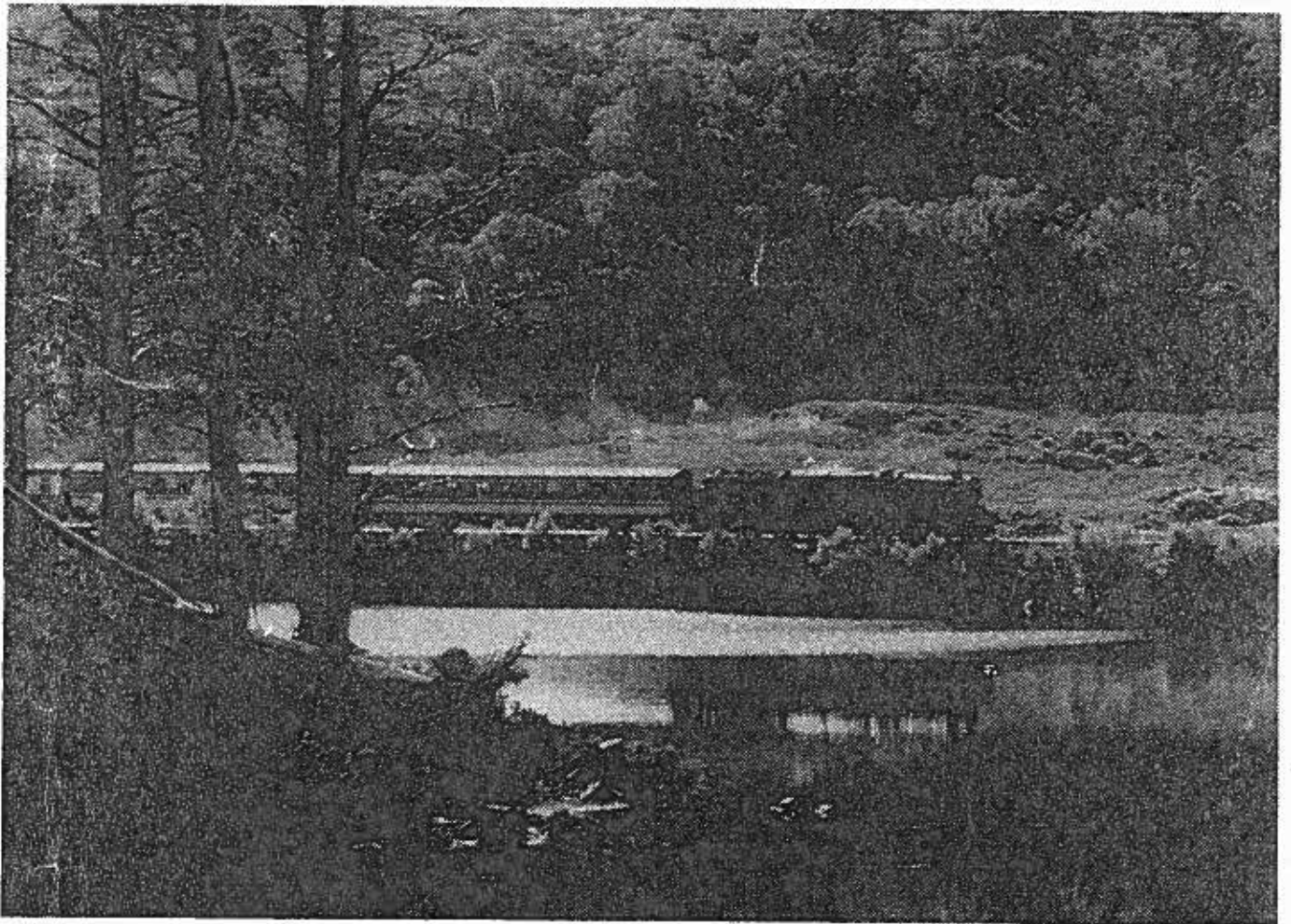


THE

MARCH 1992

61

MARLOW DONKEY



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**DOUBLE HEADED
A CHILTERN FINALE
OLD OAK REMEMBERED
THE EUROTUNNEL PROJECT
A KING OUT OF PADDINGTON**



THE MARLOW DONKEY

Quarterly magazine of the
MARLOW & DISTRICT RAILWAY SOCIETY

No.61 MARCH 1992

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CHAIRMAN'S NOTES

At our first committee meeting of the year, in early February, our Treasurer was able to announce that not only had some 90% of the 1991 membership renewed already but the vast majority had paid the £10 "all in" subscription, a truly remarkable achievement, which proves that most of you think the Society is on the right track even if you don't always express your feelings vocally. Many thanks for your continuing support; we now look forward to good meeting attendances and lively support of the summer trips. The 1992 programme is certainly varied and should provide something for all tastes.

A particularly encouraging trend is for members who move away from the area for various reasons to keep their membership going, thereby staying in touch with old friends and local news. Stan Verrinder, of course, was the first but he was made an honorary life member in recognition of his role in founding the Society. More recently David Gardner, Mark Hopwood, Derek Robson and John Sears are continuing as members from far flung parts of the country. How long before we get an overseas member?

The above members cite the 'Donkey' as the main reason they stay in touch and on a personal note it was good for morale to receive so many unsolicited testimonials at the AGM. However, it is not just myself that makes the 'Donkey' the journal it is its contributors - that's you - and those who do much of the preparation, my mother for typing and Sue Little on the photographs. I'm glad to say that, apart from this column and collating the Society and local news columns, I have no contribution to this issue, which is how I'd like to see it continue. So, as always, I'm appealing for more and more contributions, and the more of you who contribute the more varied the content will be. And can I appeal to you all to pass on any local news or changes you see for our "Railway Roundabout" column, just remember those far flung members who want to know what's going on.

1992 looks like being a bumper year for us rail enthusiasts especially locally. A look at my calendar shows that hardly a weekend between April and early October seems to be free of some interesting event or other - the really difficult thing is deciding which ones to go for. Much of this explosion of activity is due to Network SouthEast's decision last autumn to go into competition with InterCity for the steam business, identifying there was a demand for short shuttle trips to appeal to family groups which have been all but priced out of the InterCity/FSS trips. Whether this programme will be a one-off following the departure of Chris Green to InterCity or whether he will reconfigure IC's policy remains to be seen. Perhaps we should enjoy this summer while we can.

One feature of the IC/FSS programme this year I must praise is the new look all maroon Mk1 trainset. It looks absolutely superb behind almost any locomotive but especially those in BR livery such as the "Duke" or "Blue Peter" and eventually of course the "Duchess". The icing on the cake so to speak has been the "accidental" (on purpose?) repainting of the kitchen car, I hear that Chris Green had decreed no funds are available to put it back into IC livery before its next scheduled repaint - nice one! What a pity however that this magnificent rake

will not be used on NSE's Ashford-Hastings or Salisbury-Exeter workings which will use NSE's own Mk1's whilst MU's will probably be used on the shorter operations. Now if NSE would paint some Mk1's green - just picture them travelling across Romney Marsh behind "Taw Valley".

Talking of recreating the past, Nick Pigott editor of "Steam Railway" floated the idea in the February issue of enthusiasts raising the cash to buy some forty of the traditional, but now almost extinct, 16 ton steel mineral wagons to create a replica coal train to put to work for photographers on say the GCR. He pointed out that these could be purchased at their scrap value, around £100 + VAT, and would require little subsequent maintenance, after all BR did little. It has been suggested that if anything comes of this idea, then the MDRS could use some of its reserves to purchase one of these wagons. What do you think?

Train chasing can be frustrating. On 2nd February Tony Caton and I chased the 'King' from Paddington to the farm lane between the Skew Bridge and Bradenham. It was a damp foggy morning and the trees were caked in ice. Two white ponies were grazing in the field and we kept them in the right spot with grass etc. The shot would be perfect - two ponies grazing framed by frozen trees with the 'King' almost lost in the mist behind. A Turbo passed, not an eyelid batted. Then along comes the 'King' working very hard, this was too much for our equine friends, they fled leaving us with an indifferent shot.

That's life!

Mike

COVER

DAVE LITTLE has made the prints classes of our Photographic Competition his own, winning both groups last year and this! This year's Black & White winner features LMS "Black 5" 5407 alongside Loch Eilt bound for Mallaig on the West Highland line in September 1991.

STOP PRESS!

The veteran GW 4-4-0 'City of Truro' is to make its farewell main line runs through High Wycombe in May as follows:-

Sun 3 May Derby - B'ham - HW - Paddington.
Sun 10 May Ealing B'way - HW - B'ham - Derby.

TIMETABLE

FORTHCOMING MEETINGS & EXCURSIONS

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

MEETINGS

Thurs 16 Apr NSE THAMES & CHILTERN - TODAY & TOMORROW D. Dodd
Retail Manager Thames & Chiltern

A chance to find out more about how our local lines are operated and the exciting developments planned for the next decade.

Thurs 21 May STEAMING BACK TO SMALLBROOK S. Duddy

In advance of our summer trip, a review of the railway history of the Isle of Wight and a look at the current situation.

Thurs 18 Jun FOSTER YEOMAN - MOVING MOUNTAINS P.T. Chapman

Ever wondered where all that stone comes from and where it goes to? This evening provides an overview of the entire operation and explains the part rail plays in distribution.

Thurs 16 Jul WORLD STEAM 2 Pete Greatorex

Peter continues his world wide steam safari.

Thurs 17 Sep SOMERSET & DORSET Mike Beale

Thurs 15 Oct AN EVENING WITH BERT HOOKER

Thurs 19 Nov MIDLAND & GREAT NORTHERN JOINT John Hobden

Thurs 17 Dec CHRISTMAS BUFFET & SOCIAL

EXCURSIONS

Sat 11 Apr

CAPITAL EXPLORER

A chance to explore the London network for the price of a Travelcard - see Society News.

Sat 9 - Mon 11 May RPSI IRISH WEEKEND

Sun 26 July

FAMILY TRIP TO ISLE OF WIGHT

By coach to Portsmouth, ferry to Ryde, then you will have the freedom of the BR and Steam railways for the day.

Fare: Adults £16.00 Child £14.00 includes Rover Rail ticket (provisional)

Sat 19 Sept

FOSTER YEOMAN AND EAST SOMERSET RAILWAY

A rare chance to see the quarrying and rail operations at Merehead. After lunch we visit the East Somerset Railway. By coach, bring the family.

Fare: Adults £10.00 Child £8.00 includes ESR (provisional)

SOCIETY NEWS

NEW MEMBER

We are pleased to welcome Pip Burston of Bourne End as our latest new member. We hope to see him regularly at our meetings and trips.

ANNUAL PHOTOGRAPHIC COMPETITION

Once again we were faced with the difficult but pleasurable task of selecting the four class winners in February's competition. The standard was again extremely high. The results:-

- A: COLOUR SLIDES - UK: David Cooke - Llanelli steelworks in the late sixties.
B: COLOUR SLIDES - OVERSEAS: Peter Robins - Double headed QJ's on a freight in sub-zero China.
C: COLOUR PRINTS: Dave Little - LMS 5407 near Glenfinnan in September '91.
D: B & W PRINTS: Dave Little - Same loco, same line, alongside a loch next day.

David Cooke took the Eddie Lewcock Cup for the class A winner as 'best in show'. The four winners will as usual feature on the cover of this year's Donkeys.

Next year, in addition to our usual four classes we shall have a fifth which will alternate between COLOUR SLIDES - BR PRE-1970 and COLOUR SLIDES - DIESELS & ELECTRICS (world wide) starting with the former.

PREVIOUS MEETINGS

The Christmas buffet was a huge success and thoroughly enjoyed by all who attended. We shall repeat the event this year. The "entertainment" was provided by Peter Robins on the lighter side of gricing, John Sears in search of the Bermuda Railway and Mike Walker looking into Grand Canyon.

The formal business of January's AGM was followed by a series of short talks by Alan Wheeler on GWR Toads, whilst Eddie Lewcock and Mike Norris both provided interesting selections of

slides, mostly of some antiquity. Thanks to all.

NORMAN ASTON-SMITH TROPHY

The runaway winner this year was Martin Pink's highly original and entertaining essay "The Fawley Ass" (December 1991). It got almost as many votes as the rest put together. Runners up were Roger Bowen, David Gardner, Phil Searle and Mike Walker.

SUBSCRIPTIONS

The renewal rate this year has been overwhelming but there are still, literally, a handful outstanding. As always, hopefully, this is an oversight and we look forward to hearing from you promptly. The £10 'all-in' offer is still open. Remember if you have not renewed by the end of April you will be deemed to have lapsed.

OFFICERS & COMMITTEE

Following the retirement of Dave Cooke and John Sears, Tim Speechley and Roger Wallis have been elected to serve on the committee for this year. The officers remain as previously - see list on page 2.

CAPITAL EXPLORER

Saturday 11th April is the date of our first Capital Explorer, a tour of London's rail network. Meet at Paddington at 09.15 (08.03 from Bourne End, 08.00 High Wycombe, 08.04 Amersham). Our journey will take us on BR and LT by way of Earls Court, Wimbledon, Hampton Court, Chessington, Victoria, South London Line, London Bridge, Woolwich, across the Thames by ferry thence West Ham, Barking, Gospel Oak, Gunnersbury, Hammersmith and back to Paddington. There will of course be a midday pause for refuelling at a CAMRA approved water hole.

The detailed itinerary will be available on request. The route includes plenty of interest and history and will give the opportunity to sample a wide range of stock from 4EPB to 456. Other parts of the system will be explored in later trips.

1991 ANNUAL REPORT

MINUTES of the Annual General Meeting of the Marlow & District Railway Society held on the 16th January, 1992.

VENUE: Royal British Legion Hall, Marlow. Time 8pm.

CHAIRMAN: M. Walker

APOLOGIES FOR ABSENCE: P. Robins, P. Greatorex, A. Costello.

25 members were present.

Minutes of the 1991 AGM had been published in the "Marlow Donkey" and a vote was unanimously accepted.

Reference was made to, and thanks given, for the scaled down model of the Signal Arm made by Alan Wheeler for the Norman Aston-Smith Trophy.

CHAIRMAN'S REPORT

This reviewed an active year which had been good for the Society. Our membership ran at about the mid fifties and meeting turn-outs as percentage of total membership was very good.

Highlights amongst the talks included those from J. Jarvis, Mr. Barnes, Dick Hardy, Wally Richards and P. Greatorex who is giving a repeat performance this year. The December Buffet had been a success and will be repeated in 1992.

Visits were made to the Channel Tunnel Site, Fawley Barbecue (with attendant rain), Butterly & Crich, and a small party went to the C & PR Rly.

Thanks were extended to all Committee members also Gavin our coach driver, along with Mrs Walker and Sue Little for their help with the production of the "Marlow Donkey".

TREASURER'S REPORT

In the absence of our Treasurer, currently on overseas travel, a printed account of our finances was circulated to members. This showed a small loss of £79.91 which had been deliberately incurred for the year as there had been a good balance in hand.

Reference was made by R. Bowen to the very low speakers charges and the fact that this might not continue but the Secretary advised that it was under control for this year.

The adoption of the report was proposed by R. Bowen and seconded by T. Speechley.

SECRETARY'S REPORT

Reviewed future meetings and outings. Thanks were extended to Mrs Lewcock for a lot of behind the scenes help in correspondence with speakers etc.

Reference was made to the large number of steam operations being set up by NSE this year.

ELECTION OF OFFICERS

Three Officers were due to stand down, E. Lewcock, D. Cooke and J. Sears. The latter two were not able to stand again due to moves out of the area.

E. Lewcock was re-elected and two new committee members Roger Wallis and Tim Speechley were elected.

ANY OTHER BUSINESS

In response to A. Wheeler's enquiry, present membership was given as 58.

E. Dove thanked the Committee for their work and tributes were paid to M. Walker for the excellent presentation of the "Marlow Donkey".

R. Bowen added his thanks for the "Marlow Donkey" also to E. Lewcock for arranging the speakers and commented favourably on the high turnout at meetings.

A discussion was held regarding the "00" model of Marlow Station currently resting in the Chairman's attic. The assembled lay-out would be 20' x 2'6" and the possibility of its display at Fawley was raised.

The meeting closed at 9pm to be followed by a show of members slides.

MARLOW AND DISTRICT RAILWAY SOCIETY

ACCOUNTS FOR YEAR ENDING 31 DECEMBER 1991

INCOME		EXPENDITURE	
SUBSCRIPTIONS			
15* 20.00	120.00		
46* 5.00	230.00		
		150.00	
NEWSLETTER			
		Printing	49.60
		Stationery	20.83
		Postage	9.51
			79.94
MEETINGS			
Fees (254)	203.20	Room Hire	130.00
		Speakers Exp.	58.00
			188.00
TRIPS			
Channel Tunnel	250.00		281.00
(31.00 Loss)	250.00		281.00
Fawley	42.00		42.00
			42.00
Butterley	624.00		580.20
(43.80 Surplus)	624.00		580.20
XMAS BUFFET			
	162.50	Buffet & Bar	211.50
		Prizes	42.55
			254.05
(92.55 Loss)	162.50		254.05
BUILDING SOCIETY INTEREST			
			11.52
DONATIONS			
Stan Verrinder	5.00	C. & P.R.R.	10.00
Visitors	2.40		
			10.00
TRANSPORT TRUST			
		Subscription	22.00
PRIZES			
		Engraving	5.10
		Book Tokens	50.85
			55.95
OFFICERS EXPENSES			
			18.19
TOTALS			
	1670.62		1750.53

On Hand 01/01/91:	On Hand 31/12/91:
Building Soc. 620.00	Building Soc. 560.00
Cheque Book 30.00	Cheque Book 22.00
Cash 7.68	Cash 5.20
Total 6677.08	Total 557.20

∴ therefore record a loss of £79.91 for the year 1991.

F.D. Robins. Treasurer.

RAILWAY ROUNDABOUT

NOTES AND NEWS

LOCAL STEAM

When Dick Hardy addressed the Society in October he hinted that Network SouthEast were taking a positive attitude to steam in 1992 and we'd be in for some pleasant surprises. Details are now to hand and we are not disappointed to say the least. This year, in addition to the InterCity/FSS and Metropolitan trains already announced, we will see steam north and south of Aylesbury and on the Henley branch; and thats just locally! The programme to date:-

Sun 22 Mar	Paddington-Stratford-Paddington 6024	King Edward I
Sun 12 Apr	Paddington-B'ham-Sheffield 71000	Duke of Gloucester
Sun 19 Apr	Paddington-Stratford-Paddington 5029	Nunney Castle
Sat 25 Apr	Aylesbury-Princes Risboro shuttles	44932
Sat 16 May	Harrow-on-Hill-Amersham shuttles	44932/69621
Sun 17 May	- do -	- do -
Sat 23 May	- do -	- do -
Sun 24 May	- do -	- do -
Mon 25 May	- do -	- do -
Sun 31 May	Ealing B'way-Stratford & return 5029	Nunney Castle
Sun 12 Jul	Ealing B'way-Stratford & return 6024	King Edward I
Sat 29 Aug	Aylesbury-Quainton Rd shuttles	loco T.B.A.
Sun 30 Aug	- do -	- do -
Mon 31 Aug	- do -	- do -
Sun 27 Sep	Ealing B'way-Stratford & return 5029	Nunney Castle
Sun 25 Oct	Twyford-Henley Shuttles	loco T.B.A.
Sun 1 Nov	- do -	- do -

In addition 6024 will be on static light steam display at Slough on Sat 13 June to mark 150 years of Royal Train operation.

Add the Salisbury-Exeter and Ashford-Hastings specials and you've got the makings of a vintage summer; but why not Marlow?

DIESEL SPECIALS

Two significant diesel hauled specials are planned for the Joint Line in the coming months. On Sat 16 May "D400", 50.050 "Fearless" (restored to original livery) will operate the "Chiltern Atmospheric 50" tour from Aylesbury (08.00 prov.) via High Wycombe (08.27), Reading, Basingstoke, Southampton, Yeovil and Exeter to Plymouth; returning via Bristol and the GW main line. The fare is £38 and the train is being organised by the Panshanger Rail Group, 81 Broomhills, Welwyn Garden City, Herts., AL7 1RE, tel. 0707-325293/323213. An NSE Mk.2 West of England set will be used.

On Sat 6 June the Risborough & District Model Railway Club is running its "Risborough Venturer 92". Formed of a class 33/1 push-pull unit with the two 4TC sets restored to their 1967 blue livery, the train will start from Princes Risborough (08.45 prov.) and run via High Wycombe (09.00), Acton, West London Line, Clapham Junc. and then down the LSWR main line to Alton for the Mid Hants Railway. Return by the same route. Fare £27; bookings:- R&DMRC c/o 1 Providence Villas, Summerleys Road, Princes Risborough.



Both these are very unusual workings and thus worthy of photographing even if not travelling.

OPEN DAY AT AYLESBURY

There will be an Open Day at Aylesbury "Turbo" depot on Sat 25 April. In addition to displays, a steam service will operate to Princes Risborough - see separate item.

TURBOS AT LAST!

The full 'Turbo' service on the Wycombe line commenced on Mon 20 January. It features 6 up and 7 down peak hour non stops from High Wycombe (35 minutes) and a twice hourly off peak service of alternate slow and semi-fasts, the latter continue to Banbury. The Aylesbury branch and West Ruislip now get sparse service, South Ruislip is the interchange for LT. Headcodes as follows:-

01 Marylebone - Aylesbury via Amersham (all stations)	15 Marylebone - High Wycombe (rush hour peak, semi-fast)
02 Marylebone - Aylesbury via Amersham (semi-fast)	16 Marylebone - High Wycombe (Harrow Road, Sudbury Hill, Harrow and W. Ruislip)
05 Amersham - Aylesbury	17 Marylebone - Gerrards Cross (peak all stations)
10 Marylebone - Banbury (rush hour peak fast, High Wycombe)	18 Marylebone - Gerrards Cross (all stations except Sudbury & Harrow Road, Sudbury Hill, Harrow and W. Ruislip)
11 Marylebone - Banbury (off peak, semi-fast)	19 Marylebone - Wembley Stadium (Special events)
12 Marylebone - Bicester North	
13 Marylebone - Princes Risborough	
14 Marylebone - Aylesbury (via Princes Risborough)	

By 20 Jan all of the first batch of 22 two-car units had been received, enough to cover the new service, albeit with 2 cars only in some cases where longer trains are needed. The next batch, 11 three car units will be delivered direct to Thames to replace loco hauled services during the Paddington re-modelling until 165/1's are available. It will NOT be necessary to remove Turbos from service on Chiltern - they hope!

A NEW APPROACH FOR PADDINGTON

That's the inspiring title given by NSE to the major remodelling scheme now gaining momentum at Paddington which will continue until November. The track layout is being completely revised to eliminate all speed restrictions through the approaches thus allowing all departing trains to accelerate immediately to full speed. The new layout will also include provision for the future Airport and CrossRail services. The whole area will be resignalled as far as Hayes on the main

MAILBAG

Member's Letters

Dear Editor,

Whilst I enjoyed reading the article by David Gardner on "Legends Spam Cans and Ugly Ducklings" in the December 1991 issue of the "Marlow Donkey", I must take issue with him regarding the legend that the LMS "Scots" were copies of the Southern "Lord Nelsons".

Certain "authorities" who should know better, have started this misleading statement which has confused many people but the fact is that, although "Nelson" drawings were sent to the North British Company, who, in conjunction with the LMS Drawing Office at Derby, designed these engines in a very great hurry, the only similarities are the cab shapes and certain fire-box details, which also resembled GWR practice. Amongst the more obvious differences are the following:-

	ROYAL SCOTS	NELSONS
Cylinders (number of)	3	4
Cylinder diameter	18"	16½"
Boiler Pressure	250 psi	220 psi
Boiler Heating Surface Total	2497 sq ft	2365 sq ft
Driving Wheel Diameter	6'9"	6'7"

The wheel spacings are all different and the SCOT motion details are derived from the 2-6-4 Fowler Tank with inclined cylinders; whilst details from the inside motion were "lifted" from the Midland Compounds. The boiler was derived in part from the S&D 2-8-0, whilst the axle boxes were an enlarged version of the Midland design. Incidentally the Scots steamed well from the start whilst the Nelson's performances were patchy. Writers covering this point include O.S. Nock, E.S. Cox, A.F. Cook and E.A. Langridge when covering that period of LMS history.

line and Northolt Junction on the Wycombe line controlled from the new IECC at Slough. The work includes erection of some electrification gantries in the Paddington area to minimise future delays.

Whilst the scheme proceeds major changes to services will be in effect. Westbourne Park (BR) station will be closed from Friday 16th March and will be demolished to allow track realignment. A special timetable begins on Sunday 18th March and remains in force until November. Under this journey times will be extended and services retimed. From 11th May all locomotive hauled services into and out of Paddington cease, many Inter-City trains to the West Midlands currently worked by 47's will be HST worked or start and finish at Reading whilst the Network Expresses will be operated by Network Turbos, some initially borrowed from Chiltern. Also from May 11th platforms 9-14 will be closed, all services operating from platforms 1-8 often doubling up. Later 1-8 will be closed.

If you're planning to travel to Paddington this summer, particularly at weekends, check before you travel.

PADDINGTON TO WHERE?

Despite the upheavals at Paddington an interesting new through service begins on May 12th, the 06.00 Paddington to, would you believe, Inverness! There is a balancing return working leaving the Highland capital at 08.40. Even though HST's will be used the train is hardly high speed, taking 12 hours.

CLASS 60 - THE MODERN PANIER?

In my youth a train ride to Paddington would reveal hordes of Pannier Tanks fussing about their business; a recent journey revealed the class 60 has taken on this role. They seem to be everywhere, shunting at Langley, West Drayton, Hayes, Southall and Acton, as well as hauling tonnage along the relief lines. Who says little freight moves on BR? You'd never believe it. These magnificent machines now handle the Chiltern line "Bin-Liner" trains and with increasing frequency head both ARC and Yeoman stone trains!

A GLEN RETURNS

NBR 256 'Glen Douglas', one of the quintet of locos involved in the 'Pre-Grouping Revival' of the late 50's and early 60's, is to return to the mainline. The 1913 built 4-4-0 has been moved from the Glasgow Transport Museum to the SRPS base at Bo'ness for overhaul.



It is curious how long such legends persist, the longest is probably that George Stephenson designed the "Rocket". I saw the claim recently in the Science Museum, London and the implication is clearly shown on the back of every current £5 note. The fact is that George had nothing to do with the design or building. Robert Stephenson did both, so that the only connection was parenthood!

Eddie Lewcock

Dear Mike,

I felt a note of thanks was in order to the membership, for voting the 'Fawley ASS' the prestigious Norman Aston-Smith Trophy. It's sat here on the desk in front of me, the wife won't let it into the lounge.

The idea for the 'ASS' did not come at once, in fact it was a gradual piecing together of ideas over 18 months or so. Originally the line from Marlow was to have started the northern bank, but after rereading the "Marlow Branch" I thought use of the abandoned GWR route would have been more likely. The ultimate life span of the railway was to have been much longer, perhaps into the fifties. But to explain away its total non-existence today, a sudden and dramatic end before the war seemed more fitting.

The easiest parts to dream up were the characters, after all they are all well known aren't they. I must give them a special thanks.

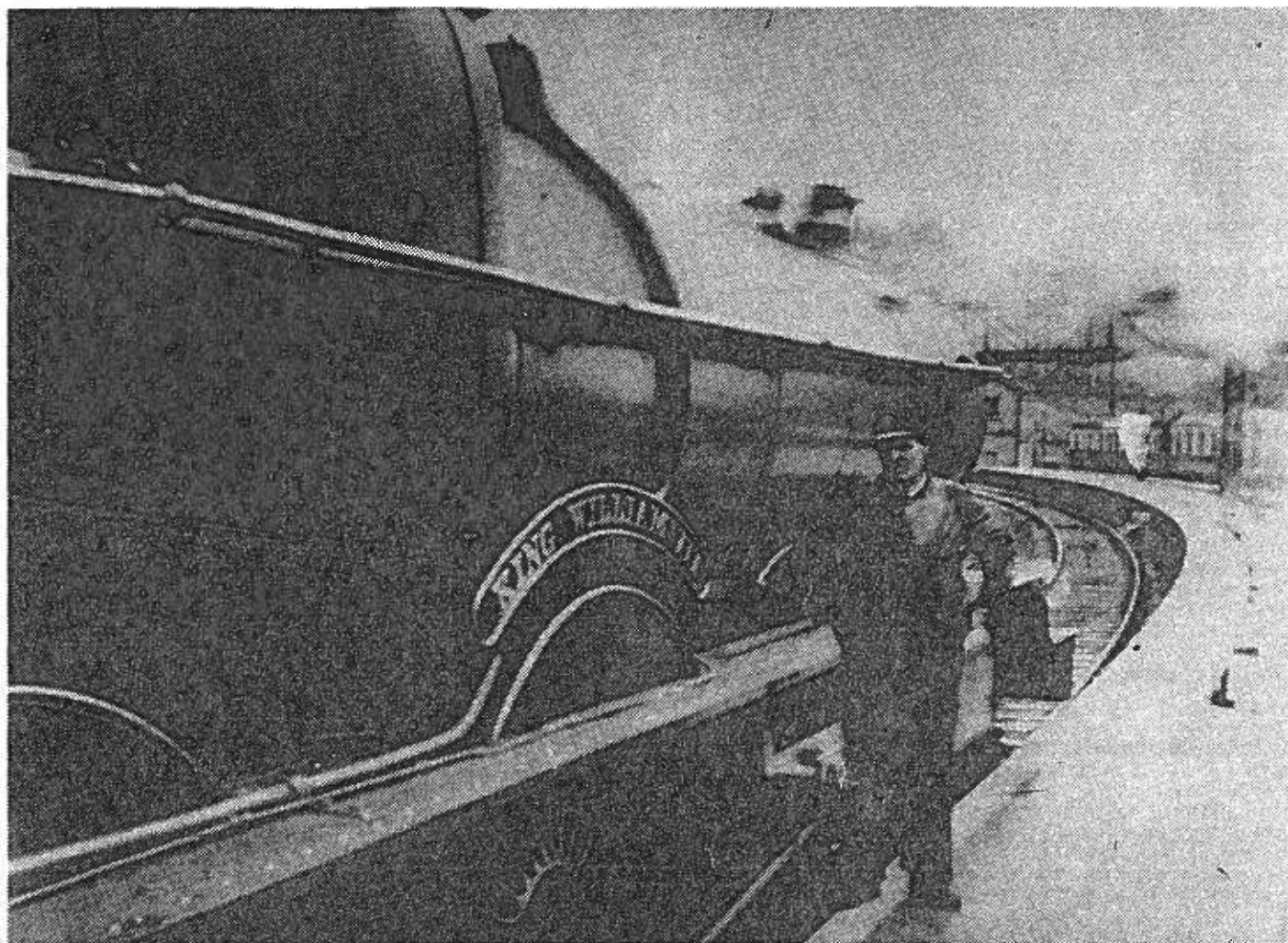
I'm pleased it was well received and thanks again.

Martin.

BE QUIET, YOUR FATHER'S IN BED

OLD OAK COMMON REMEMBERED

Tony Caton



My father beside 6007 'King William III' at Kingswear Devon just before the war.

To me one disadvantage in being an Engine Driver's son was to be told by my mother "Your dad's on nightwork, so be quiet".

But my early memories of steam were to be taken by my dad to Old Oak Shed, the Shed where he spent forty-one, I hope happy years, as Cleaner, Fireman and Driver.

To me in the late forties and early fifties, Old Oak was out of this world. All classes of locomotives, Kings, Castles, Halls, Granges and lots of Tanks and the 47 Class (not diesels - you diesel nuts) were always standing outside of the sheds, what a great looking loco, a small Great Bear. The Shed itself was one of the largest Sheds in the country, four large turntables, how I loved to ride on them as a kid. What about the smoke - how men worked in those conditions I do not know, men who did the necessary job, without whom trains would not run.

Going to Old Oak in August 1991, on The Open Day, how sad, it was not the same place, a sad, run-down skeleton of a place, British Rail has done what Hitler could not do.

I can remember my Dad telling me that his first attraction to steam engines was watching trains go by on Wormwood Scrubs (on the outside). He was to fall in love with the Star Class, which were almost new, so being he joined the GWR just before the First World War as a young cleaner.

The outbreak of the War meant many changes on the Railways, one of course, must have been the loss of many young men. I understand if you were under-age you told lies about your age, as my Dad did and volunteered. Off to France he went, but became injured in one of those famous battles, I cannot remember which one, so he came back to England and in time went back on the Railway to Old Oak. He was considered only fit for light work at the time and so was sent to somewhere called 'sleepy Marlow', yes, a Fireman on the Marlow Donkey. His second bit

This King was involved in an accident at Shrevenham in January 1936 in which the driver and a passenger were killed. I later knew the fireman on this occasion when he was a driver on passenger shunting duties at Old Oak Common. A good old driver, he lost all his hair after the accident and I understand the Company gave him a wig. 6007 was replaced at a cost of £5362 and later cut up by Cox & Danks in 1962. With similar bad luck, the real King (1689-1702) died of pleurisy after falling off his horse.

Collection Tony Caton

of luck came when looking for young ladies as young men do, he met my Mum - thanks to the good old Donkey. My Mum would tell me of those days, of riding on the footplate between Marlow and Bourne End, a bit of a risk, considering the Company's attitude to women on engines.

In time they married, and went to live in Shepherds Bush, a Green, with an Empire, and Trams (trolley-buses in my time) and the Met Railway. As years went by, Dad fired on many engines, good and bad, to many drivers, good, bad and old. Some old drivers thought themselves "Gods", even the Shed Foreman would not question them, and they would offer no help to the Firemen (pigs).

In 1940 he went to Swindon and passed out as a Driver. Twenty years a fireman was a long time firing Kings to Plymouth and double-home to South Wales, Cheltenham Flyer and all. When in your late thirties it was hard work in all weathers which would tell in later life.

Early driving duties were shunting passenger and goods in Old Oak, which were very large yards, this included many ammunition trains in the War with Mr. Hitler's air force dropping large bangers, with only some big guns on Wormwood Scrubs to stop them.

He went on to drive Kings, Castles, Granges and Halls, also Aylesbury link through Bourne End and Wycombe with a young fireman called Wally Richards.

In the late fifties he came off the main line on health reasons to go on the Ups and Downs to Paddington - Old Oak on 9400, 1500 and 5700 class tanks. Steam all his life with one ride only on one of the gas turbine engines 18000 or 18100. The steam engine, we all like to look at and admire for its looks, its moods etc., a bit like looking at a beautiful woman but to work on them day-in, day-out, was hard work. Dirty hot and cold, rough to ride on, also to get out of bed on a cold winters morning at 1.00/2.00 am to push-bike to work in frost,

snow or fog was no joke. I don't think we would enjoy it today.

In 1960, Dad retired early, at the age of 61, because of bronchitis, in the next year we moved to Marlow, Mum's home-town. Dad had two years in retirement only, he died in May of '63 like his old engines, 'worn out'.

I, unlike him, had no sons, but two daughters, but I hope one day to have a grandson to take to Didcot, but my wife does not have to say to them "Be quiet, your Dads in bed".

Long live the Memory of the Great Western Railway.

P.S. One point for you to think about, Dad told me he once rode on a King on a Salters River Boat special on the Marlow Branch line!!

CHILTERN LOCO HAULED FINALE

Peter Bond

On Friday 17th January this year, I travelled on the 17.38 Paddington to Banbury via Wycombe train on its last day of operation. Earlier, in the Paddington Control Room above "The Lawn", the Station Manager had explained to me that his efforts to obtain D400 for the occasion had failed, this loco being required to operate on that day from Waterloo to Exeter. Indeed, his tapping into TOPS on the control desk revealed it to be at Salisbury. An unremarkable 47.364 (without steam capability being part of the CivLink fleet) had been substituted. However, it would - and did - carry a "last train" head-board and the Station Manager had arranged for the 17.38 to depart from Platform 8, apparently as a mark of respect.

The amazing thing is that this service lasted so long. In the sixties it was "4.15 from Paddington" (shades of Agatha Christie), first stop Gerrards Cross and the sole surviving down local train from Paddington to the Joint Line after these services were all concentrated on Marylebone following extension of the Central Line to West Ruislip back in 1948 - 44 years ago. After that, the Oxford via Thame and Aylesbury trains were cut back to Princes Risborough or diverted via Maidenhead and the suburban auto trains confined to the Ealing loop line and ignominious termination at Greenford Central Line. Then, finally, in 1974 the last vestiges of a semi-fast Birmingham service were diverted via Reading - back to The Great Way Round - and for the next eighteen years, departing later, the 4.15 became the return working of the sole surviving up morning train to Paddington.

Earlier, in the late sixties, the 4.15 had the honour of being the last advertised steam train from Paddington. It seems only

the other day that I travelled on that other last train to Banbury on a summer evening a quarter of a century ago.

But in 1992 it was a dark and foggy night when the 4.15's lineal descendant - the 17.38 - left Paddington for the very last time, packed with commuters. Destined to become Turbo Travellers the following week, they would no longer be able to play cards and place on tables drinks and refreshments purchased from a passing trolley. The front coach (a compartment first!) was seething with noisy, youthful enthusiasts chanting "last time, last time" who had decorated the windows with coveted labels for Liverpool Lime Street, Wolverhampton and Manchester Piccadilly all including High Wycombe and Princes Risborough in the small print.

As we swung over the points at Old Oak and onto the soon-to-be-singled Wycombe line, I thought I could still see the familiar ghosts of the passing halts at Old Oak Common Lane, Park Royal West, Brentham, Perivale and Northolt which I had known so often as a boy after first travelling on this line in 1927 at the age of three.

As we climbed through the Chiltern beech woods, the card players (who had brought their own bottles) tried to sing Auld Lang Syne. At Wycombe, there were photographers, including our Chairman who remonstrated with the camera-shy driver who had pulled up beyond the signal and under the bridge. When I alighted at Risboro' there were more photographers and videographers galore - to say nothing of the "last time" brigade. Then, to cheers, the Paddington train slid out of the station and disappeared for the last time across the dark green desert of the South Midland Plain.

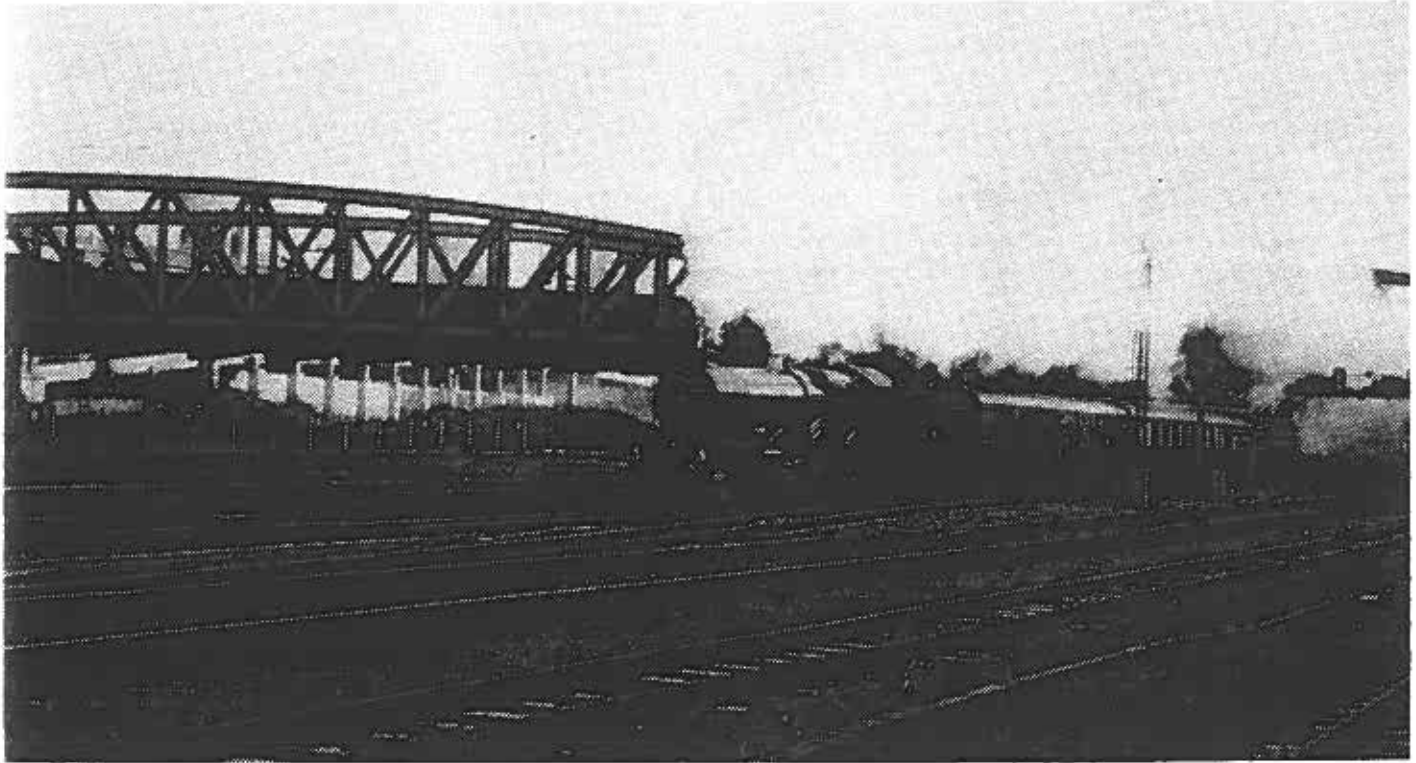
Although the "Chiltern Loco Hauled Finale" pulled up to the bridge at High Wycombe, "supersonic" 1000ASA film was good enough to freeze the action as 47.364 wearing "Dutch" grey and yellow livery slowed its train to a stand at the brightly lit platform.

Photo: Alan Costello



A KING OUT OF PADDINGTON

Alan Wheeler



Peter Robins

Having booked a steam trip, how to get to the start was considered. The trip from Paddington at 09.55 with pick-up and set-down at Gerrards Cross. The first question was do we go Marlow/Maidenhead/Paddington and return, or drive to Gerrards Cross, catch a Network Turbo to Marylebone/tube/Paddington the way out, detrain at G.C. on return. Gerrards Cross was decided upon, a call to High Wycombe info centre told us trains at 08.16 arriving 08.54 or a later semi-fast 08.27 arriving 09.06 - these notes do have a bearing on later happenings.

Saturday December 7 woke to a hard frosty morning. Driving to Gerrards Cross we arrived as the notice cancelling the 08.16 was being written. The Aylesbury based Network Turbo had failed to start - first cold morning. The 08.27 was to become an all stations slow. 08.37 came and went, at 08.45 an elderly DMU appeared and we boarded a totally unheated coach for Marylebone to arrive at 09.25 - FROZEN. Several others had joined the train at Gerrards Cross for the steam trip and discussion on the train regarding getting a taxi to Paddington was discussed, though not carried out.

Platform 10 Paddington saw a train of Pullman coaches and ex-GWR 6024 KING EDWARD I at its head in full steam, plus a few photographers! Platform 11 saw a departing DMU for Reading, later I heard from another passenger, that a member of public had asked him if the train, pointing to the King, was the train for Maidenhead! We boarded our coach - C - having booked the full dining facilities. 09.55 a blast on the whistle as we were off. Several photographers were to be seen hanging on or off various railway and private buildings. Running alongside, a Metropolitan LT train had many faces and cameras aimed at the King. Old Oak Common and we bear right off the main GWR line, speed steadily increasing, Hanger Lane, Perivale we are starting to move. Approaching West Ruislip we start to slow, and from now on to Gerrards Cross we creep along. Stopping at G.C. for pick-up we make a slow start and creep along finally coming to a stand at High Wycombe station, we are now 20 minutes late. The reason? Signal checks all along the line due to an earlier cancelled train and the following train being made an all stations slow - the 08.16/08.37 on their return runs. Martin Sherwood was spotted in the car park at H.W. No doubt other members were along the line from Beaconsfield

to Risborough. After the stop at H.W. we did put on a bit of speed and arrived at Risborough for watering, but still 20 mins down. Jim Sarney, who some of you know was to be seen at Risborough. Bicester was to be a passing point on the single line, but due to our late running, we had a non-stop run through to Banbury - arriving on time. By now the dining facilities were in full swing, so whilst the King took water at Banbury, we started to eat a full 4 course Xmas lunch.

Away from Banbury on time, we had a good run to Leamington Spa, where whilst eating Xmas pudding we waited for the path to Warwick. Following the departure of a Sprinter from the adjacent platform we ran to Warwick. Hatton bank was taken in a very sedate way, I felt sorry for the many video/photographers hoping, as I had, to hear her working hard up the bank. And so round to Stratford-upon-Avon, arriving about 2 minutes late.

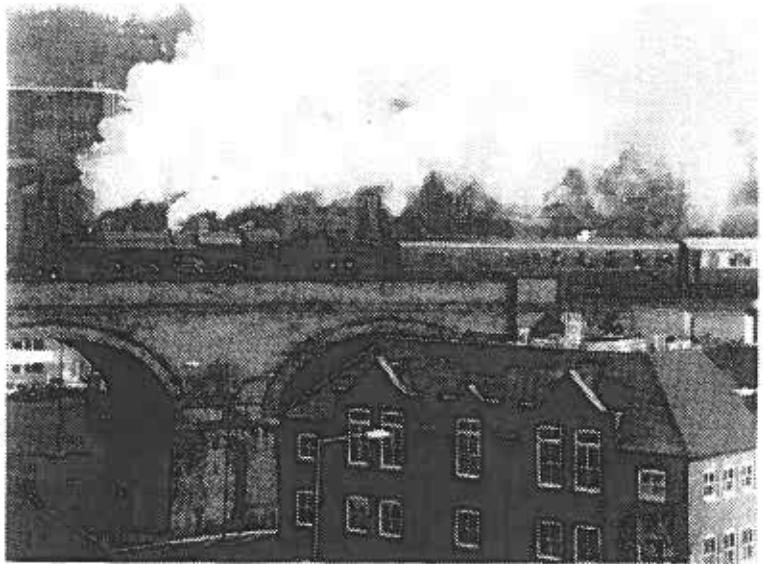
Platform 3b held a pleasant surprise - the 3 car Westernised EMU that we saw at Bourne End/Marlow on Aug 31 this year, in service between Stratford and Leamington Spa.

The return was due to depart at 15.50, and although still light, the temperature was dropping - it had not been high all day, however the King stood alongside the train whilst still being recoaled, moving forward and finally back onto the train some 20 minutes later, the light was failing fast and as we moved out of Stratford, we saw ice on the canal. The return trip saw a steady run, basically 20 mins late all the way. By the water stop at Banbury we were being served our high-tea and not too many people got out onto the frosty platform - at 6.00pm. Our run to Risborough was a good non-stop run, Terry Dearling being spotted on the platform. We detrained at Gerrards Cross some 20 minutes late and watched the King depart with a beautiful bark up the cutting we could hear her long after she was out of sight.

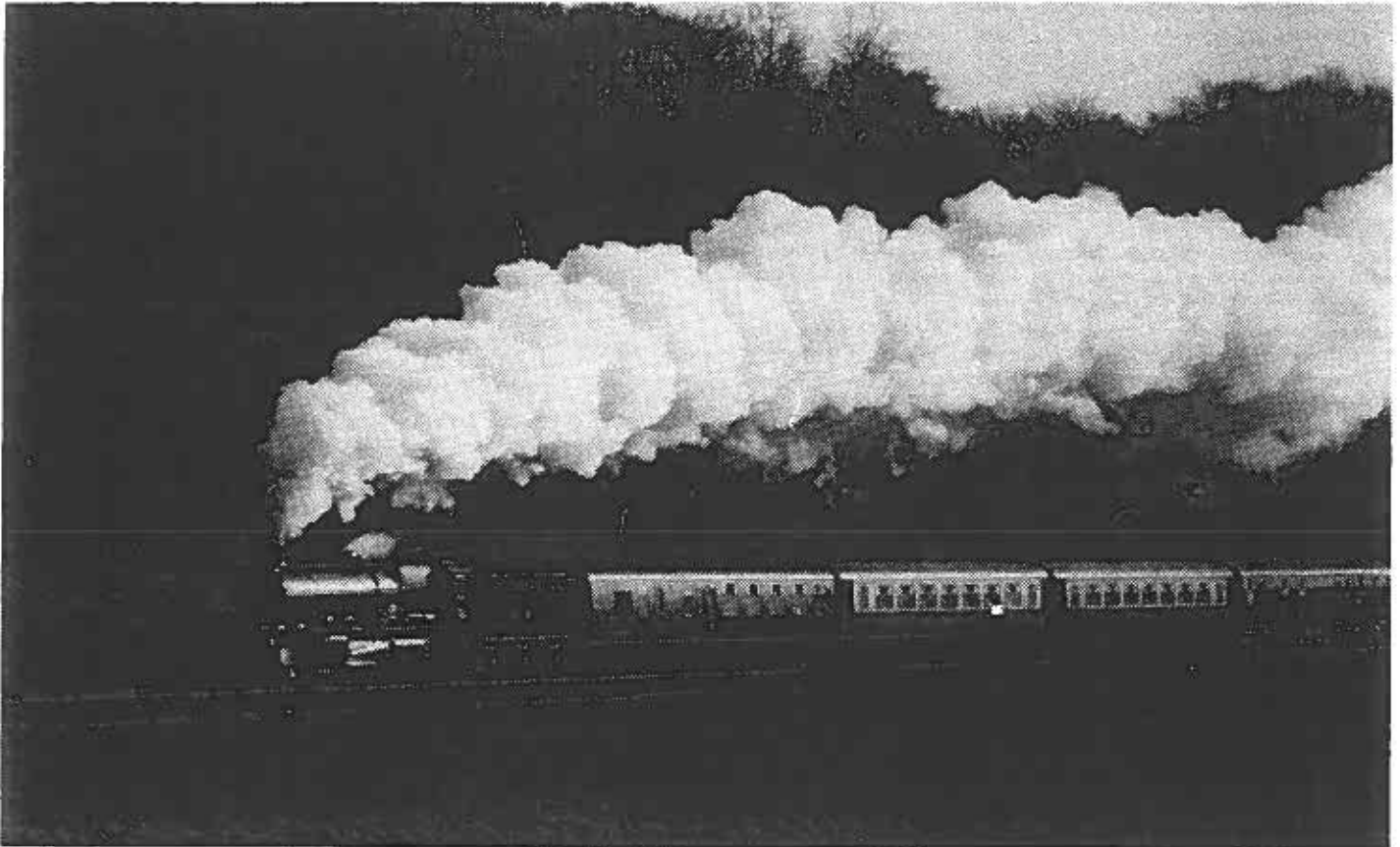
Overall an excellent day out - I would recommend the dining facilities, for although appearing an expensive extra, were in fact good value for money and added in no small way to the overall enjoyment of joining a King out of Paddington.

Royal progress. 6024 "King Edward I" returned to its old stamping ground on 5th December 1991 but to a scene much changed by three decades of absence. Leaving Paddington (OPPOSITE) under the Ranelagh Bridge it passed the site of the loco yard where it used to be serviced during visits to the capital and now a car park. Restarting after the unscheduled pathing stop at High Wycombe (RIGHT), barely recognisable, it marched smartly across the Hughenden Viaduct above Frogmoor. Only the stretch beyond Braddenham Road skew bridge is untouched by time as the King put on a magnificent show glinting in the winter light as it climbed to Saunderton (BELOW). Alan and Hazel Wheeler were travelling in the third coach.

Alan Costello



Mike Walker



THE EUROTUNNEL PROJECT

Eddie Lewcock

Little could the French engineer Albert Mathieu, who proposed the first channel tunnel concept in 1802, have imagined the huge engineering works currently being undertaken to create the Cross Channel Rail Link with Europe in 1993.

Whilst it is one of the biggest construction programmes this century, it has to be seen as part of a major scheme to link England, Scotland and Wales directly by rail to a wide number of major centres in Europe, utilising both high speed passenger and freight services. In addition, it will provide, between Cheriton (near Folkestone) and Coquelles (near Calais), a cross channel service for both cars and lorries, using specialist vehicles built to dimensions outside the Berne loading gauge and bettering those used in Western USA.

To create the tunnel complex itself, an Anglo French enterprise "Eurotunnel" was formed by the Channel Tunnel Group Ltd and France Manche SA.

Construction of the three tunnels - the bores of which are now complete, is in the hands of five French and five British companies, the latter being Tarmac, Taylor Woodrow, Wimpey, Balfour Beatty and Costain. On completion, ownership of the tunnel by Eurotunnel will mean that all international trains except the shuttles, will pay fees to run through the tunnels.

For services starting hopefully in March 1993, between London, Paris and Brussels, entirely new Three Capitals Trans Manche Super Trains are being built, which will be compatible with current power supplies and the signalling systems of Britain, France and Belgium.

At the start it is proposed to run InterCity 125 trains to and from the North and Waterloo, in order to connect with the Cross Channel trains, but at a later date, new trains should be introduced as through workings to Europe. It was initially proposed that these could be divided for two separate British

destinations, but because of cost escalation, it is now likely that they will operate as fixed formations. For freight trains and overnight passenger services, a fleet of Class 92 dual voltage locomotives is currently on order. These services will be introduced in three phases.

THE TUNNEL

Whilst now completely bored, the three tunnels (two rail and one service) were finished three months early and were driven through chalk marl all the way across, problems being experienced in France at the start of construction, with water. The tunnels are 49.4 km (30.7 miles) long of which 38 km (23.6 miles) is underwater at an average 100m (328') below sea level.

The main tunnels of 7.6 metres (24' 11") diameter, are lined with concrete segments, each weighing ten tone and very accurately made. Each 'ring' comprises nine segments and the rate of tunnel building increased from 120 metres to a half kilometre per week in the final stages. An assembly rate of an incredible twenty minutes for the nine segment rings, was achieved during the final construction phase.

The 7.6 metre running tunnels have support services provided by a central 4.8 metre (15' 9") diameter service tunnel sited at 15 metre centres. Both running tunnels have cooling systems of crushed ice in water passing through 1/2 metre diameter pipes. When it is realised that a 150 megawatt supply is available from each end of the tunnel, the reason for a cooling system becomes obvious.

The track will be mounted on twin block sleepers for the trains whilst service road vehicles will be wire guided for each direction in the service tunnel. Four sets of crossovers are provided, two near each portal and two at 17 km in from the portals.

Travellers passing through Cheriton will pass over two million cubic metres of sand, dredged from the Goodwin Sands and pumped by pipeline from the landing point to Cheriton.

Finally a tribute to the accuracy of the tunnel boring, which was guided by lasers and dead reckoning. The meet between Britain and France was within four inches of perfect accuracy.

TRAFFIC POTENTIAL

With many Governments in the 1980's realising that increased rail travel gives substantial benefits, efforts are being made to divert traffic to rail from both road and air. In many cases overseas, substantial contributions have been made to the costs of development and construction. In the knowledge that the community will benefit and that the full cost cannot be passed on to the passenger. Whilst the older TEE system has failed due to infrequent service and poor connections, the French TGV experience shows that high speed trains can capture traffic from the air as well as roads.

With both the coming of the 1992 single European market and changes in Eastern Europe drawing it nearer to the West, a stimulation of travel is anticipated, in addition to the general growth brought on by increased mobility. Increasing congestion of both road and air travel in Europe can but help rail travel, provided reliability, punctuality and good connections are maintained. (BR please note). Direct links to airports are useful: Frankfurt, Schipol and Zurich are cases in point, whilst plans are in hand for Charles de Gaulle and Schipol to have direct high speed rail links.

With over 66% of our trade tied to Europe (excluding fuels) and growing, it is important that we do not remain on the periphery bearing in mind that 180 miles is about the 'break even' point for rail transit of goods. Problems exist in Britain where many companies have severed rail links and gauge restrictions prevent many Continental wagons from working beyond the tunnel. These problems are considerably greater than in countries like France and Germany where large freight traffic volumes still occur. An attitude of mind to rail freight needs changing in many parts of Britain before the full benefits of the tunnel can be achieved as our current rail share of the freight traffic is about 2% - in Europe the figure is 10-15%.

Turning to figures, the current freight movement between Britain and Europe is about 120 million tonnes per year. Some 25% of this is particularly suitable for rail but only 2 million tonnes currently uses the train ferries.

A large potential for rail freight traffic exists providing terminal facilities are there, particularly as transit times should be cut dramatically. Milan to Manchester for example could take 36 hours in place of the present 72 hours.

In Europe, the development of "Swap Body" traffic has reached 900,000 movements per annum, with either independent road operators or railway owned road vehicles being used for final delivery to the customer. This is a transport arrangement that could be developed greatly in Britain where many private sidings have been lost in the last decade.

The effect of this environmentally must not be ignored. An appreciable reduction in lorry borne traffic could occur on the roads and motorways of Britain, particularly around London and in Kent, whilst the creation of a new dedicated two line railway for high speed trains with a 15 metre wide boundary would, on a distance equivalent to London - Dover, use less than half the ground area of Heathrow Airport. An appreciable drop in diesel exhaust pollution would also occur.

In 1993 it is proposed that a service of 27 freight trains daily will move each way through the tunnel, based primarily on pick up in the evening and delivery long distance on the morning of the second day.

Freight terminals for overseas traffic are planned for Wales, Scotland, Yorkshire, Lancashire, the Midlands, Avon and London, with three train operating centres at Wembley, Crewe and Doncaster and with time stops at these points not exceeding one hour. From Wembley the first Continental stop will be at Frethun in Northern France, running either via Redhill or Swanley and Maidstone. Most European "Swap Bodies" will be suitable for work into Britain on special low platform vehicles. A small amount of engineering will be required to enable 'Swap Body' wagons to be used but a large quantity of new wagons will be needed.

Considerable traffic potential exists for new car traffic using special vehicles and time between factories and showrooms can be cut dramatically.

Traffic forecasting is a difficult business, not helped by the recession, but figures for freight traffic potential for about 1995 envisage 6.1 million tonnes per year.

For passenger services, the aim is for 15 million passengers in 1995, 20% of whom will be new, the rest transferring from air and ferry services.

SHUTTLE TRAINS

The shuttle trains, being out of gauge in both countries, will ferry lorries, coaches, cars and their passengers between Coquelles and Cheriton only. This fleet will be owned by Euro-tunnel and orders have been issued for 126 single deck vehicles for lorries and coaches and 126 double deckers for cars. Additionally 38 locomotives and 30 loaders are on order.

In service each train will have the following formation - locomotive, loader, 12 carriers, loader: loader, 12 carriers, loader, locomotive. The total weight will be 2,200 tonnes.

Each carrier vehicle will be to the world's largest standard gauge design, with a length of 85ft 4 1/2 in. (26 metres), a height of 18' 4 1/2" (5.6 metres) and a width of 13' 5 1/2" (4.1 m). They will be built by Bombardier of Canada, ANF of France and BN of Belgium.

Vehicles will only have to drive half the length of the train inside it, with side loading at 4 places for cars and 2 for lorries etc.

In order to save-flange wear at the end terminal for the shuttle fleet, a figure of eight track layout will be employed, trains traversing a right bend loop in one country and a left hand in the other.

A fire resistance requirement of 30 minutes has to be met for the totally enclosed double deck vehicles used for cars. Lorries will be transported in open sided vehicles with their driver travelling in another vehicle.

In the event of an emergency stop and evacuation of a passenger train in the tunnel, no passenger will have to walk more than 150 paces along a platform at the side of the track before entering the service tunnel by a suitable door.

Each train will be 792 metres long and will run at up to 130 km/hr (82 mph), giving a transit time of 33 minutes.

Customers arriving at either terminal will, having paid the fares, pass through both outward and entry Customs and Immigration checks before boarding the train, thereby enabling a free exit on arrival at the destination.

THE THREE CAPITALS TRAINS (Class 373)

In December 1989, a £500 million order was placed with the Trans Manche Super Train Group led by GEC Alsthom and including three French, three British and two Belgian companies.

The original order was for 30 sets to be owned by British Rail (14), SNCF (13) and SNCB (3) but this was increased in 1991 to 34 by the French and Belgians and BR have recently ordered a further four. All, however, will work on a "common user" basis. The now almost mandatory consultancy for design includes Jones Garrard of Great Britain as well as companies from France and Belgium.

Originally, each train was to comprise two power cars and eighteen trailers splittable in the centre to serve various British destinations. However, it is now proposed to operate the 18 car units, undivided, only between London, Paris and

Brussels. For North of London (NoL) services to Edinburgh and Manchester seven of the sets will comprise two power cars and fourteen trailers. These are the most recently ordered BR sets plus three of the existing order and they should be in service by early 1995, the eighteen car sets are currently under construction on schedule and will be in service from the opening next summer.

A deviation from the TGV inspired design of these units would be the provision of immigration facilities on board.

Each 18 car set will be 393 metres long and weigh 800 Tonnes whilst the power cars will each be 22 metres long. Two lengths of trailer will be incorporated, one 21.85 the other 18.7 metres long.

With an axle load of 17 Tonnes maximum, the maximum speed is 300 km per hour (180 mph).

Continuous maximum power at 25 kv will be about 14,000 kw (18,767 hp), however on the Belgian 3 kv system this drops to 7200 kw (9,648 hp) and on the Southern 750v DC system the power falls to 4,300 kw (5,762 hp). This latter figure being limited by the current capacity of the third rail as mentioned elsewhere.

Traction will be provided by Asynchronous 3 phase motors controlled by inverters mounted in the Power Cars and adjacent Trailers which have their end bogies powered, as on certain TGV sets. At each end of the train the power circuit is divided into three, the only common feature being the pantographs, circuit breakers and the transformers.

In addition to train disc braking with anti-skid facilities, all power cars will have Rheostatic Braking.

Materials in the trains will meet strict safety standards particularly for Fire and Smoke hazards whilst in-built diagnostic equipment would detect abnormal operating conditions.

Air Conditioning and Public Address systems are provided, the Passenger emergency alarm will only alert the train crew and not apply the brakes. The toilets will be recirculatory, requiring servicing every three days.

Manufacturers of the equipment include Brush and GEC for the AC traction motors. GEC Alsthom, French and British Plants for the Transformers, whilst other electrical equipment will be sourced from GEC Alsthom plants at Tarbes, Villeurbanne, Manchester and Ormans.

On board facilities for up to 210 First Class and 584 standard class passengers will include Air Conditioning, Bar and Meal facilities; facilities for mothers, families and the disabled. Additionally telephone and baggage handling will be included.

THE CLASS 92 DUAL VOLTAGE LOCOMOTIVES

This fleet of locomotives, to be operated by BR, will handle both freight and overnight sleeping car services and will be built by Brush in co-operation with ABB Transportation Systems. When working in 25 kv mode, the rating is 5000 kw (6700 hp) but on 750 volts DC this is reduced to 4000 kw (5362 hp) a reduction of 20% in power. This is not so dramatic as the Three Capitals trains, which have a high demand for auxiliary equipment.

The locomotives will weigh 126 tonnes with a maximum tractive effort of 40.3 tonnes.

Power will be provided by 6 axle hung asynchronous motors activated from a gate turn off 4 quadrant converter dc link and a motor inverter.

On Eurotunnel's own tracks they will have the capacity to regenerate power back into the line while braking, for heat conservation. (One wonders if Eurotunnel will be charged for this!) The traction equipment is similar to that on the shuttle train locomotives and the maximum speed is 87 mph (140 km/hr).

Through the tunnel, crewing will be shared between BR and SNCF.

SIGNALLING AND SAFETY

After four years of search, Eurotunnel has decided to adopt the new French TVM 430 signalling system which will also be used on the Lille and Paris connections to Eurotunnel.

It will be suitable for application to the Shuttle and Class 92 hauled trains and provides an onboard display to the driver for both the block in which the train is running and also the block ahead.

The new system is based on fixed block signalling principles and can transmit twenty six bits of information simultaneously from the track to the train. It has been designed to be compatible with the TVM 300 system used currently on TGV trains in France. However this does not alter the fact that the Class 373 trains have to be compatible with six different signalling systems.

Cheriton will normally control tunnel movements but all equipment is duplicated at Frethun.

The Class 92 will also be fitted with BR standard AWS and later the ATP equipment.

TRAIN MANNING

A peculiar problem arises from the non-stop through working of the Class 373 Three Capitals trains, as all drivers will not only have to be proficient in French and English but must be cleared for operation on both routes BTR1 and BTR2 plus the connections around London, to the West London line and North Pole depot. On the other side, they must know the roads to Paris and to Brussels. (The direct high speed line to Brussels will not be ready at the time of opening).

All staff on board must not only be bi-lingual, but know both BR and UIC rules and procedures. Two train captains will be appointed per train to cover revenue protection and customer services.

Additional responsibilities for drivers will accrue from the high technical equipment fitted to the trains and it seems likely that BR will create a special International grade of driver for these services.

SCHEDULES

With no high speed link in Britain or Belgium when the tunnel opens for traffic, the passenger schedules initially cannot take full advantage of the Class 373 potential. However, an initial hourly service is planned between London and Paris, with a timing of three hours by 1995 and a initial time of 3 hours 11 minutes London - Brussels reducing in 1995 to 2 hours 39 minutes. These times allow one stop at either Ashford, Frethun or Lille. From Waterloo the time to the portal at Cheriton is to be 70 minutes with 21 minutes for tunnel transit leaving 1 hour 24 minutes on to Paris. A five minute stop gives a three hour total time. It is possible that the trains will leave Waterloo at 27 minutes past the hour for Brussels and 53 minutes past for Paris. Arrivals would be 39 minutes and 13 minutes past the hour respectively.

At the present time it is envisaged that car shuttle trains will cross between Cheriton and Coquelles every 15 minutes and HGV trains every twenty minutes. Toll booths for left and right hand drive vehicles will be provided at both entrances for the separate streams of HGV and car type traffic.

At terminals it is planned to take 1½ minutes to prepare for unloading a train with the full process occupying 7½ minutes. Full turn round time should be 22 minutes at a terminal. The initial eight loading/unloading bays can be extended later to sixteen as traffic expands.

SWAP BODY WAGONS

While not an immediate part of the Eurotunnel project, the French led Swap Body Wagon Project must be viewed as an important addition to the overall European rail 'speed up' for the future and therefore goes hand in hand with the Channel Tunnel programme. A brief review is therefore given here to help with the broader understanding of the efforts being made to offer better speed, frequency and service reliability of rail freight transport.

The concept of Swap Bodies is complimentary to containerisation and currently envisages three categories of unit. First 6 to 8.42 metres, second 9 to 12 metres and third 12 to 14 metres long. Width will be 2.5 to 2.6 metres and weight up to 36 tonnes. This compares with container weights of up to 30.5 tonnes.

A concept for the future envisages demountable wagon bodies weighing up to 72 tonnes and 18.5 metres long.

Clearly special wagons are necessary and work is to be carried out on automating the process of loading and unloading the bodies in position on the wagons. This process is the more complex as lifting of Swap Bodies will be from the base frame and not the top as in container practice.

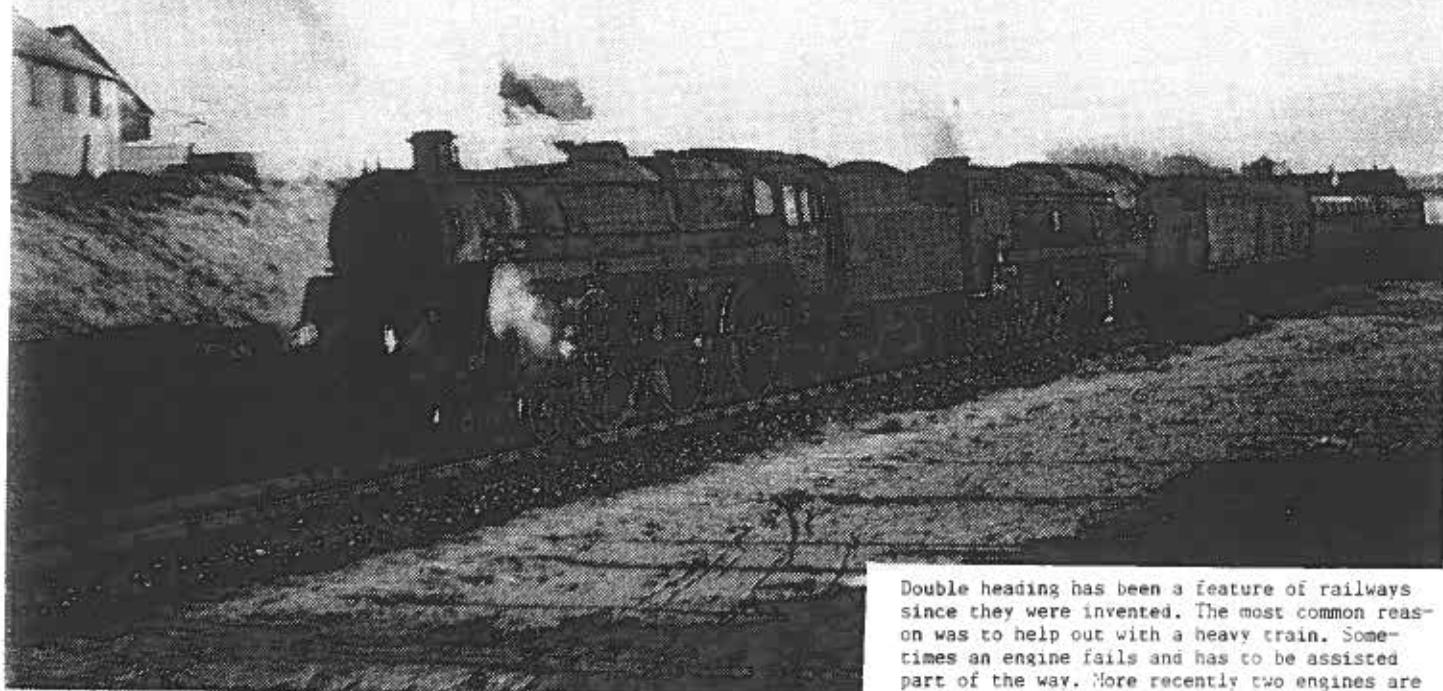
Two types of terminal are currently envisaged. The French have named them Commutor 1 and 2. The first is simply to load and unload containers and Swap Bodies at a railhead, whilst the second involves the much more complex concept of transshipment using computer control for sorting the loads.

Trappes, 28 km from Paris is the site for the prototype Commutor 1, whilst two alternative schemes are being explored for Commutor 2 due for building in 1994/1995. Both are a 'smart' terminal design and a Fr. 10m annual spend is being supplemented by a further Fr. 42m.

The specification for these terminals calls for the overhead catenary to be moved out of the way after the trains' arrival and the handling of 50 trains a day on each track with each train spending 15 minutes in the terminal!

PHOTOLINE DOUBLE HEADING

Alan Costello



Double heading has been a feature of railways since they were invented. The most common reason was to help out with a heavy train. Sometimes an engine fails and has to be assisted part of the way. More recently two engines are requested particularly on trains chartered by rail enthusiast groups. Examples of all three are shown on these pages.

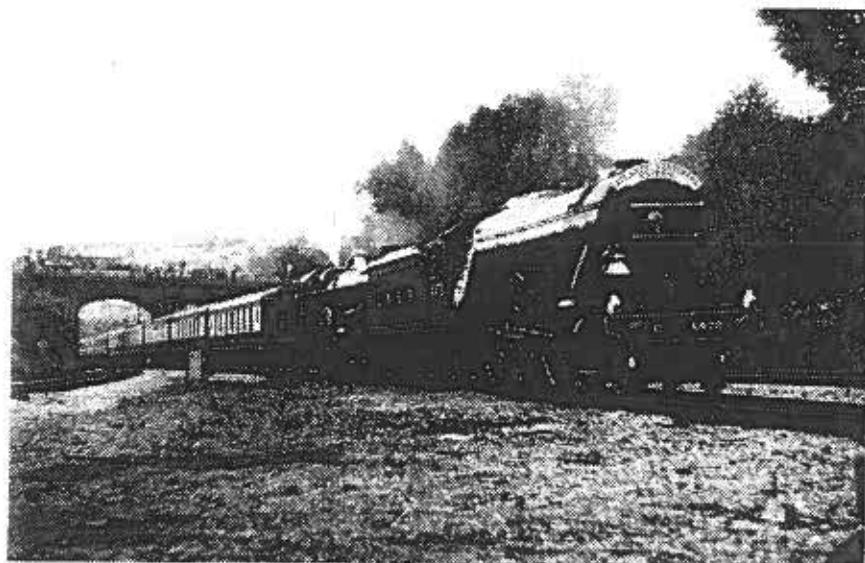
The first picture (ABOVE) shows Standard class 5MT 73018 and MN class 35012 "United States Lines" approaching Radipole Halt on the climb out of Weymouth in April 1967. All trains over 325 tons had to be assisted out of Weymouth so two engines on a train were quite common right up to the end of steam 3 months later. The train appears to be a special shown by SPL13 on the white headcode disc above the right buffer. 35012 still carries its nameplates although many engines had this removed by that time. Varied coach colours were still around then with the Gresley parcels coach in maroon, the two Bullied coaches in green and the next in blue and grey.

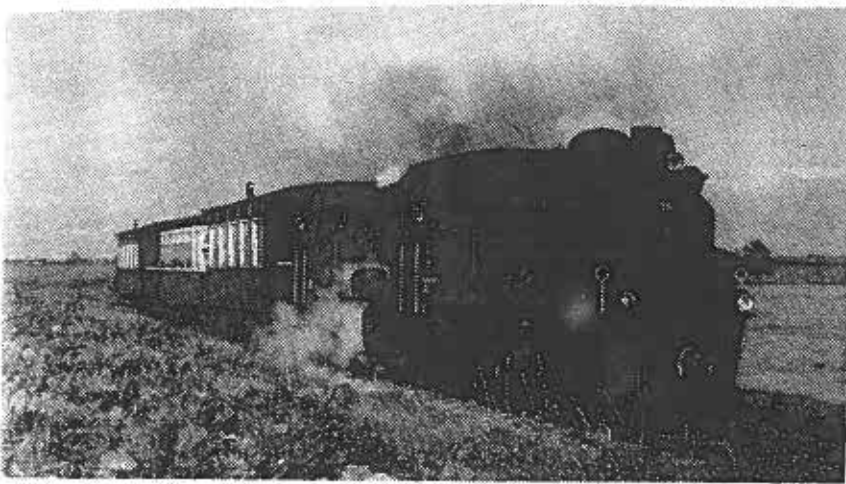
For any historians the structure on the right is a pillbox built during the second world war to protect the railway from invading Germans.

On 22 September 1973 two specials were run on BR. The first was the 'Hymek Swansong' which ran from Paddington to Worcester, out via Severn Tunnel and back via Gloucester. The train hauled by D7001 and D7028 travelled to Pontypool Road where everybody got off. The train was then shunted into a siding. About 15 minutes later the second special of the day could be heard climbing the 1 in 95 gradient from Newport. Then under the bridge came the 'Atlantic Venturer Express' (CENTRE LEFT). Hauling the train were 4472 'Flying Scotsman' and 6000 'King George V', both carrying bells to commemorate their visits to the USA. The first 5 coaches are the Bulmer Cider Pullmans in the green and cream livery.

Some people may have seen pictures of this train with 6000 leading. This is because the train made a water stop at Hereford where the opportunity was taken to change the engines around before leaving for Shrewsbury.

On 5 May 1979 the 'Pennine Rose' was chartered by the Worcester Railway Society to visit the now closed, Dinting Railway Centre. It left Marylebone behind two class 25's, picking up at High Wycombe. Two class 20's then took over in Birmingham before they in turn were replaced by class 76 Bo+Bo electrics 76022 and 76029 at Sheffield. The train then went on to Dinting for a short stay before going through the Woodhead Tunnel to a photostop at Penistone. (BOTTOM LEFT)





Between August 1974 and August 1977 I lived near Munchen Gladbach in West Germany. During this period German steam was being withdrawn until finally in September 1977 steam was no more.

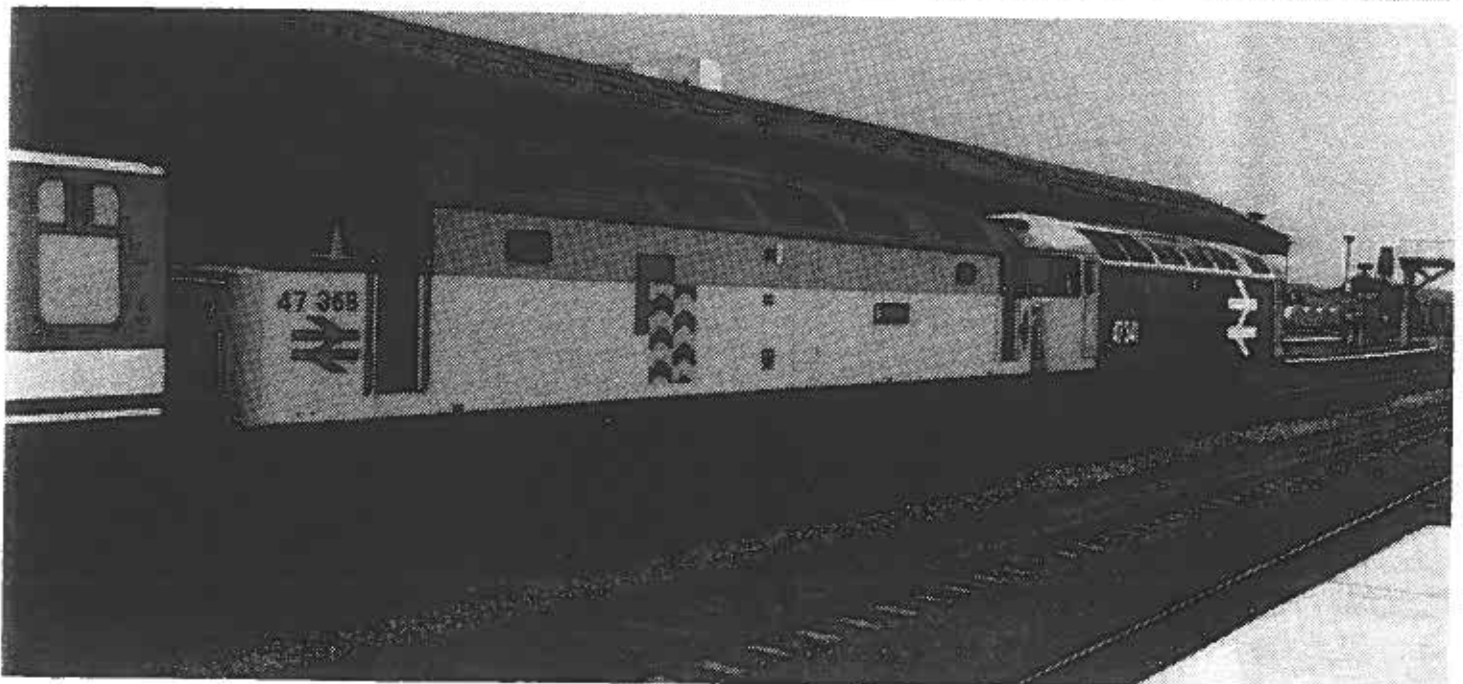
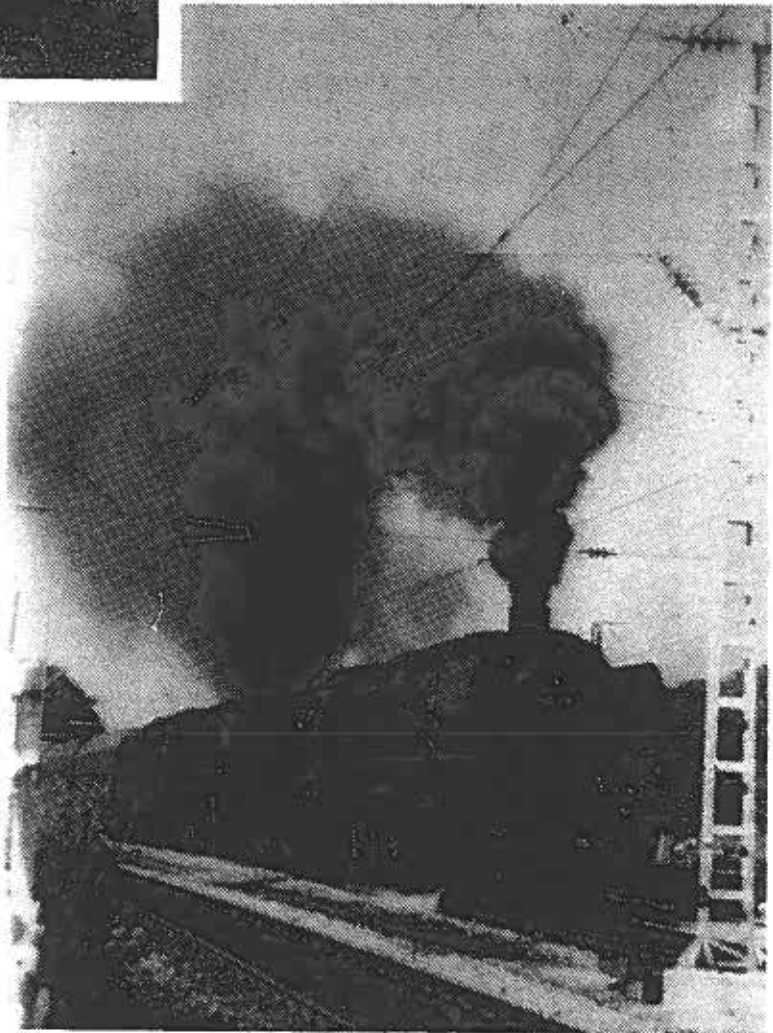
Near Gellenkirchen (about 15 miles north of Aachen) a preserved metre gauge railway called the Seltkantbahn can be found. It runs between Gillroth and Lutzerath-Schierwaldenroth a distance of 5km. The photo (TOP LEFT) showing 0-4-0 tanks 19 and 20, built by Jung in 1956, was taken on a photo runpast through a cabbage field. The heating in the first and last coaches was by wood burning stoves, hence the chimneys. As the September day in 1974, when the picture was taken, was cool they were in use.

In September 1975 a large number of freight trains were still worked by steam. In the Rhur, coal burning locos were used, either class 44 or class 50 2-10-0's. Further north on the Emden to Rheine line the engines were oil fired and here the class 42 2-8-2's and class 43 2-10-2's hauled the trains. The latter worked the 4000 ton iron ore trains from the port of Emden to Rheine. The picture (CENTRE RIGHT) shows one of these trains near Salzbergen a few miles north of Rheine being hauled by 043-315 and 043-391. Although electrification masts can be seen, steam still had another two years to go.

As well as taking pictures from the lineside, a visit to Rheine shed was always a must. Open weekday mornings, a sign at the entrance written in German, Dutch, French and English gave instructions on where to report. After paying a fee an information sheet was given listing all the locos allocated together with their history, we were then allowed to look around the shed.

Finally back to this country. Usually the fast London-Oxford trains are worked by a NSE class 47 but sometimes, especially in the summer, other sector's locos are used.

On the morning of 22 July 1989 one of the turns was being worked by 47.368 named 'Meritidae' (after a type of shell). This engine belonging to the Freight Sector is part of a group of locos normally working trains to and from the oil terminals at Stanhope and Ellesmere Port, hence its name. Whilst working the midday run from Oxford it failed at Didcot. To take the train back to London another class 47/3, 47.341 was despatched from Old Oak Common. The two engines are shown at Reading awaiting a green light (BOTTOM). 47.341 is in blue livery with a large number, the only engine of its subclass to be painted in this style. 47.368 is in the Railfreight two-tone grey and carries the oil sector logo of blue and yellow waves.



BOOKSHELF

Alan Costello

As I failed my English literature exams I will not include any quotes from our bards but will go straight onto the reviews.

TERENCE CUNEO-RAILWAY PAINTER OF THE CENTURY

Narisa Chakra

New Cavendish Books
ISBN 0904568 74 1

In 1946 Terence Cuneo produced a poster for the LNER. This was to be the start of a large number of posters and paintings he has produced over the last 45 years. His trademark of a mouse first appeared in 1953 and this addition to his paintings can cause a lot of frustration trying to find it. The book contains over 90 examples of his work, finishing with his paintings of class 91 electrics in 1989. As well as Britain, the trains of Europe, North America and South Africa are included. Although the book is expensive it is a lot cheaper than buying each print.

BRITISH RAILWAY LOCOMOTIVES 1948

Oxford Publishing Company

Chris Banks

If you have lost your 1948 Ian Allan ABC's this book is a good replacement. When Britain's railways were nationalised in 1948 there were over 20000 steam engines and around 70 diesel and electric locos on its books.

After listing the depot codes in use, it goes on to list every engine in state ownership with its British Rail number and shed allocation on 1 January 1948. As most numbers were changed, another section lists the previous numbers together with the date of change to the BR number. Other sections include withdrawal dates in 1948, and a list of new engines built that year. A good selection of black and white photos are included mostly taken between 1948 and 1951.

ATLAS OF THE GWR 1947

R.A. Cooke

and

BRITISH RAILWAY TRACK DIAGRAMS

3 Western Region

Wild Swan Publishing
ISBN 0 9068667 65 7

Quail Map Co
ISBN 0 900609 63 7

If you want to know the extent of the GWR in 1947 then this is the book to buy. For example it needs 50 pages just to cover

TWENTY-FIVE YEARS AGO

Roger Bowen

With railways, as everything else there is nothing new under the sun! In March 1967 as part of its contribution to the work of the London Transportation Study, British Railways prepared proposals for improvements and expansions to the suburban network.

One of these plans proposed the construction of two double track tube tunnels to take BR trains from London Bridge to Victoria and Paddington with Liverpool Street, both these lines connecting at Covent Garden with crossovers between the two lines for use at non-peak times.

What else - well from March 6th the final stage of the original London Midland Region electrification was completed. Of local interest the London-Birmingham services were transferred back to Euston from Paddington. For intermediate traffic six trains a day were retained between New Street and Paddington, calling at Solihull, Leamington Spa, Banbury, Bicester and High Wycombe

The 1,000th diesel locomotive to be built at Derby Works of British Railways was No. D7667, a type 2 completed in January 1967. It carried a commemorative plaque.

At a meeting on 1st March the directors of the Isle of Man Railway Company agreed terms with the Marquis of Ailsa to lease the whole of the railway for 21 years.

British Railways retired its last horse! In 1948 it had 8000! The one that retired was Charlie, a 24 year old carthorse who

TEN YEARS AGO

Roger Bowen

From Marlow Donkey No.22, March 1982.

Items in the "Donkey" included one by Mike Walker on his experience on the TGV to Lyon. Mike was impressed with the train and noted the cruising speed of 162 mph on the 168 miles of new line recently constructed.



the lines of the valleys of South Wales. It names all signal boxes, sidings, tunnels and engine sheds but does not include opening or closing dates of stations.

To give a more up to date view of the region the Quail map shows every line in March 1989 but as it includes every cross-over and every line in the yards it would need to be corrected almost every week to be accurate. This book also includes every signal box and sidings and in addition every railway crossing. To show how the region has shrunk in size, the book only contains 32 pages compared to the Atlas's 186.

THE SECOND BOOK OF BRITAINS RAILWAYS FROM THE AIR

Chris Leigh & Aerofilms

Ian Allan

ISBN 0 7110 1943 6

This book looks at Britains Railways from a different angle - the air. Pictures during the last 70 years are featured and show the changes in our railway system over the period. A number of photos showing the local area are featured, such as Aylesbury 1928, Bourne End 1920 and 2 pictures of Maidenhead taken in 1949.

Some pictures are very impressive, such as the Forth Bridge showing above the fog. I would recommend a good magnifying glass to see some of the smaller details.

I was a bit disappointed that the only colour pictures are on the dust cover, as 8 appeared in the previous book, but otherwise a book that can keep you occupied for hours.

BARRY SCRAPYARD - THE PRESERVATION MIRACLE

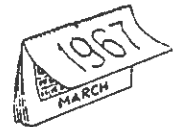
Alan Warren

David & Charles Publishing plc

ISBN 07153 9209 3

When Dai Woodham decided in 1965 to cut up wagons instead of engines at his scrapyard I'm sure he did not realise what would happen during the next 25 years.

At its peak the yard contained over 200 steam engines. Almost all have been bought by railway preservation groups, though I doubt that all of them will actually steam again. The first engine 43924 left in 1968 even as class 9 2-10-0's were arriving. The book gives a short history of the scrapyard, and includes a good selection of colour photos. It then gives a page by page history of each loco in the order of its departure from the yard.



appropriately spent his last six years shunting horse boxes at Newmarket.

Electric trains were inaugurated between Ryde Pier Head and Shanklin on 20th March.

The London Railway Preservation Society was negotiating for the purchase of Quainton Road station for development as a preservation centre.

An announcement was made of "By far the most exciting development to come out of the infusion of aircraft industry talent into British Railways Engineering Research Centre at Derby, is the project for a high-speed gas turbine powered train that might achieve a top speed of 150 mph". This of course was the first plans for the prototype APT-E.

On board the MV "Beaveroak" at Royal Victoria Dock, London, on 10th April the BR streamlined class A4 pacific locomotive "Dominion of Canada" was officially presented to Mr. Geoffrey Murray, Acting High Commissioner for Canada, who accepted it on behalf of the Canadian Railroad Historic Association.

Delivery was expected in May 1967 of the first of the English Electric 2750hp type "4" locomotives for the London Midland Region. They were described as being built along the lines of the prototype diesel locomotive DP2.

A selection of the Railway Happenings of spring 1967.

The Editor, Stan Verrinder, printed an extract from the December 19th, 1856, copy of the Bucks Free Press which had a number of railway items in it.

The Chairman's notes referred to the then recent strikes on British Railways, and at his surprise at the grief shown by diesel enthusiasts at the demise of the class 52's.