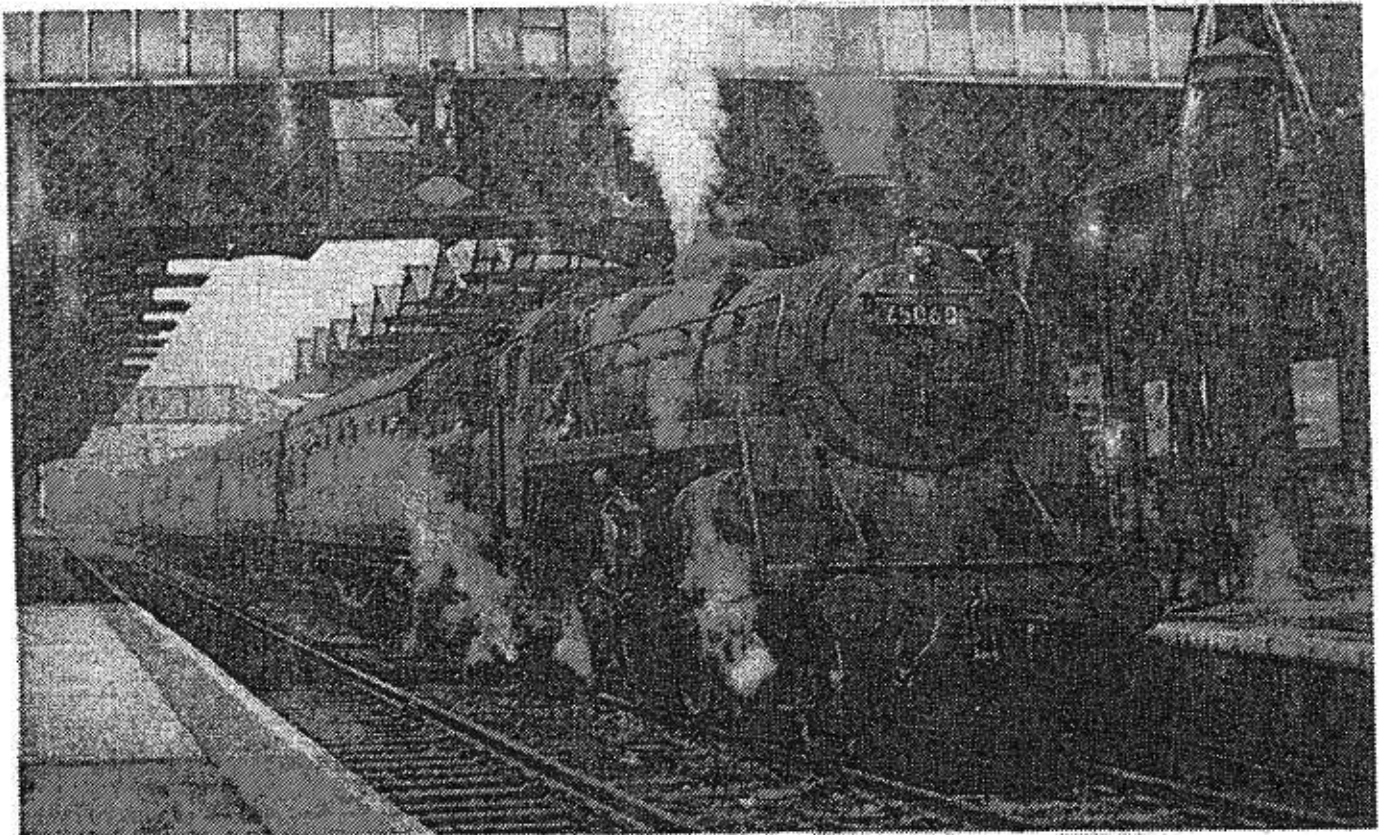


THE

March 1994

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MARLOW DONKEY



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THAMES RIVER BRIDGES
CHALK VALLEY LIGHT RAILWAY



THE MARLOW DONKEY

The Quarterly magazine of the MARLOW & DISTRICT RAILWAY SOCIETY



Number 69 - March 1994

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CHAIRMAN'S NOTES

First I would like to take the opportunity of thanking Mark Hopwood for volunteering to take over as Editor of the "Marlow Donkey" and John Tuck for offering to scan photographs for us. Mark and I have combined to edit this issue but as he finds his feet Mark will increasingly use PC based word processing and desk top publishing in the production of the magazine so we can look forward to yet another leap forward in the standard of presentation. For my part I would also like to thank you all for the appreciation expressed at the AGM. It's good to know how much you enjoy the "Donkey" and I'm glad I was able to lift the standard during my occupancy of the Editor's chair, with help from others of course.

1994 promises to be an historic year in the story of Britain's railways. First comes the upheaval scheduled for the 1st April (Could a more appropriate date be imagined?) which will change the whole face of the industry just as did the Grouping in 1923 and Nationalisation in 1948. The difference is that in both the previous schemes some logic and potential benefit could be seen as likely to result from those changes. In this case it appears to be entirely to satisfy political and civil service dogmas with the result being a bureaucratic nightmare and a more expensive, poorer service for the long suffering customer. Never in any of the previous Privatisations have I known so much public hostility and yet this Government has continued to press on regardless whilst making public pronouncements about getting people out of their cars and onto public transport and moving freight off the roads and onto rail! With the "Disaster of '94" now upon us it seems that Britain's railwaymen and women are doing what they've always done, get on and make the most of a bad job whilst being kicked in the teeth by their political masters. Is it any wonder morale is at rock bottom?

The second major event promises to start on 6th May when The Queen and Francois Mitterrand officially open the Channel Tunnel although freight services should be starting around the time you read these notes. For the first time our rail network will cease to exist in isolation, we shall

be a full part of the greater European rail system with all the potential advantages that offers. If anything is going to help get some of the heavy trucks off our overcrowded and unsuitable roads it's this. Rail can provide pan-European service in a maximum of 48 hours, far quicker and more reliable than any Juggernaut. Just when us mere humans will be able to sample this technological wonder without taking to our cars is still unclear as there are continuing major commissioning problems with the Eurostar trains. Start up, originally set for 30th May, is now unlikely before October this year, possibly May 1995! At least I can report that (for John Sears' benefit) Waterloo International is now complete! All contractors were to be off site by the end of March 1994, not 17th May 1993 as BR's publicity would have us all believe. When it does start running we will organise a club outing to Paris, especially as so many of you showed an interest when the idea was discussed at the AGM.

There is one advantage in the privatisation debacle. Railtrack considers a traction unit to be just that irrespective of what makes it go, diesel, electric or steam are all now equal and can go anywhere they will physically fit and subject to meeting Railtrack's maintenance criteria. Also, David Ward has taken early retirement and been replaced as Railtrack's special operations supremo by Steve McColl who first came to fame with his fresh thinking over steam on NSE a couple of years back. Already we are seeing a move towards the running of steam in areas which would have been unthinkable just a few months ago. In theory steam can now appear anywhere and anyone can arrange special services in conjunction with any of the Train Operating Companies and individual locomotive operators. This gives me an idea, with our 20th Anniversary coming up in 1997 we could consider marking the occasion with a steam day on the Marlow branch! It's not as silly as it sounds and is quite practical, what do think?

Meanwhile let's look forward to an interesting and sunny summer with plenty of action on both mainlines and the preserved lines.

Mike

FRONT COVER PHOTO: Alan Morris was the winner of this year's *Black & White Photos* section of the Photography Competition with this shot of Class 4 4-6-0 75060 at Bedford Midland with a St Pancras train on the 14th June 1958.

TIMETABLE

FORTHCOMING MEETINGS & EXCURSIONS

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

MEETINGS

- Thurs 21 Apr LONDON'S UNDERGROUND P.R. Davis
We all use it and take it for granted. The London Underground is a historic and diverse system worthy of study.
- Thurs 19 May GREAT CENTRAL RAILWAY
A look at the reborn and expanding Great Central Railway, venue for this year's summer trip.
- Thurs 16 Jun SETTLE & CARLISLE John Birbeck
An in depth look at this famous and scenic piece of railway reminds us that it's more than just a steam route.
- Thurs 21 July MORE FROM COLOUR RAIL Ron White
Postponed from last November, Ron presents another selection of slides, narrated in his own irreverent style.
- Thurs 15 Sep MORE FOOTPLATE TALES Wally Richards
- Thurs 20 Oct INTERCITY GREAT WESTERN IN THE 90's
John Cronin - Fleet Engineer ICGW
This talk will be an excellent follow-up to our May visit to the HST Depot at St Philip's Marsh, Bristol (See Below).
- Thurs 17 Nov ASPECTS OF SIGNALLING Mike Hanscombe
- Thurs 15 Dec CHRISTMAS BUFFET & SOCIAL

SOCIETY NEWS

NORMAN ASTON-SMITH TROPHY

The signal arm was awarded this year to Stan Verrinder for his article recalling his brief career with the GWR at Ebbw Junction Shed which appeared in the December issue. Runners up were Peter Bond's report of the visit to the Isle of Man in September and Mike Walker's story of touring New Jersey in December.

PHOTO COMPETITION RESULTS

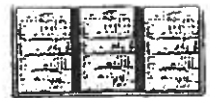
Once again there was an excellent standard of entries this year. The winners were:

- A SLIDES - UK STEAM Mike Walker
L99 racing a tube train at Barons Court.
- B SLIDES - OVERSEAS STEAM Peter Robins
New Year dawns at Jalandhar City, India.
- C SLIDES - DIESEL & ELECTRIC Mike Walker
Erie diesels crossing the Delaware River.
- D COLOUR PRINTS Gordon Rippington
Bahamas at Dent Head framed by a barn.
- E BLACK & WHITE PRINTS Alan Morris
75060 pauses at Bedford Midland in June 1958.

The overall winner of the Eddie Lewcock Cup was Mike Walker for the UK Steam winner.

SUBSCRIPTIONS - A REMINDER

As usual there are a small number of members who have not, as yet, renewed their subscriptions. Hopefully, this is an oversight and we remind you to forward your remittance to Peter Robins (address on Page 2) as soon as possible. Remember, members who have not renewed by 1st June are deemed to have lapsed.



VISITS

FOR BOOKINGS CONTACT TONY CATON ON (0628) 473723

Sat 23 Apr

LT MUSEUM & KEW BRIDGE ENGINES
Using BR/LUL, leaving Marlow at 08.10 and Bourne End 08.21. We visit the newly rebuilt LT Museum at Covent Garden in the morning, followed by the Kew Bridge pumping engines in the afternoon. Travelcards will be used but we do ask you to let us know if you intend to come, so we can arrange guided tours at both venues.

Sat 14 May

ST PHILIPS MARSH HST DEPOT - BRISTOL
Courtesy of October Speaker, John Cronin, we make a rare visit to one of the major HST Depots. Our group will number 10-20 and we will travel by train from Marlow, departing on the 08.10 train. Cost will be approx £16. Full details at March Meeting.

Sunday 10 Jul

GREAT CENTRAL RAILWAY
Our summer coach trip takes us to the Great Central Railway which has made great strides in its efforts to replicate a main line. Cost: Adults £12-00, Children £10-50.

Date TBA

AWAYDAY TO PARIS

For obvious reasons, we cannot give a confirmed date as yet. We intend to have a day out by train all the way from Marlow to Paris and back - probably with 4-5 hours in the French capital. Full details as soon as a date is confirmed for the start of EuroStar service.

GOING ABROAD?

It was recently suggested that the Society could act as a clearing house to put members who are planning overseas trips in contact with other members who've already been that way and can therefore offer advice on what to see, etc. This is an excellent idea we can build on with your help and cooperation.

So, if you have been abroad let us know where and if you're planning a trip and would like advice, drop a note to the Editor (in good time please) and we'll put it in this column. Its up to you!

FORGING LINKS

We have agreed to exchange newsletters and programme details with our friends in the Marlow, Maidenhead & District Model Railway Club. They meet every Monday evening in their clubroom which is the building on the north side of Chapel Street by the zebra crossing - you get in round the back. Most of their meetings are for modelling of course but our members are welcome to drop in and see what's going on whilst we hope to welcome them at some of our meetings and on trips.

The MDMRC is a small group but produces a very high standard of work. One of its layouts, Shirebeck in Endale, will be featured at DMREX in London over Easter.

Years ago they seemed a little anti-us. However, those members are long gone and the current crowd are very friendly. Both clubs see ourselves as complimentary and we should cooperate.

M & DRS 1994 AGM REPORT

Minutes of 1994 AGM of the Marlow & District Railway Society held on 20th January 1994 at 8pm.

Venue: Royal British Legion, Marlow
 Chair: M. Walker
 Apologies: R. Croxford, J. Heard, R. Bowen

28 members present

The meeting opened at 8pm.

The minutes of the 1993 AGM, which had been published in the "Marlow Donkey", were proposed for acceptance by M. Hopwood, seconded by R. North, and passed unanimously.

Chairman's Report

The Chairman was pleased to report that membership had held up well, whilst meeting attendance had averaged 65% of the paid up membership.

Reference was made to the photographic competition with the sections covering Modern Traction, Home and Overseas being introduced this year. Talks had included outstanding ones given by T.Edmonds, P.Robins, T.Speechley, J.Jarvis and R.Hardy. Unfortunately, Ron White of Colour Rail had to cancel his visit due to sickness but will now be the guest speaker at the July meeting. Trips had included visits to the Bluebell Railway with Stan Verrinder and a week-end trip to the Isle of Man. Difficulties have been experienced in trying to fix visits to BR installations, however Eddie Lewcock had now fixed all the evening meetings for 1994.

Reference was made to the help given to him as Editor of 'Marlow Donkey' by Mrs Walker, Dave and Sue Little and all who had helped with the "Marlow Donkey". He was pleased to advise that Mark Hopwood had agreed to become the new Editor. However, more material was needed for future issues.

The Chairman concluded his remarks by appealing for more feed-back from members as to how they feel the society is being run.

Treasurer's Report

Details were circulated to the meeting (printed with this report). The Treasurer observed that no subscription increase was necessary this year.

The accounts have once again been audited by Brian Print.

The adoption of the accounts was proposed by A.Wheeler and seconded by B.Sparrow.

Secretary's Report

The Secretary called for a round of applause for the work carried out by Mike Walker as Editor of the "Marlow Donkey".

A review of the proposed activities for 1994 was given, listing the evening meetings and possible visits to the HST Depot at Bristol St Philips Marsh, a trip to the Great Central, a visit to Pendon or Amberley Museum and a combined outing to Kew and the LT Museum.

Finally, the Secretary thanked his wife for the typing assistance given during the year.

Election of Officers

The three retiring members, T.Caton, R.Wallis and R.Young were prepared to stand again and in the absence of any other contenders were unanimously re-elected en-bloc.

This proposed by R.North and seconded by A.Wheeler.

Any Other Business

A.Morris expressed thanks to the Committee for the work carried out during the work.

A.Wheeler considered it would be a considerable job to follow Mike Walker as Editor of the Marlow Donkey.

M.Norris enquired if it would be possible to fix small group visits to Main Line Steam during 1994. Trips to the Dawlish area and the West Country were also suggested.

P.Bond raised the question of a trip through the Channel Tunnel to Paris. This will be arranged when the trains are known to be running.

A short discussion was held regarding the possibility of ordering a batch of Club Ties this year. (Gordon Rippington offered to help with this matter after the meeting closed).

This year's award of the Norman Aston-Smith Trophy was awarded to Stan Verrinder for his article on Ebbw Vale Junction.

The Meeting closed at 9pm.

1994 ACCOUNTS

MARLOW AND DISTRICT RAILWAY SOCIETY		ACCOUNTS FOR YEAR ENDING 31 DECEMBER 1993	
INCOME		EXPENDITURE	
SUBSCRIPTIONS			
Full 41 @ 10.00 =	410.00		
Ord. 14 @ 5.00 =	70.00		
Donation	5.00		
	485.00		
NEWSLETTER			
		Printing	45.00
		Stationery	26.91
		Postage	9.66
			81.57
MEETINGS			
Meeting Fees 24 @ 1.00	24.00	Room Hire	300.00
		Speakers Expenses	70.80
			370.80
TRIPS/FUNCTIONS			
Bluebell Railway	449.00		442.80
(Surplus 6.20)			
Xmas Buffet		Buffet/Bar	175.00
(Surplus 21.11 less room hire)	230.00	Prizes	33.89
			208.89
BUILDING SOCIETY INTEREST			
	25.81		
TRANSPORT TRUST			
		Subscriptions	20.00
PRIZES			
		Book Tokens	61.20
		Shield Engraving	5.20
			66.40
OFFICERS EXPENSES			
		Postage/Telephone Calls	9.60
		Projector bulb	3.99
		Stationery	5.64
			19.23
TOTAL INCOME		TOTAL EXPENDITURE	
	1213.81		1209.69
ON HAND 01/01/93		ON HAND 31/12/93	
Building Society	530.00	Building Society	528.31
Cheque Book	5.00	Cheque Book	3.00
Cash	0.81	Cash	8.62
	535.81		539.93

I therefore record a surplus of \$4.12 for the year 1993.

P.D.Robins, Treasurer.

P.D. Robins

*Audited
 21/1/94
 16-2-94*

RAILWAY ROUNDABOUT



NOTES & NEWS

T&C DMUS BOW OUT

The long-expected demise of the traditional DMU came in early January as DMUs ceased to see regular use on the Greenford and Gatwick lines, replaced with Class 165/166 Turbos. However, a couple of DMUs have been retained as 'spares' and see occasional use, as well as being retained for any specials.

STONE TRAINS CHANGES

The dramatic changes affecting BR's freight businesses are receiving little attention. One effect of this locally is that the use of Class 56s on stone trains will be gradually phased out and replaced with increased use of Class 37/7s on those workings which don't utilise the privately-owned Class 59s.

STEAM FROM PADDINGTON

Steam returns to Paddington on Sunday 24 April when 6024 'King Edward I' hauls a special to Stratford-on-Avon and back via the joint line. Let's hope bridges clearances are carefully checked this time! We should have timings a few days in advance.

AT CHINNOR AND THAME

After an enthusiastic start all seemed to go quiet over the plan to reopen the Chinnor branch. This was in part due to the withdrawal of a major industrial sponsor. However, the Chinnor & Princes Risborough Railway has now purchased the line from BR for £125,000 and is negotiating with Railtrack over the remaining 3/4 mile stretch from the junction with the Thame branch to the mainline. The immediate priority is to reconstruct a platform at Chinnor, 140 edging stones have been salvaged from Henley, to allow diesel worked services to start later this year.

MEMORY CORNER

Mike Walker

This time last year this journal recalled the first known visit of a DEMU, 210001, to our branch line on 19th February 1983. Exactly 51 weeks later, on 11th February 1984, the second and, to date, last DEMU to visit Bourne End showed up. A very different beast this was a Southern Region Class 202 (6L) "Hastings" unit number 1031.

This occasion was a tour by the Branch Line Society originating at Victoria and visiting Brixton, Crystal

Palace, Selhurst and Clapham Junction before moving onto the Western to explore Greenford, Brentford, Windsor & Eton Central, Henley and Paddington before returning to Victoria.

Meanwhile Thame had emerged as the front runner in the search for the proposed American Railway Centre. The sponsoring group, which already owns a 1947 ALCo diesel and some other equipment, is having discussions with Railtrack, BP Oil and the local councils. Their long term aim is to bring an Union Pacific "Big Boy" to the UK and, no, your Chairman is not involved - just bemused!

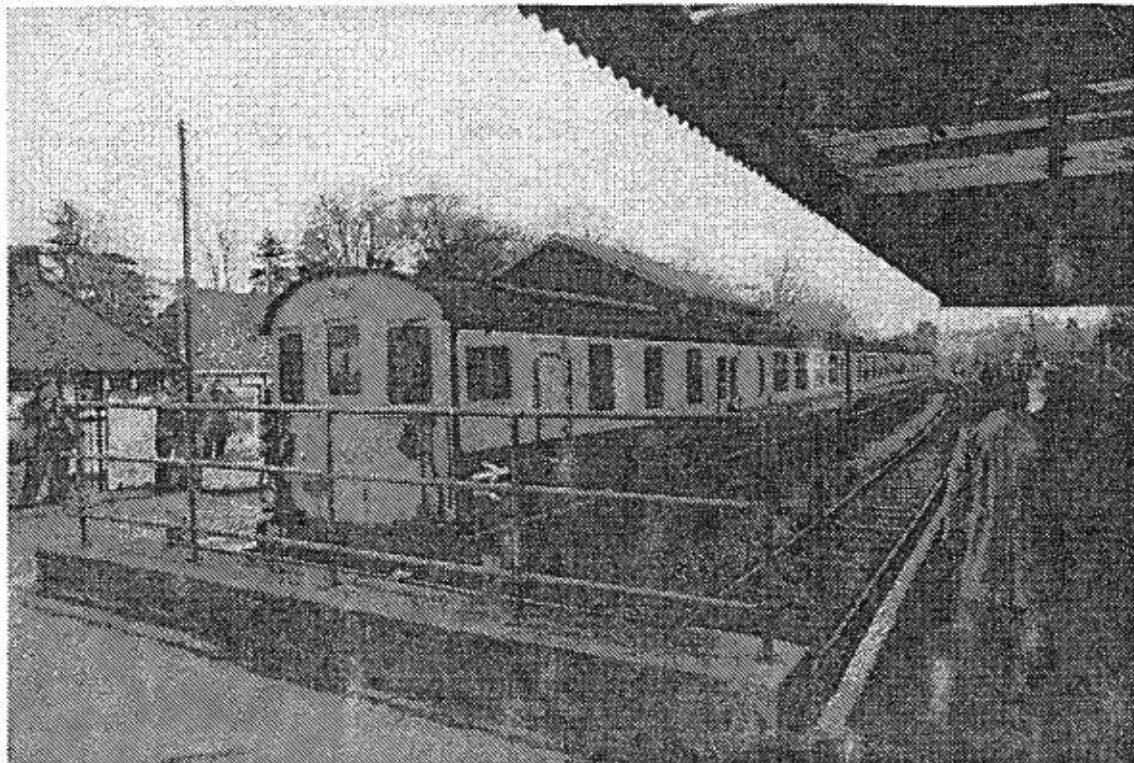
CALIFORNIAN RAIL TO THE RESCUE

The major earthquake which hit southern California early on 17 January did considerable damage to the area's road system bringing chaos to this largely car dependent region. Fortunately, the state and city of Los Angeles had already seen it could no longer allow the car population to grow unchecked and was introducing rail passenger services with a mix of light rail, underground and heavy commuter rail services.

The rail network suffered little damage in the 'quake and soon Metrolink, the heavy rail operator, found itself facing huge increases in traffic. In the San Fernando Valley, where car commuting into LA now takes 4.5 hours instead of 45 minutes, train ridership increased by TWO THOUSAND per cent in a couple of days leading to a frantic nationwide search for extra equipment, enhanced schedules and route extensions. Unfinished parts of the light rail and underground lines have been pressed into service to help keep the region moving.

Until the mid-fifties the "City of Angels" had the world's greatest electric railway, the Pacific Electric, which was killed off by a consortium of General Motors, Standard Oil and Firestone. Hopefully, Angelians will now see the error of their ways and switch to rail.

Despite such a complete itinerary, timekeeping was good and the special arrived at Bourne End only 2 minutes late at 15.39 while the Donkey was at Marlow. The complications of dealing with two trains together at Bourne End without staff took its toll and the train left at 16.13, eight late, following the "Donkey" which awaited it at Maidenhead. As a result there were minor delays to the scheduled service for the next hour or two.

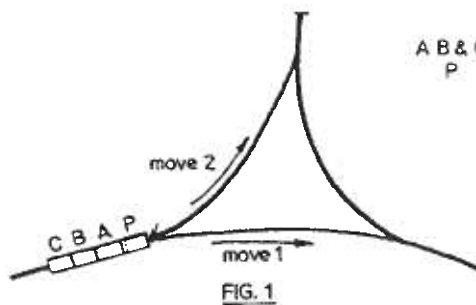


CHRISTMAS QUIZ ANSWERS

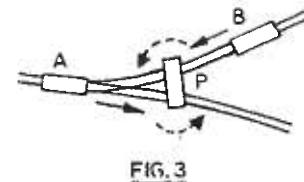
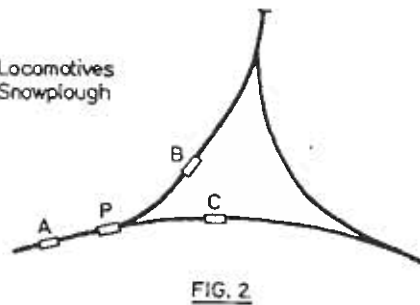
In the last issue I set a puzzle how to clear a "wye" or triangle with a single-ended snowplough. The answer is simple: You Can't! The Cumbres & Toltec overcame the problem with a mechanical digger to excavate the east leg, leaving the plough to clear the west leg and main line. But, you may be asking, how did the Rio Grande manage in the old days? Simple, if impressive, they covered the west leg with a snow shed which also included a turntable, all long gone I'm afraid. The west leg was covered so the plough could work normally east to west to take advantage of the more favourable gradients.

As nobody offered the correct answer the former Editor's prize goes to Julian Heard, who came up with a most original thought although I dread to think what he's been taking! I quote the manic scheme in full:-

"First clear both routes in the forward direction (Fig 1). The bring the plough back to the first set of points. Position the three locos as per the diagram (Fig 2) using the run round facility etc. Set points onto the



A B & C Locomotives
P Snowplough



CHRISTMAS PUZZLE ANSWERS

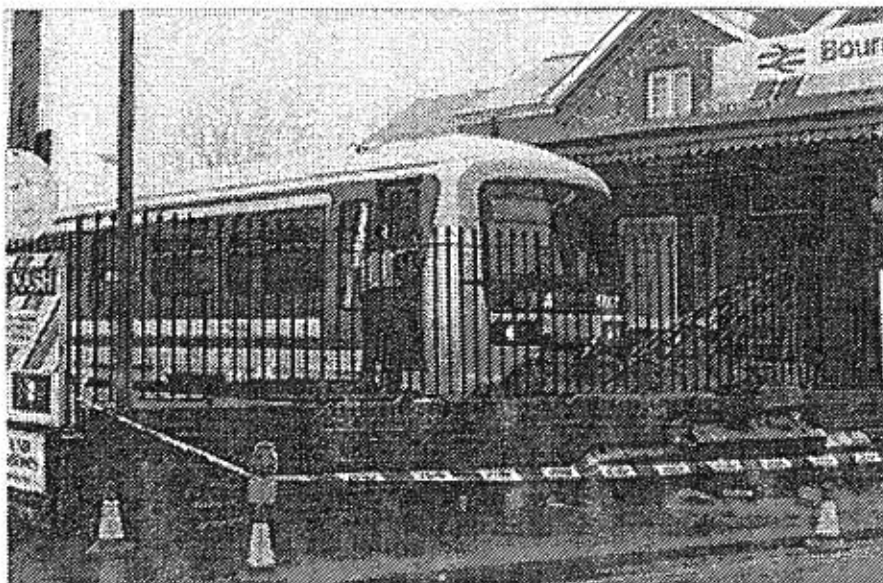
- 132 yards.
- Great Marlow Railway opened in June 1973 and absorbed by the GWR in 1897.
- Bideford, Westward Ho! & Appledore Railway.
- 14xx 0-4-2Ts were renumbered from 48xx to make room for 28xx 2-8-0s converted to oil burning.
- Gloucester was with a length of 1977'. Manchester Exchange/Victoria (2238') closed in 1969.
- CLC - Cheshire Lines Committee.
- Commonwealth bogie was a complex drop equalised bogie noted for its fine ride under a BR Mk I coach.
- Windmill Lane Bridge on the Brentford branch from Southall.
- GNSR - Great North of Scotland Railway.
- LT mile '0' is in a sand trap at Ongar on the single line section threatened with closure.
- Boiler pressure of LNER 4-6-4 10000 was 450 psi.
- Class 52 "Westerns" had hydraulic torque converters.
- Vale of Rheidol opened in 192 and absorbed by the Cambrian in 1913.
- The Victoria Line! During 1963-65 McAlpine tunnelling machines dug tunnels in both directions running on temporary 7' gauge rails.
- OAT - Oxford & Aylesbury Tramroad "The Brill Tram".
- Yes, O.V.S. Bullied (born 1883) could have met Sir Daniel Gooch who died in 1889.
- GWR diesel railcars, mechanical units and chassis built by AEC at Southall.
- S & H - Shrewsbury & Hereford Joint.
- On 18th January 1864 the GWR made its first use of train staff and ticket protection for the single line between Maidenhead and Thame.
- MSL - Mid Suffolk light.

SO HOW DO YOU CLEAR A 'WYE'?

wye. Loco 'A' pushes the plough forward until the leading bogie is clear. The points are changed and the plough pushed forward until the rear bogie is clear. The points are changed and the plough pushed forward until the rear bogie has cleared them, i.e. the bogies are going on different tracks. With the plough uncoupled, loco 'A' continues forward and loco 'B' nudges the front of the plough backwards so that it pivots round on the bogies. Again the points are changed to allow the front bogie to rejoin the same line as the rear. Couple up loco 'C' as the blind end is now the right way round, head up to the points to be cleared and Bob's your uncle!"

If that's not bad enough he continues. "The plough is turned again by the same method on up the line afterwards". Well Julian, that may be how you do it on the Chalklands Light Railway but 10,000' up in 8 feet of snow with an ice encrusted steam plough? Gi'me a break!

Mike Walker



Whoops! Every so often we have to report a local accident in these pages. On Thursday 24th February a 5 car Turbo led by 165135 came to grief while working the 07.08 Maidenhead - Bourne End service and collided with the buffer stops. This caused quite extensive damage and the wall had to be totally rebuilt, with work taking about three weeks. This incident was the result of a full enquiry. (Photo: Peter Robins)

WHERE IS THE SOURCE OF THE THAMES?

Stan Verrinder

In 1992, Roger Bowen, in his regular feature "Ten Years Ago", in "The Marlow Donkey", wrote some kind comments on an article I written titled, "Railway Bridges across the Thames". After his flattery there was a sting in the tail; he pointed out the omission of a bridge. This was the one near Cricklade in Wiltshire, on the line of the Midland and South Western Junction Railway. Alas, there was more to follow. In the next issue of "The Marlow Donkey", John Sears entered the fray. His revelation was that there was yet another railway bridge which had been missed. This time it was one near Kemble, on the Great Western branch line from Kemble to Cirencester.

Pride dented, there the matter rested, until I happened to hear on Radio 4, in September 1993, the serialisation of Mark Wallington's best seller, "Boogie up the River", a modern version of Jerome K Jerome's 19th century classic, "Three Men in a Boat". Boogie is the dog, and he has disgusting habits, added to which, "He's like Bilko in kennels - he organises poker schools and plans escapes". The book is about the search by boat for the disputed source of the Thames. As Mark explains: "Popular opinion had it that the source of the Thames was near Cirencester in Gloucestershire. But then I met a man in a pub who said: 'B-----ks!' and went on to explain that the source was undoubtedly at Seven Springs near Cheltenham. I passed this information on to the woman in the library and she said: 'The source of the Thames? It's in Crudwell, everyone knows that!' What conclusion Mark comes to at the end of his book I shall leave to the reader to find out for himself. To reveal all would spoil a hilarious book.

Hope began to grow, perhaps I had it right first time, and the two new bridges should not be included. So started my own search for the source of the Thames, albeit by car, and at the same time to have a look at the two infernal bridges. The first step was to view the official source. I found it in Tewsbury Mead, a field just off the A433, just 2.5 miles south-west of Cirencester, marked with an impressively large curved stone. But why was this the source, when according to the Ordnance Survey map, there appeared to be many candidates. Then started the inspection of each of the alternatives, but unfortunately I had chosen the wettest October since 1903. I won't bore you with details of the muddy walks I had to endure, as I stumbled across field after field, in the search of the truth. Suffice it to say that the inside of the car, at the finish of this perilous expedition, took a whole day to get clean. With all the evidence gathered in, and after due deliberation, I came to the conclusion that the Swill Brook was a far better bet. The reason for this is quite simple; where it leaves the official Thames it is twice as wide, and definitely more impressive. And, this agrees with Mark Wallington's "woman in the library".

After the visit to Thames Head I drove to the site of the bridge near Kemble. The line has been closed for years, and of the bridge on the line of the A429, there was no sign, not even abutments. A call was made at Clayfurlong Farm, Kemble, and I found the farmer repairing a gate, and from his description was drawn the sketch section which accompanies this article.

On top was the railway bridge, underneath was the road bridge, which crossed the River Thames. The farmer's opinion was the railway bridge went over the road, and not the Thames. Whether or not the farmer was right, I leave to you.

As I was in Kemble I had a discreet look at Kemble tunnel, which is a tribute to the power of landowners in the early days of railways. The owner of Kemble House managed to have inserted, in the 1836 enabling Act for the Swindon to Cheltenham line, a proviso that the line should be in a covered way near his house. The squire of Kemble also succeeded in imposing various other conditions, one was that a new road bridge had to be built over "a stream called the Thames".

What may be the last bridge, near Cricklade, is not exactly attractive, as the accompanying photograph shows. If anyone has a mad wish to view the bridge, please follow the old railway line from the centre of Cricklade. Do not, at your peril, do as I did, and take the short cut across the wooden footbridge upstream, on which I slipped in muddy gum boots, and nearly landed in the river. The couple that were standing on the bridge, and viewing the flooded Thames full twenty feet in width below, were disappointingly unimpressed when I told them of the historic significance of the bridge.

Now to the true and undisputed bridges across the Thames. It is only to be expected that there are more railway bridges across the River Thames than any other river in the UK. Of the 22 bridges (or should it be 23 or 24?), the Great Western Railway built the most with 10, and the London and South Western Railway, not far behind, with 7.

The earliest, and certainly the most famous is, of course, that built in 1838 at Maidenhead, by the incomparable Isambard Kingdom Brunel. The story of its design, 2 x 128 foot spans with rises of only 24 feet 6 inches, and centreing left to give an illusion of support, is too well known to repeat. When, in 1892, it was widened to accommodate four tracks, the GWR engineer, Sir John Fowler, decided that he could do no better than follow the original design. It is certainly the most handsome railway bridge on the Thames, and many would say the finest brick bridge in the world. It has a further claim to fame as the setting for J M W Turner's world famous painting, "Rail, Steam and Speed, The Great Western Railway", which shows a Firefly class locomotive heading a train crossing the bridge. The picture was first exhibited at the Royal Academy in 1844, and is now in the National Gallery, Trafalgar Square.

The local bridge at Bourne End, and also that at Shiplake; on the Henley branch, were designed by T H Bertram, who was Brunel's assistant and later successor. Not surprisingly, to anyone knowing Brunel's constructional methods, and materials for secondary bridges, both of them started life in 1857, as wooden trestles.

The Bourne End bridge only lasted sixteen years, and in 1873 it has to be rebuilt, but again in wood. The present bridge dates from 1894, and took less than six months to complete. The Shiplake bridge was completely replaced in 1897, and with its cast iron pier cylinders, bears a remarkable resemblance to the one at Oxford (Isis), which was also rebuilt in 1897. Bourne End also has similar cast iron pier cylinders, but differs in that it has lattice work girders.

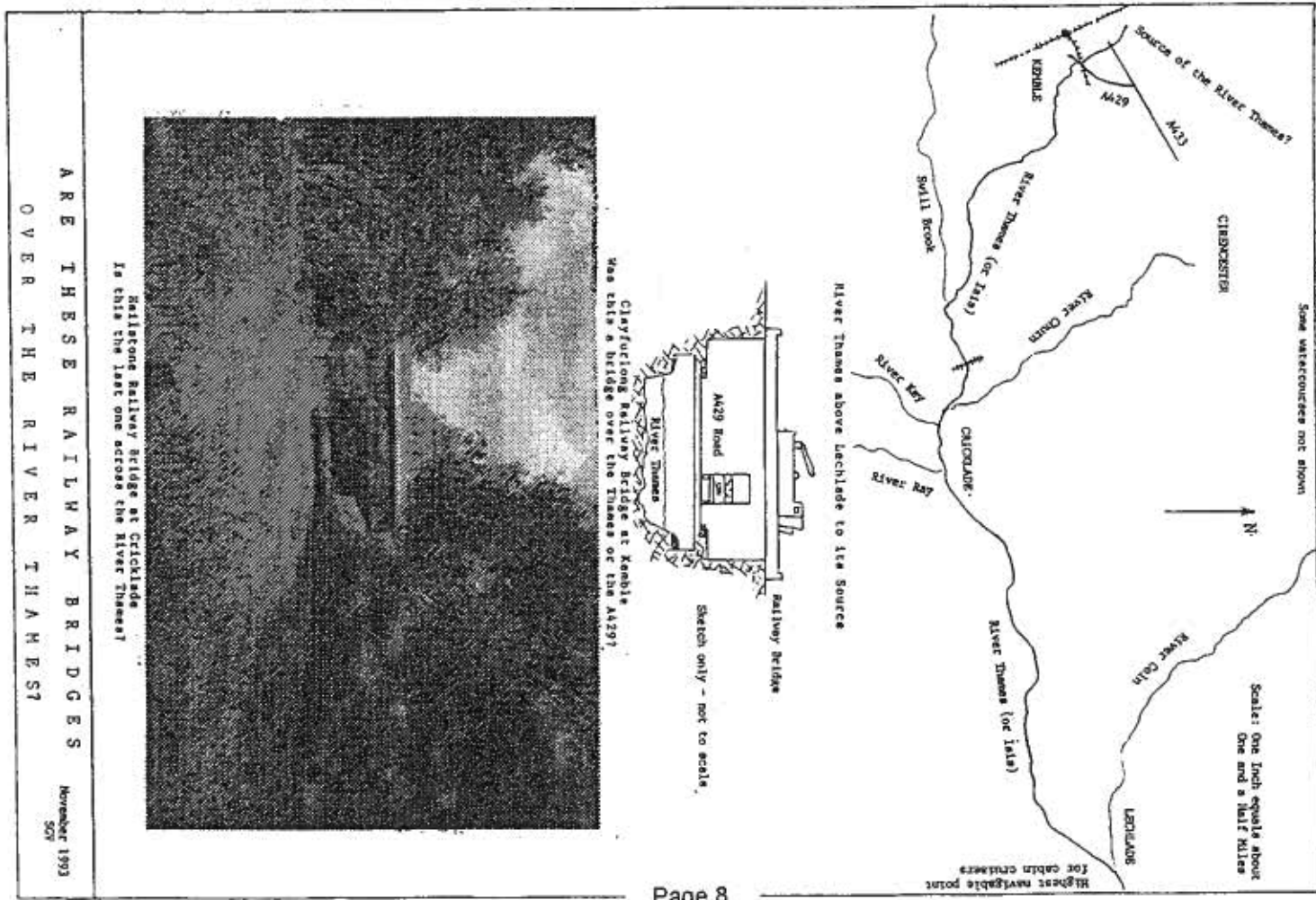
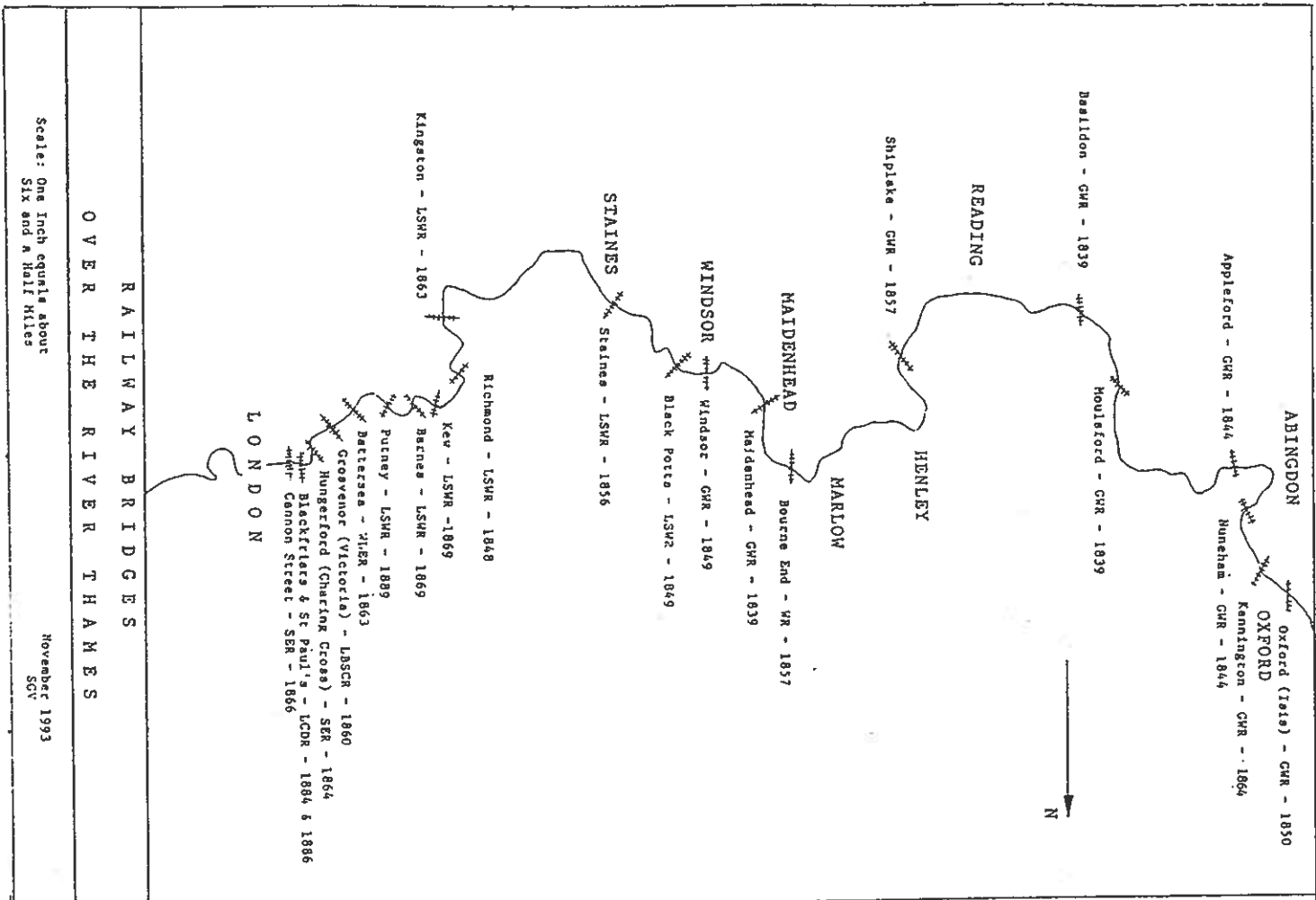
There hasn't been a bridge built this century, although many have been reconstructed, and replaced. The last to be built was St Paul's in 1886. This, together with Blackfriars, has an unusual history in that they started life as separate bridges, but in 1937 St Paul's ended up being merely an extension to Blackfriars. An assistant in the design was H M Brunel, a son following in a famous father's footsteps.

When the GWR, via Slough, and the LSWR, via Staines, were competing to enter Windsor, they had to pay an unusual price for the necessary permission, mainly through the indirect intervention of Prince Albert. This arose because Windsor was in need of road improvements below Windsor Castle, and the road bridge to Datchet was in need of replacement. To obtain approval for their plans the GWR paid £25,000, and the LSWR £60,000, and Windsor obtained its road improvements and a new bridge. The features of the GWR bridge are the large number of flood arches, which Eton College insisted upon, among other conditions, including the banning of an Eton station, and that it is the oldest surviving iron bridge built by Brunel.

Indirectly the Isis bridge at Oxford were involved in moves that led to the downfall of the broad gauge. In 1843 the GWR obtained authorisation to build from Didcot to Oxford, and as a result thought of extension to the Midlands. The proposed extension led to the "Gauge War", and to the Gauge Act 1846, which led down that all future railways, with some exceptions, in Great Britain were to have a gauge of 4 feet 8.5 inches.

Tailpiece

Anyone who has any further interest should read "Thames Crossings", by Geoffrey Phillips and published by David and Charles. It is a good read and covers not only bridges, but tunnels as well.



BROAD GAUGE ENGLISH ELECTRIC!

Mark Hopwood

As the Air Portugal Airbus A320 turned onto Runway 27L at Heathrow, the engines spooled up and flight TP451 began rolling. I was glad to get away from a southern England covered in a layer of thick November fog, as well as the cold British weather. Soon the aircraft was cruising in the sunshine above the Bay of Biscay and I could contemplate my short break in a country with an interesting railway network full of contrasts and variety. We approached a cloud-free Lisbon in brilliant sunshine, gaining a superb view of this beautiful city as we banked over the River Tegos estuary to approach the airport from the south.

Portugal possesses a national railway network operating on a broad gauge of 1.668 metres (5ft 6ins), with locomotives of true British, American and French pedigree, known as the Caminhos do Ferro Portugueses (CP). Although railways in Portugal are largely laid in the broad gauge to be found in neighbouring Spain, Portuguese rolling stock generally has few connections with its Iberian neighbour for Portugal is a fiercely independent nation with strong historical links with Great Britain and this is reflected in many aspects of its railway heritage.

Yet, it was one particular aspect of the British railway connection that was of special interest on this occasion. My brief holiday was based in Lisbon, where I hoped to spend time touring this interesting city and exploring the superb collection of old trams to be found operating a variety of routes up some quite impossibly steep streets! Yet I also wanted to explore some of the railway network, particularly looking out for the English Electric (EE) locomotives sold to Portugal in the late 1960s.

Firstly, and most importantly, the CP 1800s. Ten locomotives were built in 1969 at English Electric Co's Vulcan Works at Newton-le-Willows and shipped to Portugal. These excellent locos are based on BR's Class 50s, featuring the same 16CSVT 4-stroke Turbocharged engine. The cosmetic appearance is similar too, and there's no mistaking the similarity when it comes to sound effects which the Portuguese enginemen have no inhibitions in demonstrating! Of the original ten class members, nine survive, 1809 having been withdrawn in 1984 following accident damage. The class are based at Barreiro and generally work express services to the Algarve coast.

The other EE class are the less powerful 1400s, which can roughly be compared with the BR Class 20. Originally, numbering sixty-seven in total, the first ten locos were constructed by EE Vulcan Works in 1966 and shipped to Portugal. The remainder of the class were constructed between 1966-69 under licence in Portugal by SOREFAME using major traction components supplied by English Electric. The CP 1400s are powered by an EE 8CSVT Engine (essentially half a Class 50 power plant) and work a variety of local freight and passenger services across the CP network.

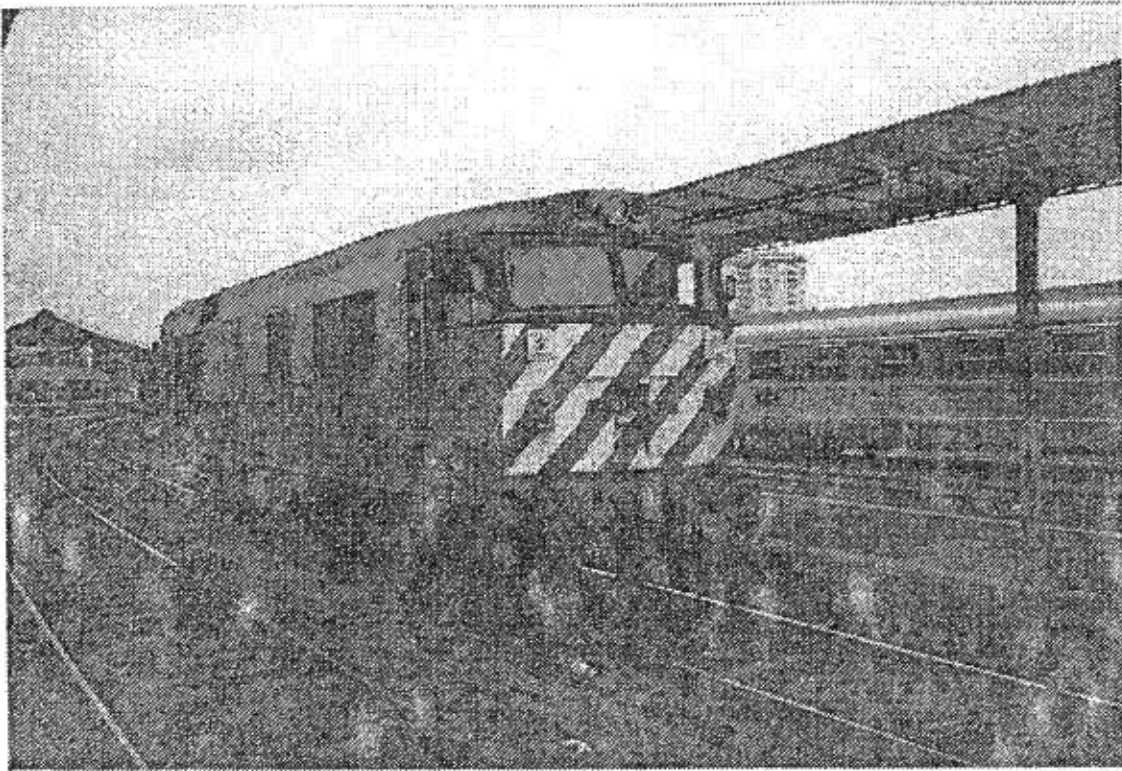
A pleasant Saturday afternoon found me at Barreiro station, reached by a 30 minute ferry journey from Lisbon across the River Tegos. Essentially a small station in a none too salubrious area, Barreiro is the terminus for services south of Lisbon towards Faro and the Algarve, as well as local suburban services towards Setubal. All services here are loco-hauled and, while services are not particularly frequent, the manner in which they are operated is such as to make it particularly interesting to the enthusiast. All services are immediately shunt-released on arrival by the station pilot and the coaches tripped to the carriage sidings. Then, a new engine will run off the shed and a fresh set of coaches are produced for the next departure. So much for efficiency and productive use of resources!

Upon my arrival at Barreiro initially, it was the American built 1500 Class that were in predominance with loco 1501 in charge on Train IR893 16:00 Barreiro - Beja. I elected to join the following departure with sister engine, 1507, in charge on Train 3801 16:35 Barreiro - Praias Sado. The 1500s are the CP's oldest mainline locomotive and are immediately identifiable as of American origin, being typical North American 'road switchers' of their period. They were manufactured in 1948 by ALCO at Schenectady, N.Y., U.S.A. All are now based at Barreiro, from where they work on locals to Setubal/Praias Sado, as well as some secondary services to Beja and Funcheira. The class also see utilisation on freight traffic in the area.

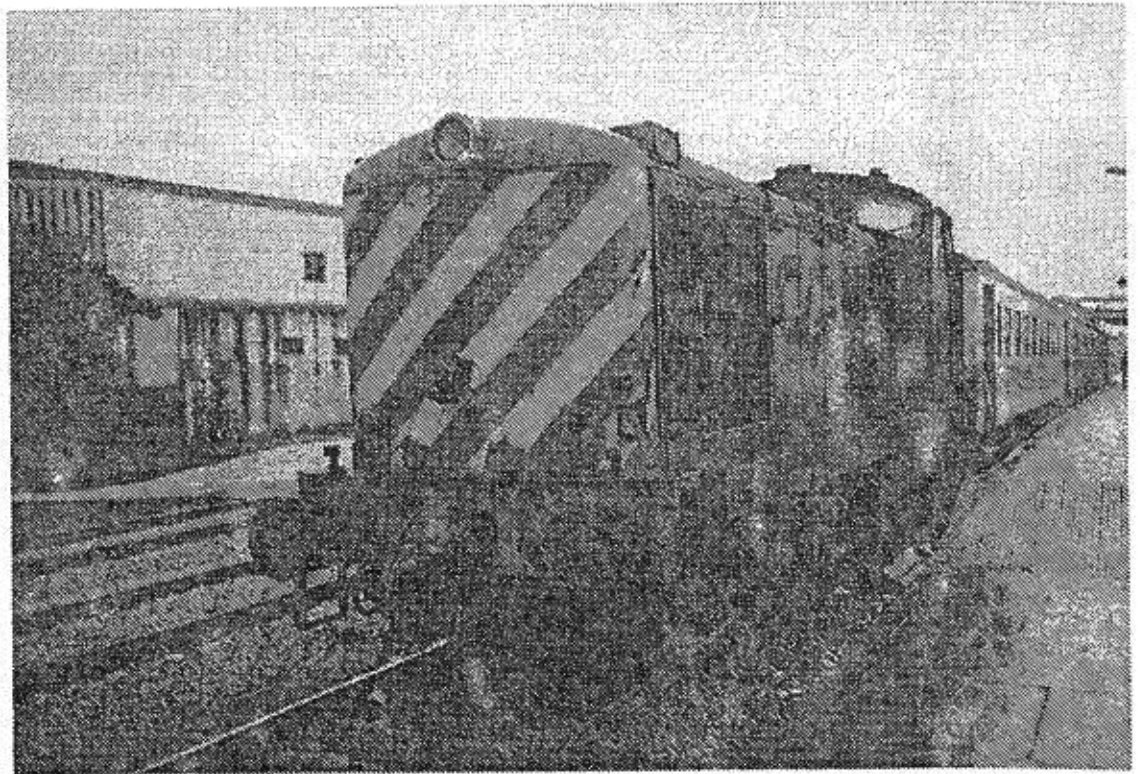
Loco 1507 made a noisy departure from Barreiro, the noise of the engine not a million miles from that of BR's Sulzer powered family of locos. We accelerated through the suburban environment and out into the rural hinterland. I alighted at Pinhal Novo, the first major station outside Lisbon and watched the service depart before following the local inhabitants across the mainline to the station building. The newly constructed footbridge apparently is only for decoration!

American built 1501 stands at Lisbon's Barreiro station with an express train bound for Beja in November 1993. (Photo: Mark Hopwood)





CP's 1800s are pure English Electric, being essentially a Portuguese Clas 50. Here 1802 trundles off to Banierio shed having just hauled an express in from Faro. (Photo: Mark Hopwood)



Another Electric Electric thoroughbred is 1446, very loosely a BR Class 20, pictured here on a local at Pinhal Novo. (Photo: Mark Hopwood)

While stations in Lisbon have up to date PC technology to issue the tickets, such modern advances have yet to reach the less developed areas. My ticket from Pinhal Novo was an Edmondson card with the date stamped on the rear with an original style green ticket stamping machine, as per old British practice! Indeed, throughout my visit it became increasingly clear that the CP has a long way to come before it reaches the level of service offered in the more prosperous nations of Europe.

My return service to Barreiro arrived dead on time with English Electric loco 1465 at the helm making the familiar dubbing sound with its three carriage load. One would have thought that, after 25 years or so, the inhabitants might have become accustomed to the sound of English Electric engines being revved hard as they accelerate their trains away from station stops. Apparently not, for all heads turned as 1465 played to the audience with a classic display of what makes English Electric engines so special - the ability to make the right noise when revved hard.

I returned across the Tegos to Lisbon, after observing my first Portuguese 'Class 50' in form of 1803, arriving on the afternoon express from Faro. I managed to explain to the CP Driver that I worked for BR and he invited me up onto the footplate. The cab interior was very similar to that of the BR Class 50s, although with a few concessions to continental practice, such as the replacement of the power handle with a wheel-like device.

On Sunday morning I rose early and made my way to a morning ferry to Barreiro for a special treat. I knew from consulting my CP engine diagrams that train IR871 08.35 Barreiro - Vila Real de SA Guadiana was booked for a pair of 1800s. I could only turn up and hope that the CP would produce the goods. Sure enough, as I walked down the platform past the six carriage train, there was not one, but two, 1800s idling at the head of the train, consecutively numbered 1807 & 1808.

We departed on time and a somewhat noisy departure as the super-powered duo made mince-meat of the mucky mouse load. Class 50s always demonstrated excellent acceleration capabilities, but this outrageous pair were in the Formula One league. I enjoyed a superb thrash south as far as Grandola, where I alighted for a short wait, to join the up service from Vila Real, which arrived with CP 1803 in command at the sharp end. I sat in the front coach, a Buffet vehicle, and was thus able to view the interesting spectacle of the CP Buffet crew and Conductors sitting down to a specially prepared lunch, accompanied with copious quantities of the local red vino! Quite clearly, there is no such thing as the 1992 Transport & Works Act in Portugal!

CP 1803 provided a spirited run back north towards Barreiro, where I made a couple more trips on the Setubal locals, firstly to the suburban station of Alhos Vedos, with 1503 out and 1524 back. This was followed by another trip out to Pinhal Novo with English Electric 1446 out and ALCO 1501 back to Barreiro, followed by a return by ferry to Lisbon.

On the last day of my short break, Monday, I visited Lisbon's main station, Santa Apolonia, from where international services across the border to Spain and France depart from. This is altogether a much grander affair, with all services in hands of CP's small fleet of 25 KV Electric Locomotives.

I arrived to find the stock for the 'Sud Express' in the station awaiting departure. This train is advertised as a through service to Paris, although, in reality, only one carriage runs through from Lisbon - a SNCF Corail Couchette car. Another couchette car comes from the Porto portion of the train. Since the train has to change gauges at the Spanish/French border-point of Hendaye, the number of international cars is kept to a minimum.

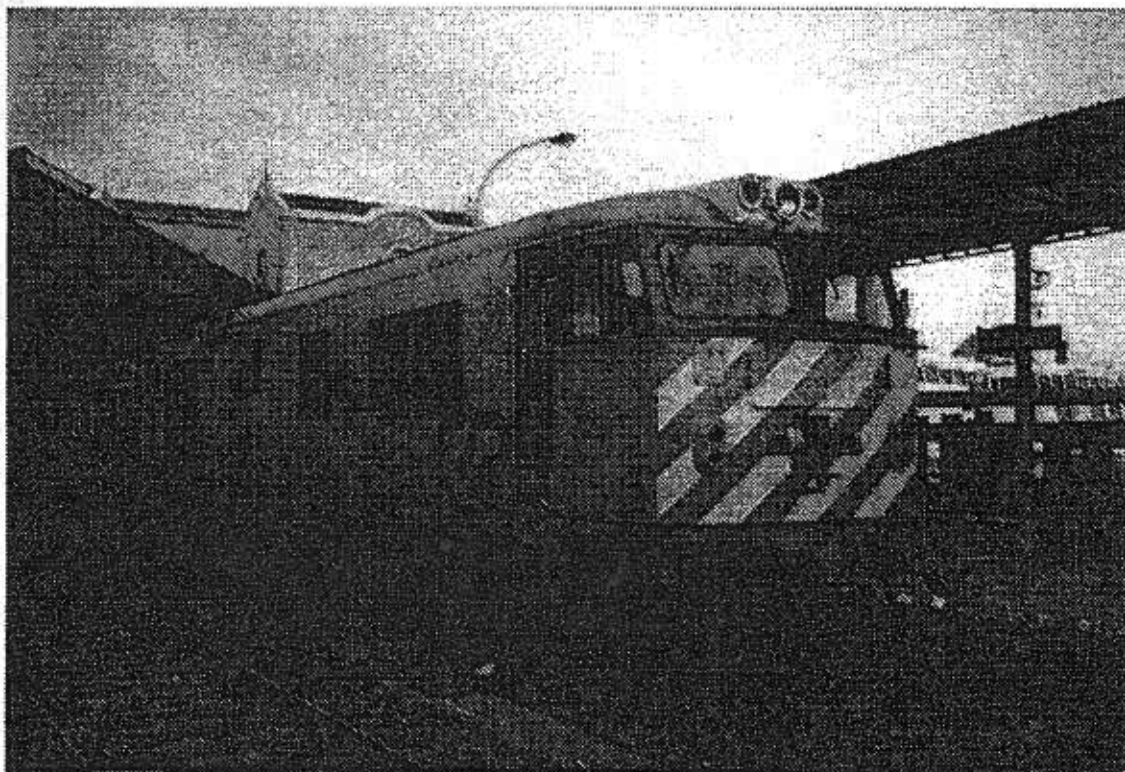
While in Lisbon I stayed in a pleasant hotel which overlooked one of the routes out of Santa Apolonia station in a fairly modest cutting. Traffic on the route was light and generally unobtrusive with a number of local EMUs passing. However, the route also served as an avoiding route from some freight services to route through Lisbon. I noticed some interesting railway operations from the comfort of my hotel room, including the passage of day and night TALGO services to and from Madrid.

These unique trains take some getting used to visually, although I have yet to travel in one. Each service is formed with a complete articulated train from which the usual bogies are absent. Instead, each coach is carried at one end on a single pair of wheels, with a special kind of suspension, and supported at the other by the next coach. One day and one night train operate in each direction between Lisbon and Madrid.

One particularly memorable service that passed the hotel proved the exception to my comment that services generally caused little disturbance. On the Saturday evening, with wet rails following some rain, a Class 1901 diesel was making its way out of Lisboa with a train of thirty or so loaded ballast hoppers for use on weekend engineers work. I heard the train some five minutes before it was actually visible, such was the sound of this French built engine as it staggered up the bank. Now if they had put an 1800 on that train...!

While in Lisbon I also took the opportunity to explore the tram network, which dates from over 80 years ago and has changed remarkably little. Many of the vehicles that still operate the system date from well before World War II and the names of well known firms from locations such as Sheffield emblazon ironwork through out the system. It strikes the first time visitor as a somewhat eccentric shambles, which all adds to the appeal, of course! I watched with sheer incredulity at some of the gradients that the vehicles tackle. One afternoon I had the good fortune to find a broken-down tram, which a small group of staff and local hangers-on were trying to couple up to another tram sent to rescue it. All went rather smoothly until they realised the coupling was buckled. The solution? Well, you wave your arms madly to stop the traffic in the street, reverse the assisting tram back about 200 yards and then proceed to accelerate towards the failed tram while some poor soul holds the coupling in the air!

As you can see, this proved an eye-opening short break and it was with a firm attachment to Portugal and its transport network that I returned to Heathrow in my Boeing 737-300, albeit with an aborted landing attempt on Runway 09R due to another aircraft on the runway!



1802 prepares to depart Barreiro with an afternoon express for the Algarve. (Photo: Mark Hopwood)

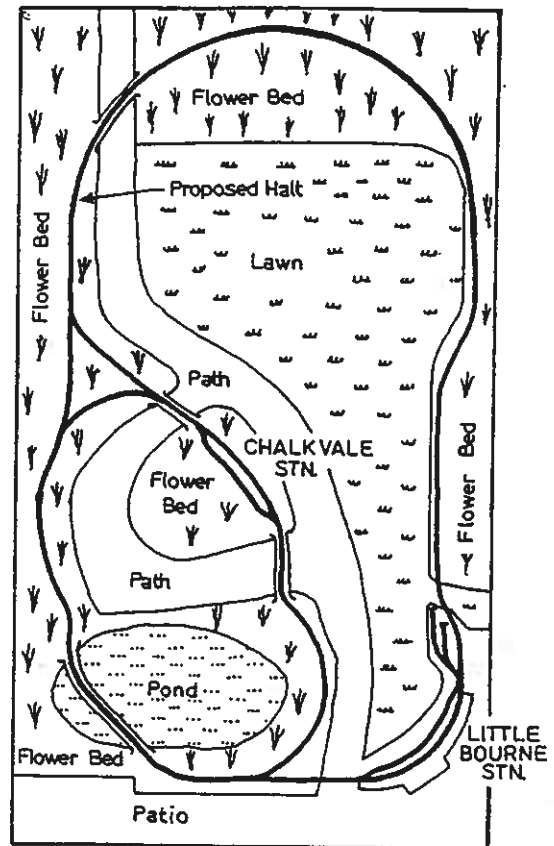
THE CHALK VALLEY LIGHT RAILWAY

Julian Heard

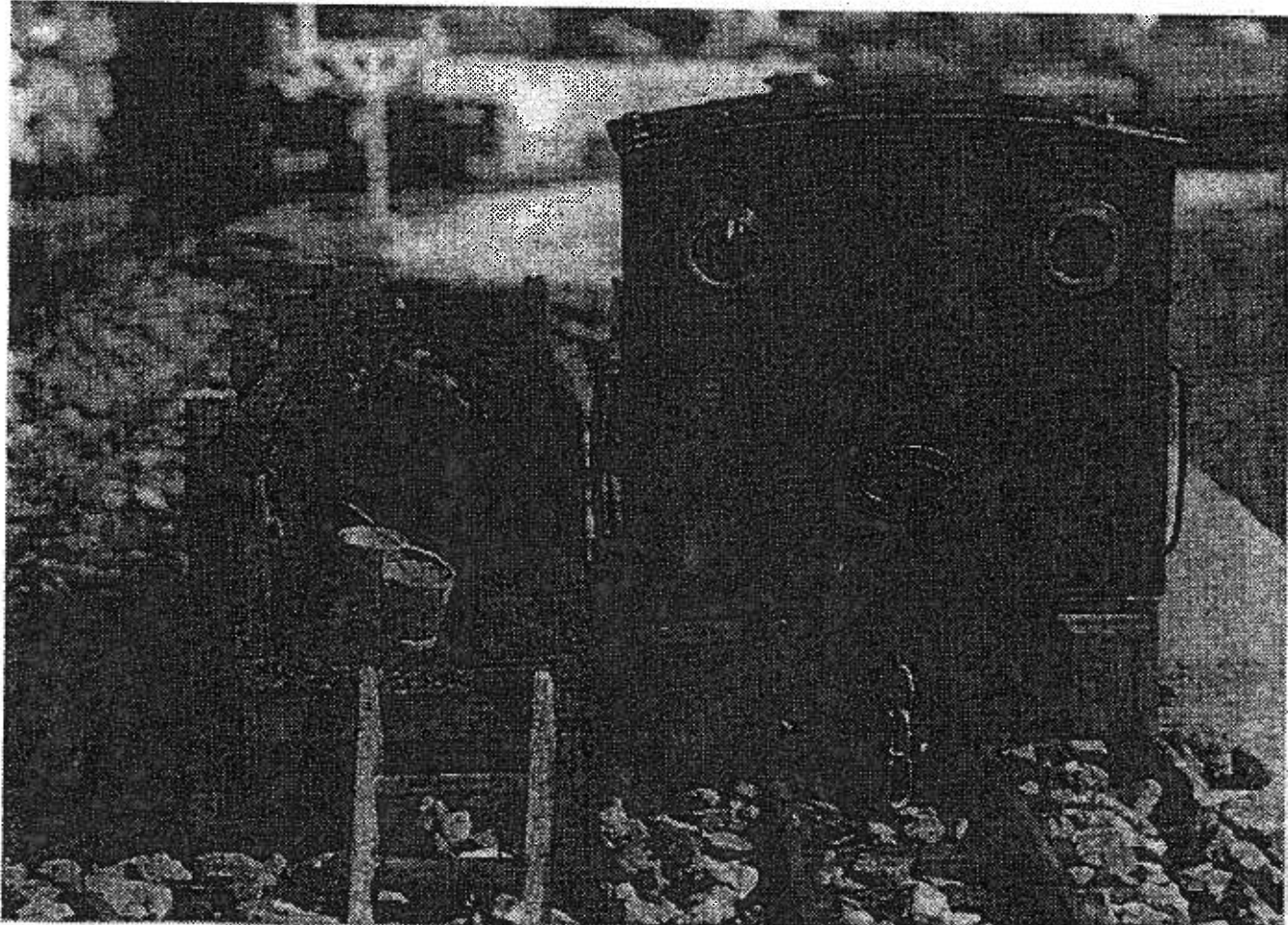
"Have you ever dreamed of owning your own railway?" For most of us the concept remains but a dream, yet in the depths of South Buckinghamshire lurks a fully operational steam railway under private ownership. What's more anyone can realize their ambition to drive a real steam loco with a minimum of tuition. Bet that's got you thinking! So where is this line? Well, it is not widely known but many, many years ago in Bourne End, a narrow gauge railway was constructed to move large quantities of Watercress from the old beds beside the Marlow Road to an exchange siding near the Marina. To make best use of the line, it in fact crossed the A4155 near Blind Lane and terminated in the vicinity of 58 Chalklands thus providing a very local service to the residents. Of course most of this line has vanished with little (if any) evidence of existence. However, traces of the old line were located in Chalklands and has now been resurrected with not inconsiderable earthworks (while my wife was away). A new 45mm gauge railway now encircles the garden as a tourist attraction.

Seriously, I am actually talking about a model garden railway but obviously a little imagination all helps to set the scene. The railway evolved a few years ago when I took a fancy to a 'G' scale (representing metre or 3 ft gauge) loco and my wife promptly bought it for me as an anniversary present. This was a bad move on her part as any complaints about playing trains are met with the simple answer; "Well, you started it!". For a while the engine took pride of place on the mantelpiece, but thoughts quickly turned to having somewhere to run it.

The next stage came as a result of a visit to the Ambledown Valley Railway at Cookham, a beautiful garden line in 16mm on 'O' gauge track built by Dave Pinniger, who is well known in this field of modelling. This provided the inspiration I needed and with more than a few helpful tips from Dave, a circuit of track took shape around part of the garden. As previously stated, the boss was away so there were no objections from the (very) local planning officer. (Well not until it was too late!) Not surprisingly, track laying is a little more involved than connecting a few pieces of OO on a table-top and care taken here has ensure relatively trouble free running. Leaves imported from BR and snails being responsible for most problems. Has anyone got a gauge 1 bubblecar converted as a 'Sandite' unit?



CHALKVALE
LIGHT RAILWAY



As with so many things in life, the railway has evolved from small beginnings due not least to the horrendous cost of the permanent way. The original line (see diagram) consisted of a small oval of about 33 yards with a single passing loop, the circuit involved the construction of two lift out bridges and a masterful feat of engineering to cross the pond. Additionally, quite a substantial amount of earth had to be moved 'navvie style' to provide a level trackbed. Apart from minor improvements this served its purpose for a couple of years until resources were available to go right around the garden (as per the plan).

As I wanted the line to be a feature of the garden, I deliberately avoided simply raising the track on wooden planks, thus, it either runs at ground level in the flowerbeds, is built into the paths or runs over low walls. Although this necessitates considerable maintenance in clearing plants and weeds, the line blends in with the garden and offers excellent photographic opportunities.

As a point of interest to anyone contemplating a garden railway, I started with rails wired for two rail operation like conventional Hornby. This is fine if you enjoy track cleaning (approx 100 yds of it). My solution has been to construct a box car with a small lead acid battery which works very well and provides instant running for the casual visitor. On the motive power front the railway has advanced considerably with three live steam locos as well as a few electrics. Obviously, steam is the preferred power as it offers far more interest for both the operator and onlooker. However, live steam was quite a long time coming due to cost. Fortunately, two relatively cheap second-hand engines came my way, followed more recently by a new one. Collecting the first live steamer was quite an experience, involving a trip to Preston where a long engineer has taken over the now closed Withnel station. Catering for all gauges up to 7.25 ins and with a variety of demonstration lines on the old trackbed, a very pleasant afternoon was had by all. Needless to say, the first running trials and clearance tests on my line took place at a very late hour.

For those that are interested, the steam fleet consists of the following:

"BERYL" - Merlin Maestro 0-6-0 gas fired, old, faithful and running much better for the Alan Wheeler touch. (Thanks Alan)

"Lady Helen" - Early Roundhouse 'Lady Anne' class 0-4-0. Meths fired and also getting on a bit.

"Caroline" - Roundhouse 'Jack' class 0-4-. Gas fired and a delightful little engine.

All are radio controlled.

Other locos include a Bachmann "Big Hauler" American outline 4-6-0 (incidentally Bachmann provide a very cheap way of getting into the garden railway scene). Two highly detailed LGB engines, a couple of freelance works diesels and, yes, a 'Mamod'! Hands up all garden modellers who haven't dabbled with one of those infernal wagglers? Yes, I am still talking about a steam loco, if you can call it that.

Rolling Stock is mainly freelance and scratchbuilt from plastic or plywood. Bogie coaches number six, of which four loosely resemble I-o-M 'F' stock. Other coaches consist of four closed and two open 4-wheelers. Goods stock totals sixteen vehicles including the battery box van.

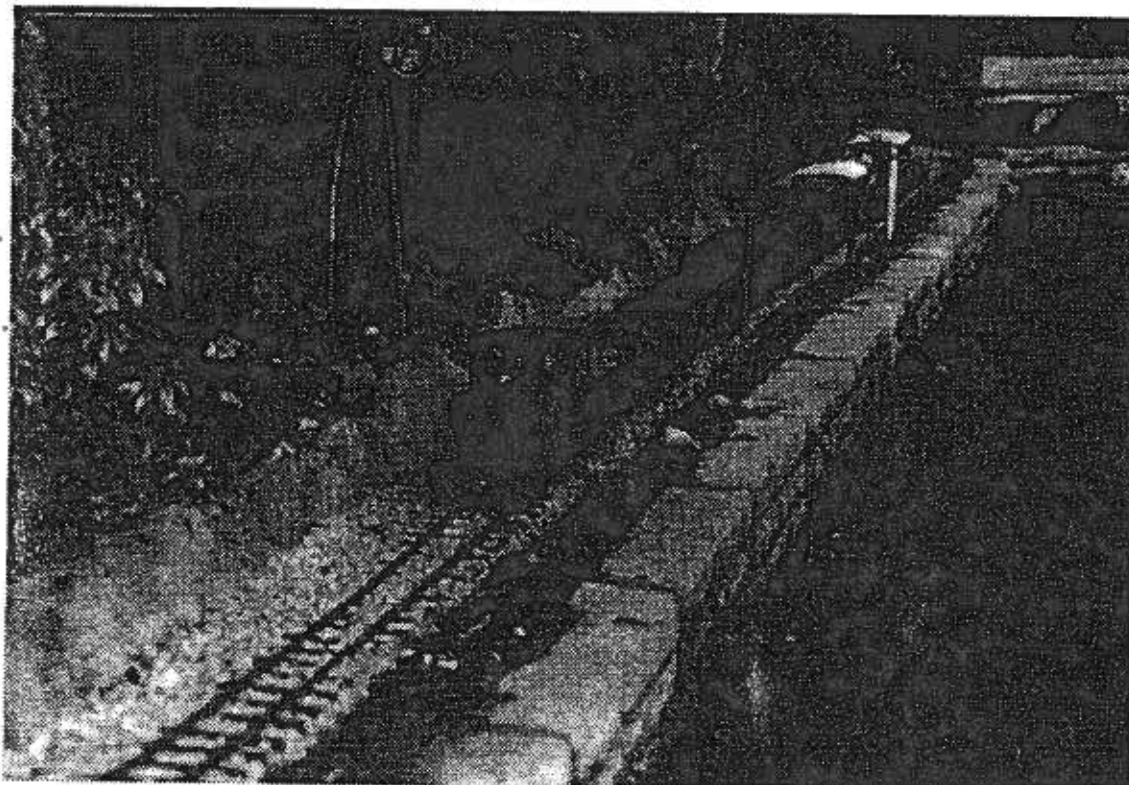
To ensure running at any time of day, winter or summer, all coaching stock is lit, providing quite a spectacle during night running, albeit that the company receives numerous complaints from the passengers in the winter as many of the windows are fixed in the open position!

I haven't gone for the very fine detail in any of the rolling stock, I simply work on the philosophy that if it looks right from a few feet away then its okay for garden running. I have, however, tried to aim for an authentic look rather than something that simply resembles a carriage such as the Beconscoot image.

Surprisingly, building your own stock can work out quite cheap: the average wagon costing only £5.00 - £6.00 including wheels and couplings.

So that's a little about the Chalk Valley Line. Not 12" to the foot may be but nevertheless resembling something of an authentic narrow gauge feel. For the purists among you I know its only playing trains but it does use real steam, smells of hot oil and takes up a lot of time, that surely is not so very different from playing with the real thing? As for the future, there is not much scope for any further extensions, as housing developments prevent a return to the marina, so development will consist of enhancing the lineside atmosphere with buildings etc plus more rolling stock.

Visitors are always welcome and if you have 45mm gauge locos to run, so much the better. Hopefully, I will host an open day this summer so come along and see what it is all about. Incidentally, the line was recently used to review a quarry loco called 'Gertrude' for Garden Railway magazine (due in one of the spring issues).



HUNDRED YEARS OF STEAM ON SCHAFBERGBAHN RAILWAY

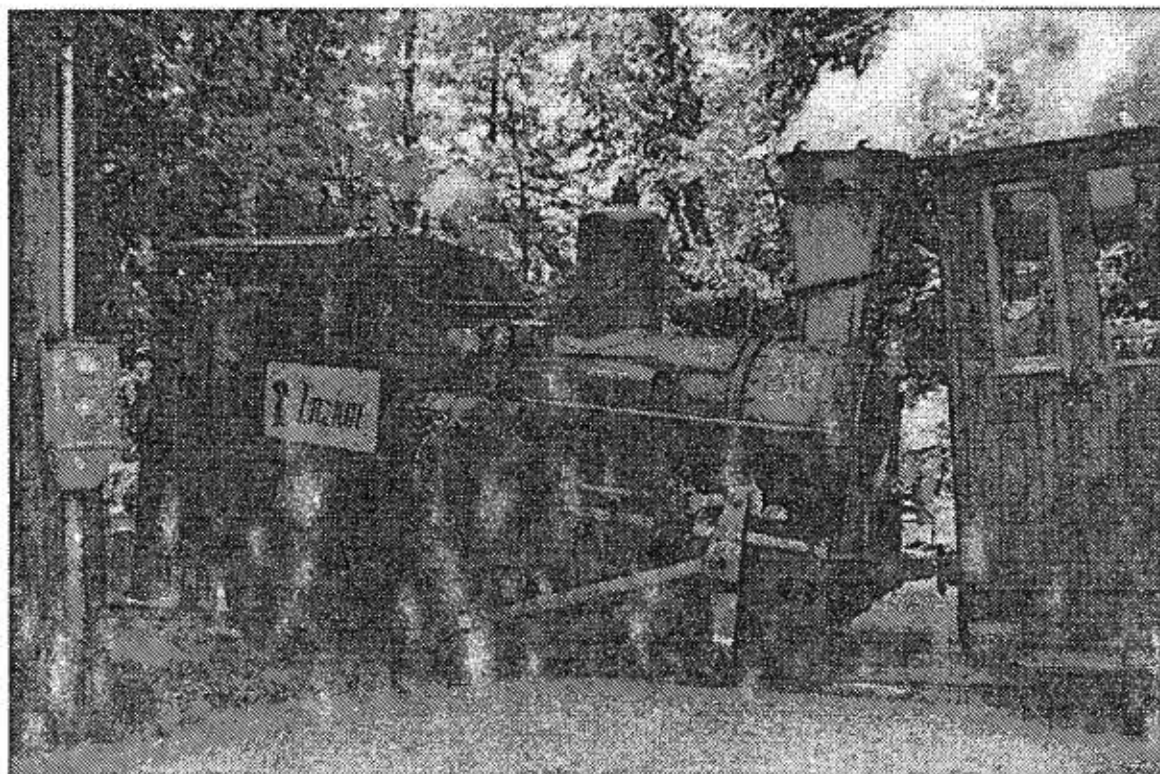
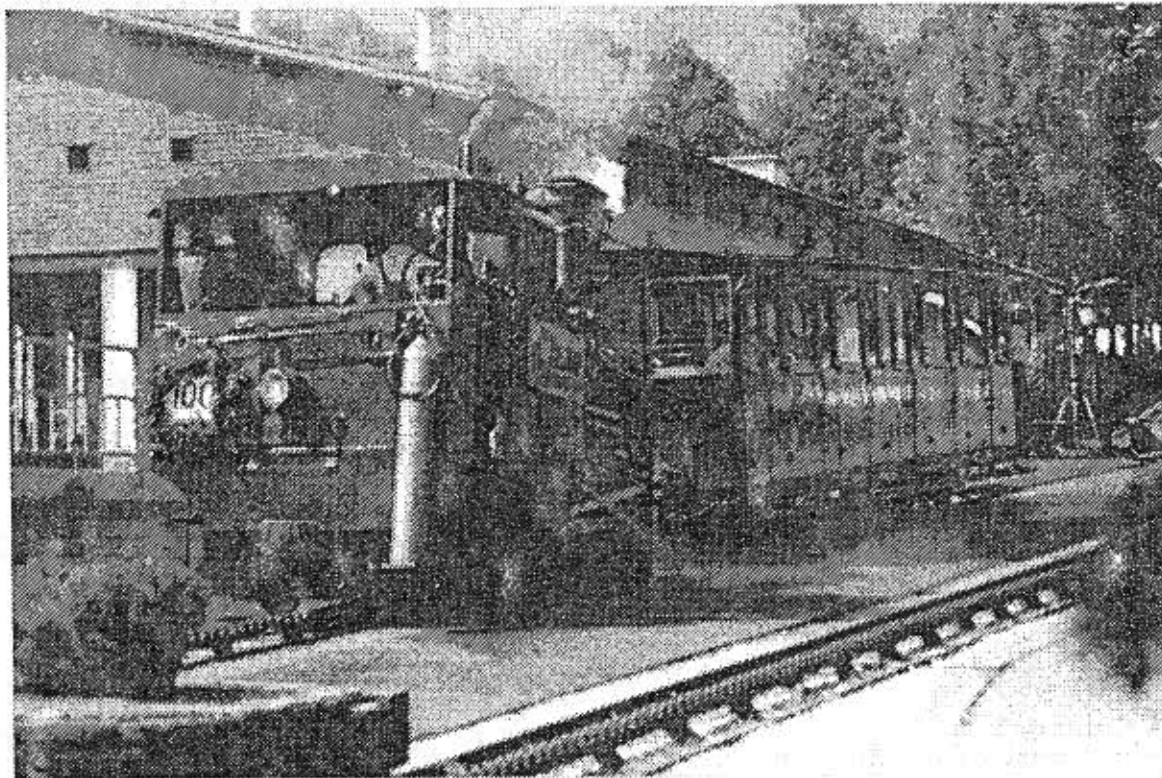
Martin Sherwood

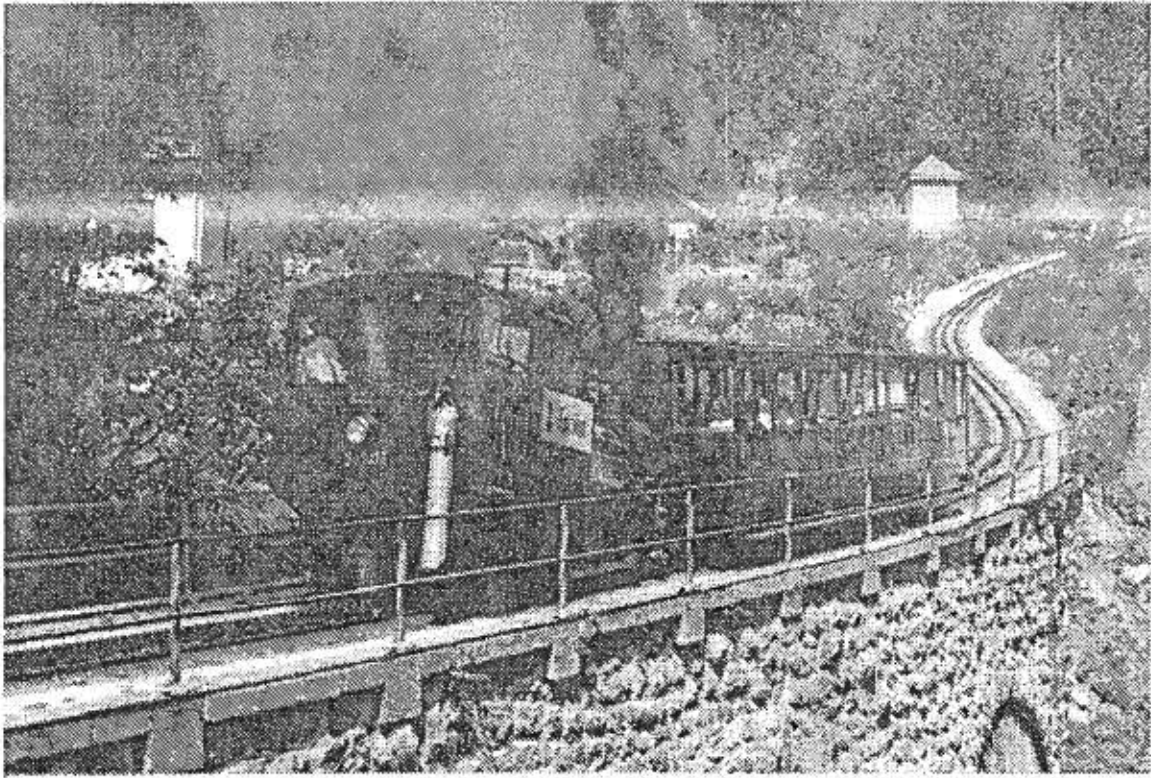
This year we went to Austria for our holiday and stayed in St Wolfgang, 35 miles from Salzburg. The railway was only five miles walk from the hotel.

In 1892, construction of the railway started, a rack and pinion railway with 1m gauge. One 24m long viaduct, many stone bridges and one tunnel near the summit were built.

The journey to the mountain hotel on the summit at 1732m takes approximately one hour.

The working of the railway is interesting, first the diesel railcar departs St Wolfgang, then after about ten minutes the three steam locos depart at about two minute intervals each pushing it's coach.





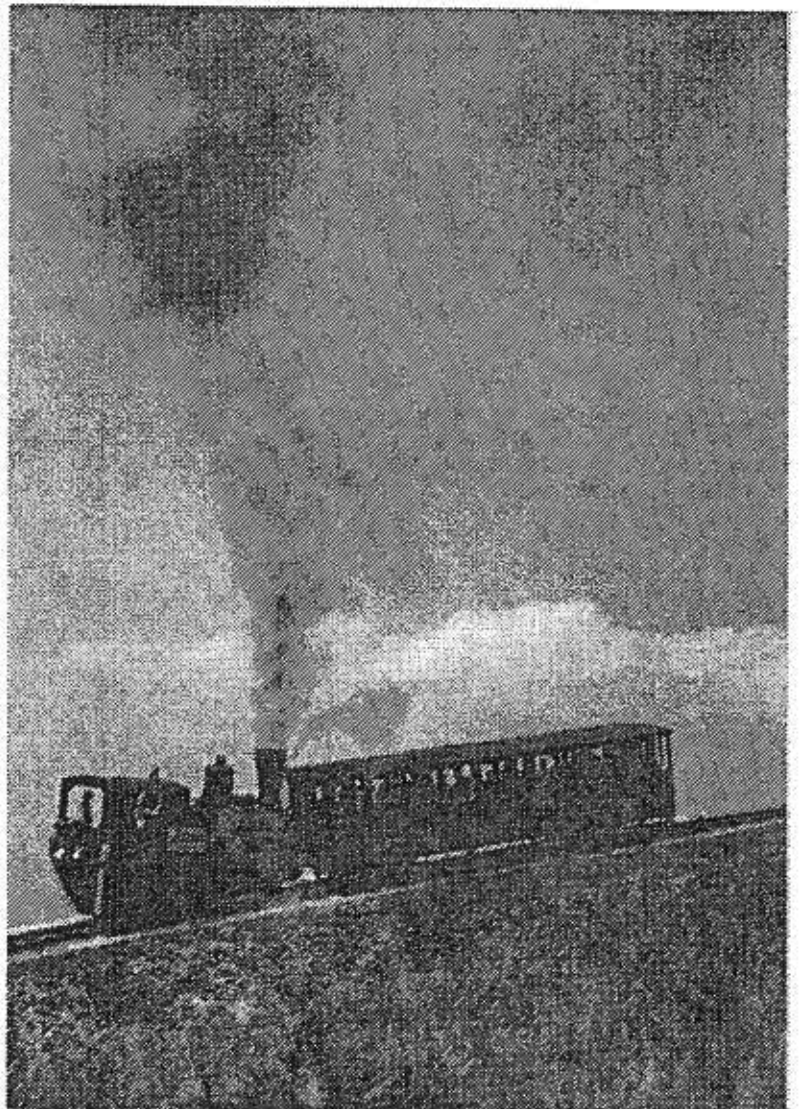
TOP LEFT: No 999.106 leaving St Wolfgang station. The rack can be clearly seen as can the 100 years plaque on the rear of the loco.

BOTTOM LEFT: Going over level crossing near the station, No 999.10.2.

ABOVE: Crossing bridge, No. 999.102 again. the track is very steep here. See the smoke!

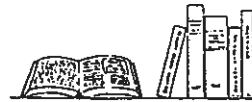
RIGHT: No. 999.106 near the summit. The track here is on the edge of the mountain.

All photos: Martin Sherwood



BOOKSHELF

Alan Costello



BRADSHAW'S JULY 1922 RAILWAY GUIDE

David and Charles

ISBN 0 7153 8708 1

A timetable that takes you back to the days when hotels boasted electric lighting, orchestras and omnibuses that would meet every train. You could leave Aberdeen at 12.50pm and arrive at Penzance 24 hours later. At that time trains seem to serve every city and town in the country - places that now either have no station or even a railway. A couple of interesting timetables included are for the Lynton and Barnstable Light Railway and the St Helier to Corbiere railway on Jersey.

BRITAIN'S RAILWAYS BY NIGHT
Oxford Publishing Co

C Marsden & B Morrison
ISBN 0 86093 431 4

A change from the normal collection of photos. All pictures are taken at night, the majority at stations or on shed, but some are taken when the trains are on the move. These pictures have only been taken with the knowledge of the train crews. All pictures include technical data giving camera and film speed together with exposure details. Forty years from the early 50s are covered with photos of all kinds of traction.

RAILWAYS - AN ANTHOLOGY
W. Collins

Jack Simmons
ISBN 0 002156656 3

This is a collection of comments on railways in the British Isles covering a period from 1615 to 1989. It includes poems, excerpts from books and reports and even letters. In fact, one letter to The Times in 1864 complains about the pollution caused by trains between Slough and Wycombe. It is split up into twelve sections including Pre-history, construction, speed, travelling and stations. Yet another book to dip into when there are a few minutes to spare.

TWENTY-FIVE YEARS AGO

Roger Bowen

A feature of railway life that all have known is the numerous administrative changes that have occurred in the running of the railways. In 1994 it is privatisation, 25 years ago on 1st January 1969 the major provisions of the Transport Act 1968 "the most far reaching reshaping plan for the nation's transport since 1948" came into power. The immediate effects on British Railways was that the Freightliner, Sundries and road carriage services became the responsibility of the National Freight Corporation. As a result, BR was relieved of a £20 million a year deficit. Government grants were to be available to cover socially necessary lines that did not pay. The Board's commercial interests were extended so that BR workshops would be free to manufacture for outside industry, stations to provide for motorists, etc.

Other news - January 11th saw the end of regular steam haulage of international trains on the SNCF main line between Calais and Amiens. On that date the last Pacifics to run in France were withdrawn, all ex-PLM locomotives of classes 231G and 231K.

The first of ten 2,700 hp Co-Co diesel-electric locomotives built by the English Electric Company Ltd for the Portuguese Railways had been delivered to Lisbon. They were designed to haul the Lisbon - Paris expresses from Lisbon to the Spanish border at a maximum speed of 87.5 mph

NAMEPLATES OF THE BIG FOUR
Oxford Publishing Co

Frank Burridge
ISBN 0 0902 888439

A book published in 1976 but I have not seen another book on the subject since. Soon after the last war the author produced four small books, covering the four regions showing the various styles of nameplates. This book is an updated "combined volume". It lists all nameplates carried by the big four companies and then covers the Standard classes and finally electric and diesels named up to the early 70s. There are a large number of photos showing the various styles of nameplates together with measurements - very useful for modellers.

RAIL CENTRES - SHREWSBURY
Ian Allen

Richard Morris
ISBN 0 7110 1571 6

My first visit to Shrewsbury was in the early hours of a Saturday morning in January 1962 when I was travelling on a Footex from Weymouth to Morecombe. It was very quiet at that time. This book tells of the times when it was very busy. In steam days it was the crossing point of the Paddington to Birkenhead G.W.R. and the Northwest to South Wales and S.W. England lines. All the main classes of engines running on the G.W.R. and L.M.S. could be seen on passenger trains together with a very busy freight service.

The history of other lines in the area are also covered including the Shropshire and Montgomery Light Railway. An appendix lists loco allocation at the 2 sheds at various times during this century.



Her Majesty the Queen formally opened Stage 3 of the London Transport Victoria Line from Warren Street to Victoria on 7th March 1969. This completed the original line from Walthamstow to Victoria. A Light Railway Order was granted on 1st April 1969 for the section of the Dart Valley Railway between Buckfastleigh and Totnes; regular services started on 5th April with an official opening by Lord Beeching on 21st May.

Delivery commenced of the latest batch of Mark 2 coaches, the Mk 2B from Derby Workshops for the Western Region. They had a number of design differences from the previous Mk 2A coaches, the most noticeable being wide wrap-round external doors. Four types totalling 111 coaches were being delivered, being corridor 1sts, open 2nds, corridor brake 1sts and open brake 2nds.

Finally, a note on a line still very much in the news - after the sudden cancellation of many of its advertised steaming activities at Bridgenorth, the following statement was issued by the Severn Valley Railway Society; "Contrary to rumours circulating the Severn Valley Railway Society is still rapidly progressing forwards with its aims of re-opening the picturesque Severn Valley Line between Bridgenorth and Hampton Loade in Shropshire and is still awaiting the decision of its Light Railway Order application".

crossing and a short note by yours truly on a long forgotten narrow gauge line in West Wales. Steve Medling had an interesting article on the previous summer's visit to the Severn Valley Railway. There was an interesting report of the visit of a Hastings Line 6 car diesel unit to Bourne End on a railtour in February 1984. The final article in the "Donkey" was a detailed one by Mike Walker on the Pennsylvania Railroad class GGI electric locomotives.

TEN YEARS AGO

Roger Bowen

The Chairman's notes referred to the departure of our Treasurer, Stan Verrinder, whose work had taken him to Eastbourne and thanked Mike Walker for taking over from him. A further change was that Pete Greateorex took over as Secretary.

A familiar article was one called "Forty Years Back" by Bas Woodward - a resume of Railways in the last years of the war - 1944. Other articles included one by John Sears on a minor accident he witnessed on a level