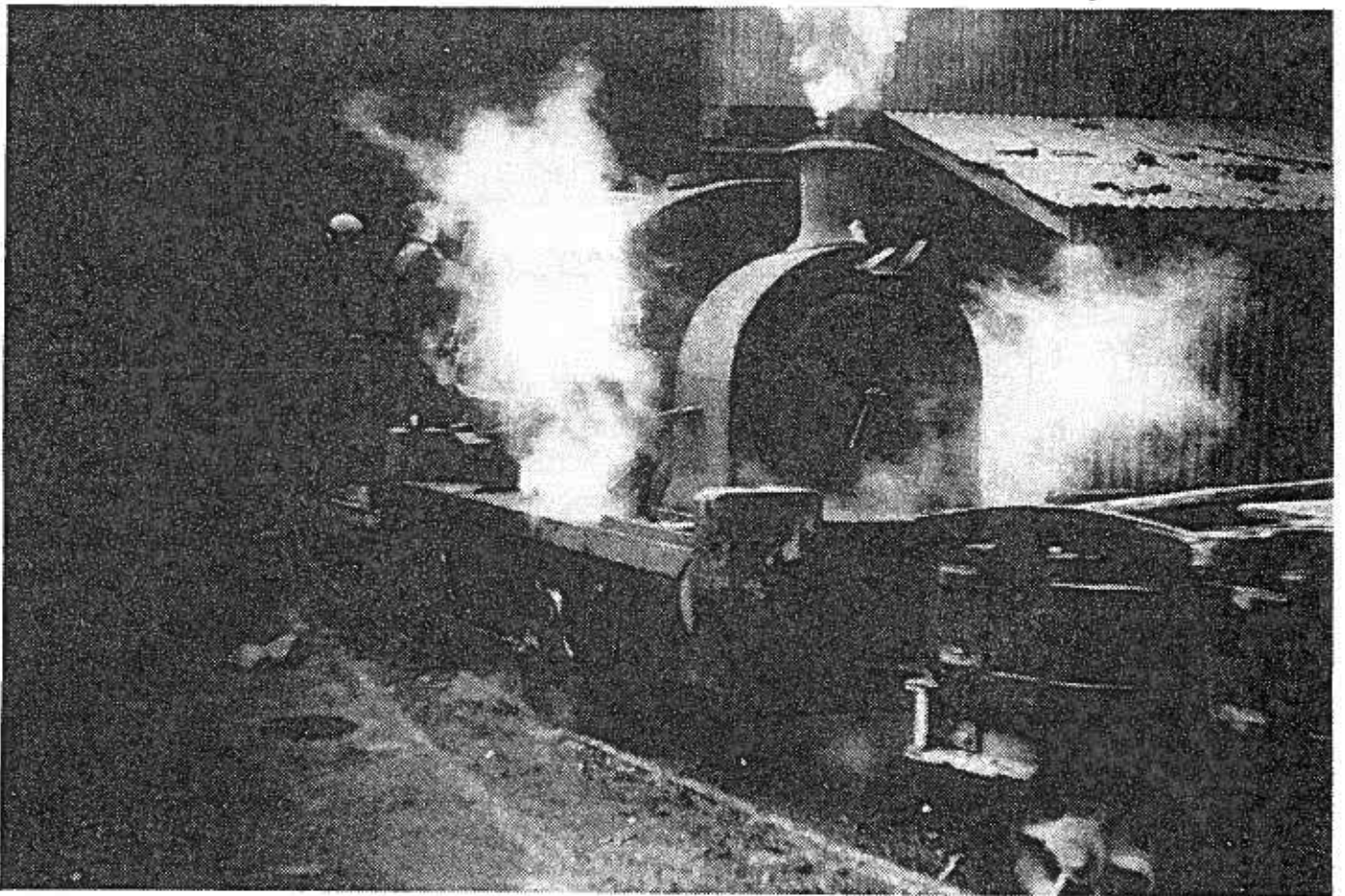


THE

JUNE 1992

62

# MARLOW DONKEY



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DERBY DAYS  
CAPITAL EXPLORER  
VERSATILE CROMPTONS  
PADDINGTON RESIGNALLING  
THE ISLE OF WIGHT RAILWAYS



# THE MARLOW DONKEY

Quarterly magazine of the  
MARLOW & DISTRICT RAILWAY SOCIETY

No.62 JUNE 1992

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## CHAIRMAN'S NOTES

As I write these notes I have just returned from my first visit to Ireland to take part in the RPSI's annual tour. A full report will appear in the next issue but a few observations are appropriate here. As described by Dave Little after his visit (see Dec 1990 issue) Irish railways are a delightful time warp, even more so when you put steam in the picture. As the infrastructure over there hasn't changed much it is the modern diesel trains which, curiously, look out of place. Unfortunately the carefully laid plans of the RPSI were somewhat disrupted by the "Troubles" through bombs, both real and suspected, which caused continual and often no notice alteration to plans. Indeed it is to the great credit of the RPSI and both IR and NIR that quick thinking and flexible attitudes provided a thoroughly enjoyable three days, where in less dire circumstances SLOA and BR would have thrown in the towel.

It was a relaxing experience to be able to lean from the window wander off the platform at photo stops and enjoy photo runbys. Of course the meagre service levels over there make this a lot safer and more practical than it would be on BR but one Irish practice could be adopted here, the lineside bus. Whilst the train is taking water a group of passengers board a bus for a remote scenic location, a photoline records the train as it passes and continues to catch it up at the next stop. This could be adopted easily here, for example between Risborough and Banbury, without incurring more planning for BR. Perhaps our President would like to consider this idea and use his influence?

Returning to home with the election behind us one thing is certain, the future of the British railway network is less clear than ever. Whilst outright total privatisation seems to have been abandoned the idea of franchising services either by individual trains or by route fills me with foreboding. How will it work? If you have, say four or five rival operators on a single route what happens about ticketing? Will each have its own ticket office at each station? Will InterCity, Virgin, Stagecoach etc accept each others tickets? I think not, and you the passenger will no longer enjoy the flexibility to hop on a train whenever you wish. You may get a better on board service BUT if you've just missed the 09.00 InterCity you probably won't be allowed on the 09.30 if its operated by Virgin. The next InterCity might not be for some time. After all, dozens of aircraft link London and New York daily but the passenger holding a ticket has a choice of only three or four maximum, then only if he pays full fare. Is this really a step for the best interests of the customer or political dogma and a further chance for a few entrepreneurs to line their pockets? I'll let you decide.

The Government claims success for the privatisation and deregulation of the bus industry. Ask the operators and customers what they think. Look at the links that have been lost, the wasteful competition created. Do we really want the same on rail? Well I can't see any way to avoid it.

What the Government cannot grasp is that BR is undoubtedly the most cost efficient and productive operation in the world. InterCity is the world's ONLY PROFITABLE rail passenger service. Trainload freight is profitable, wagonload fails not through

inefficiency but because this country is too small for it to be competitive and no privatisation will change that. Network and Regional operate in differing conditions but neither could be expected to provide a useful service AND be profitable. BR costs the British tax payer a fraction of its German or French or even North American equivalents.

On a lighter note, if it is intended to franchise out the running of some stations, how long will it be before Mary and Ernie Dove put in a bid for Marlow, or perhaps even Bourne End as well?

I must take the opportunity to welcome on board a new regular contributor to the "Donkey". Alan Costello has taken over the book reviews from Ron Brooks who'd finally exhausted his library. I forgot to welcome Alan last time for which I apologise! Members may also have noticed the demise of Alan Wheeler's notes on the happenings along the GW main line. Unfortunately, like several of us, Alan has been a victim of the recession and thus no longer has his vantage point from which to report, so as always the appeal goes out to you all to be observant and report sightings.

We may also, sadly, lose our facility to reproduce photographs. The machine at Henley Graphics is getting old and tired (we've worn it out!) and they have no plans to replace it as it will be cheaper for them to sub-contract their requirements but obviously that won't include ours. The production of PMT's for the Society has been done at no cost and would be prohibitively expensive to have done normally. Sue and Dave Little are nursing the machine along for as long as possible and we're hoping that one of our electronic geniuses may be able to assist. Will keep you posted.

Finally back to franchising. Britain is not alone, in Switzerland they've just turned over operation of some dining cars to McDonald's! The cars are painted red and lettered to resemble the familiar shop fronts. Good grief even Amtrak hasn't sunk that low! Wonder if they serve ecstasy over the counter there too? For those who don't know. Police recently raided the High Wycombe branch and made arrests for over the counter drug sales

*Mike*

### COVER

This wonderfully atmospheric view of Llanelly Steel 0-4-0ST "Christopher" at the entrance to the steelwork's retreat house in 1967 by DAVE COOKE was the winner of Class A - Colour Slides UK - in our Photographic Competition this year. Despite appearances the loco was built by Andrew Barclay (2374) in 1956.

# 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 Jul WORLD STEAM 2 Pete Greatorex  
Peter continues to delve into his slide collection and bring further gems from his travels to the steamier parts of the world.

Thurs 17 Sep SOMERSET & DORSET Mike Beale  
A reminder of this popular and much missed line by the well-known author and son of legendary S&D driver Don Beale.

Thurs 15 Oct AN EVENING WITH BERT HOOKER  
Continuing our programme of talks by retired BR motive power men, this time the Southern and its Bullied Pacifics which are in the spotlight. Bert Hooker was a well known member of Stewarts Lane's top link.

Thurs 19 Nov MIDLAND & GREAT NORTHERN JOINT John Hobden  
The MGN was not as well known as the S&D but had equal, if not greater, charm with its distinctive motive power and forgotten stations like Melton Constable.

Thurs 17 Dec CHRISTMAS BUFFET & SOCIAL  
A repeat of last years popular event. We seek volunteers to give some short entertainments.

Thurs 21 Jan ANNUAL GENERAL MEETING

Thurs 18 Feb PHOTOGRAPHIC COMPETITION

### EXCURSIONS

To reserve places on any of the following please contact Tony Caton on 0628-473723.

Sun 26 July FAMILY TRIP TO ISLE OF WIGHT  
Seats still available. By coach to Portsmouth, ferry to Ryde, then you will have the freedom of the BR and steam railways for the day.  
Fare: Adults £17.00 Child £15.00  
Includes Island Liner Rover ticket.  
NOTE: If a member of your party doesn't wish to ride the trains the above fares can be reduced by £5.00.

Sat 19 Sept FOSTER YEOMAN AND EAST SOMERSET RAILWAY  
A rare chance to see the quarrying and rail operations at Morehead. After lunch we will visit the East Somerset Railway.  
Fare: Adults £10.00 Child £8.00  
Includes ESR

Sat 3 Oct CAPITAL EXPLORER II  
Building on the success of our first Explorer, this time a different and interesting routing. Further details in the next issue.

## SOCIETY NEWS

### MEMBERS NEWS

This month we welcome another new member to the Society, John Piddington of Downley, we hope you'll be a familiar face for many years to come. Meanwhile, John Sears has finally got himself a new job within BR, with Regional Railways in Liverpool and is now resident in Preston, however he remains a member. We are promised a report on his experiences commuting between Lancashire and London!

### PREVIOUS MEETINGS

Frank Saunders entertained us at the March meeting with some very good quality 8mm movies of steam in East Germany and India. Whilst taken some years ago it is worth remembering that most is still in service today.

The workings of Network SouthEast's Thames & Chiltern Division were spotlighted in an informative talk by Retail Manager David Dodd in April. A lively question and answer session followed leaving David with the knowledge that although the Turbos were welcomed the seats are much too hard!

A very detailed survey of the Isle of Wight Steam Railway by one of its directors, Stuart Duddy, in May set the scene for our summer trip and confirmed that much has changed there since our last visit some five years ago.

### DON'T FORGET THE ISLE OF WIGHT

At the time of writing bookings for the trip to the Isle of Wight on Sunday 26th July are disappointingly low. As Stuart Duddy described at our May meeting much has happened on the island since our last visit, so if you're thinking "been there", think again! Remember if other members of your family fancy a day on the beach you can waive the Island Rover ticket and save £5.00.

See Timetable for further details. Bookings to Tony Caton on 0628-473723.

### IDEAS PLEASE

The Committee are currently hard at it preparing the 1993 programme. Whilst we still have a long list of possible speakers to work through we always welcome your ideas and suggestions.

If you have any speakers to recommend, ideas for meetings or even give a talk yourself please contact Mike Walker or Eddie Lewcock. We also seek a few members to give short talks of a general nature during the Christmas buffet - any offers?

Similarly we welcome suggestions for venues for excursions, so let's hear from you.

You will be pleased to hear we've rebooked Wally Richards for September 1994 - the first evening he had free!

### WAGON FUND DONATION

Following the vote at the March meeting we have made a donation of £100.00 to the Steam Railway/GCR appeal to create a complete traditional mineral train. A donation of this size will mean we will have our own dedicated wagon, which will be defined by a plaque on the solebar.

Once we've identified our wagon we'll let you have full details and hopefully a photograph.

### MAGS ETC FOR SALE

John Sears has a large number of magazines and timetables for sale. The full list is too long to publish here but the highlights include:-

MODERN RAILWAYS 1966-1989 complete  
RAILWAY WORLD 3/69 - 1985 complete  
Various others including GREAT TRAINS, TRAINS ILLUSTRATED (new series)  
TIMETABLES: Various BR Working Timetables and Special Notices 1960's - '80's  
BR public timetables, All-Line 1974-1987, various Regional issues (WR/LMR/ER) late '60's/early '70's.  
Also a rare warning board displayed prior to the Donkey Centenary in 1973.

John will accept all reasonable offers and will make a donation to club funds. His father has the full details and can be contacted on 0628-520132.

### ANOTHER AWARD FOR MARLOW

Ernie and Mary Dove's efforts looking after Marlow station have brought further rewards. It was recently "Highly Commended" in a nationwide BR competition. A framed award was presented to the Doves, a facsimile of which is now displayed on Marlow station.

The award was made before the recent tree pruning exercise. Following complaints from train crews about the trees opposite the platform fouling trains, a contractor was brought in to trim them overnight using tractor mounted machines. The resulting severe "short back and sides" incurred the wrath of Mary Dove and several neighbours whose sleep was disturbed.

# RAILWAY ROUNDABOUT

## NOTES AND NEWS



### TURBO ON THAMES

Revenue operation of Turbo units on Thames services commenced with the 07.26 Oxford-Paddington on Monday 13th April formed of units 165.029/031 driven by former Mastermind champion Chris Hughes. This was part of a single diagram covering three return Oxford-Paddington trips daily. A second diagram was converted two weeks later after which steady progress was made to cover all the loco hauled Network Express services. Initially borrowed 3 car Chiltern units are employed.

By the beginning of May all the class 165/0 2 and 3 car units had been delivered and delivery of the Thames 165/1 fleet continued without delay. Some alteration to the original set numberings have occurred as follows:-

165.001-165.028	Chiltern	2 car
165.029-165.039	"	3 car
165.101-165.117	Thames	3 car
165.118-165.138	"	2 car
166.001-166.021	"	3 car Express

The photograph opposite shows 165.029 approaching Slough on 8th April on a crew training run.



Service experience with the Turbos is showing some problems, most serious of which are the doors which either fail to close properly or not open causing considerable delays. On one occasion passengers reputedly smashed a window in an effort to escape from a Turbo at Slough.

An attempt to send a Turbo to Marlow on May 24th ended in farce when a 6 car 165/1 formation was sent, arriving at Maidenhead over an hour late and only 15 minutes ahead of the first service train! Later in the morning it got as far as Bourne End.

### LOCAL STEAM

The spring programme of steam specials has gone according to plan, although the return working of City of Truro on May 10th was cancelled due to engineering work. In connection with the NSE gala at Aylesbury on April 25th 44932 operated three round trips to Princes Risborough where an encouraging display was arranged by the C&PRR including Clayton diesel D8568 and Sentinel No.2, the latter in steam and making short demonstration runs with a Mk.1 coach.

London Underground did an impressive job of celebrating the Amersham Centenary in May using 44932 again; N7 tank 69621 and "Sarah Siddons" together with seven of their recently acquired 4TC vehicles. Next year, look out for celebrations marking "District 125" with a steam return to Amersham in 1994.

The remaining local programme for this year is as follows:-

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 -

### 115's REDEPLOYED

Although many have been scrapped following the delivery of the Chiltern Turbo fleet, several class 115 units have found further employment. Two complete 4 car units, including DMBS 51899 "Aylesbury College" have been briefly retained as spares on Chiltern whilst "motor twins" (DMBS+DMBS) have been formed to operate the Bletchley-Bedford and Gospel Oak-Barking services. Even more unlikely, at least one TS has been allocated to Thames where it has been teamed with a class 101 DMBS and a 108 DMCL to provide the most unusual hybrid yet, L490.

Thames also has a strange three car unit, L480, formed of a pair of class 121 "Bubble Cars" sandwiching a class 117 TCL.

### PADDINGTON RESIGNALING WOES

Although a separate feature in this issue describes the scheme in detail, further delays are now in prospect. In addition to the major software problems outlined, the large gantries erected over the approaches to Paddington have been found to be too weak to support the signal heads and will have to be replaced. Don't blame BR, the whole scheme was subcontracted to Westinghouse and it is their mistake at their expense. Many of us had already commented that the gantries looked too feeble.

Because of these problems the major remodelling works scheduled to begin on March 16th have yet to commence other than the demolition of Westbourne Park station. Work will probably not start until mid-summer at the earliest.

### BARRIERS GO BACK

Work started early in May on the installation of automatic half barriers to protect the open crossings at Cookham and Furze Platt - both scenes of numerous collisions in recent years. At Cookham a new relay room is being built on the site of the old signal box. Prior to becoming open crossings, Cookham had locally controlled full barriers whilst Furze Platt had retained its traditional hand worked gates.

Another local open crossing, Marsh Lane between Princes Risborough and Aylesbury has also received half barrier protection.

### LANDSLIP BLOCKS MET

A major landslip on Chorleywood bank on 1st June completely blocked the joint Metropolitan/BR line between Rickmansworth and Chalfont & Latimer for much of the day. Rail services were maintained as shuttles on each side of the obstruction connected by buses while engineers cleaned up. Services returned to normal the following day.

### STEAM CONSTRUCTION FINISHES

This column has reported the small market for new steam in the US which kept China's Tang-Shan works in business. Sadly this has now finished probably concluding standard gauge steam construction world wide.

It will be recalled that two SY 2-8-2's were ordered last year one for the Western Maryland Scenic and one for the Susquehanna to replace that lost at sea a year ago. Both orders have been cancelled, the NYSW has purchased the US's first SY from the Valley RR whilst the WMS has acquired a 1919 ALCo 2-8-0 from a museum in Illinois.

It is however sad that the world's very last new steam loco was never steamed, apart from testing, and now lies 6,000' below the surface of the Indian Ocean.

### EXCURSIONS TO RETURN?

Do you remember those halcyon days when both BR themselves or groups like Chiltern Trains and the MMPA would take a train to some unusual destination on a Sunday at a bargain price? It was a great way to explore both BR and the country in general.

Then along came sectorisation and InterCity set up its Charter Unit which took the whole thing upmarket and out of reach of the bucket and spade or gricer markets.

Now it seems local managers both in InterCity and NSE are starting to consider how they can employ resources standing idle at weekends. Overtures have repeatedly been made to Chiltern Trains with a view to reviving the excursion charter business. At present BR are still asking crazy prices but are starting to rethink their approach.

### CHILTERN ANOMALY

Peter Bond has noticed that the May timetable for the Chiltern Line includes a curious oddity - believe it or not, an 0902 Monday to Friday train (sorry, service) from Paddington - yes, Paddington - to Aylesbury, calling only at West Ruislip, Wycombe and Risborough, with the headcode 94. So much for last trains from Paddington! Does anyone know the reason for this strange anomaly?

Yes, while Chiltern units are on loan to Thames this service provides a method of working the units to Aylesbury for servicing. The afternoon up working is ECS - Ed.

# THE CAPITAL EXPLORER

Mike Walker

Saturday 11th April was the day of our first "Capital Explorer" trip, taking advantage of the remarkable value offered by the One Day Travelcard to explore some of the less well known parts of the London rail network. Nine members took part and thanks to the combined efforts of the engineers, IRA and equipment failures the trip didn't go quite as planned but was very enjoyable.

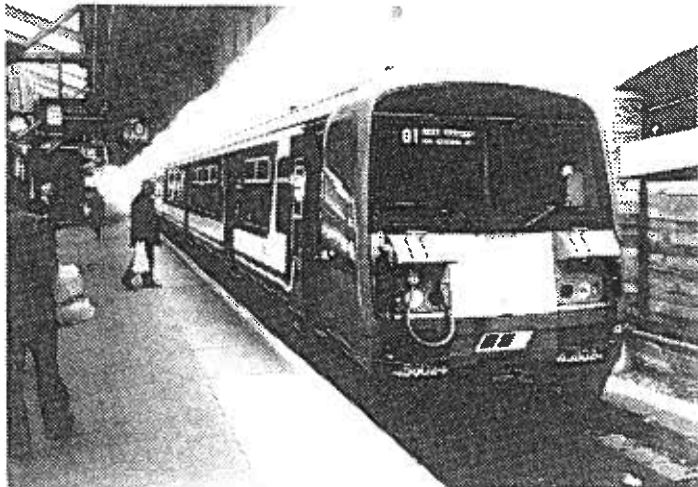
Starting from Bourne End at 08.07 a class 101 dmu took us to Maidenhead, thence a class 117 to Paddington, rare cases of "pure sets" on both occasions. We now transferred to LT and a District C69 set which took us to Wimbledon, emerging into daylight at West Brompton from where the stations are little altered from as built and not how one thinks of underground stations. From Wimbledon a pair of 455 emus provided our transport down the main line and up to Hampton Court and back. The return journey off the branch gave a good view of the Malden Model Engineers multigauge live steam track as we negotiated the junction back onto the main line.

We left the 455's at Raynes Park to join a service to Chessington South, a branch opened in the late thirties and known as the inspiration for the Hornby Dublo stations of the fifties. Unfortunately, a points failure at Wimbledon totally disrupted down services so we reluctantly scrubbed Chessington and returned to Wimbledon.

Our next train was on the Wimbledon-West Croydon service, a former LBSC branch now worked by class 456 emu's. These are the last pre-Networkers to be built and feature 455 shells, Networker interiors (I was surprised to find the lower 455 seats more comfortable) and 321 style cabs, albeit festooned with jumpers in typical Southern style ruining the effect. The branch itself retains much charm being largely single track. It is proposed to incorporate it into the planned Croydon Tramlink system. Nearing West Croydon we passed the remains of the gas works where Avonside 0-4-OST "Elizabeth" used to work. It later appeared at Fawley and is now at Carnforth.

Having arrived early at West Croydon we were able to enjoy an extra 45 minutes for a pub lunch before catching the 13.30 northbound Thameslink service. The 319 units took us through the bewildering complex of junctions at Selhurst, Norwood and Tulse Hill, through Crystal Palace and past the elaborate south portal of Knights Hill Tunnel. Finally we crossed over Borough Market and the Thames into Blackfriars. Originally we intended to ride through to West Hampstead and then take the North London to West Ham. However engineering work forced all trains to terminate at Blackfriars. As an alternative we decided to go to Fenchurch Street to join the LT&S but the devastation caused by the previous evenings IRA bomb meant this option was closed so we rode a District D79 train right through to Barking.

Here a pair of old friends were waiting to take us to Gospel Oak, namely class 115 DMBS's and with their cab blinds up; when did you ever see that on Chiltern? The journey proved most interesting, roughly half is electrified for inter-regional freight traffic and virtually all is protected either by semaphores or single aspect searchlights controlled from signal boxes, at least two of which are double-stack Portacabins!



456.024 standing at Wimbledon before departure for West Croydon.

Photos Mike Walker

Having arrived at Gospel Oak an hour earlier than planned, we decided to head east again on the North London line to North Woolwich, 313.003 doing the honours. Again much of the route has catenary but the dual system 313's run on the third rail all the way which must look a little odd. Between Canning Town and Custom House the advanced state of work on the DLR's Beckton extension could be observed.

After a short visit to the North Woolwich museum 313.004 took us west along the NL line to Gunnersbury. En route we observe the still incongruous sight of an HST heading into Euston and another waiting at Acton Wells running ECS from Cricklewood to Old Oak.

Finally it was back to LT using the District to Hammersmith then the H&C back to Paddington providing an opportunity to recall the GW's only electric service, if you doubt its heritage look at Ladbrooke Grove. From Paddington the journey home was the reverse of the outward but we allowed ourselves the luxury of travelling first class on the branch - well it is advertised "Standard Class only" in the timetable.

The whole trip lasted just under 12 hours and was thoroughly enjoyable. Planning is now in hand for the Capital Explorer I by a different route, on 3rd October - why not join us?



Class 115's 51654/51656 now assigned to the NGBX pool at Gospel Oak.



A C69 stock train awaits departure from Hammersmiths very GW station.

## REFLECTIONS OF WESTERN STEAM

Vol.1 WEST FROM PADDINGTON

Vol.2 THROUGH THE CHILTERN TO THE MIDLANDS

Transport Video Publishing 50 mins each £17.95 each

If there's one topic which unites MDRS members it is nostalgia especially if the subject is local. On that basis these two tapes should be winners. Steve South of TVP has managed to assemble a remarkable collection of archive film showing a wide variety of GW steam, and occasionally lesser machines, in action on our local lines in the post war period.

Vol. 1 takes the viewer on a journey from Paddington to Westbourne Park, Ealing, Maidenhead, Sonning, Reading, Didcot and Oxford. THE branch is featured including 1445 with a typically catty auto trailer working the Donkey at Bourne End. Away from the main lines a close look is taken at the various sheds starting with a lengthy sequence at Old Oak Common in 1946 followed by more recent visits to Southall, Reading, Didcot and Oxford sheds.

## LOCO PROFILE

# VERSATILE CROMPTONS

Peter Robins

The remaining BR class 33's or "Cromptons" are now over 30 years old and as well as proving an invaluable asset to the Southern Civil Engineers department, can still be called on to replace an ailing class 50 on a Waterloo-Exeter passenger train. The class has performed many varied duties which has taken them far away from their native Southern Region and proved to be one of the most versatile and reliable diesel locos to be produced from the 1955 Modernisation Plan.

The Southern Region of the 1950's was very forward thinking and was planning electrification schemes and for the eventual elimination of steam traction. They felt that a medium power diesel loco would suit their requirements best and made the decision that electric train heating would be fitted instead of steam heating. The British Transport Commission then approached the Birmingham Railway Carriage and Wagon Company with an order to design and build 65 locomotives of the "Type 3" category, around 1500hp; an order which was later increased to 98.

The BRC&W Co delivered the first loco, D6500, to the Southern Region on 4th December 1959. The bodysell was based on the earlier Type 2 design, now class 26, but a two digit headcode had been fitted in the centre window and the front gangway doors had been dispensed with, making a very neat and tidy looking locomotive. Because there was no train heating boiler, it was possible to fit a larger engine than in the class 26. This was the Swiss Sulzer 8LDA28 engine developing 1550hp, which was manufactured under licence by Vickers Ltd at Barrow-in-Furness. The government of the day had insisted on these engines being built in Britain and not in Switzerland. The electrical equipment was supplied by Crompton-Parkinson from where the nickname of "Crompton" was derived. The actual construction of locos was carried out at the BRC&W Co works in Smethwick, the last loco being delivered in June 1962. The last twelve locos, D6586-D6597, were built to the Hastings line gauge and have a maximum width of 8ft8ins over the footsteps, being 7ins narrower than the rest of the class. They were later classified 33/2 by BR and christened "Slim Jims" by enthusiasts. This variant caused BRC&W Co more difficulty than anticipated and it is rumoured that these twelve locos cost more to produce than the amount that they had tendered. This and the supposed failure of their Type 4 prototype, D0260 "Lion" culminated in bankruptcy and the Birmingham Railway Carriage and Wagon Company soon disappeared for ever.

The locos performed well in service but because of delays to the Kent Coast electrification, there was still some steam heated coaching stock in use. This resulted in some boiler fitted BR/Sulzer Type 2's or class 24's being borrowed from the London Midland Region to work steam heated trains until the conversion to electric train heating was complete. An early

Vol. 2 covers the Joint Line including Gerrards Cross, Beaconsfield and High Wycombe, and a lengthy look at the Chinnor branch freight. Much of the action continues north of Aynho, through Banbury and concludes on Hatton Bank.

The original material was shot by a variety of cameramen, both amateur and professional, on 8mm, 16mm and 35mm, black & white and colour. The different origins are obvious but generally the footage is steady and well exposed, there are very few dark shots and only one really naff bit of film, regrettably of Wooburn Green in Vol.1. My only criticism is the sound. Steam dubbing is always difficult and here we have some very poor attempts - for example the sound of a drifting Hall, vacuum pumped and all, to accompany an obviously hard working Castle! A well researched and presented narration accompanies the action and brief cutaways to contemporary video reminds us how much things have changed.

Sound aside, this is good stuff and no one who remembers the good old days locally will be disappointed.



"Crompton" casualty was D6502 which was damaged beyond repair after running through signals with a freight train and colliding with another freight train at Itchingfield Junction near Horsham on 5th March 1964. It was cut up on site some six weeks later.

On the South Western Division "Comptons" covered most non-electrified passenger duties except on the Bournemouth and West of England lines where Bullied Pacifics reigned supreme. When the Bournemouth line was electrified in 1967, it was not considered justifiable to continue the electrification to Weymouth and so a push-pull system was devised using "Comptons". Various experiments had taken place using D6580 and six specially converted BMU vehicles on the Oxted line. These experiments proved successful and resulted in the conversion of a further eighteen locos for use with four car trailer units (4TC) specially converted from loco-hauled stock. The "Crompton" and "4TC" arrangement worked between Bournemouth and Weymouth from 1967 until introduction of the "Wessex Electrics" three years ago. Modifications to the locos included the fitting of waist level air pipes and jumper cables retractable buffers and a gangway rubbing plate, making them compatible with all Southern Electro-Pneumatic braked multiple unit stock. These locos were later classified 33/1 by BR and christened "bagpipes" by the enthusiast fraternity.

All three varieties of "Crompton" were working well with visits to Eastleigh works every 2½ years. In 1978, the locos covered an average of 61,500 miles per loco and achieved a figure of 27,690 miles per casualty. The overall availability of the class compared well with other BR designs at 80.7%. Although primarily a Southern Region loco, the "Cromptons" have travelled far and wide. In their early days they worked Fawley-Bromford Bridge, oil trains throughout and Cliffe-Uddingston cement trains as far as York (and occasionally further north) on a regular basis. After the demise of the diesel hydraulic "Warships" in 1972, they took over the Waterloo-Exeter service until ousted by the class 50's. They then moved over to work the Portsmouth-Cardiff, Cardiff-Crewe and West Wales services. These services were replaced by Sprinters in 1988 and the inevitable started to happen. Because their duties were disappearing fast, the "Cromptons" in need of most repair were withdrawn and scrapped. Others in better condition were repaired and transferred to Railfreight Construction, for working Channel Tunnel construction trains, or to the Civil Engineers for working ballast trains. Network SouthEast owns two, 33012 and 33114 which are used on Southampton boat trains, special trains, and to relieve the occasional failed class 50.

Wherever the "Cromptons" have worked, they have proved to be competent and reliable machines which are well liked by operators, train crews, depot staff and enthusiasts alike.

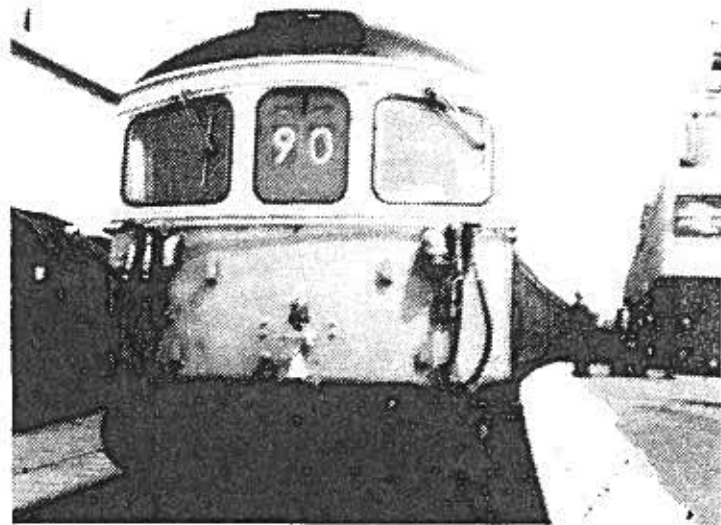
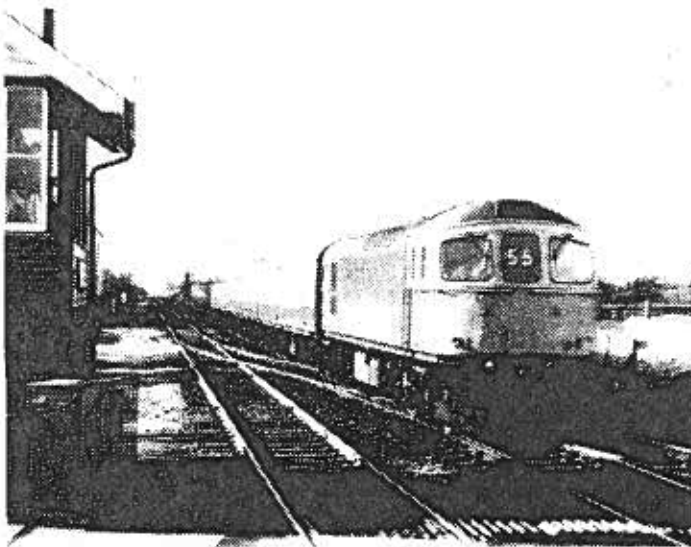
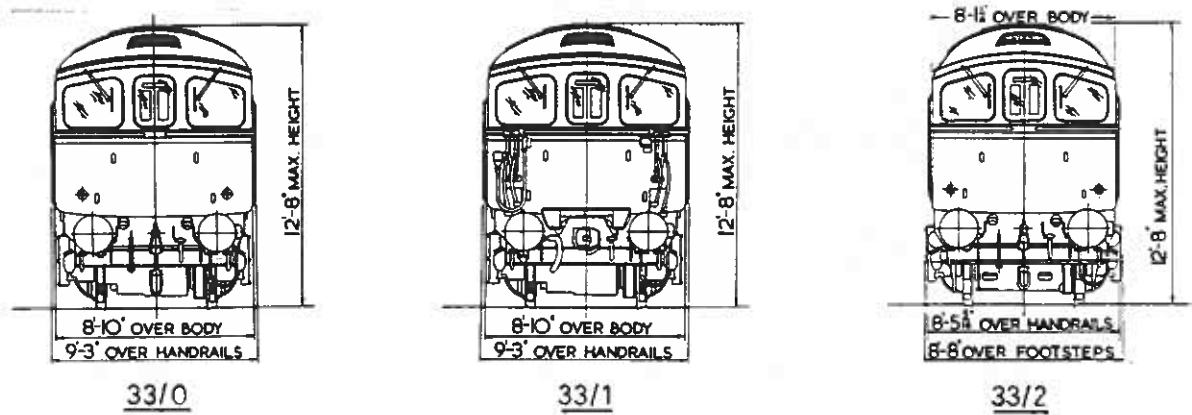
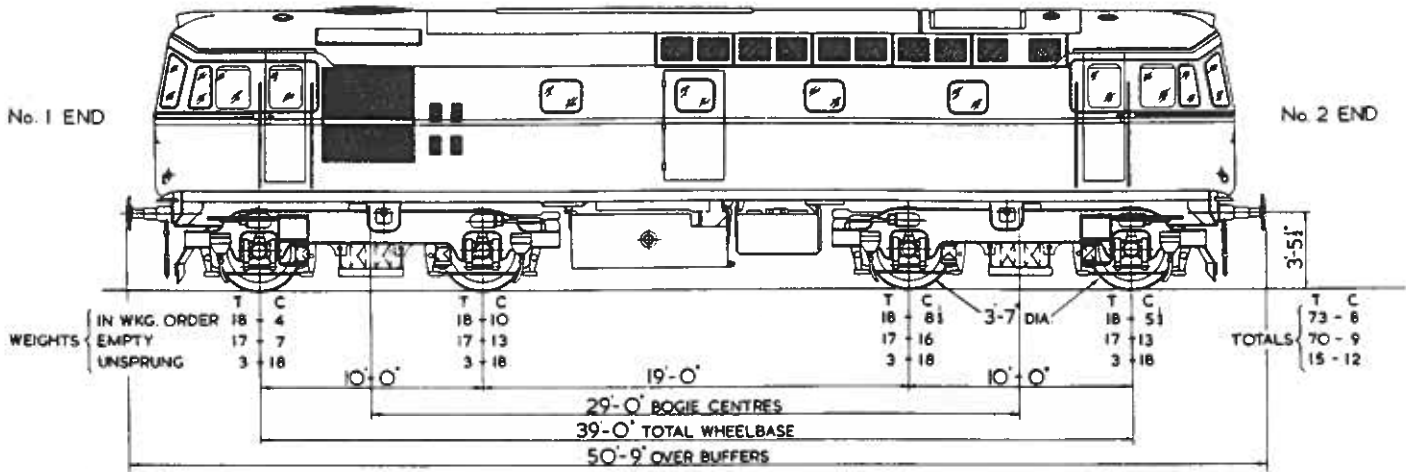
**Class:** BR Type 3, later Class 33  
**Purpose:** Mixed traffic locomotives  
**Introduced:** 1960  
**Original numbers:** D6500-D6597  
**Total built:** 98

### Details of Nos D6500-D6597

**Engine:** Sulzer 8LDA28  
**No of cylinders and cycle** — 8, four stroke  
**Max cont rated output** — 1,550hp at 750rpm

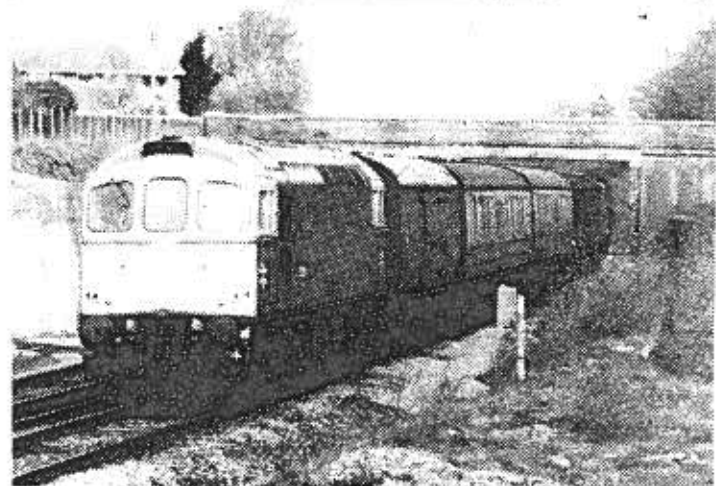
**Main generator:** Crompton Parkinson CG391B1  
**Traction motors:** Four Crompton Parkinson C171C2  
**Type of suspension** — axle  
**Type of gear drive** — single reduction  
**Performance:** Max tractive effort — 45,000lb at 27.3% adhesion at 2.260A main generator  
**Cont tractive effort** — 26,000lb at 17.5mph at 1.760A at main generator

**Rail hp at cont rating** — 1,215hp  
**Full engine output** — available between 10 and 80mph  
**Braking:** Straight air and auto air for loco, auto air and air controlled vacuum for train, giving a brake force of 80% of loco weight in working order  
**Speed:** 85mph (max permitted service)  
**Curve:** 4 chains min rad curve without gauge widening



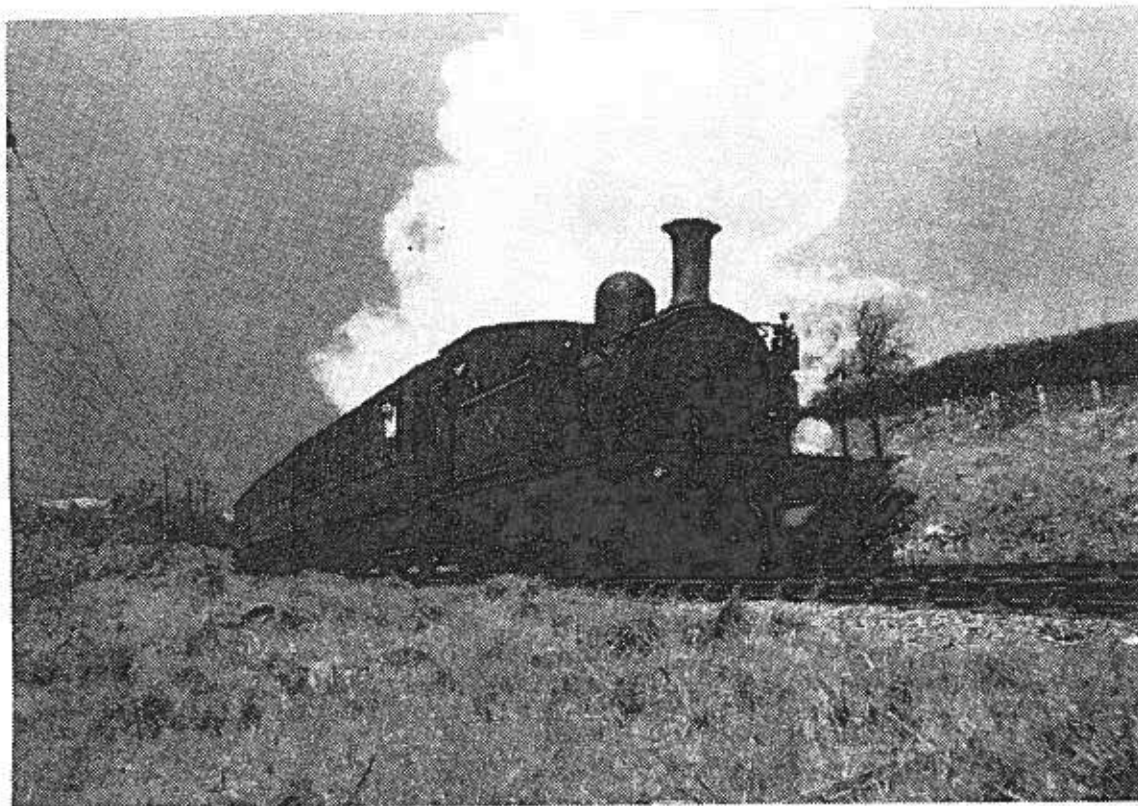
The three versions of the class 33 are illustrated here. TOP LEFT 33.022 arriving at North Camp with 17.07 Reading-Redhill on 27 April 1977 shows the basic 33/0 "Crompton". The push-pull "Bagpipes" 33/1 version is represented by 33.102, TOP RIGHT, at Weymouth. Note the air pipes, waist level jumpers and rubbing plate together with the flashing yellow light added for the Quay branch. 33.203 entering Wokingham, BOTTOM, with the 03.54 Rugby-Redhill parcels on 22 April 1977 depicts the "Slim Jim" 33/2 - note the thinner body. The first vehicle of the train, a superb LNER 6 wheel van is worthy of note also.

Photos: 33/0, 33/2 Peter Robins    33/1 Mike Walker



# RAILWAYS IN THE ISLE OF WIGHT

Bas Woodward



Before the middle of the last century the Isle of Wight must have been one of the most delightful and unspoilt areas in the British Isles. The downlands, cliffs, beaches and lush valleys are still there but in earlier days people travelled very little and tourism had not yet brought the thousands of visitors from the mainland. This island, only sixty miles around, was chosen by the young Queen Victoria and her husband as a country haven, Osborne House was built near Cowes for their frequent visits.

In the 1840's, the time of the so-called Railway Mania, certain citizens of Newport, the capital of the island, and geographically its centre, began to discuss the possibility of building a railway from Cowes, then the main port of entry from the Hampshire coast. This Cowes-Newport line was to become the first "spoke" of the network of tracks that spread out to the other towns along the coast.

In 1938 and 1939 I bought Rover Tickets so that I was able to explore the numerous lines, all of them then still running. The tickets, if my memory serves me right, were the equivalent of 62½p.

At this time the Southern Railway ran the train services, having absorbed THREE separate companies on the 1st January 1923. Landing at Ryde pier head one could see ex LSWR Adams O2 tanks and occasionally ex LBSCR Stroudley 0-6-0 Terriers, all painted in an attractive apple green shade. The locos all bore names of places on the Island and numbers preceded by the letter W. On the mainland these low numbers would probably have belonged to ex LSWR M7's, very similar at a glance to O2's. Parkhurst was a notable exception! Practically everything on the Island's railways was secondhand. The letters LSWR and SECR appeared on the fittings in the carriages. The Southern Region have retained one line only, the stretch from Ryde pier head to Shanklin. Motive power is provided by superannuated London Transport tube trains which provide a rough ride for passengers. Happily preservationists have worked from a base at Haven Street Station on the former Ryde-Cowes line and steam-hauled trains now travel between Wootton Bridge and Smallbrook Junction, where there

is now a link with the BR electrics. One remaining O2, W24 Calbourne, together with two Terriers, are a small remnant of the 32 locos I watched just before the war.

Photo John Worley, collection of Peter Robins

I will briefly follow through the history of the railways of Wight.

The Newport councillors who met on 17th of November, 1845, decided by 10 votes to 7 to construct a line from Cowes to Newport. Benjamin Maw, the Mayor, was against the project but a certain forceful Mr. Pring carried the day.

Things moved at a leisurely pace, matching the Island's rural calm. The first railway company was not incorporated until 8th August 1859, and it was another three years before the first passenger trains ran.

Passengers and freight in those days came by boat from Southampton and landed at Cowes. In 1870 Medina Wharf was opened, 1¼ miles from Newport on the River Medina, the Island's Principal river, and from here the islanders obtained their coal. Trains were pulled by 2-2-2 well tanks, Prince and Precursor, which had been used in constructing the line. They were painted blue and lined in red. A third engine, an 0-4-2 saddle tank was purchased after the wharf opened.

By 1860 tourism was increasing, destinations being mainly Ryde, Sandown, Shanklin and Ventnor. On 23rd July 1860 an Act of Incorporation was passed. A line was laid from Ryde St John's to Shanklin. It was proposed that visitors arriving at Ryde pier should proceed by horse bus to Ryde St John's station. The next stage of the line was to continue through Wroxall and thence to Ventnor by way of Luccombe, the Landslip and Bonchurch. The principal landowner, the Earl of Yarborough, oppo-

2nd - SINGLE		SINGLE - 2nd	
2104	Shanklin to Ryde (Esplanade or Pier Head)	Shanklin to Ryde (Esplanade or Pier Head)	2104
	RYDE (ESPLANADE or PIER HEAD)	RYDE (ESPLANADE or PIER HEAD)	
(S)	3/3 Fare 3/3	(S)	
For conditions see over For conditions see over			



2nd - SINGLE		SINGLE - 2nd	
1995	Shanklin to Ryde (Esplanade or Pier Head)	Shanklin to Ryde (Esplanade or Pier Head)	1995
	RYDE (ESPLANADE or PIER HEAD)	RYDE (ESPLANADE or PIER HEAD)	
(S)	1/8 Fare 1/8	(S)	
For conditions see over For conditions see over			



sed this route, and the track was eventually laid through a tunnel under the St Boniface Downs. This tunnel, 1312 yards in length, was expensive to construct. The Ventnor station built at the tunnel's exit was 294 ft above sea level, causing considerable hardship for foot passengers.

However, despite this inconvenience, the townsfolk were delighted. The three Beyer Peacock engines used on the first day, 1st September 1868, were bedecked with flowers. Ideas of a rail link between Wroxall and Newport were cancelled by the slump of 1866 which still made raising capital most difficult. By 1882 it was financially viable to build a line from Sandown station down to Bembridge on the coast. Then another line was laid, linking Sandown with Newport junction. This track joined a second Ventnor line at Merstone junction.

Ryde St Johns is still the Eastleigh or Ashford of the Island and now services the electrics. From here a line was built paralleling the Ventnor line. At Smallbrook Junction it swung right through Asheys to Haven Street and from there into Newport.

The LBSCR and LSWR formed a consortium to construct a half mile long pier so that trains could travel from the boats without the inconvenience of horse buses. The citizens of Ryde would not agree to desecrating their esplanade so a short tunnel was dug out in 1880 beneath the houses and hotels to emerge at Ryde St John's. This is still the route for rail traffic today.

Now it was the turn of West Wight to benefit from rail services. This line, which never made a profit, was to connect Newport with Yarmouth and Freshwater, and possibly Totland Bay at a later date. It was opened to freight in 1888 and to passengers in the following year. The FY and NR were operated by the Isle of Wight Central Railway until 1913. After this date the small shack of a station at Newport was demolished and trains were allowed to use a bay in the main station. Meanwhile the residents of Totland Bay refused any extension on to their attractive landscape.

In 1900 the last line was opened. This was to provide a second station at Ventnor. It was intended that tourists from Southampton could travel direct from Cowes to Ventnor and Bonchurch. This new line ran from Merstone on the Sandown-Newport line to Godshill, St Lawrence to a new Ventnor station north of the grounds of Steephill Castle. Ventnor West Station was almost one mile from the town centre. The line was owned by the Isle of Wight Central Railway. Again a tunnel was required. High Hat Tunnel, 619 feet long, was built between Whitwell and St Lawrence.

In 1923 the word SOUTHERN appeared on all the locomotives and it was a Southern outpost until 1947. Adams 0-4-4's were shipped across from Eastleigh, running first with their mainland numbers. They were given larger coal bunkers and Westinghouse air brakes. These contraptions, fixed to the sides of the



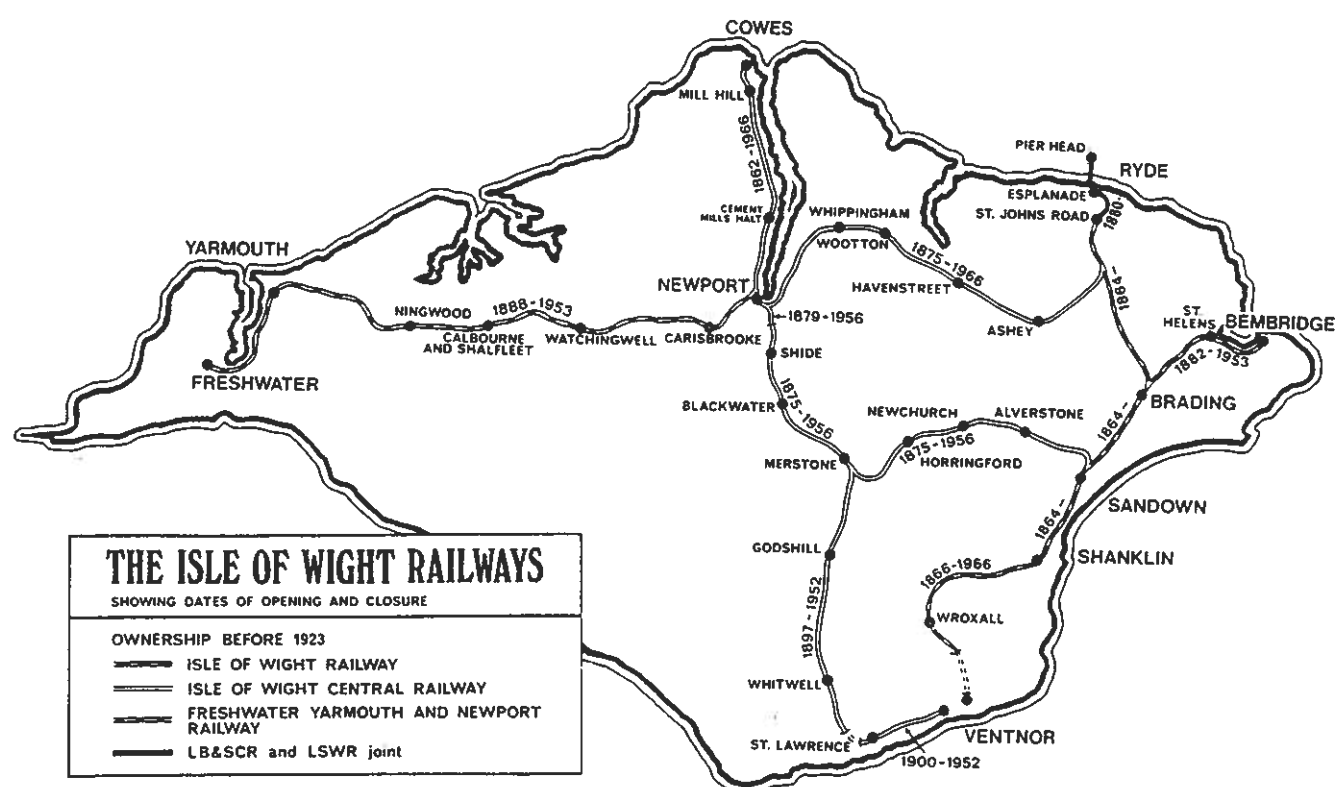
The "new" electric service introduced in 1966. Two of the class 486 (3TIS) units 031 and 032, led by cars S1 and S3, stand at Ryde Esplanade. The stock was built for LONDON Underground in the 1920's.

Photo Mike Walker

smoke boxes thumped away rhythmically on standing locos. Stroudley terrier tanks, 0-6-0's built at Brighton were added to the fleet as suitable for shorter branches. One by one the old IWR and IWCR engines were scrapped. All the Brighton terriers had once had names. Brighton, provided by Butlins for the preservationists became No.W11, Newport. A second terrier No.W8 Freshwater had been a "pub sign" on Hayling Island. Whitbreds, the brewers, sold it to the Haven Street Society for £1.

When the Southern Railway took over in 1923 they made considerable improvements. Southern Vectis buses and private cars were already reducing passenger numbers except in high summer. New track was laid, stations and timetables upgraded. 1966 was the year of closure, during the Beeching era. In 1967 the electric arrived. The people of Ventnor were very angry at losing their connection with Ryde. Protestsations to Barbara Castle, then Minister of Transport, fell on deaf ears.

Why terminate the line at Shanklin? Nobody has ever provided an answer, but it was assumed that the cost of maintaining the St. Boniface tunnel would be prohibitive.



# REGATTA RAIL

Peter Bond

When BR singled the Henley branch in 1961, took out the passing loop at Shiplake station in 1968, and removed the second surviving platform line at Henley in the early eighties, it could not have been foreseen the effects of increasing police breathalysing on the A423 back to London in successive Henley Royal Regatts weeks. Each year more and more Regatta-goers let the train carry their residual excess alcohol home. A few years ago BR's attempts to deal with the crowds were pathetic but more recently Network SouthEast has provided well thought out special services on what is, after all, little more than a four and half mile siding from Twyford.

Throughout Regatta Week (5 days from Wednesday to Sunday) the normal off-peak through service to Reading is suspended, and attractively illustrated special timetables are widely distributed also offering a not-unreasonable standard return fare from Paddington of £6.60 in 1991.

Siding 'though the Branch may now be, it does terminate at the smart new Henley Station (even incorporating part of the old platform canopy) with its very elegant booking hall. Throughout Regatta Week last summer, the station was staffed by two booking clerks, a left-luggage attendant, about six splendidly uniformed ticket collectors and two very smart hostesses, all with flowers in their buttonholes.

For much of each day in 1991, maximum possible frequency for line capacity was maintained by the branch train from Twyford, strengthened to four coaches, which is about all the bay (platform 5) at Twyford can take. Some trains missed out stops at Wargrave and Shiplake but curiously these were scheduled to cover the journey in the same time as those which called at

all stations. On Saturday night - following the fireworks - there were one or two of the normal through trips to Reading.

Nor were Regatta-goers from London - the vast majority - expected to suffer privations of unusually crowded weekday semi-fast and Sunday slow connecting DMU's. Connections into Branch trains at Twyford in the mornings and back in the evenings were made mostly by stopping Network Expresses and even Inter-City trains at Twyford. On Saturday morning last year, for example, the 0820, 1020, 1120, 1220 and 1320 Paddington-Oxford and 1238 to Newbury called at Twyford as did the 0920 to Manchester Piccadilly.

There were also one or two through Paddington trains daily. These were fromed (as faithfully recorded in "The Donkey" by Alan Wheeler from his comfortable office chair in White Waltham) by a nine coach DMU which on Sunday made two revenue earning return trips. Perhaps soon an eight coach Turbo? The 1818 Henley-Paddington - after the prizegiving - on that day left well filled with only a handful of passengers standing, but the Henley Standard reported that people at Shiplake and Wargrave "were unable to board" a following stopping branch train "because of the crush".

What a pity that the public address system serving Henley Branch stations apparently could be operated only from Twyford rendering all those officials at Henley unable to make announcements. Worse still some local Twyford announcements were relayed to Henley, puzzled home-goers searching for "the train at Platform 4 for Paddington only" and being exhorted to "close the doors as the train is about to depart" - from a solitary empty platform!

## A NEW APPROACH TO PADDINGTON

Mike Walker

Anyone travelling into Paddington these days cannot fail to notice that "something big" is underway, namely the total remodelling and resignalling of the station approach. Originally this work was to have been undertaken during the winter of 1991/2 but delivery delays of the class 165 trains, vital to eliminate loco haulage during the work, led to its postponement until March to September this year. Although work has started the major part is further delayed by problems with the software which have added a further 12-16 weeks to the contract. This article provides some background and an outline of the proposed installation.

Colour light signalling and power operated pointwork first appeared at Paddington in 1931-33 controlled from two large brick boxes, Paddington Departure on platform 1 and Arrivals on platforms 10/11. As their names suggest the station was operated in two halves, platforms 1-6 for departures 7-12 for arrivals (6 and 7 were reversible but were normally for departures) whilst 13-16 formed the Suburban station, formerly Bishops Road, shared by GW and LT trains. The signals themselves were mostly US style single aspect searchlights but mounted to exactly replicate traditional semaphore displays - one head per arm.

This served until 1967 when the Power Box or "panel" at Old Oak Common, opened in 1962, was extended to take in Paddington and

the main line as far as MP12½ east of West Drayton and the Wycombe line to MP6½ at Perivale replacing 24 traditional signal boxes. At Paddington the work was extensive and led to the station being partly closed during October and November 1967 with trains either being started and terminated at Ealing Broadway or diverted to Marylebone or Kensington Olympia. Principle features of this scheme included the conversion to exclusive use by LT of platforms 15/16 and severance of all connections between BR and LT whilst all the remaining platforms were arranged for equal use by arrivals or departures with 13-14 continuing as suburban platforms due to their restricted length and No.12 was almost always used for parcels/mail traffic being adjacent to the local postal sorting office and, of course, RailMail below. Not only was the 1967 scheme more flexible but it completely eliminated diamond crossings and those expensive to maintain single and double slips.

Since 1967 there has been further gradual rationalisation as freight facilities at Paddington Goods (MP½) and New Yard (MP1) were closed although the latter has partly reopened as a Marcon stone terminal. The widespread and intensive use of HST's since 1976 led to the closure of Ranelagh Bridge loco yard and removal of one of the loco & carriage roads out to Old Oak Common. The final form of the 1967 scheme prior to work on the 1992 resignalling is shown in Fig.1. Note that from the station throat at Ranelagh Bridge (MP½) to Portobello Jct (MP1½) the running lines are dedicated as Up Engine & Carriage, Down and Up Mains, Down Relief 1, Up Relief, Down Relief 2 and a further E&C/Goods road. West of Portobello the familiar layout of DM, UM, DR, UR begins as the E&C roads separate and head into OOC depot, the up line via the Kensal Green flyover. The key point however was that all running lines are unidirectional to within ½ mile of the stop blocks and the sharpness of the pointwork led to some severe speed restrictions, 15-30 mph on all lines as far as Portobello Jct, then 100 mph on the mains to Acton (MP 4½) or 40-60 mph on the relief to Hayes & Harlington (MP 11).

Technically the 1967 installation was all electric using three and four aspect signals with route indication by "feather" or theatre type indicators. It was controlled by a push button entrance/exit route setting panel. All interlocking was electro-mechanical using a plethora of relays and miles of wire, hence the size of the Panel building at Old Oak.

Whilst the equipment was approaching life expiry the similar but older installations at Slough (1962) and Reading (1965) were in theory a higher priority. Whilst the Heathrow branch and CrossRail have been quoted as reasons for tackling Paddington now, the most pressing reason is the Channel Tunnel or to be exact the International Train Depot which will completely encircle the Old Oak panel building. This will of course be electrified at 25kV 50Hz which emits very high electromagnetic



The unremarkable building to house the IECC at Slough.

Photo Mike Walker

fields and creates havoc with signalling equipment unless it is shielded, or immunised as it's known in the trade. Although it would have been possible to immunise the existing equipment it would have been costly, still cause considerable disruption and would be life expired by the middle of the decade.

Therefore InterCity Great Western and Network SouthEast jointly took the bold decision to completely remodel and resignal the Old Oak control area at a cost of £35m and take the opportunity

to do much of the preliminary work for the Heathrow branch (now due in 1996/7) and CrossRail (1999/2000).

To operate the new installation a new control centre has been erected next to the existing panel at Slough, which is actually some 6 miles from the nearest point it controls! Such has been the progress of three decades the new building is little larger than the remote relay buildings of the 60's schemes. Known as 'SN' (Slough New) it is an IECC, Integrated Electronic Control Centre. In such centres, Marylebone is similar, traditional panels are replaced by desk top VDU's, keyboards and tracker balls. The banks of relays are replaced by SSI Modules (Solid State Interlocking) consisting of processors and digital logic circuits all housed in a space not much larger than a couple of filing cabinets. In operation the IECC stores the timetable in its memory and automatically sets the road as needed. If all is going according to plan (when does it?) the operators sit and watch. It is the software which will drive this which is the problem, early in March it was discovered it is incapable of handling the level of service projected and will therefore have to be replaced hence the delay.

As the IECC is to progressively take over from OC panel as work proceeds the major part of the work on the ground is on hold. However it is still possible to consider that will be done hopefully by January 1993.

The finished layout is shown in Fig.2. Note all platforms are still reversible although in normal use 1-9 will be dedicated to InterCity (6/7 eventually for the Heathrow service) while 10-14 will be NSE suburban, Network Expresses will usually use 8 and 9. No.12 will be upgraded for passenger peak hour use. Contrary to some reports loco haulage will be possible, two carriage sidings will remain at Royal Oak accessible to and from platforms 1-5 only. The crossovers in the throat will be relaid and suitable for 40-50 mph on InterCity's side, 25 mph on NSE's.

From the throat there will be six bidirectional running lines, numbered 1 to 6 south to north, with a speed limit of 100 mph as far as Ladbroke Grove (MP 1 1/2). Here there will be a remarkable set of high speed crossovers spread over 1/2 mile with diverging speed limits of 70 or 90 mph the largest such installation on BR. From here west the existing pattern of DM UM DR UR will resume with a speed limit of 125 mph, main lines or 90 mph relief. These maximum speeds so close to the terminal may seem high but the idea is that they increase at a rate equal to the maximum acceleration curve of the equipment used. In simple terms it will allow departing trains to accelerate on full power from a standing start and arriving trains to brake as late as possible, saving valuable minutes.

The work is being performed in several stages. First the BR platforms at Westbourne Park were closed on 13th March for demolition together with a complete engineers possession of the relief lines east of Old Oak from 16th March. Leaving in effect a two track approach a special timetable was introduced re-timing many services and cancelling a few. Unlike the 1967 scheme however few services are being diverted thanks to the exclusive use of mu trains, only the Greenford service is terminating at Ealing and a few cross country InterCities at Reading.

The work in the station area is divided into three phases during each of which several platforms will be out of service; phase 1, nos. 9-13; phase 2, nos. 6-9 and phase 3 nos. 1-5. Because of the software problems the originally proposed dates for these are now abandoned. During phase 1 all traffic will operate on the old main lines. During phase 2 traffic will operate bidirectionally over the old down main and on the new lines 5 and 6 whilst work continues on the new lines 2-4 (the most difficult part of the operation) and finally during phase 3, lines 3-6 will be in use. Between phase 1 and 2 there will be a single weekend (originally 4/5 July) when a severely restricted timetable will be in operation as only one running line will be available.

West of Ladbroke Grove changes will be less drastic. Old Oak West Jct will be simplified as will West Ealing and the Wycombe line to Northolt singled, removing with it the last manual box in the area at Greenford. On the main line the main to relief crossovers at Old Oak East, Old Oak West and Friars Jct, near Acton, will be removed leaving a 7 1/2 mile gap before the next ones at Southall. This could prove to be a false economy as it could present a severe lack of operational flexibility in the event of a breakdown.

Local managers admit the next few months will be difficult, sometimes hell. They are confident a near normal service can be offered but with so little capacity available and being used to the limit it will only need a train or equipment failure to bring total chaos. However the short term discomforts are worth suffering as Paddington prepares to take a bold leap forward into the 21st century.

One closing thought. If the schemes of 1933, 1967 and 1992 have all been State of the Art when installed, what will the 2025 resignalling scheme bring forth?

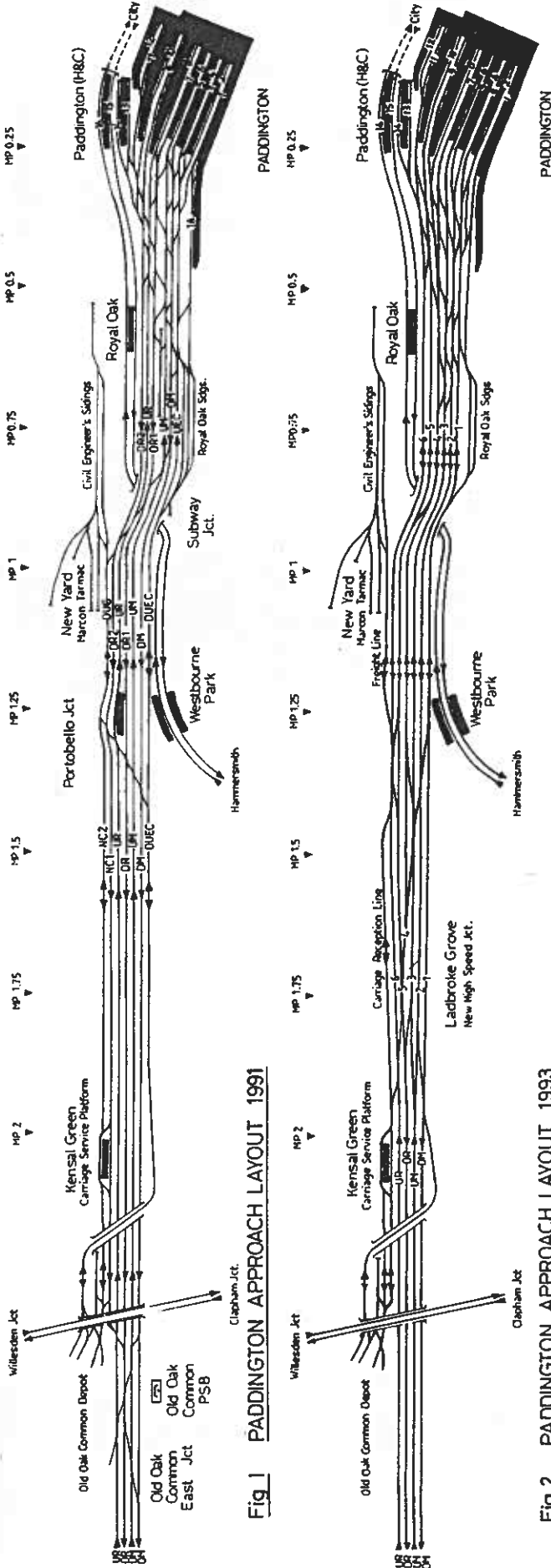


Fig. 1 PADDINGTON APPROACH LAYOUT 1991

Fig. 2 PADDINGTON APPROACH LAYOUT 1993

# DERBY DAYS

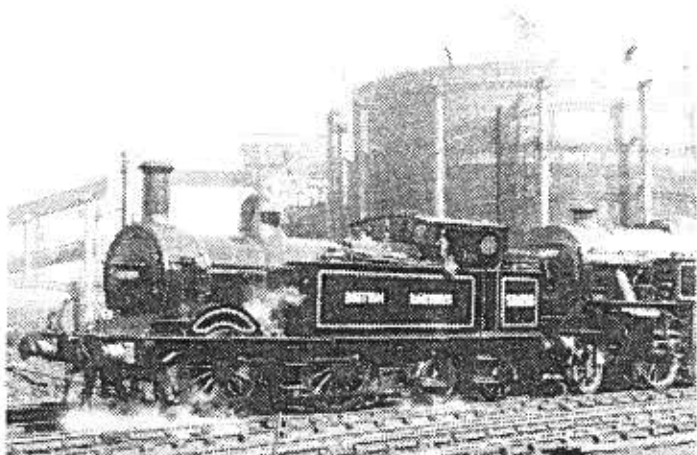
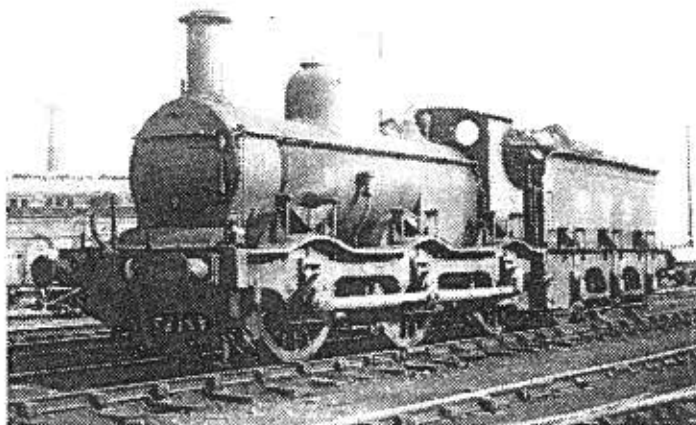
Eddie Lewcock

Life at Derby Works in 1947, when starting as a 2 year pupil, was still in the realms of steam, with Jubilee's and Black Fives handling the main line passenger traffic whilst Compounds and 2 P's handled the secondary trains. A good selection of freight locomotives ranging from stanier 8F 2-8-0's to elderly 2.P 0-6-0 were also much in evidence. Now and again the Kirtley "Double Frame" 0-6-0 would amble round - the oldest working locomotive at Derby. It is illustrated at the top of the page and memories remain of shunting at night in Chaddesden sidings, when I formed a part of the footplate staff. Whilst not the shed "pet", it was much sought after by the enthusiast!

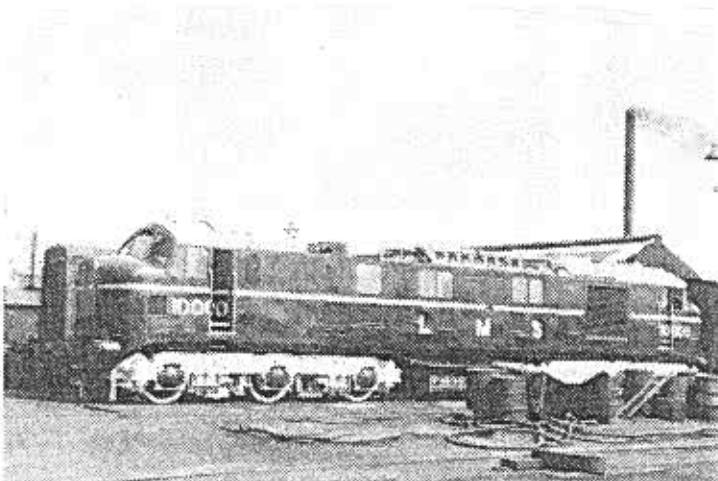
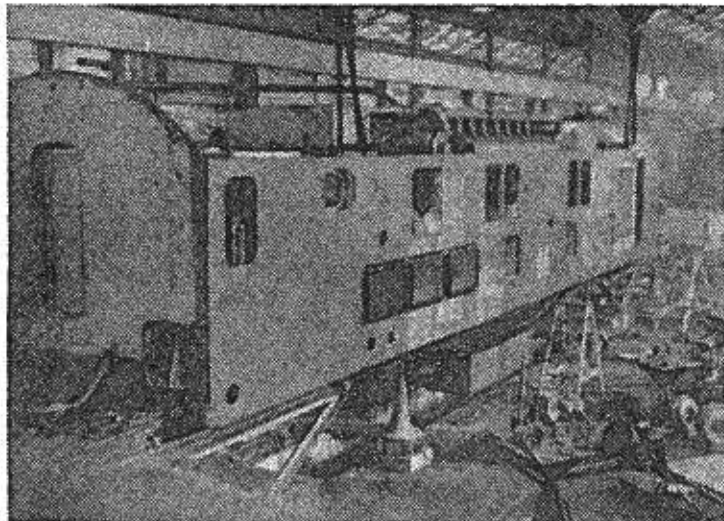
New building in Derby Works was entirely devoted to 2-6-4 tank engines which were fast, strong and popular with the crews. One corner of the main erecting shop was devoted to new build work and had multi gauge track to enable the Northern Ireland locomotives to be erected. An earlier generation of tank engines is shown by the photograph of 58058 (centre) taken in the yard. Little other than Midland locomotives were repaired at Derby during my time there. Derby Works followed the traditions of the old time companies in many ways, manufacture of most components for locomotives taking place on site. Only items like pressure gauges, injectors etc., were bought in, all the rest, including boilers, frames, wheel assemblies etc being manufactured on site.

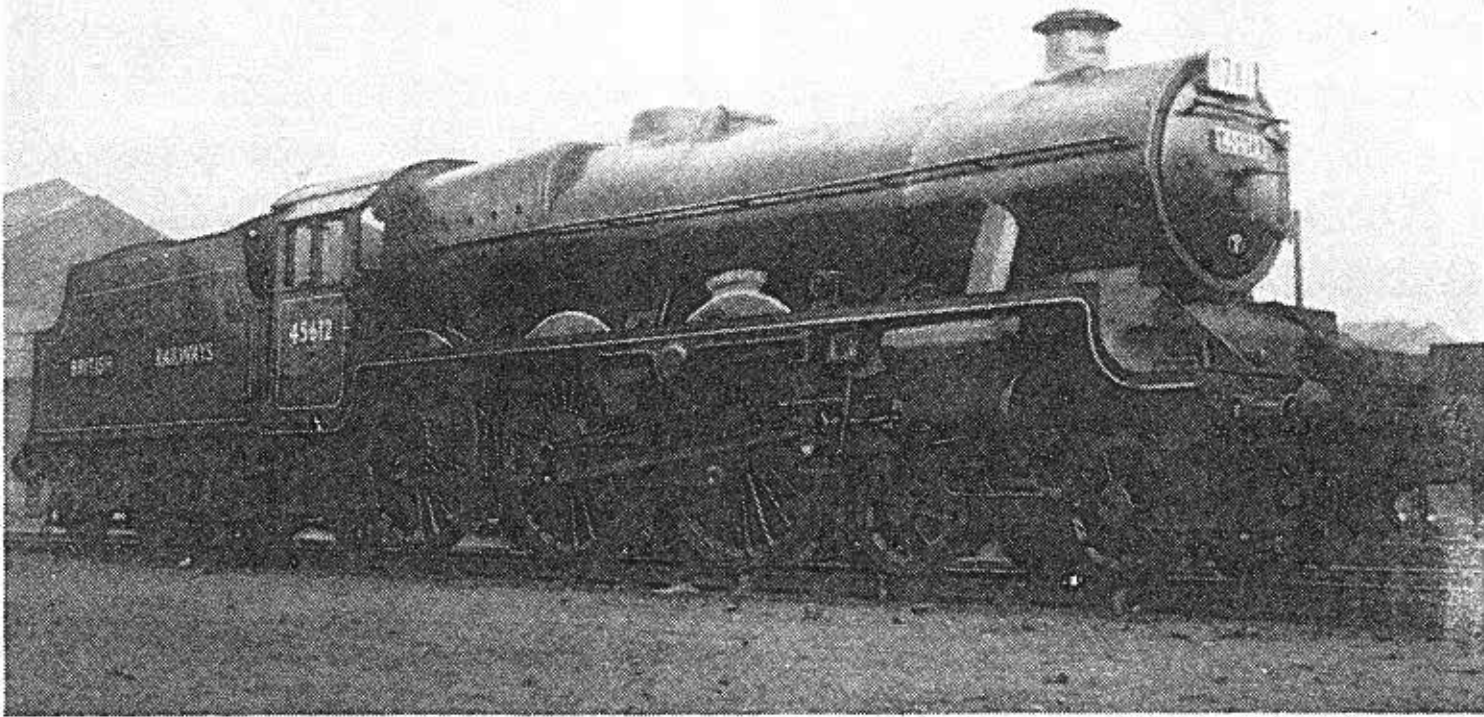
With high degree of repair work there was, inevitably, a high degree of dirt from locomotives that had been almost run into the ground during the war. Cleaning had of course been almost non-existent and service repairs, (i.e. repairs at moderate mileages), often saw locomotives going out with almost as much dirt on as when they came in! General repairs (i.e. repairs after 100,000 miles plus) ensured a clean engine going out with a repaint in the paintshop.

Most of the buildings were very old and poorly maintained as there was no serious allocation of funds for repair work. Locomotives, like 10,000 shown here, proved a godsend and a large amount of road surfacing etc got somehow charged to their account! The photo of 10,000 in the diesel shop (bottom left, taken from part of the old paint shop by the late G. Mahy) is one obtained during a very rapid build programme (nine months from start of design to loco completion!). This included "borrowing" the main engines from the Egyptian order currently going through at English Electric. It was pointed out to the customer, that benefits accruing from lessons learnt on the LMS would get built into the delayed engines! My own photo of 10,000 (bottom right), topless outside the diesel shop, highlights the oddity in the colour scheme of light coloured bogies and roof, both areas becoming rapidly the dirtiest on any diesel. As is well known, the LMS pioneered the "modern" diesel electric main line locomotives and great efforts were made to get 10,000 out before nationalisation. No 10,001 never carried the LMS lettering, having been built post-nationalisation. At that time no diesel engine suitable for locomotive traction could equal the power of the large Pacifics and some years went by before their powers were matched adequately. Soon after 10,001 was completed work started on the extraordinary "Fell" design of Diesel Mechanical locomotive which, while working quite successfully on tests, remained a "one off".



Life in the Works was very much down to earth, with training periods in each of the main shops including the machine, boiler coppersmith, millwright, tool room, erecting, inspection and No.4 shed (Motive Power Dept). Reports were expected on leaving each area and mine was so acid on the conditions in No.4 shed I was quietly asked to withdraw it - which I didn't! Unfortunately photo-copying was unknown then and no readable copy of the handwritten one remains. People worked under the most arduous conditions in parts of the works and running shed and a week or two in the boiler shop would teach you what noise was about! To make the Sheer Legs work in 4 shed a piece of wood was used to keep the brushes on the commutator, springs having long since disappeared! The accountants had moved in early on the LMS and money was closely controlled. However, running costs of each engine were clearly identified as were the building costs. It seems that the present day authorities at Derby could learn much from some of the old time arrangements. The design and welding of the bogies on 10,000 was superb in every way but that on some of the modern stock seems not to be so.





When all has been said, Derby was one of the great Railway Workshops in Britain which produced an excellent product and enabled a fine grounding in engineering to be obtained. There was a vast amount of skill and expertise involved in the daily work, a lot of which is now lost, to the Nation's disadvantage.

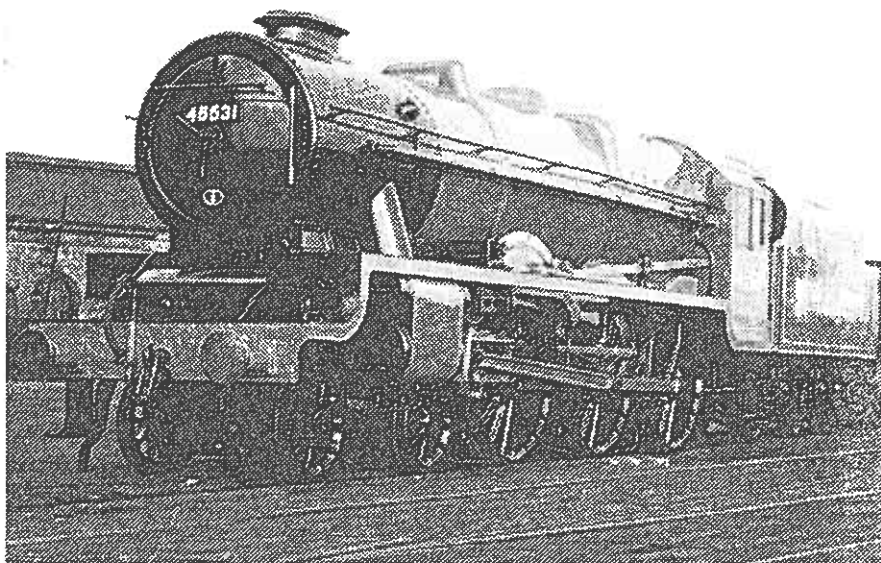
Life at Derby works was a distinct change from growing up in my native London and life as an Engineer Naval Officer living on a salary that supported life rather than sheer existence. However my enthusiasm for railways drove me North and in those days the LMS would pay their pupils whilst in training. Living experiences ranged from finding aspidochelons in the bath at one "digs", to being aware of one lodger "shacked up" with the landlady at another!

For a works lacking modern facilities like Fax and portable phones, some information was purveyed at an amazing speed. The winner of the 2.30pm at Doncaster races would be known by 2.45pm!

On the three remaining 4-6-0 pictures, only the top Jubilee No.45612 "Jamaica" was a regular on the line. There was about a 50/50 split of opinion amongst crews regarding the merits of Jubilee and Class 5 locomotives for the top jobs. The Class Fives would tackle any sort of work and when driven well, in good condition, turned in superb performances. They did have a nasty knock in the boxes when run down and some drivers preferred the slightly smoother 3 cylinder side of a Jubilee. My enduring memory is racing down from the Peak, on a Manchester/London train and passing Bakewell at night after a snowfall with the roar of the exhaust, the smell of steam and hot oil. MAGIC was in the air that night!



The rebuilt Scot 46120 "Royal Inniskilling Fusilier" (centre) was loaned to Derby for Flange Force Trials. Superb engines as they were, they could side badly at speed and tests were made with varying bogie side control schemes to improve matters. I got footplate rides on her (as on Jubilees and Class Fives) as an "extra hand" in motive power. The photo itself is on 35mm film, mounted in an adaptor, in a 3½" x 2½" folding camera. Film for the latter size was virtually unobtainable but 35mm was plentiful. I didn't have enough shekles for a camera on a salary of about £220 per YEAR!



The final picture (bottom) shows 45531 "Sir Frederick Harrison" just out of Derby Paint Shop in experimental green in 1948. The photo illustrated was taken by R.S. Murphy, who was an apprentice in Derby at the time. He is, I believe, now in Thailand and interested in Steam Locomotive Preservation there. A similar picture but in full colour is shown on page 117 of August 1987 "Back Track" and was taken by Jim Jarvis, who gave a recent talk to our Society on South America.

Small world isn't it?

# BOOKSHELF



Alan Costello

I am starting this month with reviews of two series by the same publisher.

**STEAM FOR SCRAP** Volumes 1 to 3 by Nigel Trevance  
Atlantic Transport Publishers

In March 1959, 4 engines left Swindon for Woodham's Yard at Barry. These were the first British Rail locos to be sold to private contractors for scrap. For the next 10 years over 100 private firms purchased engines as British Rail withdrew over 16000 from service.

These books include pictures of engines stored after withdrawal on their way to the scrapyards and in various stages of being cut up. Details of the disposal of a number of classes is given together with a look at some of the yards. The three volumes are shortly to be made into a combined volume, together with what would have been the fourth volume and an index.

**TRAINS IN TROUBLE** Volume 1 & 2 by Arthur Trevan  
3 & 4 by Ken Hoole  
Atlantic Transport Publishers 5, 6, 7 by Alan Earnshaw

The subtitle for this series is railway accidents in pictures. Most books about accidents usually concentrate on the causes (see later). These books give short accounts of the accident together with a picture. Most reports are from this country but there is also a few from abroad. Originally the period covered was to be from 1870 to 1970, but in the last two volumes a few more recent diesel crashes have been included. Because of the popularity of the series an eighth volume is to be produced including a much wanted index.

Not all accidents are of trains. For example one report shows a crane on its side after toppling over whilst trying to rerail its match truck.

## TWENTY-FIVE YEARS AGO

Roger Bowen

To many of us the real end of steam occurred 25 years ago. On 9th July 1967 the last all steam main line from London, that from Waterloo to Bournemouth and Weymouth saw its last steam trains. Gone were the last heroic exploits of 100 mph + bursts with "Merchant Navy's". Gone too was the "Bournemouth Belle" the last luxury steam train in the country. Regrettably the very last "Belle" on Sunday 9th July was hauled by a diesel, class 4 No. D1924 despite plans that it was due to be steam hauled. For the record the final train consisted of five second class and four first class Pullman cars plus two BR full brake vans, a total of 86 first class and 202 second class seats.

Although steam officially finished at the end of 1966 on the Isle of Wight a special steaming took place in May of class 02 No. 27 "Merstone". This was one of nine 02 class locos due to be cut up at the old Freshwater, Yarmouth and Newport yard at Newport. The locos were stored at Newport station. The problem was that D2554 could not run through from Ryde due to the line being severed at Smallbrook Junction, so the steam loco had to do the shunting.

An amazing ancient piece of rolling stock appeared at Waterloo

## TEN YEARS AGO

Roger Bowen

From Marlow Donkey NO.23 June 1982

The planned programme 10 years ago included a visit to the Kent & East Sussex Railway and to Pendon Museum. The "star" meeting was to be the talk by Don Fendley on "Steam in the North East". Articles in the "Donkey" included no less than three by the Editor, Stan Verrinder, indeed the only other one was the 25 years ago item. Stan excelled himself in this issue with three articles all worthy of reprint (hint Mr. Editor). The first was Reading Station Miscellanea, then a fascinating story "Railways Across the Thames" - a story of all the railway bridges across the river. However, now it can be told - STAN MISSED A

**OBSTRUCTION DANGER**  
Patrick Stephens Ltd

by Adrian Vaughan  
ISBN 1-85260-055-1

Staying on the subject of railway accidents, this is the latest book by an ex-railwayman, and covers over 30 accidents, where the cause was known and lessons learned. The author worked on the Western Region from 1967-1975 and has written a number of books about his experiences as a signalman.

Accidents cover from 1892, when a signalman on the busy York-Darlington line fell asleep after working 48 hours with only 2 ½ hours rest, and gave an all clear for the Scotch Express not realising that a goods train was still waiting at the signals. Another accident is the one at Ealing Broadway in 1973 when the battery box cover fell off of Western Class diesel D1007 causing the train to derail at high speed. Most of the reports are accompanied by diagrams, and have not been covered in other books on the subject.

**STEAM LOCOMOTIVE NICKNAMES** Thomas Middlemass  
Silver Link Publishing ISBN 0 947971 70 X

Although Black 5 and Jinty are well known nicknames, how about a Dazzler or a Crocodile. The explanation of over 450 names is given in this book, which gives a fascinating look at the background behind the names.

For example, the Standard 9F 2-10-0 Class had two names - Combined Harvesters and Spaceships. The former because they were so versatile and could be seen working on expresses as well as heavy freight trains, and the latter because of the clear view between the boiler and the wheels. A number of nicknames refer to more than one class. The first engines to be called Bulldogs were built in 1851 and worked the Folkestone Harbour branch. Surprisingly the author does not include the GWR 4-4-0 class as he says it acquired its title by name association, but later on he includes the LMS Jubilee class. The book is produced on high quality paper, as are most Silver Link Publications, which has probably increased the price a little, but it still makes good reading and a good buy.



between 5th June and 16th June 1967. It was an ex GER six wheel coach in full BR blue and grey. It had been converted into generator van No. DE320104E providing power for a cinema coach in connection with a freightliner exhibition.

The Lochty Private Railway opened on 14th June 1967. It consisted of a two mile section of track at the farm of Mr. John Cameron near Arncroach, Fife, Scotland. The line was laid out so that Mr. Cameron could operate his A4 pacific 60009 "Union of South Africa" on it.

In July 1967 two new types of diesel locomotive were seen under construction at different workshops. The prototype "Kestrel" single engine 4,000 hp Co-Co locomotive designed by Brush Electrical Engineering Co Ltd was being built at its Falcon Works Loughborough. Meanwhile across the country at the Vulcan Works, Newton-le-Willows English Electric 2,7000 hp loco No. D400 was under construction.

Consulting Architects were appointed by British Railways, Western Region for rebuilding Reading station.

Just a selection of items from a momentous period 25 years ago.

BRIDGE, his map showed bridges from the Cannon St SER Bridge as the lowest downstream bridge, and the Oxford (Isis) Bridge as the highest upstream bridge. In fact there was AN EXTRA BRIDGE so far upstream that Stan didn't spot it!! Where was it? What Railway? Well the Midland and South Western Junction Railway crossed the infant Thames not far from Thameshead between Cricklade and South Cerney stations.

Stan's final article was Accidents on the Somerset & Dorset Railway, another most interesting article.