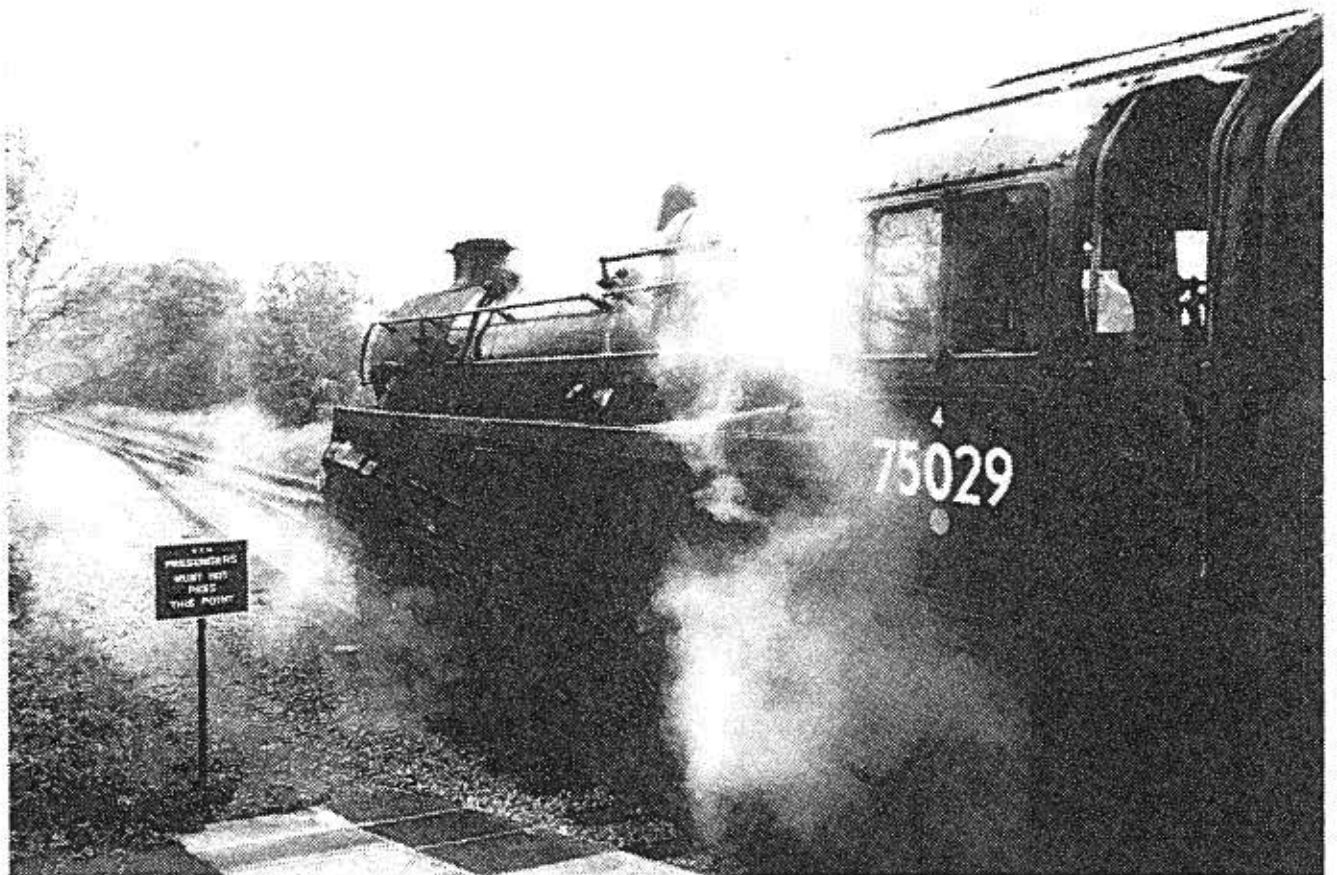


THE

MARCH 1993

65

MARLOW DONKEY



IN THIS ISSUE...

WCML TODAY

NSE OPEN DAYS

QUEEN OF THE FLEET

A DASH TO ABERDEEN



THE MARLOW DONKEY

Quarterly magazine of the
MARLOW & DISTRICT RAILWAY SOCIETY

No. 65 MARCH 1993

IN THIS ISSUE...

CHAIRMAN'S NOTES	page 2
TIMETABLE / SOCIETY NEWS	3
1992 ANNUAL REPORT	4
RAILWAY ROUNDOUT Notes & News	5
MEMORY CORNER 210 at Bourne End	6
PRINCEPS PACEM Pt 2 John Sears	7
A DASH TO ABERDEEN Mark Hopwood	10
QUEEN OF THE FLEET Mike Walker	10
NETWORK SOUTHEAST OPEN DAYS Dave Little	14
BOOKSHELF Alan Costello	16
TWENTY FIVE YEARS AGO Roger Bowen	16
TEN YEARS AGO Roger Bowen	16

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CHAIRMAN'S NOTES

Now the Railway's Bill has been published we should be in a position to understand clearly just what the Government has in mind for British Rail. However, such is the ongoing confusion, criticism and uncertainty that we can be clear on only one thing, an unmitigated disaster is unfolding. Most remarkably the vast majority of the public, and more than a few Conservative MP's, seem to recognise this simple fact and are opposed to the plan which the Government seems determined to push through on the grounds of political dogma.

The Government cites deregulation and privatisation of the bus industry as a success and pointer to the future of railways. Is it? For those of you who know little of buses let us look briefly at the local scene. Competition has occurred only on a few routes where at least one local coach operator has muscled in with a fleet of extremely tatty ageing vehicles, but service to outlying areas has been cut back to the barest minimum or eliminated altogether. Those surviving services in rural parts rural parts are run by franchise to the councils and, because the operators bid to run them at a cost which ensures they are profitable not just breaking even, the actual cost to the ratepayer, in real terms, is higher than when a subsidy was given to cover losses. In town, competition has robbed operators of revenue on previously profitable routes and all the companies involved are finding it hard to survive. What was London Country has changed owners whilst the old Thames Valley company is now split between three owners, at least one of which is in severe financial difficulties. As for investment, forget it. The newest vehicles in Wycombe are now four years old, most ten to twelve, and all the operators admit they have no way of financing new stock.

In one respect the bus, and road haulage, industries are laughing all the way to the bank compared to the future rail operators because the public sector, Government and councils maintain and pay for roads without charge, except for the relatively small sum (in relation to true costs) for road tax. By contrast the rail operators will have to pay high charges to Railtrack for use of the network.

Meanwhile the experience on Chiltern has shown conclusively that if you invest in a publicly owned service it pays handsome results. Passenger loadings in 1992 were 15% UP despite the recession, timekeeping and reliability exceeded targets and despite the massive fare increase this January, the customers consider BR is giving good value for money. Today Chiltern has good track, the most advanced trains and signalling available, and attractive refurbished stations. It is rightly a showpiece and should be a pointer to the future of the entire network. Unfortunately it is likely to be the last to benefit from Total Route Modernisation. It still loses money of course but so does every rail passenger system world wide and no amount of privatisation will cure that.

Chiltern was not included in the first batch of franchises which comes as a surprise for like the ECML it would be an attractive proposition. However, Great Western InterCity is, although it's hard to see who would be willing to take it on in its present state. The signalling is in need of replacement on much of the route and presumably Railtrack will seek

to recoup part of this cost from the Franchisee or will the taxpayer pay all? If so, where's the saving? The trains are 17 years old and, with 4 million miles on the clock, will soon need replacing. Can a franchisee bidder afford that? Of ICGW's routes only London-Bristol/South Wales are profitable, those to Devon and Cornwall lose money but at present are cross subsidised by other IC routes as the Government does not support IC. What happens under privatisation? Does the operator subsidise these from the Bristol/South Wales profits causing higher fares? Axe through trains leaving Devon and Cornwall to a new regional franchise? Or does the Government give a subsidy to the successful bidder for ICGW? Whatever, the result is not nearly as efficient or publicly acceptable as the present set up. Is it any wonder that Brian Scott, ICGW's Director, has been brave enough to put his head above the ramparts and publicly declare the idea wont work and he wouldn't put his money in - having been in favour of privatisation in principle.

The whole thing is a 'dog's breakfast', the Government insists on carrying on regardless even though hardly a day goes by without some change of plan, most of which, when analysed closely, will cost taxpayers more! There are rumblings that a number of Tory MP's are deeply worried and with a majority of only 21 it only takes 11 to throw it out so let's hope and pray! Alternatively, a 12 year period is now envisaged to see the plan through. Surely there will be a change of Government before then and the damage halted before it becomes irreparable.

During the AOB part of the AGM I commented I was not in favour of restoring 70013 to the mainline at this time, as I consider it will detract from the earning potential of 70000 and those who've supported that privately owned and funded project. I still take that view but am appalled at the attitude of Alan Bloom who is threatening the 70013 project by refusing to release property which does not belong to him. The role of David Ward in this is also questionable. If I were Andrew Dow, I would now not only be demanding the return of 70013 but all the other NRM locomotives at Bressingham!

Mike

COVER

MARTIN SHERWOOD won Class D - Colour Prints in our 1993 Photographic Competition with this shot of 75029 'The Green Knight' at Mendip Vale with the MDRS special on the East Somerset Railway on 21st September 1992.

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 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 "Plandampf" 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
- Sat. 17 April CAPITAL EXPLORER II
A second visit to the Greater London rail network for the price of a One Day Travelcard. See Society News for full details.
- Fri. 18-Tue 22 May ISLE OF MAN WEEKEND
This is now fully booked.
- Sun. 4 July BLUEBELL RAILWAY
Our annual coach trip takes us to this recently extended line on one of its Vintage Transport weekends. We also hope to visit the yet to be opened northern section. There will also be an opportunity for the ladies to visit Sheffield Park gardens if they wish.
- Fares: Adults £11.50 Children £9.00
(Coach ONLY for Sheffield Park gardens £6.00)

SOCIETY NEWS

NEW MEMBERS

It is a pleasure to be able to welcome no less than four new members to our Society. They are K. Brown of Hazlemere, Tom Gordon of Marlow and Gordon W. Rippington (note the initials) also of Hazlemere, who are full members, and Ian Andrews of Dunkirk, Kent, who is a regular member. We trust you will all enjoy the Society's activities and look forward to seeing you regularly.

PHOTOGRAPHIC COMPETITION RESULTS

Attendance was disappointingly low this year but with an excellent standard of entries making voting delightfully difficult. The results were:-

- A - COLOUR SLIDES - UK PRE-'68 Alan Costello
34015 'Exmouth' at Weymouth in September 1966.
- B - COLOUR SLIDES - UK POST-'68 Peter Robins
32636 climbing Freshfield Bank on the Bluebell Railway.
- C - COLOUR SLIDES - OVERSEAS Peter Greateorex
WL Pacific at Firazpur India in December 1990.
- D - COLOUR PRINTS Martin Sherwood
75029 on the "Marlow Special" at Mendip Vale on 21st September 1992.
- E - BLACK & WHITE PRINTS Dave Little
Drummond duo, 120 and 30053, double head on the Swanage Railway.

The overall winner, receiving the Eddie Lewcock Cup, was Peter Robin's superbly composed shot of the Bluebell Terrier which had all the atmosphere of a Don Breckon painting.

EARLY JUNE MEETING

Please make a clear note in your diary, the June meeting is ONE WEEK EARLY on Thursday 10th JUNE. This is to avoid clashing with our departure to the Isle of Man.

COMMITTEE CHANGES

Martin Pink retired from the Committee at the AGM and was replaced as Publicity Officer by Tim Speechley, whilst Mark Hopwood has filled the vacancy.

NORMAN ASTON-SMITH TROPHY

Tony Caton won the Trophy this year for his article in the March issue 'Be Quiet Your Father's in Bed' which recalled his father's career on Western footplates and was his first attempt at a feature.

This is an opportune moment to remind you that the Editor always needs contributions, in fact the file of material awaiting publication is decidedly thin at the moment. So come on, you may even win a tanner!

CAPITAL EXPLORER II

As noted in Timetable we plan another exploration of the Capital's rail network on Saturday 17th April. Mark Hopwood has drawn up an interesting route which includes a wide variety of traction, all multiple unit of course. To take part simply be at the departure station of your choice, armed with a One Day TravelCard, at the times shown below. The proposed route is as follows:-

PROPOSED ITINERY FOR M4DRS CAPITAL EXPLORER II

Saturday 17th April 1993

Station	Time	Traction	Station	Time	Traction
Marlow	0901	101	Hither Green	1423	
Maidenhead	0928		1427	415/46	
	0928	165	Lewisham	1431	
Ealing Brdway	0959		1441	415/46	
	1007	117	Woolwich Arsnl	1452	
Greenford	1023		FERRY		
	10..	1962	North Woolwich	1555	313
West Ruislip	10..		West Ham	1606	
	10..	1962		16..	D78
South Ruislip	10..		Tower Hill	16..	
	1110	165		16..	
Marylebone	1130		Fenchurch St	1725	308/31
	WALK		Upminster	1747	
Baker Street	11..	1983		1756	315
West Hampstead	12..		Romford	1804	
	1221	319		1810	321
Blackfriars	1240		Liverpool St	1831	
	1247	319		18..	A60
Bromley South	1310		Euston Square	18..	
			Euston	1857	313
LUNCH BREAK & WALK TO:			Queens Park	1906	
				19..	1972
Bromley North	1410		Paddington	19..	
Grove Park	1415	415/465		1950	165
	1419		Maidenhead	2030	
				2034	101
			Marlow	2058	

Alternative departure times are:

- Bourne End: 09.12 return 20.46
- High Wycombe: 10.45 Join main party at South Ruislip at 11.10. On the return journey leave 19.50 ex- Paddington at Ealing Broadway then as follows
- Ealing B'way d 20.07
- Greenford a 20.23
- " d 20.. Central Line
- S. Ruislip a 20.. " "
- " d 20.39
- High Wycombe a 21.08

SUBSCRIPTION REMINDER

Subscription renewals have been coming in at a steady rate, albeit slower than last year which was exceptional. May we take this opportunity of reminding those of you that haven't

renewed to date to do so now as you will be deemed to have lapsed if you have not paid by April.

To those who have renewed already, and those now about to, thanks once again for your continuing support.

MDRS AND THE LEGION

As most of you are aware there have been some difficulties lately regarding our meeting venue. Relocation twice in seven months due to double bookings and a behind the scenes panic over December's buffet. An explanation is in order.

The Legion have had a number of managerial problems in the last year. Among them was the Steward, not renowned for his friendly, welcoming personality, who departed very suddenly in mid-December leaving no one at the Legion with any knowledge of our Buffet booking. It is a tribute to the RBL that the event went off so well on the night. Further, the Steward appears to have kept few written records of bookings and neither did the Secretary, with the inevitable and frustrating results. Other problems, the exact details of which are unknown, led to the removal of the Chairman, Treasurer and

Secretary at an extraordinary general meeting of the RBL Club in January.

The RBL have assured us we have not overstayed our welcome and they are keen to keep our business. However it seems that the Steward instigated proceedings against the RBL for unfair dismissal and as a result they are having to reinstate him from March, much to their obvious displeasure. At least we know our 1993 dates are now in a diary at the RBL so all we can do is hope. Having been aboard TS Apollo and the football ground, it is obvious the Legion is the best location for us.

JOHN COLVERSON ON MASTERMIND

Those who watched 'Mastermind' on BBC1 on 7th February may have noted that one of the contestants, John Colverson, came from Marlow. John is of course one of our members of some years standing. Taking the Life and Works of Gerrard Manley Hopkins as his specialist subject, and correctly identifying Mallard as the World Speed Record Holder, he won the heat with 27 points, a margin of 2. All members will wish to congratulate John on his efforts and we wish him every success for the next round.

1992 ANNUAL REPORT

Minutes of 1993 AGM of the Marlow & District Railway Society held on 21st January 1993 at 8pm.

Venue: T.S. Apollo

Chair: M. Walker

Apologies for absence - Bas Woodward

31 members present

The minutes of the 1992 AGM, which had been published in the "Marlow Donkey", were agreed by acclaim, which was unanimous, the proposer being M. Hopwood, seconded by B. Sparrow.

Chairman's Report

Prior to the report an explanation was given of the circumstances leading to the venue on T.S. Apollo. A review of events of 1992 was made including both evening meetings and trips, including visits to the Isle of Wight, Foster Yeoman and a long weekend in Ireland. Several members had also travelled extensively on the special NSE day. Membership had continued with 80% of members renewing in the first month.

The Society had contributed to the Windcutter appeal and help in maintaining the wagons had been requested (this point was raised later in the AGM and a group of volunteers offered to carry out this work on an occasional basis). More articles and slide shows from non-committee members was requested.

Thanks were expressed to the committee, in particular Messrs Lewcock and Robins, also Dave and Sue Little, Mrs Walker and Ernie Dove, along with our coach driver, Gavin.

Treasurers Report

A small loss of £61.36 had been incurred but on reviewing the general state of the finances shown in the published report passed to members, it was clear that the Society was running on an even keel.

Offsetting the loss on the Isle of Wight trip were gains on the Foster Yeoman trip and the Christmas Buffet. Membership had dropped by 2. In 1991 it was 56 and in 1992 it was 54.

Comment was made that the figures were not yet audited but would be submitted almost immediately to Brian Print.

The adoption was proposed by A. Wheeler and seconded by M. Norris.

The Chairman then pointed out the need to alter the Society's rules, they will now contain the following modifications to cover both types of membership and actual subscriptions. (The revised rules are published separately in this issue). Mark Hopwood proposed the amendments be adopted and Tim Speechley seconded. They received unanimous approval from the membership.

Secretary's Report

Thanks were extended to Mrs Lewcock for the typing carried out on behalf of the Society.

Thanks were also extended to the members for their support at meetings. It made the organisation work well worthwhile. A review of forthcoming events was made and specific attention drawn to the earlier JUNE 1993 meeting.

Elections

M. Walker and P. Robins were due for re-election and were happy to stand again, however Mr Pink stood down. Mark Hopwood was proposed by P. Robins and seconded by A. Costello and now joins the committee.

The Chairman gave advanced notice that he proposed to stand down in 3 years time.

A.O.B.

Discussion was held on donations to good causes. Phil Searle proposed that "Oliver Cromwell" fund be supported, however following a further proposal by R. Bowen for a "thinking over" period, it was agreed that the committee would prepare a short list for consideration.

Regarding the use of money for the benefit of the club, a new screen was proposed. The committee to discuss.

The future of the Marlow OO layout was raised again and it was agreed that M. Walker and A. Wheeler would get together and discuss its transfer to Fawley on loan.

Following one or two announcements by Messrs Bowen and Hopwood the meeting closed with the result of the Norman Aston-Smith trophy for the most popular article in the "Donkey" for 1992.

The award went to Tony Caton for "Be Quiet Your Father's in Bed", second place was taken by Peter Bond on the "Grainne Uaile". Equal thirds were Bas Woodward on "Railways of the Isle of Wight" and Stan Verrinder for "Seaford to Falmer".

MARLOW AND DISTRICT RAILWAY SOCIETY			
ACCOUNTS FOR YEAR ENDING 31 DECEMBER 1992			
INCOME		EXPENDITURE	
SUBSCRIPTIONS			
Full 39 @ £10.00 =	390.00		
Ord 15 @ £ 5.00 =	75.00		
	465.00		
NEWSLETTER			
		Printing	60.00
		Stationery	32.74
		Postage	7.76
			100.50
MEETINGS			
Meeting Fees, 37 @ £ 1.00		Room Hire	300.00
	37.00	Speakers Expenses	27.00
			327.00
TRIPS/FUNCTIONS			
Isle of Wight, (Loss = 26.75)	537.35		564.10
Foster Yeoman, (Surplus = 73.80)	476.00		402.20
Xmas Buffet, (Surplus = 43.16)	225.00	Buffet/Bar	150.00
	225.00	Prizes	31.84
			181.84
BUILDING SOCIETY INTEREST	20.26		
DONATIONS		I.O.W. Steam Rly.	10.00
TRANSPORT TRUST		Subscriptions	20.00
PRIZES		Book Tokens	50.97
		Cup Engraving	5.00
			55.97
OFFICERS EXPENSES			60.36
EXTRAORDINARY ITEMS		G.C.R. Wagon Appeal.	100.00
TOTAL INCOME	1760.61	TOTAL EXPENDITURE	1821.97

ON HAND 01/01/92
 Building Society 560.00
 Cheque Book 32.00
 Cash 5.17

TOTAL 597.17

ON HAND 31/12/92
 Building Society 530.00
 Cheque Book 5.00
 Cash 0.81

TOTAL 535.81

I therefore record a loss of £61.36 for the year 1992.

M. Walker
 P.D. Robins, Treasurer.

RULE CHANGES

With effect from 21st January 1993 the following revisions to the Society's Rules are in operation superseding those of 19th January 1989.

2. MEMBERSHIP

- 2.2 Three classes of membership are offered:-
- FULL includes all membership and meeting subscriptions.
 - REGULAR including membership only.
 - JUNIOR for those aged 14 and 15.

4. SUBSCRIPTIONS

- 4.1 Each FULL member is required to pay the FULL annual subscription only. REGULAR members shall pay the REGULAR annual subscription and a MEETING subscription

for each meeting attended. JUNIORS shall pay one half of the appropriate fee.

All subscriptions run from 1st January to 31st December and the amount shall be determined by the Committee, approved by majority vote at the AGM.

APPENDIX I With effect from 1st January 1993 until further notice, subscription rates are:-

FULL	£10.00	JUNIOR FULL	£5.00
REGULAR	£5.00	JUNIOR REGULAR	£2.50
MEETINGS	£1.00/night	JUNIOR MEETINGS	50p/night

These changes were approved by majority vote of the AGM 21st January 1993.

Members who require a copy of the full rules should ask the Secretary or Chairman.

RAILWAY ROUNDABOUT

NOTES AND NEWS

HEADING FOR TURBO DOMINATION ON THAMES Mark Hopwood

The name of a new computer game? No, just a reflection of the progress made in eliminating conventional DMUs from the Paddington suburban routes. The delivery of final Class 165, 165, 137 from ABB (formerly BREL) Works at York in mid-December paved the way for a diagram rehash that sees 30 Class 165 sets diagrammed on Thames, as opposed to a requirement for just 16 sets of conventional DMUs, Monday - Friday. On Saturdays, only the Greenford, Marlow and Henley branches retain proper DMUs - work for just four sets of stock. Even worse on Sundays as all services are Turbo-operated! By the time you read this the first air-conditioned Class 166 will have appeared to signal the game is about up for the conventional sets.

So, what is left of the former fleet? My article in the December 1987 Donkey outlined the main types to be found then, and most have survived until quite recently. At present, the traditional WR London area Class 117 DMUs still dominate the scene with most still in service. However, some are now in two-car formations without their centre TCL cars. At Bletchley; L700 & L701, ex-L414 & L419 minus centre trailers exist to operate the Gospel Oak - Barking line, shortly to be joined by more sisters to allow the ex-Chiltern Line Class 115s to be withdrawn. Class 101s are also quite common, 2 sets of the Gloucester Cross-country Class 119s are still going (just!), officially based on the North Downs Line, but frequently appearing on Thames. Only 1 Class 104 BRCW vehicle remains - a DMBS in 2-car set L263 - a regular, Monday-Friday on the Windsor branch, but soon to be withdrawn.

Workings currently operated by conventional sets and likely to remain so for the present include the two Greenford shuttle sets (165s are barred from this line until some essential work is completed in the summer of 1993), the Marlow branch set (but not the Bourne End to Maidenhead peak hour shuttle which is already Turbo-operated in the morning) and a few other workings concentrated on the rush hours in and out of Paddington.

So get those shots of classic DMUs now, or it will be too late!

TURBO EXPRESS ARRIVES

The first of the class 166 3 car Turbo Express units is due to be in service by the time this issue is published. 21 units are being built by ABB at York and will basically resemble the 165's but have a higher internal specification including full air conditioning and public telephone. Mechanically they are identical to and compatible with the 165/1's, with a 90mph maximum speed.

Each set will comprise a DMOC (58101-58121), MOS (58601-58621) and another DMOC (58122-58142). All the sets will work from Reading depot in the NWRX pool on the Network Express services to Newbury and Oxford. Whilst all carry NSE livery, 166.221 is technically owned by Regional Railways as part of a complicated deal which will see 165's and 166's working to Worcester and Birmingham for Regional Railways whilst NSE gets the use of 156's on the Colchester-Sudbury branch.

A major gremlin got into the listings of the 165 formations in the last issue. The MOS vehicles are 55404-55431 inclusive not 55404/54405-54429/55430/55431 as we listed.

THAMES & CHILTERN EXPANSION

When NSE was formed in 1986, the 'West' area was by far the smallest, controlling only the lines from Paddington. Then

the Chiltern lines were added to create Thames & Chiltern. Now, Reading-Basingstoke is to be added from April 1993 (with Class 165 operation) as well as the Reading-Gatwick line which will also receive Class 165s as soon as the line is cleared, which will be by May 1994. In addition, T & C will operate Class 166s on the Oxford-Worcester route, although the line remains under the ownership of Regional Railways, as well as operating Turbos to Stratford and Birmingham Snow Hill on a regular basis.

PADDINGTON REMODELLING

Slough IECC was switched on during December to control a small number of signals connected with the Kensal Green ECS lines to the east of Old Oak Common. Then on 1st January 1993, the Relief lines (now known as lines 5 & 6) were reopened, along with Paddington platforms 10, 11, 12, 13 & 14. Please note that platform 12 is the former parcels platform now reopened for use by passenger trains. All this reopened track is under control of Slough IECC west of Kensal Green. There is no physical track connection between the Slough IECC and Old Oak PSB controlled lines, so once trains pass the crossover at OOC, they are committed to entering either platforms 1-5 or 10-14. This then allowed the engineers to take possession of platforms 6, 7 & 7 from which all approach roads were quickly taken up.

The next phase of the work took place during the weekend 8 - 10 January 1993, when all trains had to use platforms 10 - 14 so the engineers could temporarily convert the old up ECS line into a Down Main and the Up Main will become the Down Main! This will then allow work to progress upon lines 3 & 4. However, all did not go to plan as engineers loco, 47484 'Isambard Kingdon Brunel' (the sole surviving GWR liveried engine), derailed at Royal Oak while hauling a ballast train on Saturday morning!

THAME BRANCH TO BE LIFTED

Railfreight has removed the fishplates between Princes Risborough and Thame as the first step in lifting the line which has been left in situ since it closed in March 1991 in case BP Oil wished to resume rail deliveries. They have now indicated they do not intend to do so and Railfreight is anxious to prevent any new operator being able to move in.

Originally opened on August 1st 1862 as part of the Wycombe Railway's western extension to Oxford, it closed to passenger on 6th January 1963. The section between Thame and Cowley lost its freight traffic in 1965 and was lifted in the summer of 1969.

FOOTBRIDGE FOR BOURNE END

This spring will see the erection of a footbridge across the River Thames at Bourne End completing one of the last links in the Thames Path. It will be attached to the railway bridge which dates from 1895 and has often been used unofficially, and illegally, by hikers in the past. Both Wycombe District and Windsor & Maidenhead Borough Councils have granted planning permission for the link which should be open by the summer

TURBO DERAILED AT WINDSOR

165.128 derailed leaving Windsor & Eton Central on the evening of Sunday 21st February. One bogie left the rails and damaged 75 yards of track between the station and the river bridge. Damage to the Turbo was reported as light and confined to the suspension. Services were still being replaced by buses until the following Thursday.



LOCAL STEAM

The following are provisional dates for steam operation locally this quarter.

21 March	Ealing-Stratford return	6024
9 April	Sheffield-Didcot	5029
11 April	Didcot-Stratford return	70000
25 April	Didcot-Stratford return	71000
2/3 May	Didcot-Oxford shuttles	6998
9 May	Ealing-Stratford return	71000
16 May	Ealing-Sheffield	71000

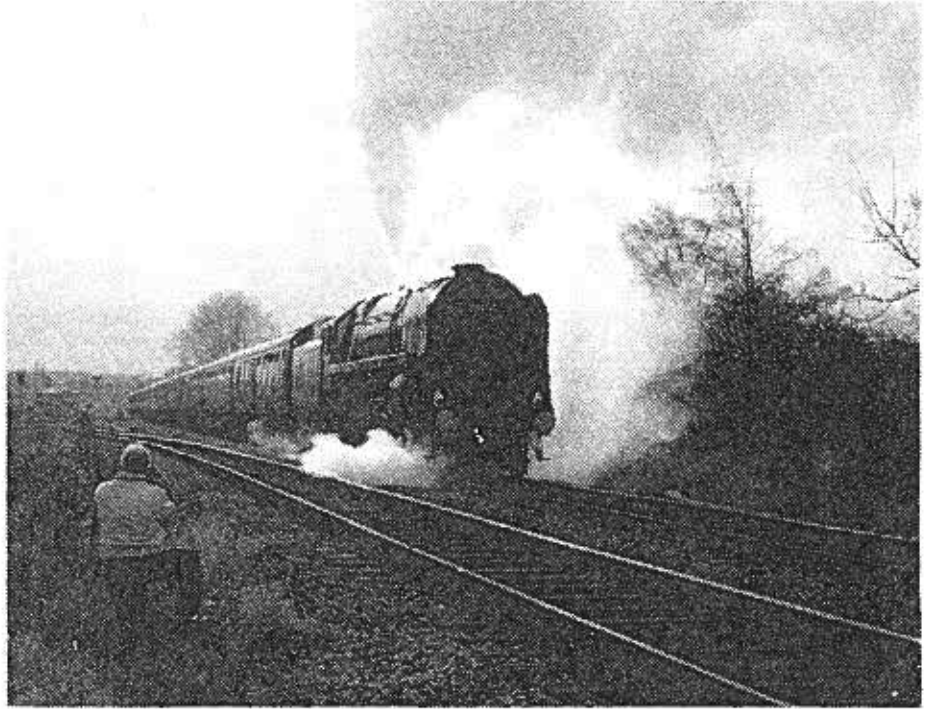
CROSSRAIL TO BE AXED?

As this issue closes the unwelcome, but unsurprising news is breaking that the Government has had a change of heart and wishes to axe the Paddington - Liverpool St. CrossRail project and its associated electrification to Aylesbury and Reading to meet Treasury spending cutbacks. The start of work on the scheme had already been put back until 1996.

STRANGER AT READING

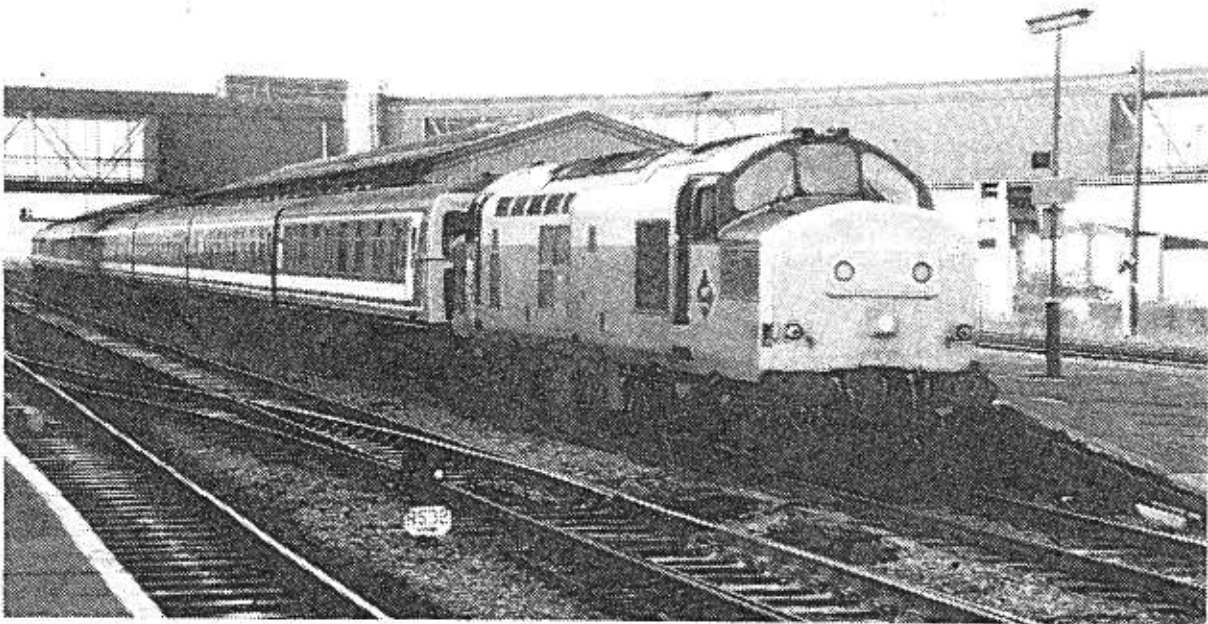
A fatal level crossing accident south of Wokingham on 28 November last led to a special diesel worked shuttle operating between Reading and Wokingham as the power was cut off while the line was being cleared. This resulted in the unlikely combination of an Engineer's locomotive, 37.254 from Cardiff, standing at the head of 4CIG 1316 and 4VEP 3458 at platform 9 of Reading General. North Downs services were not affected.

photo: Alan Costello



70000 'Brittania' made its first, and so far only trip over the Joint Line on 21 December 1992 when it worked an Ealing Broadway to Stratford on Avon excursion. Here it leaves Princes Risborough having waited for a Turbo to overtake.

photo: Ron North

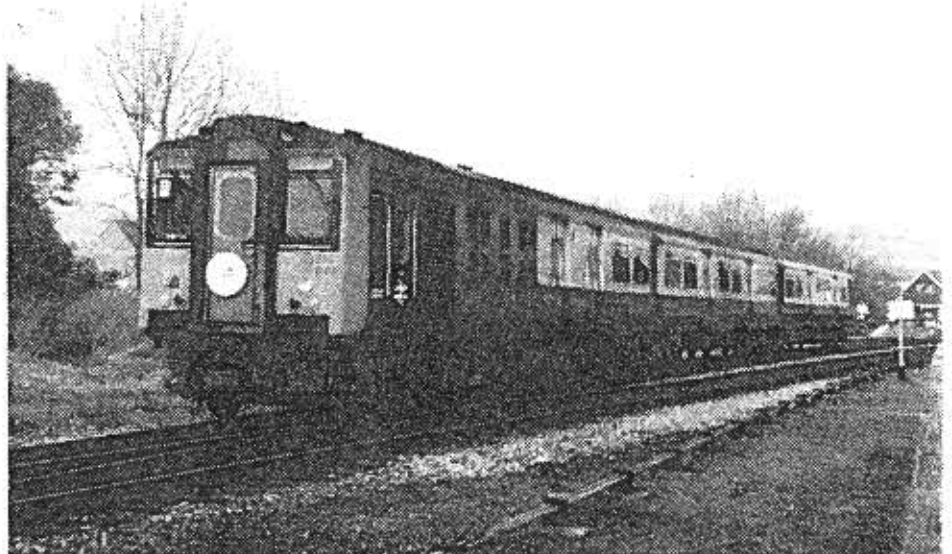


MEMORY CORNER

On 19th February 1983 BR and the Marlow / Maidenhead Passengers Association held a Gala to celebrate 110 years of the Marlow Donkey. The branch was worked for the day by the experimental demu 210.001, reduced to three cars by the omission of its composite vehicle, making its only recorded visit to the line. Based on the 317/455 emu designs and powered by a derated HST power unit, it was intended to replace the Heritage units but was deemed to be too costly to build and operate. With hindsight, perhaps we were spared and it was worth waiting a decade for the Turbo revolution.

It is seen leaving Bourne End for Maidenhead and, yes, that is one of Ernie Dove's headboards!

photo: Mike Walker



PRINGEPS PACEM

JOHN SEARS reflects on the WCML today.

In part 1 of this article John examined Preston station and its environs, now join him for a typical journey to Euston on the West Coast Main Line.

Unlike an HST, there's no hint from above that the senior conductor has given the right-away, so on the West Coast you have to rely on the whistles of the platform staff. There they go, usually at 7.01, two early by the working timetable. We set off across the big bridge over the Ribble, and then the high embankment over its flood plain. Evidence of the former E. Lancs lines to Lostock Hall and Southport remains in the esker-like wriggles of their old embankments. The run to Wigan is surprisingly rural with small incised valleys cutting into an undulating landscape. The gradients fluctuate too, with several stretches of one in a hundred and a bit. The northbound climb out of Wigan, 1.75 miles of 1 in 104 shows up clearly on an HST. The elctrics just pull down the power needed and accelerate merrily. The HSTs Valentas more finite power struggles a bit. An electric can do Wigan to Preston easily in just over 11 minutes. The Wessex Scot on 29th June took 12½ minutes. Just before Wigan is a faded wall sign announcing the "Swan & Railway: Walker's Ales".

Leaving Wigan North Western the line from Wallgate comes up alongside briefly before the lines part company. There are occasional short races here between the 6.50 Blackpool North to Liverpool and the 7.18 Southport to Manchester Victoria, both so-called "club" trains hauled by class 31s. Springs Branch is just a shadow of its former self and the network of lines south of Wigan has shrunk to just the line to Bicker-shaw and the triangular junction of the St Helens route. Abutments remain of the L&Y main line between Liverpool and Manchester, but little else.

It's only twelve minutes on to Warrington. The piecemeal nature of the WCML shows up well between Colborne and Winwick Junctions, a link between two lines which were built straight to the L&M Railway, which crosses the straight cutting of the link. The passage of the curve leading to Winwick Junction is exhilarating - leaning through its superelevation is very satisfying. Not quite up to the thrill of the APT sweeping through the country south of Lockerbie, but not bad!

After Warrington the line climbs up to the bridge over the Manchester Ship Canal. Down to the upside of the line can be seen the course of the GW route to Warrington. It was abandoned in 1894, in an early example of rationalization caused by a competing means of transport. When the Ship Canal was built the need for clearance meant that the L&NW and GW lines needed to be raised. To avoid the need for two bridges a connection was built to link the GW line from Chester into the LNW from Crewe. There is also a short stretch of cutting, with overbridge, showing where the North Western's original line ran.

The 24 miles on to Crewe are usually run in 17 minutes, with a 5 early arrival. The Crewe stop has now been excised from the timetable, Crewe's Pullman passengers having to catch the 8.06 "Ddraig Gymreig" (Welsh Dragon) - the 6.04 HST from Holyhead. The alighting passengers, mainly BR employees(!) have to travel earlier or later on either the 6.15 Preston or the 6.00 "John Peel" from Carlisle. Departure from Crewe is past the junk stock and locos lining both sides of the main lines. Hardly an encouraging advert for BR, the stock is brake block dust brown with smashed or missing windows, and the locos look like wreck victims. Never mind the scenery is lovely from here to Stafford. After Bashford Hall a glance to the east shows how the line is obviously on a huge ramp, and the climb to Whitmore begins. From the rearmost car the whine of wheel slip is easily heard. Starting away in rainy conditions doesn't necessarily guarantee slip. With the entire train clearing the railheads for it, the loco often sets off with the firmest of grips. Pointwork, or the re-application of power is just as likely to set off slip. The drivers seem to let the loco get on with it. The anti-slip gear takes its time and the rate, of onward motion or acceleration, is rarely changed. Perhaps the drivers use it as a form of creep control?! South of Madeley, where the M6 is only a mile to the east, the hills close in and some rather attractive houses hide in the trees. Down past Stardon Bridge a lane runs immediately adjacent to the railway's upside down boundary. The sudden appearance of an up train doing the legal 110 must be somewhat unnerving to the unattentive motorist! There are some wonderful Victorian water pumping stations alongside

and a waterside pub at Millmece has always beckoned most refreshingly.

Just before Stafford the M6, at this time in the morning (8.10) usually full of slowly moving vans and lorries crosses overhead. The brakes come on for Queensville curve and down we come to glide round it. The 4 track section ends at Milford and soon after it's through Shugborough Tunnel and across the junction at Colwich, with its reminder of the head on collision between an Up Liverpool and a down Manchester. The WCML has various permutations of quadruple track; paired by use, main lines on the down side (as out of Paddington) from Euston to Roade, main lines on the upside from Milford to Crewe and a very odd arrangement indeed from near Rugeley to Colwich Junction. On that stretch the tracks are arranged, if memory serves aright, up relief, up main, down relief, down main.

We flash across one of the two level crossings south of Crewe at Hademore, on the downhill run south of Lichfield whose tiny station is usually gone in a rush and clatter of pointwork. Soon after, the "Pretty Pigs" pub stands to the east of the line. Yet another hostelry to find and test! All along the line are those brick and girder footbridges. Are they peculiar to the old LNWR? Brick steps and piers, with a lattice girder span, they are very common on this route. This is a "racing stretch" as Cecil Allen used to say. On 6th April we averaged 107.14 from Lichfield to Tamworth. That same trip included the sight of a 31 pulling a Thames 3-car unit north through Rugby.

The passing time there is 8.45, leaving an hour to reach Euston, including a stop of one minute at Watford Junction - not much recovery time there and indeed, it was normally after Rugby that any delays became too much to recover and resulted in a alte arrival. The Up Lancashire Pullman had a poor record of night time arrivals. The usual was 30% night-time, 30% within 5 minutes and 40% later, often about 10-20 late. The down train was often early at Preston, even after waiting time at Wigan. The timing at Crewe was very light and left little to spare to cater for delays. Often a late departure from Crewe was completely regained by arrival at Preston. Once we covered the 51 miles and the stops at Warrington and Wigan in 38 minutes, which is good going.

The passage of Kilsby Tunnel never takes long and soon we're showing a clean pair of heels to the traffic on the M1 where the line curves west at the end of the stretch with the morotway alongside there is a bad patch in the track. One of the major failings with the West Coast electrification was its lack of any improvements to the substructure. That, together with axle-hung traction motors, was the reason for the route's reputation for a lively ride. The ride's much better these days, although there are still a few bumps. One such is on the up main on the exit from Northchurch Tunnel. It causes a roll which from time to time causes the suspension to hit the stops.

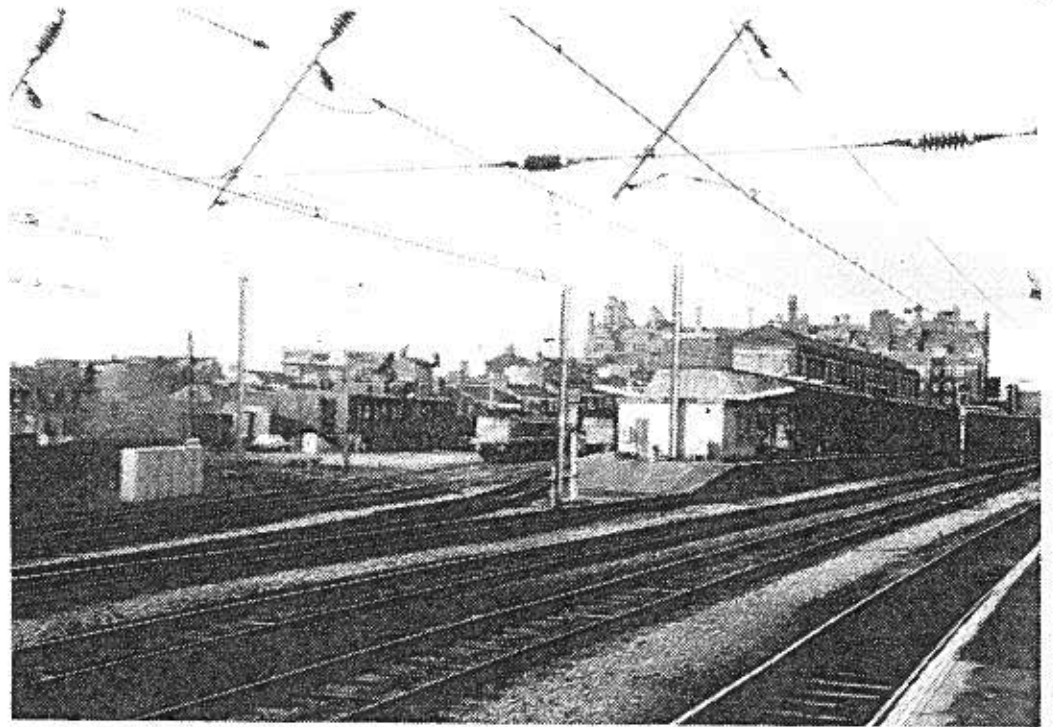
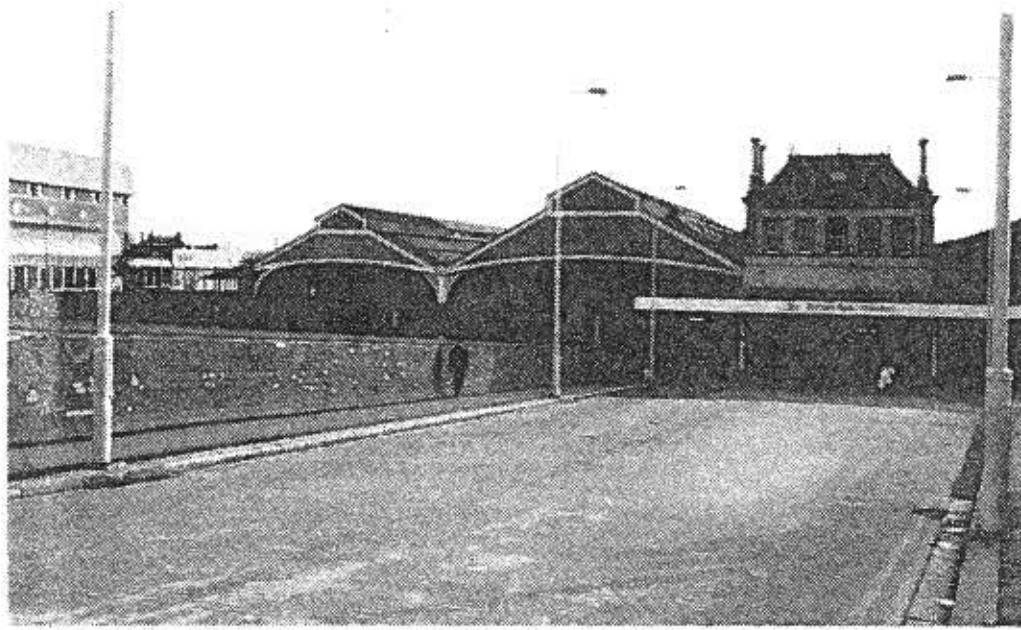
After Watford the laying of the new continental sidings at Wembley provide an interesting diversion, although not literally! The final miles into Euston are replete with tunnels and the final drop down Camden Bank are in big contrast to Mr. Brunel's route into Paddington. Platform one is the usual luckily for those en route to Kings Cross, because the rear of the train stops by the gate to the ICOBS/Red Star yard which opens onto Eveshott Street. It's a lot quicker to the Euston Road that way, than via the station concourse.

And so to work, or rather resume work. It was a rare trip which didn't provide an hour or so of work. The early start did cause one or two winks en route, but the changing scene outside the window was more than sufficient reason to be distracted from work, or to keep an eye open! The DVTs caused a real problem one day, with a 50 late arrival once last October. To those used to a 14XX and an autotrailer, the extension of the push-pull concept to a 5,000 hp loco and ten or more Inter-city coaches might seem outlandish. Even more so, perhaps, when the train is 15.24 Carlisle, which was a motorail service. To start with, that train ran with the loco at the front, but someone decided it too could run push-pull. However, the Motorail GUVs were more accessible behind the loco, so that's where they were marshalled! I never did get round to taking that photo, and the train now starts at Edinburgh and is marshalled conventionally.

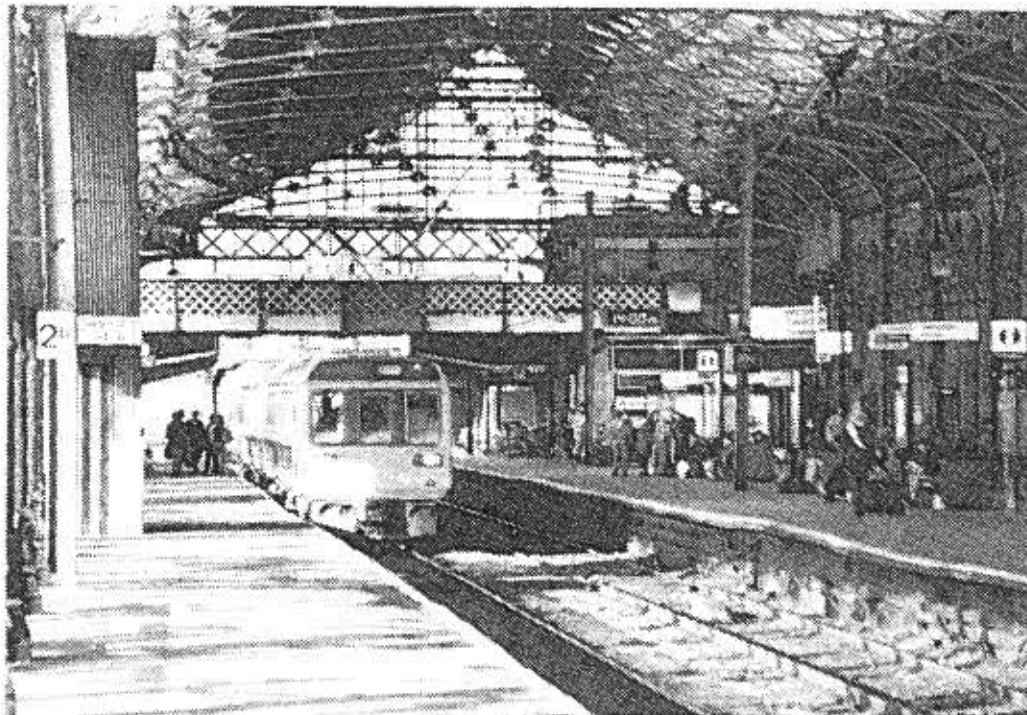
Finally, if you've ever been to Preston, and wondered what the "PP" displayed on objects from schools to bus shelters means, now you know!

PRESTON

The north end of PRESTON stn. showing the main offices at the foot of the pedestrian access ramp. Vehicle access is on the left adjacent to the Fishergate Shopping Centre which stands partly on the site of the old L&Y 'East Lancs' station. Platform 4 is behind the wall, left, no. 3 out of picture on the right.



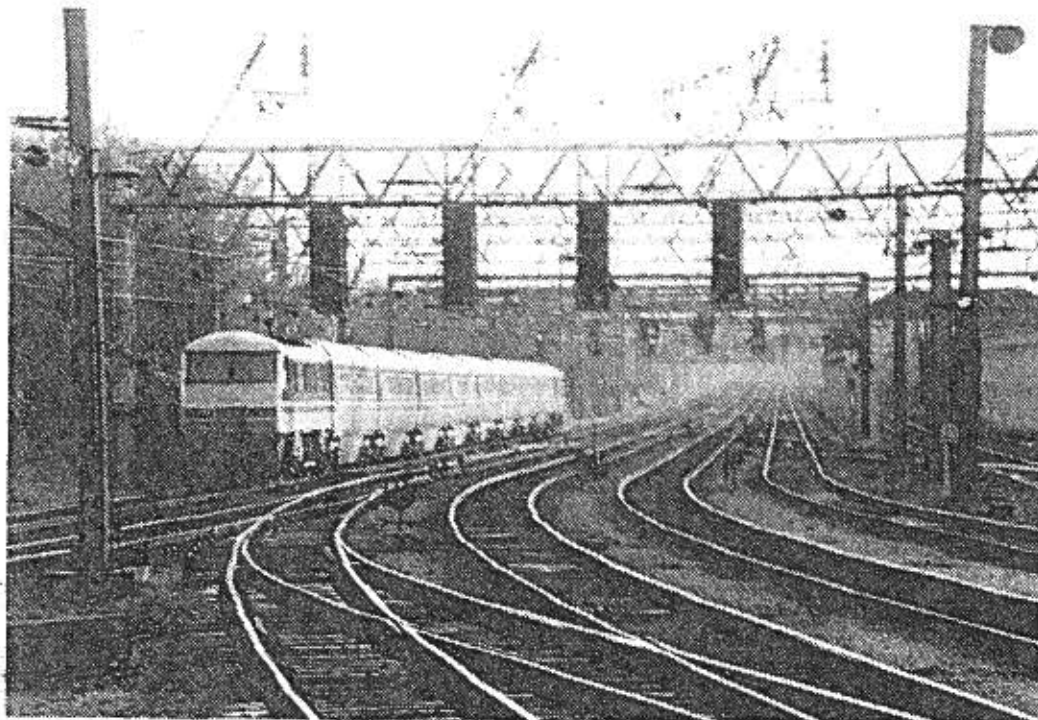
The parcels platform on the west side of the station. Once a part of the main station, they were covered by the trainshed. The steeply graded (1 in 30) Ribble branch drops down behind the S&T equipment cabinets at left towards Fishergate Tunnel and Preston Docks. The left hand 47 in this 12 December 1992 shot is NSE liveried 47.547 - a long way from home!



'Pacer' 142.057 stands under the trainshed at platform 2 ready to work the 14.04 to Liverpool Lime St. on 12 December 1992. It will run down the WCML past Wigan to Golbourne Jct. where it joins the old Liverpool & Manchester at Newton le Willows and continue through Earlistown and Rainhill.

SCENES

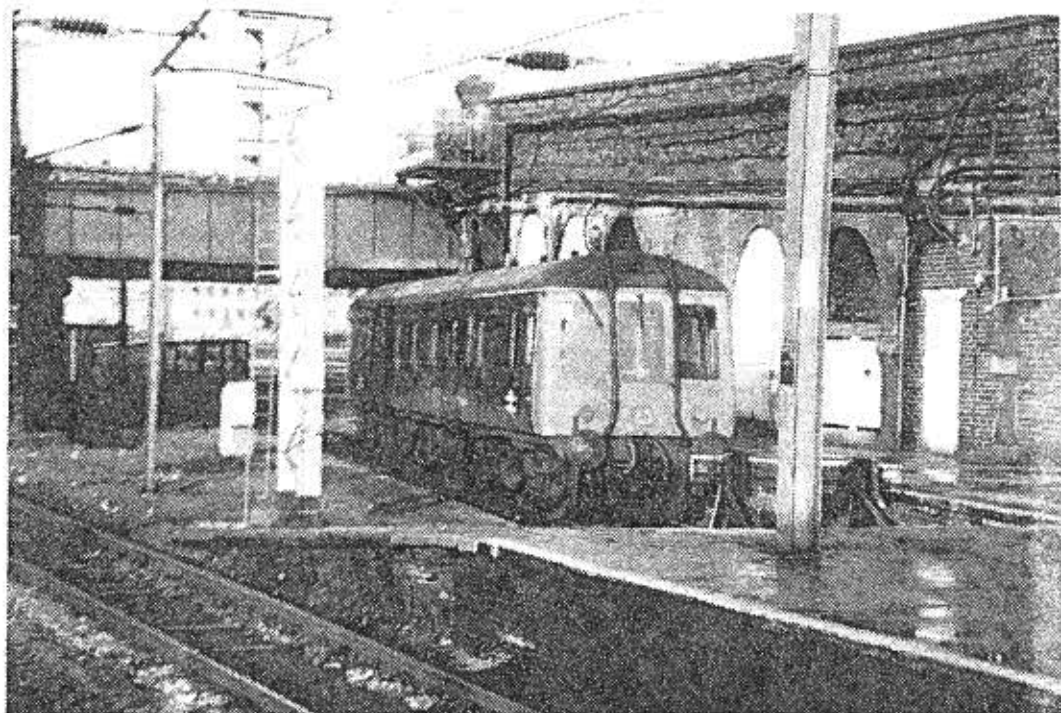
The station clock tells that the 11.18 Glasgow Central to Euston InterCity service is arriving at platform 4 about 2 minutes late on 12 December 1992 led by a travel weary DVT 82.129. It will be received here and the relieving Senior Conductor gathers his kit in anticipation, the driver was keeping out of camera range.



Station work completed, the 11.18 sets off on its non-stop run to Euston propelled by 90.007 'Lord Stamp'. It has joined the Up Fast line and is passing Preston South Jct. The other lines visible are, left to right, Down Fast, Up and Down Slow, Up and Down Goods. The viaduct over the River Ribble can just be seen in the distance.

Also a long way from home, is Route Learning Car TDB975023 sitting in the very short bay at the north end of platform 3 on 12 December 1992. Previously based at Old Oak Common, it was originally GRCW class 122 W55001. The pedestrian access ramp is behind the wall above the car which neatly completes our tour of Preston station

photos: John Sears



A DASH TO ABERDEEN

Mark Hopwood

Its December 1992 and the academic term at Essex draws to a close. My essays are done and I'm bored on a Tuesday afternoon in my American politics class. "I'll go to Scotland", I think to myself. I dash back home and pick up my overnight kit and head for Colchester station stopping only to apologise to friends I was going to miss in the bar that night. Mutterings of "he must be mad" as I leave.

I reach the station just as the two portions of the 1600 Ipswich/Clacton to Liverpool Street are being coupled together. The train is twelve carriages long since it returns as the busy 1740 express to Walton-on-Naze bringing Essex commuters homeward. Today's sets are 309 616 + 604 + 606 from which I chose a virtually empty 309 606 at the back of the train. We depart five minutes late and the driver accelerates the 'Clacton' sets briskly up to their 100 mph maximum - the ride of the Mark I carriages is rough and my attempt to write up some class notes is not wholly successful - certainly not legible! A brief pause at Chelmsford and we race towards the capital, arriving a couple of minutes early. I fight my way past the commuters and head for the Metropolitan line and a welcome ride in a set of A60 stock to Euston Square.

On arrival at Euston, I reflect on how to fill the time prior to the departure of the Aberdeen sleepers. I choose 87033 'Thane of Fife' to Watford Jct on the 1745 Liverpool, followed by 90007 'Lord Stamp' to Rugby on 1805 Carlisle, returning to London on the late running 1730 Manchester-Euston propelled by 87004 'Brittania'. At Euston, I took the chance to grab some dinner and then headed onto platform 3 for the 2153 service to Aberdeen. The reservation ticket showed my berth as being in Coach 'A' and I proceeded to my compartment, only to find that I had been reserved in a first class carriage by mistake. The sleeping car attendant looked puzzled, but I was lucky to be told he was going to turn a blind eye. Thus I had the added luxury of a single compartment to myself. I put down my bag and walked to the front to check the locomotive revealing a modern 1988 built 90009 'Royal Show' backing onto the fifteen carriage train - which would haul the train up the WCML and the now electrified route from Carstairs South Jct to Edinburgh. The train left on time, snaking its way out of Euston and up Camden bank, the journey proceeding well as I drift off to sleep.

During the night the train reversed at Edinburgh, where English Electric super-power was attached in the form of 37262 + 37133, together with the generator van. The falling reliability of the Class 47s on the Scottish sleepers led InterCity to adopt the use of pairs of Class 37s from May 1992. However being ex-freight locomotives, they lack the ability to provide an Electric Train Supply, so this is provided by a converted BG which is hauled behind the locos.

I awoke at about 7 am to discover we were about half an hour late. Quite heavy snow had fallen overnight in the Scottish Highlands and the train had to proceed at caution, I could hear the throaty roar of the pair of 37s struggling away from

the Montrose stop with the fifteen carriage train as my tea and biscuits were delivered and I began to get ready. We lost more time en route and arrived at Aberdeen 40 minutes late, though we were not the only train to arrive late. That morning, the first service from Inverness was 110 minutes late having become stuck near Elgin by snow drifts.

I had planned to return fairly quickly and chose the 0912 service to Plymouth, which offers the chance to travel on Laira based HST Power Cars in the far north of Scotland. I await correction, but would anticipate that this must be the longest scheduled journey in Britain - 642 miles. Today's formation had power cars 43089 +43143 as the motive power and a standard seven carriage cross-country HST formation. The train was slightly late departing Aberdeen, awaiting the heavily delayed Inverness service. As we left the 'Granite City', the pair of 37s were shunting stock off the sleepers into Clayhills depot for day-time servicing prior to their return to London that evening.

The snow was clearing by now, but the rails were very wet and the power cars were screaming their guts out to get their train out of Stonehaven station on a severe upward incline. By the time we reached Dundee, there was no snow to be seen and the train was ten minutes down on its schedule. The train ran to Edinburgh's Waverley station, where it reverses. By now the train was well-loaded and we left on schedule en route to the West Coast Main Line. This service offers the unusual ability to board it at Haymarket on its journey into Waverley and then pass non-stop on the outward journey!

We left the vale of Forth and headed across the hilltop moor and agricultural land of the Pentland Hills towards Carstairs. In times gone by, we would have headed into Carstairs to join a Glasgow portion, but no more! Carstairs is now avoided by use of a reinstated chord line. The HST Power Cars seem able to easily match the performance of the AC Electrics on this route as we traverse the excellent scenery of the borders into Carlisle, where arrival is two minutes early. Onwards down the WCML with only a stop at Lancaster, to Preston, where I disembark and cross the bridge to join the 1445 service to Euston. This train formerly started at Blackpool North, but in order to save on the costs of maintaining Class 47 diesels, InterCity ceased to operate this route from October 1992.

The 5000 hp Class 87s remain, in my view, the premier traction on the West Coast route and I am well pleased with 87034 'William Shakespeare' - a new engine for haulage on this route. A hasty run up the WCML has us in Euston a few minutes early, and I cross to Liverpool Street for 309602 + 603 on the 1852 service to Clacton/Ipswich and the end of another enjoyable outing! Perhaps this shows that there is still plenty of variety in the contemporary British railway scene - true, you have to look harder now. However, this summer will still see classes 31, 37, 43, 47, 73, 86, 87, 90 and 91 on regular passenger trains throughout parts of Britain.

LOCO PROFILE

QUEEN OF THE FLEET

Mike Walker

The performance of the many thousands of steam locomotive designs created between 1830 and 1960 can be variously described as disastrous, disappointing, fair, adequate, good or, in a few cases, outstanding. Among the latter were the Norfolk & Western Railway's J class 4-8-4's, probably the finest express passenger locomotives in the world.

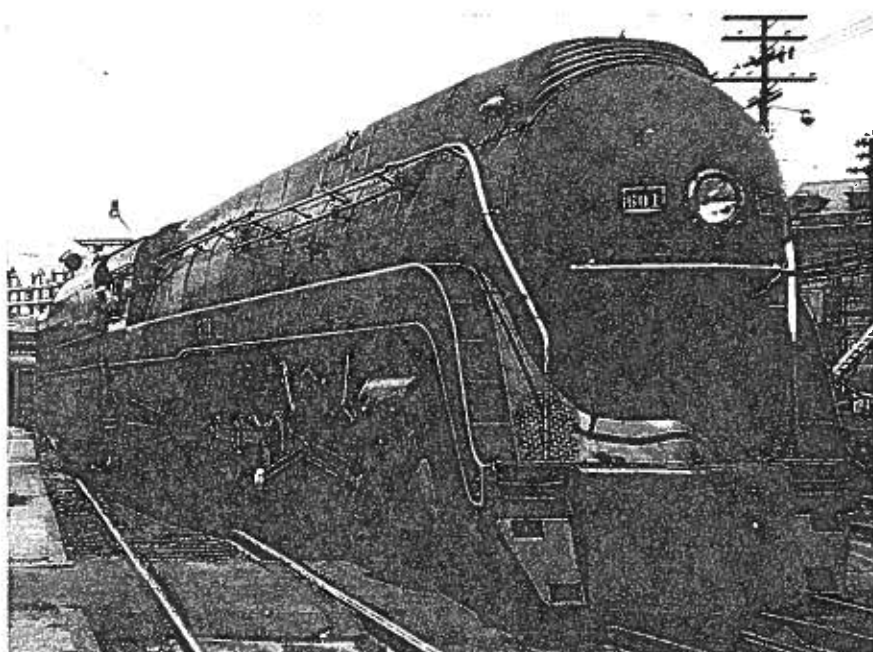
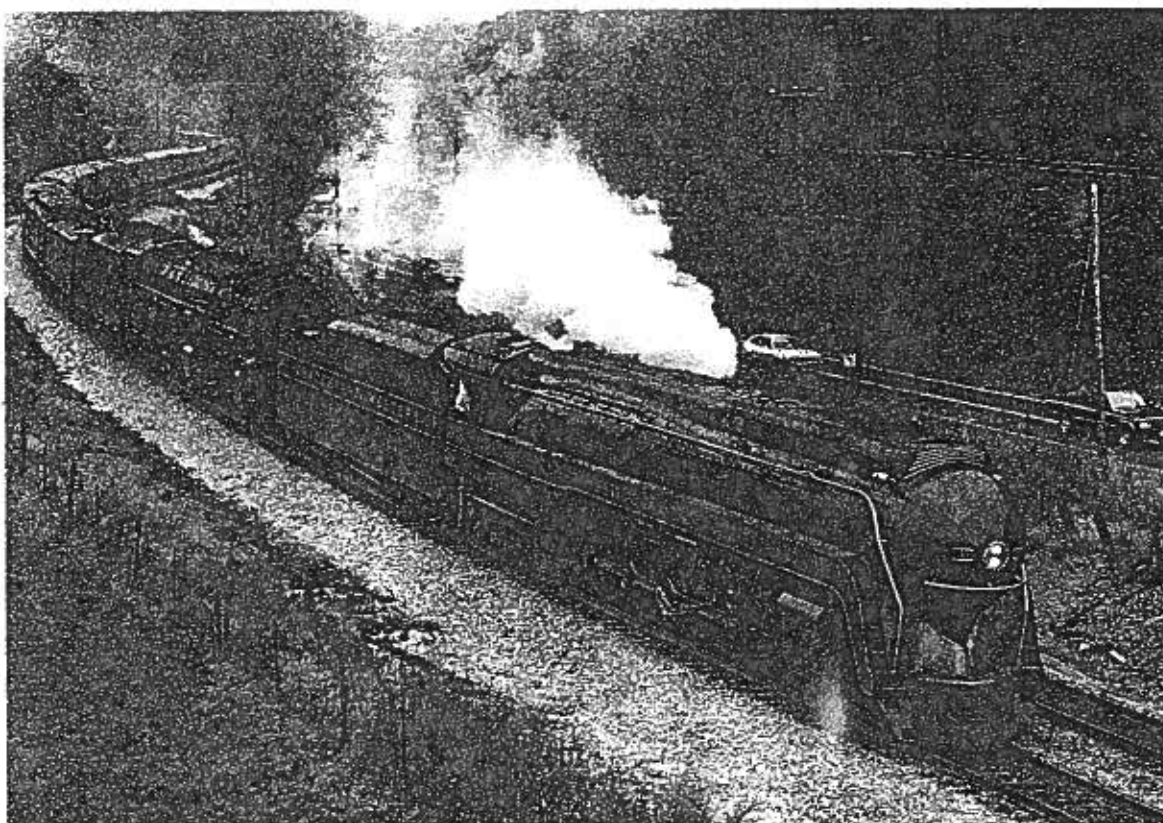
Prior to its major expansion following a series of takeovers in the sixties, the Norfolk & Western was a medium sized 2100 mile road connecting the coalfields of the Virginias and Ohio with the coast at Norfolk, Virginia. Unlike the vast majority of North American railroads, which purchased all their motive power from outside builders, the N&W designed and built its own locomotives at its workshops at Roanoke Virginia which turned out 447 examples between 1887 and 1950, and supplying all the Company's needs after 1927. Whilst this total was small compared to the 65000 built by Baldwin, 40000 by ALCO

or even the outputs of Swindon, Crewe or Doncaster, they were remarkable for the number of superb designs created, culminating in the "Magnificent Three", the A class simple 2-6-6-4; The Y6 class compound 2-8-8-2 both introduced in 1936 and the subject of this article, the J of 1941.

Although coal trains kept the road's rails burnished bright and balance sheets as black as the cargo, the Company offered a number of high class passenger trains which had traditionally been handled by 4-4-2's which gave way to Pacifics and they in turn to 4-8-2's as the trains became progressively heavier and longer. As America climbed out of the Great Depression the railroad industry faced the future with luxurious new streamlined passenger trains hauled either by the ultimate in steam passenger power, the 4-8-4 or Northern type, or the exotic brash new diesels being created by ElectroMotive.

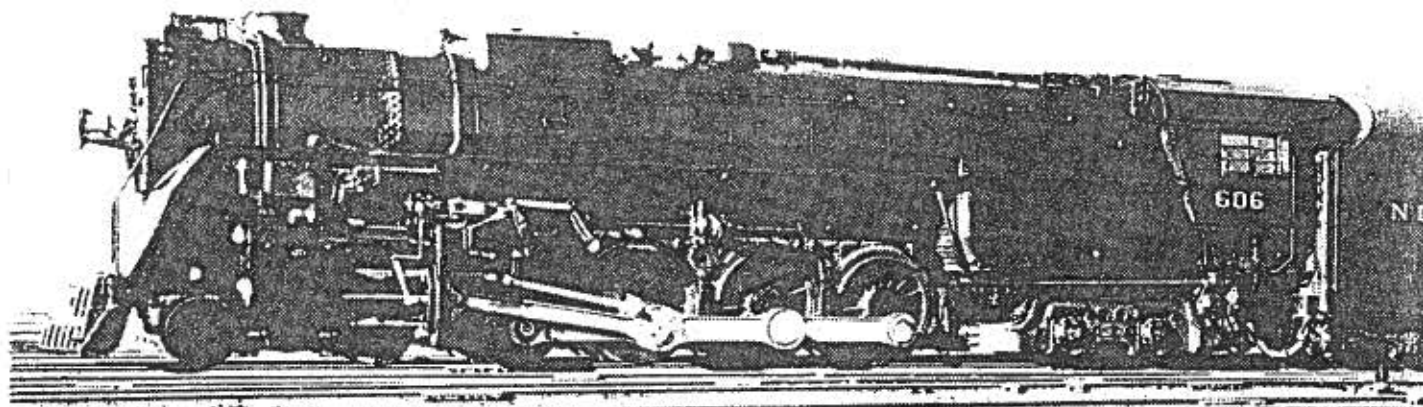
By 1940 the N&W was in need of larger passenger power and,





The J's were graceful, moving or stationary. Back on 13 June 1958 601 (CENTRE) was reversing into Roanoke, Virginia station to take over train #4 'The Pocahontas' ready for its 11.50am departure east to Norfolk, Virginia. Nearly 30 years on, the preserved 611 teams up with A class 2-6-6-4 1218 (TOP) to lift a National Railway Historical Society convention excursion from Roanoke to Lynchburg over the Blue Ridge on 2 Aug 1987.

In contrast, 606 (BOTTOM) shows the somewhat ungainly appearance of the wartime J1 unstreamlined locomotives. These were later streamlined turning ugly ducklings into beautiful swans.



being firmly in the "steam camp", set its Mechanical Department under G.P. McGavock and C.H. Harris, to design a superior 4-8-4. Unlike Swindon or the Pennsylvania Railroad, Roanoke did not adhere to rigid standardisation and thus analysed the various Northerns built since 1926 and then created its own design. It was decided to produce a high-performance locomotive with every labour and time saving device known. In view of the road's somewhat mountainous terrain, particularly at its western end, medium sized 5'10" driving wheels were adopted, most Northerns had 6' to 6'8" drivers.

The board authorised five Northern to be built, numbered 600-604. The first emerged in October 1941 and all were in service by the following January. They made an immediate impact on all who saw them for they carried what was arguably the smoothest and tidiest streamlined casing ever applied to a steam locomotive. The work of F.C. Noel, the Toolroom Supervisor who had a talent for such styling, this consisted of a bullet nose, with central headlight, to the extremely clean boiler which had a skyline casing to hide the chimney, dome and other appliances. Below the smokebox, sheetmetal hides the brake pumps whilst the front coupler was hidden behind the pilot when not required. Unusually, conventional running boards were retained, with deep skirts, and no attempt was made to hide the wheels or motion. The whole locomotive was painted gloss black with a 20" deep crimson band edged in gold which swept up from the pilot and ran along the running board skirt and matching tender. All handrails and other decorative parts were chrome plated whilst all rods and motion were cadmium plated. The whole look was up-market and discreet.

So much for the looks, what about the works? Like most modern American steam locomotives the J's rode on a one-piece cast steel bed which included the 27" bore x 32" stroke cylinders and their 14" piston valves. Other castings were used for the engine, trailing and tender trucks, all supplied by General Steel Castings. Somewhat unusually at this late date all the locomotive wheels were spoked rather than the more common Boxpok type, the tender had disc wheels. Baker valve gear was fitted with an ALCo power reverser.

The high capacity, three ring taper boiler had an all welded round top, wide, firebox with a grate area of 107.7 sq ft and 103½" long combustion chamber. With 63 2½ tubes and 227 3½" tubes 19'2½" long together with 5 3½ arch tubes and 1.3/16" diameter elements in the Worthington type E superheater, a total heating surface of 7448 sq ft was achieved with an evaporation rate up to 105 lbs of water per hour. Although designed to operate at 300psi the valves were set to lift at 275psi. A Worthington SA feed water heater was fitted along with a centrifugal cold water pump under the cab and single piston hot water pump behind the pilot deck.

The tender carried no less than 35 tons (US) of coal and 20000 gals (US) of water. Nearly 48' long, the engine and tender combined measured 109'2½", it rode on two 6 wheel trucks. Naturally a mechanical stoker of the Standard HT type, driven by a small two cylinder engine on the tender, was fitted as the loco required a firing rate of 135-140 lbs/hr.

In order to reduce maintenance and therefore costs the design was one of the first to include roller bearings for ALL rotating surfaces, that's truck and driving axles, main and connecting rods and the valve gear. Most were supplied by the Timken company who had carried out considerable research in this field and that of locomotive counterbalancing which was incorporated into the J including lightweight pistons, hollow piston rods and aluminium multi bearing crossheads. Much work had also been done in the field of lubrication and the J had an advanced mechanical lubrication system feeding 220 points from reservoirs containing 22 pints of valve oil and 28 pints of engine oil, sufficient for a range of 1300 miles, whilst a further 72 points were fed by pressure grease fittings.

In service the J's proved highly successful. With the 275psi boiler they generated a maximum tractive effort of 73300 lbs and around 4600 dbhp. When later increased to 300psi operation in 1950 the tractive effort rose to 80000 lbs whilst dynamometer car tests showed a maximum 5100 dbhp generated at 40 mph on a 1.3% (1 in 77) grade with a 1065 ton train. The maximum recorded speed by the class was 110 mph on level track with a 15 car train of 1025 tons, however their service maximum was 90 mph. Theoretical calculations showed the class to be safely capable of 140 mph, but nobody plucked up the courage to try it.

A second batch of J's was built in 1943 and numbered 605-610. In deference to the world situation, America having belatedly woken up to World War II in 1941, these were built unstreamlined and classified J1. In this form a surprisingly ungainly locomotive even by American standards appeared, not helped by

an all black paint scheme. The only major mechanical change concerned the crossheads which were of the alligator type running between double slidebars supported by a substantial outside bracket. Once peacetime conditions returned, streamlined casings were added to the J1's which were then reclassified to J. Around the same time almost identical casings were added to several of the K2 and K2a 4-8-2's.

The third and final batch of three, 611 to 613, were built in 1950 and were the last 4-8-4's and last passenger steam locomotives built in the USA. Streamlined from the outset they incorporated the alligator crossheads and had their safety valves set for 300 psi. The previous eleven were soon modified accordingly.

With the full fleet in operation, the J's were working 5 out of 6 passenger trains on the system. Their premier assignments were the Cavalier and Pocahontas, overnight trains between Norfolk and Cincinnati and the prestige Powhattan Arrow a daylight streamliner over the same route. On this latter train a single J would work throughout the 676 mile, 15½ hour run. In fact so heavily utilised were the locos that they averaged 15000 miles a month and the first 11 all achieved more than 3 million miles each in 16 or 17 years. By contrast Swindon only managed to get around 2 million out of Stars or Castles in almost twice as long! In fact the J's ran off the miles almost as rapidly as a BR HST.

A study of the accompanying assignment chart will reveal the secret of this remarkable performance was in quick turn-arounds, often as little as 1½ hours. This was possible because the N&W invested heavily in its terminals. This included one stop cleaning stations where locos were washed, had their fires cleaned (with hydraulic ash disposal) and tenders watered before moving to the 'Lubritorium' a large covered building where one man could replenish the oil reservoirs and attend to the greasing in minutes. All N&W locomotives had common connecting points for oil and grease for quick servicing. Additionally the need for the crew to 'oil round' on the road was virtually eliminated. Engine terminals also had rapid discharge coaling plants and similar plants were provided on the mainline so locomotives could replenish their tenders in minutes without leaving their trains.

The N&W prided itself that it was the world's most efficient and cost effective user of steam power. This was put to the test in 1952 when the Company carried out a series of definitive trials against a 4 unit 6,000 hp EMD diesel electric. Although the J's weren't involved it is worth recording that on the lower flatter sections steam was actually cheaper to run and maintain, whilst in the mountains the diesel had only a slight advantage. EMD were not happy and pressured the mighty Pennsylvania RR, which held a near majority of N&W stock, to engineer changes to the N&W board and management. As a result, between 1955 and 1960 the last great all steam railroad in the States was dieselised.

For the J's the beginning of the end was the leasing of diesels from the Atlantic Coast Line and the delivery of steam heat EMD GP9's in 1957. A second batch in 1958 saw the class almost totally sidelined by the end of that year. However, early in 1959 the Roanoke Chapter of the NRHS persuaded the Company to retain one J for a series of farewell tours. The selected locomotive was 611 simply because it was on the end of a storage line at Bluefield. This was an ironic choice as twice 611 had been involved in serious accidents. First it hit a large truck on a level crossing in Ironton Ohio in June 1953 whilst on the 23 January 1956 it was heading the west-bound Cavalier when the engineer took it into a curve at Cedar WV too fast. 611 derailed and rolled down a bank stopping only feet from the Tug River, lying on its left side.

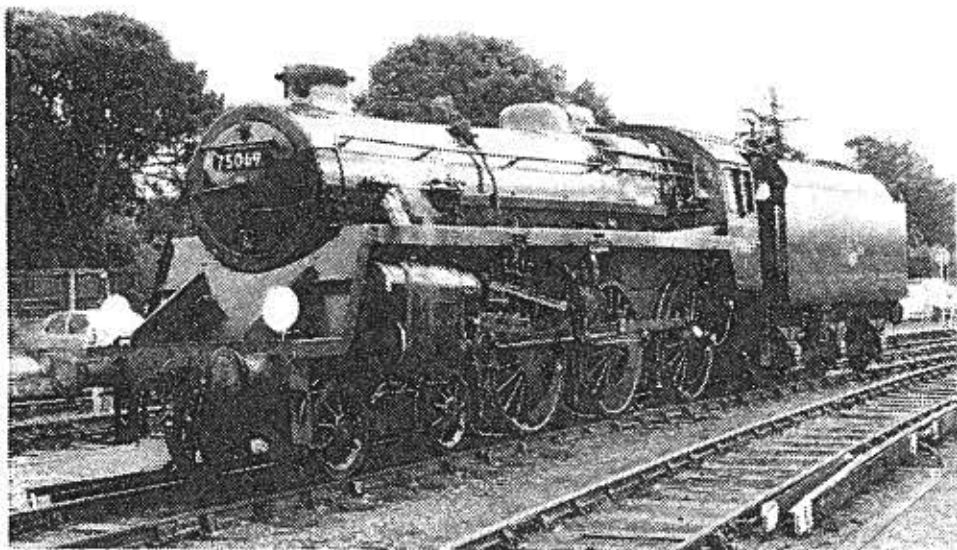
After its farewell tour 611 was retired on 25 October 1959, the last of the class, and became a stationary boiler at Roanoke shops, then in 1963 it was donated to the city of Roanoke and put on display at the Roanoke Transport Museum. The story hadn't finished, early in 1982 the newly merged Norfolk Southern (N&W and the Southern Railway) took the locomotive back and overhauled it at the former SR shop in Birmingham. After trials its first public excursions took place early in September 1982. Since then it has covered many thousands of miles on NS and neighbouring roads as a high profile ambassador for the NS. Whilst it has been out of service in 1992 for its 10 year boiler overhaul it will be back this summer.

The J's were truly outstanding locomotives, they claimed to be the world's most powerful non-booster, non-articulated steam locomotives and the most cost effective and productive, yet because of their operating area it was only in the twilight of their careers as thousands of railfans descended on the N&W to record the end of steam, they received the recognition they deserved.

Network SouthEast OPEN DAYS

Dave Little

Last autumn Network South East offered Open Days at Bournemouth depot on 12th September and at Eastleigh works on 26 & 27th September and perhaps these views will show some of the variety of machinery on display. Both events were very well attended by both enthusiasts and the general public and a lesson to be learned was that if you want to photograph anything on these occasions then be first in the queue when the gates open. Within half an hour of Eastleigh's opening photography became very difficult! A great deal of effort was made by BR staff at both depots. At Bournemouth a temporary platform was built to accommodate the two 4TC sets which were operated from Bournemouth Central station as a push-pull set by a 33/1 and at Eastleigh almost all the buildings were open to the public with demonstrations of wheel turning, ultrasonic testing and even an hourly demo. of how a coach is reunited with its bogies using the huge overhead travelling cranes.



The railway press had suggested that five steam locomotives would appear at Bournemouth open day but in the event only two appeared. Apparently ex-SR locomotives from the Mid-Hants Railway were denied permission to travel because local engineering work the previous week-end had changed trackside clearances. Bullied WC Pacific 34027 'Taw Valley' was a very popular exhibit after its much publicised run from Waterloo the previous evening and also present was Standard Class 4-6-0 75089 (ABOVE) which had travelled overnight via the Reading West Curve and Basingstoke.

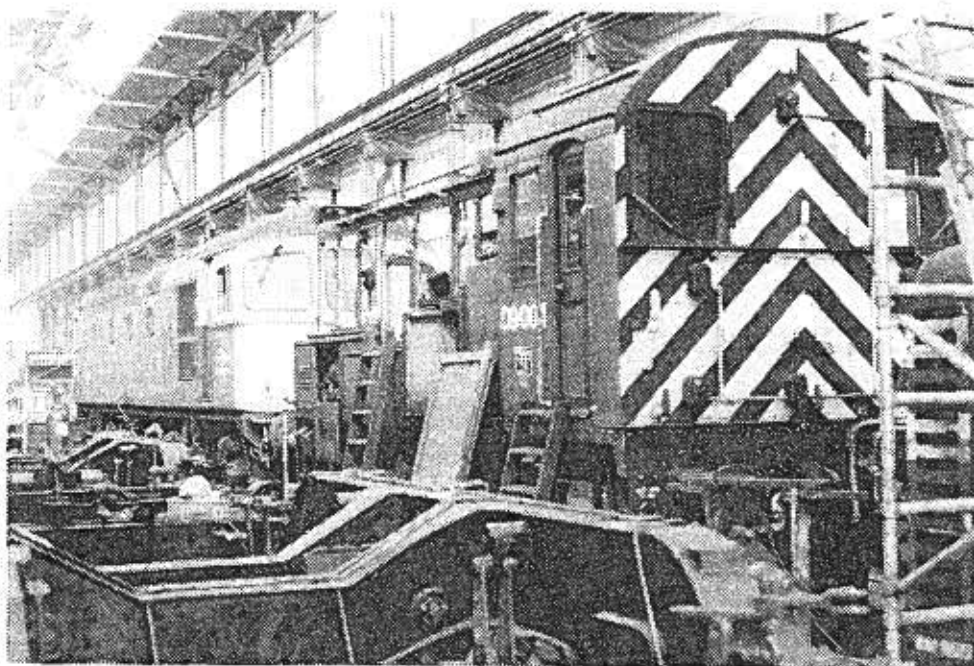
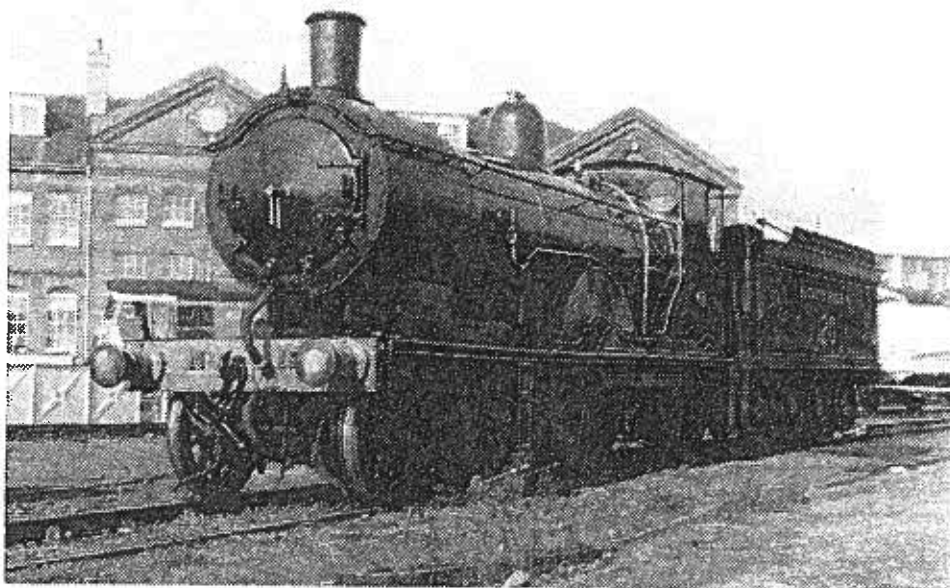


Foster-Yeoman 59.004 and "Peak" D100 make an interesting comparison in front end design (CENTRE) in the yard at Bournemouth depot. Diesel enthusiasts were well catered for here with two "Deltics", several class 50's and representatives of classes 08, 33, 37, 60 and 73 amongst others all in a variety of liveries and very well turned out.



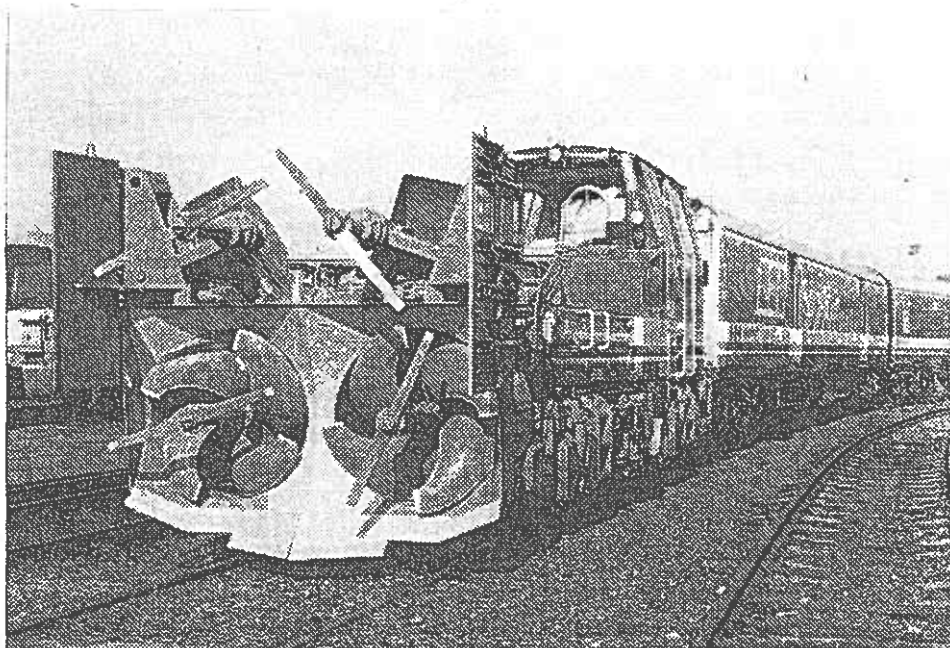
An unexpected visitor at Bournemouth was EM2 27000 'Electra' (BOTTOM). Also on show were 4EPB 5001 and demu 205.029, both in early BR green, the preserved Bullied 4SUB 4732 and, just visible in this view behind 'Electra', 306.017 the former GE emu built in 1959 for 1500V-dc working and converted to 25kV operation in 1980. It is retained by NSE for special duties.

Eastleigh Works open day had no less than five steam locos. WC 34027 'Taw Valley' and BR4 75069 were again on show along with Drummond M7 0-4-4T 30053 from the Swanage Rly. and Maunsell S15 4-6-0 828. This was the S15's first public steaming since restoration was completed at the works and it looked syperb in Maunsell lined olive livery. However, my favourite by a short head had to be Drummond T9 4-4-0 120 (TOP).



Languishing inside Eastleigh works (CENTRE) were "Crompton" 33.006 and shunter 09.004 both in poor external condition and both with large pieces missing. Was this the end of the line for these two?

Also at Eastleigh was something not normally seen by the general public, namely this "SnowTrain", a self propelled snow blower with supporting coaches. Owned by Network SouthEast, it is normally based at Stewarts Lane



PHOTOLINE

BOOKSHELF

Alan Costello



RAIL TALES OF THE UNEXPECTED
David St John Thomas

K.W. Jones

Have you heard the story of the RAF bomber that landed on the dining car of the 10.25 St Pancras to Manchester express? Or the waiter on the Manchester Pullman who reported seeing a body alongside the line and a search found it to be a life size Orville Duck?

These and a number of other tales of unusual happenings on railways can be found in this anthology. As each story is only 2-3 pages long this is an ideal book to dip into when you have a few moments to spare.

SOUTHERN STEAM SURRENDER
Kingfisher Railway Productions

John H. Bird

The last steam hauled passenger service on the Southern Region (excluding preserved steam) was the 1407 from Weymouth to Waterloo on July 9th 1967 hauled by MN class 35030 Elder Dempster Line. This book gives a detailed look at the steam workings over the Southern Region over the previous 18 months 212 locos were on the books at the beginning of 1966 falling to 73 by July 1967. A number of tables show details of these locos together with their shed allocations over the last 7 months. One chapter looks at all the depots and works that were open in 1966 and another covers the "enemy" - electrification.

The last week is looked at in detail with yet another table looking at all the steam workings on July 7th - the last weekday of steam operation.

A large number of black and white photos are included and very good quality paper.

ELECTRIFYING THE EAST COAST ROUTE
Patrick Stephens Ltd

Peter Semmens
ISBN 0-85059-929-6

In 1903 it was proposed to electrify the Kings Cross suburban lines. This would have included 16 coach trains with a total length of 493ft 1 $\frac{1}{2}$ ins. A draft timetable showed that, including the steam trains to Broad Street, up to 80 trains would call at Finsbury Park between 8 and 10 am. This was turned down and it was over 70 years later before the lines were electrified. Other early electrification schemes are covered before the Main Line project is covered in detail.

Electrification, engineering and loco design are described and the book finishes with some performance tables.

WALKING THE LINE
Blandford Press

Anthony Burton
ISBN 0-7137-1554-5

The subtitle of this book is "Enjoy Disused Railways and Tramways in Britain". It starts with a short history of the beginning of Tramways and Steam Railways. The main part of the book describes 21 walks covering distances of between 3 and 17 miles. Each chapter starts with a map together with the distance of the trail, the appropriate Ordnance Survey map, where to start and whether it is possible to get a leaflet and if a bike can be used.

The walks include the Penydarren Tramway and a 4 mile walk in London from Finsbury Park to Alexandra Palace.

At the end of the book a list of designated walkways is given listed county by county, together with addresses of Tourist Information Centres near the described walks.

TWENTY-FIVE YEARS AGO

Roger Bowen

In the spring of 1968 there were a number of preservation developments.

The most significant one was a government decision to transfer the Museum of British Transport from Clapham to York. Within these proposals were also a transfer of responsibility from the British Railways Board to the Department of Education and Science under the wing of the Science Museum.

Other preservation notes - The Dart Valley Railway planned to open for the first time on 1st April 1968 between Buckfastleigh and Staverton. The section between Buckfastleigh and Ashburton reopening would be dependent on plans for a re-alignment of the A38 road.

Bluebell services were due to restart from Easter with the attraction of the GWR "Dukedog" 9017 in service from the May of 1968.

The Lakeside Railway Society hoped to reopen the branch between Ulverston and Windermere Lakeside. British Railways turned down the offer (with cheque) as they had to negotiate first with the Lake District Park Authority who wanted to turn the line into a footpath and car park!

The Kent & East Sussex Railway suffered a Court of Appeal decision to cancel an injunction preventing British Railways from taking up the track of the line between Tenterden and Robertsbridge.

The Welshpool and Llanfair Railway reopened on Good Friday April 12th between Llanfair Caereinion and Castle Caereinion.

A reminder that 25 years ago that some of today's preserved lines were still firmly part of the BR network was the introduction, to reduce costs, of conductor/guards on the Taunton to Minehead branch in February 1968.

At the end of March 1968 the preserved "West Country" No. 34023 "Blackmoor Vale" was steamed for the first time at the

Longmoor Military Railway where it was based.

March 25th saw the withdrawal of the passenger service between Gloucester and Stratford-upon-Avon, being the last passenger trains between Cheltenham and Honeybourne.

The Iron Horse Preservation Society became permanently based at Leighton Buzzard and on 3rd March ran its first excursion over the line.

Two locomotives owned by Mr. David Shepherd, class 4MT 4-6-0 No.75029 and class 9F No.92203 travelled in steam from Crewe South to Longmoor Downs, Longmoor Military Railway over the weekend of 6th-7th April.

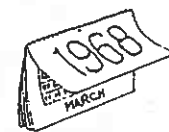
The Wight Locomotive Society were looking for £400 to cover the cost of moving O2 class locomotive "Calbourne" by road from Ryde St Johns Road to Newport where it was to join five Isle of Wight Carriages already purchased by the society and already stored these.

Steam was still active on British Railways in the North West. On February 25th 20 of the 25 locos at Bolton depot (9K) were in steam, on 24th February 14 of the 48 locos at Carnforth were in steam.

On 1st May, to celebrate the 40th anniversary of non-stop running between Kings Cross and Edinburgh, No.4472 "Flying Scotsman" travelled the 393 mile journey in 464 minutes non-stop despite coaling and watering difficulties.

Members of the Great Western Society had a very successful operating day with its auto train on the branch line from Cholsey and Moulsoford to Wallingford on Easter Monday. The train consisted of 0-4-2T loco No.1466 and auto trailer 231.

A selection of preservation news - a reminder of how active this was 25 years ago and what has gone, and what was hope unfulfilled.



TEN YEARS AGO

Roger Bowen

From the March 1983 "Marlow Donkey" (No.26).

The Chairman's Notes reported a "Tenth Anniversary" celebration of the Marlow-Maidenhead Passenger Association on 19th February with a Transport Exhibition at Bourne End and the operation of the "branch" by BR's new demu class 210. The Chairman also recorded the sixtieth birthday of 4472 "Flying

Scotsman" which was celebrated by a special run from Carnforth to Leeds.

There was only one main article in this 7 page "Donkey" - one entitled "North American Notebook - The American Standard" this chronicled the story of the 4-4-0 locomotive in North America - no doubt the Editor could be persuaded to reprint it!