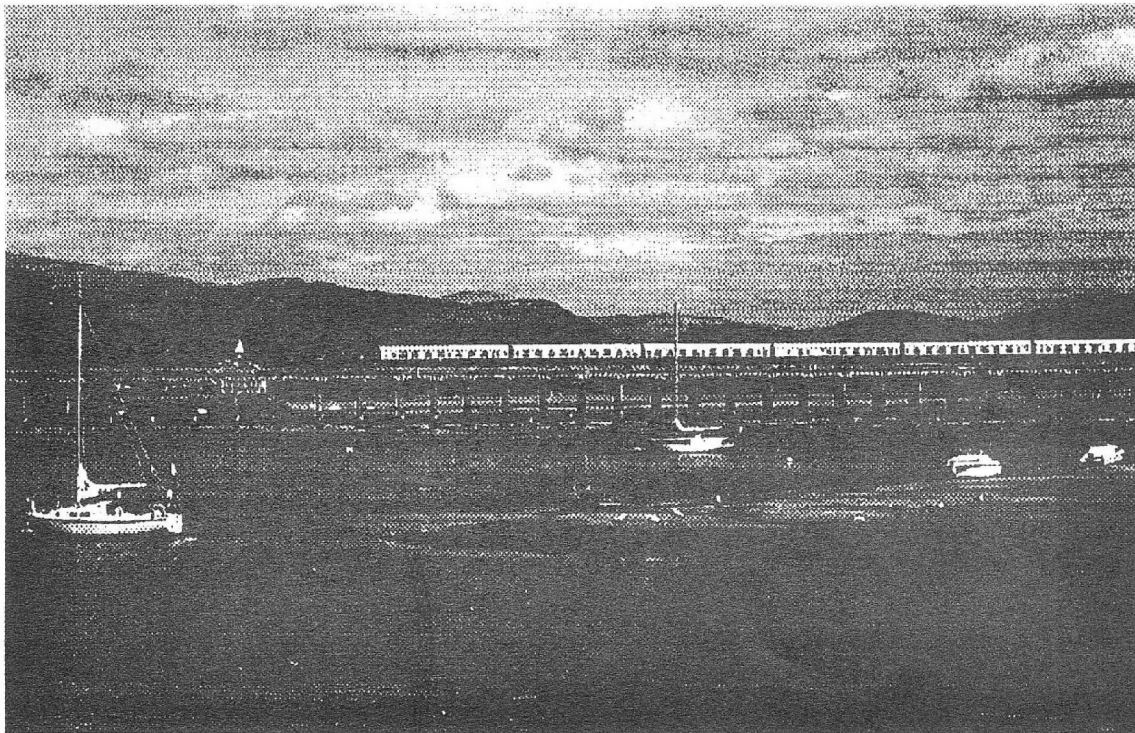


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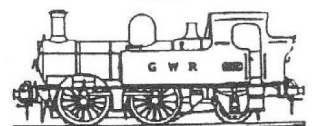
# MARLOW DONKEY



Winner of the Photographic Competition Class A (Post 1968) was Tim Speechley's shot of 46443 crossing the Barmouth Bridge with chocolate and cream Mark Is in August 1987.

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FIRST IMPRESSIONS AT CHINNOR  
SCANDANAVIAN ADVENTURE  
MEMORY CORNER NO. 2  
LATEST LOCAL NEWS



# THE MARLOW & DISTRICT RAILWAY SOCIETY



The Quarterly Magazine of the Marlow & District Railway Society - No. 74 - June 1995

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## CHAIRMAN'S NOTES

As a nation, we British have long had a reputation for modesty about our achievements. Of late, however, this has been reduced to a state of self-degeneration largely through the media. A prime example is the Channel Tunnel which if the press and broadcasters are to be believed is the biggest disaster and white elephant in history. A train only has to be delayed a few minutes or a customer encounter a minor problem for the spotlights of bad publicity to be turned on the project.

Let us not forget that this is the biggest single construction project ever undertaken and one which at every stage broke new technological frontiers. Yet, it has been completed only a year late and teething problems are to be expected with such complex systems. Eurotunnel does of course have problems. It is so deeply in debt that its daily revenue barely covers the interest on its outstanding loans hence Sir Alistair Morton's recent warning that it could be overwhelmed, but the project itself is not at risk. They say that if you owe your bank £100 they make life difficult for you and if you owe £1 million (sic). If you owe £100 million you can have an affect on them so imagine what happens when you owe £8 BILLION! The banks need Eurotunnel more than Eurotunnel needs the banks! At worst the banks may have to take over the operation themselves or the British and French governments will have to revise the Channel Tunnel legislation to permit public money to bail the project out. If all else fails and Eurotunnel goes bust, a new company will arise, free of construction debt, to operate the tunnel profitably.

Poor Eurostar has to take the blame from an uninformed media. It was blamed for Eurotunnel's losses because BR had not built a high speed link and "nobody is using the services". Well, it's not BR's fault there is no high speed link, blame the NIMBYs of Kent and the British government and as for nobody using it, just try booking seats! Our trip to Paris planned for April has been postponed to June 10 because that was about the earliest we could get a booking on a day when everyone was free. During April most trains were running with at least 85% loads. Eurostar is an unqualified, outstanding success!

When the unfortunate Belgian owned Eurostar got itself in a tangle just before Easter the media went into overdrive. BBC radio announced all morning that Le Shuttle wasn't operating as a result (it was, the incident was on BR at Continental Junction) and that the accident was caused by BR's clapped out old fashioned third rail which should have been replaced. Can you imagine the cost of re-electrifying the whole SR and how often have trains on the WCML or ECML brought down power lines with barely a mention by the media?

This is just a prime example of rubbishing a great national achievement in which we should all be taking great pride. I can tell you it has created considerable interest in the US, and I for one never miss an opportunity to show it off to my friends from over there.

Now it's my turn to be critical. Am I alone in thinking our Thames Turbos are rapidly beginning to show signs of travel weariness? As usual around Easter I had cause to make several trips to London by train. In my travels I noted that the internal and external displays were becoming unreliable or falling into disuse, vandals were rapidly removing the rubber seals around the windows whilst the general standard of cleanliness and maintenance left much to be desired.

Waiting to leave Paddington one evening I was embarrassed when a party of Americans (no, not

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friends of mine) had to clear litter from the seats opposite before they could sit down. Admittedly, this is not Thames Trains' fault and soon after an employee came through with a sack cleaning up. But by the evening the branch train is in a dreadful mess, can't the Maidenhead station staff do a quick clean up a couple of times a day? No, I don't expect Mary Dove to do it! However, the presence of general dust and grime on both seats and surfaces of most trains I used is down to Thames Trains and a lack of adequate cleaning at depots. Mechanically too we are starting to get blowing exhausts, air compressors and other mysterious knocks, bangs and noises from "down below".

Much of the problem is that the units are being used so intensively. When ordered, it was not intended to use the trains to Gatwick, Basingstoke, Worcester or Stratford. They must be some of the most intensively used equipment in the world and it's starting to show. I realise that a train standing idle becomes a business liability rather than an asset especially when there's a huge leasing charge to be recouped but one wonders if they are being stretched just a bit too far.

The Turbos are fine trains of which Thames can be justifiably proud, looked after they will attract passengers not just once but repeatedly and give years of good service but neglected they will fail and passengers will vote with their feet or car keys.

The sale of the first part of BR's passenger business to private ownership, Special Trains, now Waterman Railways, seems to have passed off smoothly in spite of predictions of doom and gloom in Steam Railway that steam is about to be priced off the main line. If there is a problem with the charges being imposed by the various TOCs etc., surely part of the answer is to hold more events such as the LT or Woking festivals where several train loads of punters can be carried in one day, thereby spreading the costs and giving the customers the chance to both ride and watch the trains. Something you can't do on the average British main line steam run.

In the meantime, however, a very steamy summer is in prospect. Enjoy it while you can!

## **SOCIETY NEWS**

### **PREVIOUS MEETINGS**

A veritable photographic feast entertained us at the March meeting when Graham Stacey showed a selection from the LCGB's Ken Nun Collection. The shots roughly covered the area more recently served by Network SouthEast, but these wonderful images covered the early part of this century, not one was post 1935, most pre-grouping and a few from the end of the last century! Incidentally, we have details of the collection and how to get prints, so ask if you interested.

Dick Hardy was our guest at the April meeting and this time he reviewed his years at Stewarts Lane, taking over a rather sloppily rundepot and turning it around. During the course of the evening he compared the relative merits of various SR locomotive classes and the attitudes of former LBSC and SECR crews.

As an appetizer for our visit on 2nd July, William Shakespeare used the May meeting to take us on a photographic tour of the Llangollen Railway from its beginnings as an overgrown piece of waste

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land in 1975 to its present impressive condition and its plans for the next few years. The LR is certainly one of the most progressive of our preserved railways and the Society visit should be fascinating.

### **NEW MEMBER**

It is a pleasure to welcome new member, Maurice Harvey, to the Society. We look forward to seeing him at our gatherings. Membership this year has slipped slightly as every year a handful of members do not renew for various reasons. whilst this is not serious at the moment, we would like to expand our numbers once more - so if you know of a likely candidate bring him (or her!) along.

### **PHOTOGRAPHIC COMPETITION QUESTIONNAIRES**

We've had quite a good response so far, but if you haven't handed yours in yet **do it now** as we will be analysing the answers soon.

### **SOCIETY TIES**

Sales of the new M&DRS ties are proceeding at a slow but steady rate. If you have not got one yet, why not? They are available with a dark green or blue background and cost £7.50 each. It has been suggested we hold a "club ties must be worn for admission" evening to boost sales!

### **FORTHCOMING TRIPS**

We still have plenty of places on our next two trips, to the Llangollen Railway on Sunday 2nd July and to Pendon Museum on the evening of Thursday 17th August. Seats on the former cost £15-00 for adults and £12-00 for children. Pendon costs £6-50 which includes the Vintage coach and admission. Bookings can be made with Tony Caton (01628 473723) or Roger Wallis (01628 474649).

### **VAT AND PRESERVED RAILWAYS**

Following exchange of letters with our MP, Ray Whitney, we have now received a further reply enclosing a detailed explanation of what is and is not to be subject to VAT from David Heathcote-Amory, Paymaster General at the Treasury. This is too long to reprint here but if you are interested ask Mike Walker for a look. Briefly, the good news is that preserved railways in general are zero rated but museums are liable and that includes steam centres such as Didcot.

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## FORTHCOMING MEETINGS

**Thursday 20 July**                      **Scottish Industrial Scenes & Locomotives**      Tim Speechley

Society member Tim Speechley offers another view at industrial railway scene, this time from north of the border.

**Thursday 17 August**                      **No Meeting - See visits below.**

**Thursday 21st September**                      **Details to be advised**

Wally Richards will not be able to join us at this meeting as had been hoped. Details should be announced at the June meeting.

**Thursday 19th October**                      **Sri Lanka & Peru**                                      Pip Buston

**Thursday 16th November**                      **USA Steam in Colour: 1951-52**                                      Jim Jarvis

**Thursday 21st December**                      **Christmas Buffet & Social**

Our regular Christmas event where you can meet fellow members and partners for eating and socialising! Over the summer why not be on the look out for topics which can base a small 10 minute talk or slide presentation of general interest, with a light-hearted theme!

## FORTHCOMING SOCIETY VISITS

**Sunday 2nd July**                                      **Llangollen Railway Coach Trip**

Our annual family coach trip this year takes us to the Llangollen Railway which is again about to be extended. The May meeting provided an excellent taste of what to expect in this respect. 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. Certain to be a fascintaing trip, as the Llangollen Railway is perceived to be among the most progressive of Britain's preserved railways - book your place now!

**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 local operator Classic Coaches) departing from Marlow and High Wycombe or you can make your own way there, although we have made a commitment to the coach hire so members are requested to join the main party and travel in style! 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 if we can go ahead.

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## RAILWAY ROUNDABOUT - Notes & News

### Main-line Steam Operation

On Saturday 17th June a Waterman Railways Charter will bring 71000 *'Britannia'* into Paddington with a train from Paignton via Bristol.

The series of *'Bristolian'* trains seem set to operate as previously advised. Namely, Sundry steam-hauled throughout between Paddington and Bristol Temple Meads, outward via Bath Spa and returning via Badminton. Dates and planned locomotives are:

2 July	70000 <i>Britannia</i>
30 July	5029 <i>Nunney Castle</i>
27 August	5029 <i>Nunney Castle</i>
24 September	35028 <i>Clan Line</i>

The 12th and 23rd July sees 70000 *Britannia* working *'Days Out'* charters Paddington - Cardiff Central and return throughout via the Severn Tunnel. 23rd July sees Loco No. 30777 working East Croydon - Redhill - Reading - Bournemouth and return.

### Railtrack Reorganises

In the March 1995 *'Marlow Donkey'* details were given of a proposed reorganisation. Details in the end have varied slightly from the original indications. The *Great Western* zone of Railtrack is now virtually the same geographical unit of the former Western Region prior to 1987 changes. The route from Didcot to Oxford, Heyford, Worcester and Hereford is to be transferred from Midlands zone to Great Western, along with lines in the Gloucester area. The changes also see the end of the West Coast Main Line zone, which is split at Crewe between Midlands and North West. The North East and East Coast Main Line zone are merged to form a London North Eastern zone (sounds familiar!!!) managed from York.

### Mainline Freight moves Class 58s

With the reduction in coal duties for the Toton Class 58s Mainline Freight has been using them in the South East and they are now a common sight on the Paddington main-line often working from Acton on a variety of duties. Freight traffic is no undertaking something of a renaissance with more freight bound for the Channel Tunnel, as well as traffic of a more domestic nature.

### Old Oak Common Panel Box Closes

The Paddington - West Drayton resignalling scheme was completed over the Bank Holiday weekend 27 -29 May 1995. The entire route from Paddington to Airport Junction is now controlled from the Slough Integrated Electronic Control Centre (IECC). There are two positions, with the division being at Acton Yard. Fringing Boxes are Acton Wells, Greenford and Slough Panel Box. This will come as a relief to EPS who had to tolerate the presence of Old Oak Common Panel Box in the secure Customs zone of their North Pole depot.

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## **Minutes of 1995 Annual General Meeting**

With apologies for the delay in printing, this issue contains the minutes of the 19th Annual General Meeting of the Marlow & District Railway Society held on the 19th January 1995.

**Venue:** Royal British Legion, Marlow.      **Chair:** Mike Walker

No apologies for absence were received and 30 members were present

The meeting opened at 20.00 Hrs with the minutes of the 1994 meeting being referred to for acceptance. These were unanimously adopted.

### **Chairman's Report**

Another successful year for the club was reviewed with commendation for the talks by J Birkbeck, Ron White, John Cronin and Mike Hanscombe. Unfortunately the London Underground talk disappointed and whilst Wally Richards went sick, our thanks are due to both Peters for filling in with excellent slide shows.

Whilst the Paris trip was postponed for obvious reasons, visits were made to London, the Great Central and Bristol St Philips Marsh. A small party visited Germany in October and had an interesting time. The trip to Paris will take place when the time and prices are right.

Thanks were due to all who had helped run the Society and those who now helped with the '*Marlow Donkey*'. Mark Hopwood had a lot of extra work to carry out at the time of the Area reorganisation. (At this point Mark did enquire if there were any volunteers to take on the Editorship?)

### **Secretary's Report**

This reviewed the forthcoming programme as now announced in the *Marlow Donkey*. Jim Jarvis will make a welcome reappearance later this year.

### **Treasurer's Report**

A printed statement of accounts was circulate to everyone from which it was seen that our finances continue to be satisfactory. The expenses and receipts for Club ties will be introduced into the 1995 accounts.

Brian Print will audit the accounts.

A committee decision to drop the annual payment to the Transport Trust was challenged by Roger Bowen. Following a short discussion three alternative proposals were put by the Chair to the meeting.

- (1) Reinstate the annual donation to the Transport Trust.
- (2) Use the donation for a Railway cause, eg Blue Peter fund.
- (3) Keep the money for use as general society funds.

An overwhelming majority of the membership present chose Option 3.

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### **AGM Report (Continued)**

Brian Pritt pointed out that the accounts should be audited before the AGM and following a general discussion it was agreed the committee should look into the matter at its next meeting and propose a solution to the problem.

### **Election of Officers**

Messrs Lewcock, Hopwood and Speechley were due to stand for re-election to the committee and following the proposal by Bas Woodward they were unanimously re-elected.

### **Photographic Competition Future**

The Chairman opened a general discussion on the future of the photographic competition. A long discussion ensued with contributions by Messrs Wheeler, Bowen, Norris, Hopwood, Greatorex, Hyde, Robins and Lewcock. The problem of prints was highlighted and a suggestion was made to widen the categories. Our Treasurer suggested a questionnaire be circulated to all members in order that the many ideas be co-ordinated and action taken.

### **Any Other Business**

Roger Bowen raised the question of VAT introduction on 'fun' transport and suggested that letters should be sent to Ray Whitney on behalf of our society and its members. This will be actioned.

Mark Hopwood thanked Mike Walker, Tim Speechley and John Tuck for help with the "Donkey". In order to assist him as Editor he asked if an A5 size format would be acceptable as this would assist production. Following a brief discussion Tim Speechley suggested from the floor that the A5 format be adopted and this met with approval.

At the end of the AGM, Roger Bowen expressed thanks to the committee for all its work and a round of applause was given.

**The Meeting closed at 21.30 Hrs**

## **PROPOSED RULES REVISION**

Following discussion at the AGM in January the following amendments are proposed to the Society's constitution to permit the holding of the AGM in February and to make necessary provision for the revision of subscription rates when required.

### **4. SUBSCRIPTIONS**

*The following existing wording:*

4.1 Each FULL member is required to pay the FULL annual subscription only. REGULAR members shall pay the REGULAR annual subscription and a MEETING subscription for each meeting attended. JUNIORS shall pay one half of the appropriate fee.

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

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### Proposed Rules Revision (Continued)...

*The Proposed revised wording:*

4.1 Each FULL member is required to pay the FULL annual subscription only. REGULAR members shall pay the REGULAR annual subscription and a MEETING subscription for each meeting attended. JUNIORS shall pay one half of the appropriate fee.

All subscriptions run from 1st January to 31st December and the amount shall be determined by the Committee.

### 7. ANNUAL GENERAL MEETING

*The present wording:*

7.1 The Society's Annual General Meeting will be held in January. Notice of the agenda will be distributed to all members at least two weeks in advance.

*The proposed revised wording:*

7.1 The Society's Annual General Meeting will be held in February. Notice of the agenda will be distributed to all members at least two weeks in advance.

*These proposals will amend the M&DRS Constitution of 19th January as revised on 21st January 1993 and will be put to the vote of those members attending the July 1995 meeting.*

## MEMORIES ARE MADE OF THIS 2 By Alan Morris

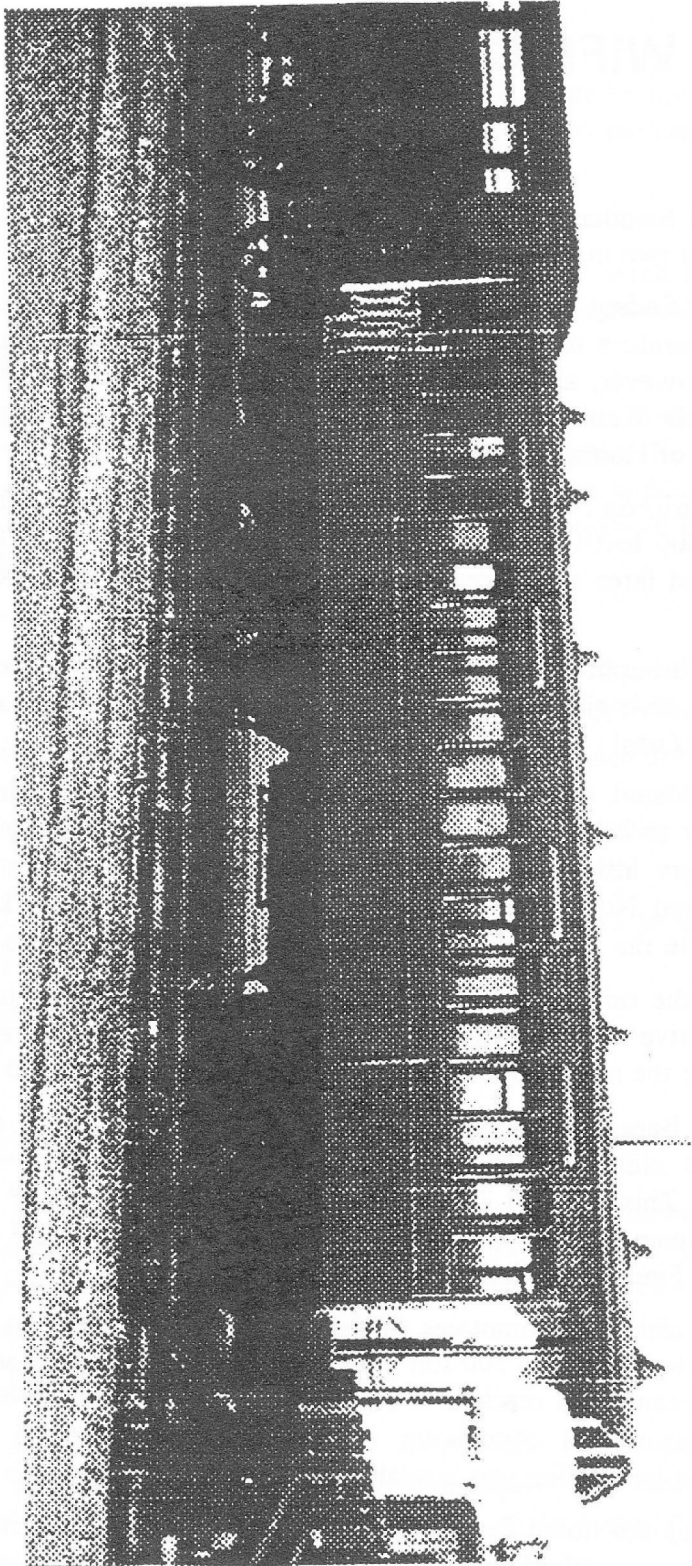
I expect all older railway enthusiasts have seen the film 'The Titfield Thunderbolt'. The theme of the film is the way some determined local inhabitants of a West Country village keep their branch line in operation despite the attempts of local officialdom to close it. Much of the film was made on the closed ex-GWR branch from Limpley Stoke to Camerton in Somerset, but some of it was filmed at the back of the steam locomotive depot at Southall. As a teenager in 1951, living only a few hundred yards from the railway. I managed to see the filming of the scene where the '1400' class 0-4-2T was 'borrowed' from a turntable and driven off, apparently across country.

However, all of that is no more than background to the story of the balconied coach in the picture. This was used in the making of the film on the Camerton branch, and was spotted in Southall goods yard shortly before the film was made, no doubt on its way westwards. It had latterly seen service on the Kelvedon and Tollesbury Light Railway in Essex which had just been closed, though I believe it was used before that on the Mid-Suffolk Light Railway between Haughley and Laxfield, which was closed to passengers in the 30s.

What happened to this delightful relic of a past age after its use in the film I have no idea. I suppose, sadly, it was broken up as the the preservation movement was only just beginning to stir.

**Photo (Right) by Alan Morris shows the vehicle referred to in Southall Goods Yard.**

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## TO HELL AND MY WIFE CAME TOO!

By E.W.Lewcock

A tour taking in both Norway and Sweden by rail provided a holiday with a difference, although the tour operator dropped a brick or two in setting up the trip!

The start was inauspicious, first by finding that we were the only people on the tour and, secondly, by being directed by the tour operators to Terminal Two at Heathrow, only to find that SAS departed from Terminal Three. However, all went well for a while after this and two days were spent in and around Oslo visiting the Kon Tiki, the Fram and the Viking Ship Museum along with a trip to Vigeland Park for a study of Human Form.

Oslo boasts a "Tunnelbane" and a trip on No 15 line is strongly advised. During a run lasting about 35 minutes, the line climbs to 2,800 feet!! The views are quite spectacular over the fjords, while the trains run every 15 minutes and fares are normal price. Eat your heart out Snowdon Mountain Railway!

Continuing from Oslo to Bergen brought in the bleak and spectacular views. Bergen itself is an attractive town with the most attractive girls in Europe. Before the railway was opened in 1909, it was quicker to get to London than Oslo!

Opportunity was taken to visit Flaam, about 150 miles up the Sogns Fjord, using the daily catamaran service; this turned out to be a 70 km/hr 5,500 hp vessel, jet propelled giving highly spectacular start but generating very little wake at speed. On arrival at Flaam, lunch (a sandwich and beer) was taken in a converted Norwegian Coach, before ascending the remarkable Myrdal branch by electric railcar jammed to the gulleys with visiting tourists, mainly orientals.

The mileage to Myrdal is 6 but the rail distance is 12.5 in a highly spectacular run inclusive of twenty tunnels, a halt by an attractive waterfall, as well as a climb on a gradient averaging 1:18. A short wait at Myrdal ensues before the arrival of a main-line train between Bergen and Oslo.

Later in the week the return trip, Bergen to Oslo, was by the overnight sleeping car train and this run includes the most formidable climb in Europe. From Voss to Kvind, 44.9 miles - the line climbs 4,084 feet averaging 1:58. This is about 75% of the Sierra gradient on the SP in California and was worked in the days of steam by the Compound 4-8-0s built to the WOOLF system using two piston valves for 4 cylinders. Fine if you don't run too fast.

Our trip behind one of the older electric locomotives (more reliable on the gradients according to the driver) comprised a train which topped the 500 ton mark after Myrdal. Bergen was left at 23.00 Hrs and Oslo, some 300 miles distant, was reached at 07.00 Hrs in time for a free breakfast to be taken at the station before departing for Stockholm. Our double berth sleeping compartment provided a comfortable night's rest and coffee was available all night at the end of the coach.

The onward run to Stockholm was not noted for spectacular scenery but before starting, time was taken to view the little 0-4-0 Manning Wardle No 576 locomotive, built in 1875 and plinthed at Oslo station.

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It had been sold originally to the Norwegian Trunk Railway and was used for shunting duties at Oslo East station for many years. A re-boiling took place in 1906 and final withdrawal occurred in 1955. In 1985 it was transferred to its present site at Oslo Central station. The four full size front windows are an unusual feature.

Arrival in Stockholm brought us into the midst of the Water Festival, with numerous events both on land and water. Unfortunately on the Sunday, a visit planned to a nearby narrow gauge preserved line was rained off and short excursions around Stockholm by the Tunneljaarn made instead. With profuse graffiti and all four escalators out of action at one station simultaneously, I shall never be so hard on London Transport again!

The first major hiccup of the tour occurred when by chance we discovered that the SJ (Sveriges Jarnvaag) museum at Gavle scheduled by our tour operator to be visited on the Monday, was always closed on that day. However, after some quick negotiations at the enquiry office in the Main Station, with a follow-up call on Monday it was agreed that we could make a private visit at 2pm. This was a great stroke of luck as the Museum is well worth a visit, having certain exhibits of considerable interest. The Museum authorities kindness in making special arrangements for us both at such short notice was acknowledged by a donation of a copy of "Great Central Steam" by Dr Tuplin for their library - and being the only suitable item available to express our thanks.

A locomotive roundhouse protects the numerous indoor exhibits but there is also a large open area with numerous vehicles along with a miniature railway. Eye catching exhibits include a reproduction "Novelty" built 1980 in Britain and the "Fryckstad", an 0-6-0 T built in 1855 for the Fryken-Klanaalven line of 1101mm gauge.

A Beyer-Peacock 1856 2-4-0 "Prins August" was instantly recognisable and had been steamed in 1956. It was one of six locomotives built to operate on the Malmo - Lulea and Gothenburg - JOnsered lines. SJA75 "GOTA" was another BP design but of 2-2-2 wheel arrangement for express trains on the Stockholm - Gothenburg line. It was withdrawn in 1905 but restored to working order in 1980-1981.

Nydqvist and Holm of Trollhattan have been famous for many years as Swedish locomotive builders and their 2-8-0 No SJMa 779 Compound of 1904 was one of a class which handled 1000 ton trains over the Mambanan - Lulea - Kiruna - Narvik lines.

In 1914 the same company produced a handsome 4-6-2 Class express design which was later bought by the Danes who had further examples built as 1960, a remarkable run for the same design of locomotive.

A link with the LMS lies in Turbine Locomotive TGOJM3 + 72, a jackshaft drive 0-8-0 built in 1936 by Nohab for the Iron Ore service to Narvik. The turbine design used was also used on "Turbomotive" after Stanier had seen this type of locomotive in operation.

Electrification of the Iron Ore line to Narvik called for a special locomotive to handle the 5000 ton trains and the preserved 1+D+D+D+1 is an impressive machine. The present day locomotives are not dissimilar in appearance. These locomotives, classified DM3 are powerful machines of which two versions exist; the first, batch of three built in 1960, are rated at 8,320 hp whilst the fifteen main batch built from 1967 are rated at 9,650 hp. Each of the main batch weighs 273 tonnes and

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have a starting Tractive Effort of 205,00 lb; the continuous rating at 37 mph is 95,700 lb. This later batch are rebuilds of the type DM (1-D+D-1).

Our journey onward north from Gavle to Kiruna and Narvik was enlivened by a mix-up of sleeping car arrangements. The overnight train starts from Stockholm and passengers from Gavle can have problems, ours turned out to be an attractive Norwegian girl who was using the third bunk in our First Class Compartment!! She had objected to sleeping six to a compartment in the standard class. At this point, my wife pointed very clearly to the technical problems of the arrangement and insisted that the attendant straightened matters. This he did by ousting some Germans, who had no tickets!

It is sound policy to travel up to the Swedish Arctic Circle and Kiruna overnight, as the scenery lacks the high drama of Norway. The journey is long, departure from Stockholm at 17.40 Hrs arriving at Kiruna at 11.15 the next day, with arrival at Narvik at 14.00 Hrs. Since departure next morning was to be 06.45 Hrs, our tour of Narvik itself was limited, being dominated by the ore terminal and a Red Cross exhibition of considerable interest, which showed the history of both the sea and land battles for Narvik in World War Two.

Our hotel was well used to early departures, so we were able to have a light breakfast before the bus started on its spectacular five hour run to Fauske (including a ferry trip across the fjord) where the railway to Trondheim is met. If by chance a trip to Kirkeness from Narvik were envisaged, it is a one and half day bus ride, with an overnight stop at ALTA for the 1044 km. Our bus journey to Fauske, however, was only 245 km, enlivened at one stopping point when I disappeared into the local loo, only to find on re-emergence, no bus in sight! A few moments of panic were soothed when it was found inside a ferry waiting to cross the fjord.

From Fauske, a highly scenic run is taken to Trondheim which could hardly be equalled by road and which includes crossing the Arctic Circle line, this being marked by stone Cairns, built at the highest point of the whole journey of 665 km from Fauske to Trondheim. In this region, the tree line is relatively low and the Arctic Circle crossing itself is treeless.

The approach to Trondheim along its fjord is most attractive on a sunny day, rounding off one of the world's scenic runs and the town itself has a very pleasant centre including a small fish market. Whilst we hear a lot about Manchester and Sheffield Metro links, little is heard about the Graakallbanen, an 8.8 km tramway opened in 1924 but closed in 1990 and a trip along the line finishing at Lian is well recommended.

The run south from Trondheim continues through more scenic country and it is very much worthwhile to stop at Dombaas for a trip down the spectacular branch line to Analyses. On our trip, a quick reversal on the same train enabled a nights stay in Dombaas to be made with an early morning departure to Hamar - yet another point missed by the tour operator! This revision enabled a visit to be made to the Jernbanemuseet, the main rail museum of Norway and the oldest in Scandanavia. Here, more early British locomotives were seen, including an 1861 Robert Stephenson 2-4-0 which ran until 1914.

The 2-4-0 in service ALF built in 1870, could have passed for an I.o.M. loco, apart from the chimney, whilst the first locomotive built by Thune Works, Oslo, is also on display, it is a small 4-4-0 built in 1901.

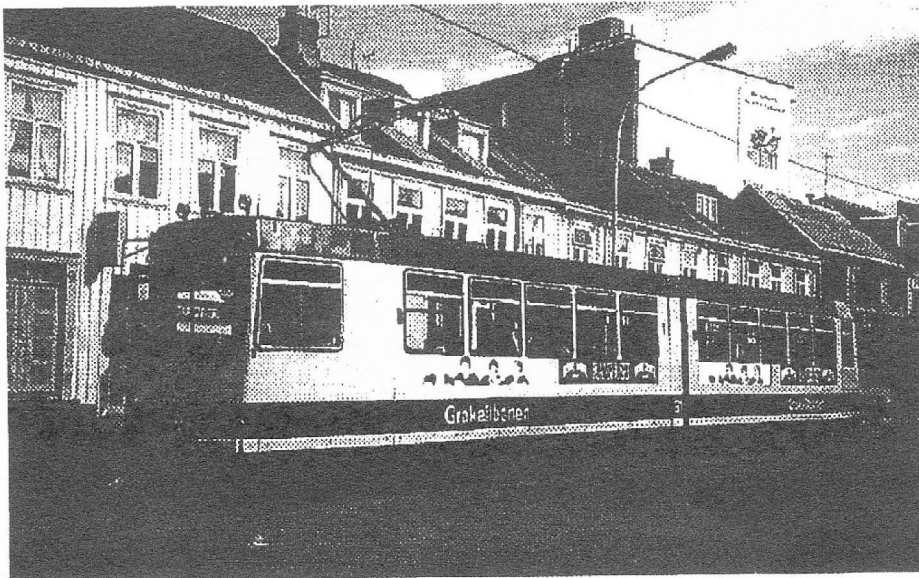
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A 750mm line, the Tertittbanen, sports a working steam train from the Urskog - Holand line closed in 1960, which runs on a 1/4 mile track along the perimeter of the museum enabling a number of outside exhibits to be viewed. A narrow gauge of 3' 6" was widely used in Norway for many years, mainly to the west of Lake Mjosa; lines to the east linking with Sweden being standard gauge, the last of narrow gauge was converted to ss gauge as recently as 1949.

The "piece de resistance" is No. 470, one of the 2-8-4 Dovre Giants, weighing 142.7 tons and built as part of a joint production between Thune Works, Hamar Foundary and Krupps. All seven locomotives were used on the Dovre line between Oslo and Trondheim from 1935 onwards, but were made redundant by electrification.

A batch of three were built in Norway first, followed by 2 + 2 from Norway and Germany, the firm of Krupps being used to sort out some of the problems found on the earlier machines. On test, one of them hauled 350 tons up a 1:55 gradient at 37 mph developing 2650 hp at the time. Unfortunately, the hall built for No 470 is small and one cannot get a good view of this impressive machine.

Returning to Oslo later in the day meant the end of our holiday with a difference which had included plenty of good food and friendly people. Then why HELL? Well, we went there alright - 62.25o North and 10.45o East, just east of Trondheim and on the fjord.



**PHOTOS:**

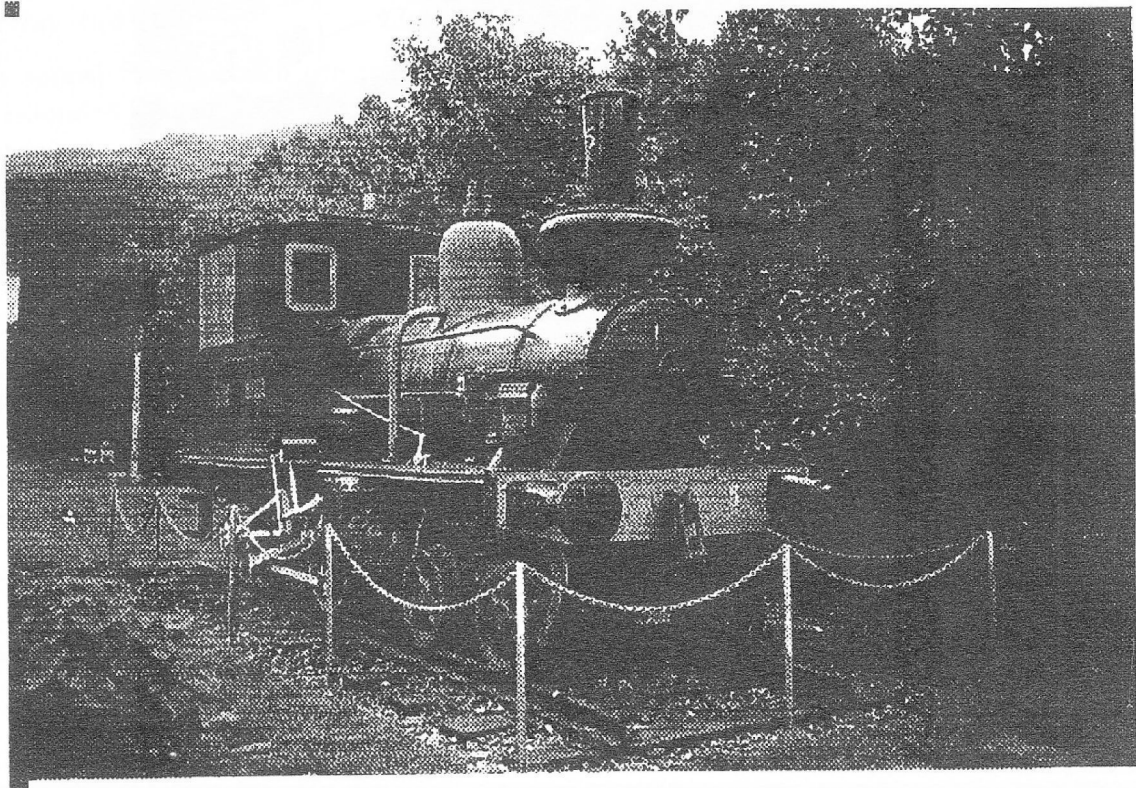
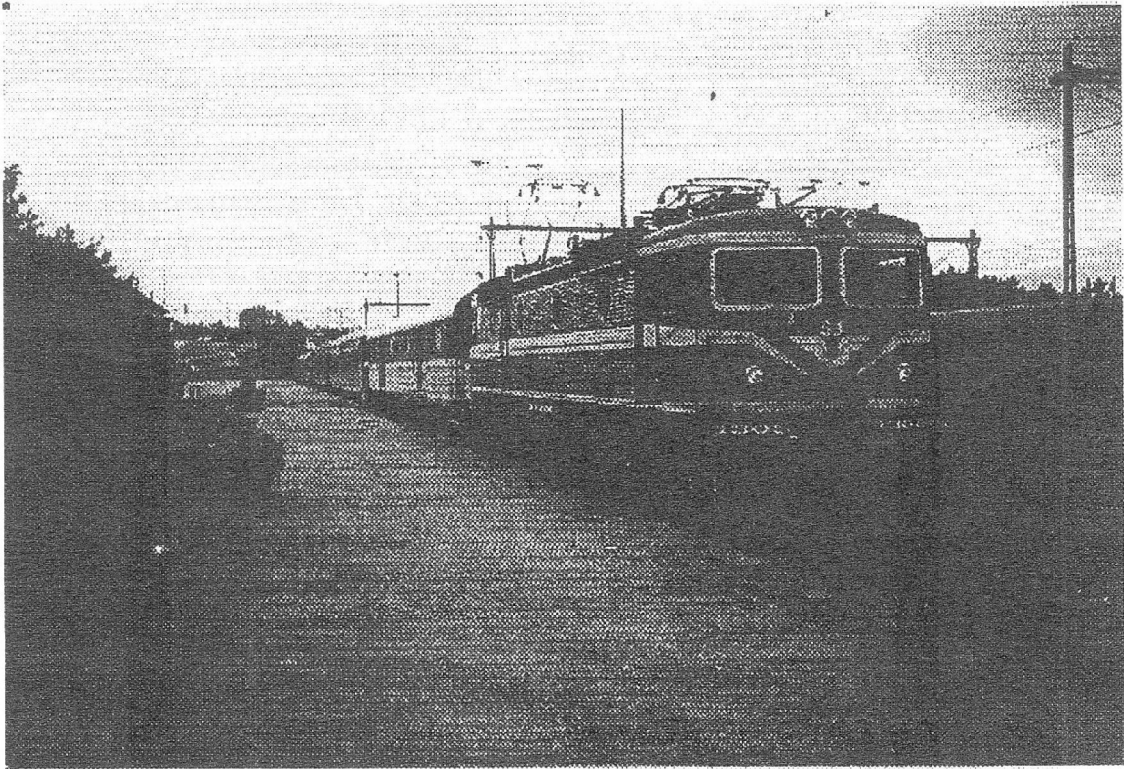
**Above: Graakallbanen Tram at Trondheim Terminus waiting to depart to depot at Lian.**

**Over Above: Swedish Train at Narvik awaits departure to Kiruna and Stockholm.**

**Over Below: 4-4-0 T locomotive BIFROST built Nydgrist & Hosm at Narvik station. 21 tons.**

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## **FIRST IMPRESSIONS AT CHINNOR** By Mike Walker

Several times I've promised myself a visit to the Chinnor & Princes Risborough Railway since it started passenger operations last autumn. After all, as our local preserved railway it deserves our support, but for one reason or another I have not got around to it. However, the hire of Didcot's 1466 and the glorious weather over the VE weekend got me off my butt and into the car headed for Chinnor.

Considering the C&PRR was only founded as a group in 1989 and were unable to do much until BR finally withdrew from the branch in 1990 much has been done and the railway gives the impression of wanting to go places fast. At Chinnor a new station platform has been built (the original was demolished years ago) and bears a corrugated shed to accomodate the "Ladies" and an old coach body which I understand is of Cambrian origins rescued from Abingdon. Tickets are presently purchased from a Portacabin in the car park, one of the poorer parts of the project as it is far too small and is soon filled, especially when there is steam.

Although there is no covered accomodation for the stock, the train was superbly turned out. On my visist it was formed of a Mk 1 Miniature Buffet bracketed by a pair of Mk 2s, an FK and a BSO. All three were smartky painted chocolate and cream with the C&PRR monogram on their flanks whilst the interiors were nicely renovated and clean, even with potted plants on the tables - I wonder how many passengers were tempted to remove one? The buffet was performing its intended purpose and was doing a roaring trade in soft drinks when the outside temperature was touching 80F!

For the present the C&PRR is operating over just under 3.5 miles, stopping just before the curve round to join the Thames branch. A crossover has been installed at "Thame Junction" to provide a run-round loop but until it has been passed by the inspectorate it cannot be used. Therefore during 1466's visit the train was being worked "top and tailed" with 1466 on the Chinnor end and the unique Class 17 Clayton diesel D8568 on the other. The track is in quite good condition.

I was surprised at the number of photographic opportunities along the line. A lane crosses the line just outside Chinnor and gives access to a footpath which follows the east side of the line as far as Wainhill Crossing and between Bledlow and Thames Junction several shots can be had from tracks between adjoining fields. Perhaps one of the nicest shots to be had is where the line passes behind the cricket pitch in Bledlow. A shot of a steam train passing with a match in progress in the foreground would be as quintessentially English as O. Winston Link's classic shot of an N & W train passing the drive in movie is American.

From the foregoing you will see that I was impressed with the C&PRR and wish them every success in the future. The trains are now again diesel hauled once more, but if the crowds handled over the VE weekend were anything to go by it surely won't be long before another steam loco is hired. But, don't wait that long, make the visit anyway. Hey! We could even organise a M&DRS special!

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## **BOOKSHELF**

By **ALAN COSTELLO**

### **BRITISH RAILWAYS BRIDGES AND VIADUCTS - Martin Smith**

**Ian Allan Publishing. ISBN 0 7110 2273 9**

This book ties in with the talk at the June meeting. The world's oldest surviving railway bridge can be found in County Durham. It was built in 1727 to carry a colliery tramway across Beckley Burn and is now classified as an Ancient Monument. Almost 100 years later the first iron railway bridge (on the Stockton and Darlington railway) was built. Details of these bridges and other bridges and viaducts are listed in the order of building together with a short history of each structure and where they can be found.

### **CHINNOR AND PRINCES RISBOROUGH RAILWAY - A VISITOR'S GUIDE**

#### **Print Rite**

A publication produced by the Chinnor & Princes Risborough Railway giving information on the line and surrounding area. It comprises the railway history and route description together with a history of Chinnor and the Cement Works. The booklet continues with a look at the future plans. Also included are places photos can be taken, local walks and a list of locos and rolling stock with their histories. Finally, at the back is a puzzle page for children about the line and its surroundings. This is a well produced guide on good quality paper. It represents good value at £1-95. Buy one now and help the railway. Copies can be obtained from the railway or I can supply you with a copy.

### **GREAT WESTERN HORSE POWER - Janet Russell**

**Oxford Publishing Co. ISBN 0 86093 425 X**

The book looks at a subject rarely covered - railway horses. Until the internal combustion engine took over the horse played a major part in transporting goods from the stations to the railway's customer. They were even used for shunting. The GWR also ran horse drawn buses for a time. Detailed drawings of carts and buses are included for modellers. Instead of listing the numbers of locos at a shed, the number of horses at each stable is given. A large number of photos and drawings are included.

### **25 YEARS OF RAILWAY RESEARCH - Colin Marsden**

**Oxford Publishing Co. ISBN 0 86093 41 1**

The history of the Railway Technical Centre at Derby covering the period 1964 to 1989 is given. It starts with the buildings of the centre giving the detailed plans of each section and its use. It can be seen on the left hand side as the train from London approaches Derby station and usually a large number of vehicles in the Centre's red and blue livery can be seen. This book lists the number of them and what they are used for. Some of the work carried out is described with the Advanced Passenger Train (APT) project given a chapter of its own.

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## TWENTY FIVE YEARS AGO

By Roger Bowen

In the summer of 1970 it was announced that the Britannia Tubular Bridge linking the mainland to Anglesey in North Wales would be rebuilt at a cost of £2 million after 12 months closure.

The Severn Valley Railway reopened as a preserved line on 23rd May. It was 5.5 miles in length and carried 3,720 passengers in its first three days of operation. Second class fares from Bridgenorth to Hampton Loade were 6/-.

On May 8th the official naming of the Northern Ireland Railway new diesel locomotive No.101 "Eagle" took place at the B.R.E.L. works at Doncaster. Built to an order placed by N.I.R. with Hunslet Engine Co. The loco was assembled at Doncaster with a 1350 hp English Electric-A.E.I. engine.

Train and buffet prices on British Railways were raised from 5th July 1970. Lunch would be 19/6d, dinner 22/6d. Coffee became 1/3d a cup.

A further stage took place in the history of Wolverhampton Low Level station on 6th April 1970 when it became one of British Railway's Parcels Concentration Depots.

At the Abingdon Festival the Great Western Society exhibited at the former GWR branch terminus, which had been closed since 1963 to passengers. Locos on display were: 6106, 1466 and Auto-trailer 231.

London Transport gave notice of its intention to close the Epping to Ongar section of the Central line.

The Western Region withdrew passenger services between Bridgend and Treherbert on 22nd June. Earlier, on 4th May, London Midland Region withdrew services between Poulton-le-Fylde and Fleetwood.

## TEN YEARS AGO

By Roger Bowen

The notes and news section reported on the enquiry to close Marylebone station which had been proposed. Also mentioned was the repainting in Great Western Chocolate and Cream livery of a Class 121 single car DMU, and, of course, the programme for GW150.

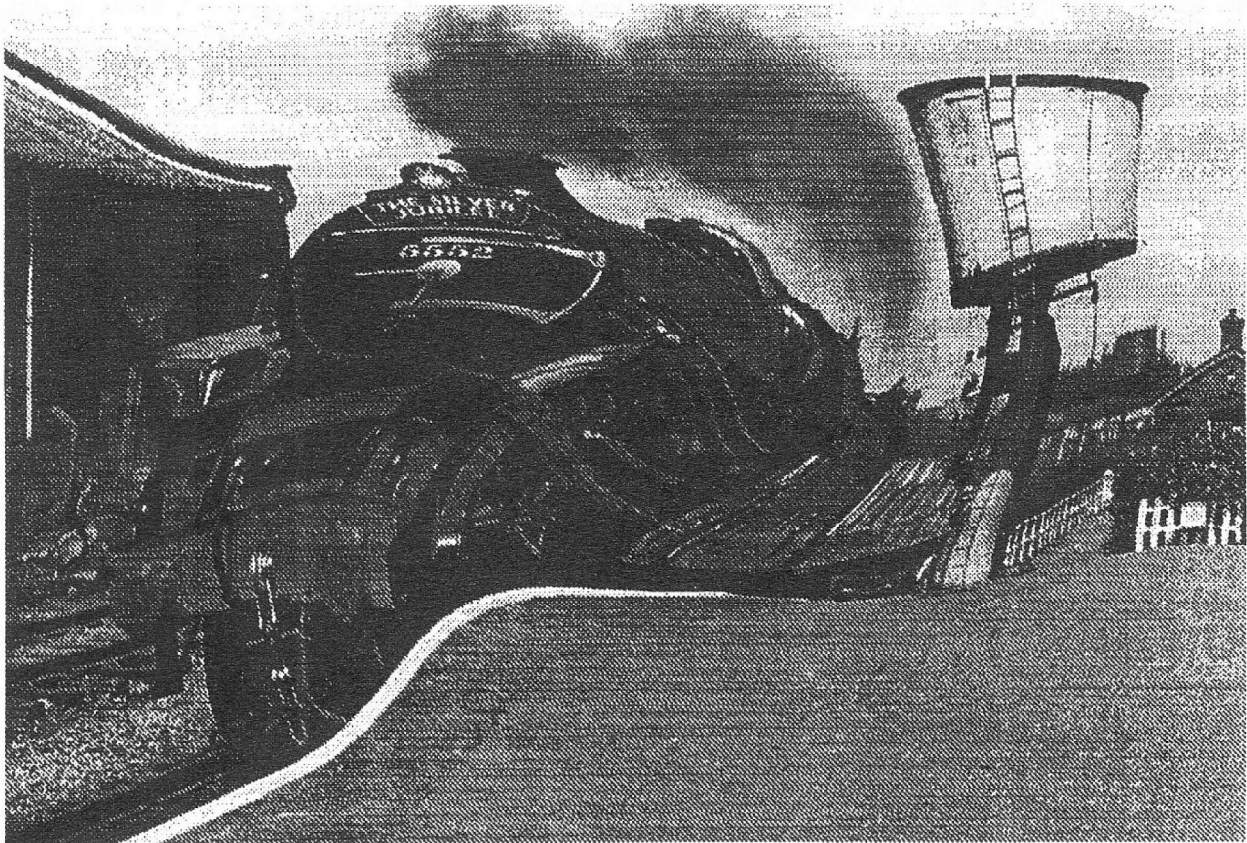
There was a report on the vagaries of the British Rail fares structure, the single fare from Reading to Exeter being £15-30 via the Western Region main-line, but only £14-20 via Basingstoke and the London and South Western main-line.

The final item was a fascinating article featuring the Welsh Highland Railway.

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### PHOTOGRAPHIC TRICKS!!!



## PHOTOS FOR PUBLICATION

The advent of computer scanning has enabled us to bring photographic reproduction to the Marlow Donkey thanks to John Tuck and the technology he can use to bring us interesting effects such as the above!

However, there is a serious point which is that not all photographs are suitable for reproduction because they do not have enough contrast or focus on detail. As a result this can reduce the number of photos which we rely on to print in the 'Donkey' to accompany articles. Please consider this when making submissions.

In addition, serious thought needs to be given to the use of Photo Competition shots on the covers as the most popular shots on a print or slide will not always translate into print well.

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