

# THE

March 1995

73

# MARLOW DONKEY



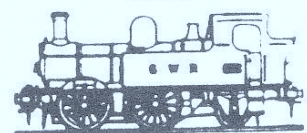
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PHOTOGRAPHIC COMPETITION RESULTS

WHAT'S IN A NAME?

25 YEARS AGO

LATEST LOCAL NEWS



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**The Quarterly Magazine of the Marlow & District Railway Society - No. 73 - March 1995**

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Welcome to the new look A5 'Marlow Donkey' This issue is the first to appear in our revised design. I would appreciate members' comments and apologise for the rather slim volume which reflects the difficulties in setting up the new format. There are lots of articles to come next time around! **Mark Hopwood (Editor)**

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## CHAIRMAN'S NOTES

I had been wondering what to write in this column this quarter when I received a letter from David Gardner with the sad news that the doyen of British railway enthusiasts, Kenneth Leech has finally passed away on 2nd January at the grand old age of 102! Unlike David, who struck up quite a friendship with his nearish neighbour in recent times; Eddie Lewcock who worked at Westinghouse at the same time as him; or Wally Richards who has fond memories of firing Castles on the GW mainline while the official driver adjourned to "the cushions" leaving Ken to run the locomotive (very professionally as well); I never got to meet this remarkable man, yet I feel a real sense of loss. As those of you who saw the interview with him in January Railway Magazine (sadly a prophetic but worthy obituary) will know he had enjoyed a unique overview of nearly a century of British railway history. Just think what he had witnessed. The full glory of the Pre-Grouping Years, the rise and fall of the "Big Four", Nationalisation, Dieselisation and the now the break up of what had been the world's greatest railway system. The latter was probably the last straw for Ken, to quote David's letter " he probably decided it was time for him to go as he'd done everything worth doing anyway". Members will be glad to know that Ken was active almost to the end, mountaineering and riding a motor bike into his 90's and driving a car to the ton. David saw him at Chippenham station to greet "King Edward I" last year and, yes, he visited the footplate, no doubt to offer advice on the correct handling to the BR driver. Ken finally went into hospital on Christmas Eve and was to have been discharged the day he died. 6024's run on 5th February was dedicated to his memory. I'm sure he was looking down from the great MPD in the sky.

Ken Leech's passing is the latest in a long line of the great names which many of us grew up with. Earlier last year we lost O.S. Nock and Robert Jarvis, who redesigned the Bullied Pacifics with such success. I was amazed to see that Steam Railway, whilst printing an obitury to the latter, completely ignored Ossie Nock other than to report how much parts of his collection had fetched at auction. How odd? Surely as the writer of more railway books and articles than anyone else (who among us hasn't at least one of his titles in our collections?) he was worthy of an obituary, but perhaps that's asking too much from Nigel "Mushy Peas" Harris and the Steam Sun, not a sensational story for his taste and Ossie was a firm GW man! And we mustn't forget the final member of the Bath/Chippenham trio, Ivo Peters, who we lost several years ago.

I trust that a new generation of enthusiasts is going to fill the void. At present it seems we are all getting older without new blood coming along. In our club, many of us are in the senior class or of my age group, only our Editor represents the next generation. Perhaps his peers will join us as they get older.

Members were in vociferous mood at January's AGM raising enough points of contention to give the committee plenty to consider at its meeting the following week. Among the items discussed was the future of the Annual Photographic Competition. It seemed that there were as many differing views as there were attendees so no real conclusions could be reached. As promised, therefore, we are enclosing a questionnaire with this issue to try and establish your true feelings and allow us to plan the most popular course of action. Of course, we cannot hope to please you all of the time but we do hope to please most of you., but it's up to you to do your bit by thinking about and filling in this questionnaire. Hopefully we shall get a near 100% response.

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Personally, I like the existing format but will be happy to go along with whatever the majority want. I was disappointed to hear members say they do not enter because they consider their work not good enough. We have always tried to keep the competition informal, that's why we do not get in an outside judge who would probably look for technical merit. Instead we hope the membership pick what takes their fancy - in the past there have been several unexpected winners. I was also embarrassed to be classed as one of the Master Photographers. The club has several candidates for that title and I ain't one of them by a long way as my annual throw out rate will testify! Hold on, does question 2 refer to how many you TAKE or how many are worth keeping?

I got a reprimand from the Editor for waffling on too long in the last issue so I had better close this column at this point without further reference to you-know-what, it's too depressing!

## A Letter to our MP

At the AGM our Chairman was requested to write on behalf of the members to Ray Whitney, MP for Wycombe, to express our concern at the proposed imposition of VAT on independent railways and museums. This has been done and a copy is printed below:

Ray Whitney MP  
House of Commons  
Westminster

12 February 1995

Dear Sir,

*The members of the Marlow & District Railway Society have asked me to write on their behalf to express their concern at the recent decision of Her Majesty's Government to impose VAT on certain forms of transport, notably "preserved" or independent railways, with effect from 1 April 1995.*

*The independent railways of Great Britain have already experienced a notable downturn in business over the last couple of seasons due to the extended recession. The raising of their fares by 17.5% will inevitably lead to a further reduction of attendances and therefore cutbacks within their organisations including redundancies. Whilst they are, in themselves, not major employers, they do have an advantageous effect on the local economies of their areas and help to support a number of small businesses serving the tourists who attend the railways.*

*We are also concerned at the way in which the tax appears to be levied. As we understand it, if the railway provides a journey between two points it is exempt as it is regarded in the same way as a BR journey. However, if only a round trip is offered, VAT is to be charged. This will again place an intolerable burden on the smaller or embryonic schemes. For example, in our own area, the Chinnor & Princes Risborough Railway can presently only offer round trips on the 2 miles it has open from Chinnor. It will therefore be required to levy VAT which will greatly reduce its attendance just when it needs to raise every possible penny to finance reopening to Princes*

*Risborough when, presumably, it will become VAT exempt.*

*As our local MP, the society requests that you ask those responsible to reconsider this decision as a matter of urgency with a view to dropping the measure.*

*Yours Faithfully,*

*Mike Walker, Chairman.*

**A reply was received on 17 February 1995 as follows:**

*Dear Mr Walker,*

*Thank you for your letter of the 12 February 1995 about the imposition of VAT on "preserved" railways.*

*I will take up the Society's concerns with the appropriate Minister and will come back to you shortly.*

*With kind regards.*

*Sincerely,*

*Ray Whitney.*

## **SOCIETY NEWS**

### **□ Previous Meetings**

The annual Christmas Buffet and Social Meeting in December was another great success with members and their partners getting to know each other. Entertainment was provided by Mark Hopwood who took us to Hong Kong, Mike Walker in the mountains of Colorado and Peter Robins who displayed his photographic talents with "glint" shots.

The AGM found the members in a vociferous mood, wishing to raise several points which made a pleasant change. It did, however, eat into the time we had for members' photographs but Alan Morris and Ron North entertained us with a first class selection of vintage colour slides, many from the local area.

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### **□ Photographic Competition Results**

#### **Class A - UK Colour Slides - Post 1968 Tim Speechley**

46443 crossing the Barmouth Bridge with chocolate and cream Mark 1s in August 1987.

#### **Class B - UK Colour Slides - Pre 1968 Alan Costello**

34036 "Westward Ho!", 34060 "25 Squadron" & D2397 await their next duties at Weymouth on 7 June 1967

#### **Class C - Overseas Colour Slides Mike Walker**

Durango & Silverton 478 and 473 thread Beaver Canyon on 29th September 1994.

#### **Class D - Colour Prints Alan Costello**

The Exmoor Steam Railway, 0-6-0 191 "Lorna Doone" and 2-8-0 190 "Yeo Valley" at work on 12 August 1993

#### **Class E - Black & White Colour Prints Julian Heard**

80080 awaits departure from Bewdley during the 1994 Autumn Gala Weekend.

The overall winner of the **Eddie Lewcock Cup** was **Tim Speechley** for 46443 at Barmouth.

In case you are wondering, Alan Costello reports the Exmoor Steam Railway is a 1 mile figure of eight narrow gauge line on a farm about 8 miles north east of Barnstaple, Devon.

### **□ QUESTIONNAIRE**

Included with this edition is a questionnaire aimed at obtaining a clearer idea of your preferences for the future of the Photographic Competition or what should replace it. Please help us to help you by filling it in and returning it promptly. It would be nice to get a 100% response. Thank you.

### **□ NORMAN ASTON-SMITH TROPHY**

Voting was delayed to February because of the late publication of December's Donkey. The winner, by a clear margin, was **Julian Heard** for the article "**Local Exploring - Horspath Tunnel Wheatley**" which appeared in the September issue. Three authors tied for second place, Stan Verrinder "Where is the Source of the Thames?", Mike Walker "Maintaining the Great Western" and Mark Hopwood "German Narrow Gauge Weekend".

### **□ SUBSCRIPTIONS - A REMINDER**

Our Treasurer reports that members have generally been prompt in renewing again this year, although several have not done so as yet. Hopefully, this is just an oversight and we look forward to receiving your 1995 subscription

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## FORTHCOMING MEETINGS

- Thursday 20 April**                      **Stewarts Lane**                      **Dick Hardy**  
Reflections from this former Southern region depot
- Thursday 18 May**                      **Llangollen Railway**                      **To be Advised**  
This meeting will introduce members to the Llangollen Railway which is the venue for this summer's coach trip.
- Thursday 15 June**                      **Bridges & Viaducts**                      **T. Edmonds**  
A photo journey.
- Thursday 20 July**                      **Scottish Industrial Scenes & Locomotives**                      **Tim Speechley**

## FORTHCOMING VISITS

**Saturday 8th April**                      **Eurostar to Paris**

We will be making our long delayed Awayday trip to Paris on Saturday 8th April. The cost from Waterloo will be £85-00 per person plus the fare from Maidenhead (We cannot leave from Marlow because the first train does not reach London until 08.09). Timings will be as follows:

<b>Maidenhead</b>	<b>06.36</b>	<b>22.13</b>
<b>London Paddington</b>	<b>07.10</b>	<b>21.45</b>
<b>London Waterloo</b>	<b>08.23</b>	<b>21.13</b>
<b>Paris Nord</b>	<b>12.24</b>	<b>19.08</b>

It is possible to travel from High Wycombe, but it will be necessary to depart on the 05.52 train! Arrival back at High Wycombe would be at 22.15

Bookings for this trip will be taken at the March meeting and then be closed very shortly afterwards since we wish to ensure our place on the train services.

**Saturday 20th May**                      **Manchester by train**

We plan to travel to Manchester by train from High Wycombe via Birmingham. Provided we can get a party of 10 or more, the cost will be £22-00 per person. Once in Manchester, no doubt many will want to hop aboard the Metrolink and visit the East Lancs Railway (extra cost).

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## FORTHCOMING VISITS (Continued)

**Sunday 2nd July**

**Llangollen Railway Coach Trip**

Our annual family trip this year takes us to the Llangollen Railway which is again about to be extended. The cost will be £15-00 for adults and £12-00 for children. This is slightly more expensive than recent years, but reflects the longer distance and a rise in the cost of the coach, the first for several years.

**Thursday 17th August**

**Pendon Museum**

An evening visit to the incredible modelling wonders of **Pendon** is scheduled for Thursday 17th August. We will be running a charabanc (from Classic Coaches) departing from Marlow and High Wycombe or you can make your own way there. Estimated cost is £6-50 per head including the coach hire.

**October 1995**

**German Narrow gauge steam**

The society hopes to take another party to Germany in early October to visit the narrow gauge steam lines in the Dresden area. Further details will be provided in due course.

## LOCAL RAILWAY NEWS

**Metropolitan Steam in '95**

This year's LUL Metropolitan Line steam festival is set for the last two weekends in May; Sat 20/Sun 21 and Sat 27/Sun 28/Mon 29. This year's featured locomotives are GWR 9466 which is coming to the end of its seven year MT276 overhaul at LUL's Ruislip Depot, BR Standard 4 4-6-0 75014 and Standard 2 2-6-4T 80079.

As in 1994, a two train service will operate between Harrow-on-the-Hill and Amersham with some journeys on the first weekend to Uxbridge. These will be timed to depart from Harrow simultaneously with the Amersham trains thus providing the stirring sight of parallel running on the main line!

Also during the first weekend there will be a display of LUL rolling stock at Rickmansworth and the Saturday will see a special train of two Class 205 DEMUs operating a railtour from Waterloo to Watford Met and return. During their layover at Watford, one of the 'Thumpers' will run to Chalfont & Latimer and spend several hours working as the Chesham shuttle!

**Steam from Paddington**

On Saturday 3rd June, 75014 and 80079 will double-head a special from Paddington to Derby. Apart from this, steam specials running from Paddington this summer look like being restricted to a series of "Bristolian" trains running on Sundays steam-hauled throughout between Paddington and Bristol Temple Meads, outward via Bath and returning via Badminton.

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### **Steam from Paddington (Continued)**

Dates and locomotives are:

4 June: 5029 *Nunney Castle*

2 July: 70000 *Brittania*

30 July: 5029 *Nunney Castle*

27 August: 5029 *Nunney Castle*

24 September 35028 *Clan Line*

All these trains are booked for the BN92 set currently in IC livery but due to be repainted to Waterman's Premier livery (duck egg blue and black!) during the year.

A bit down the line, 7325 and 7802 *Bradley Manor* are working their way west with the CA80 set on Saturday 27 May running from Worcester to Bristol via Oxford, Didcot (visiting GWS), Swindon and Bath.

### **Former GWR 1466 at Chinnor**

From the 6th to 29th May, ex-GWR Auto-tank No.1466 will be on loan to the Chinnor and Princes Risborough Railway.

### **Turbos to go back to Chiltern**

In the days of NSE Thames & Chiltern, it was decided that the additional 'growth' build of Class 165 Turbo units for the Chiltern line were not required on services from Marylebone. Some sets (165001 - 165007) were therefore transferred to Reading and played a significant part in allowing the Reading - Basingstoke and Reading - Gatwick lines to be converted to Turbo operation, something which had not been envisaged when the Thames turbos were initially ordered.

However, the Chiltern Line has now been experiencing severe difficulties in accomodating passengers in the peak periods as business is booming! As a result, set 165007 has been transferred back to Aylesbury and will be followed by 165006 once Slough crash damage set 165102 returns from repairs at Derby Works.

### **Railtrack Reorganises**

As the '*Donkey*' closed for press it transpired that Railtrack is to reorganise itself in preparation for privatisation. This will involve the reduction in the number of zones from ten at present. It is expected that the Great Western zone will be expanded to take over the parts of the former Western region (dare I say GWR) which are currently in the Midland zone, eg Didcot North - Banbury, Oxford - Worcester - Hereford and the 'Joint Line'. More details in the June issue of the '*Donkey*'.

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**MARLOW AND DISTRICT RAILWAY SOCIETY**  
**ACCOUNTS FOR YEAR ENDING 31 DECEMBER 1994**

<u>INCOME</u>	<u>EXPENDITURE</u>
<u>SUBSCRIPTIONS</u> Full 44 @ 10.00 = £440.00 Ord. 11 @ 5.00 = £ 55.00 Donation = £ 5.00 <p style="text-align: right;">£500.00</p>	
<u>NEWSLETTER</u>	Printing = £25.01 Stationery = £ 5.41 Postage = £ 8.43 <p style="text-align: right;">£38.85</p>
<u>MEETINGS</u> Meeting Fees 15 @ £1.00 <p style="text-align: right;">£15.00</p>	Room Hire = £330.00 Speakers Expenses = £61.30 <p style="text-align: right;">£391.30</p>
<u>TRIPS/FUNCTIONS</u> Bristol £299.25 ( Surplus £3.80 ) Great Central Railway £449.50 ( Surplus £30.70 ) Christmas Buffet ( Surplus £11.17 less room hire ) £180.00	<p style="text-align: right;">£295.45</p> <p style="text-align: right;">£418.80</p> Buffet = £140.00 Prizes = £28.83 <p style="text-align: right;">£168.83</p>
<u>BUILDING SOCIETY INTEREST</u> <p style="text-align: right;">£19.62</p>	
<u>PRIZES</u>	Book Tokens = £61.50 Cup Engraving = £11.00 <p style="text-align: right;">£72.50</p>
<u>OFFICERS EXPENSES</u>	Postage/Telephone = £14.09 Other Expenses = £ 4.95 Membership Cards = £65.80 <p style="text-align: right;">£84.84</p>
<u>EXTRAORDINARY ITEM</u> Blue Peter Repair Appeal = £44.53	£44.53
<u>TOTAL INCOME</u> <p style="text-align: right;">£1507.90</p>	<u>TOTAL EXPENDITURE</u> <p style="text-align: right;">£1515.10</p>
<u>ON HAND 01/01/94</u> Building Society = £528.31 Cheque Book = £ 3.00 Cash = £ 8.62 <p style="text-align: right;">£539.93</p>	<u>ON HAND 31/12/94</u> Building Society = £468.48 Cheque Book = £ 62.00 Cash = £ 2.25 <p style="text-align: right;">£532.73</p>

I therefore record a loss of £7.20 for the year ending 31 December 1994.

P.D.Robins, Treasurer.



## WHAT'S IN A NAME

By Mike Walker

Have you ever, in a moment of quiet contemplation, paused to wonder why a locomotive with the 4-6-2 wheel arrangement is called a "Pacific", a 2-6-2 a "Prairie" or a 4-4-2 an "Atlantic"? How did such strange and exotic names come into being, what were their origins and significance?

The answer lies across the Atlantic. Once locomotives started to get more than the basic four wheels, coupled or not, some method of describing the arrangement was required. The now well known Whyte System (0-6-0 etc) was not introduced until 1900 when it was devised, also in the USA, by Frederick M. Whyte, a mechanical engineer with the New York Central Railroad. His system was simple to understand and was soon adopted throughout the English speaking world. However, in Europe a variety of alpha-numeric schemes were employed so a Pacific, for example, becomes a 2C1 in France, 231 in Spain and a 3/5 in Germany and Switzerland whilst Mr Bullied came up with 21C.

Prior to Whyte, however, the **American Master Mechanics Association** had been bestowing names on a various wheel arrangements since the mid nineteenth century. These mostly described the arrangement or made reference to the first application of the type. Whilst a few of the names did find acceptance in the UK most did not. In addition, the MMA did not allocate names to popular British tank locomotives such as the 0-4-2T, 0-4-4T, 0-6-2T or 0-6-4T which were not widely used in North America where the tank locomotive was in any case a somewhat rare beast.

So, what are the names and their origins?

**0-4-0, 0-6-0, 0-8-0** known as **FOUR WHEEL SWITCHER, SIX WHEEL SWITCHER** and **EIGHT WHEEL SWITCHER** respectively for obvious reasons. These arrangements were popular in North America for Switching (shunting) locomotives but were seldom used for road locomotives as they were here.

**2-4-2 COLUMBIA.** Whilst there had been many 2-4-2T's without a name it was the display by Baldwin of a 2-4-2 tender locomotive at the 1893 World Columbian Exhibition in Chicago (an early World's fair) which led the MMA to bestow the name. Whilst it enabled introduction of the wide firebox it was too small a locomotive to find widespread use and was soon eclipsed by the 4-4-2 or 2-6-2.

**4-4-0 EIGHT WHEELER, AMERICAN** or **STANDARD.** Three names for a popular arrangement both sides of the Atlantic but none were used in the UK. First appearing in 1837, some 25,000 were built in the USA and by 1870 they represented four fifths of all locomotives at work there. Hence Standard or American, Eight Wheeler should need no further explanation!

**4-4-2 ATLANTIC.** A name which did make it across the Atlantic to gain wide acceptance over here. The name comes from the first examples of the type built by Baldwin in 1893 as a development of the Columbia type. They were delivered to the Atlantic Coast Line, hence the name.

**4-4-4 JUBILEE.** Never a common wheel arrangement, it was best known here on the Metropolitan Railway H Class tanks. In North America its use was limited to a quartet on the Reading lines and a single example on the Baltimore & Ohio. No name was given until the last and largest group.

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twenty for the Canadian Pacific, were built in 1936. The name was given to mark the Golden Jubilee of CPR transcontinental passenger service which was being celebrated that year.

**2-6-0 MOGUL.** This one seems to have no precise origin. It first appeared with a rigid frame in the US in 1852 but it was not until the application of the front truck in 1852 that it took on its modern form. Historians seem to agree that the name originated with a 2-6-0 built in 1866 by the Taunton Locomotive Works for the Central Railroad of New Jersey which carried the name "Mogul". By 1871, Baldwin were using the term in advertising and it was used in the MAA's annual report of 1872.

**2-6-2 PRAIRIE.** Whilst most commonly associated with tank locomotives in the UK (the LNER being the notable exception) 2-6-2 tender locomotives became popular for fast freight services in the US in the early years of this century. The largest fleets were operated by the Burlington, Milwaukee, Northern Pacific and Santa Fe railroads which spent much of their time working across the vast plains or "prairies" hence the name.

**2-6-4 ADRIATIC.** This seldom heard name did not originate in the USA and applies only to tender locomotives. It originated in 1909 with a 2-6-4 built for the Austrian State Railways which served the Adriatic coast before the map of Europe was redrawn after the First World War.

**4-6-0 TEN WHEELER.** Not used in the UK this widely used American term needs no explanation

**4-6-2 PACIFIC.** Whilst 4-6-2's have been around since 1886, the first modern examples of the type were built by Baldwin for New Zealand in 1901 followed by a batch by Brooks for the Missouri Pacific in 1902. Historians differ as to which originated the name, New Zealand is after all in the Pacific Ocean. On balance, however, popular opinion favours the MP as the origin. It is interesting to note that whilst the first UK Pacifics came as early as 1908, by the time they became widely adopted as the standard for new express passenger design in the UK in the mid twenties, the type had been largely superseded in the US.

**4-6-4 BALTIC or HUDSON.** This type had two names both of which were restricted to use on separate sides of the Atlantic. In Europe it was the Baltic type and applied only to tank locomotives originating with the use of the type in northern Europe. In North America it was Hudson and applied to tender locomotives and honoured the first examples built new for the New York Central by ALCo in 1926. The NYC's main line where they worked followed the Hudson River.

**2-8-0 CONSOLIDATION.** The origin of this name is not instantly obvious. In 1866 the first 2-8-0 was built by Baldwin to the order of the Lehigh & Mahony Railroad. However, before delivery the L & M had merged, or "consolidated" with two other Pennsylvania railroads to form the Lehigh Valley. The name honoured this merger. The consolidation was the American maid of all work filling the kind of role done by the 0-6-0 tender locomotive here. Some 21,000 were built in the US.

**2-8-2 MIKADO or MacARTHUR.** First built in 1890, the name was adopted in 1897 when Baldwin built some 2-8-2's for export to Japan. The type became one of the most popular for general freight duties in the US but, following the down turn in US-Japanese relations following the attack on Pearl Harbour, it became known as the MacArthur type after the General who led the

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US attack on Pearl Harbour, it became known as the MacArthur type after the General who led the US counter attack on Japan. After the war, however, the original name returned to favour, often abbreviated to "Mike".

**2-8-2 BERKSHIRE OR KANAWHA.** In 1925 the Lima Locomotive Works caused a stir in the North American locomotive industry with A-1, a 2-8-4 which was the prototype for its new "Super Power" family of designs. The four wheel trailing truck allowed a large grate to be provided, 100 ft<sup>2</sup>, whilst many other design innovations resulted in a locomotive which was, in modern parlance, "state of the art". The first customer was the NYC who put them to work on its Boston & Albany subsidiary, in particular in the Berkshire Hills on the New York/Massachusetts border. Hence, the name. However, the Chesapeake & Ohio preferred the name Kanawha (Kan-are-war) in honour of a river followed by the C & O mainline in West Virginia whilst the Boston & Maine, whose east-west main paralleled the B & A preferred "*Lima*".

**4-8-0 TWELVE WHEELER.** Like Ten Wheeler for 4-6-0's, this should be self-explanatory.

**4-8-2 MOUNTAIN or MOHAWK.** As an enlargement of the Pacific, the 4-8-2 became popular for express passenger duties in the US in the twenties. The main Mountain once again reflects the first user of the type, in this case the Chesapeake & Ohio who put the first 4-8-2's to work on its main line over the Allegheny mountains in 1910. When the NYC bought its first 4-8-2's in 1916 the road which prided itself in being "The Water Level Route" could not bring itself to operate Mountains so it adopted the name *Mohawk* after a river it followed in upstate New York.

**4-8-4 NORTHERN, NIAGARA, DIXIE, GREENBRIER or POCONO.** No other type has had so many names! The first were built by ALCo in 1925 for the Northern Pacific (hence Northern) who needed a very large firebox to burn the poor quality coal it used. Following the success of the Lima's "Super Power" designs, 4-8-4's to similar standards soon became the norm for front line passenger service in the US until the diesels came along. However, many roads adopted their own names. The NYC preferred Niagara after the falls which it served whilst the Civil War memories lingered in the minds of southern roads such as the Chattanooga & St Louis who used Dixie, and C & O who went for Greenbrier after another river and its famous hotel in Virginia. The Lackawanna plumped for Pocono after a low mountain range in north-east Pennsylvania. Other choices included **POTOMAC** by the Western Maryland after the river and **GOLDEN STATE** (the nickname for California) on the Southern Pacific.

**0-10-0 TEN WHEEL SWITCHER or DECAPOD.** The US used a number of 0-10-0's for switching hence the name. In England of course it was called a Decapod (ten footed or wheeled) which in the US referred to a 2-10-0 - very confusing.

**0-10-2 UNION.** Not a common wheel arrangement the name honoured one of its few major users, the Union Railroad, an industrial switching line around Pittsburgh.

**2-10-0 DECAPOD.** As mentioned above, used in the US for the 2-10-0 whilst here in the UK the type was unnamed.

**2-10-2 SANTA FE.** The first 2-10-2's were supplied to Atchison Topeka & Santa Fe Railway by Baldwin in 1903 as pusher locomotives on the formidable climb over the Raton Pass on the Colorado/New Mexico border. They were basically 2-10-0's with a pair of trailing wheels added to

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add stability when running light down hill tender first. The type later became a popular choice for heavy freight duties

**2-10-4 TEXAS or SELKIRK.** Whilst the Santa Fe also pioneered the 2-10-4 by replacing the rear truck on one of its 2-10-2's, the name Texas honours the Texas & Pacific Railway which in 1925 took delivery of what were in effect stretched Lima "Super Power" 2-8-4's. Canadian Pacific used the name Selkirk for its 2-10-4's reflecting the Rocky Mountains where they were worked.

**4-10-0 MASTODON.** A rare arrangement found on the SP in the latter part of the last century. Like the prehistoric mammal it was named after it was cumbersome and prone to an early demise!

**4-10-2 SOUTHERN PACIFIC or OVERLAND.** Once again a name in honour of the first purchaser, the Southern Pacific, who purchased 3 cylinder examples in 1925. Later when the Union Pacific acquired similar locomotives the name Overland was adopted after the name of the original Transcontinental main line on which both companies 4-10-2's found employment.

**4-12-2 UNION PACIFIC.** Only one railroad could accommodate a 4-12-2. Between 1926 and 1930, ALCo built 88 for the UP. In addition to their size (only Russia's ill fated 4-14-2 had more wheels on a non-articulated loco) they had 3 cylinders, built with Gresley's conjugated valve gear - the open front end gave a view of the rocker arm arrangement not possible on an A3, A4 or V2.

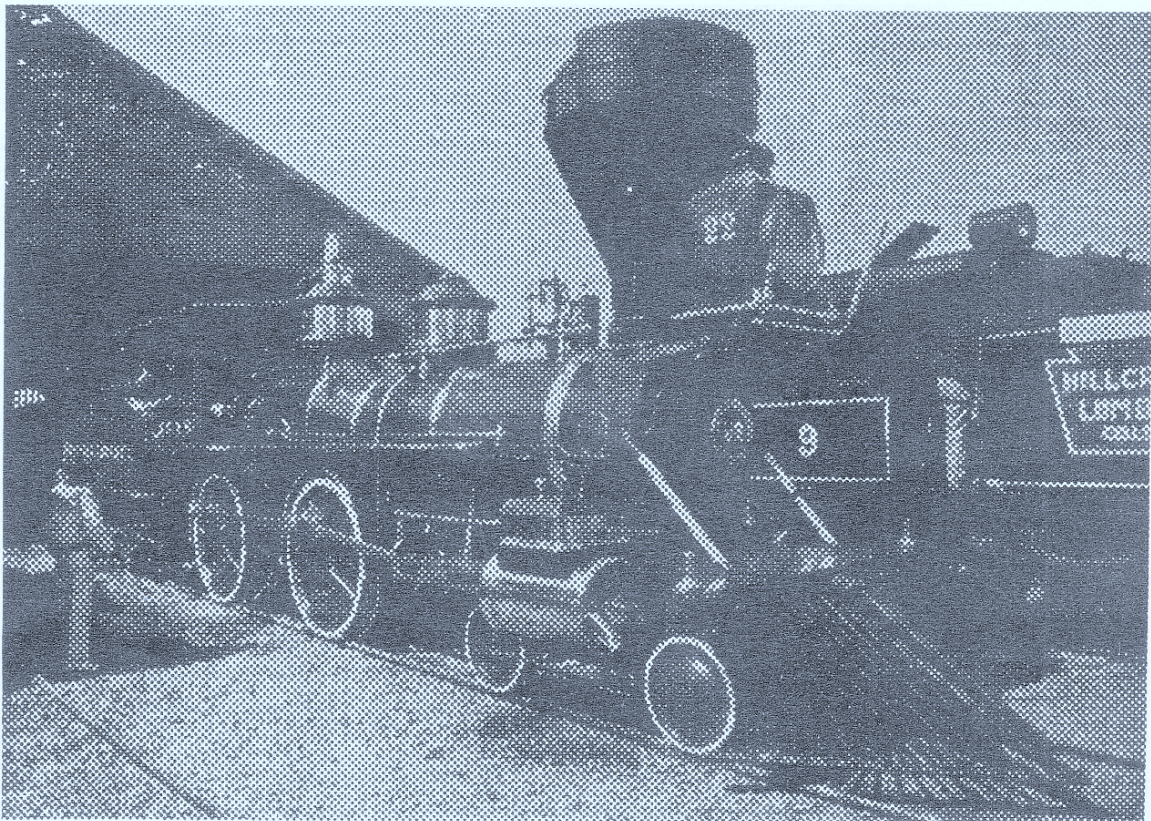
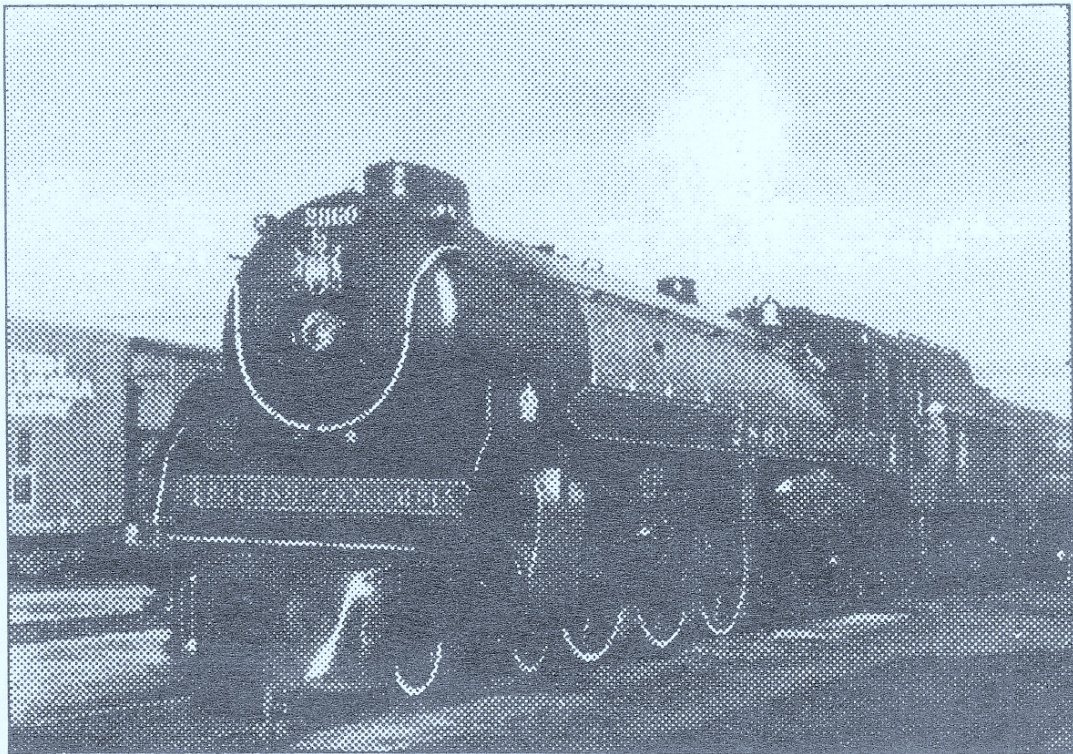
**2-6-6-6 ALLEGHENY.** We now move on to that American speciality, the articulated locomotive. Often generically referred to as Mallets, this term strictly applies only to compound expansion examples. Of the many articulated wheel arrangements only a few got names. The 2-6-6-6 was the ultimate example of the Lima "Super Power" family. The heaviest steam locomotives ever built at 528 tons 7 cwt, sixty were built for the C & O between 1941 and 1948. They were named after the mountains. The Virginian got a further eight copies which it called the Blue Ridge type after another mountain chain.

**4-6-6-4 CHALLENGER.** The 4-6-6-4 arrangement was created by the Union Pacific in conjunction with ALCo as it sought to provide a locomotive of great power which, unlike most articulateds, could run at express passenger speeds. The UP claimed the type would meet the challenge presented by its twisting, climbing main line through the Wasatch Mountains in north-east Utah, hence Challenger. The first appeared in 1936 and eventually spread to other railroads. Today UP 3985 is the world's largest active steam locomotive.

**2-8-8-4 YELLOWSTONE.** Once again the Northern Pacific pioneered this arrangement brought about by the need to have a larger firebox on a 2-8-8-2 to burn its poor coal. In fact NP 5000 set a world record for grate area with a mind boggling 182 ft<sup>2</sup>, so large ALCo held a dinner for twelve in it prior to delivery! It was named for the mountains and National Park which were on the NP system. It is worth noting that the Southern Pacific's Cab Forwards which were 2-8-8-4's with the tender coupled at the smokebox end were not called Yellowstones and were referred to as 4-8-8-2's.

**4-8-8-4 BIG BOY.** There can be few not familiar with these bemoths. Thanks to the UP's publicity dept they are thought to be the largest, heaviest and most powerful steam locos ever built. In truth, only their length, 132' 5", and wheel arrangement set records. The name was not official but universally recognised and comes from a chalked inscription placed by a ALCo employee on the boiler of the prototype during construction in 1941.

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**Guide to Photographs:**

**TOP LEFT:** 4-6-4's were known as "*Baltics*" in Europe and "*Hudsons*" in North America whilst Canadian Pacific semi-streamlined examples became "*Royal Hudsons*" in honour of their part in the 1938 Trans-Canada Royal Tour. CP 2860 now owned by the province of BC and in regular excursion service stands at North Vancouver in September 1976.

**BOTTOM LEFT:** INYO, built for the Virginia & Truckee by Baldwin in 1875, is typical of the 25000 + 4-4-0's which opened up America. The three point suspension made it ideal on the primitive early tracks.

**ABOVE:** Even more numerous than the 4-4-0 was the 2-8-0 or "*Consolidation*" although tank versions were somewhat rare. GW 5224 heads south through Swithland with the GCR's "*Windcutter*" train.

(All photographs by Mike Walker)



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## Through the Tunnel - A Preview By Mark Hopwood

With the society's visit to Paris to take place shortly, I thought it appropriate to introduce members to the topic and clear up any confusion that may have been allowed to develop.

The M&DRS will be travelling from London Waterloo to Paris Gare du Nord on a Eurostar service, operated jointly by Britain's **European Passenger Services (EPS)**, France's SNCF and Belgium's SNCB. EPS is no longer a part of British Rail, but is now a government-owned company. It will be handed over to the successful bidder of the Union Railways' High Speed Link between London and the Channel Tunnel. Eurotunnel, who own and operate the tunnel facilities, run **Le Shuttle**, a car carrying shuttle train between terminals at Cheriton and Coquelles (France)

All Eurostar services are operated by 16,480 hp Class 373 sets, based on the French TGV-Atlantique. However, many changes were needed to make this design suitable for operation on British tracks - the most obvious being the smaller size of the British loading gauge. This led to a total redesign of body shells and bogies. Ownership of the trains is split between EPS (18 including 7 North of London sets), SNCF (16) and SNCB (4).

All services depart from a brand new London terminal at Waterloo station, called **Waterloo International**, on the site of the former Windsor Lines platforms. After passing through the formalities passengers will pass up to the platforms. On departure from Waterloo, the International trains make their way along the Windsor lines as far as Nine Elms Jct, where they join the newly constructed Stewarts Lane Viaduct, passing over the depot of that name. The train will then pass Wandsworth Road, heading out on the Down Chatham Fast line through Herne Hill and Beckenham Jct. At this stage, progress is hardly swift as we pass through the South London suburbs in the company of the new Class 465/466 Networker EMUs, as well as older types.

Soon we pass through the busy station of Bromley South to reach Bickley Jct, where services can either be routed on Channel Tunnel Route One (CTR1) via Orpington, Sevenoaks, Tonbridge to Ashford or via CTR 2 routing via Swanley, Otford, Maidstone East to Ashford. CTR 1 is the usual route and is approximately ten minutes faster. After Ashford, services route via Westenhanger and Sandling to Continental Jct, where the 'straight-ahead' route is now the route towards the Channel Tunnel. The train will pick up speed here as Railfreight Distribution's yard at Dollands Moor is passed on the left. The driver will now have started to raise the third rail collection shoes and be setting up the 25kV equipment and the TVM 430 cab signalling equipment.

The *Le Shuttle* terminal at Folkestone (Cheriton) is visible on the left and then we enter the tunnel through the rather unglamorous Castle Hill Portal. The journey through the Channel Tunnel lasts approximately 20 minutes and then we emerge into France and climb out past the Coquelles *Le Shuttle* terminal on the left, swinging to the right to pass through Calais-Frethun TGV station, as we the join the LGV Nord to head for Paris through Lille. Our train will accelerate briskly to the line speed of 186 mph and Paris is approximately a 90 minute journey after leaving the tunnel.

On the approach to Paris Gare du Nord, we join the conventional lines and find Paris's terminal merely a normal platform at Gare du Nord. Members will have plenty of time to explore the delights of Paris. **Make sure you join us on this exciting new feature of rail travel in Europe!**

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## **BOOKSHELF**

**By ALAN COSTELLO**

This month's reviews look at four books about tunnels - two on the London Underground and two on the Channel Tunnel.

### **Mr Beck's Underground Map - Ken Garland**

**Pineland Press. ISBN 1 85414 168 6**

In 1931, a draughtsman working for London Transport took an idea to his boss and it was immediately turned down. The following year, after some modification, he resubmitted it and this time it was accepted. The man was Harry Beck and in July 1932, the map of London Transport lines appeared. Since then this award winning design has changed little. Some lines, eg Victoria and Jubilee have been added and stations have been removed or added. The book looks at the history of Beck's design, starting with his original ideas and continuing with the modification over the years to the present day.

### **London Underground Official Handbook - Bob Bayman & Piers Connor**

**Capital Press. ISBN 1 85414 169 4**

This handbook looks at the present London Underground set-up, although there is a short history at the beginning of the book. A description of each line (including their latest acquisition - the Waterloo & City) is given and then there is a look behind the scenes covering control and signalling systems. The book ends with a look at its future plans - the Jubilee Line extension and Crossrail. A good introduction to the railway, and goes well with the book on stations reviewed earlier.

### **Eurotunnel: An Illustrated Journey - Jeremy Wilson & Jerome Spick**

**Harper Collins Publishing. ISBN 0 00 255539 5**

The subtitle refers to the 603 pictures (out of the estimated 120,000+ pictures taken of the Channel Tunnel) that can be found in the book. As usual with many books about the tunnel it starts with a short history. It then starts covering the year from July 1986 and after that each chapter covers a 6 month period up to December 1993. At the start of each chapter this is a list of notable events during that period. All the pictures are colour and there are a number of diagrams. This is the best book I have seen on the Channel Tunnel and the soft-back copy, at less than £10, is good value.

### **Channel Tunnel Trains - Peter Semmens & Yves Macheport-Tassin**

**The Channel Group Ltd. ISBN 1 872009 33 6**

This is the official book published by Eurotunnel describing their rolling stock. It describes the Shuttle locos and rolling stock, giving dimensions and layout. Eurostar stock and the freight Class 92 are covered in one chapter before it looks at the infrastructure including signalling, electrical system and track.

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## TWENTY FIVE YEARS AGO

By Roger Bowen

Twenty five years ago the Government authorised the extension of the 25kV electrification from Crewe over Shap and Beattock to Glasgow. The Chairman of the BRB promised journey times cut to "5 1/2 hours or better". The project would take between four and five years to complete. The Minister of Transport, Mr Fred Mulley, said work would "start immediately".

In the High Court on 23 February judgement was given in favour of the Kent & East Sussex Railway Association, in its case against the Ministry of Transport. Mr Justice Megarry granted Rother Valley Railway Company a declaration that Mrs Castle's refusal to make an order under the 1896 Light Railways Act was invalid. The judge ruled that Mrs Castle was wrong in taking into account whether there ought to be a railway and factors such as its effect on roads in the area. Under the Act there was no power to suppress a railway already authorised by Parliament, the Minister had only powers to consider amendments to its setting up.

2 February saw the withdrawal of passenger services over the former Midland Line between Skipton and Colne, 11.75 miles. Agreement to withdraw the passenger service between High Wycombe and Bourne End was given by the Minister of Transport subject to revision of bus services in the area.

On 28 March the public opening took place of the Sittingbourne & Kemsley Railway, the first train hauled by 0-4-2ST "Premier". Fares for the whole journey were 5/- for adults and 2/6d for a child.

It was with regret that the death in Malta on 25 April 1970 of O S Bullied occurred, aged 87. Famous as Chief Mechanical Engineer of the Southern Railway, Mr Bullied began his career as an apprentice with the Great Northern Railway in 1901, later to become Personal Assistant to Sir Nigel Gresley on the LNER before moving to the Southern in 1937. In 1949 he was appointed Consulting Chief Engineer to C.I.E., a post he held until his retirement in 1958.

British loco builders were still getting export orders: 25 metre gauge 1760 hp Co-Co diesel electric locomotives were ordered by Malaysian Railways from English Electric-AEI to be built at the Birmingham Works of Metro-Cammell Ltd. 26 metre gauge Bo-Bo 550 hp diesel locos were ordered by Pakistan Railways, also from English Electric-AEI and to be built by Metro-Cammell.

Just a selection of news items from the Spring of 1970.

## TEN YEARS AGO

By Roger Bowen

This was the first issue with the "new" title page featuring the GWR 0-4-2T.

The Chairman expressed concern that BR's 100% increase in Charter Train charges led Chiltern Trains to cancel almost all their proposed programme. *Railway Roundabout* recorded the visit of the "Orient Express" set to the joint line on 22 January to work a charter for the Post Office in connection with the first day of the GW150 stamps printed by Harrisons in High Wycombe.

A long list of postings for the "joint line" steam hauled excursions by *Clan Line* and *Duchess of Hamilton*. The main article was on by David Gardner "*Bourne End - A very special station*". I think we would still agree with that!

## SLOUGH BAY ACCIDENT REPORT



The amazing sight of Thames Turbo 165102 upon arrival at Slough on 2 November 1994 with the 1941 Paddington - Slough. It was a reflection of the Turbo design that no-one on the train was seriously injured. A Railtrack Inquiry has not found blame attributable to the Driver of the service.

Attention is now focusing on how the rails came to be so slippery and what action can be taken to avoid such occurrences again. Clearly, any findings would have serious implications for the entire family of disc-braked DMUs which now form the vast majority of trains in many parts of Britain.

The station roof at Slough still requires repair and as the *Marlow Donkey* went to press, Railtrack were still conducting survey work with a view to starting work on site in the new financial year. The station site is categorised as a Grade 2 Listed Building and the local Borough Council are playing close attention to any plans Railtrack produce to ensure that they comply with any requirements of local planning regulations.

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**FRONT COVER PHOTO:** Winner of this year's photographic competition in the Colour Prints category was Alan Costello with this shot on the Exmoor Steam Railway of 0-6-0 191 "Lorna Doone" and 2-8-0 190 "Yeo Valley" at work on 12th August 1993.