Chiltern in October is postponed until at least January 1992, service on Thames will not now begin until late 1992. They were not able to provide VIP transport at the Old Oak Common open day, indeed only a brief visit was made by 165.006 on the Sunday, and the operation of the Marlow branch on 31st August was cancelled.

PADDINGTON RESIGNALLING

Work starts shortly on the resignalling of Paddington, the main line out to Hayes and Wycombe line as far as Northolt. Much of this work is in preparation for the Heathrow branch and CrossRail.

It will be controlled from a new IECC (Integrated Electronic Control Centre - as at Marylebone) which has been erected next door to the existing Slough Panel. For the present Old Oak Common PSB will be retained to control between Hayes and West Drayton where Slough PSB takes over.

Eventually Slough IECC will assume control of this section, the Slough PSB area and Reading PSB area between Twyford and Reading. It will be temporary however as the master plan is for a new mega-IECC at Swindon to control the whole Western Region in the late nineties.

Slough IECC has been controversial. it was built without windows which didn't go down at all well. So a contract has been let to put windows in!

AIRPORT BRANCH NEWS

Good news and bad. Good: the bill received the Royal Assent in July. Bad: a dispute between BAA and CAA has left the former threatening not to proceed with the project or terminal 5. NSE

however may go ahead alone if BAA pulls out. This is becoming a saga!

STEAM AT CHINNOR

The first steam locomotive arrived on the Chinnor & Princes Risborough Railway on 3rd August and was steamed the next day. It is a Sentinel vertical boiler 0-4-0 on loan from the Sentinel Trust at Quainton Road initially for 4 months but hopefully longer. The origins of this locomotive are of interest, in spite of wearing BR black livery and the LNER classification Y1, it was delivered new in 1928 (B/N 6515) to the GWR who used it for 2 months of trials as its No.12 before returning it to the makers as unsuitable (a second Sentinel was purchased by the GWR, 13, and worked at Park Royal). 12 was then sold to Thomas Grey and used at Isebrook Quarry, Burton Latimer, Northants, until purchased for preservation in 1972. Its next steaming was due to be an open day at Chinnor cement works early in September.

The CPRR have had initial discussions aimed at bringine more steam power to the line, among them GWR 0-6-OPT 9466 from Didcot. Owner Dennis Howells says he would prefer a 4 mile run to 400 yards, but secure covered accommodation would be needed.

Already at Chinnor is a 1952 built Baugeley 0-4-ODM formerly owned by brewers Ind Coope. This was to be joined in late August by fully restored ex-BR class 17 Clayton Bo-Bo diesel electric D8568 from the NYMR.

Considerable progress is being made, following a remarkably successful visit from the Railway Inspectorate the CPRR is now seeking its LRO. This winter the major effort will be to install a platform at Chinnor and get some passenger stock available. the target opening is Easter 1992. If you'd like to join the CPRR and help ring Arthur Leader on 0844-53314.

AND AT HIGH WYCOMBE

Flying Scotsman Services are hoping to run a brief programme of steam specials over the GW/GC Joint line this autumn. They will originate at PADDINGTON and run to Stratford-on-Avon. Operating dates will be Sun. 27 October and Sats. 9 November and 7 December, likely locomotives are 5029 "Nunney Castle" or 6024 "King Edward I". Full details will be given at the October meeting.

AND AT AMERSHAM

LT are proposing a further series of steam shuttles between Harrow-on-the-Hill and Amersham next spring marking the Centenary of the Amersham to Aylesbury line, BR have refused to allow steam over that section. Operating dates are 16, 17, 23, 24, 25 May 1992 and the motive power will be Butterley based 2-6-4T 80080 and one other to be advised.

LOCO WORKING ON CHILTERN LINE

Alan Costello has supplied details of the loco hauled passenger workings on the Chiltern Line which we asked for in the last issue. The workings have become a regular feature during the spring and summer and are usually formed of an NWRX allocated 47/4 or 47/7 from Old Oak Common and Mk.I stock although Alan did see a Departmental "Dutch" 47 over the Spring Bank Holiday. The diagram is as follows:-
07.23 Marylebone-Banbury M-S
09.30 Banbury-Marylebone M-S
12.24 Marylebone-Aylesbury (via HW) M-S
14.51 Aylesbury-Marylebone (via HW) M-S
18.12 Marylebone-Banbury M-F
20.30 Banbury-Marylebone M-F

47 BURNS AT MAIDENHEAD

47.717 caught fire passing through Maidenhead with the 16.50 Paddington-Banbury on 23 July coming to a stand at the Norden Road underbridge. Maidenhead fire brigade attended. Although there were no injuries and damage to the locomotive was not serious, some disruption to evening peak services followed

WESTERN DAILY LIFE JUNE - AUG. 1991

Alan Wheeler

You may recall that I closed my last quarterly report with the question "What will the Summer bring forth?" Well the answer was a varied collection of travelling paint tins!

June 7 saw the most varied and interesting work for the month. At 11.30 working up relief came a 37 hauling 97.854 (ex 08) with a PW train travelling slowly, however the cranks of the 08 were making rapid revolutions. The afternoon saw a working which I did not witness, but heard from a colleague directly involved. It would appear that a passenger working from the Midlands via Oxford to Paddington had a failed loco in the morning, the only available loco was a class 58 which proceeded to Paddington. To return the 58 to the Midlands, it worked the 14.40 to Oxford semi-fast. My colleague who works for LT S&T was at Paddington at the time and spoke nicely to the driver and was forced to ride in the 58 cab to Oxford!

Class 47's tended to be like buses, travel in groups of 2 or 3. One working throughout the quarter uses 2 x 47 up fast passenger, passing about 10.30am. The end of June saw a PW slack on all lines and some HST's in particular were little more than walking pace. The 28th saw 2 x 59's hauling an empty ARC train of some 20 waggons.

July and Henley week. At first it threw me - a 9 car English Heritage DMU, down relief at about 11.45 repeated for the following 2 days, but I realized that this was a special for the Henley line.

47.145 was seen in a new blue livery, followed a few days later by 47.704 in Scotrail livery - but very very dirty, 3 days later it was to be seen still Scotrail, but much cleaner, working the Oxford trains. A grey freight 47 was working the Oxford trains on the 11th and green 47 "Great Western" worked the line later in the month. 47.475 was seen with another odd blue livery hauling a PW train, whilst a 47 trundled by with an HST power car and 1 coach. 47's still acted like buses on the 10th July when a 47 Intercity + 47.016 Grey + 47 PO Red + 47 Blue all coupled passed by, the following day 47.457 + 47.441 + 47.453 all old style BR blue large logo did a repeat procession. 2 47's hauled 50.003 a couple of days later. The oddest working was on the 22nd when 2 x 47 hammered down, flat out on the down fast, 20 mins later they returned still flat out up fast. Earlier

until a second 47 arrived from Reading to rescue the disabled train.

OLD OAK COMMON OPEN DAYS

A superb collection of motive power was assembled at Old Oak Common including two 08's, a 17, 31, 35, 37, 42, two each of 47, 50, 52, 55, one 56 and 60 and a pair of 59's plus steam locos City of Truro, Burton Agnes Hall, Nunnery Castle, King Edward I and Duke of Gloucester. It was good to see a gathering of hydraulics, Hymek, Warship and Westerns, in their old haunts and to hear again the superb sounds of their Maybach engines to say nothing of the Deltics.

PLEASE EXPLAIN CORNER

Anyone hoping to catch the 07.15 Reading-Paddington local on Sunday 23rd June would have found it cancelled for an unusual reason. Normal practice is for Reading diesel depot to despatch a 6 car unit to the station where it is supposed to be uncoupled to form 3 car units to cover the 06.15 and 07.15 services. Problem was they forgot! So all six cars left at 06.15 leaving nothing to work the 07.15. Please explain....

that day a 47 hauling a white/green coach + blue/white panelled coaches - thought to be a defunct Exhibition train passed up relief.

Class 60's have become common. They have been seen hauling Bardon gravel trains as well as the petrol trains. The petrol of 12 July was a special - 2 x 60 + 29 loaded long bogie tankers - some 3000 tonnes. Unfortunately no camera to hand. The Network Turbo made a change for about a week. It was seen passing daily on driver training in mid-July. Even the non-railway types noticed it.

And so the August. The first week has seen a change in the fuel trains, about half are now 26 to 28 tankers and a single 60. The 47's have found new "mates" to haul. The 14th with 2 HST power cars back to back, and later two 47's with the Class 17 Clayton diesel heading for the OOC Open Day. Many of the Oxford trains have been hauled by FO Red, Grey, 47-636 Scotrail with large Scottie dog, old BR large logo and even PW Grey/Yellow 47's, indeed some days it is difficult to spot a NSE 47 on any train. One odd sight on the 9th was to see 2 HST Power cars on their own, no coaches Aug 21 and 22 a green 47 with train of grey/blue/yellow coaches complete with rear observation coach ran fast up(21) down (22)

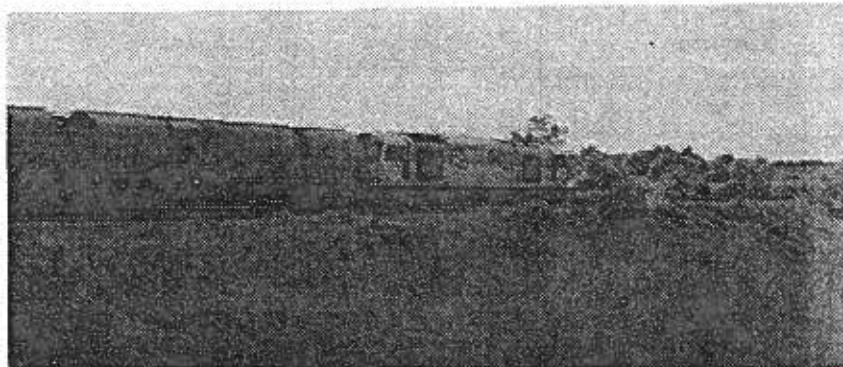
The English Heritage DMU at 09.30 is now a regular 5 car set. Several ARC workings of late have been hauled by class 56. Overall a varied quarter, often with long periods of non-events, followed by variety.

As you may gather, paint shares must be doing well with so many repaints and designs now in operation on BR. Almost any colour combination can be used, you can be sure a loco is or has been running in it. The report is compiled from my work position, with some doubt about the next quarter, as a general move around is about to take place, all I know is that I shall be further away from the main line, and will either just see it or view the Biffa bin!

STOP PRESS: A class 58 on passenger train up slow 16.30 28th Aug.

60.024 'Elizabeth Fry' scurries past Alan's observation point opposite the old Waltham Sidings on 9 July 1991 with the Langley to Robeston empty tankers.

Photo: Alan Wheeler



A GUIDE TO ATP

Mike Walker

The Chiltern Line, having recently been resigalled with the latest state-of-the-art signalling systems, has been chosen as the test bed for ATP - AUTOMATIC TRAIN PROTECTION, BR's chosen in-cab signalling and train control system. This article is intended to provide a background to the system and an introduction to how it works.

WHY IS ATP NEEDED?

For many years most BR main lines and traction equipment have been equipped with AWS - AUTOMATIC WARNING SYSTEM and before that the GWR had its pioneering ATC - AUTOMATIC TRAIN CONTROL. These two systems differed mainly in that ATC employed a mechanical contact between a train mounted shoe and a track ramp whereas AWS used electro-magnetic induction. Both were originally devised to advise the driver of the status of DISTANT signals only, sounding a bell when passing a clear signal and a horn for danger. Further, if the driver failed to respond to a danger signal by applying the brake or using the reset button within a given time a full emergency brake application was initiated.

Here in lies the basic problem of AWS, if the driver reset after a danger signal there was no way to prevent him driving on at full speed. It is true that a visual warning remained illuminated after a danger signal, irrespective of the drivers response, until the next clear signal was received but this was far from ideal.

A further complication came with the replacement of semaphore with multiple aspect signalling, MAS. Now the distinction between distant, home and starter signals vanished, all signals became equal, and where as previously AWS magnets (or ATC ramps) had been installed ONLY at distants they were now at ALL signals. Only two audible warnings remained, the bell for clear (green) and horn for every other aspect. Thus there was no warning distinction between yellow or double yellow warning aspects which may be passed and the red, danger or absolute stop. Clearly a less than ideal situation.

HOW DOES ATP WORK?

There are two main components to ATP, a Beacon adjacent to each signal comprising a looped cable between the rails transmitting data and the on train equipment comprising receiver, computer and data entry keyboard and a new style of speedometer and cab display. This consists of a series of green lights around the speeds over its entire range at 5 mph intervals and yellow lights again at 5 mph intervals to 50 mph, plus a 3 segment LED display. There are also four pushbuttons

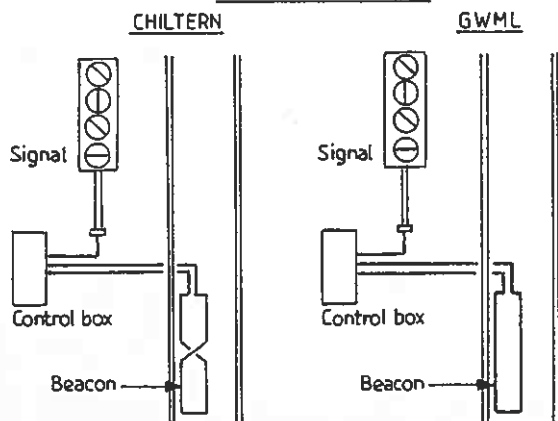
For reasons which to date even psychologists have failed to explain there have been an increasing number of incidents where trains have passed signals at danger, SPAD. Many of these, it is true, are minor incidents where drivers have misjudged stopping distances and slightly overshoot. In the old days these would have mostly gone unrecorded but today's sophisticated track circuits are less forgiving and such incidents are flagged up on remote panels or VDU's where an overshoot of a few feet looks as bad as a whole section. However, much more serious is the deliberate passing of signals and pressing of the reset. This often occurs at busy periods when trains run for miles at full speed under double-yellows, the driver pressing reset each time sub-consciously, except double-yellow is followed by yellow, by RED. This is what happened at Purley in the spring of 1989. Alternatively, there's the case where a guard gives the "right-away" and the driver sets off without checking the signals, the cause of an accident near Glasgow a week later.

Public disquiet at these, and other less serious, accidents and adverse comments by HM Railway Inspectorate convinced BR that something better was needed, clearly a system which physically prevents any train passing any red signal, any time irrespective of what the driver may do but, and this is important, leave him in total command of the train when everything is normal.

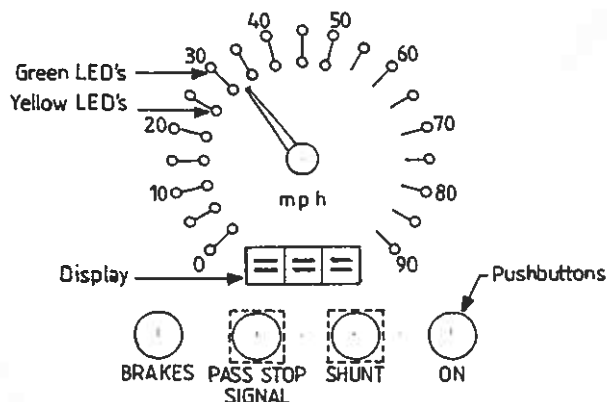
London Transport have long employed "train stops", an arm which rises beside a red signal and trips another arm on a train if it passes "dumping its air", applying the emergency brake. This simple and effective system is however only suitable for the relatively slow speeds on the Underground. Likewise the fully automatic system used on the Victoria Line is suitable for applications where all trains follow the same pattern but would be a nightmare of programming for the typical mix on a BR main-line and in any case it removes all control from the driver - except in an emergency!

What BR wanted was already under development or even in use in a number of European countries and the US, the Pennsylvania had introduced a sophisticated cab signal and control system in the thirties which still protects Amtrak's 120 mph fliers today.

TRACK BEACONS



CAB DISPLAY



Leaving aside the deeply technical bits, how does it work from the drivers eye? Imagine a 90 mph main line with clear signals the driver bowling along nicely. The green LED at 90 is illuminated showing the Target Speed and the cab display is '===' (line clear). Should he exceed his speed margin of 3 mph ie 93 mph a bleeper sounds and the green LED flashes. If

marked ON, SHUNT, PASS STOP SIGNAL and BRAKES.

Before a train starts its journey the driver enters information into the computer about train weight, length, isolated brakes (if any) and the maximum permitted speed of the slowest vehicle using the keypad. This is vital as it allows the computer to calculate braking curves for that particular train not a typical one.

immediate action is not taken to reduce speed the display becomes .90 a warbler sounds and the brakes are automatically applied till the train reaches 90 mph. The warbler stops, '===' is restored and the BRAKES pushbutton flashes inviting the driver to release the brakes and regain control. Target speed is line speed or train speed whichever is the lower.

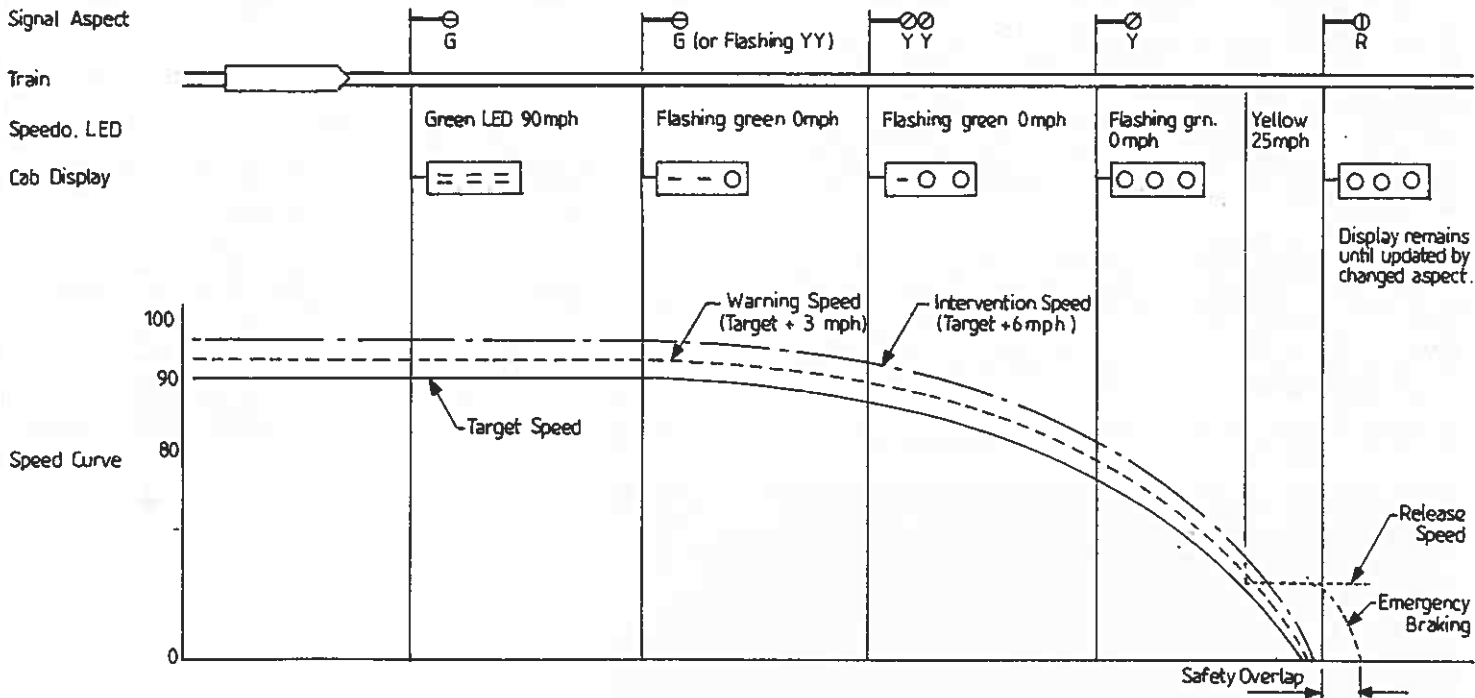
Up ahead is a 40 mph curve prior to which is a Beacon which tells the train of upcoming restriction. Based on the data entered, the computer calculates a service braking curve allowing for the +3 mph overrun and when it considers braking should begin it alerts the driver by sounding the bleeper and the green light at 40 comes on instead of 90. The driver now brakes as normal. If however he does not brake quickly enough or not at all the system intervenes as described above until target speed is achieved. Once clear of the restriction the bleep again sounds and the green 90 light reappears.

Now bringing a train to a stop signal. This is more complex and the cab display is vital. As stated *** means line clear for at least four sections ahead. 000 means next signal is red, -00 next but one, --0 next but two. Note therefore that 000 appears at a yellow signal, -00 double yellow and --0 beside a green effectively introducing a fifth aspect. Four sections ahead is a red signal, passing a green the display changes from *** to --0 and alerts the driver with a bleep. Approaching the double-yellow another bleep, the display becomes -00 and the green 0mph light replaces 90 when the computer judges braking should commence. Passing yellow the display becomes 000. Should the driver again be judged not to be slowing quickly enough the system intervenes.

Often as you approach a red signal (or yellow or double yellow for that matter) it clears to a less restrictive aspect. How does ATP cope bearing in mind its signal status data is updated only as it passes a signal? This is where the yellow lights on the speeds come in, they show the Release Speed, that which the driver may accelerate up to if the signal changes. It is calculated by the computer based on the anticipated aspect and target approach speed. For example approaching a red when the train should already be slow the Release Speed may be 5 or 10 mph, a double-yellow would get a 40-50 mph Release depending on the trains speed and braking ability.

So if our driver is slowing to a red which changes to something else he can accelerate to his release speed and as the train passes the signal and its beacon the latest state of the road will be picked up and the cab display will alter accordingly. Exceeding the release speed prior to this will cause warning and intervention as normal. Should the driver maintain or accelerate to, release speed past a red which does not change, the warbler sounds, green and yellow lights go out, the display becomes SPD (Signal Passed at Danger) and a full emergency brake application is made. Only when the train is stationary can the BRAKES button be pushed for release. The computer has calculated release speed to allow the train to stop within the safety overlap (clearing distance) provided at each signal.

A T P SUPERVISION TO STOP SIGNAL



Occasionally because of, for example, a signal failure, it is necessary to pass a red signal. This is done only when authorised by the signalman or other authorised person, ie pilotman. The ATP however will still go into emergency. This is therefore avoided by the driver pressing the PASS STOP SIGNAL button, proceeding with a PSS cab display and appropriate release speed, say 30, until the next working signal and beacon is encountered.

All the ATP indications and drivers actions are recorded by an on board "black box" so anyone trying to buck the system will receive a 'Please Explain'. Driven normally ATP merely informs

the driver, his only need may be to alter his style of train handling, by braking slightly sooner for example. It does not remove his need for vigilance, it will not be able to react when a signal suddenly changes to red in an extreme emergency, as data transmission is not continuous.

This article is intended as an introduction. The provisions for shunting (the driver has to tell the computer whether he is pulling or propelling and how many vehicles) entering or leaving ATP areas etc have not been dealt with, there are many. If you'd like to know more the Chairman has a copy of a BR training video which members may borrow on request.

MAILBAG

Member's Letters

Dear Mike,

I noticed an error in your article on Halls in the March Newsletter, this being that 4911 Bowden Hall was destroyed in an air raid on Keyham near Bristol. I always assumed that this particular engine was hit while standing near Plymouth and Keyham is in fact just outside that city. There must have been

some confusion with Keynsham which is near Bristol. I expect others spotted the error before me.

Regards David Gardner

Its a fair cop - guilty as charged. Pass the swords someone. Ed.



CLANG CLANG CLANG ONE WAY OR ANOTHER

Len Stroud

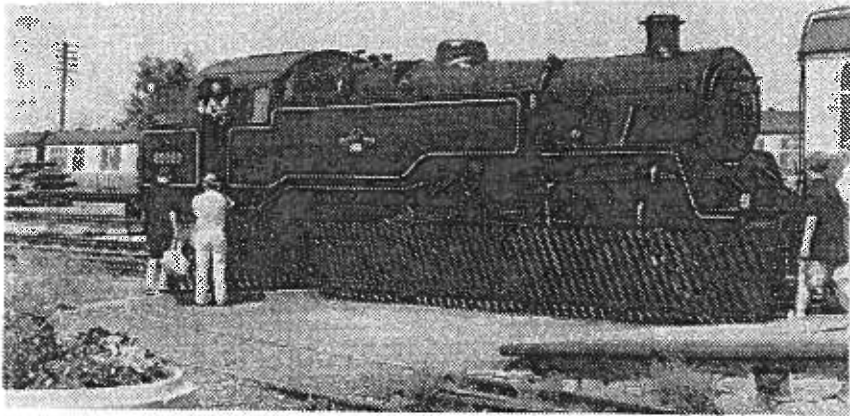
I must admit that before I finish this sheet I shall be lost in past memories and nostalgia, for I am of that age that does not rely on photographs and textbooks covering that period of transport history into which our party was driven on Sunday July 7th. Gavin at the wheel, took us gently north to Crich Transport Museum after a session at the Midland Railway Centre at Butterley, and then in the fair comfort of a modern coach (I remembered the trundling solid tyred charabanc with its concertina folded fabric roof which called up the strength of male passengers if and when the outing hit a rainstorm ("Don't grumble Agnes, you can see we are doing our best").

This Sunday was a day for revelling in past memories for the older members or a day of wonder and a lot of explaining to the young. The world of tramway and bus must not be compared to that of steam rail. Each world has its marvels and it is not detrimental to either to give favours to the other. I think we all had some item or other which "made our day".

It was an early start from 'The Donkey' with two absentees - not for the first time. We headed into the alien world of motorways (and roadworks) via the M40, M69, M1 and the more photogenic country of the A610 and the area around Ripley. We had a coffee and comfort stop on the M1. Here again I winced as the till total showed up the monstrous charge - a far cry from coffee and doughnut for 1/- (5p). It is all very well saying in defence that allowance must be made for modern times and that ubiquitous term "overheads" - But - I wanted a cup of coffee - not the machine that makes it! I must not proceed in this aerated manner especially as I have been asked not to comment on certain navigation problems prior to our arrival at Butterley (except in defence to say that motorways do not always lend progress and that if the Railway Centre had existed in the days of good wooden signposts at crossroads this minor embarrassment for M.W. would not have happened 9 but there how daft a thought).

So we arrived at Butterley Station in the 21st Anniversary year of the Centre. There was so much to see as we set off on the 12.10 for Ironbridge returning to Swanwick Junction where we alighted to walk around the Museum at Butterley Park. Our return trip to Butterley took us out to Hammersmith to complete our survey of the lines in use today. An excellent hand-out sheet gave good detail on all angles of running the Centre of which most travellers took advantage.

Butterley Station was demolished at the closure of the line and today's buildings came stone by stone from Whitwell in N.



Derbyshire and most track and buildings have been completed since 1973 when the Midland Railway Trust arrived.

The general atmosphere of the line gave a fair idea of the steam age period with certain present day additions such as buffet, shop and model railway to add to the enjoyment and comfort. Our loco was 2-6-4 80080 for the trip and much amusement was caused to those who saw that a certain devotee of the Midland Lines had "wangled" a trip down the line on the footplate, when seen later on his return run as a conventional passenger his ruddy countenance suggested he had paid for the privilege by stoking - to which he took less than kindly (sorry Eddie).

Much interest was taken in the Museum with some Diesel stock held in repair a P/T 040 "Lytham", and a lot of work to go on 2-10-0 E Star class, "Gladys" 040 1894 S/T and a commercial diesel originally run by Boots at Beeston, we found much more to see around the park by following pathways to the miniature lines (3½" & 5" gauge) and the narrow gauge 2' line to the sidings.

There was much more rolling stock needing attention - some of it by no means lightweight - and work was proceeding on stations at Grumblethorpe and Hammersmith.

As the Society had had the benefit of a talk by Michael Gallimore - Director of the centre, prior to our visit, I shall not attempt repetition of facts already known - even if space allowed.

Time came for our onward journey to Crich National Tramway Museum - a wonderful hilltop site which after the issue of an old penny piece which we exchanged for a penny tram ticket "shook, rattled and rolled" us back to the 20's. Described as an open air working museum, it transpired that "National" became "International" when we discovered the wide range of trams from around the world in the sheds.

The whole area was a wonderful layout of cobbled street and period fittings and shops of memorabilia and window displays. Our ticket gave us unlimited travel and we had the choice of a "toastrack" singledecker or whatever types were in service on the day from forty types in the museum. Time passed all too quickly and for those who missed the visits to both locations certainly missed a lot!! It was along day and a late arrival home and we were thankful for a very good day weatherwise. This must end my report before I lose myself again in nostalgic memories.

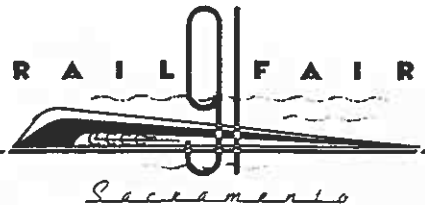
BR 4MT 2-6-4T 80080 was our motive power at Butterley. The Derby Works old boy network was obviously in good form allowing Vice Chairman / Secretary Eddie Lewcock to have a footplate ride. He's seen here being videoed by a crew from "NVN Productions", cameraman Mike Norris and his Key Grip, son Alexander.

The remarkable recreation of a Victorian street at Crich is spoilt only by the fashions. The very British looking double decker tram is actually Johannesburg 60, albiet built in Preston in 1905, which is passing Fleetwood toastrack car 2 of 1898. Crich Stand the war memorial to the Sherwood Foresters rises above the garry face in the background.

Both photos.: Alan Wheeler



STEAMIN' TO THE FAIR



Peter Robins

I think our Chairman now has a certain amount of satisfaction after persuading me to accompany him for two weeks in his beloved United States of America. Having visited quite a few countries including Zimbabwe, India, China and Russia, I felt that it was time to see if it was really as good as Mike was making out.

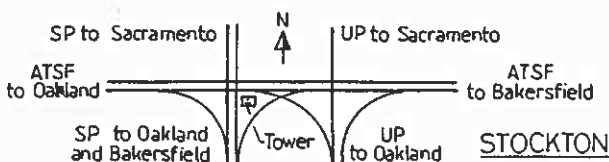
After a good flight, we arrived in a cloudy San Francisco. After picking up the hire car, I let Mike do the driving to allow me to get used to the American way of driving. The first trains that we saw were the push-pull services from San Francisco to San Jose powered by F4DPH-2 locos. Why cant they be given a simple classification like "47" or "33"! They were however given names of local towns and areas which gave them a little more appeal.

The next day we headed for Reno stopping for photographs en route. Sods law obviously works in America just as well as in other countries. We found a beautiful trestle viaduct in a pleasant setting with an elevated photo-position, in full sun but with no trains! Because of bridge work further down the line, all the freight trains were operating at night, and nothing was working in the daytime. At Martinez we saw the "California Zephyr" being assisted by a typically filthy Southern Pacific SD4S diesel. It appears that Southern Pacific keep their locos in BR steam late 1968, last legs condition externally. They are however probably maintained to a higher standard. We saw three of these units drag a heavy freight train from sunny Roseville to the snow covered summit of the Donner Pass, nearly seven thousand feet above sea level, without too much difficulty. I was quite impressed!

Later that evening, pre-arranged by Mike, but unbeknown to me, we met Mr. Colour-Rail, Ron White, in a diner in Reno. Ron was on top form that evening and the next morning for breakfast. He had attracted a fair amount of attention and most of the staff were roaring with laughter at his antics. After breakfast we headed for Pertola where the Union Pacific 4-8-4 No. 844 and "Challenger" No.3985 were at the head of a massive 20 vehicle train. Here were two very impressive locomotives which while being large, were very well proportioned. They were making their way from Cheyenne to Sacramento for Railfair and we chased them by car from Pertola to Oroville through picturesque Feather River Canyon. The problem was that a pick up truck with a video camera set up on the back was pacing the locos through the Canyon with about 200 plus cars following, unable to pass on the narrow twisting road. We must have paced the last vehicle of the train for about 30 miles!

The next day I fell in love! Southern Pacific 4-8-4 No.4449, painted in a rather pleasing Red, Orange and Silver livery stood at the head of a matching train. It had a superb chime whistle, which would have sounded good on an A4 pacific, and wherever it went, an imposing display of smoke and steam was sent skywards. We chased the train from Klamath Falls, Oregon, into Sacramento through some lovely countryside. En route we met Jim Boyd, an acquaintance of Mikes and editor of RAILFAN magazine. He led us to some very picturesque photo positions and without his help, we certainly would not have got some of photographs that we did.

We spent the next day at Stockton where the "Challenger" was stabled prior to Railfair. There was also a very interesting track layout here. Both the Union Pacific and Southern Pacific lines were crossed at right angles on flat crossings by the Santa Fe line, and there were various connections between each line. Control of these crossings was in the hands of the signalman in Stockton Tower, in whose company we spent a pleasant hour or so. A fair amount of freight was moved that day and I was most impressed by the double stack trains - that is put one container on a flat wagon (as we do with freightliner trains in Britain) and then put another one on top of it.



Returning to San Francisco, we went to see progress on Southern Pacific 4-6-2 No.2472. It was supposed to be going to Railfair, but having been steamed for the first time in over 30 years the previous day, and with plenty of work still to be done, it did not look like it would make it. Volunteer workers were all over the locomotive like an army of ants but the task looked impossible. Because of a problem with the front brakes on the hire car, we had to return it to Hertz to get a replacement that morning. Jim Boyd who had also come to see progress on No.2472, saw us get into a silver grey Ford Taurus and was a little puzzled when he recalled that we were driving a white car three days beforehand. "Its all right" said Mike "We didn't like the colour and so we changed it!"

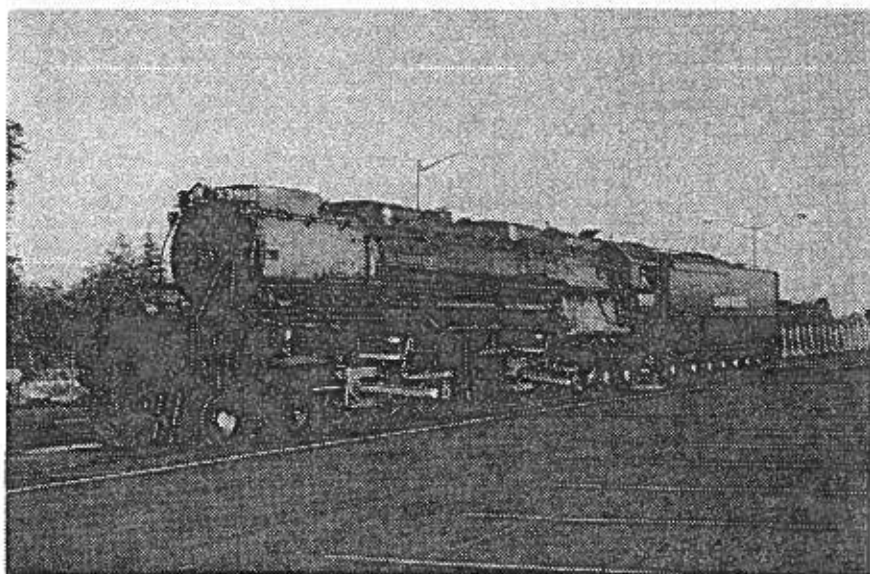
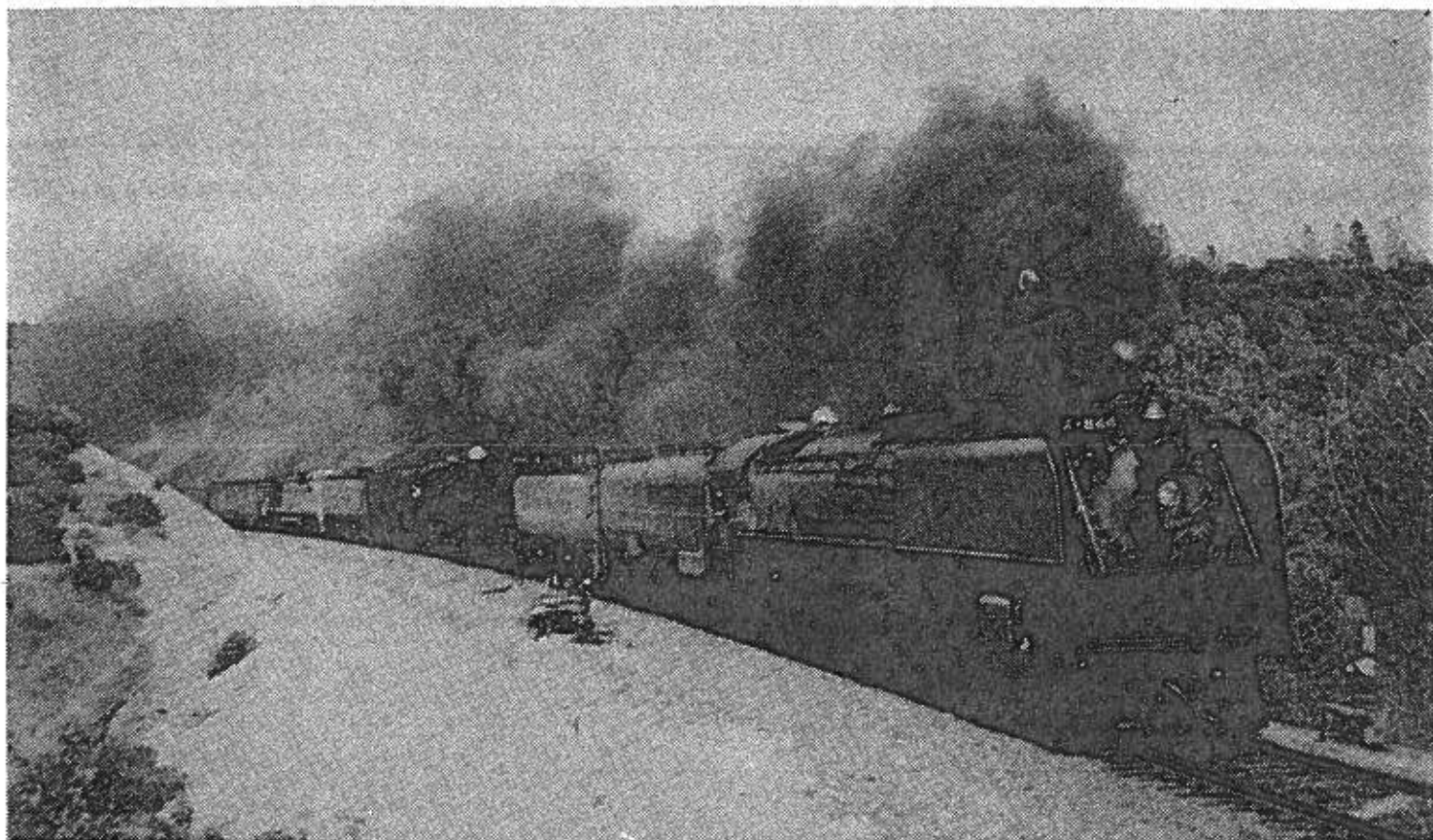
We spent the afternoon in San Francisco photographing the Golden Gate bridge from various angles and the cable cars which climb the steep city streets. Two cable car routes operate, one with double ended cars and one with single ended cars requiring turning at the end of each journey.

The next day the impossible happened. No.2472 was complete and worked a short train from South San Francisco to Sacramento for Railfair. Mike thought that as the loco had only just been returned to service it would trundle at a gentle 25mph and a chase by car would be easy. Not so! No.2472 romped away towards San Jose at nearer 50mph and chasing by car became a bit hairy. The evening produced some beautiful lighting for photography as we headed for the Napa Valley. Here, a wine train operates hauled by two ancient Alco FPA4 diesels taking diners about 15 miles up the line and then back to Napa again. The immaculately turned out train in its maroon and gold livery travels at about 5mph which allows the passengers plenty of time to eat a meal and sample the local wines. It also gives plenty of chance to chase by car and photograph.

The day came when Railfair opened to the public. There was quite a variety of locomotives on show including the replica "Locomotion" and GNR J52 No.1247 flying the British flag, the locomotives from the special trains, and some classic American 4-4-0's of the early years. At Sacramento I saw my first Shay, Hiesler, and Clymax locomotives, which were mainly used in the logging industry. the loco's were not very well positioned for photography but one interesting shot was of "Dunrobin", the Highland Railway 0-4-4 built for the Duke of Sutherlands Railway with the mighty 4-6-6-4 "Challenger" behind it. The first day was well attended and after the crowds had gone I managed to real off a few more photographs. The best part of the day came later on. Jim Boyd and friends invited us to one of his night photography sessions, so when the crowds had all gone and all the shunting moves had been completed, the action started. About twenty tripods were set up with cameras and on Jim Boyd's command, shutters were opened. Jim let off flash bulbs to illuminate the subjects and then commanded close shutters. After five shots, we concluded at midnight, very tired, but hopeful of some very outstanding photographs.

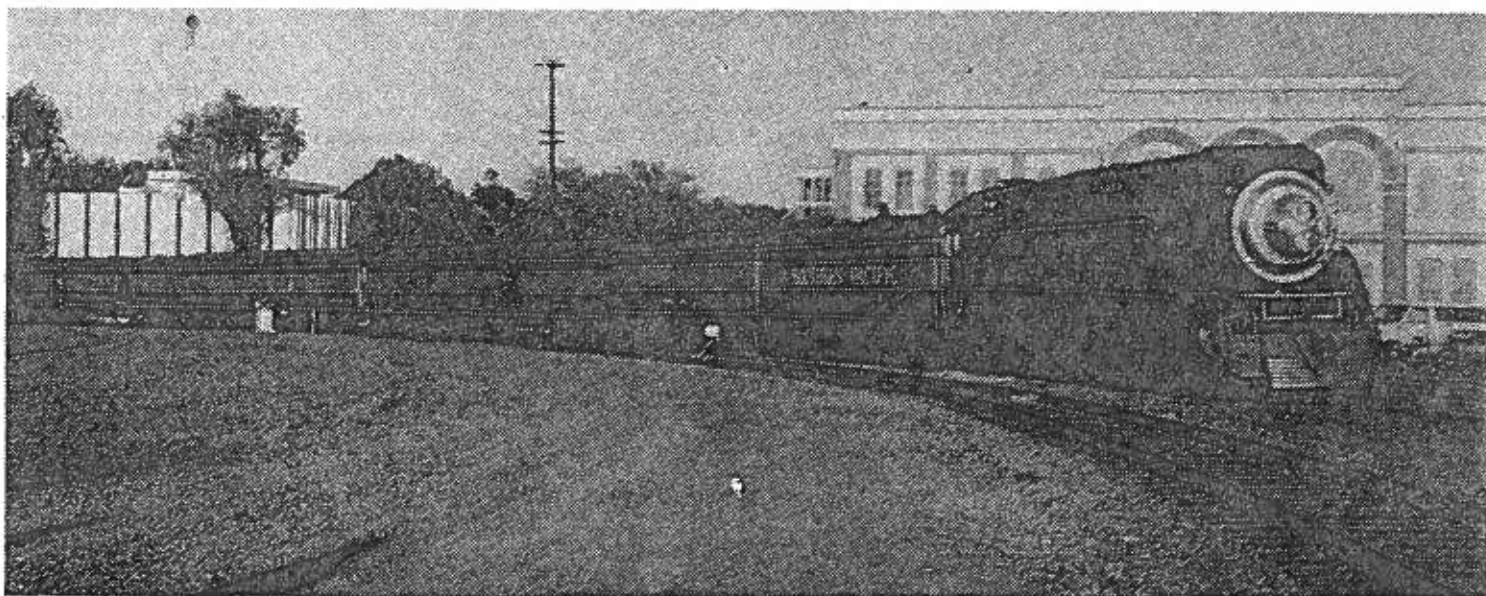
The next day we headed south. En route we were surprised to see a former London Transport RT bus used as a mobile cafe. I scratched around to find its London number but without success. We also called in at the Sierra Railway at Jamestown which was running a service on about five miles of track. I was told that it is often used by film companies and that loco No.3, which was at Railfair, had featured in "Back to the Future 3". We continued via the Yosemite National Park which was well worth Mike's recommendation, to Bakersfield which put us in the right place to go to Tehachapi loop the next day.

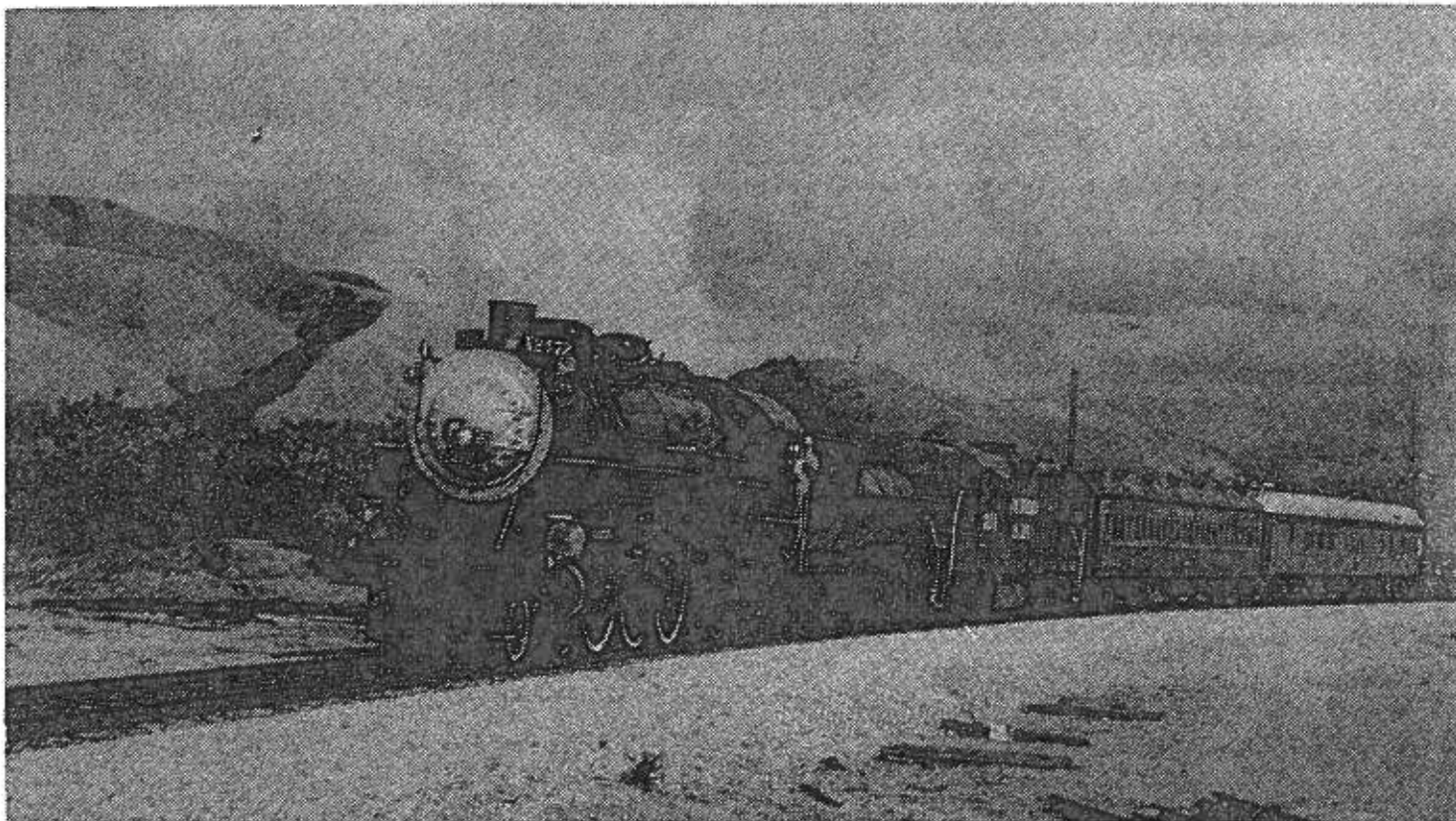
This was the one day when I felt that we were seeing real american Railroading. The section of line from Bakersfield to Mojave includes sharp curves, a complete horseshoe curve and a loop at Tehachapi where the front of a train can cross the rear of the train 67ft below. We were getting a bit worried when we had not seen any trains by 11.00 but after then they came one after the other. Some trains had five big diesel locos at the front and five in the middle, and had a total length of well over a mile. Apart from the uncleaned grubby grey livery of Southern Pacific locos, Santa Fe's blue and yellow (and clean) livery and red and silver "warbonnet" livery for newer locos are common sights on Tehachapi.



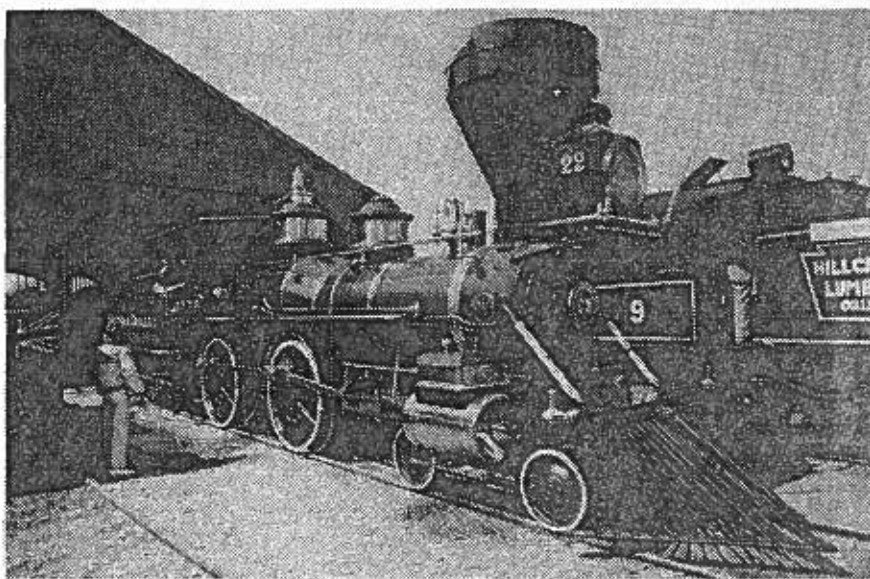
Union Pacific, as major sponsors of Railfair, sent their two big steam locomotives on a 1300 mile double-header from Cheyenne to Sacramento. Highlight of this was a trip through California's spectacular Feather River Canyon on 27th April including a superb photo runby at James (top) on the Oro Dam diversion line built in 1967. Lead locomotive 4-8-4 844 built by ALCo in 1944 was UP's last new steam loco and is the only one in the US never to have been retired. With it was the world's largest operational locomotive 4-6-6-4 'Challenger' 3985 (left) a 1943 ALCo product.

Next day, Southern Pacific ran its beautiful orange-red-black 4-8-4 'Daylight' 4449, built by Lima in 1941, with a matching 15 car train over the 333 miles between Klamath Falls, Oregon and Sacramento recreating the old 'Shasta Daylight' streamliner. After a superb day of high speed running and hard work in the northern California mountains the train basked in the evening sun (bottom) at Sacramento station.

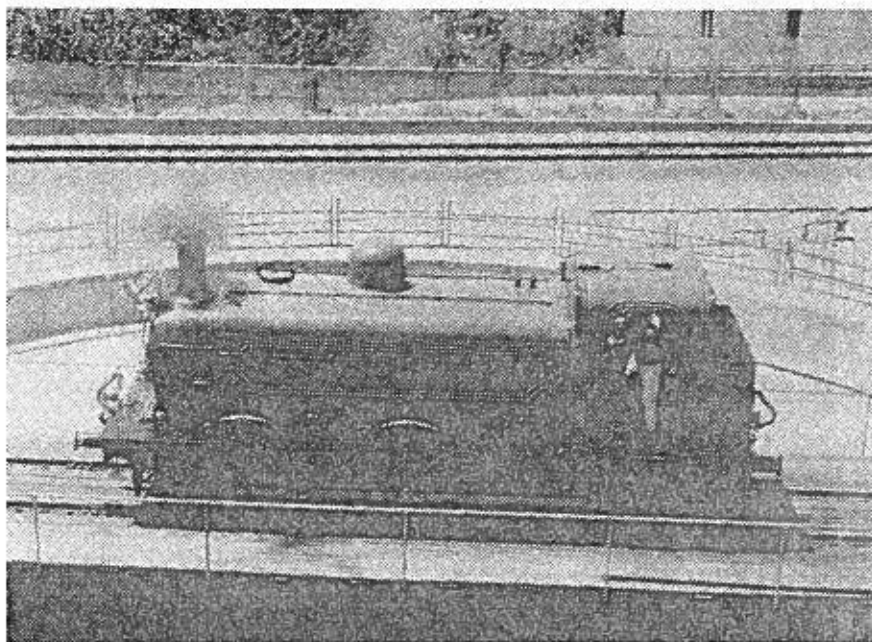




Disappointments at the non-appearance of Canadian duo CN6060 and CP2860 plus Spokane Portland & Seattle 700 due to Burlington Northern's renewed coolness toward steam operation, and Santa Fe's 3751 which wasn't finished in time were offset by the surprise appearance of Southern Pacific 2472, a heavy pacific built by Baldwin in 1921. For sixteen years a small group in San Francisco have been restoring the loco and they finished with 48 hours to spare before the fair opened. Two hours later, with great confidence, SP let the debutant out on the mainline with a short train. Seen passing the site of Niles Tower between San Jose and Oakland (top) under storm clouds. The diesel was a precaution, it idled all day as the pacific ran the 175 miles faultlessly.



American steam wasn't always big, black and functional as demonstrated by the delightful "Inyo" (right) built in 1875 by Baldwin for Nevada's Virginia & Truckee shortline. Retired in 1926 it was sold in 1937 to Paramount Pictures and became the star of many cinema and TV westerns. Purchased back by the state of Nevada in 1974 it has been meticulously restored to its 1890's condition complete with masses of polished brass and wood and elaborate lining to set off its chocolate brown paint and red wheels. The huge diamond spark arresting stock shows it was a wood burner (its now oil fired) and the huge oil burning head light, link and pin coupler and "cow-catcher" pilot are typical of the Iron Horse which opened up the west. Over 20,000 of these 4-4-0's were mass produced between 1840 and 1890 representing 85% of all American locomotives around 1870.



The British were well represented at Railfair, four of the 19 visiting steam locomotives were built here. Best known is GNR 1247 seen here on the Sacramento turntable (bottom right). It caused much interest with its inside cylinders. "what makes it go?" was the usual question. The other flag flyers were the 'Locomotion' replica from Beamish described as a mobile pile of coat-hangers, the Duke of Sutherland's Sharp Stewart 0-4-4T "Dunrobin" now resident in Canada and "Gwen" a delightful 18" 0-4-0 WT built by Hunslet in 1920 for a clay pit in Leicester and now privately owned in California.

Continued from page 9.

At Mojave we decided to have a hamburger at the local "Wendys" as it appeared that there was a lull in traffic. "Is that eat in or to go?" we were asked. "Eat in" I said. At that moment, three Santa Fe GP60M's in "warbonnet" livery rumbled through the station on a freight train. "Can you make it go?" I asked. "We've got to catch a train".

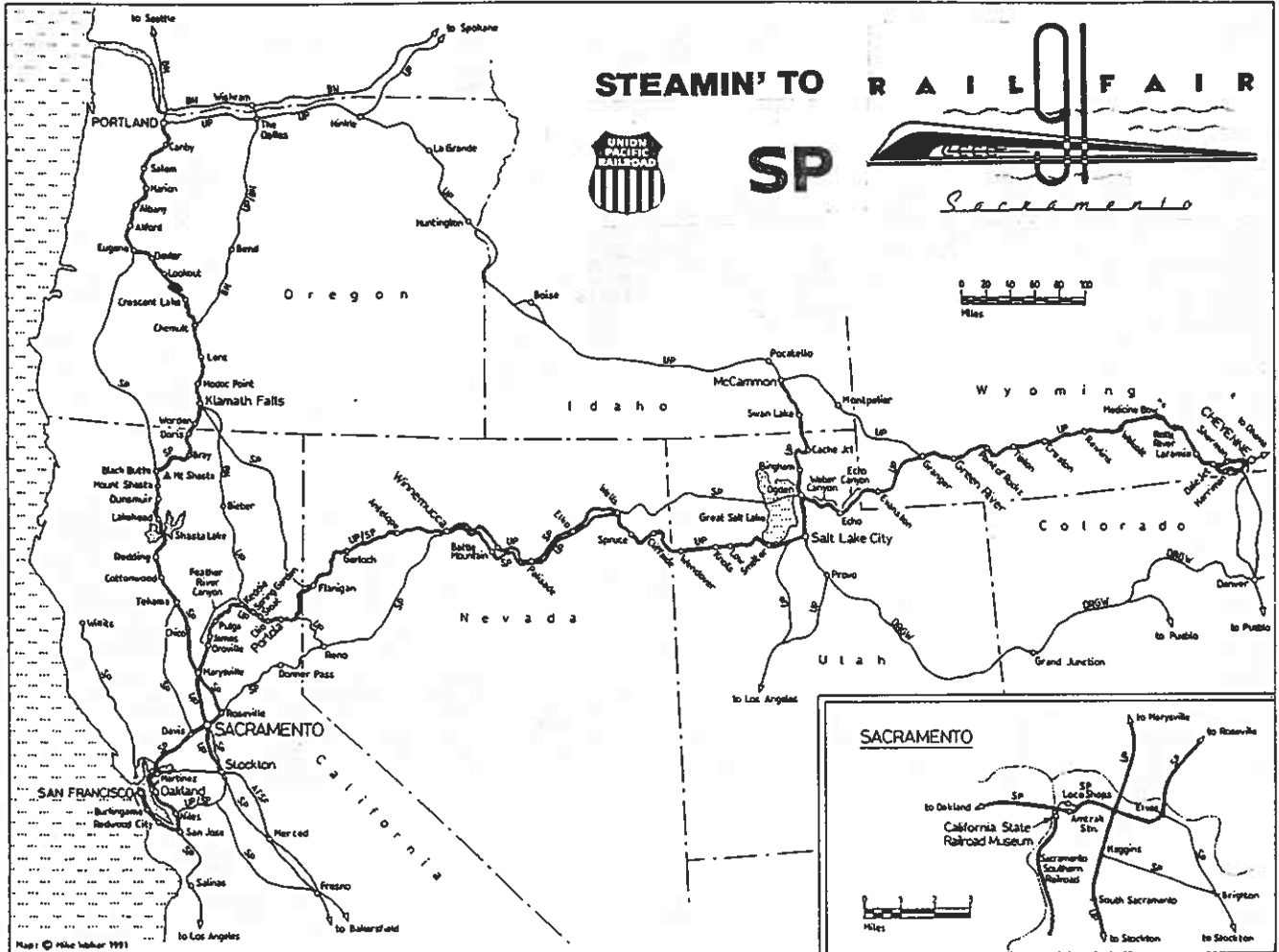
After photographing this train at Tehachapi, we paced it most of the way into Bakersfield at about 60mph. Apart from the steam, this is what I had wanted to see in America.

The next morning, Mike took us to Bakersfield station so we could catch the 05.20 departure to Oakland. Our four coach

train was headed by an Amtrak F40PH loco which took us to about 70mph and brought us to our destination about 10 mins late. We flew back to England that evening but left Mike at Bakersfield where he had another week touring California before he returned home. In that week Mike had cause to hire a third car from Hertz but that is another story.

In conclusion, I would like to say that I enjoyed my short visit to the USA. Now that Mike has persuaded me to go to America, perhaps I can persuade him to go somewhere different like India!!!

Not bloody likely! - Ed.



FOOTNOTE Of the Brit. that wasn't there...

The following is reprinted from the April 1991 issue of Semaphore, newsletter of the Long Island (NY) Chapter of the National Railway Historical Society. The Valley RR is in Connecticut, 3000 miles from Sacramento.

Here is a fantastic story from the "Hartford Courant Newspaper" quoting James Ullman, a member of the Valley RR Board of Directors, expressing an interest in Britain's "Duke of Gloucester" (sic) Pacific would visit the VRR at Essex. Mr. Ullman drafted a bill introduced by State Senator Upson, that would allow the English Locomotive to run in CT and would also

include waiving steam boiler, technical and mechanical inspections for the time she would have stayed there. It was also proposed to bring the Duke across the country from Sacramento for a two-week stay at Essex. The hurdles were monumental especially the high insurance rates involved. However, all this is completely out of the question as the "Duke of Gloucester" will not be coming over due to prohibitive costs. It certainly was a nice idea if it could have been pulled off. You could have had the possibility of seeing an English Locomotive and a Chinese Locomotive standing side by side in America; Not a bad dream!!!

TEN YEARS AGO

Roger Bowen

From Marlow Donkey No.20, September 1981.

The main lead article was a humorous report on the club outing to the Nene Valley Railway. As usual it contained a trip by double deck bus and no less than three references to 'pints'. Seriously the most interesting part was the reference to the special connecting dmu from Peterborough to Orton Mere.

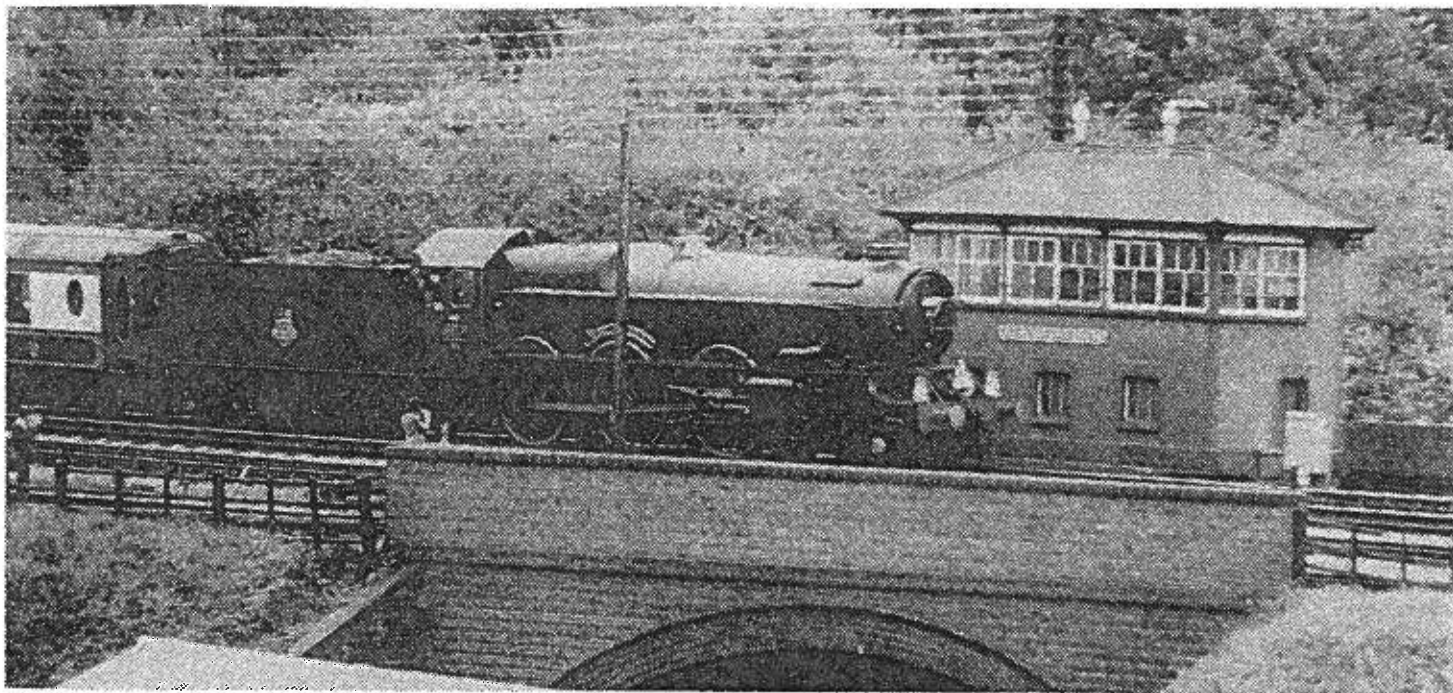
Another article was one on a tour to Blaenau Ffestiniog

arranged by Chiltern Trains. Also one on the Chemin de Fer de Baie de Somme, beloved of many members of the society. Also on the French theme was an article by Mike Norris on that year's French excursion, this time to the Chemin de Fer Touristique de Froissy.

Perhaps the editor might consider reprinting a selection of some of the most historic items in the Donkey. I wonder what our readers think? please let the editor know.

VIVAT REX!

Photography: TONY CATON

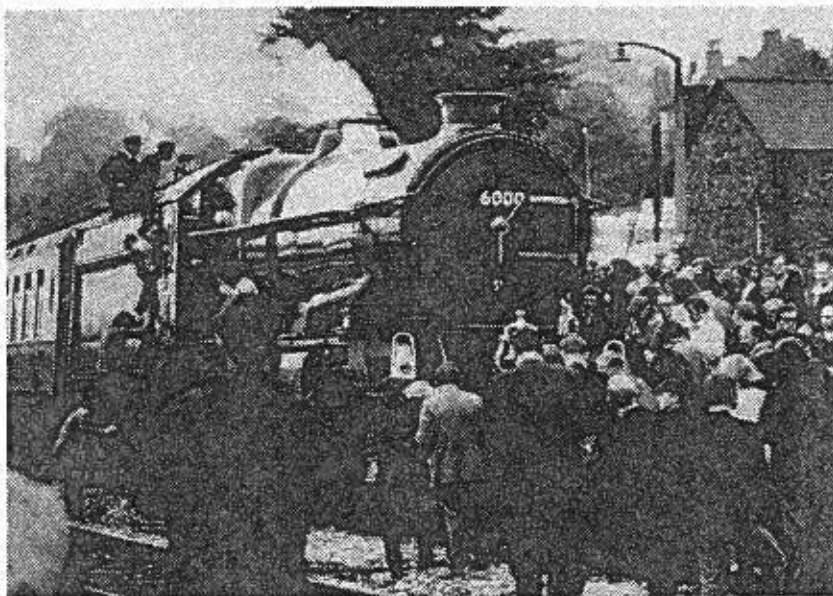


For most of us the period following the running of the "Fifteen Guinea Special" marking the end of BR steam on 11th August 1968 was a barren and depressing time. For three years BR steadfastly refused to consider allowing steam to work on its system citing feeble excuses such as a lack of facilities, lack of experienced personnel, a poor public image created by looking back at the past and the consequent damaging effect on staff morale!

All this started to change when Richard Marsh became BR chairman in the summer of 1971. Peter Prior, managing director of Bulmers, the cider people and custodians of "King George V" (and incidentally son of the Wycombe music shop owner), made the new man an offer which was accepted and it was agreed to run an experimental week long tour of the Western and Midland Regions to assess the problems involved, and public reaction to steam specials.

The Tysley to London (Olympia) leg on Monday 4th October brought the train through High Wycombe around lunchtime and it seemed the whole district turned out to watch, including TONY CATON who took the photographs on this page. Back then, Sainsbury's new supermarket was to be in the then brand new Octagon so the roof of Dovecot car park provided an ideal grandstand as the locomotive steamed majestically past the old north yard and the still active High Wycombe North Signal Box (top). Minutes later the railway monarch paused at the station (right upper) to slake its thirst courtesy of the local fire brigade and was immediately surrounded by loyal subjects. They spread out over every running line and scaled signal ladders and nearby walls for a clearer view. A down dmu had to be held for some time at the outer home before a path could be cleared. Once order had been restored the "King" was able to resume its progress and later burst out of White House Farm Tunnel at Holtspur (right lower) with a magnificent display of clag, just as it had done so often in regular service, headed for two days of display at Kensington Olympia before returning home down the GW main line.

Despite the horrendous trespass problem, Wycombe was only typical, the tour was judged a success, and planning went ahead for a limited programme of specials in 1972 and the rest, as they say, is history. Perhaps it is fortunate that "King George V" performed faultlessly. If it experienced some of its infamous high-profile failures as on more recent prestige occasions things may have been very different.



BOOKSHELF

Ron Brooks



Robert Browning (1812-1889) was obviously intending to increase his knowledge of the iron horse and all its works when he wrote "How well I know what I mean to do when the long dark Autumn evenings come". We now know, of course, that he was side-tracked from this noble aim by a Miss Barrett (of Wimpole Street) and posterity was denied a couple of odes, or maybe a sonnet or two, on the Firth of Forth train ferry or some other scenic aspect of the railway. This selection may well provide the knowledge but is a trifle short of poetic inspiration.

HISTORIC CARRIAGE DRAWINGS in 4mm SCALE Ian Allen
D. Jenkibson & N. Campling SBN 7110 0053 0

This is a ring bound set of some 100 plans of LMS & LNER coaches, including the Clayton steam railcar and its special light-weight trailer. Each set of drawings, on approximately A4 pages, is provided with a half page of appropriate notes. As the book was intended for modellers it is not surprising that dimensions and internal details are profusely presented. This book contains information (a picture is worth a thousand words) not readily available elsewhere, least of all in one place. This is one for the reference library.

THE GLOUCESTER & CHELTENHAM TRAM ROAD Oakwood Press
D. Bick ISBN 0 85361 336 2

In the early 1800's the fast growing town of Cheltenham found great difficulty in getting waterborne goods from Gloucester docks. Local quarries already had extensive horse drawn rail systems which pointed the way to a solution and the Gloucester and Cheltenham tramroad was the result. Although few traces of the actual railway remain the effect of the track on the street plan of the area is permanent. This very well produced and illustrated book of 92 pages has assembled in a most readable form a great deal of information about the formation, building and running of the tramroad, which by acquiring a steam engine qualifies for study by the M & D. Strangely, many of the key characters, either by accident or design, appear to be rather shadowy and in some cases somewhat dubious! This is the sort of book that leads on to further reading on related topics like the Gloucester Docks or the Forest of Dean railway - always assuming there is any time to spare while modelling the Clayton.

THE ILLUSTRATED GUIDE to the SE Rly 1853 Countryside Books
G. Meason ISBN 1 85306 000 3

This is, of course, a facsimile reprint but the title page says it all "The official illustrated guide to the SE rly and all its branches upon superior paper, in boards, TWO SHILLINGS" moreover it was "embellished with FORTY FOUR beautiful views

TWENTY-FIVE YEARS AGO

Roger Bowen

The most significant event of the autumn of 1966, to our locality, was the closure of the Great Central Main Line.

From Monday 5th September Brackley and Woodford Halse stations were closed to all traffic and through trains between Marylebone and Nottingham were withdrawn.

Other news. On September 3rd the "last public run" of an A4 pacific was made between Glasgow and Aberdeen. The train was hauled by 60019 "Bittern". Other excursions of the period were on September 10th - the Farnborough Flyer with Alan Pegler's LNER pacific 4472 "Flying Scotsman", followed a week later with its first visit to Sussex on a tour from Victoria to Littlehampton. Last pannier tank tours also featured. On 21st August 9610 and 9630 were at Wrexham responsible for part of the "Holyhead and Brymbo Special" and on 11th September the same pair worked the "Farewell to GWR 0-6-OPT's" into Wolverhampton (low level).

More closures. From 3rd October Yeovil Town station was closed the service from Yeovil Junction being diverted into Yeovil Penn Mill. From 3rd October also passenger services were withdrawn between Taunton and Barnstaple, Okehampton to Bude, Halwill Junction to Wadebridge and Yatton and Clevedon. On 7th November Glasgow Buchanan St closed.

Plans were afoot for developments in the Isle of Wight. The outcome of talks between the Isle of Wight County Council and the Sadler Rail Coach Co. of Southampton was that the Vectrail Society had decided on diesel operation of the Cowes Line. The IOWCC was negotiating with BR for the purchase of the freehold of the Cowes-Newport-Small brook Junction line. Vectrail would

from original drawings". Originally it was published by no less than W.H. Smith no doubt with a crafty eye on sales from bookstalls on the SE railway. In general terms this little book traverses the railway, station by station (to the joy of W.H. Smith) and digresses to view nearby items of interest among which is the aviary on Ashford Station! The book closes with a piece of information without which no early first class carriages could be complete - where to obtain a first class cigar to match. Is Benson's of Oxford Street still there? The book is a pleasure to read - but apart from geography it doesn't contain a great deal about the railway itself, but as this was operated by the working classes I suppose that's not surprising.

ELECTRIC LOCOMOTIVES OF THE WORLD Bradford Barton
F.J.G. Haut ISBN 0 85156 256 X

Occasionally I have included a book on Electric Traction which from quite early times has had many advantages to offer, such as cleanliness, availability and eventually power, and these were, and are, very attractive to railway operating authorities. This book provides a wide coverage of electric locomotives all well illustrated in black and white and each with an informative caption. Remembering that a kilowatt is almost exactly 1½ horse power (746 Watts = 1 Horsepower) it is interesting to see that most electric locos have power in excess of 2000 hp which is where most steam locomotive types cease to be a practical proposition. Furthermore electric locos can far exceed their continuous rating for short periods and some systems can return power to the line for braking. Recent developments in electronics have provided easy solutions to previous problems, but that's another story.

THE GOLDEN YEARS OF THE MET RLY Baton Transport
D. Edwards & R. Pilgrim ISBN 0 85936 246 9

This is another collection of Black & White pictures of the Metropolitan Railway and its environs. It is not possible to study the MET without also its effect on the country it traversed and subsequently called METROLAND. This rural area it developed, and, having built the railway, energetically set about to provide a good reason for it! The pictures range from rolling-stock to local sports days and general advertising and together form a most interesting social history enhanced, not to say embellished, by a well written and informative text. This book generates nostalgia. Anyone who knows the Ruislip Uxbridge area and is old enough to have nursed the opportunity of buying a house in Ruislip for under £1000 (in 1932) should have this book as permanent bedside reading.



lease the line and raise funds to purchase the permanent way with Sadler supplying the diesel rail cars.

On 23rd Sept the deposit on land, buildings and equipment at Bridgenorth was paid for by the Severn Valley Railway Society to the District Estates Surveyor, London Midland Region. Steps were being taken to bring a locomotive to Bridgenorth.

The second annual open day of the Great Western Society, Reading group, was held at Taplow on 17th Sept, it attracted 7,000 visitors. Highlight of the day was the arrival of a special train from Birmingham (Snow Hill) hauled by 7808 "Cookham Manor". As well as two BR diesels "Pendennis Castle" was amongst the exhibits, along with 6106 which was stored at Taplow along with two GWR "Super Saloons".

The withdrawal of steam traction from the Great Northern section of Ulster Transport Railways was marked on 29th Oct by a special farewell excursion between Belfast and Dublin hauled by WT class 2-6-4T No.54.

With the opening of the Severn Road Bridge on 8th Sept the pioneering car ferry service operated by Western Region ceased to run after 8th Oct. The service, started in 1924, consisted of 3 trains a day between Severn Tunnel Junction and Pilning using bogie car floats.

On 22nd Oct. the Dart Valley Railway came to life again when two special trains were worked between Buckfastleigh and Ashburton and back.

A wide selection of news for the Autumn of 1966.