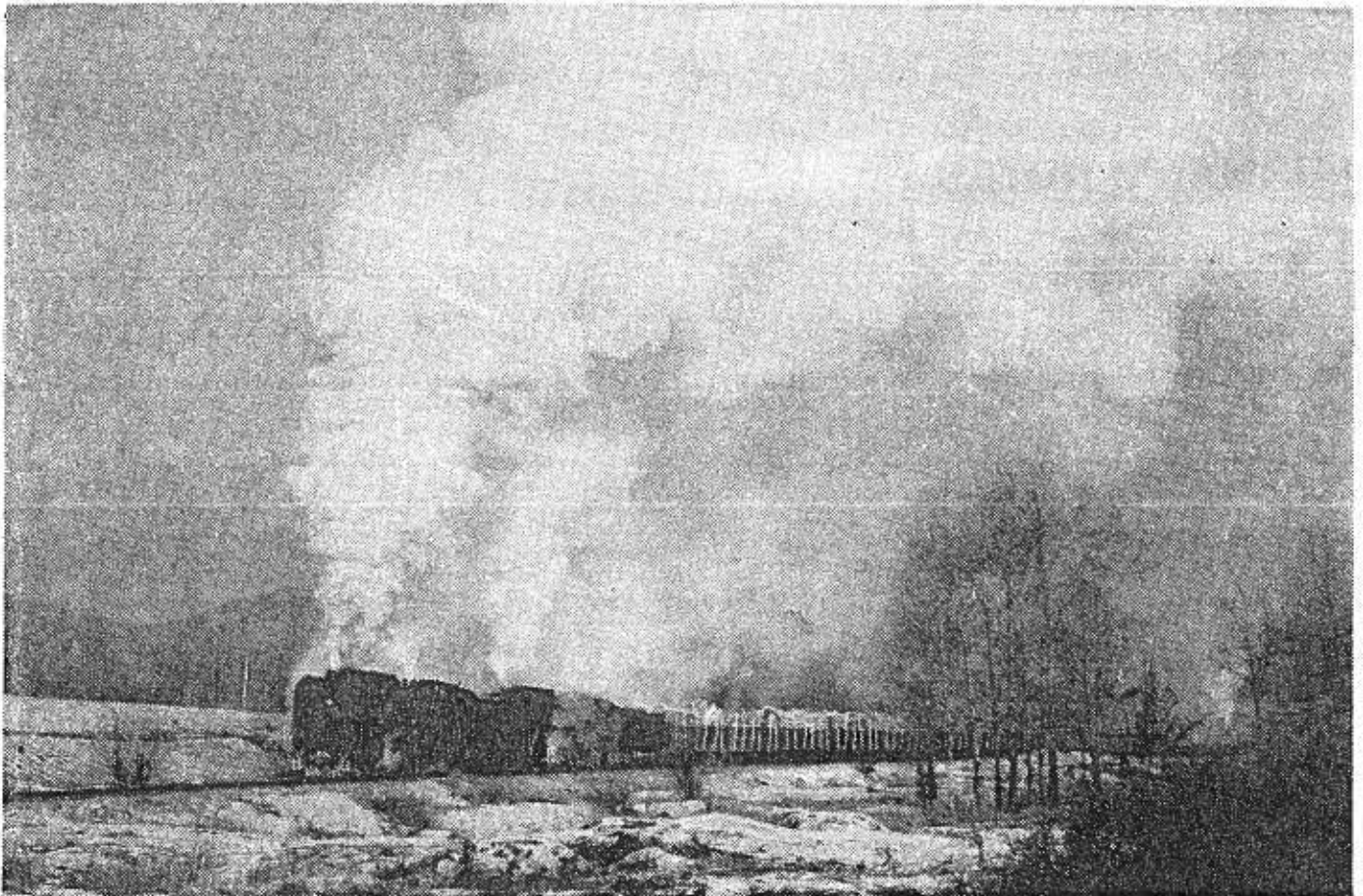


THE

DECEMBER 1992

64

MARLOW DONKEY



IN THIS ISSUE...

HENLEY STEAM
THE WCML TODAY
BR MINERAL WAGONS
SEAFORD TO FALMER
THE MENDIP DONKEY



THE MARLOW DONKEY

Quarterly magazine of the
MARLOW & DISTRICT RAILWAY SOCIETY

No.64 DECEMBER 1992

IN THIS ISSUE...

CHAIRMAN'S NOTES	page	2
TIMETABLE/SOCIETY NEWS		3
RAILWAY ROUNDABOUT Notes & News		4
MAILBAG Members Letters		5
ENGINEER MURPHY AND THE DEAD COW		5
MENDIP DONKEY Mike Walker		6
BR 16 TON MINERAL WAGONS David Gardner		8
SEAFORD TO FALMER Stan Verrinder		9
PRINCEPS PACEM John Sears		12
NETWORK DMU FORMATIONS Mark Hopwood		13
HENLEY BRANCH IN STEAM Dave Little		14
BOOKSHELF Alan Costello		16
TWENTY FIVE YEARS AGO Roger Bowen		16
TEN YEARS AGO Roger Bowen		16

PRESIDENT: Sir William McAlpine et	VICE-PRESIDENT: Bas Woodward
CHAIRMAN: Mike Walker 'Solgarth', Little Marlow, Marlow, Bucks., SL7 3RS.	Tel.: 0628 483899
VICE-CHAIRMAN & SECRETARY: Eddie Lewcock 27 Rupert Avenue, High Wycombe, Bucks, HP12 3NG.	Tel.: 0494 525638
TREASURER: Peter Robins 95 Broom Hill, Cookham, Berks., SL6 9LJ.	Tel.: 0628 527870
PUBLICITY: Martin Pink 'Greenend', Wards Cross, Hurst, Berks., RG10 ODS.	Tel.: 0734 341012
SOCIAL SEC.: Tony Caton 57 Hillside Road, Marlow, Bucks., SL7 3LA.	Tel.: 0628 473723
COMMITTEE: Tim Speechley Roger Wallis Rob Young	Tel.: 0494 437428 Tel.: 0628 485463 Tel.: 0628 474649

EDITOR: Mike Walker

CHAIRMAN'S NOTES

Imagine standing on a main line station in a big town. It's a quarter to ten in the evening, at the platform face is a long line of empty mineral wagons headed by a big black freight engine wreathed in steam reflecting the glow from an open fire door. At the other end a brake van, a lazy column of smoke drifting upwards from the stove pipe. Suddenly, in response to a wave of the guard's green lantern, the still calm is shattered by a whistle, the crash of buffers, snatch of couplings and the sharp exhaust beat of a Churchward two cylinder locomotive echoing to the surrounding buildings as the train moves off into the night.

A distant memory from the past perhaps? No, this was the scene at Loughborough Central on 7th November 1992 as the Great Central wrapped up the inauguration of the "Windcutter" train, the culmination of the appeal started by Steam Railway and to which we contributed. During the day SR editor Nigel Harris had revealed that the donations had poured in quicker than for most of the glamorous locomotive appeals which goes to show there's a lot of us out there who, like me, want to see complete authentic trains preserved. Certainly standing there that night brought the memories flooding back, I knew we'd done the right thing.

Of course there is a particular magic of steam operation after dark which blocks out unauthentic backgrounds and increases the memories. This winter is notable for the large amount of night time running on Network SouthEast, which may be useless for photography but is great for nostalgia. Of course photography isn't totally out of the question but recording night scenes presents whole new problems (not just the obvious) because it has to be confined to station scenes which are swarming with people. But with care it can be done as we proved at Twyford after the recent Henley branch steamings. In fact one well known member and photographer confined all his recording of this event to the cover of darkness.

What of the future for steam, particularly on NSE? Well from "informed sources", at the highest level, it seems that things will only get better. One day it is hoped to be able to run over the third rail in daylight. The major obstacle is trespass and the danger of a fatal accident. Off the record, BR managers admit that enthusiasts are not the problem, if we trespass we do it fully aware of the dangers and act responsibly, but the Great British Public who would never think of standing in the middle of the M1 or put their fingers in live sockets act so stupidly whenever they get near a railway. NSE are watching carefully LUL's experience in running steam over

live rails for some years now (and again in 1993) without an accident or serious trespass problem, so we live in hope. Whilst former SR crews and managers are falling over themselves to get steamed up, the prospects for this part of the network are less rosy due to the attitude of the Reading based management which has been described as "deliberately obstructive". Hopefully if the financial case is strong enough, headquarters will override local attitudes.

Once again we find ourselves at the end of another year, a difficult year and for some of us a year we'd prefer to forget or better still wish hadn't started. Whilst the national outlook continues to be somewhat bleak you can be assured that your committee is working hard to arrange another interesting and varied selection of talks and visits for 1993 so at least it will be possible to escape the doom and gloom on the third Thursday evening each month.

As always at this time I feel I should record our thanks to those who do so much to make the Society so successful. In particular the committee, and those who contribute to this newsletter either with articles and contributions or with practical help, Sue and Dave Little for the photographs, my mother for all the typing and NSE at Slough who allow it to be printed for the cost of materials. We mustn't forget Gavin who brings a coach along at a very reasonable cost for our trips.

Finally may I, on behalf of the committee, wish you and your families a very happy Christmas and new year. We look forward to you joining us again in 1993.

Mike

COVER

You can almost feel the -20°C cold as a pair of Chinese Railways class QJ 2-10-2's, 2590 and 2802, bring a heavy freight off the Wuyiling branch at Nancha on 1st January 1992. This shot by PETER ROBINS won Colour Slides - Overseas in this year's Photographic Competition and was a natural choice for the cover of this issue.

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 21 Jan ANNUAL GENERAL MEETING
The agenda is shown in Society News, The formal business will be followed by a members slide show.
- Thurs 18 Feb ANNUAL PHOTOGRAPHIC COMPETITION
See Society News for full details of classes and rules. This meeting is entirely dependent on your support - so please enter!
- Thurs 18 Mar RAILWAY ARCHAEOLOGY Tim Edmonds
Even when railways close their memory lives on in the form of earthworks and structures.
- Thurs 15 Apr GREAT CENTRAL'S LONDON EXTENSION S.W. Banks
The story of the last main line built in Britain and now largely downgraded or abandoned, or is it in waiting?
- Thurs 20 May BLUEBELL RAILWAY
With the first stage of its extension open the Bluebell is back in the headlines. Tonight, a scene setter for our summer visit.

- Thurs 10 Jun EUROPEAN STEAM RAMBLINGS Peter Robins
Peter recalls two decades of European steam from the service survivors of the 70's to "Plandamp" in the 90's.
- Thurs 15 Jul INDUSTRIAL STEAM Tim Speechley
Once ignored, the end of BR steam saw enthusiasts seek out these grimy labourers in the twilight of their careers, Tim among them.
- Thurs 16 Sept COLORADO NARROW GAUGE IN THE 50's Jim Jarvis
- Thurs 21 Oct EARLY DAYS Dick Hardy
- Thurs 18 Nov MORE FROM COLOURAIL Ron White
- Thurs 16 Dec BUFFET & SOCIAL EVENING

EXCURSIONS

For bookings contact Tony Caton on 0628 473723

- Fri 18 - Sun 20 June MANX ELECTRIC CENTENARY WEEKEND
We intend to form a party to join the IoM Railway Society's Enthusiasts Weekend in this special year. Exact details were awaited at press date, but a superb programme of special events, including steam on the MER, is planned.
- Sun 4 July BLUEBELL RAILWAY
Our annual coach trip takes us to this recently extended line. In addition we hope to visit the section yet to be reopened.

SOCIETY NEWS

PREVIOUS MEETINGS

Those fascinating Joint Lines have dominated our meetings programme this autumn. In September, Mike Beale of the Somerset & Dorset took us for an illustrated review of the history and route of the "Slow & Dirty", or if you prefer "Swift & Delightful" and the preservation work being carried out by the Trust on the WSR, most notably 2-8-0 53808.

In November the spotlight fell on East Anglia's Midland & Great Northern Joint when John Holden of the M&GN Trust gave a similar presentation about this sadly lost system with additional detailed coverage of the locomotives and rolling stock. As the M&GN was even less fortunate than the S&D when it came to preservation John brought along some superb 'O' scale models which showed off the attractive Golden Gorse livery.

The speaker in October was the well known former SR foot-plateman Bert Hooker who reflected on his career, mainly whilst based at Nine Elms and handling "Arthurs", "Nelsons" and Bullied Pacifics on the Bournemouth mainline.

The visit to the East Somerset and Foster-Yeoman on 26th September was extremely popular and successful. A full report is included in this issue. Unfortunately the planned group outing on the Network Day on 3rd October didn't occur as members seemed to have a variety of different ideas and several created their own itineraries.

THE YEAR AHEAD

A glance at the timetable in this issue will show that we've got 1993 fully booked and a particularly varied and balanced programme is on offer with something to appeal to everyone, local history with a look at the GCR's London extension; a review of the often overlooked industrial steam scene; more career reminiscences from Dick Hardy (back by popular request) another of the ever popular pot-pourris from ColouRail's inimitable and eccentric Ron White and even a look at railway archeology as the year's off-beat subject. For those with overseas tastes, Peter Robins will be rambling around Europe, reminding us that working steam lasted longer just across the Channel, and looking at the incredible spectacle of Plandamp whilst Jim Jarvis returns and takes us for a look at Colorado's legendary narrow gauge - not as it is today but as a real working railroad 40 years ago!

By popular vote our summer trip visits the Bluebell (we expect a full coach!) and for those who can spare the time and cash there will be a weekend to remember in the delightful Isle of Man as it celebrates the Centenary of the Manx Electric Railway, the world's oldest electric railway. We would welcome your suggestions for other visits.

ANNUAL GENERAL MEETING

The 17th Annual General Meeting will be held at the British Legion, Station Approach, Marlow on Thursday 21st January starting at 8.00 pm. The agenda is as follows:-

1. Apologies for absence.
2. Minutes of the last AGM (see March '92 Donkey)
3. Chairman's Report
4. Treasurer's Report
5. Secretary's Report
6. Election of 1993 Committee
7. Any Other Business

COMMITTEE ELECTIONS

In accordance with the rules, Mike Walker, Peter Robins and Martin Pink are standing down at the AGM. Martin Pink is not seeking re-election due to other commitments, we thank him for all his excellent help over the years.

We therefore invite volunteers to offer themselves to serve on the committee which meets roughly 5-6 times a year. Nominations should be submitted to Eddie Lewcock prior to the AGM.

SUBSCRIPTIONS

These fall due on the 1st January 1993 and will remain at the existing level. Following our experiments of the "all-in" subscription, which have proved popular, this will now become permanent and a motion for a rule change will be presented at the AGM.

The 1993 rates therefore are FULL (all-in) £10.00 and REGUL £5.00 (plus £1.00 collected at each meeting attended). Please send your cheques etc., payable to M&DRS, to Peter Robins, Treasurer, 95 Broom Hill, Cookham, Berks, SL6 9LJ.

Thank you for your continuing support.

NORMAN ASTON-SMITH TROPHY

During the AGM voting will take place for this sought after miniature signal arm which goes to the best article in this year's Donkey. Once again there has been a very high standard and variety this year so set aside a few minutes to review the back issues before January.

ANYONE FOR A SHORT TALK

As usual the formal business of the AGM will be followed by a programme of member's slides etc., each lasting 15-20 minutes. We would dearly like to see some new faces as us regulars would like to receive for a change. So how about it?

ANNUAL PHOTOGRAPHIC COMPETITION

As usual this will be held in February and we invite ALL members to submit entries to ensure a successful evening. This year we introduce a fifth class which this time is "Britain Pre-1968", so here's the chance to blow the dust off those old slide boxes and re-expose those images of BR steam, green diesels and, perhaps, the dawn of the preservation era. Remember judging is by vote of the members not technical merit,

there are valuable prizes for the winners which go on the cover of the Donkey (No we're not having five issues next year!) So please enter.

The classes this year:

- A - Colour Slides - UK Pre 1968
- B - Colour Slides - Modern UK
- C - Colour Slides - Overseas
- D - Colour Prints - All Subjects (max 10" x 8")
- E - B & W Prints - All subjects

As always, a few simple rules:-

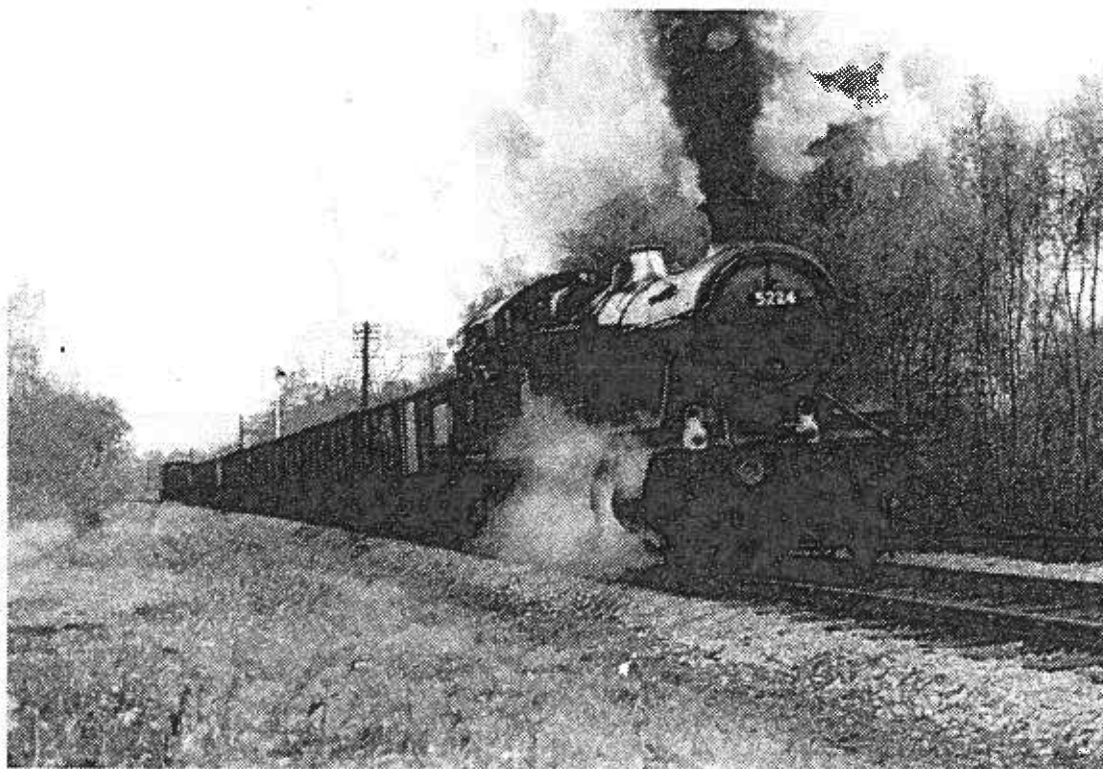
1. All entries must be the member's own original work.
2. A maximum of 5 entries per class per member.
3. Previous class winners are prohibited.
4. Slides should be marked by the entrant for easy identification - prints must be unmarked.
5. There is no time limit, shots can have been taken at any time - see classes A & B.

Good Luck!



RAILWAY ROUNDABOUT

NOTES AND NEWS



The dream comes true. 5224 storms past Swithland Sidings with the Windcutter.
photo: Mike Walker

WINDCUTTER LAUNCHED

The GCR/Steam Railway "Windcutter" train, financed in a small part with a £100 donation from the MDRS, was launched into service on 7th November with 20 mineral wagons behind 5224 although a total of 36 have been acquired. Two of us attended on that occasion but we will let you know of future runs, hopefully with a full train.

During the launch, SR editor Nigel Harris revealed that at the height of the appeal more than £16000 poured in in under 5 weeks, quicker than many of the prestige locomotive appeals. Purchase, however, is only the beginning, they have to be restored and maintained. The GCR proposes either regular working parties or small groups adopting a wagon and seeks volunteers. Perhaps we could consider the latter, a subject for discussion at the AGM.

As a thank you for our donation we have been given two free tickets for the GCR which we intend to allocate by a draw at the Christmas Buffet.

TURBO PROGRESS

By late November units up to 165.133 had been delivered to Reading depot leaving only four sets outstanding which should all be in stock by Christmas. Deliveries of the higher specification class 166 three car units are expected to begin early in the new year, they will be used on the Network Expresses releasing the 165/1's to finish replacement of Thames suburban services. At press date 165/0's were still being borrowed as required from Chiltern.

Like most modern stock the Turbos have not been immune from "leaf disease" this autumn, on some days up to eight units have been idle with frequent visits to Ilford depot in Essex for tyre reprofiling. The problem is that having disc brakes the treads are not kept clean by brake applications as they were with shoes. The resulting mulch build up acts much like black ice on the road and the train's tend to skid whilst stopping. Perhaps BR should develop a form of ABS!

165.107 suffered severe damage to its braking system in an

incident near White Waltham on 14th October whilst working the 06.10 Oxford-Paddington. A three hour delay ensued before passengers could be detrained at Cannon Lane and bussed to Maidenhead to complete their journeys.

The unit collided with on line debris, vandalism is not suspected however.

BRIDGE REBUILT AT LANGLEY

Plans are being drawn up to replace the bridge carrying the relief lines over Station Road at the west end of Langley station over Easter 1993. The present bridge is a narrow brick arch considerably more restrictive than the later bridge carrying the main lines, as a result it has frequently been struck by road vehicles.

PADDINGTON DELAYS GO ON

The long running saga of the Paddington resignalling goes on with the delays to the works increasing almost daily. Accidental severing of existing signalling cables brings chaos and misery to Thames travellers on a regular basis. The "Big Bang" weekend when only one approach track and four platforms are to be available originally scheduled for July, then late October/early November still hadn't taken place by late November when the whole scheme was originally due to be finished. Now the current target of spring 1993 for completion seems increasingly unlikely and unofficial sources are suggesting June as a probable date.

HEATHROW DELAYED AGAIN

Work may have started on the Heathrow branch but it hasn't got very far, merely a test tunnel underneath Terminal 4. By late November the whole future of the project was back in doubt as BR and BAA clashed over BR's proposed charges for operating the service from Paddington due to open in May 1996. The BAA claims the charges are too high and will not allow it to generate the rate of return it requires to attract external financing. For its part, BR claims any lower figure would result in Thames customers subsidising Heathrow customers which it considers unacceptable. Talks were due to be held in December in an attempt to resolve matters.

MAILBAG

Member's Letters

Dear Mike

Just a few comments about the September 'Donkey'.

CHILTERN LINE CLASS 115 FAREWELL

The 1737 to Aylesbury on the 24th July was the last DIAGRAMMED work for the class on Chiltern. However, I did arrange a special on Wednesday 29 July which saw all the serviceable Class 115 vehicles - 8 cars - operate a Turbo turn to Aylesbury at the 1911, returning as the 2045 service train to Marylebone. The train was specially prepared with silver buffers and a headboard. It was the last service to depart ME

ENGINEER MURPHY AND THE DEAD COW

Memo to Superintendent: Hit cow. Mileage 123. Engine OK. Cow dead.
Engineer Murphy.

Memo to Engineer Murphy: Your report as to the demise of a bovine creature is to hand. You are hereby advised that a further report is to be submitted as per the example on circular B 5/15/16789. Please forward promptly.

Superintendent.

Memo to Superintendent: No more to say. Engine still OK. Cow still dead.

Engineer Murphy.

Memo to Engineer Murphy: Your unsatisfactory report is to hand. Your attention is again drawn to Circular B 5/15/16789 which sets out the following questionnaire. What was the boiler pressure at time of incident? Was sand gear working? Was throttle fully open? What was position of cut-off lever? Was brake applied? What was the nature of weather and direction of wind? What was the name of fireman and brakeman? What was the nature of injury to the creature; age, sex, type, markings, etc. What is your assessment of damages claimable by this office? Advise immediately of these particulars.

Superintendent.

Memo to Superintendent: No steam. Yes. No. None. Yes. Cow not killed by weather, wind, fireman or brakeman. Not enough left of cow to find out the rest.

Engineer Murphy.

Memo to Engineer Murphy: Your further unsatisfactory report is at this office. You are forthwith to explain why your locomotive was not

PAY MORE - GET LESS

As usual BR's fares rise again in January and, as has been the practice in recent years, those lines which have received investment get the biggest rises. So the 9% rise, three times the inflation rate, on Chiltern was to be expected if unwelcome. However the decision to raise Thames fares by 8% is unacceptable given the abysmal level of service currently offered due to the Paddington problems and delays in getting the entire Turbo fleet in service. Worst hit are Marlow branch travellers who it seems will have to suffer Heritage dmu's indefinitely, as it is planned only to use Turbos on the branch for through trains and, maybe, at weekends.

LOCAL STEAM

Further main line steam running in the area is planned for the coming months. Provisional dates and allocated locomotives are as follows:-

DIDCOT-OXFORD SHUTTLES

Sat 2 January 1993 6998 Burton Agner Hall
Four round trips, provisional times:
Leave Didcot 08.40, 11.40, 14.40 and 16.40
Leave Oxford 09.40, 12.40, 15.40 and 17.40.

EALING BROADWAY - STRATFORD RETURN

Sun 20 December 1992 70000 Britannia
Sun 21 March 1993 6024 King Edward I
Sun 11 April 1993 71000 Duke of Gloucester

DIDCOT - STRATFORD

Sun 7 March 1993 5029 Nunney Castle
Sun 9 May 1993 70000 Britannia

These trains will originate with diesel traction at Bristol and Cardiff respectively.

NSE's After Dark programme continues on the Southern: Fri Dec Waterloo-Eastleigh, 777; Sun 3 Jan, London Bridge-Hastings, 34027; Fri 29 Jan, Victoria-Dover, 70000; Fri 12 Feb, Waterloo-Portsmouth, 777; Fri 12 Mar, Waterloo-Southampton, 777 and Sun 4 April, London Bridge-Margate, 34027. All are round trips.



depot, setting off a number of detonators as it left at abc 1855. On returning to Marylebone, it immediately left for C at 2220. Officially ECS, but some hardened souls were so determined to be on board the last ever 115 working on Chiltern metals that they persuaded the train crew to convey them to South Ruislip!

Problems of the Turbo number/NSE stickers is solved and new versions with better adhesive are now in use!

Best wishes

Mark Hopwood.

under steam at the time of incident and also why it is not equipped with the standard steam cut-off lever. For prompt and full report.

Superintendent.

Memo to Superintendent: Driving diesel engine. Needs no steam. Has no cut off lever.

Engineer Murphy

Memo to Engineer Murphy: This office still awaits your full report as to how creature was killed by your locomotive. For urgent and immediate return to this office.

Superintendent.

Memo to Superintendent: Saw cow walking over line. Engine swerved to left to miss cow. Cow kept walking. Engine hit cow.

Engineer Murphy.

Memo to Engineer Murphy: You are hereby fined \$3.00 for insolence. Please advise the nature of the injury to the creature without further delay.

Superintendent.

Memo to Superintendent: Went to where cow was killed. Cow is definitely dead. This cost me \$3.00 expenses.

Engineer Murphy.

Memo to Engineer Murphy: Herewith find special payroll No. L80/247 to be signed in duplicate for \$3.00 expenses as claimed. This correspondence is now closed.

Superintendent.

Reprinted, with kind permission, from the NRHS newsletter

THE MENDIP DONKEY

Mike Walker

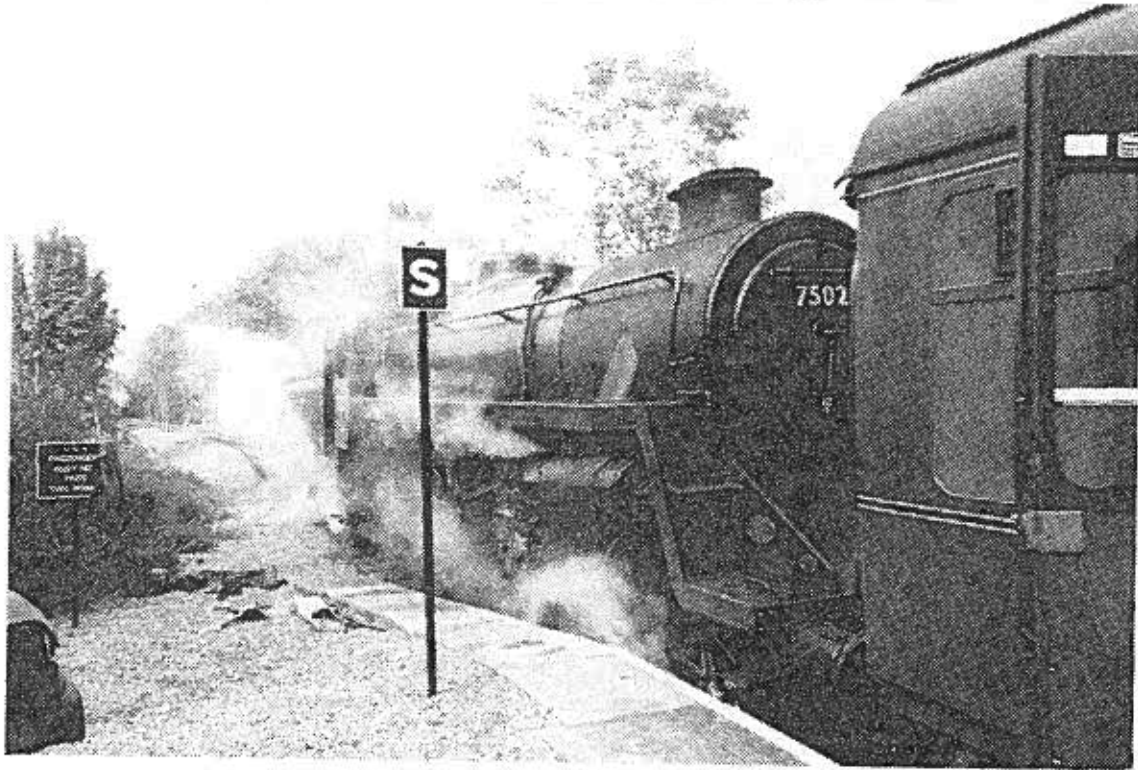


photo: Alan Wheeler

Well friends, for a group of fifty something we've achieved quite a lot over the years but on Saturday 26th September 1992 we reached a new pinnacle with our own SPECIAL TRAIN. And I don't mean just an engine and brake van at Fawley but three Mk.I's and a BR standard 4-6-0 on the East Somerset Railway. To mark such an historic occasion, Ernie Dove volunteered to prepare a special headboard and a first class job he made of it too.

The special was arranged after a misunderstanding meant we couldn't visit Foster-Yeoman's Merehead Quarry until the afternoon. Unfortunately, the ESR's normal first train isn't until 2pm but when the problem was discussed the special relationship between the MDRS and David Shepherd paid off and the offer of the extra trip at 11.45 was made. Incidentally, we changed the date so that David could meet us, so why wasn't he there? Well, unfortunately he'd been called away again on business but left strict instructions that we were to be looked after. I saw him the following week and he was full of apologies for not being there, and asked they be passed on.

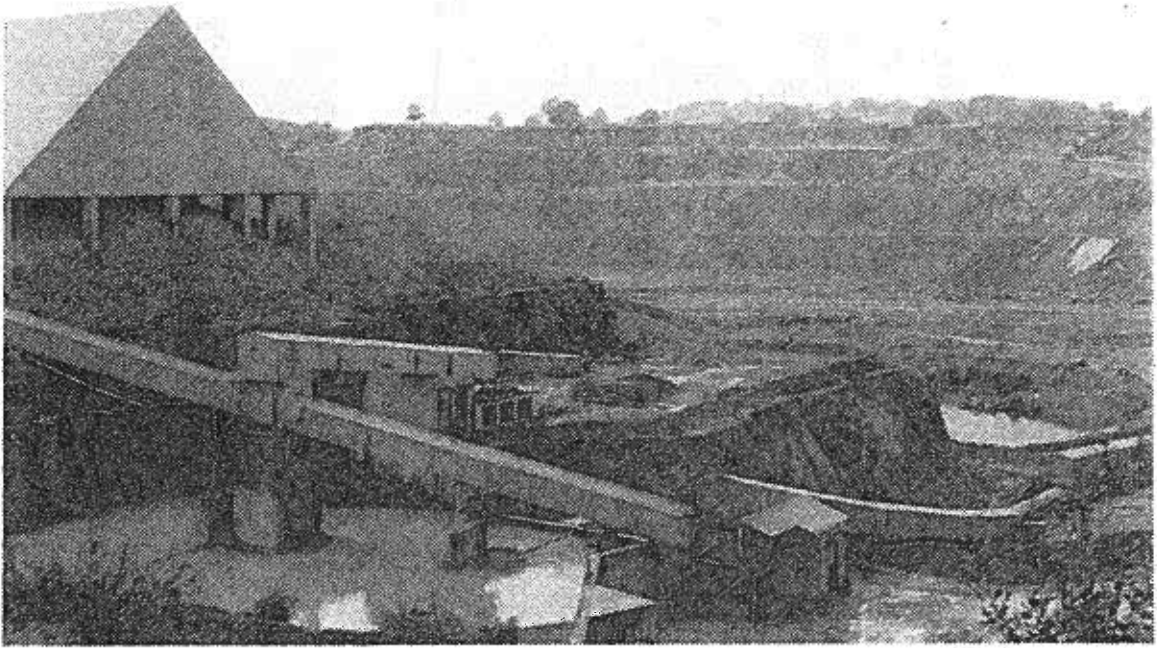
So it was that a healthy load of 48 members, family and friends awaited the coach outside the Marlow Donkey. Gavin, fearing adverse conditions in the quarry, had brought along one of Heyfordian's older vehicles, a Plaxton Supreme bodied AEC Reliance which divided the party into those who viewed an "old banger" and those who appreciated a vintage classic. Thick fog on the M4 and a journey via Bath (which we had been told was quicker) meant we arrived at Cranmore an hour late. However, there was still time to inspect the magnificent new station building and its shop and gallery before our train was shunted into the platform.

It was a surprise and delight to find 75029 "Green Knight" in steam and having fitted the headboard onto the tender, taken photographs and boarded we set off on the 3½ mile journey to Mendip Vale, during which the sun finally managed to penetrate the fog. Having run round and relocated the headboard to the smokebox 75209, now pointing the right way returned us to Cranmore. Some hopped off at Cranmore West to visit the shed, where LBSC E1 0-6-0T 32110 was being lit up and work progressed on GWR 56xx tank 6634, whilst others sought lunch at the ESR superb restaurant which had also been specially opened for us and offered a delicious range of home cooked meals, which were completely consumed by the party before boarding the coach for the short journey down to Merehead.

Our guide was Ivor Mason, a former Yeoman employee now with Regional Railways at Frome. First we took a drive around the quarry workings which brings home the vast scale of the operation which is now some 250' deep and is the largest limestone



TOP 75029 "The Green Knight" prepares to run round the MDRS special at Mendip Vale. The loco carried a special headboard (ABOVE) painted by Ernie Dove who shows it off.



A general view across the quarry at Merehead looking west. The conveyors lead from the Walking Crusher to Primary Crusher and storage areas at left.



Foster Yeoman's EMD SW1001 switcher 44 "Western Yeoman II" at the loader.

photos: Mike Walker except as noted

quarry in Europe together with the land still available for working. As we drove through the workshop area our coach was dwarfed by the dump trucks and front loaders, rather like a Dinky Toy amongst the Tonkas. We also toured the asphalt and block making plants which served to remind us there is more to Torr Works than simply blowing up and crushing rock.

Having done the quarry we crossed over the A361 and into the railway yard. For those who don't know, or didn't work it out, the yard is in the form of a triangle off the old GW Cheddar Valley line with the workshops in the middle and the loaders on the north tail. Arriving empty trains stop on the east leg and the locomotive is detached and after servicing couples onto the north end of a train of loads previously positioned on the west leg by the "switcher". The train locomotive then propels the loaded train out towards Cranmore before reversing and hauling the train down the branch to the mainline at Witham.

For our visit three of the class 59's were lined up for inspection, 59.001, 3 and 5. One was at the Eastleigh open day whilst the other was out in traffic and overdue. We were warned to watch out as it could arrive without warning but it didn't. 59.005 was opened up for inspection and yours truly spent sometime explaining how the Super Series limited wheel-slip control system operates. Several members asked about the bell on the No.1 cab on 59.001. This was a gift from EMD during the official hand over of the first four. It is one of a pair, the other is in the Foster-Yeoman boardroom, and is purely decorative like that on King George V. The sharp eyed also noticed that the shade of blue is different on 59.005.

There is a reason for this. The first batch wear Conrail blue as a batch of SD50's for that operator were being painted at the same time, whilst 59.005 and the switcher wear GM demonstrator blue as no other blue locos were being built at the time.

Also present was ex-BR 08 shunter 33 and a good selection of the company's fleet of four wheeled hoppers, bogie open tipplers including the ex-BSC examples and the latest steel bodied 100 ton bogie hoppers. These latter have replaced the earlier similar looking aluminium bodied vehicles which had a short life as the bodies soon deformed in service (some lessons are never learned - see David Gardner's mineral wagons feature in this issue).

The item of equipment which most of the party wanted to inspect was spending the weekend in the loading area so we walked up there. 44 "Western Yeoman II" is a genuine American locomotive, an EMD model SW1001 switcher, modified only by having British buffers and draw gear. Even the "limit bell" is fitted and in this case it's genuine. Although by American standards this is a small locomotive, its size is impressive 44' long, 14'3" high and 10'6" wide. Ivor admitted this was the locomotive's Achilles Heel as not only is it confined to the property it is too large to get through a bridge on the south side of the triangle. To avoid excessive and uneven tyre wear the locomotive has to be jacked up regularly and the trucks (sorry! bogies) rolled out and turned.

We left Merehead soon after 4pm and were back in Marlow around 7.30 after a thoroughly enjoyable day.

BR 16TON MINERAL WAGONS

A SHORT HISTORY

David Gardner

The history of the steel mineral wagon is a long and often complicated one but if the larger steel coal wagons built first by the GWR are discounted it is possibly to go right back to the mid 1920's when the Butterly Engineering Company produced a number of 12 ton bolt together steel panelled wagons. Other companies began building rivetted steel wagons of 12 or 13 ton capacity, including Charles Roberts and Cambrian but it was not until Chas. Roberts produced a distinctive slope sided 13 ton mineral in 1935 that things really got going. Subsequent production centred on this design but slightly larger at 14 tons which was upgraded to 16 tons in the 1940's by the Ministry of War Transport who sanctioned the building of thousands of these wagons for use both at home and abroad. Many were later repatriated and taken over by BR and given the diagram No.1/100. They could often be seen in a train of coal wagons and because of their slope sides were instantly recognisable. By 1944 the LNER had its own design of straight sided mineral with pressed steel side and end doors. They ordered over 7000 from various builders and these shared similar features to a pre-war Metropolitan Cammel prototype 12 ton vehicle. As well as the slope sided wagons the MWT also ordered straight sided types of different design. These included a small batch of 309 with side, end and bottom doors and were originally for service in France but were later returned and given the diagram 1/101 by BR. Just to confuse things diagram 1/113 was given to a similar number of Hurst Nelson built 14/16 ton minerals which also served in France.

A rather unusual 16 ton mineral ordered for the French SNCF were 7000 Metro-Cammel wagons fitted with top and bottom cupboard type side doors and were equipped with screw couplings, longer buffers and air pipes. After their continental service they were returned for BR service in 1950-1 and given diagram 1/112. Unlike most other types they did not have end doors or the bottom doors which were common at that time. Next we come to the LMS vehicles 2599 which were built between 1946-7. A further 4000 were ordered but not built until 1949 but being of LMS design were given an 'M' prefix to their numbers. These later wagons had top flaps to the side doors and it is from this type that all subsequent BR diagrams followed.

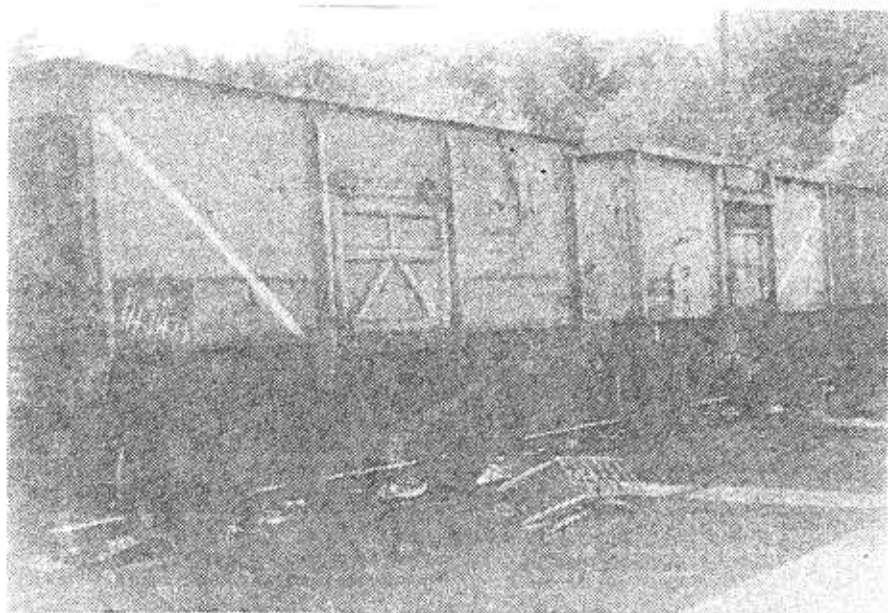
Something like 239673 were built between 1950 and 1959, the great majority to diagram 1/108 and most of these were fitted with Morton clutch and brakes on one side only and so allowed for the loss of bottom doors. These remained the standard design apart from vacuum fitted examples for many years. Not all 16 ton minerals were manufactured from steel as in 1954 100 were built from aluminium as it was felt that a non-rustable body would last longer. It didn't, as the aluminium plating just wasn't strong enough to withstand the rigours of loading and unloading. Other trials took place with automatic

couplings from 1959 and 1961 50 vacuum braked examples were tested out with disc brakes but the decision to go over to air brakes put paid to the experiment.

Some months back, when it was first mentioned that members were considering purchasing a redundant ex BR 16 ton mineral wagon, the Donkey quoted a remark from Steam Railway magazine that maintenance would not be a problem as BR did precious little themselves. How far from the truth this statement was, as had it been the case these wagons would not have lasted anything like as long as they did in revenue earning service. The plain fact is that they were maintained as well as, if not better than, the wooden wagons they replaced, even to the point of some being completely rebodied in later years. The general opinion seems to be that these rather humdrum but characteristic 16 ton steel wagons were always covered in more rust than paint but until the 1960's it was rare to see them in anything other than a well cared for, if not pristine, condition; whereas the 12 and 13 ton wooden predecessors were looking decidedly run down and indeed many were never repainted and carried visible reminders of their previous owners until they were scrapped in the 1950's and 60's. The later run down condition of steel wagons can be contributed to several factors. From the late 1950's it became quite common to unload wagons using cranes with bucket grabs and these tended to swing against the sides and ends causing denting of the panels and subsequent rusting. Earlier examples were at least ten years old by the 1960's and, apart from the need for repainting, would have been expected by that time to be showing signs of decay and were therefore patched up with new panels as necessary. At the same time top flap doors were generally sealed up or removed. During the 1970's many examples were completely rebodied often being replaced in reverse order to that of the original. As these minerals became redundant many were transferred to department use but as overloading with ballast might prove a problem, slits or slots were cut into the sides at the point where overloading could cause a danger.

My last recollection of the 16 ton minerals is seeing rows and rows of them in sidings to the western approach to Reading. They were all in department stock and were probably awaiting scrapping, for when I last passed by earlier this year the sidings were empty.

Anyone wishing to know more about these fascinating vehicles could do no better than to read the series of articles which appeared in Modellers Back Track Nos.3 to 5 Volume 1. Other subject matter includes BR wagons by Don Rowland and Pictorial Record of BR Wagons published by OPC but there are other books.



A line of mineral wagons stands in Loudwater yard around 1963/64. On the left is B199262 an example of the rare Diagram 1/113 of which only 305 were built during the war by Hurst Nelson, note the unusual side door design. The other is B112495 one of the common Diagram 1/108 with top doors and Morton brakes.

photo: David Gardner

THE ROMANCE OF Network SouthEast

SEAFORD TO FALMER

Stan Verrinder

One of the great joys in my life is to travel by train, so when I became an undergraduate in 1989, with stations easily accessible, most of the journeys from my home in Seaford, to the University of Sussex, were by rail. Especially as I was entitled to a Young Person's Railcard, which did cause a few raised ticket clerk eyebrows at first, because of my advanced years. Why go by car when you can travel in comfort, and enjoy the pleasures that only a train can offer. The few car journeys were on library days, when the weight of 10 books taken out, and returned, with a distance of a mile from university library to the station, was a deterrent. This is the description of the railway journey, and I invite you to join me.

But first to set the scene, with a few words about the area, and its railway history. Until I was transferred to East Sussex in 1983, my knowledge of the Southern Railway could be written on the return half of the old Edmondson cardboard ticket, and I suspect this is true of most readers of the "Marlow Donkey".

The London & Brighton Railway reached Brighton in 1841, and five years later, in 1846, the Brighton, Lewes and Hastings Railway was completed. The Newhaven branch from Lewes quickly followed in 1847, as the LBSCR (formed 1846) had its eye on developing the harbour for its own packet route to France. Although Seaford was only two and half miles from Newhaven, and there were no difficult route works, the town had to wait until 1864 before the iron road arrived. Seaford's increasing traffic, mainly from private schools and residential development, resulted in a doubling of the track from Newhaven in 1904, though this was removed in 1975. All the main lines in this area of the SR were electrified in 1935.

You have the essential background, so now settle down, and accompany me on the journey from Seaford to Falmer.

One thing that you notice immediately, when we approach Seaford Station, is the original 1864 condition, except for the canopy, undistinguished though the style may be. But, none of the LBSCR architecture rose to any great heights. The booking hall is original, except for the ubiquitous new ticket vend-

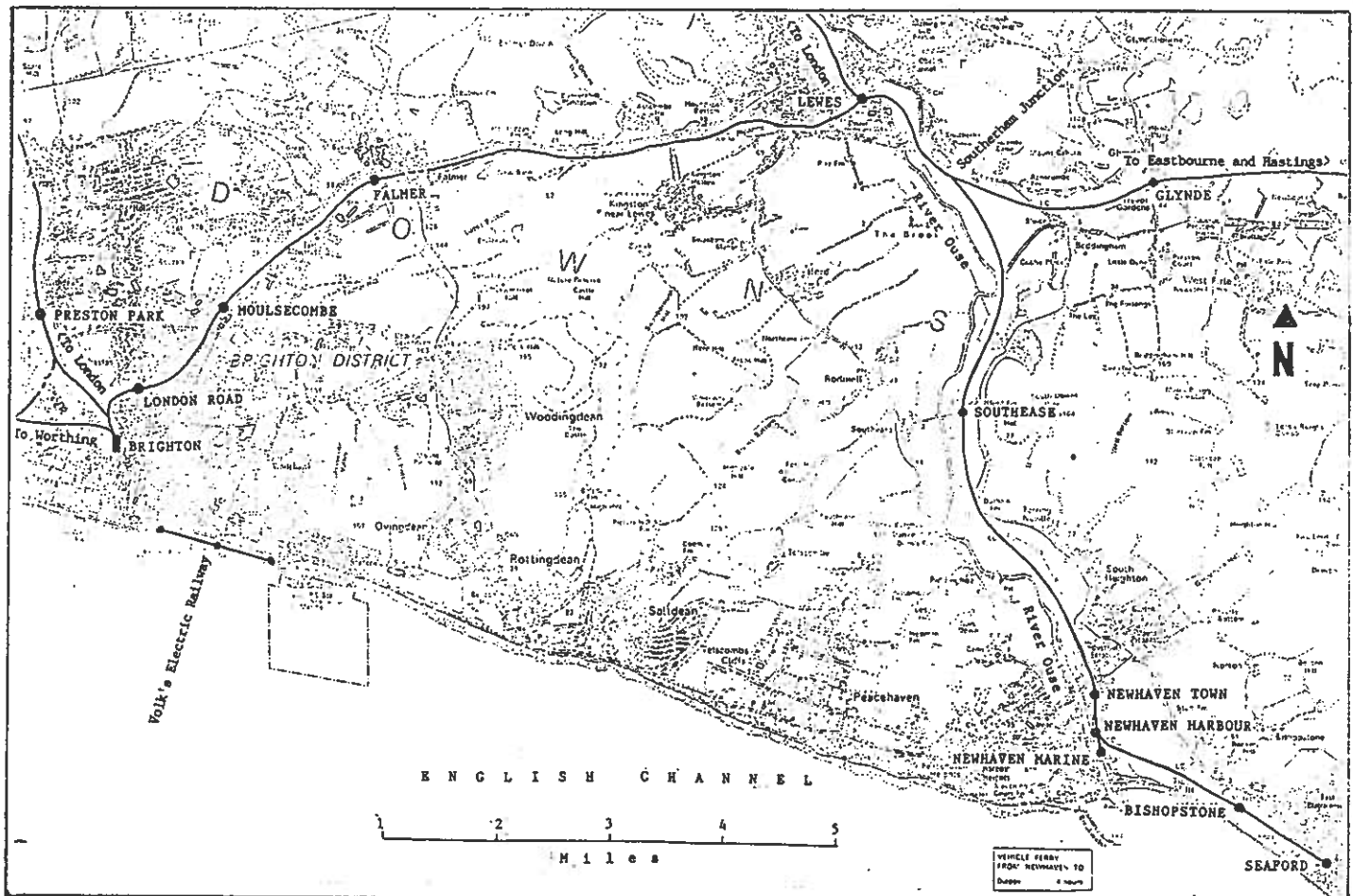
ing machine, which thankfully you need only use before 6.45a and after 7.00pm. Alas, all the other main buildings, and the terminus turntable have all disappeared. There are, thankfully, two remnants left of the great days. The first is a bay platform, where the first sets of the day are stored, and the neat, and unusual, small one and half storied signal box. This only controls the bay, and is manned early morning and last thing at night.

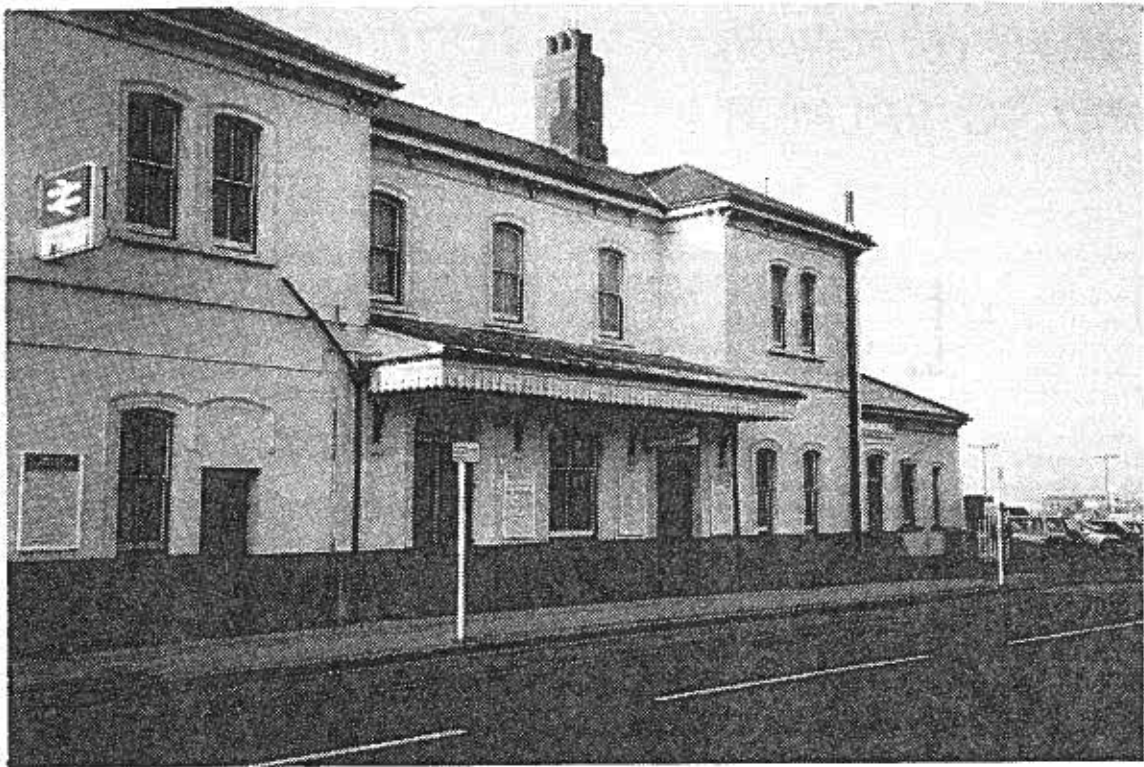
The longest we will have to wait for the Brighton local train is half an hour, which takes 30 or 40 minutes for the 20 mile journey. As a sop to the London commuters, there are now daily through trains to Victoria, avoiding a change at Lewes with a timing of under one and a half hours.

The first station, which is only a mile away, is Bishopstone and it is one of the last that SR built. The 1938 style is in some ways reminiscent of a wartime brick pill box, and local people relate that it was built as one. The SR concrete palisade fencing, on the platforms, is looking the worse for wear, as the steel reinforcement rods, with the action of the salt air, have rusted and caused the concrete to spall, leaving in many cases just the rusty rods.

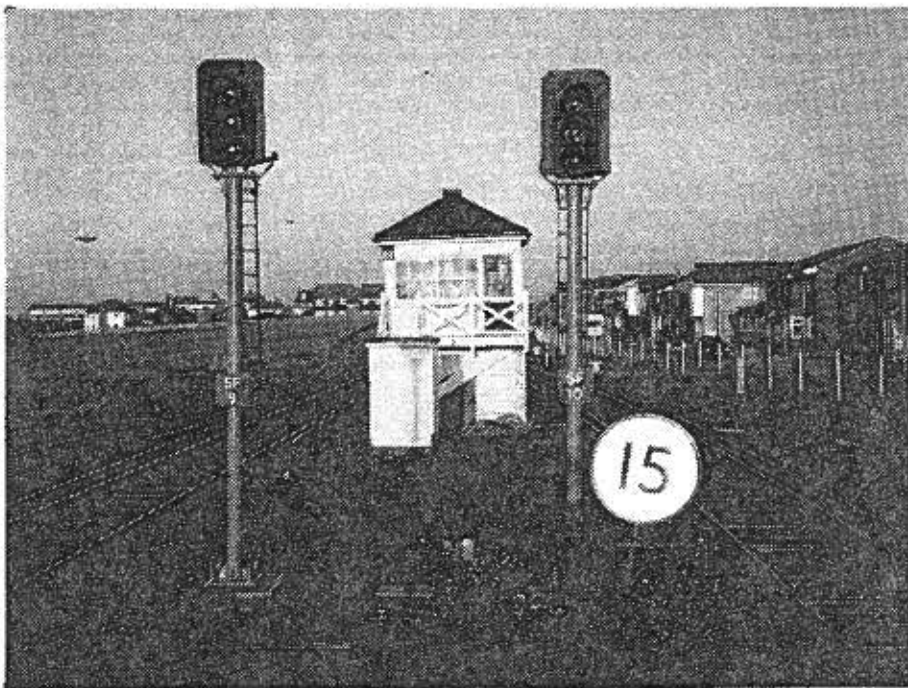
On the run to Newhaven, for most of the way, we have a delightful view of the Channel, and the half mile breakwater to the harbour can be easily seen, with one of the slab sided ferries about to enter. We pass the platforms, with nameless nameboards of Bishopstone Beach Halt, abandoned in 1938 when Bishopstone was opened, but re-opened in 1939, and finally closed in 1942. The halt served the Tide Mills and village, and these have almost disappeared, except for some walls and the foundations. It was along this level open stretch that a local passenger train was machine gunned from the air in 1940 during the last war and the driver killed.

On arrival at Newhaven Harbour Station, we notice that all the extensive harbour sidings have gone, replaced by concrete standings for lorries waiting to be loaded onto the channel ferry, or used for industrial development. The signal box we have just passed, controls the Harbour to Seaford section, including the points to Newhaven Marine Station, used by the





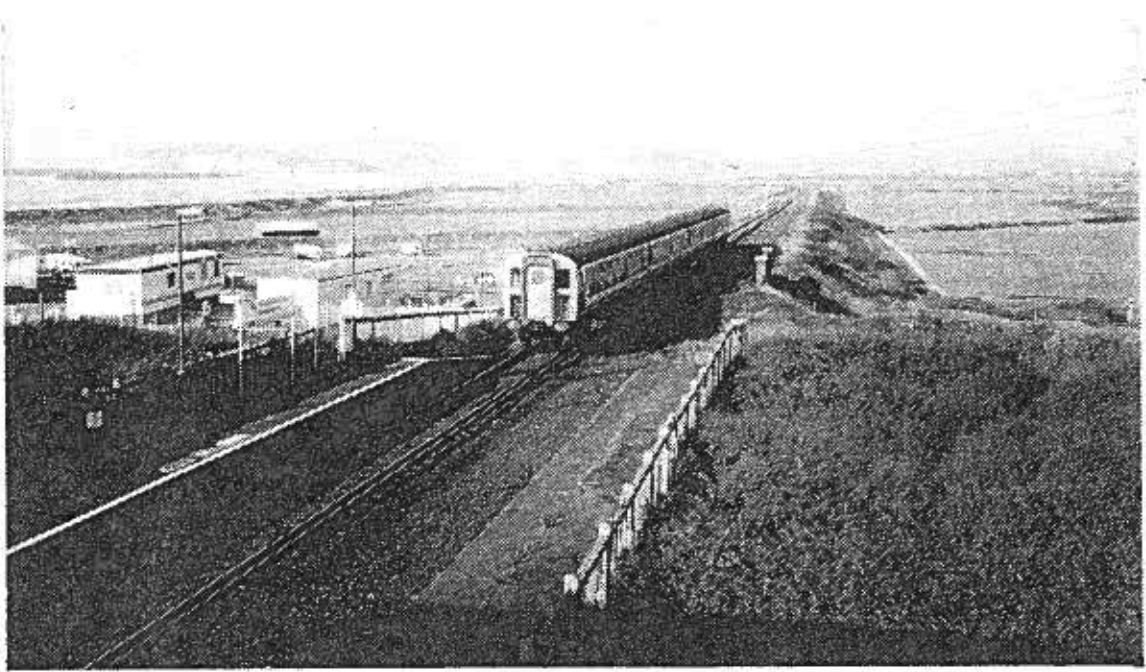
TOP An exterior view of Seaford station taken in October 1992 but probably little changed in general appearance since it was built in 1864. The building stands on the down side of the line which comes in from the right of this picture.



LEFT The signal box remains at Seaford, albeit controlling colourlights and being used in the peak hours only. In this October 1992 view looking towards Newhaven the tracks are, left to right; carriage siding, main platform and bay platform. The houses on the right stand on the old yard.

BOTTOM Bishopstone station opened 26th September 1938 is a classic example of the Southern Railway's architecture of the period. In this case red brick rather than concrete was the chosen material. It was built to serve housing development which didn't come due to the war.





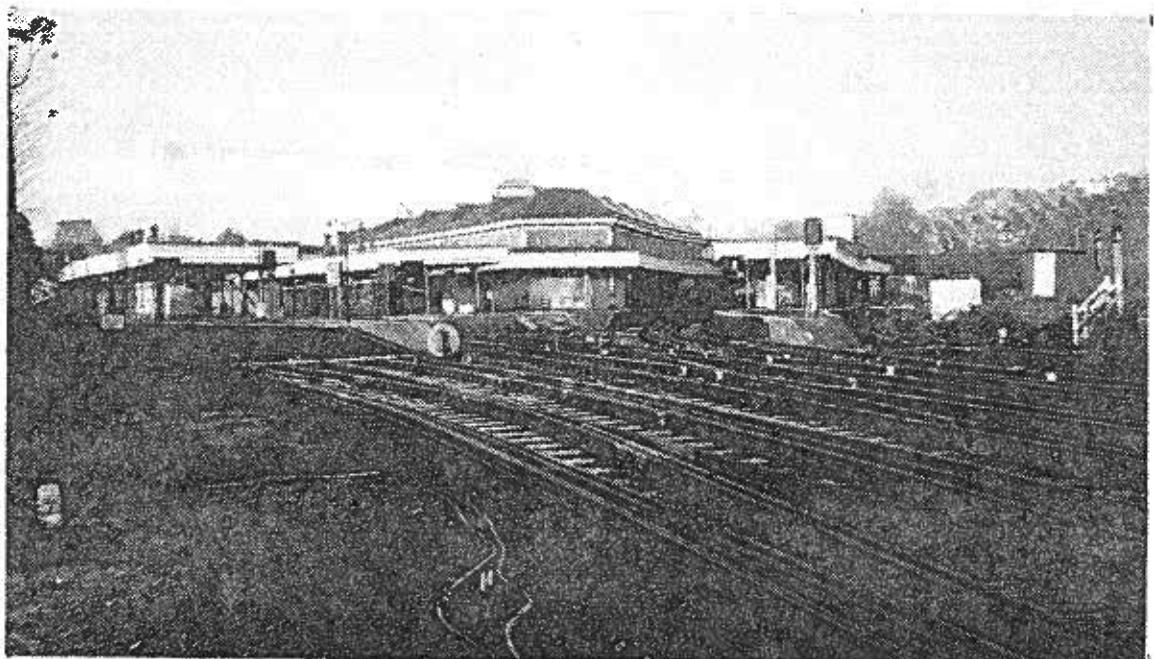
TOP A 4CIG emu leaves Bishopstone on an up working from Seaford and heads for Newhaven, $1\frac{1}{2}$ miles ahead. The proximity of the sea at the left has wreaked havoc with concrete platform fence. The former down line was lifted in 1975.



RIGHT No, it's not Sheffield Park! This beautiful example of a small LBSC signal box remains on the down platform at Falmer. Built in 1865 it has been redundant since 1985 but is lovingly cared for by the staff.

BOTTOM The imposing station at Lewes. The lines from Seaford and Eastbourne in the foreground diverge those to the left going to Brighton and those to the right to London joining the Brighton main line at Keymar Jct north of Burgess Hill.

Photos: Stan Verrinder



occasional ferry boat train. Sad that one of the signalmen was found drunk on duty in 1991, and received a suspended three month gaol sentence.

Less than half a mile away we stop at Newhaven Town, and again an original and handsome signal box, of the brick base and glazed timber top type, is still standing. It controls the line from the Harbour Station to Southerham Junction, and the level crossing on the still heavily used former A259. In the summer one of the signalmen makes the outside a riot of colour, with hanging flower baskets all the way around. The station buildings are in parts original, but completely non-descript, and not worth a second glance.

Now on to Lewes, county town of East Sussex, along the River Ouse valley, which is on average a mile wide, with low chalk hills on either side. Just outside Newhaven Town Station there are still a few sidings, but the only goods traffic, and that slight, is from the RMC sand and gravel wharf. Further on there is evidence of former branches to the various chalk workings, their stark whiteness showing against the green hill sheep pasture. The stretch of flint wall where the line, for a time, parallels the A26, was built under the terms of the enabling Act, in order that animals using the toll road would not be distracted by the iron horse. The original height of the wall was over ten feet, but is now barely five.

Half way to Lewes is Southease Station, in the middle of nowhere, for the village it serves is half a mile away. A quarter of the trains stop here, but for a passenger to get on or off, is a rarity. That is except in the walking season, because it is on the route of the popular South Downs Way. It is a typical SR halt-type of stark inter-war concrete post and plank, with no buildings except a small shelter. An unusual feature is a user operated level crossing barrier, serving a farm type road which crosses the Ouse valley.

We cross Glynde Reach, a tributary of the Ouse, over a former swing bridge, and then join the main Hastings/Eastbourne to Victoria line at Southerham junction. Mount Caburn, 500 feet high, occupied by Iron Age man, and Roman soldier, is in the background. On the approach to Lewes, as we cross the River Ouse, history is again in evidence, as Lewes's Norman castle is clearly visible on its promontory.

Lewes Station is a fine example of a late 19th century multi-colour brick station, with a really splendid large lantern light over the booking hall. It is the third Lewes station, or fifth, depending on what may be regarded as a station, and their story has been told many times. It still has four active platforms, two for the Victoria/Hastings line, and two for the Brighton/Seaford line, and the infrequent Brighton/Eastbourne

service. There are few signs of the old Lewes/East Grinstead/Tunbridge Wells line.

The refreshment room must be visited, as the service, food, drink and decor are truly of Egon Ronay standards, well worth missing a train to enjoy the good things, which it has to offer. Your enjoyment will be partly spoilt by the screeching noises as the London trains negotiate the tight platform curve, but a compensation is a view of the magnificent brick and timber signal box which controls the lines around the station and its approaches.

After waiting for the arrival of the Eastbourne/London train which connects with ours, we now set off for the last part of the journey, the four and half miles to Falmer, where we will alight. For most of the way we are in a narrow wooded valley, and the tracks parallel the dual carriageway A27, but on a higher level, thank goodness. Despite the A27, it is a country branch line journey, one where you sit back and enjoy the view.

Just before entering Falmer, and to give a bit more variety to an already interesting ride, there is a short tunnel. This is said to be haunted by the ghost of a young local boy, who was accused and acquitted of placing a sleeper on the line in 1851, which resulted in a derailment and five deaths. Strangely, the following year, on the anniversary of the accident, the youngster was killed by a train, at almost the same spot.

You will find Falmer Station a little gem, in many ways a typical country station of the great days of the branch line, with an original overbridge. The station building, built in 1865, is in a charming brick house style, with the old stationmaster's quarters part of it. On the down platform is a glass fronted lean-to building housing a signal frame, with all the original levers, and other equipment; a joy to behold and it only went out of use in 1985. Ask nicely and the friendly station staff will be glad to show you round, and let you examine the signal log.

On one side of the valley are the buildings of Brighton University, and on the other University of Sussex. The former are of the worst type of 1960/70's glass "matchbox" style. The Sussex buildings, although of the same period, are brick and designed by Basil Spence, architect of the new Coventry Cathedral. All day the trains are full of students, and the station is alive with colour and activity. Don't miss the murals completely covering the underpass to the A27, which connects the station and Sussex University.

Hope you enjoyed the journey as much as I did. Try it in person someday, and find out what SR has to offer. It is possible you may even stop regarding it as just a glorified tram system.

PRINCEPS PAGEM

JOHN SEARS reflects on the WCML today.

Pace, Alan Williams, but I at least have no complaints about the ride in the up direction on the WCML, or WC as Mr. Green now apparently prefers it to be called. No comments, please, about it having gone down the pan. If ever a line needs total route modernisation, this is it. 1960's signalling and standards of junction layout prevail. Apart from most of the journey times, 1950's standards of timetabling prevail. The coaching stock is 1960's Mk.II or 1970's Mk.III and, remember, the WC got its Mk.III's before anyone else. The old LM was never a region to believe in a holistic approach to anything, and it is only to be hoped that the new InterCity route management will be able to get their act together.

When the news broke that the powers that be were thinking of using push-pull working on the WCML, many people were sceptical that it would work. Initial problems with DVT's compounded, as Webb would have said, those doubts. Suggestions were made in the railway press that trains, when being propelled, would derail at the slightest provocation. Methinks those who felt that were more used to model, than real, railways. Have they never seen a mile or so of freight cars being propelled over some dubious North American connection? The suggestion that the driver in the DVT would be out of touch with events back at the loco is a little more valid. Incidentally, how can a DVT be properly called a driving van trialer? It's either a non-driving van trailer or a driving van leader. Perhaps "driving position equipped van" or similar is a more accurate name.

Anyway, how do they run? Is it a series of jerks and jolts as your train lurches and rolls up the line to Euston? Or is it

an exhilarating dash at high speed? Perhaps Mr Williams is able to travel near the front all the time, but I've never been aware of any more irregularities in the trains' progress in "push" mode than in "pull". The fact that the WCML's track is pounded more heavily than most has always been a disadvantage when it comes to the standard of ride. It's easy to criticise the ride, but remember that there are at least 5 InterCity trains per hour in each direction between Euston and Rugby. What can be faulted is the fact that permanent way maintenance on the LM was never as good as the other two main regions. Only the Southern treated its track with the same lackadaisical approach. Having said that, the ride over the WCML has been improved greatly, and apart from an enduring trait to spring, if that's not too bad a pun, sudden surprises on the unwary traveller, is the equal of the GWML.

Although no 125 mph running is possible, the overhead limiting the electrics to 110, there are still plenty of average speeds scheduled at amazing levels. 90.86 between Euston and Preston isn't bad! The down "Lancashire Pullman" was 91.15 from Euston to Crewe. Such averages compare with the appalling averages between, say, Birmingham and Manchester. Such differences, and all the other unevenness in the timetable and the way it's run, make one wonder at the standard of high management that the LM has had over the last couple of decades. Certainly it's been rather reactionary, as the rather ridiculous episode of Mr Peter Rayner has shown. His conviction that sectorisation would work led him to produce a "minority" report on Newton, and paying the ultimate price of "no post in the new organisation". Excuse me mate, but

that's the way out! Certainly the new management structure have got a lot to do, and a lot of ways to do it. But enough pontificating, let's to the real world. One way of checking a service is to use it, and use it regularly.

And that's what I did. For much of March and April 1992 I travelled up from Preston on the 07.01 "Lancashire Pullman" (06.19 from Blackpool North), and back from Euston on the return 17.25 "Lancashire Pullman". In reality BR's Pullmans are rather like those American trains of yore which, although advertised as two separate trains, were in fact just different parts of the same train. The "Super Chief" and "El Capitan" were an example. The original Super Chief was all Pullman, that is first class sleeping cars only, and the El Capitan was an all coach, second class seated train. After 1958 it became the norm, except at peak travel times, to run them as one train, but still describe them as two in publicity. Just so the Pullmans of BR. In reality they too are two trains in one. First class only for Pullman service, back in coach it's "Silver Standard" or basic with "buffet car serving etc etc." The up Lancashire Pullman is one of the "Large Pullmans", that is it has two catering vehicles and a formation that is, from the front -

Car A X C D E F,G,H,J,M } Loco
 DVT BFO RFX FO FO RFX 5 TSOs }
 Cars F and G are Silver Standard.

Here we are then on platform four at Preston. Preston station is a large, fairly rambling affair. Until the E. Lancs

platforms closed in 1972 it was a very large, very rambling affair built by the L & Y and L & NW companies, on the foundations laid by the North Union and E. Lancs companies, between 1873 and 1879 with three further extensions in the years to 1913. Nowadays the site of the L&Y - the "East Lancs" station and goods yard are occupied by the station car park, the Fishergate shopping centre and its car park. An interesting relic of the past is the "cut off" approach road from the north to those car parks. It uses a tunnel under Fishergate itself which once served a tram road linking the north and south parts of the Lancashire Canal across the Ribble valley. It closed in 1864. Having disposed of the east side of the station, BR turned the west side over to parcels and mail. Rather like Crewe, there's another set of platforms there, now inaccessible to the public. The remainder of the station with 9 platforms, includes 2 bays and an unnumbered through platform on the extreme east side. Thankfully, there remains all the proud, high, straight, overall roof, which is light and airy. Under it six through platform roads serve three island platforms, the middle of which, nos. 3 and 4 is wide, carrying a two storey block of offices along much of its length. Most of the first floor offices are now occupied by the Preston retail staff of InterCity West Coast. To the north the tracks curve to the west up a 1 in 101 gradient. To the south the four track main stretches straight ahead, with the 110 cut out just yards off the platform end.

To be continued

Network SouthEast DMU FORMATIONS

Concluding the list started in the last issue, with the Network Turbos (excluding the 21 class 166 Express units of which details are awaited) and the "Departmental" units.

Class 165/0 ABB (BREL) York 2 car

Set	Pool	DMOCLA	DMOS
165.001	NMYX	58801	58834
165.002	"	58802	58835
165.003	"	58803	58836
165.004	"	58804	58837
165.005	"	58805	58838
165.006	"	58806	58839
165.007 *	"	58807	58840
165.008 *	"	58808	58841
165.009 *	"	58809	58842
165.010 *	"	58810	58843
165.011 *	"	58811	58844
165.012 *	"	58812	58845
165.013 *	"	58813	58846
165.014 *	"	58814	58847
165.015 *	"	58815	58848
165.016 *	"	58816	58849
165.017 *	"	58817	58850
165.018 *	"	58818	58851
165.019 *	"	58819	58852
165.020 *	"	58820	58853
165.021 *	"	58821	58854
165.022 *	"	58822	58855
165.023 *	"	58823	58856
165.024 *	"	58824	58857
165.025 *	"	58825	58858
165.026 *	"	58826	58859
165.027 *	"	58827	58860
165.028 *	"	58828	58861

* Units fitted with LUL train stop tripcock for working between Amersham and Harrow.

Class 165/0 ABB (BREL) York 3 car

Set	Pool	DMOCLB	MOS	DMOS
165.029	NMYX	58823	55404	58856
165.030	"	58824	54405	58857
165.031	"	58825	54406	58858
165.032	"	58826	54407	58859
165.033	"	58827	54408	58860
165.034	"	58828	54409	58861
165.035	"	58829	54410	58862
165.036	"	58830	54411	58863
165.037	"	58831	54412	58864
165.038	"	58832	54413	58865
165.039	"	58833	54414	58866

Class 165/1 ABB (BREL) York 3 car

Set	Pool	DMOCLB	MOS	DMOS
165.101	NWRX	58953	54415	58916
165.102	"	58954	54416	58917
165.103	"	58955	54417	58918

165.104	"	58956	54418	58919
165.105	"	58957	54419	58920
165.106	"	58958	54420	58921
165.107	"	58959	54421	58922
165.108	"	58960	54422	58923
165.109	"	58961	54423	58924
165.110	"	58962	54424	58925
165.111	"	58963	54425	58926
165.112	"	58964	54426	58927
165.113	"	58965	54427	58928
165.114	"	58966	54428	58929
165.115	"	58967	54429	58930
165.116	"	58968	55430	58931
165.117	"	58969	55431	58932

Class 165/1 ABB (BREL) York 2 car

Set	Pool	DMOCLA	DMOS
165.118	NWRX	58879	58933
165.119	"	58880	58934
165.120	"	58881	58935
165.121	"	58882	58936
165.122	"	58883	58937
165.123	"	58884	58938
165.124	"	58885	58939
165.125	"	58886	58940
165.126	"	58887	58941
165.127	"	58888	58942
165.128	"	58889	58943
165.129	"	58890	58944
165.130	"	58891	58945
165.131	"	58892	58946
165.132	"	58893	58947
165.133	"	58894	58948
165.134	"	58895	58949
165.135	"	58896	58950
165.136	"	58897	58951
165.137	"	58898	58952

Sandite, Deicing & Route Learning cars

Set	Car	Formerly
L119	ADB975042	Class 122 DMBS 55019
L120	ADB977722	Class 121 " 55020
L121	ADB977723	" " 55021

CCE Ultrasonic RailTest Train

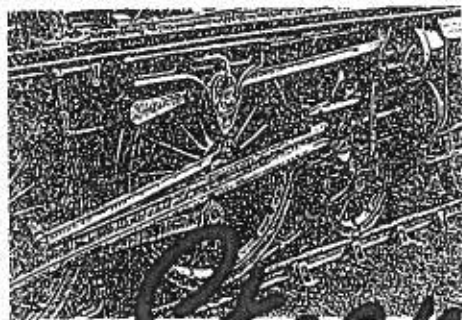
Car	Formerly
DB977391	Class 101 DMBS 51433
DB999602	Class 432 DMS 62483 *
DB977392	Class 101 DMBS 53167

* From 4REP emu set 3015

Pool	NMYX	Chiltern based at Aylesbury
	NWRX	Thames based at Reading

Mark Hopwood

HENLEY BRANCH



in Steam

SUNDAY 1st & 8th NOVEMBER 1992



The two weekends of steam operations on the Henley branch were a well kept secret. Having been told the dates were the 8th and 15th it was a surprise to find it was to be the 1st and 8th just days before, in fact, the first weekend wasn't even mentioned in the weekly notice!

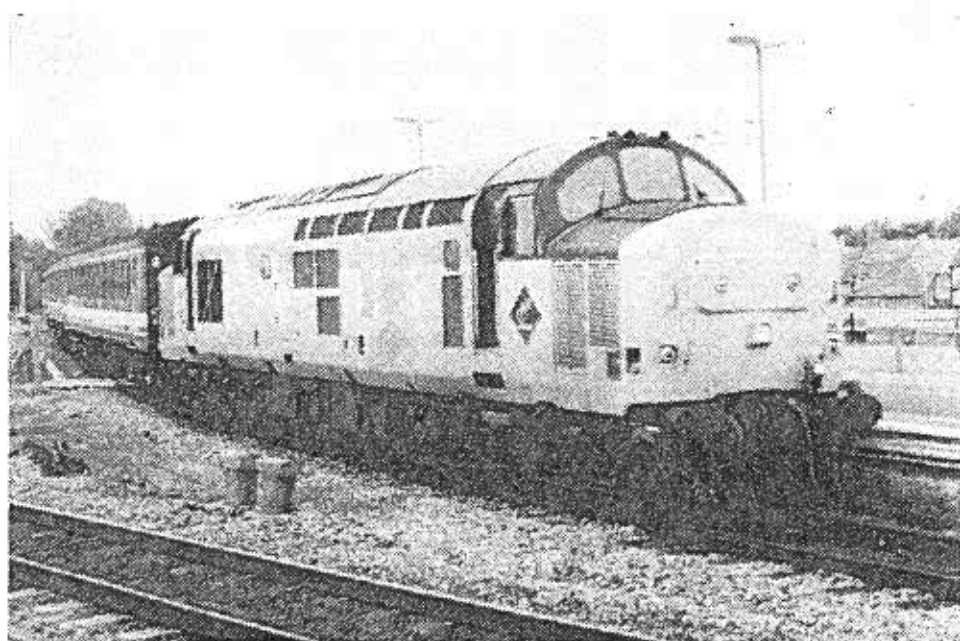
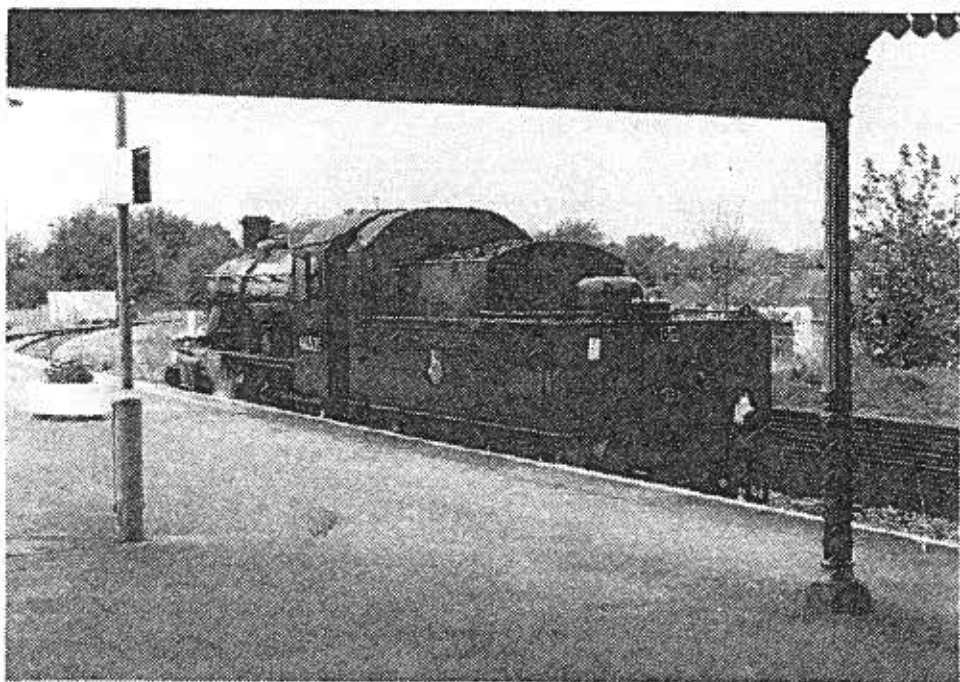
Both weekends were notable for very grey skies, particularly frustrating as 31st October had been a day of glorious autumnal sun which did wonders to bring out the full glories of one of the most colourful autumns for many years. The arrangements consisted of an hourly push-pull service with 46521 on the north (Henley) end and a rake of NSE Mk.1 and Mk.2 coaches. Rather than the threatened dmu vehicle, a class 37/4 was provided at the south end and supplied ETH. On the 1st 37411 did the honours followed by 37413 'Loch Eil Outward Bound' the second week. Both were railfreight locos from St Blazey. The train was completed by the SVR's maroon BSK behind 46521 which improved the photographic opportunities.

Despite the weather and the onward march of trees and general vegetation there were a number of good photographic opportunities to be had as this collection by DAVE LITTLE proves. None were authentic of course as Ivatt 2MT Moguls were not what you'd call regulars in this part of the world. Both days provided opportunities for night photography at Twyford before the locomotive left.

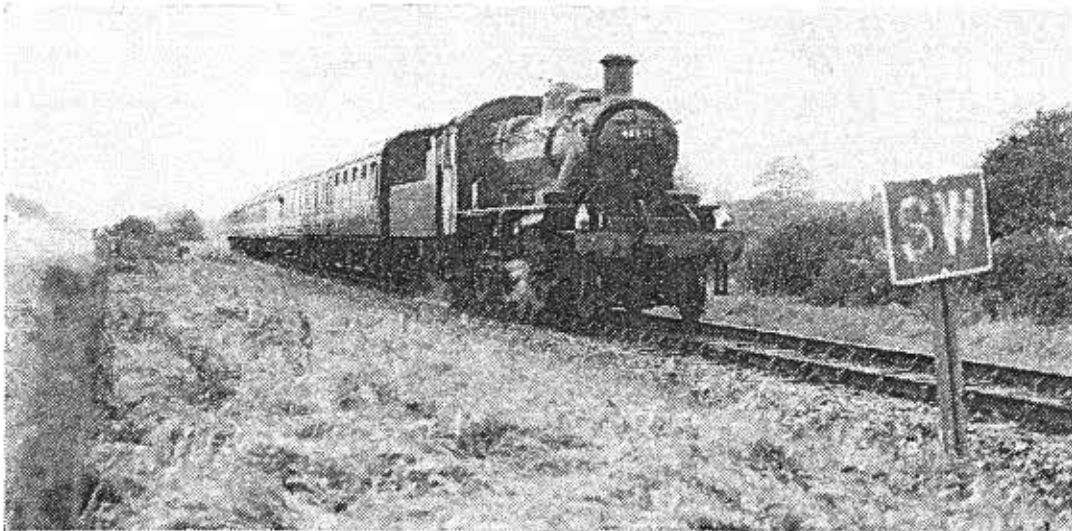
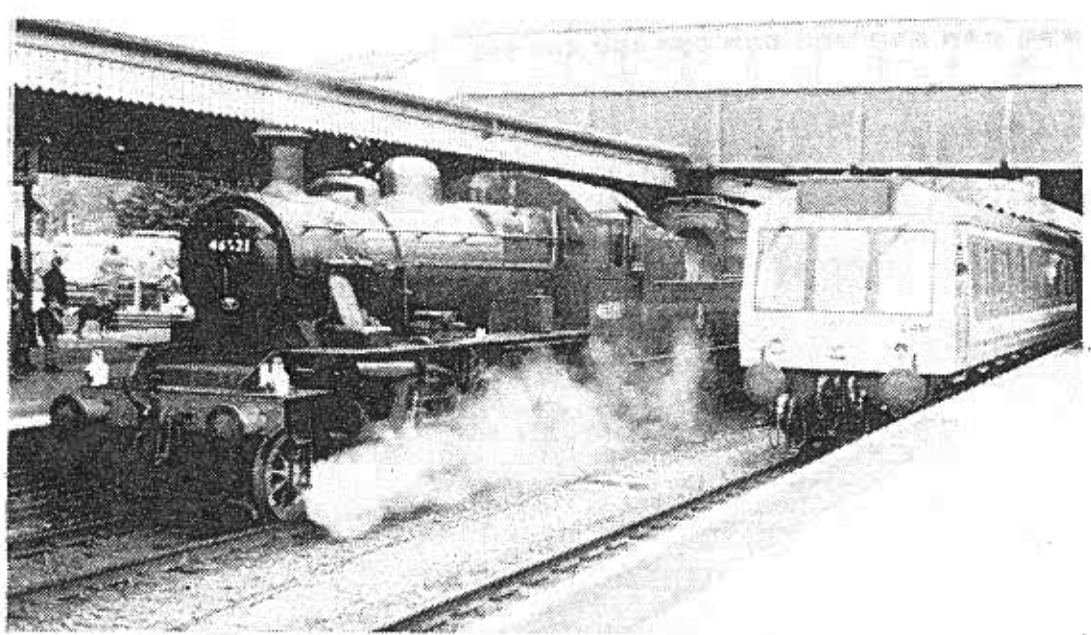
It seems the first weekend produced a small profit but after word got out the second produced much heavier loadings and presumably a bigger profit. Here's looking forward to more such operations in 1993.

46521 arrived before dawn each morning and waited in the bay platform at Twyford for its train and passengers to arrive, creating some timeless scenes (TOP and MIDDLE)

Class 37's were used to provide ETH and guide the train in the up direction. 37.411 leads the train into the up relief platform at Twyford (BOTTOM) on 1st November.

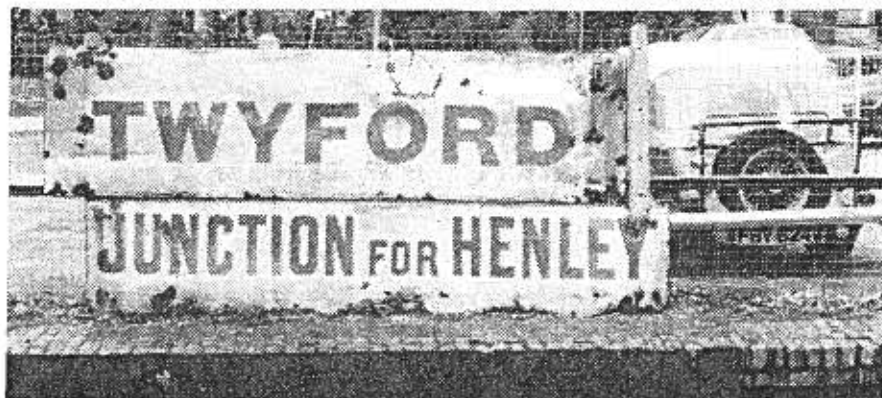


Operations out of the up relief platform brought regular old and new (or not so new) comparisons. 46521 stands alongside L425 working the 09.36 service train to Reading on 1st November.



46521 approaches Mill Lane bridge just outside Henley. Note the surviving GW Sound Whistle sign for the private crossing at Sheephouse Farm.

Many trees have grown since steam last worked the branch. 46521 leaves Lashbrook Viaduct and approaches Shiplake station. On one journey a local resident offered up a piece of original GW coal - it went on the fire - whilst the original GW nameboards re-appeared temporarily at Twyford.



BOOKSHELF

Alan Costello



THE GHOST NOW STANDING ON PLATFORM ONE Souvenir Press
Edited by Richard Peyton ISBN 0 285 62991 3

Now that winter is here why not curl up in front of the blazing fire (or more likely a hot radiator) and dip into this book. 25 fictional ghost stories are each preceded by a true story of the unexpected happenings. Authors include Arnold Ridley (Private Godfrey of Dad's Army), Ray Bradbury and John Wyndam (both usually associated with science fiction). Probably the best known story is The Signalman by Charles Dickens. An adaptation of this tale was shown on TV last Christmas. The book ends with what is believed to be the shortest ghost story in the world. A book well worth reading.

THE RAILWAY DICTIONARY Alan Sutton Publishing Ltd
Alan Jackson ISBN 0 7509 0038 5

This book has been needed for some time. It covers terms relating to railways and tramways including abbreviations, slang and initials. It starts with A&BR (Aylesbury & Buckingham Railway) and ends with the unofficial name given to the broad gauge GWR express-Zulu. Some words from N. America & Europe are included as well as British Railways and London Underground making a total of about 6000 entries. For example L.U.L has a device nicknamed the tin opener by its staff. So called because as well as removing snow from coach roofs, it has been known to start removing the roof itself. It will make a useful addition to anyone's library despite some omissions notably wagon types.

BRITISH RAILWAYS STEAM AND TRACTION IN COLOUR Promotional
Colin Boocock and Brian Morrison Reprint Co.
ISBN 1 85648 014 3

This combines 2 books earlier published by Ian Allan - BR Steam in colour and BR Traction in colour.

The first half of this book covers the period 1948 to 1968

featuring pictures of steam at locations from north of Scotland to south of England. All pictures are by Colin Boocock or taken from the well known Colour-Rail collection.

An appendix gives a list of classes and includes the number of locos in each class as the beginning of 1948 and again in 1961.

The second half of the book is devoted to modern traction. A large number of different liveries are shown especially multiple units. For example on one page the experimental canary and blue of the WMP authority is followed by the chocolate and cream of a pacer and then the green of a class 106 dmu.

The appendix in this half lists the different classes of diesel and electric locos together with multiple units. Finally a very brief summary of notable events in each year during the period 1947 to 1968. In all a very good record of changes over the system since 1948 with all photos in colour.

PSL FIELD GUIDE - RAILWAYS OF THE WESTERN REGION
Geoffrey Body Patrick Stevens Ltd
ISBN 0-85059-546-0

When this book was published in 1983 it was intended to be the first of six covering the regions. So far 4 have been published, others in the series are Southern Region and Eastern Region North and South.

After a brief history of the Western Region the first part is a gazetteer giving details of stations, branch lines and tunnels and includes 38 maps. The next part gives a summary of the main routes together with the mileage from London. This is followed by short accounts of the traffic and civil engineering over the region and finally gives the location of preserved railways. 164 black and white photos are included.

TWENTY-FIVE YEARS AGO

Roger Bowen

The end of 1967 brought a tragic note to the railways. In the worst crash on British Railways for 10 years 49 passengers were killed and many hurt when part of the 19.43 Hastings to Charing Cross dmu became derailed travelling at about 70 mph near Hither Green on 5th November. The following day the Southern Region stated "It would appear, subject to confirmation by the finding of an enquiry, that the accident could have arisen from a broken rail because there was a serious break found near the scene of the derailment".

The new land gallery of the Science Museum was officially opened on 17th October by Mrs Shirley Williams, Minister of State for Education and Science. The collection included items formally displayed in the main hall, such as the Ketton Colliery locomotive "Puffing Billy", the original "Rocket", and "Sans Pareil" and additionally GWR Castle Class "Caerphilly Castle", the prototype "Deltic", a London Transport "tube" coach and Glasgow tram 585.

Using modern flow-line production methods and the latest techniques in jig assembly and welding 400 more passenger coaches of integral design were being built for British Railways at its Derby Workshops at a cost of approximately £7 million. Of these 220 were for East Coast services and 180 for the Western Region. The design was based on the Mark II

TEN YEARS AGO

Roger Bowen

From the "Donkey" No.25, December 1982

The "Donkey" contained an article by Martin Sherwood on our summer trip to Pendon. All who were on the visit were amazed at the work of the museum in creating the scene of the Vale

stock introduced in 1965 for the London-Birmingham-Manchester - Liverpool services but with further refinements in design and construction.

In 1967 the oldest industrial standard gauge steam locomotive in regular use in Great Britain was 0-4-OST No.18 of the Seaham Harbour Co of County Durham. It was built in 1863 by Steven Lewin of Poole, Dorset.

First units of rolling stock for the Victoria line of London Transport were being delivered from Birmingham to West Ruislip depot. The stock was being constructed by Metropolitan Cammell.

After more than two years suspense passenger services at both ends of the Oxford-Cambridge line were withdrawn on 1st January 1968 leaving only the section between Bletchley and Bedford St Johns open.

We opened with a disaster, regrettably we close with one. On 6th January 1968 the 11.30 Manchester Piccadilly to London Euston express collided with a police escorted transporter lorry at Hixon between Stone and Colwich, Staffs. A 125 ton transformer on the lorry was hauled 20 ft by the impact. Eleven people were killed in the incident.

of the White Horse in the 1930's. Ernie Dove contributed an item on the diagramming of the prototype class 210 diesel electric unit. There was a long article by Mike Walker on North American diesel locos. As usual the editor and chairman wished everyone a happy Christmas and a good new year.

