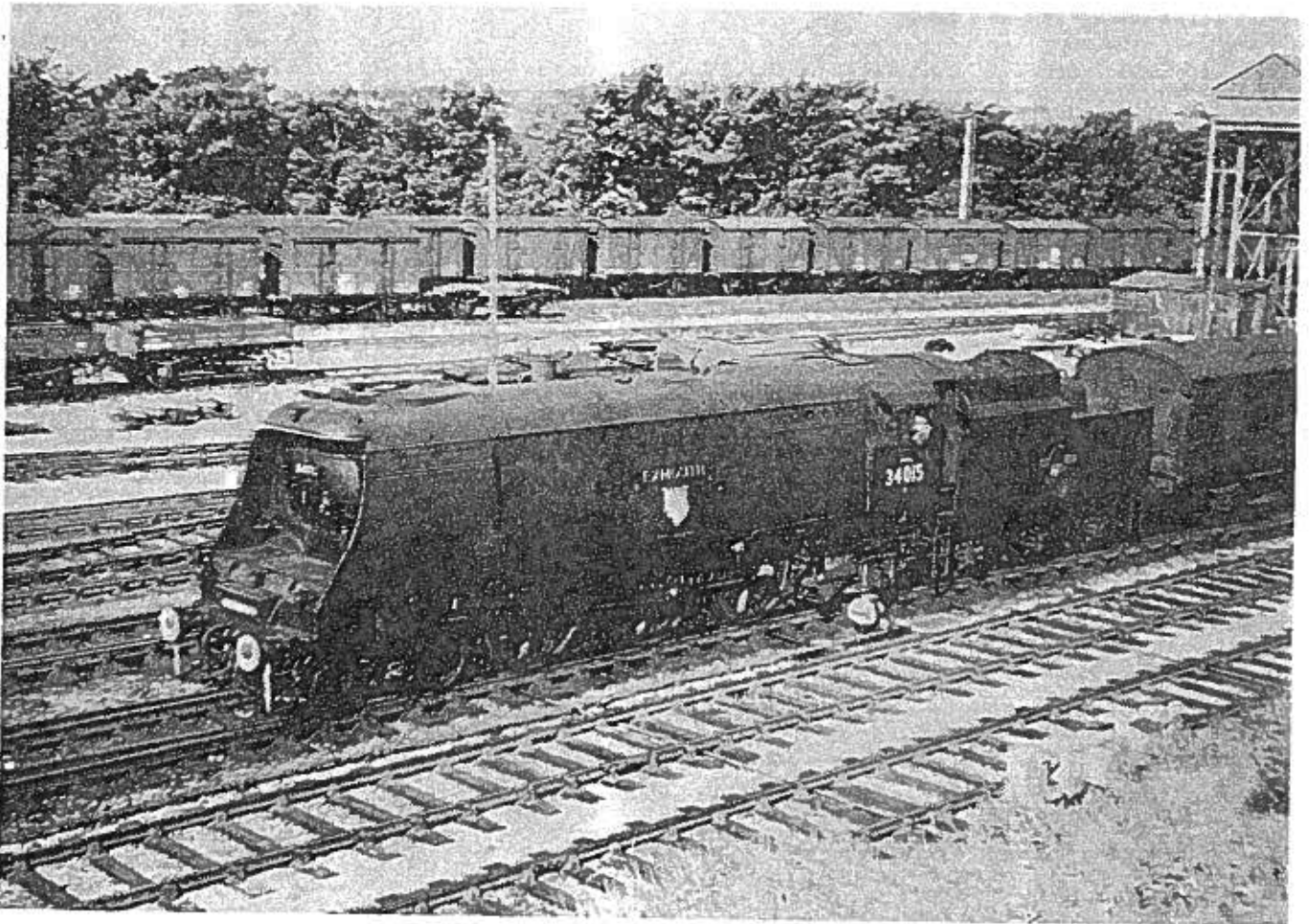


THE

SEPTEMBER 1993

67

MARLOW DONKEY



IN THIS ISSUE...

**ANGLIAN TRIO
BY BR TO SCOTLAND
THE BLUEBELL RAILWAY
THE ISLE OF MAN CENTENARY
100 YEARS OF THE MARLOW DONKEY**



THE MARLOW DONKEY

Quarterly magazine of the
MARLOW & DISTRICT RAILWAY SOCIETY

No. 67 SEPTEMBER 1993

IN THIS ISSUE...

CHAIRMAN'S NOTES	page 2
TIMETABLE/SOCIETY NEWS	3
RAILWAY ROUNDABOUT Notes & News	3
MAILBAG Members Letters	5
DOWN AMONG THE BLUEBELLS Len Stroud	5
EAST ANGLIAN TRIO Eddie Lewcock	7
MONA'S ISLAND Peter Bond	9
BR - WARTS & ALL Alan Morris	11
100 YEARS OF THE MARLOW DONKEY	14
BOOKSHELF Alan Costello	16
25 YEARS AGO Roger Bowen	16
10 YEARS AGO Roger Bowen	16

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CHAIRMAN'S NOTES

The Modernised Chiltern and Thames lines, with their Turbos, may be efficient and economical people movers but they lack one vital feature, character. That's why, for me, it's been good this summer to visit two railways which still have character and soul. The Society's trip to the Bluebell Railway gave the opportunity to ride over the line behind a Southern mogul in a prewar Southern coach with all the distinctive sounds and smells that produces. They just don't make passenger vehicles like that anymore. A similar remark can be directed at NSE's preserved 306 emu which I had the pleasure of riding between Upminster and Romford in June. I was also impressed by the progress being made on the Bluebell's Kingscote station, which will surely be the most photogenic on the line when it opens next year.

For real soul, atmosphere and character you just can't beat the Isle of Man. So I needed no real prodding to hop over the water in this centenary year. In one respect it was sad to see decline, the recession has left many of Douglas' hotels boarded up, but on the railways at least the future is bright and there is even talk of expansion. To me the real charm of the island's rail network is that it is stuck in a time warp. Yes you can see and ride 80-100 year old equipment on some of our preserved railways but usually only on special occasions and they are preserved. The Isle of Man Railway, Snaefell Mountain and Manx Electric Railways all use equipment of this vintage but they are not preserved. Instead they are a vital part of the island's transport system and are operated by a commercially minded state industry with paid staff, albeit with loving care applied. To those of you who have never been to the island I would urge you to go and take the family, it's a wonderful experience.

In this issue we mark the twentieth anniversary of the Marlow Donkey Centenary steam day (good grief is it really 20 years ago?!) with proof that Mike Norris really did know how to use a camera before video was invented! On reflection it is sobering to think that the day was only eleven years after regular steam services had ended on the Donkey yet ones memory tends to juxtapose the intervals in time. For most of us the principal memories of the day are queueing and the rain but it was a wonderful experience which, with modern BR attitudes, will probably never be repeated.

Fortunately the same frame of mind doesn't exist on London Underground who really went overboard with steam this summer. First on the Met we could enjoy double headed panniers piloting "Sarah Siddons" and the Met livery 4TC (The 'B' train of a Met 3TC, a gaudy Mk.2, a class 20 and a red Ivatt 2MT is best forgotten) then on the District of all places we got a memorable push-pull shuttle with L99 and the 4TC assisted by "Sarah Siddons" actually hauling the eastbound runs, much to the delight of all. Well almost all. One lensman at Stamford Brook complained bitterly of "Sarah" heading into the morning sun "I can't stand modern traction" he cried. Most of us were aghast and pointed out "Sarah" is a good 10 years older than L99 but he couldn't be convinced, never lifted his camera and left in a huff. It takes all sorts I suppose.

I'm convinced LUL managers like to play trains on these occasions. For example, early on 5th June it was necessary to get the stock from Neasden to Ealing Common. Now the simple way is out of Neasden, along the Uxbridge branch to Rayners Lane, reverse, then straight down to Ealing Common. So what did LUL do? Out of Neasden, down to Baker Street, reverse, round the Circle Line through Paddington to Earls Court then out to Ealing Common on the District. This occurred after the last of the previous day's trains had run to avoid panic as a ghostly aberration of trains past rumbled through subterranean stations but I can only think it was a chance for LUL managers to enjoy themselves with something different.

The steam on the District did cause some chaos, not least fire raising in the Hammersmith area. After one particularly spirited passing by L99 the sleepers, litter and signal cables were burning nicely thank you. The following Heathrow bound Piccadilly stopped and a small army of HV vested bodies emerged from the cab armed with fire extinguishers to deal with the problem. After about five minutes of this the passengers were advised the delay was due to "fighting fires set by the preceding steam train". I could just imagine home-going Yanks aboard anxiously looking at watches and becoming convinced these Limey's really are mad. Steam down the Tube, whatever next? And, just in case we doubt it really happened, I've got a headbanger of a shot of L99 and a Piccadilly train neck and neck viewed through a tunnel at Barons Court - look out for that in the next Photo Competition.

It's been an interesting summer.

Mike

COVER

This years photographic competition was expanded with an additional class for Pre-'68 UK Colour Slides. The winner was ALAN COSTELLO with this study of unrebuilt West Country pacific 34015 "Exmouth" standing outside Weymouth station in September 1966.

TIMETABLE

FORTHCOMING MEETINGS & EXCURSIONS

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

MEETINGS

- Thurs 21 Oct **EARLY DAYS** Dick Hardy
One of the most distinguished figures in the preservation movement, Dick looks back at the beginning of his career with locomotives on the LNER.
- Thurs 18 Nov **YET MORE FROM COLOURAIL** Ron White
More gems from the age of steam captured on the "trannies" in the Colourail collection narrated in Ron's unique and irreverent style.
- Thurs 16 Dec **SOCIAL EVENING AND CHRISTMAS BUFFET**
All members are invited to attend and bring along their partners. The eating and socialising will be interrupted occasionally with short, lighthearted entertainment. Volunteers please.

Thurs 20 Jan **ANNUAL GENERAL MEETING**

As usual the business part of the evening will be brief and followed by a selection of member slides.

Thurs 17 Feb **ANNUAL PHOTOGRAPHIC COMPETITION**

This year's classes will include UK and Overseas Slides, Colour Prints and Black & White Prints. The special class this year will be for Diesel slides, home and abroad.

Thurs 18 Mar **REPLICA LOCOMOTIVES** Tony Hall-Patch

The Rocket, Iron Duke, Planet, there have been many replicas built over the years to fill gap in the preservation movement and museum collections. Tony Hall-Patch reviews this fascinating and controversial breed.

Thurs 17 Apr **LONDON'S UNDERGROUND** P.R. Davis

We all use it and mostly take it for granted but London's Underground is an interesting system to explore, with a fascinating history.



SOCIETY NEWS

PREVIOUS MEETINGS

Talks by our own members were the highlight of the summer. In June Peter Robins took us on a steam ramble across Europe showing slides he's shot over the best part of two decades and covering Portugal, Italy, Poland and, of course, his present obsession the Plandamf extravaganza in what was East Germany. Peter revealed that he used to have no interest in "foreign stuff" until he was persuaded to go on his first overseas tour, then he got hooked. Your Chairman knows the feeling, having had a similar disinterest until a first visit to another continent and look where that led to.

In July Tim Speechly took us on steam safari nearer to home with a superb look at the outposts of steam working in industry after BR imposed its infamous ban in August 1968. A wide variety of locomotives, small and not so small were seen at work in quarries, docks, cement plants, gasworks, shipyards and steelworks throughout England and Wales, not Scotland, although he has enough of that kingdom for another evening - yes please Tim! Watching his show made your Chairman nostalgic and slightly angry, for not only are none of those locomotives still in revenue service but most of the systems they operated and industries they served are equally redundant, such has been the decline in the nation's industrial capacity - it certainly made you think.

AND VISITS

The party which visited the Isle of Man in June was disappointingly small, which was a great pity for this delightful island and its railways put on a superb show as always which is described in this issue by Peter Bond.

A good crowd turned out for the Bluebell Railway trip in July which provided a chance to see behind the scenes. Again a full report is given in this issue by Len Stroud. We occasionally hear comments that we set the fares for these trips too high. Well for the record we try to break even which means we have to anticipate costs and the likely uptake from members. This year we made a profit, just £6.70, so you can see we work to pretty close margins!

RAILWAY ROUNDABOUT

NOTES AND NEWS

TURBO PROGRESS

Deliveries of the class 166 "Network Express" units have continued all summer with 166.214 being delivered W/E 21.8.93. The last unit, 166.221, is expected by early October and so far the units are proving highly reliable on the Express services from Paddington.

Meanwhile the 165/1's now have the virtual monopoly of Thames main line services and are becoming increasingly familiar on the Windsor, Marlow, Henley and Bicester Town branches. The

MORE FROM COLOURAIL

As you will see from Timetable, Ron White of Colourail, returns to entertain us in November. As on previous occasions Ron is hoping to put together a limited edition set of ten slides depicting local scenes in the steam age which are not in his catalogue. These will be available to members only, if you cannot attend the meeting but would like a set please reservation now with Mike Walker.

EXCURSION IDEAS PLEASE!

Where to next year? That's the question facing your committee and we would welcome your input, particularly as we've already visited everywhere that's within easy reach in a day by coach, so wherever we go it will be a return visit.

A short period will be set aside at the start of the November meeting for you to express your ideas and make a decision. I please bear in mind that the coach has a much lower average speed than your car, particularly off motorways, so we can't always visit places you could reach in a day by car.

We have been approached by a new operator in High Wycombe who operates a small fleet of fully restored classic vintage coaches, mostly AEC's, of the 50's and 60's. These are not "preserved" but are licensed and inspected by the DoT as PSV's. Would you be interested in us investigating the possibility of using these for our outings, at least the more local ones? Hopefully we could arrange for Gavin to be our driver. Again, express your views in November.

CHRISTMAS BUFFET & SOCIAL

Yes Christmas is creeping up again and once more we are having an informal buffet and social evening in place of a December meeting. We invite all members to attend and bring your partners for a get-to-know-you session.

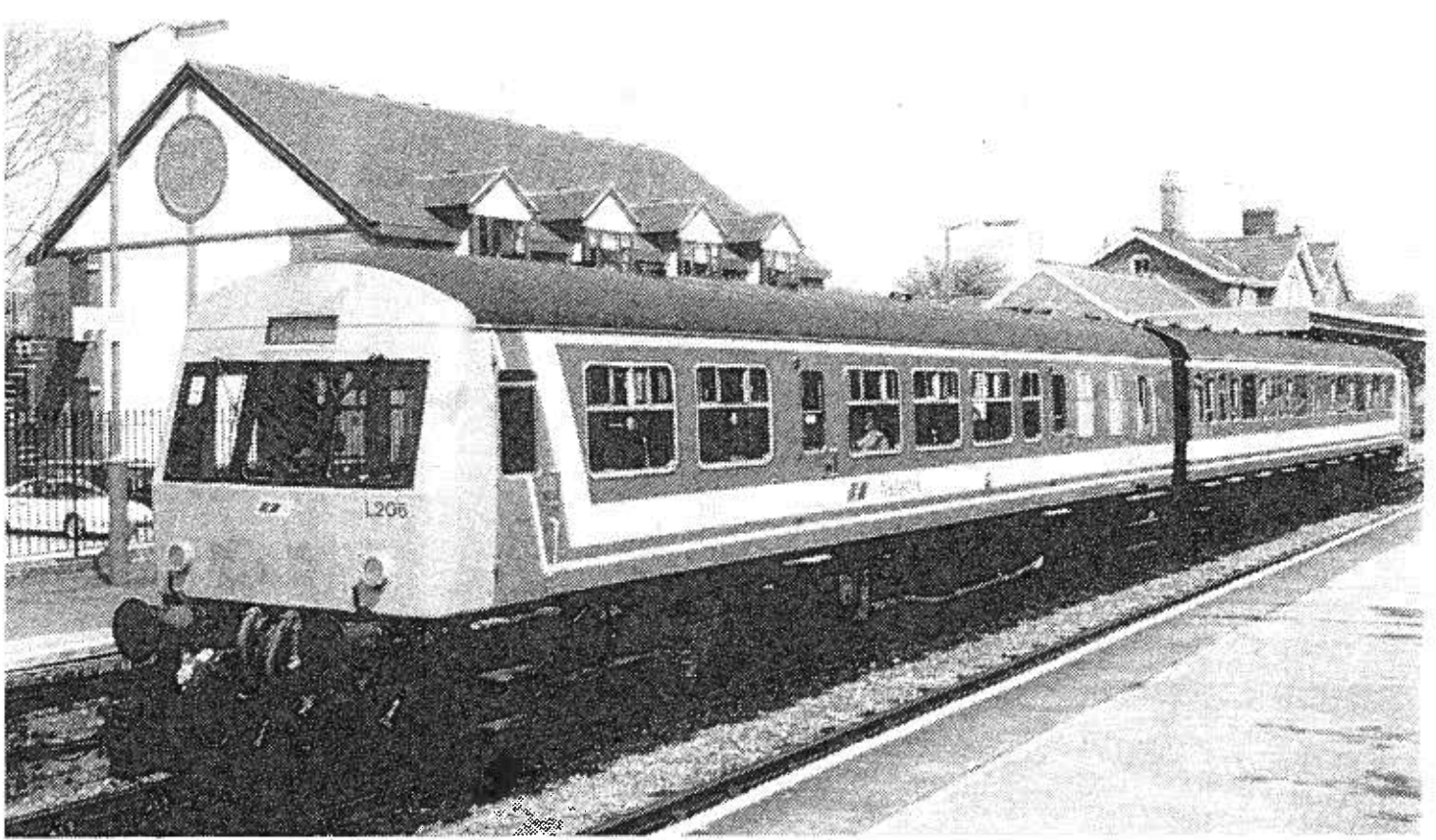
We also seek a small number of members to give short, entertaining slide shows lasting say 10 minutes, with a light hearted theme related, perhaps only remotely, to railways.

Please volunteer and don't leave it all to the committee - we want to enjoy ourselves that evening too!



summer timetable saw their activities further expanded taking them to Basingstoke, whilst Chiltern 165/0's reach Birmingham Moor St and 166's Worcester and Stratford on Avon. All this activity is beyond the capacity of Thames 165/1 and 166 fleet so five Chiltern 165/0 two car units have been on loan.

It is expected that Chiltern 165.001-007 will be permanently reallocated to Thames (Reading depot) with the start of the October timetable as cover for the former North Downs services. As yet there are no plans to convert these to 165/1



By the end of this year Heritage dmu's will be gone from Thames services. Already withdrawn hybrid class 101/121 set L206 stands at Bourne End on 3 May 1989.

photo: Mike Walker

which would merely require a change of final drive ratios. From October 165's will start operating the Greenford branch and an initial diagram on the Reading-Guildford stopping service, the line onward to Redhill and Gatwick should be cleared for Turbo operation by January.

HERITAGE TWILIGHT

A number of Heritage units remain active on Thames, mainly on the Reading-Gatwick line, the Greenford branch (until October) and the other branches and main line when there aren't enough Turbos to go round. At the end of August the survivors included a single "Bubble Cae" L129; DMBS/DTC twins L207, L212, L221 and L263 (the latter including an unlikely survivor in the shape of class 104 DMBS 53540). Former North Downs class 101 3 car units L835/36/41 are now running as motor twins leaving only L840 in original form. Ten class 117 3 car units cover North Downs, L400-2/5/6/10/17/20/25/28 supported by the last pair of class 119 Cross Country sets L588 and L594 again surviving well beyond their expected demise.

TURBO HITS BUFFERS

165.005 collided with the stop blocks at Paddington early on 5th August. Despite moving the blocks 18" little damage was done to the unit apart from a damaged coupler. Two passengers sustained minor injuries.

PADDINGTON FINISHED AT LAST

The massive resignalling and remodelling scheme affecting the approaches to Paddington for the last two years is finally complete. Whilst the majority of the work was finished by mid-summer a late hitch caused continuing delays until the end of August. This was traced to a faulty swing-nose point in the high speed crossovers at Ladbroke Grove which were not always closing properly and affecting the detection circuits. This resulted in two lines being out of service and once again Greenford trains turned at Ealing Broadway whilst Thames main line trains made additional stops at Acton Main Line to cover.

OOPS SORRY! WRONG ROAD

Life can be hectic in Reading Panel and things often go wrong but not usually so publically as a mix-up which left many red faces on the afternoon of 13th August.

Picture the scene, two consecutive trains coming down the DRL were the empty Calvert-Avon rubbish train (6C13) followed by an empty Yeoman train bound for Merehead (6C18). The harassed

signalman glanced at his train describers and, well, got confused, sending 6C13 down the Berks & Hants line then set up for 6C18 to head on down the main but not before the rubbish train's driver had worked out something was wrong and stopped his train opposite the diesel depot. Now you just can't back up with modern signalling so the pilot 08 was despatched to lead the misdirected "Bin Liner" back into Reading station.

Much delay was caused to both NSE and IC services and no doubt a number of "PX1's" were making the rounds before the day was out!

PRIVATISATION ROUND UP

Like it or not, and all MDRS members probably fall into the latter category, it's going to happen. To keep you up to date on this disaster as it unfolds we will be bringing regular reports in this column with the emphasis on the effect locally.

The first major landmark date is 1st April 1994 (an appropriate choice) when the new Railtrack authority assumes responsibility for the infrastructure, that is road bed, track signals, stations etc. leaving BR as a train operator only. BR itself will reorganise its passenger businesses, InterCity Network SouthEast and Regional into two groups, South & East headed by John Nelson and North & West led by Chris Green. The individual route profit centres will remain as these form the core of the franchises which will be offered to private operators.

The actual locomotives and stock are to be allocated to new leasing companies which are being set up and will then lease them to BR or the franchisees. The BRB has brought GATX (General American Tankcar Corp.), one of America's largest locomotive and freight car leasing concerns to advise in the setting up and running of these organisations of which there are expected to be three eventually.

This concept of leasing stock to the operators casts a shadow over the continuing operation of Turbos on Thames & Chiltern. Because the units ownership will be transferred to the leasing companies they will, in theory, be up for lease by which ever franchisee bids highest. It is not beyond the bounds of possibility that the successful franchisee for say the LT&S may elect to bid for the Turbos and de-electrify that line. Thames & Chiltern, which as has already been pointed out is not in the first group, will be forced to make do with whatever old wrecks can be spared from around the country.

Meanwhile the BRB has awarded its first track maintenance contract to an outside company. This was won by Balfour Beatty and covers the Chiltern Lines from Marylebone to Harrow and Aynho Junction and Aylesbury to Amersham and Princes Risborough for a period of 2 years.

THE RISBOROUGH DIVIDE

The Chiltern Line now has a service which divides to two destinations. The 1715 from Marylebone (Mons to Fris) divides at Princes Risborough, the front two coaches running on to Banbury and the rear two going to Aylesbury. Shades of widespread Southern Electric practice since the early Thirties!

MAILBAG

Member's Letters

Dear Mr. Editor,

I wonder if Peter and Mark are as fed up as I am with the obvious and superficial comments that everyone, including you Mr. Editor, who should know better! make about BR? A little more effort and research would produce a lot more interesting and worthwhile reading. For example, Roger's Boots saga; why weren't the relevant details gathered together - trains, dates etc., and sent to the relevant people? How was it helpful to relate the tale in the "Donkey"?

Waterloo International (why are its platforms numbered in with the Network station?) was finished on time and on budget a budget agreed by the government.

How about some comparisons with the way other businesses operate? Right! How often have you gone into Marks & Spencer on a Saturday afternoon or Monday morning to find the food section well stocked? Never. What about their constant re-shuffling of items' location, or the "sorry, no medium size left in blue"? Surely they are the equivalent of BR's platform alterations or shortage of stock? Did you know that ICL has supplied Waitrose with tills so flimsy the scales cannot weigh anything because vibrations cause the scales to fluctuate wildly? or that the sun shining through windows obscures the displays on the till? ICL's response to that problem was to suggest that Waitrose bought some blinds! The wrong type of sun, methinks!

DOWN AMONG THE BLUEBELLS

Len Stroud

Although the Society had an excellent preliminary talk introducing us to the Bluebell Railway, I am sure that those who chose to join Gavin and his coach had only a sketchy plan in their minds eye of the progress made over the last few years. Bearing in mind that many members had visited the line on more than one occasion and therefore made comparisons, I for one was making my first visit and felt amazement at the amount of ongoing work. I must admit (probably unfairly) that there are many preserved lines that would come a poor second best for many reasons, but "enthusiasm" seemed to be the spur in all areas of the work.

Our journey down was almost on time (yes we had an itinerary this time) and our reception at Sheffield Park gave me an impression of much ado. Our one-time Editor and Treasurer Stan Verrinder greeted us in the Station Yard and it was good to see that he had taken the trouble to make contact. This was not the first time by any means.

Anyone with a hint of romantic imagination could soon envisage life on a Country Line, especially a cross country one such as the Bluebell. The early years as the Lewes & East Grinstead Railway, then absorbed by the London, Brighton & South Coast Railway - opened 1882, closed 1955, re-opened 1956 and finally closed in 1958 - facts that can only hint at the feelings among local people of their deprivation of transport in passengers, livestock, farm machinery, timber and movements large and small. Great public support at the time of closure for the Bluebell Railway Preservation Society was sufficient to make it possible to run the first train (Sheffield Park to Horsted Keynes) in 1960. This support is ongoing and was apparent on our visit. Incidentally, the Bluebell Line was the first preserved standard gauge passenger carrying line in the country, the Middleton Railway opened two months earlier but was only freight carrying.

The two stations are splendid Victorian structures with all major offices maintained and, surprisingly, a subway connection between platforms at Horsted Keynes. At Sheffield Park a recently erected footbridge makes the connection.

Our timetable allowed us to catch the 11 am to Horsted Keynes with an extended run to the limit of present working at Newcombe Bridge. SR U class 2-6-0 1618 and matching SR train was provided and had little trouble climbing the Bluebell's 1 in 75 gradient. The return journey reached Sheffield Park around

BOURNE END BRIDGE OPENS

The footbridge on the side of the river bridge at Bourne End was opened on July 14th, forming one of the last links in Thames Long Distance Path. It also provides easy access to Cock Marsh and new photographic opportunities along the branch.



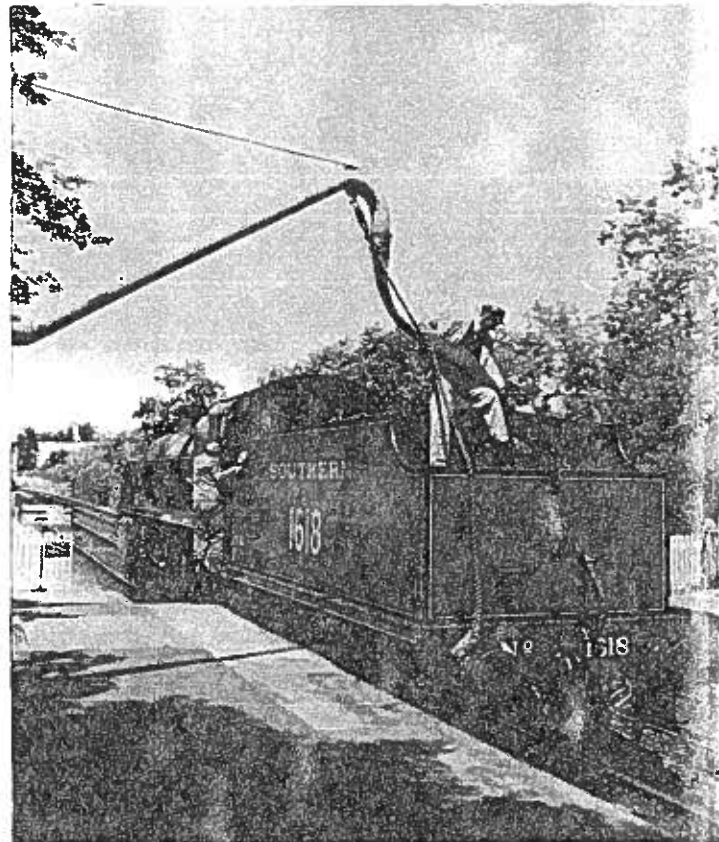
Finally, there are three possible reasons for the way BR is being privatised:

- Major thinks he needs to be seen to be more macho than Thatcher
- They really think it's the best way
- The anti-rail lobby are behind it all and have finally devised a way to destroy us

All are equally far-fetched, but the mere fact that they can be offered as reasons, and they have - the last isn't just a suggestion of mine, but appeared in the last issue of the Institute of Transport's magazine - shows how badly the country is being governed. To allow the railway to operate as an independent, fully accountable business, now that really would be the answer!

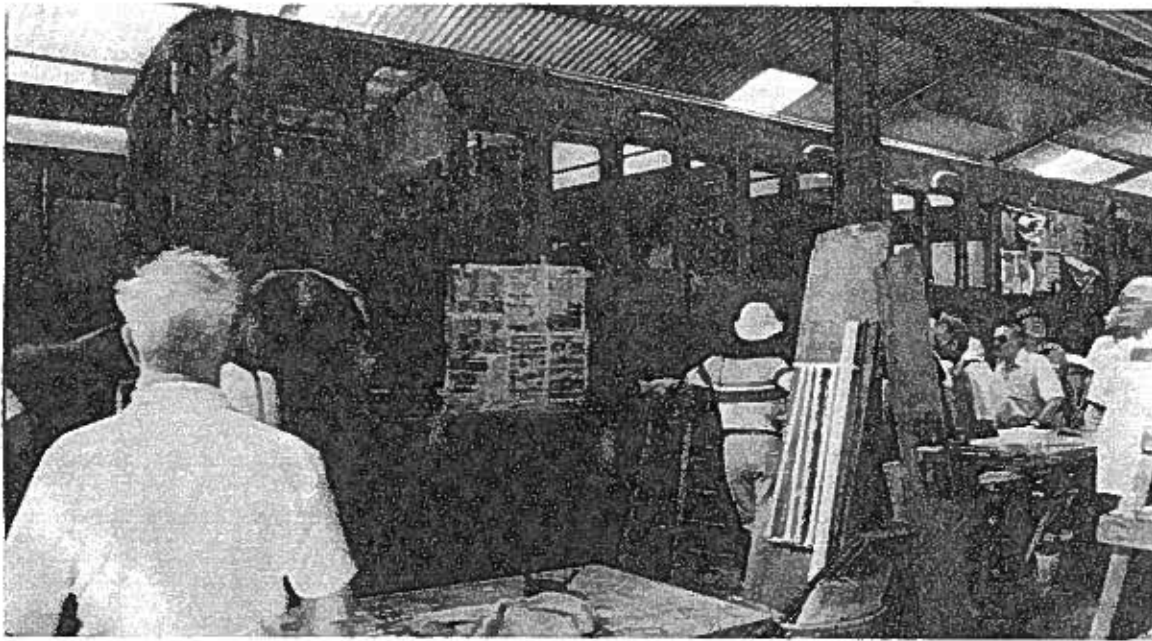
John Sears

John is obviously too ready to believe his employer's PR. TRUTH about Waterloo International is that it is NOT finish and will not be until early 1994, current estimates on cost speak of a 30-40% cost overrun, which is being disguise by some creative accounting (BR are good at that). The May 17th opening was for political reasons only, allowing BR to claim damages for delays from EuroTunnel. - Ed.



Preservation at its best: Southern Railway U class mogul 1618 creates a timeless image as it takes water at Sheffield Park during the Society's visit to the Bluebell Railway on the 4 July 1993.

photo: Alan Costello



midday. At this stage we had time to visit the sheds and although there has been some movement in restored locomotives to and from the Bluebell Railway a study of their lists is impressive, if not only for their ages but the variety of their origins - ex-SECR, LBSCR, LSWR, SR, GWR, BR, USA et al (details of the loco types would consume more space than I have available). Three other locomotives were in steam, SR Q1 0-6-0 C1 on the other passenger train, SECR H 0-4-4T 592 at Sheffield Park and SECR P 0-6-0T 323 "Bluebell" doing shunting work at the carriage sheds at Horsted Keynes.

Our free time from midday to 2 pm left little time to eat if we were to look at the sheds and study the amazing collection of memorabilia at the station.

At 2 pm we boarded the coach for a back road run to Horsted Keynes. The amount of rolling stock in the carriage sheds seems even more varied than the loco stock and includes the Metropolitan Railway "Ashbury" set being rebuilt upward from its teak, oak and mahogany framework (no modern unseasoned timber here), an LBSCR milk van, the LNWR Blaenau Ffestiniog branch observation car (in the paint shop) and many more including a 100 seater pre grouping compartment coach which is one of only two remaining. Much of the stock are original SR designs and the carriage sheds provide ideal restoration conditions. The rake in use on our visit was in excellent external condition with clean interiors. The other train included two Pullman diners offering meals during their trips if required.

Preservation for the future: MDRS members survey the restoration of the Metropolitan Ashbury stock at Horsted Keynes (TOP). A building site today (ABOVE) but Kingscote station, looking north, will see trains again next summer.

photos: Alan Costello

We then continued to view the progress at Kingscote on the northern extension separated from the operating line by the recently completed bridge over a minor road at Newcombe Bridge. The discarded permanent way from Horsted Keynes to East Grinstead gives scope for much work by the "Friends of Kingscote" who are building and reclaiming that station, including platforms and subway much to the same pattern as Horsted Keynes and Sheffield Park. Much had been altered as a residence in the intervening years of closure. The 2 miles up the line to East Grinstead was mainly in a cutting, infilled by the local council with rubble and rubbish which will have to be removed before the line can be restored.

Those members who missed the outing can only gain a hint of what we found in a day of infinite interest, sketchily reported and dwelling on no particular points. So much to see in the varied tasks and no end of craft work especially in the carriage works. Some of the party visited Sheffield Park Gardens after lunch and were picked up on the way home. Of course they had to forgo much of the sight seeing. We were thankful for a fine hot day and a safe journey home.

EAST ANGLIAN TRIO

Eddie Lewcock

East Anglia provides several little lines for the enthusiast, each having its individuality and worth a visit for its character. The writer spent a few days in the area recently and the following are a few notes and comments upon each of the lines concerned.

THE BURE VALLEY RAILWAY

This was the most intriguing line, in view of the various forms of publicity about it and its financial problems. It was built on part of the old Great Eastern track bed from the junction at Wroxham to Aylsham, which is a typical small and attractive East Anglian town. Money was freely spent in the construction of the line, although motive power shortage in the early days needed the use of RH & DR and other locomotives to help out.

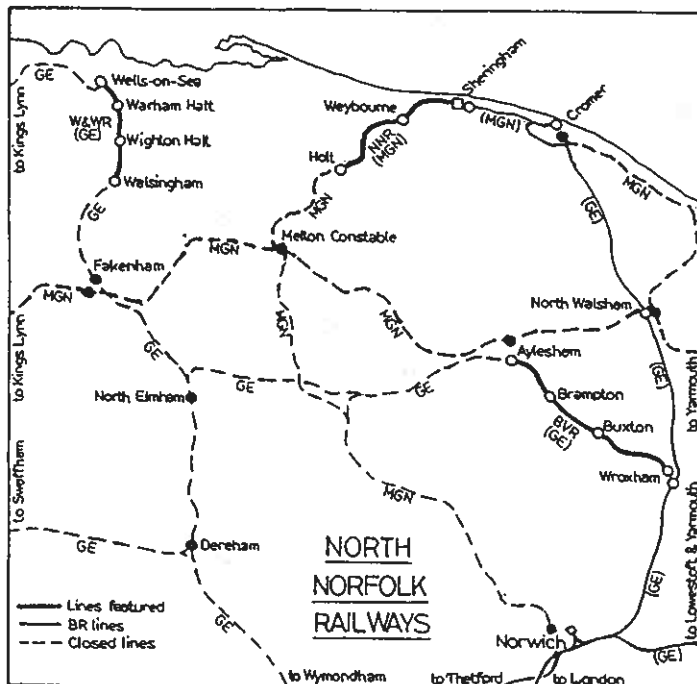
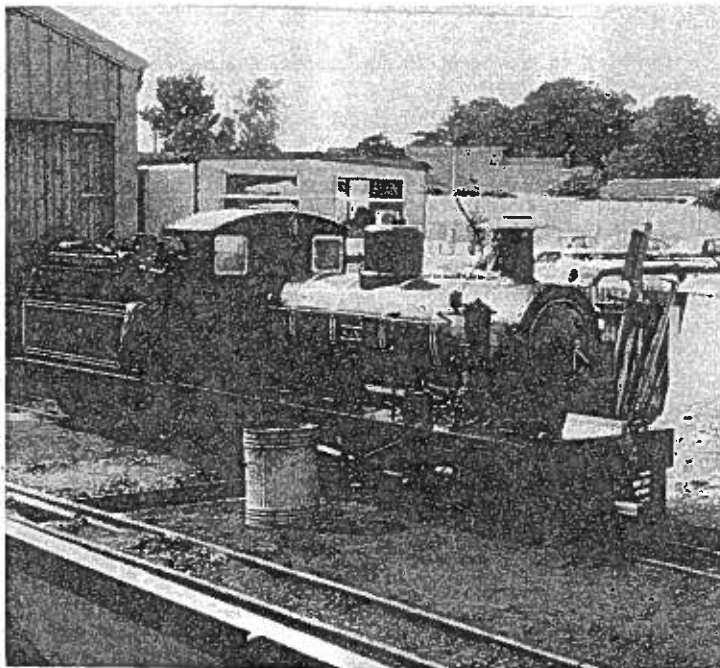
On my visit, the trip was made from Aylsham, where parking facilities are provided alongside a large modern 3 platform

station with overall roof, shop, buffet and tourist bureau. The loco shed, turn table and engine servicing facilities are alongside Platform 1.

Trains comprise 8 to 10 coaches at busy times, all being well fitted out and allowing two adults to sit side by side in comfort; each coach seats 20 adults, with sliding windows by the passenger seats. One or two coaches have lighting added for the quite long tunnel at Aylsham under the by-pass.

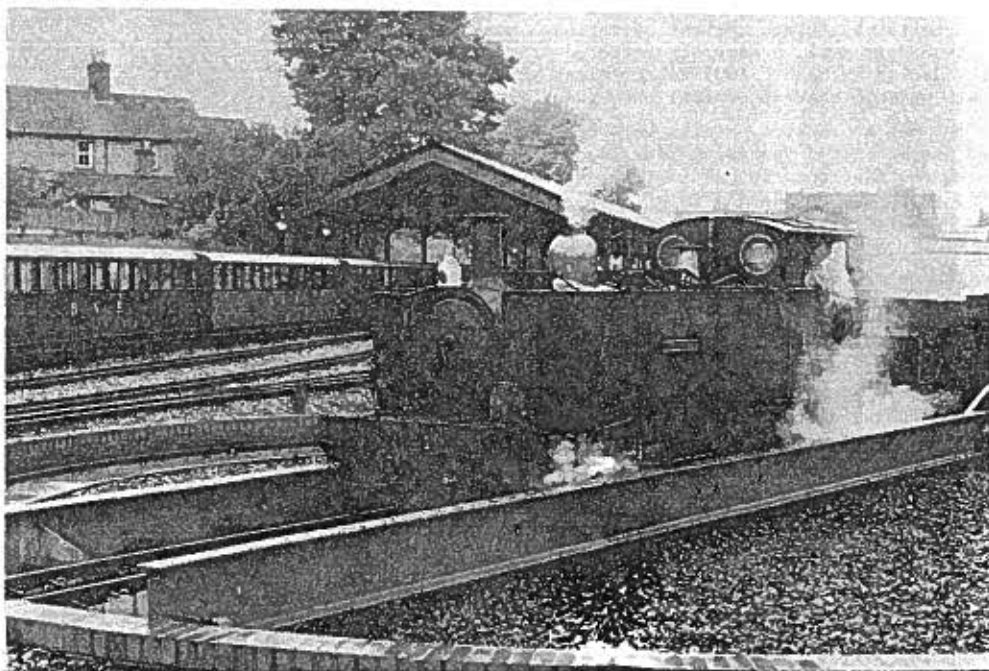
Motive power currently comprises 3 steam and 1 diesel loco, the former comprising "Wroxham Broad" a 2-6-4 tank engine converted from the ex Fairbourne "Tracy Jo". Also a Fairbourne built American style 2-6-2 tender engine - the most powerful on the line - along with Sian, ex Fairbourne Railway 2-4-2.

Total length of the line is about nine miles, with several stops and passing loops. The regular trains pass at a loop in the middle of the countryside; line control was by radio. Travel time takes about $\frac{1}{4}$ hr through rolling and attractive countryside following the valley of the River Bure, which can be seen at one or two points. The journey is attractive with



The 9 mile Bure Valley Railway is laid to 15" gauge on an old GE trackbed. Its locomotives include "Sian" (ABOVE) a 2-4-2 acquired from the Fairbourne Railway in North Wales and the "Wroxham Broad" (RIGHT) which is a 2-6-4T with more than a hint of the Vale of Rhiedol tanks in its appearance. Both are seen at the locomotive sheds at Aylsham.

photos: Eddie Lewcock





plenty to see, including old Great Eastern station buildings now hived off for private use. For the more energetic, a country footpath runs alongside the track for most of the length of the line.

Unusual items include the use of caravan ball and socket couplings on all vehicles including some modern freight stock used for line servicing, also caravan type jumper connections for the emergency stop buttons fitted in the coaches.

On our outward trip the 2-6-4 tank gave a very lively performance with an estimated top speed of nearly 35 mph. The return run behind the American Prairie was more sedate with a maximum of just under 30 mph. Punctuality which had gone awry by 15 minutes at midday had been recovered later in the day.

Altogether a line well worth a visit, running in much more attractive country than RH&DR and making a connection with BR at Wroxham (for the present!).

NORTH NORFOLK RAILWAY

This is laid on the track bed of the old M&GN between Holt and Sherringham and includes a stiff climb of two miles at 1:80 in the down direction. It makes an end connection with the BR at Sherringham; the preserved line starting from the old station buildings. Whilst operational coaches are mainly British Rail Mk.1, a superbly restored Gresley Buffet Car provides an authentic 1937 touch, along with liquid refreshments, alcoholic or otherwise, throughout the journey.

On the day we visited, trains were operated by an LMS Jinty and Giesel Fitted Austerity Tank loco. The B12 is currently being reconditioned in East Germany and should be back later this year, whilst the J15 is at Weybourne in the shed which was formerly sited at Norwich city station.

The journey passes through scenic countryside with good views of the coastline from Weybourne to Sherringham, where a surprise awaits travellers from Holt in the form of two coaches from the Brighton Belle, one being a motor coach. These are used for up-market wining and dining on special trains. Two "Waggon und Maschinenbau" rail buses of 1958 vintage are used at off-peak periods and have now worked more years on the NNR than on BR!

Fire risk problems during dry summers means that steam can be restricted to the Weybourne - Sherringham section of the line. To provide cover, for this eventuality, a Class 25 unit, privately owned, offers a back up service.

Holt is about 5½ miles from Sherringham and comprises a newly built platform (completed 1988) and an M&GN type "Waiting Shelter" built on a site some way from the town centre, the original site having been obliterated when the by pass was built. For those with time to spare, a horse bus provides

transport to the town. In due course, a museum should be built on this site.

Again another scenic trip in North Norfolk, with plenty of rolling and hilly countryside.

WELLS & WALSINGHAM RAILWAY

This is a line for a fine and sunny day in order to ensure a fun run in the open air on a 10¼ gauge railway; although a few closed-in coaches are provided for more timorous souls. The line is laid on the track bed of a disused line and provides a four mile run through the rolling countryside from Wells by the Sea to the pilgrimage centre of Walsingham. Gradients as steep as 1:29, demanded super power and whilst the original 0-6-0 "Pilgrim" built at North Walsham could handle four coaches, traffic demands called for a Beyer Garrett 2-6-0 + 0-6-2 designed by Neil Simkins of Ashby de la Zouche in the heart of England and not by the sea! - and was named "Norfolk Hero".

From 1987, this loco has been hauling trains holding up to 76 passengers; two sitting side by side being just possible.

Taking a trip from Wells where a tiny car park exists, the line starts on a steep climb through a cutting on a 1:80 gradient. From the summit, a descent is made to Warham with a request halt facility. A switch back section provides scenic interest until the final Barnard Cutting is reached. Here 3000 tons of refuse had to be removed before the line, now on a gradient of 1:29 takes the train up to Walsingham, where the terminus is only minutes walk from the town centre.

In season, with only one engine in steam, there is a quick turn-round of about 10 minutes demanded at each end of the 25 minute run. In the rare event of a steam failure the Alan Keef 0-6-0 petrol loco "Weasel" can be used, but it is primarily kept for maintenance work.

The signal box at Wells which doubles as a shop, comes from Swainsthorpe and its removal by mobile crane was just completed in time with minutes to spare when BR closed the line for one night. It was then transported virtually complete through Norfolk to its new home at Wells.

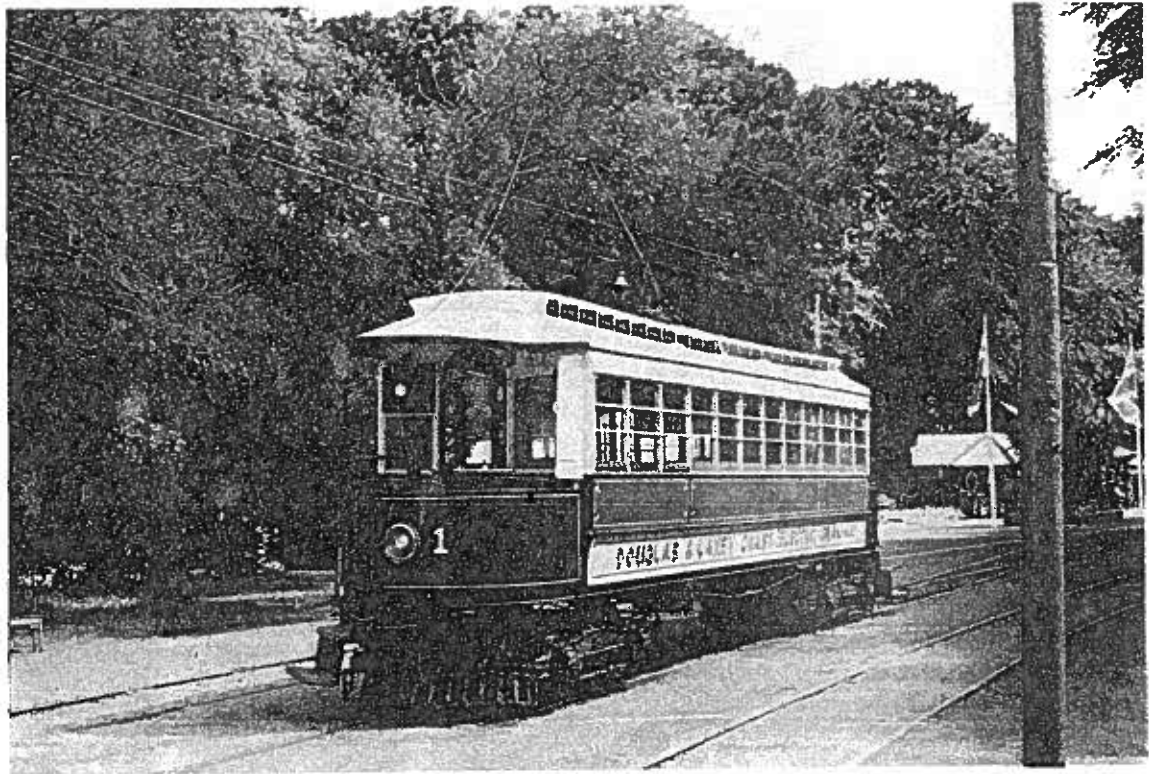
TOP: The only working Beyer Garrett type locomotive in the UK is the 2-6-0+0-6-2 "Norfolk Hero" on the four mile 10¼ gauge Wells & Walsingham Railway, again built on an abandoned GE trackbed.

photo: Eddie Lewcock

MONA'S ISLAND

A WORKING NARROW GAUGE MUSEUM

Peter Bond



Just in case you didn't know, the Isle of Man is not part of the United Kingdom. It's a self-governing dependency with its own parliament at Tynwald. This, together with its remote location in the Irish Sea, between the Mull of Galloway in Scotland and the Mountains of Mourne in Northern Ireland, combined with different stamps, bank notes and coinage, gives it a "foreign" feel. So do the air fares - "Young Isambard" wrote in *Railway World* that his ticket from Heathrow cost ten pounds more than a ticket to Miami! We travelled from Luton on a package deal, a bit more cheaply and collected our included rental car at Ronaldsway on arrival one Friday afternoon in June.

The IOM is a beautiful place. Fuschias and rhododendrons grow in profusion in the hedgerows and railway cuttings, palm trees (yes!) abound and the mountains, glens and coastline are scenically superb. Tourism is in a bad way except for TT weeks - it's much cheaper to go to Spain! The hotels on the Island are all rather run down. Ours was quite large but it appeared to be operated by one man and one woman and a dog.

Video Mike, hastening back to see his rushes, was astonished to pick up on the bedroom TV, shots of the public rooms on a closed circuit system whereby the proprietor behind his bar maintained effective surveillance over guest's activities. So was the proprietor when Mike Norris went downstairs to investigate and made a rude gesture at one of the "hidden" cameras. Breakfast was served in frantic haste at 8.30, not a minute more, not a minute less. We won't go into the minuscule cereal bowls, the texture of the bacon, the state of the tinned tomatoes or the horror of the coffee. All this appears to be par for the course, at least in Douglas.

Transport wise, the five surviving lines of the IOM constitute a railway-lover's paradise. This year, September sees the Centenary of the 3' gauge Manx Electric Railway (really an Inter-Urban Tramway) running 17 miles along the coast and over the cliffs from Douglas to Ramsey, and connecting about half-way at Laxey with the 3'6" gauge Snaefell Mountain Railway (really another Tramway).

By way of celebration one loco - No.4 LOCH - from the IOM (Steam) Railway has been taken to Laxey to run trips all this summer "under the wire" from there to Dhooon Quarry and back at ten quid a time. Transferred by road, of course, because

the Douglas horse tram also 3' line which extends along the 1½ mile long Douglas Promenade between the respective terminus of the two railways, doesn't quite connect at the IOMR end, although there are now plans to bridge this gap.

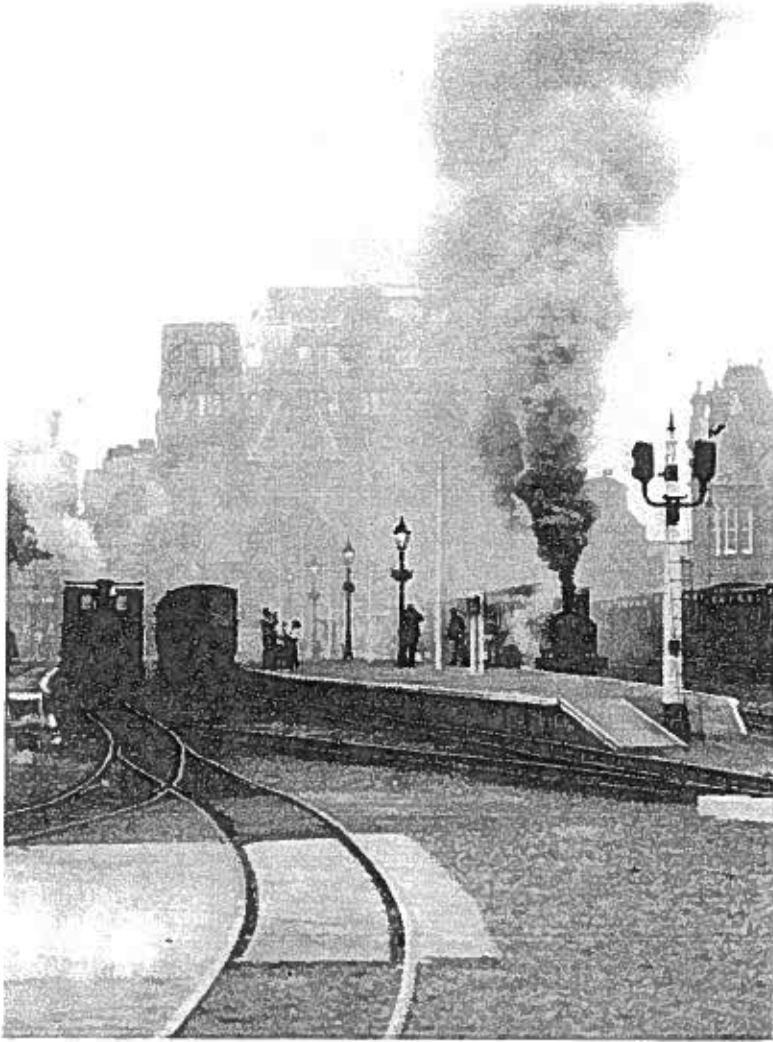
On Saturday morning, whilst the two Mikes (Norris and Walker line-sided, Terry Darling and myself, armed with all-line passes, travelled in a special formed of MER "Winter Saloon" No.20 and accompanying toast-rack trailer from Derby Castle terminus in Douglas to Dhooon Quarry. This latter passing place has been developed into a complex four-track layout with numerous cross-overs, enabling our 94 year-old No.20 to be stabled, service cars to pass through, Works loco No.23, also carrying enthusiasts, to terminate, and No.4 LOCH to arrive, all more or less simultaneously. The Mikes joining us, our special carried on to Ramsey returning after lunch, with various photo stops en route to Laxey where we transferred to the Snaefell line.

Manannan, the legendary King of Man, protected his Isle in far-off days by a cloak of mist. His cloak was swirling again across the 2,000ft summit as we climbed up the Laxey Valley and the visibility from the top was about 10 metres. So back to Laxey and our next stop was Groudle.

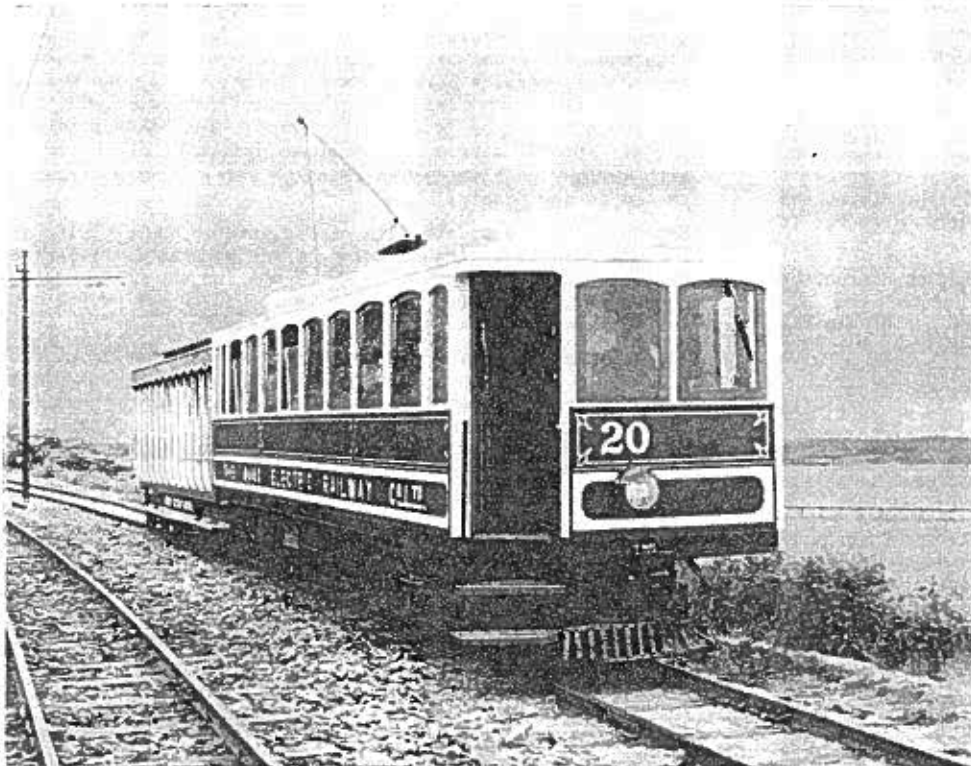
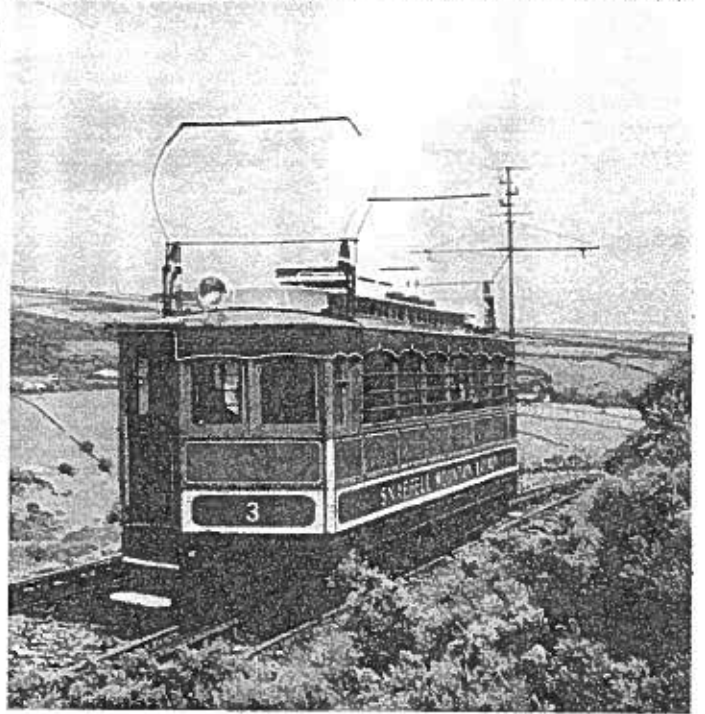
The Groudle Glen Railway is a privately preserved 2' gauge line about three quarters of a mile long which winds down, in a sylvan setting, through the woods of this lovely parkland glen to some low cliffs above the Irish sea. Its a re-creation of a pleasure line built a hundred years ago. Its steam engine "Sea Lion" was built in 1925 by Andrew Barclay of Kilmarnock and there are about four toastrack type carriages. The loco is beautifully proportioned and the atmosphere of the line is extremely friendly.

TOP: This is what the Isle of Man's "Year of Railways" is all about, celebrating the centenary of MER 1 the world's oldest electrically powered vehicle still in daily service. The 100 year young car takes a pause between runs at Laxey on 20 June 1993.

photo: Mike Walker



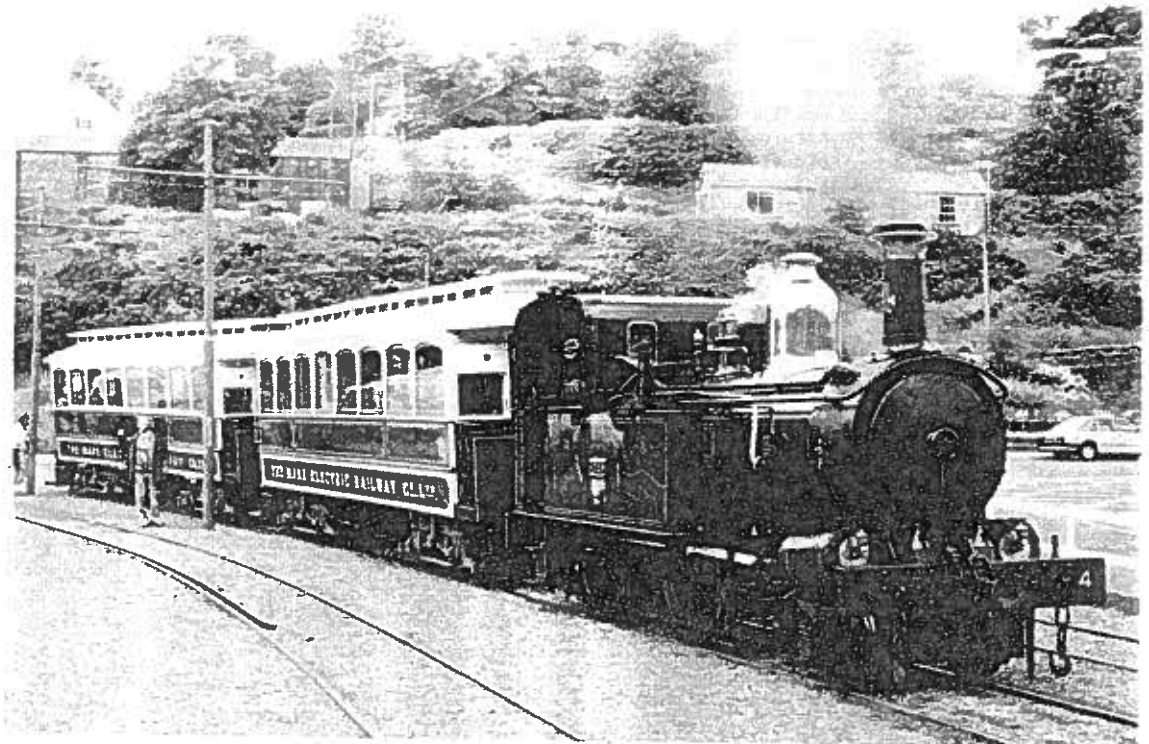
Returning to service after many years of inactivity, 10 "G H Wood" makes a dramatic departure from Douglas (ABOVE) with the IoMRS special on 20 June 1993. Unfortunately it was to fail only a mile or so out of town. An hour later, no. 4 "Loch" (TOP RIGHT) was making an equally dramatic and successful climb of the MER's 1 in 25 gradient to Bulgham Cliffs.



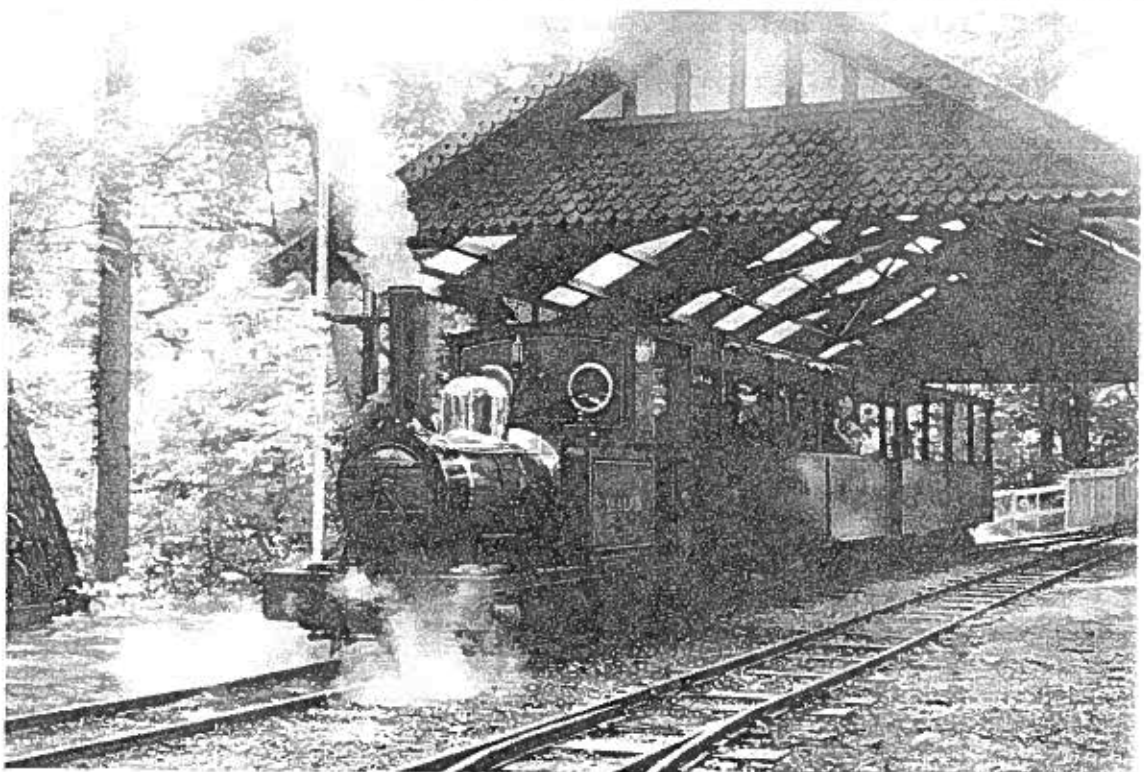
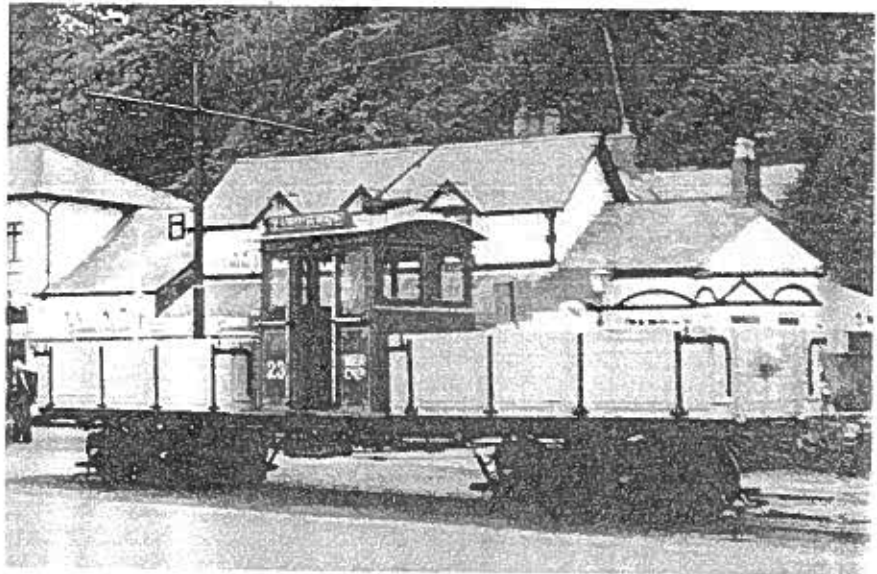
Although the MDRS party found Snaefell cloud covered the sky cleared during the descent to allow car 3 to perform a run by on the lower section (ABOVE) The centre rail is not a rack but is gripped by special brake shoes in an emergency.

Lack of finance prevented the MER from replacing or modernising its fleet. As a result even its newest cars are among the oldest in the world. 1899 built 20 and trailer 44 head out of Ramsey on 19 June. The pier in the background once had its own railway, 3 foot gauge of course.

all photos: Mike Walker



4 "Loch" awaits customers at Laxey (TOP) on 20 June. Its train consists of MER trialers 57 and 58 coupled to the engine by a forged bar, braking relied on the locomotive steam brakes and car handbrake! Also returning to active service in 1993 was the MER workcar 23 (RIGHT) originally built as a steeplecab loco in 1900 and rebuilt thus in 1925. It is seen at Derby Castle. The delightful "Sea Lion" (BOTTOM) waits to leave the Groudle Glen Railway's Lhen Coan terminus for another trip to the headland on 19 June. The two foot gauge 2-4-0t was built by Andrew Barclay in 1896.



This long weekend was much less strenuous than our marathon Irish railtour last year. Scorning our hotel's 6.0pm (prompt) meal, we visited some excellent restaurants on our four evenings on the Island, notably in Peel, where we drank and ate mostly fish - hake and turbot - caught that day - and even enjoyed gratuitous port afterwards with the proprietor. Incidentally, on the subject of food, Manx kippers, which are smoked in oak in Peel, are famously delicious beyond description.

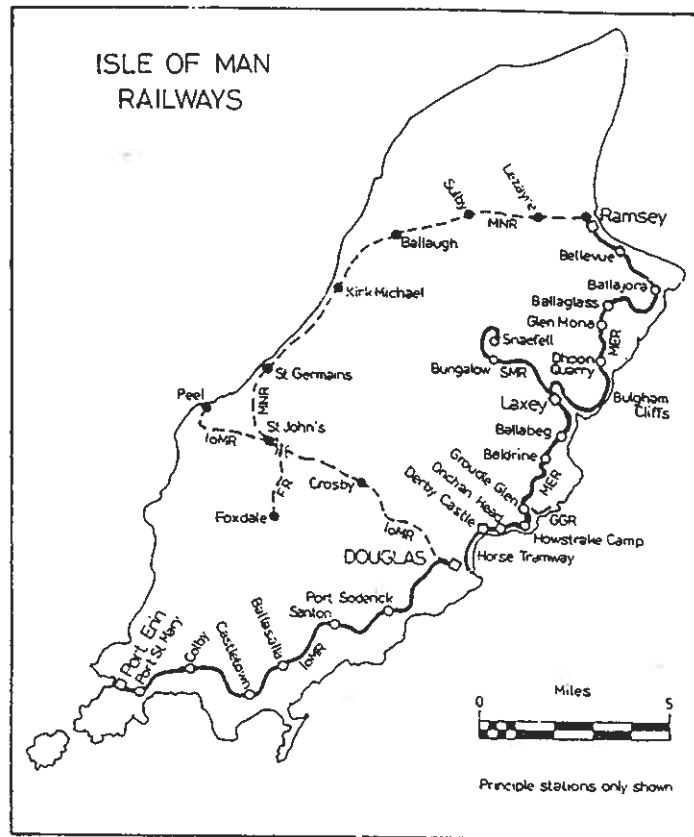
Sunday saw us on the IOMR, both travelling and linesiding. Starting from the still grandiose Douglas terminal, with its very impressive Victorian buildings, topped by turrets and clocktower, we recorded on tape and film the departure of the service train to Port Erin, before boarding our own Special. We were headed by No.10 G.H. WOOD, newly returned from a visit to the mainland for boiler repairs. But No.10 was sick. She was spraying water in all directions and the spray continued unabated as we climbed painfully up the bank towards the first intermediate station at Port Soderick. Half way there, she gave up the ghost completely and we had to back down ignominiously all the way to Douglas. Our 15½ mile journey to Port Erin was eventually diesel hauled and at a painfully slow pace.

The IOMR has an excellent museum at Port Erin which we visited prior to returning to Douglas by a (steam-hauled) service train. There we toured the works and carriage sheds. The two ex-County Donegal railcars which were operated since 1962 on the various lines then in existence, were still there albeit in a rather sorry state.

At this point, No.10 re-appeared in steam and apparently repaired, to run an ostensibly ECS test train to Port Soderick and back which we boarded. This time we made it, but No.10 was still unwell. Apparently somebody had coated the inside of her boiler with red paint. So our test train was attached to the rear of the next train from Port Erin and we all rattled back to Douglas with ten coaches and engines at both ends!

Monday dawning bright and clear, as they say, and Terry wanting to see if it was true that you can see six kingdoms (England, Ireland, Scotland, Wales, Man and Heaven) from the top of Snaefell, he and I made another trip via Laxey to the summit, this time in perfect visibility whilst Mike and Mike again indefatigably linesided the IOMR. Terry and I also visited that other amazing relic of 19th Century industrial archaeology, "Lady Isabella" - the Laxey Wheel - the largest (72'6" diameter) working water-wheel in the world, commissioned in 1854 to pump water from the Great Laxey Mine workings, 2,000ft below.

Later, back in Douglas, we inspected the Manx Electric car sheds and the Douglas Horse Tramway, before returning to the IOMR station to await the arrival of the last train of the day.



IN THE NEXT ISSUE

Continuing our coverage of the Isle of Man's "Year of Railways", Julian Heard describes what it is like to take the controls of a 90 year old electric car as he signs up for the Manx Electric Railway's Motorman Training Course.

BRITISH RAIL - WARTS AND ALL

ALAN MORRIS takes a party to Scotland

I sometimes wonder how many railway enthusiasts actually travel on BR scheduled services. They may, I suppose, go on a steam special, or more likely visit a preserved railway or two during the course of a year, or jump in their cars and zoom off, wheels spinning to get to the next photographic vantage point before a special arrives. I admit to sounding a bit anti this last pursuit after nearly being run over in High Wycombe station car park by one such 'enthusiast' a few years ago, seconds after 'Sir Nigel Gresley' had departed for Princes Risborough. But, I digress....

British Rail's primary purpose, just in case you have forgotten, is to convey passengers (sorry, customers) around England, Scotland and Wales on scheduled services. They are also said to carry some freight, though this is becoming ever harder to find.

Recently, I arranged a holiday in the Isle of Skye for ten people. Having sorted out the accommodation, the itinerary during the stay and so on, there remained the problem of how to get there and back. For many people these days this is easy-they put their bags in the back of the car, themselves inside and off they go! This was not so straightforward in our case, as we would have needed three cars, or a mini-bus, and an overnight stop. Also we would not need transport on Skye as this was all provided as part of the holiday. I therefore investigated travelling by public transport as follows:

(1) Coach. This was possible, but meant an overnight journey from Victoria Coach Station to Glasgow, swapping to a coach to Skye in the morning and arriving in mid-afternoon. Cost £55 return, not including getting from home to Victoria and back.

(2) Air. It is possible to fly from Gatwick to Inverness. DanAir used to fly this route once a day each way, and BA now do. The standard return fare is in excess of £180, and that does not include getting to Gatwick, from home or from Inverness Airport to Inverness (about 12 miles), or from Inverness to Skye (approaching 100 miles). It may have been possible to get a cheaper fare, but the whole package was so unattractive that I didn't pursue it. Incidentally, if you think the BR fare system is a jungle, try the airlines sometime!

(3) Rail. I found that by booking through West Highland Holidays in Oban, I could get an 'inclusive tour return' from London to Kyle of Lochalsh for £72.10. This was valid for one month and included the interesting statement 'valid by any reasonable route'. Two other

conditions are worth repeating. The first was 'not valid for break of journey'. As BR do not run any direct service trains between London and Kyle, a break of journey would be essential. The second stated 'not valid on any train arriving in London before 10.00hrs Monday to Fridays. This condition does not apply if the passenger boarded the train prior to 02.00hrs or if the passenger is travelling to a destination outside the U.K.' As I didn't understand this, and it seemed irrelevant to our journey anyway, I ignored it.

This seemed the best way of going to Skye, even if I admit, that as a railway enthusiast, it was the way I wanted to go! Apart from anything else, the journey could be made in one day, and in daylight, in late spring.

I began to think about 'any reasonable route'. Why not go one way and return by another? Kings Cross-Edinburgh-Inverness-Kyle was the obvious route, Euston-Glasgow-Inverness-Kyle a possibility. Why not Kings Cross-Edinburgh-Aberdeen-Inverness-Kyle? I then remembered that I was NOT planning this on behalf of a group of railway enthusiasts, but for a group of natural historians intent on seeing golden eagles, otters, etc. on Skye. I determined to keep it simple.

The departure day, Spring Bank Holiday Saturday May 29th, duly arrived, and we assembled at Amersham LT station in time for the 06.59 Amersham to Aldgate, which bounced and rattled us rapidly up to Kings Cross/St.Pancras on time at 7.46. Our departure time from Kings Cross was 08.30, so we had time to spare. The 08.30 is a summer Saturday extra, no doubt aimed at relieving the regular 08.00 and 09.00 trains to Edinburgh. The train arrived and we were allowed on at about 08.00. I noticed that two platforms away was a private charter special to Alnmouth comprising a Mk.1 charter set, but with a Class 91 on the front, due out at 08.05. This must have represented an easy day out for the loco., as this stock is limited to 100mph.

Our train, the 08.30 was a normal ECML Inter City 225 consisting of a rake of nine Mk.4 coaches with 91037 at the front, and a DVT at the rear. We left promptly at 08.30 and were soon travelling rapidly northwards. It was my first experience of Mk4 stock, and I found the decor, comfort and quietness excellent, but the ride seemed to me to be slightly inferior to that of an HST.

All went well until, near Retford, we came to a stand with fields of oil seed rape and corn on all sides, and looked at this rural view for twenty minutes. One of the better aspects of the modern railway is that real attempts are made to tell customers what is going on. We were informed that the train in front had stopped

with brake problems. I knew that this was likely to be the 08.05 to Alnmouth. We were then told that the problem had been sorted out, and we were soon on our way again. The 25 minute margin between the 100mph Mk.1 and our 125mph '225' stock had disappeared and as I feared we endured a series of 'slows' to beyond Newcastle. At our scheduled stops at Doncaster, York, Darlington, and Newcastle I looked in vain for the charter set in another platform, but there was no sign. We crawled gently up to Alnmouth, and it was obvious that the charter train had just disembarked its passengers, who were busily climbing aboard road coaches outside the station. We stopped at Berwick about 32 minutes late, which was a bit worrying as we only had a theoretical 40 minute turn round at Edinburgh. I approached the conductor to find if the Inverness train would be held if we were further delayed. He spoke to 'control', who informed him that it would be held, but no further delays were envisaged on the run in to Edinburgh. We duly arrived at Waveley at 13.32.

We found the 13.40 Edinburgh-Inverness easily enough, and after a great deal of pushing and shoving just about got aboard. The problem seemed to be that the train was virtually full before the London train arrived, and a lot of those on that train wanted to travel further north. ScotRail had seen fit to provide a single class 158 'Express' unit (i.e. 2 coaches) for the 3hr and 38min. journey. Some of my party found seats in the 1st class section, with standard class tickets of course, whilst others stood. The refreshment trolley arrived, was fitted somehow into the vestibule and at 13.43 we left. Two things then became obvious to me, which were not apparent in the gloom of the overall Waverley roof. The first was that the windows were mud spattered and generally filthy, the second was that it was getting unbearably hot inside the train. This was partly due to the number of bodies present, but mainly because the air conditioning was not working. The young lady conductor could not pass down the train to check tickets, the refreshment trolley could not move, and by the time we had crossed the Forth Bridge I was fearful some people might collapse. There are no opening windows on 158 sets, except for a few toplights which open inwards with the aid of a special key. The conductor was prevailed upon to open these, which she managed to do after mountaineering her way over bodies and luggage. She was heard to remark that the last time she had worked this turn there were only four passengers! This whole unpleasant episode was enlivened by one larger than life character standing in the 1st class, who with his personal telephone proceeded to 'phone endless people to tell them that he was supposed to be on a train which was actually a sauna etc. and that he would never travel by BR again.

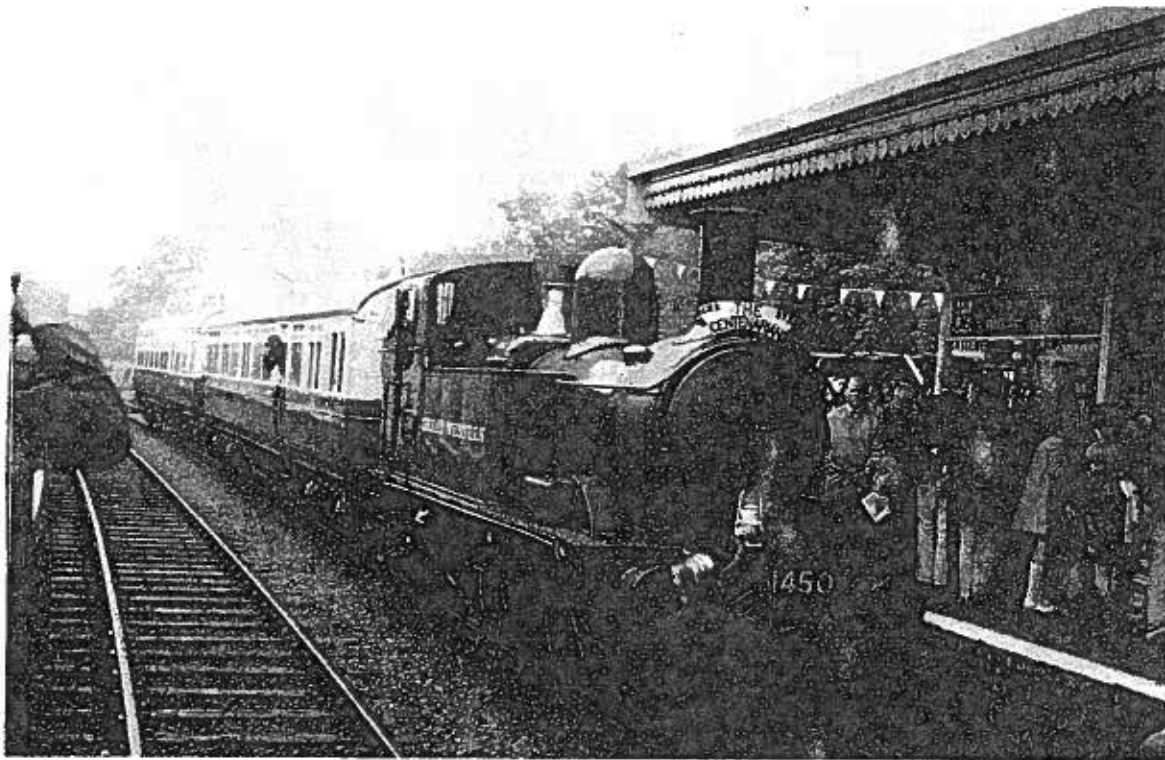
The conductor came on the tannoy to apologize for the overcrowding and passed on the good news, that an additional train would be provided to join on to our train at Perth. We wound our way along the 15 mile single line from Ladybank to Perth, which was a new line for me, and I consulted my pocket timetable, which seemed to confirm my fears, namely, that the promised additional train was, in fact, the normal service train from Glasgow and which may arrive full from there. It was standard practice to join these trains at Perth.

At Perth we piled out on to the platform, thankful for the fresh air. We would take our chance with the Glasgow portion. We had made the correct decision, as it was only about three-quarters full! We found seats in the standard class, the windows were clean, and the air conditioning working. Bliss! We could now enjoy the remainder of the journey, which is something special, at least by British standards.

The old Highland Railway line from Perth to Inverness passes through mountainous terrain and passes over Druimachdar Summit, at 1484ft, the highest point on BR, and the famous Slochd summit (1315ft.). At Aviemore, the Strathspey Railway starts from the adjacent platform. We arrived in Inverness, on time at 17.18.

After an hour and twenty minutes, which gave ample time for a wash and brush up and a good meal in the station restaurant, we set off again from the sharply curving platform on the 18.38 class 156 'Super Sprinter' to Kyle. This is another exceptional journey which everyone, given the chance, should make. Soon after departure, we slowed to the obligatory 10mph for crossing the swing bridge at the end of the Caledonian Canal locks joining Loch Ness to the Beaully Firth and the open sea. At Dingwall there is still a substantial station, and trains regularly pass here. We waited for two Sprinters to arrive from north and west before we got the right away. Shortly after Dingwall, the line to Wick and Thurso swings away to the north around the Cromarty Firth. The Kyle line turns west and soon enters the country of mountain and loch, so typical of the north-west of Scotland. The railway tends to follow the shores of lochs and is very winding with many speed limits. Arrival at Kyle was on time at 21.15. In the next platform was parked one of the Inter City land cruises, with 2 class 37's at the head, but shut down for the night. We walked the short distance to the Kyle-Kyleakin ferry, crossed onto Skye and were soon picked up and at our base for the week. We were tired, but pleased that we had arrived on time after 14hrs. and 16mins. of rail travel. My score for BR would be 7 out of 10, but perhaps I'm biased. I just like trains.

100 YEARS OF THE MARLOW DONKEY



Things were much simpler twenty years ago, no Sectors, no Heritage Unit, no David (You can't do that) Ward, but steam on BR was still in its infancy and, in theory, restricted to a handful of routes. So it is something of a mystery as to just how the, then recently formed, Marlow/Maidenhead Railway Passengers Association was able to persuade BR to mark the centenary of the fabled "MARLOW DONKEY" in style with a day of steam. Some say it was the result of late night saloon bar meetings between MMRPA Chairman Maurice Oram and then WR London Divisional Manager Humphrey Todd, both noted connoisseurs of real ales, but whatever the behind the scenes bargaining, the event was given a green light and arranged for Sunday 15th July 1973 (around three weeks after the actual anniversary on 23rd June).

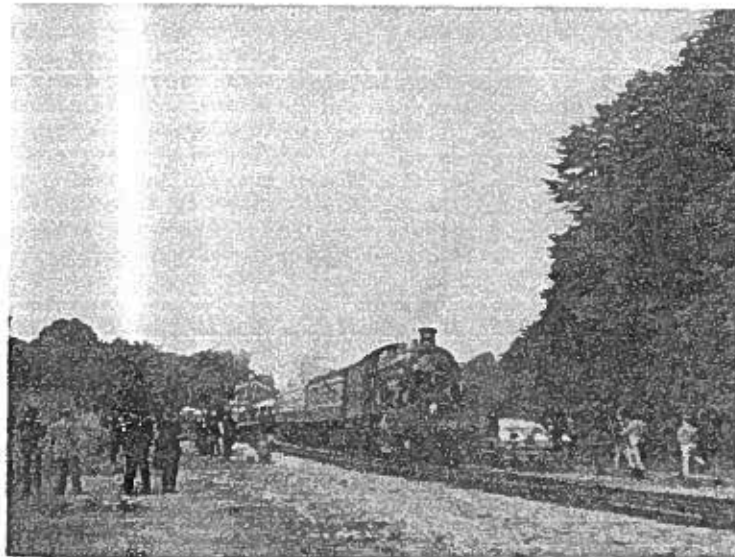
The plan was to use two trains, one of six BR Mk1's would operate between Maidenhead and Bourne End top and tailed by Didcot based 6106 and 6998 "Burton Agnes Hall", whilst the "MARLOW DONKEY" itself would quite rightly be a GWR Autotrainer formed of 1466 and trailers 190 and 231 also from Didcot. However, 1466 failed a BR boiler inspection prior to the event so to replace it BR arranged to bring 1450 up from the Dart Valley at their expense - imagine that happening today! This was quite fortuitous as 1450 had been a regular performer on the branch in the fifties and had spent many nights in Marlow's now demolished single road sub-shed whereas 1466 had never visited the line, as far as is known.

TOP: Almost like the old days, 1450 leads Autotrainers 190 and 231 into Bourne End station. Although the footbridge and signal box had gone and the tracks rationalised, the station retained much GWR atmosphere and was dressed overall for the occasion.

photo: Mike Norris

RIGHT: 6998 "Burton Agnes Hall" prepares to leave Bourne End (UPPER) surrounded by enthusiasts - things were much easier in those days - and is later passing the unrebuilt Furze Platt Halt (BOTTOM).

two photos: Peter Robins



The day began early. MMRPA members were out decorating the stations with bunting and setting up stalls whilst the three steam locomotives and trailers arrived at Maidenhead from Didcot followed by the BR stock from Old Oak Common behind a Hymek. Trains formed up correctly, 1450 set off first pulling the trailers and a six wheel milk tank. On arrival at Bourne End this was uncoupled and fly shunted to the stop blocks on platform 2 to provide the day's water supply. Unfortunately, as these preparations proceeded a steady, heavy, rain started which continued until mid-afternoon, after all it was St Swithens Day.

The rain didn't dampen enthusiasm or spirits and huge crowds of hopeful passengers descended on Maidenhead, Bourne End and Marlow stations (trains were non stop at Furze Platt and Cookham) whilst local roads were jammed with sightseers. The carefully planned timetable was soon abandoned and trains on both lines ran as often as possible just to try and shift the huge queues, which by mid-afternoon stretched several hundred yards at each station. The crush loading conditions more akin to a rush hour SR emu than a GW branch were too much for 190 and a seat collapsed during the day.

All too quickly 6pm came and the day was over. 6106 and 6998 left the branch first followed by 1450 pushing the trailers and pulling the milk tanker, just like a traditional branch mixed train. For 1450 the day was far from over, it was to return home to Devon that evening meeting up at Bristol with the newly overhauled 4472 'Flying Scotsman' for a rare, if not unique double header.

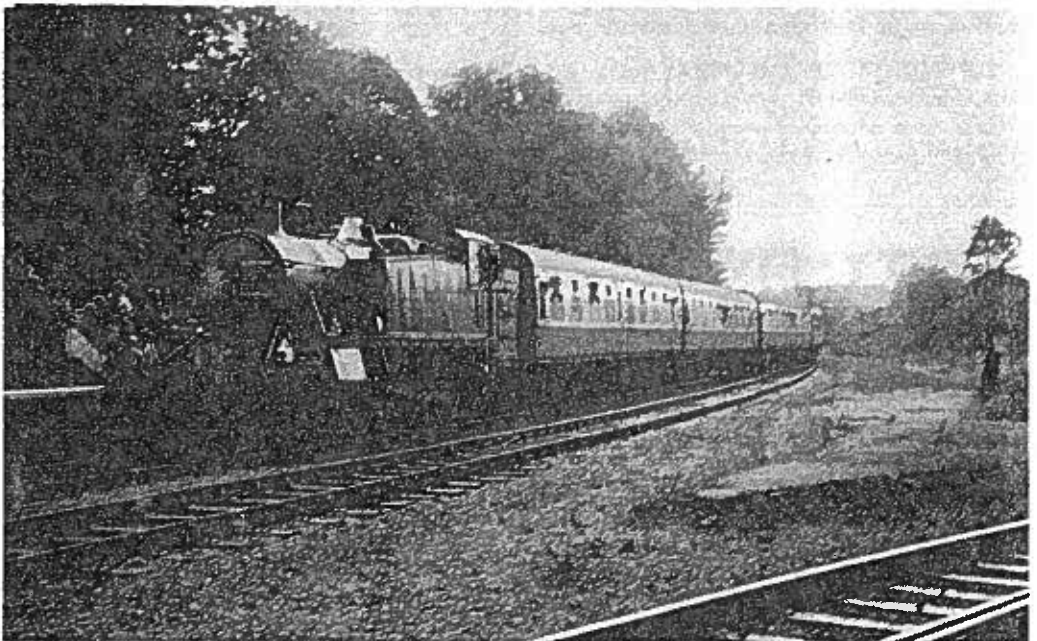
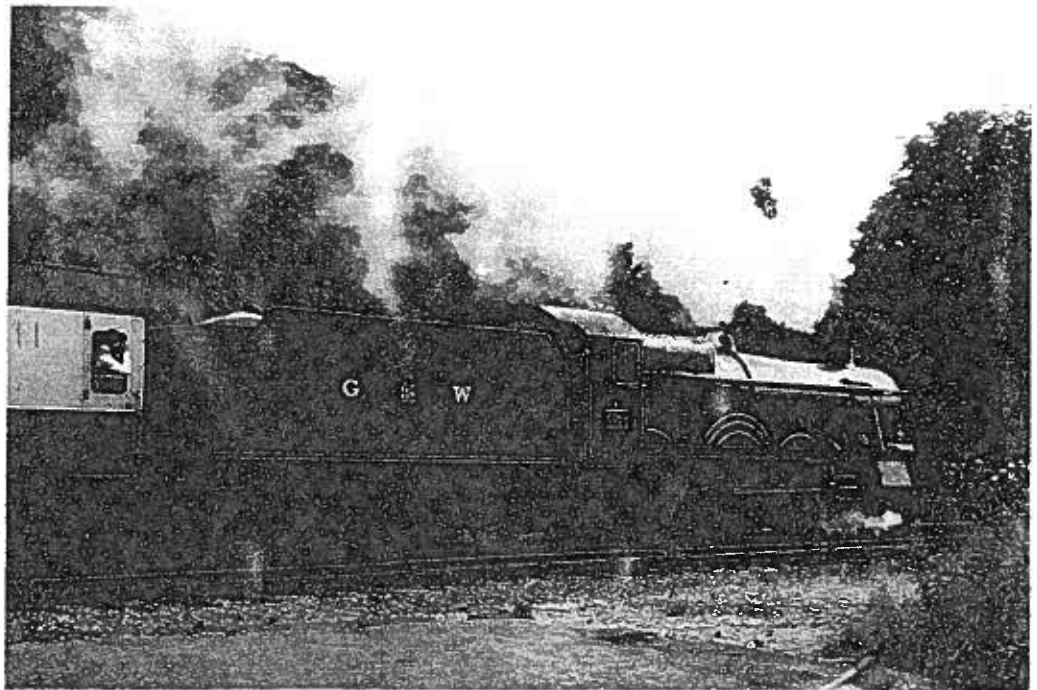
Despite the weather it was a hugely enjoyable day which will live on in memory for many years to come. Given modern attitudes it is unlikely it will ever be repeated, although you can never be sure, remember Henley last year. Was it really TWENTY years ago?

Another view of 6998 standing at Bourne End (TOP). Halls regularly visited both sections of the branch.

6106 at the north end (CENTRE) represented those 'Tanner-Oneers' which worked most of the main branch trains before dieselisation.

At Maidenhead (BOTTOM) the trains used platform 5 as usual where 6998 stands in the heavy rain.

three photos: Mike Norris



BOOKSHELF

Alan Costello



DON'T KNOCK THE SOUTHERN
Midland Publishing Ltd.

G. Behrend
ISBN 1 85780 003 6

After writing about the GWR in his book "Gone With Regret" George Behrend now brings his attention to the Southern Region. Part of the book looks at boat trains and the docks, at Dover, Folkestone and Southampton, as he would often travel over to France with his parents when he was a child. Trains around Winchester are recalled together with the Meon Valley line. Appendices give details of the whereabouts of preserved Southern Region locos, some of the headcodes seen on the front of trains and a number of maps. A bonus is the picture on the dust cover of a painting by Terence Cuneo of a Southern shed in steam days.

RAILWAY LIVERIES 1923-1947
Ian Allan

Brian Halesnape
ISBN 0 7110 1829 4

This book is split up into the original 4 large railway companies and describes the liveries of not only, their locos coaches and wagons, but also station buildings and uniforms. A full description of the colour changes throughout the period is given and a collection of over 300 black and white photos are included together with 16 pages of colour. A well researched book and anyone wanting to model railways from 1923 would find this a very useful book.

BR STEAM LOCOS IN THE 20th CENTURY Vol.1
Broadlands Train Books

Brendan O'keefe
ISBN 1 897847 00 9

The first in a series of about 20 books giving a short history and class details of every steam loco running this century.

This first volume covers the BR standard classes together with the post war WD classes running on British Rail. The first and last shed allocation is given for each loco, together with building and withdrawal dates. Tables at the end of the book give the number of each class in service year by year. A large number of photos are included showing variations in each class. Further books in the series will deal with engines built before 1948 group by group.

RAILWAYS ON THE SCREEN
Ian Allan

John Huntley
ISBN 0 7110 2059 0

The author lists, in alphabetical order, films which have a railway interest. Where possible the identity of the loco is given together with the location. Some videos are also included.

The author has a deep interest in old railway films and has shown some of them in this area from time to time. The GPO film "Night Mail" for example, takes up nearly 2 pages quoting the verses by W.H. Auden as well as pointing out the errors in the filming. A very useful guide to what can be seen at the cinema, or more probably these days on the TV.

DIARY OF A TRAIN SPOTTER
Silver Link

M.G. Harvey
ISBN 1 85794 004 0

The first of a series in which the author recalls his teenage years, when he toured the country collecting train numbers. Useful if you want to look at what engines were where, on certain dates, but otherwise not worth buying.

TWENTY-FIVE YEARS AGO

Roger Bowen

After the publicity and agony of all concerned over BR's last steam train in August 1968 those of us who thought railways ended on that date had to look at the preservation scene for our railway interest.

A number of centres and locations were becoming active. For example the "Bahamas" locomotive society purchased the old locomotive shed at Dinting, Cheshire and were to make it weatherproof before moving the locomotive there. Another favourite centre was Longmoor. On 28th September a half hourly service was run from Longmoor to the Southern Region at Liss using the MOD 2-10-0 "Gordon" and 0-6-OST "Errol Lonsdale". The privately preserved locos at Longmoor, including West Country 34023 and Merchant Navy 35028 were on display. Elsewhere at Tysley on 29th September 7029 "Clun Castle" was the star of an open day.

Further north still 60009 "Union of South Africa" and beaver tail observation car SC1719E were operating on the Lochty Private Railway at Anstruther in Fife.

Proposals were put for a rail connected museum at Nine Elms, next to the site for the Covent Garden market, to Miss Jennie Lee, Minister with responsibility for the Arts, by a deputation from the London Boroughs Association. In this way relics from the due to be closed Clapham Museum could be kept in London.

In the first two months of it opening to service the Keighly

and Worth Valley Railway sold more than 15,000 tickets and many trains were loaded to capacity.

Further south on 21st September the Great Western Society Ltd auto-train made up of 0-4-2T No.1466 and trailer 231 ran a shuttle service from Wallingford to Cholsey and Moulsoford, for a fare of 1/6d single or 3/- return. Also of Great Western interest was Great Western Society 0-6-2T No.6697 being steamed for the first time in private ownership at Ashchurch on 10th August.

Negotiations were in hand between the British Railways and the Stour Valley Preservation Society for the purchase of a section of the line between Sudbury (Suffolk) and Shelford near Cambridge, for a sum of £40,000.

Formed on 21st October the Embay and Grassington Railway Preservation Society had as its first objective the acquisition of the former Midland Railway Ilkley to Skipton line together with 1000 yards of track leading from Embay Junction.

The Welsh Highland Light Railway (1964) Ltd launched a fund for the restoration of 2ft gauge 2-6-2T "Russell" which was expected to cost £6,000.

In October 4472 "Flying Scotsman" went into the Leeds Works of the Hunslet Engine Company for a major overhaul preparing for its transatlantic journey in 1969.



TEN YEARS AGO

Roger Bowen

Marlow Donkey No.28 was the September 1983 issue. The first article was one by Alan Wheeler on the activities of one of the Marlow Branch dmus which had a reputation for unreliability. This was followed by one by Eddie Lewcock on steam runs on the Settle & Carlisle. A long article by Mike Walker on "Mainline through the Rockies" followed. This was the story of a ride on the "Rio Grande Zyphyr".

Returning to the Chairman's notes, Bas expressed concern as to the over use of HST's that were clocking up nearly a 1,000 miles a day at very high speeds. He also reported the retirement of Sir Peter Parker and how he was leaving BR with an optimistic atmosphere with talk of breakeven finances.