

THE

DECEMBER 1995

75

MARLOW DONKEY



IN THIS ISSUE...

**TURKISH DELIGHT
1995 TRIP REPORTS
STEAM TO THE SOUTH WEST**



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FRONT COVER PHOTOGRAPH:

This view of the yard at Weymouth on 7th June 1967 brings back happy memories of the last days of Southern steam and won Class B - UK Colour Slides - Pre 1968 for Alan Costello in our 1995 Photographic Competition. Front to back are 34060 25 Squadron, D2397 and 34036 *Westward Ho.*

CHAIRMANS NOTES

Some of you may have noticed a lack of a September issue of the Donkey. Unfortunately, Mark found the responsibility of running Thames Trains and editing the Donkey too much. It could also have been the fact that I was away and not there to crack the whip. As Mark has resigned as editor it has fallen on me to edit this edition which is something of a stop gap edition - I do not, and will not, be taking it back on permanently. The good news is that John Tuck has agreed to take over for the June 1996 issue onwards however we do need further assistance. Please look to the item under SOCIETY NEWS in this issue.

Lovers of steam traction have had a frustrating year. Following the sale of Special Trains to Pete Waterman and the emergence of Days Out and LSW Railtours an ambitious programme of steam tours was announced, not simply taking steam traction to new places but at a frequency almost unheard of. What nobody seemed to stop and consider was where all the "bums on seats" were coming from to fill these trains, especially when the UK leisure travel market is down around 30%. On top of this we had a drought and consequent steam ban (What did they do in the good old days?) and some very questionable (over)charging by the current villains of the piece Rail express systems. The result has been the total collapse of the British main line steam programme. I hope all concerned will take the winter to take stock, consider their positions and talk sensibly to each other to avoid the repetition of such a disaster in 1996.

Personally, I have long felt that the whole UK main line steam programme leaves much to be desired even before privatisation. Most enthusiasts want to see the locomotive in operation not just ride behind it. Travelling in a Mk1 is much the same whether a steam loco is up front or a class 47. Photo runbys, so beloved in the US, South Africa and elsewhere are not easy to achieve in the UK given the density of traffic and the problems of detraining away from stations. But why not lineside chase buses as the RPSI offers in Ireland? Okay it would increase ticket prices still further but at least you'd get to savour the splendour of the action. Given that many enthusiasts are like me preferring to chase and photograph rather than ride why not market the trains themselves more widely to the general public? I am also a firm believer in the frequent short trip operations like those of LUL or the Woking shuttles. With realistic fares, families are encouraged to ride as are we photographers.

As those who sweated it out at the July meeting will know, I've decided to stand down as Chairman and Committee Member at the next AGM (which will be in February). My life has changed greatly in the past year and I find I can no longer give the time needed to the Society. Additionally, I feel that the Society has, of late, become a little stale and tired. We have seen less and less of some regular and long standing faces and, to be frank, an air of apathy seems to be drifting over the club.

I personally find it disheartening when the hard work of the Committee in organising meetings or trips is repayed with so little support by the membership. Recent meeting attendance has been drifting downwards and it's been a real struggle to get enough members to make trips viable. Whilst I don't ask for, or expect to be thanked at every turn it would be nice to know what you think and get some help from time to time. Take for example meetings. Often I barely get time to thank the speaker properly before the majority of you are fleeing to the door so quickly one could be forgiven for thinking there was a fire alarm. It seems that most of you can't even manage to return your empty glasses to the bar let alone wait a few minutes to help pack up the chairs etc. No, the RBL steward does not do it, the same couple of members do it every month! Another

example is the Society Tie. Many expressed a wish to have such an item so Gordon Rippington used his contacts to get some made. Now it seems we can't give them away and as a Society we've incurred a considerable financial loss.

I have been a member of the Committee for all but two years of the Society's eighteen year history and have served as Treasurer, Donkey Editor and, for the last seven years as Chairman and now I feel it is a time for changes at the top. One member has said that if I was to retire the Society would fold up. This is, I hope, far from the truth, there are several members I can think of who have what it takes to lead and generate fresh ideas. The time has come for you to step forward and accept the challenge. I hope it is one you will accept.

All that remains is to thank you all for your support and to wish you and your families a happy Christmas and prosperous new year.

TIMETABLE

FORTHCOMING MEETINGS

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

Thursday 18th January ANNUAL PHOTOGRAPHIC COMPETITION

The Competition moves to January this year. For full details of classes etc. please see Society News.

Thursday 15th February ANNUAL GENERAL MEETING & MEMBERS SLIDE SHOW

The agenda for the business section of the evening is shown under Society News. This will be followed by an informal showing of members' slides. Please bring a selection along, any subject!

Thursday 21st March STEAM ON THE LONDON UNDERGROUND Roger Pattison

A look behind the scenes of the remarkable LUL Steam operations by the man in charge of the technical side. Why is it done, how are the locomotives hired and what are the problems of running steam on some of the busiest urban lines in the world? All and more will be answered.

Thursday 18th April RAILWAY PHOTOGRAPHY P. J. Kelly

Mr Kelly was one of BR's team of official photographers and often acted as a liaison man between BR and film companies producing classics such as The Ladykillers. Expect a good evening of vintage BR from angles most of us can never reach.

Thursday 16th May SWANAGE RAILWAY Bill Trite

As Chairman of the railway, Bill Trite is well qualified to set the scene for the venue of the 1996 summer coach trip. After some turbulent years the Swanage Railway has now opened its extension to Corfe Castle allowing us once more to enjoy Southern steam in this classic location.

Thursday 20th June RUSSIAN STEAM Adrian Palmer

The fall of Communism and end of the Cold War has opened up the former Soviet countries to Westerners. For their part, these struggling nations are reviving their stored steam fleets to attract enthusiasts and hard currency. Adrian shows what delights are to be seen in steam's lost continent.

Thursday 18th July RAILWAYS IN THE CHILTERNS Roger Bowen

Roger's part time occupation as a railway lecturer is well known, tonight he takes a look at local railway history over the past few decades.

Thursday 19th Sept IT'S THAT MAN AGAIN! Ron White

Yes, it's time for another trawl through the wonderful archives of Colour-Rail with narration delivered in the unique style of Ron (it's in my catalogue, price £5) White.

EXCURSIONS

Saturday 18th May SHEFFIELD AND THE SUPERTRAMS

Another of our days out by train takes us from High Wycombe to Sheffield to ride the all-new Supertram system. Outward via Birmingham returning via London. Fare will be about £25 but to qualify for this special rate we must have a minimum of 10 in the party.

Sunday 6th July COACH TRIP TO SWANAGE

Our annual summer coach trip takes us to the newly extended Swanage Railway with the added attractions of Corfe Castle and the seaside. Full details in the March issue.

SOCIETY NEWS

PREVIOUS MEETINGS & EXCURSIONS

Tim Edmonds returned to the Society for the June meeting with a fascinating photographic review of railway bridges and viaducts from around the UK and overseas showing the wide variety of designs used.

For the July meeting society member Tim Speechly dug into his archives to bring us an evening of Scottish industrial steam from the seventies and early eighties. What at times appeared to be the production history of Andrew Barclay's was broken up with occasional shots of early BR diesels and vintage buses. The latter were well received, must have been the heat!

September saw a superb evening of slides of that time warp of Victoriana, the Isle of Man Railways presented by Colin Miele who admits to being a Manxaholic and it shows. We hope to be able to enjoy more of Colin's excellent photography at a future meeting.

Our own Pip Burston entertained us at the October meeting with views of the railways and other attractions of Sri Lanka and Peru.

The images which passed before our eyes in November when Jim Jarvis took us back to the USA of the very early fifties were truly outstanding - and that's not just your Chairman's biased opinion! Here, preserved on Kodachrome as fresh as the day it was shot, were some of the finest behemoths ever to take to the rails, you could almost feel the ground shake.

We've been on a number of trips over the past few months. On May 20th a small group went by train to Manchester and the East Lancs then three weeks later we finally got by train to Paris via the Channel Tunnel. Road transport was employed for the July 2nd trip to Llangollen and an August evening visit to Pendon. Full reports follow.

ANNUAL PHOTOGRAPHIC COMPETITION

Moves to January for 1996. Thanks to all who answered our questionnaire the main conclusion of which was that you wanted some way of projecting prints. Unfortunately, we've been unable to locate an epidiascope so for this year at least things must go on as normal but we are going to simplify the voting procedure to make it less tedious. This year's classes are as follows:-

- A: COLOUR SLIDES UK Steam
- B: COLOUR SLIDES UK Non-Steam
- C: COLOUR SLIDES Overseas - all subjects
- D: COLOUR PRINTS All subjects (max. size 10" x 8")
- E: B & W PRINTS All subjects

As always a few simple rules:

- 1: All entries must be the member's own original work.
- 2: A maximum of 5 entries per class per member
- 3: Slides should be marked by the entrant for easy identification - prints to be unmarked.
- 4: There is no time limit - shots may have been taken at any time!

Good luck!

ANNUAL GENERAL MEETING

The 20th Annual General Meeting will be held at the Royal British Legion, Marlow on Thursday 15th February 1996 starting at 8.00 pm. The agenda is as follows:-

- 1: Apologies for absence.
- 2: Minutes of the last AGM (see March '95 Donkey)
- 3: Chairman's Report
- 4: Treasurer's Report
- 5: Secretary's Report

6: Election of 1996 Committee

7: Any other business

COMMITTEE ELECTIONS

In accordance with the rules, Mike Walker and Peter Robins are standing down at the AGM. Whilst Peter Robins is prepared to be re-elected, Mike Walker does not seek re-election thereby creating a vacancy.

We therefore invite nominations which should be made to Eddie Lewcock by 10th February 1996.

SUBSCRIPTIONS

Although the AGM has moved to February, your subscription still falls due for renewal on 1st January 1996. The fees for the coming year remain at **£10.00** for **FULL** membership and **£5.00** for **REGULAR** membership (plus the £1.00 meeting fee for Regular members)

Please send your renewals promptly to Peter Robins, MDRS Treasurer, 95 Broome Hill, Cookham Berks., SL6 9LJ. Cheques etc. should be made payable to MDRS.

Thank you for your continuing support.

KEEPING RECORDS

We are now transferring our membership records to computer. These are for internal use only and the computer concerned is not in a network. However, under the provisions of the Data Protection Act you have the right to be told and, if you wish, have your records withheld from the database.

As part of this exercise, Peter Robins will be asking you at meetings if the address details we have are correct. If you receive this issue by post, please advise us if the address is not completely correct. Thank you.

And finally... If you move house please don't forget to let us have your new address.

THE DONKEY NEEDS ASSISTANCE - CAN YOU HELP?

Mark Hopwood has reluctantly had to step down as Donkey Editor due to pressure of work. We are pleased to announce that John Tuck has agreed to take over as Editor from the June 1996 issue, he cannot do it earlier because of other commitments.

John works in advertising and publishing and therefore has access to some pretty high class DTP software of the kind used by most of the commercial magazines so we can look forward to a class product. For example, photographs will be scanned directly into the document.

But there is one MAJOR PROBLEM. Neither John or his wife can type so the Society needs to submit all the text for the Donkey to him typed and on a 3½" floppy disk. This is where we seek YOUR assistance. We are not saying that you cannot contribute if you don't have a word processor but we do need to find out how many of you have either at home, or at work (with permission to use!) and are willing to help type the articles. If we can get half a dozen members to help the load will be fairly light.

Any of the modern WP software packages are acceptable such as MicroSoft Word, WordPerfect or Wordstar run either under DOS or Windows (or even Windows 95!) or on Mac. We are not sure about the suitability of the basic Write programme which is an integral part of Windows and will be carrying out some trials. We can also copy files from a 5¼" to 3½" disk if necessary.

If you do have these facilities let us know as the entire membership will be depending on you.

And the March Donkey? We will get it out somehow but the contributions file is looking a bit thin so please submit your copy as soon as possible to Mike Walker.

RAILWAY ROUNDABOUT - Notes & News

HST FIRE AT MAIDENHEAD EAST

The line east of Maidenhead station was the scene of a major incident on the evening of Friday 8th September when 1B62, the 18.30 Paddington - Swansea, caught fire passing Taplow station when the auxiliary fuel tank of the leading power car 43190 became detached from the underframe spraying the train with fuel which was then ignited by sparks. The train halted at Maidenhead East Junction and the fire quickly brought under control with the aid of the local Brigade, however alarmed passengers began evacuating through the windows. Unfortunately, one was killed when 1A75, the 17.15 Bristol - Paddington, raced past on the Up Main. All lines remained closed until 23.46 and extensive disruption occurred all night. The set concerned was removed to Old Oak Common at 07.00 the next morning and a full enquiry commenced.

COLLISION AT PADDINGTON

A serious collision occurred at the approach to Paddington at 16.20 on Friday 10th November. An empty Thames Trains Turbo formed of sets 165108 (leading) and 165120 moved into the path of the arriving 13.32 Swansea - Paddington HST. The leading power car of the latter, 43018, and the First Class cars were derailed as were three of the Turbo cars, two of which overturned. These, and the power car received extensive damage and the HST driver was trapped in his cab with serious injuries for about an hour. Fortunately there were few other injuries and this time evacuation of the train was carried out in exemplary fashion. The accident closed Paddington for the rest of the evening with Thames implementing its emergency timetables operating from Ealing Broadway whilst Great Western services terminated at Reading and some started from Waterloo. Some disruption continued over the weekend. Whilst a full enquiry is ongoing, initial investigations have ruled out signal or points failure but another SPAD, Signal Passed At Danger, incident on the part of the TT driver who had only been passed out from training two weeks previously, he claims to have misread which signal referred to his line.

As a stop gap measure, Reading intends to form up a hybrid two car unit from the undamaged end cars of the two sets involved whilst the other three cars are returned to ABB at Derby for repair.

MORE TURBOS TO COME?

Even without the loss of one set as a result of the above incident, the shortage of Turbos brought about by intensive use and reliability problems was starting to be a major headache for both Thames and Chiltern resulting in shorter trains and cancellations. The unit damaged last November at Slough, 165102, has now returned from ABB at Derby and is back in service although it is still reputedly twisted. Both train operators have therefore been exploring with the newly privatised leasing companies the possibility of having a further build of 166 Turbo Express units. ScotRail is also reported to be interested in acquiring a fleet of 166's. Nothing is likely to occur until these TOC's have passed into the private sector.

HEATHROW EXPRESS PROGRESS

Progress continues at a brisk pace with the BAA Heathrow Express project to link Paddington with Heathrow Airport. The work is well advanced at Airport Junction, west of Hayes & Harlington, with most of the major civil engineering works nearing completion. The concrete flyover has the date "1996" cast above the Up and Down Main lines. During the late summer and autumn work progressed on the erection of electrification masts between Paddington and Airport Junction. At the airport work has resumed on the tunnels and station complex following last October's collapse.

The scheduled programme of platform closures at Paddington will soon begin to allow the construction of the airport check-in terminal. In addition, work has also started on the construction of the Rolling Stock depot at Old Oak Common for the new stock now under construction in Spain.

The service is due to open in 1997 and we hope to have a speaker on the subject at our November 1996 meeting.

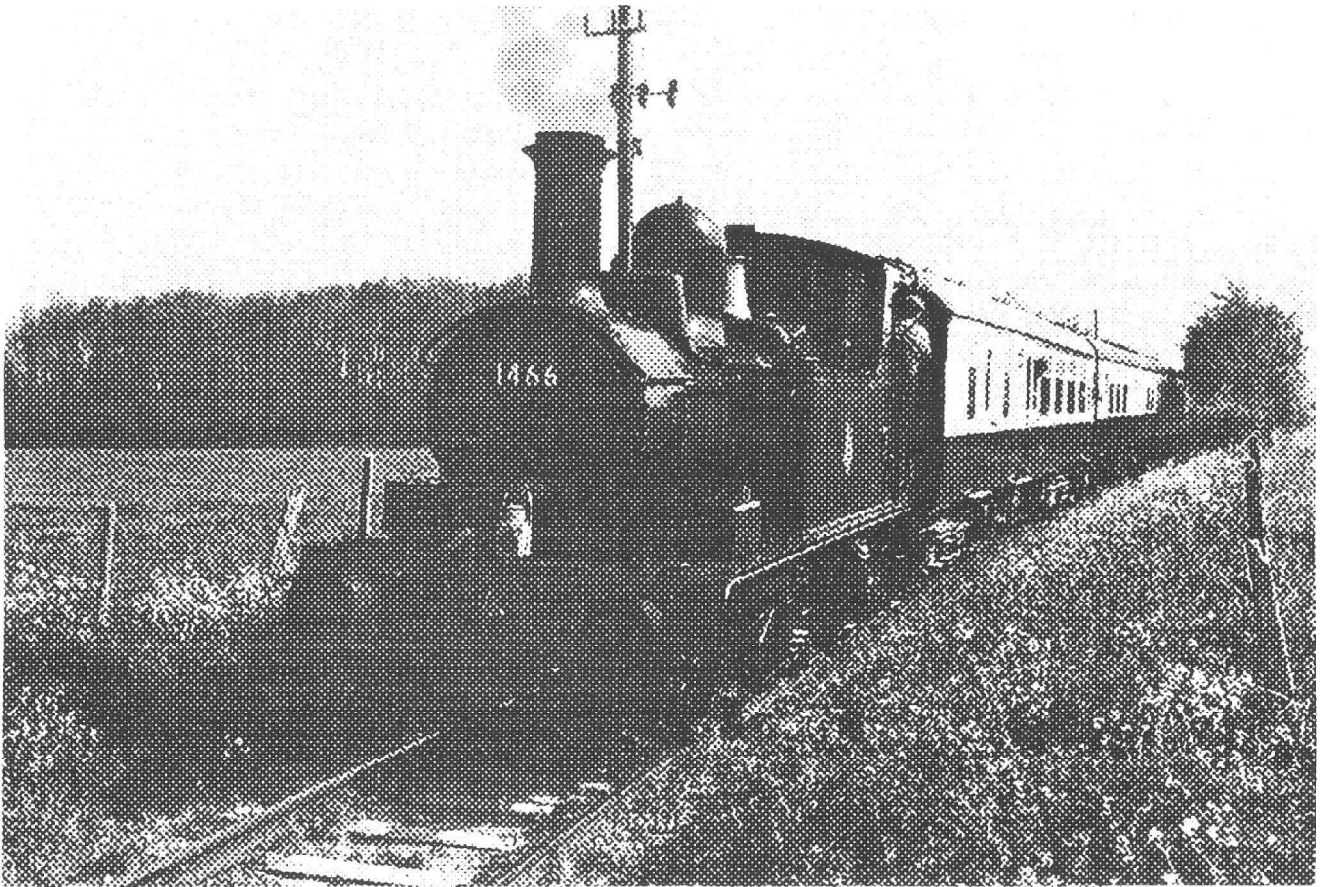
WEST HIGHLAND SLEEPER REPRIEVED

Most members will be aware of the controversy surrounding the Euston - Fort William sleeper service which was originally intended to cease operating from May this year. In the event legal action intervened and the train had to continue operation through the summer with a regular trip from Fort William to Polmadie (Glasgow) for servicing! With the current timetable the train operates as a portion of the Euston - Aberdeen/Inverness sleeper as far as Edinburgh where a 37/4 takes it as a separate train with a correspondingly later arrival in Fort William, although seating accommodation is now reinstated for internal Scottish passengers.

ROYAL TRAIN VISITS MARLOW!

Spotted in the layby on the southbound side of the A404 near the Bisham Roundabout on the morning of Friday 24th November was Royal Saloon no. 2900 on the back of a road transporter. No indication of where it was headed from (Wolverton presumably) or to. Does anyone know? Of course no camera was handy!

STEAM RETURNS TO CHINNOR



Steam returned to the Chinnor branch this year with the hiring of 1466 from Didcot in May. It is seen near Bledlow.

photo: Alan Costello

PENDON FOUNDER PASSES

Those members who visited Pendon in August will no doubt be saddened to hear that Roy England, the founder and inspiration of that wonderful museum, died on 3rd September at the age of 88.

MARLOW VISITS GLYNDYFERDWY

BAS WOODWARD

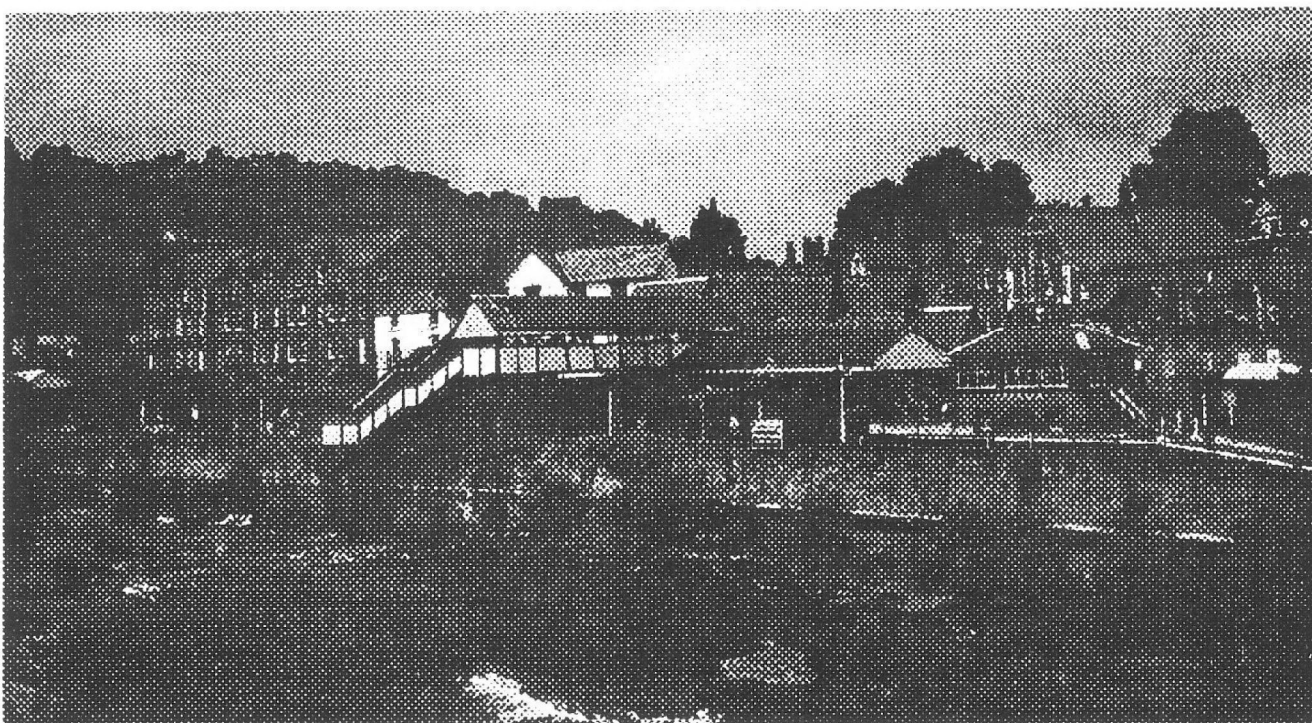
On 2nd July a party of thirty Society members, wives and friends, set out to visit Llangollen in North Wales. This, our nineteenth July excursion, proved to be one of our best ventures. Driven as usual by Gavin we used several motorways with a welcome stop each way at the Frankley Services in the West Midlands. We arrived at midday in the charming little town of Llangollen which was preparing for its world-famous Eisteddfod.

Llangollen station was opened in 1862 when the Vale of Llangollen Co. opened a line from Ruabon. Several extensions were built until the track reached Barmouth, a seaside resort on the Cambrian Coast. So Ruabon became a junction on the Chester - Shrewsbury line. The Llangollen

line became a popular route for tourists and holiday-makers. Then came the "Beeching Axe" and in 1968 the track and fittings were removed.

In 1975 the former Flint & Deeside Railway Preservation Co. obtained a lease on the trackbed and buildings, now in very poor condition. With volunteer labour a short length of track was relaid, and in 1981 some trains were run in the direction of Corwen, the farthest town it is hoped to reach. To rebuild the line back towards Ruabon is highly unlikely.

The down platform at Llangollen which is laid out as a patio was a beautiful spot for an al fresco lunch. The rushing waters of the River Dee behind one and the trains arriving and departing on the opposite platform were delightful.



The idyllic setting of Llangollen station alongside the tumbling waters of the River Dee is surely one of the finest in the country.

photo: Mrs. Walker

At two o' clock we had a conducted tour of the "Works". Accommodation for heavy repairs to the locomotives is limited but with a small number of paid workers much is achieved. We passed a Jinty (ex-LMS 7298) in very good condition externally. In the largest shed we found a stripped-down ex-GWR Hall class no. 4936 *Kinlet Hall*. This 1929 ex-Barry engine, once used in the Shrewsbury area, has been with the Peak Railway, the GWR at Toddington and is now undergoing a complete rebuild. Beside her was a Black Five, which we were told was almost ready to work on the line. Somewhere on site is *Cogan Hall*, also needing a rebuild, although possibly it has moved elsewhere.

The train left at three o' clock with all our party on board. We were pulled by an ex-GWR locomotive, no. 7822 *Foxcote Manor*. I believe this locomotive was rebuilt by enthusiasts at

Oswestry. We stopped at Berwyn where we admired the timbered hotel and chain bridge across the Dee. We passed through a tunnel (689 yards) and Deeside Halt. Eventually we stopped at Glyndyfrdwy where the loco changed ends. Passengers alighted to gaze up the line towards Carrog, soon to be the terminus, and Corwen, the eventual end of the Company's ten mile line.

We left for home at five o' clock leaving the peasant warmth of the Llangollen Vale to find the South of England had been deluged by much needed rain. This was our longest July excursion and in the coach we discussed, "where do we go in '96?"

TURKISH DELIGHT

KEITH BROWN

In early June my wife and I took a holiday at the Turkish Aegean resort of Kusadasi which is situated close to the ancient city of Ephesos. Prospects of observing steam locomotives, or diesel ones for that matter were remote as the resort is not now rail connected. The main line from Izmir to Isparta and all directions to the east of Turkey was some fifteen miles or so away at Camlik which is pronounced Chumlick. However on a walk around the town of Kusadasi I was therefore surprised to see a coach exhibited on a short length of track. Around the next corner was a 20-ton container type of van again on a short track laid for the purpose of displaying the item of rolling stock. On making some inquiries I was informed that these exhibits were memorials to the rail service that used to serve the town as a branch line from Camlik.

As is usual on holiday, tour operators organise visits to places of interest and on one such excursion to Pamukkale, famous for its white calcium pools of health enhancing waters, we joined a coach party. Our journey took us eastwards through the towns of Aydin and Denizli on a fairly decent road which ran parallel to the railway. During the eighty miles along this road only one diesel hauling six red and cream coaches was observed so I was hoping for more sightings on the return journey in the evening. The return trip did not produce even one train by the time we had reached Aydin. I inquired of our courier if he ever travelled by train in Turkey. He replied in the negative and asked why I wanted to know. This prompted me to explain my interest in steam locomotives and railways in general and I asked if there were such things in Turkey as railway museums. Oh yes, he said and went on to explain that we will pass by one later on in our journey back to our resort. Sure enough as we passed through the village of Camlik on the left hand side of the road, through an avenue of trees, about five fairly large locos could be seen. Local knowledge revealed that the museum was open daily from 10am to 6pm. Needless to say plans were made to take a look later in our holiday.

Turkey at this time of year is very hot from midday until 4pm so it was straight after breakfast that my wife and I set out to Camlik using the Dolmus from our hotel to Kusadasi bus station where we would connect with another Dolmus to Aydin which took in Camlik on its journey. Most towns in the West of Turkey are connected by the Dolmus and our small, fifteen seater minibus soon had us on our way. Not the main roads for this mode of travel but all the back roads where locals were dropped off and others joined. The fare was very cheap, about 18p for

the fifteen mile journey. A road sign showing an engine signalled that we were nearing our destination and our bus crossed a four track line where no barriers were erected and I saw from the bus that this was the site of Camlik station. Our bus continued on for another quarter of a mile and stopped at the junction with the main road that we had travelled on a few days earlier.

Our first consideration on alighting was for a refreshing cold drink which was taken outside the museum entrance, where a conveniently situated cafe had been installed. This cafe, we discovered was where the curator of the museum drank and rested between issuing tickets. We got in to conversation of sorts and he told us that he had run out of brochures for his museum but he gave us a leaflet advertising another museum owned by TCDD Turkish Railways, which was at Ankara. Admission was 20000 lire which for each of us was 30p. The tickets he issued were over stamped from 10000 lire, so the admission had been increased by 100% from last year. Not bad when you consider inflation in Turkey is running at 130% or more.

Without the aid of a brochure on the Demiryolu Muzesi as its elegantly painted entrance sign states, one has to make some calculated guesses but the site appears to be a one time steam locomotive depot. This is reached as a spur off the main line which we crossed earlier in our Dolmus. The whole complex is out in the open air apart from the curator's office about the size of a garden shed. The head-shunt contained an assortment of locomotives in rather poor external condition in which a number of hens had made their home beneath the tender of one loco; no doubt sheltering from the midday heat. The dry conditions though had the advantage of limiting the progress of rusting that so many British preservation societies have to contend with.

Leaving the area of the head-shunt one is then faced with the exhibition proper, which is laid out around the turntable and more locos are positioned very well for photography purposes on straight roads either side of the turntable. In all there were over twenty-five locos present and most had an information place, a summary of which is detailed at the end of this report. Those locos in the exhibition proper were in good condition and painted in the black and red colours of TCDD. Ten or so even had their wheels outlined in white and some had buffers and smoke box fittings burnished. The initial number of each loco denotes how many driving wheel axles it has. I took a video of the exhibits and this will remind me in years to come of a wonderful morning's viewing.

My wife and I had lunch at the cafe before walking down to the station we had passed on our way in to the village. The station master was dozing in his office but I disturbed him anyway and inquired when the next train would be along. 1712 he replied and, as it was only 1310 now, even I did not relish a four hour wait. I did not even bother to ask my wife as I already knew what her reply would be despite her being very understanding in hanging about on some windswept locations with me in the past. However, a browse at his wall chart of passenger train movements for the day revealed six departures in each direction. Three each way between 0626 and 1031 and a further three each way between 1712 and 0011.

I thought that this would be the last of my Turkish observations but later that day on walking through the nearby town of Selcuk I came across the station. What a coincidence, my wife said. The strange thing about it, she was leading the way on this occasion. Eight through lines, six well polished, gave the impression that a small passenger service was augmented with quite a large amount of freight movements. The signal arm clattered down as I was about to leave and an engineers train hauled by two Class 20 lookalikes hurried through the station creating a huge dust cloud as they went. That was my last sitting and brought to an end a very memorable holiday.

LOCOMOTIVES EXHIBITED AT CAMLIK MUSEUM IN WESTERN TURKEY

NUMBER	CLASS	WHEELS	BUILT	BUILDER	ORIGIN	WT. TONS	ROUTES OPERATED
34068	1C	2-6-0	1933	Henschel-Krupp	Germany	54.3	Malatya Region
3558	1C1	2-6-4T	1911	Maffei	Germany	68.5	Odemis - Alsanca
45501	1D	2-8-0	1925	Batigholles		58.0	Cerkezkoy Region
45132	1D	2-8-0	1912	Humbolt	UK	61.9	Balikesir Region
45172	1D	2-8-0	1945	Lima Loco. Wks.	USA	73.7	Kayseri - Cankiri
45161	1D	2-8-0	1941	North British Loco.	UK	74.3	Irmak - Cankiri
46244	1D1	2-8-2	1942	Lima Loco. Wks.	USA	89.7	Balikesir Region
56914	1E	2-10-0	?	Corpel-Llouvert	France	?	?
56337	1E	2-10-0	1948	Vulcan Iron Works	USA	110.6	Kayseri - Cankiri
56116	1E	2-10-0	1945	Vulcan Foundry	UK	108.6	Malatya - Sivas
57001	1E1	2-10-2	1932	Henschel-Krupp	Germany	89.5	Afyon - Konya
46025	2D	4-8-0	1935	Henschel	Germany	87.0	Cerkezkoy Region
3705	2C2	4-6-4T	?	Henschel	Germany	105.7	Bagdat - Manisa
217	140	0-4-0T	1918	Henschel & Schn.	Germany	14.0	Erzurum - Kars
45002	1DG8	2-8-0	1924	Tubize-Nohab	Belgium/Sweden	84.0	Samsun - Diyarbakir
44041	DG8	2-6-0	1906	Elbing - Vulcan Fdy.	Germany/UK	57.3	Elazig - Burdur
55037	EG10	0-10-0	1922	Nohab-Henschel- Borsig-Schwartzkopff	Germany/ Sweden	76.8	Usak - Kars
54332	?	2-10-0	1945	Vulcan Foundry	UK	?	?
57023	1E1	2-10-2	1932	Henschel-Krupp	Germany	89.5	Afyon - Konya

PICARDE? - YOU BLINKED AND MISSED IT

MIKE WALKER

Five in the morning is a time known only to milkmen and shift workers in my book so it was a rude awakening when the alarm blasted out on Saturday 10th June at the start of our much proposed and delayed Eurostar trip to Paris. Somewhat bleary eyed, thirteen of our party assembled at Maidenhead and having got tickets from the machines (even booking clerks are still asleep at this hour it seems) made our way onto the platform to catch the 06.36 to Paddington. However, a very late running 06.12 rolled in around 06.25 and we decided to catch that, in the process causing a further delay as we blocked the doors to allow our last two to get up the stairs - it is a (Sod's) law of railway operation that late trains only get later, now you know why! Anyway the 06.12 turned out to be a "Parliamentary" and made stops at such obscure halts as Iver and West Ealing which usually appear as mere flashes to Thames' Maidenhead patrons. The 06.36 was on time and overtook us near the latter but we still had plenty of time to make it to Waterloo, arriving a bit after 07.30.

The remaining four of the party soon joined us and we made our way through the automatic check in barriers and security to the departure lounge. There are few seats here but this didn't prove to much of a problem as our train "Eurostar 9010" the 08.23 London Waterloo International to Paris

Gare du Nord was soon ready for boarding on platform 21. Expectantly we took the escalator up to the platforms under that impressive glass roof where our train and two others were standing. Having located our seats in car 1, the MSOL at the London end, it was time for photography. A security guard had his work cut out shepherding various MDRS members, and others, using the crew exits from the platforms to get alternative views of this 21st century scene. A few determined souls set off to walk to the front - Eurostar is a ¼ mile long - for more shots and even got to visit the cab, returning to report we had a British driver, although the train was formed of SNCF owned sets 3226 (leading) and 3225. One member even had the nerve to ask about a cab ride! The surprising answer was "sorry, we used to but some French cocked it up so we can't now"!

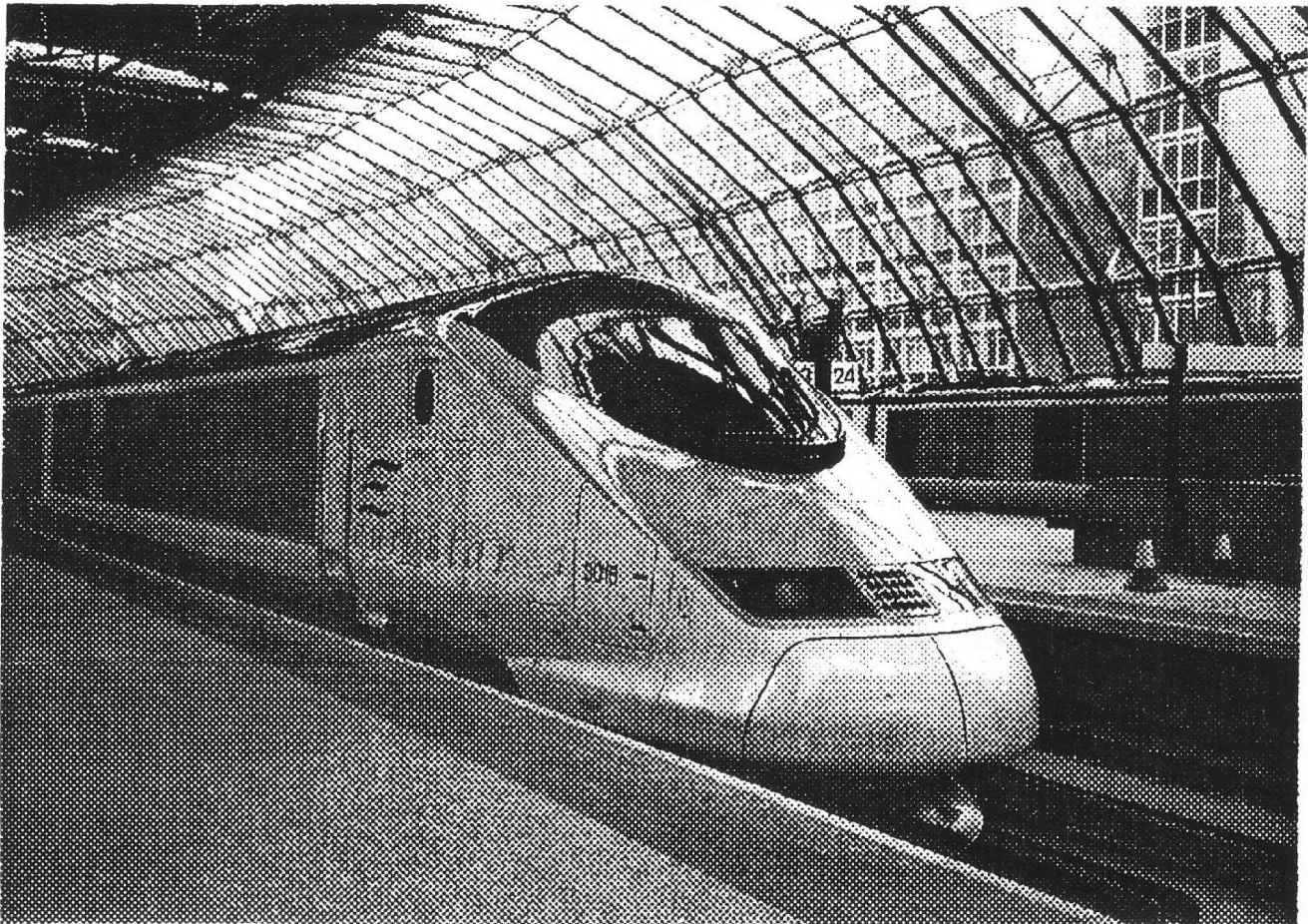
At 08.22 the train slipped gently out of Waterloo and we were off. A brief race with a departing South West Trains 455 was won by the latter but not to worry. Soon we got a good view of the (distant) front of our train as we negotiated the new flyover to join the lines from Victoria and then contemplated the scenic delights of Wandsworth and Brixton wondering what kind of impression this made on visitors arriving at London for the first time.

Eurostar's pace was restrained but steady and at Chiselhurst we turned south onto the old BTR2, now CTR2 (Channel Tunnel Route) through Orpington, Sevenoaks and Tonbridge. From here to Ashford speed picked up slightly but so well insulated is the train that it is hard to judge speeds and none of us thought to time the mileposts. The standard class accommodation is a mix of seats grouped around tables or airline style. The predominant colours are pale grey and yellow and the overall ambience is relaxing and attractive. The seats were as comfortable as any you'll find on InterCity and a great improvement on the vinyl ones I encountered on TGV Sud-Est in 1981. There is a double deck luggage rack running the length of the car and additional capacity for cases etc. in the vestibules. Strip lighting is arranged in the ceiling and above the windows along with individual reading lights. The latter are not needed as the main lighting is very bright, indeed the window lights make it impossible to see outside at night or inside the Tunnel. The ride was smooth, even on jointed track, and passed "Walker's Standard Ride Test" - a £1 coin stood on edge.

Ashford passed by offering a glimpse of a building site which will soon be transformed into the International Station and soon we were informed we would be "entering the Channel Tunnel". Excitement grew but no doubt some passengers were confused as we made a swift passage through Saltwood Tunnel. Dollands Moor yard hosted several RfD class 47's and 92's but no freight trains whilst Eurotunnel's terminal seemed reasonably busy. Then we plunged into THE Tunnel. Apart from the sudden darkness outside there was nothing to tell, no extra noise or other sensation. The ride remained rock steady, another Test passed, and we took 24 mins 6 secs for the 33.35 miles, that's an average 83.03 mph. Halfway through French immigration arrived at my seat, I congratulated her on timing her arrival at the "border". She replied that they start from one end of the train and work through, they do not recognise a set border point - no sense of humour the French!

Daylight once more and welcome to France. The Eurotunnel terminal is away to the left and cannot be seen but a SNCF TGV Nord bound for Calais was setting down passengers at Frethun as we passed and joined LGV Nord - SNCF's new high speed race track to Paris, at last Eurostar could show us what it was capable of as it accelerated to 187mph! Not that this speed was obvious, it appeared no quicker than being on an IC125, even the passing of the catenary masts (at 50m intervals) was reduced to a barely noticeable blur. However the ride did deteriorate, a

further "Test" was failed. It was not uncomfortable, but the train did exhibit a noticeable swaying motion, this could have been because our car rode on one motor bogie and an articulated trailer bogie. A further niggle was an annoying rattle in a nearby window at full speed.



Eurostar power car 3730160 of EPS (British) owned set 3016 waits at the platform 22 of Waterloo International Terminal on 10th June 1995.

photo: Mike Hyde

Outside the weather, which had been dull and overcast at home, took a definite turn for the worse, it was pouring down and traffic on the roads was making spray and using their lights. In no time we were slowing to pass through, or more accurately under, Lille and then the vast triangle junction where the still to be finished LGV to Brussels breaks off. Then it was back up to 187mph and south to Paris. The weather improved and we left the traffic on the parallel A1 motorway standing. Passing a northbound Eurostar and later a TGV at a closing speed of 370mph was barely noticed even by those on the right side of the train - it takes only seconds and the trains are so aerodynamic there is no buffeting or noise. It was along here that a crowded TGV derailed at full speed when the track disappeared into a World War I trench in December 1993. It stayed upright, coupled and nobody was seriously hurt. You cannot fail to be impressed by the engineering excellence.

I never did see the only intermediate station on the line at Picarde (must have blinked), but did notice the junction for the LGV Interconnexion, a TGV bypass around the east of Paris, and the planes at Charles de Gaulle airport before we slowed to join the traditional tracks at Gonesse, 10 miles from our destination. The suburbs of Paris are no more salubrious than London, masses of

tower blocks which look almost east European and graffiti on every surface. At a snail's pace of 100mph we passed the SNCF suburban train depot at Les Joncherolles followed by Le Landy home of the TGV Nord sets and French Eurostars. Final arrival at Paris Gare du Nord was at 12.24 local time (France is an hour ahead) on time or a minute late depending on which timetable you read. Unlike Waterloo where the roof covers the entire train, Gare du Nord has only a short roof and the remainder of the platform is entirely unprotected. All right now but if that rain at Coquelles had followed us it would have been a very long, wet walk. The alterations at Gare du Nord to accommodate Eurostar consist of no more than a security fence and mezzanine to house the departure facilities. The station itself is fairly tatty by British standards but does have a fine facade to the street.

For the next 7½ hours everyone did their own thing and singularly or in small groups headed off to explore the delights or otherwise of the French capital, see the sights or do battle with the local public transport system and deal with an arrogant population which seems to treat the British with little respect until they need rescuing as has happened twice this century. Prejudiced, me? Whatever makes you think that? Eventually everyone made it back to the Gare du Nord and spent some time swapping stories about French driving skills and the shortcomings of the Metro and RER systems which got the universal thumbs down. Looking down from the mezzanine I noted our Eurostar home was BR owned 3005/3006 beyond which was a SNCF TGV Nord, a couple of SNCF locos and SNCB (Belgian) 1804. The cosmopolitan face of Europe's railways.

For the journey home on "Eurostar 9059" we were in car 2, one of the fully articulated trailers, so another long walk was necessary. At each of the six first class cars in the centre of the train Eurostar staff stood ready to welcome their customers. In their freshly issued yellow jackets it was tempting to cry out "Ted can't hear you, Hi Di Hi!" We standard class passengers are left to find our own places.

I decided to seek a cab visit myself but at first the French driver was uncooperative until the conductor stepped in. He then became quite friendly and explained all the controls although his grasp of the English language was limited. The cab is quite claustrophobic with only a view forward from the central driving seat and a dark blue finish. There are a number of interesting details like the twin power/brake controls to suit right or left handed drivers and the speedometer which automatically changes from mph to kph mid tunnel whilst the clock adds or subtracts the hour by itself! Back in the train, announcements are in English then French and buffet prices quoted in Sterling in England the opposite in France, although Pounds or Francs are accepted throughout the journey.

Once again departure was prompt at 20.13 and we were soon back on the LGV heading north at 187mph once more, the ride being slightly smoother but still failed the Test. Exactly one hour from Paris we stopped briefly at Lille Europe, northern France's answer to Birmingham New Street, to collect passengers from the south of France who had arrived by way of the LGV Sud-Est, Interconnexion and Nord lines in one of the original orange TGV's which was sitting in the sidings as we left. This facility had not gone unnoticed by Alan Morris who plans to use it later this summer, a report please Alan?

British immigration were quicker than their French counterparts and were along well before we reached Frethum. Having given the merest glance at our documents the officer proceeded to bring us up to date with the latest rugby, tennis and cricket scores. The latter, as usual, did not make pleasant hearing.

Soon, in fading light, we reentered the Tunnel and this time took a slow 26 min 15 sec to get through, the last few miles being particularly slow as was the entry back onto BR. A passing emu made its presence felt far more than the TGV's, well a 4CEP is about as aerodynamic as a broken brick. At Ashford we overtook a set of 4CEP's which had probably been slowing us and headed west along CTR2. With the insulated ride and bright interior lighting turning the windows to mirrors it was difficult to judge speed or location. After some time someone said they thought we'd just passed Paddock Wood which would have made us very late but soon after an announcement was made about our arrival at Waterloo and I could just make out Stewarts Lane depot below us. Arrival at Waterloo was 3 minutes late at 22.17.

From Waterloo we said our farewells and headed off for home, many seeing the Bakerloo line in a much more favourable way after the Metro. It was a very enjoyable experience which many of us would like to repeat. It is amazing to think we actually travelled from Maidenhead to Paris and back all the way by train with just two changes each way. On the way back several members were asked to take part in an EPS survey and we all gave the Eurostar 9/10. As for loadings, well the outward train was about 90% full, the return about 60%, no wonder the airlines are starting to get worried. If anyone doubts the future of rail travel they should make this trip. Who knows, one day we may even get our own high speed network! Or is that too much to ask?

TO THE EAST LANCS RAILWAY FOR STEAM AND MUSHY PEAS

Keith Brown & Gordon Ripington

May 20th, Cup Final day saw eleven members and two of their wives assembling at High Wycombe station around 7 am to travel to East Lancashire.

The first leg of the journey was on the 06.40 Marylebone - Birmingham Snow Hill turbo, 165033 set which conveyed our party to Banbury where we awaited connection in to the 05.45 Bournemouth-Edinburgh hauled by Class 47/8 47848 fitted with long range fuel tanks. The first amusement of the day came when Banbury's station supervisor, a Raqif by name, announced the departure of the 08.30 service to Marylebone as calling at Princess Risborough amongst other stations. Was there a Prince Risborough, we asked. As we settled into our unreserved seats (nobody on duty at seat reservations office so we were informed) but fortunately we all were able to be together despite the service being well patronised. Even more amusement when one member inquired if colouring books and crayons were being supplied to while away the journey to Manchester. Our Chairman stated that this was discussed in committee but was vetoed by the Hon. Treasurer as insufficient society ties had been purchased to date and funds could not be spared.

Our train was on time as we left Birmingham New Street but the Senior Conductor, 'Guard' as he used to be called, advised that due to signalling problems between BNS and Wolverhampton our train would be diverted with a subsequent twenty minute delay to the schedule. The diversionary route saw us bear right from the direct line and pass Soho carriage sidings on our left and through to Handsworth Junction where a left fork took us on to Great Barr and through to Bescot and

Willenhall and on to Avoiding Line Junction, where another left fork took us in to Wolverhampton.

Shortly after the commencement of our diversion our train crossed on an overbridge the new Jewellery line, which was to open at the start of the winter timetable and connects Birmingham Snow Hill with Smethwick Galton Bridge. It is most satisfying to see lines opening again reversing the trend for so many years of reducing the railway system.

The progress of our train through Bescot yards was slow and gave us the opportunity to observe many locomotives stored in an unserviceable state awaiting disposal to the contractors who will cut them up. Besides the dead locos many Class 31's in Infrastructure livery were evident beside the new or nearly new Class 60's. It would appear that Bescot has moved all their locos to the centre of the yards now. One can only suppose this is to prevent enthusiasts slowing down or stopping on the hard shoulder of the M6 motorway to make observations.

Wolverhampton was left twenty minutes down but, by some fast running between Stafford and Stockport, twelve minutes were regained and our train arrived in Manchester Piccadilly station at 1130 am. In our locality we are only used to observing short haul trains in the colours of red, white, blue and grey so it was quite an eye opener to see multi coloured sets in Piccadilly station. Centro stock in grey, light blue, white and green. The old colour scheme of Greater Manchester PTE stock in orange and brown was a contrast to the new colours they have adopted of dark grey, red, white and light grey. Provisional Services coaches in grey, light blue, white and dark blue were alongside a Merseytravel set in yellow, blue and white. To complete the picture, Regional Railways were represented with their grey, light blue, white, dark blue with three black and white stripes.

Our party split into three at Piccadilly. The two ladies embarked on a shopping expedition to the nearby Arndale Centre. Tim Speechley went off exploring on his own, more about Tim's itinerary later; and the remaining ten of us dived down on to the Manchester Metrolink. Having purchased our tickets to Bury, that's if you can call a flimsy piece of paper 3" x 1½" a ticket, we settled in to a comfortable carriage to travel firstly through the City streets and then to proceed into the old L&Y station at Victoria. These Metrolink trains have a very rapid rate of acceleration and Miles Platting bank out of the station which many trains in steam days required banking was taken in the way that Class 90's now take Shap and Beattock banks.

Arriving at the new Metrolink terminus at Bury Interchange, opened in 1980, it is only a few hundred yards to the headquarters of the EAST LANCs RAILWAY at Bury Bolton Street. This station was also called High Level in L&Y days to distinguish it from Bury Knowsley Street, which was called Low Level and was on the line to Rochdale via Castleton. The present eight miles of the ELR runs from Bury to Rawtenstall. At Stubbings there used to be a junction, the left fork reaching Accrington and the right fork went to Rochdale via Rawtenstall and Bacup.

British Railways closed the current ELR section in 1972 to passengers and eight years later to goods traffic. Station buildings were raised to the ground at both Ramsbottom and Rawtenstall but the Bury terminus was left very much intact. Upon entering, one is confronted by much wooden panelling to the walls and to the front of the booking office. Here proper tickets of the Edmunston variety were issued to our party. Wooden benches, railway clocks (none showing exactly the right time), enamel advertising signs and many other period pieces were on show.

The ELR opened up the first four miles to Ramsbottom on 25th July 1987 with the assistance of grants from both Lancashire and Greater Manchester County Councils, to the tune of a quarter of a million pounds. Four years later and with further grants, this time from the European Community and local councils, the Rawtenstall extension was formally opened on 27th April 1991 by the Mayors of Bury and Rossendale.

Both Ramsbottom and Rawtenstall stations had to be rebuilt from scratch and by using original materials they have created two period stations of outstanding quality. All the features expected were present and what they have achieved is a tribute to very much hard work and dedication that so many members have put in to this project. This is not just a tourist line, however, as valuable income is derived from the commuters who use their trains on a daily basis.

Ramsbottom station, rebuilt in traditional L&Y style has a passing loop allowing two trains to operate with hourly departures from each terminus. A real gated level crossing (no half barriers here) guards Bridge Street from the railway. The crossing is controlled from the adjacent signal box where human beings can watch trains pass and, if necessary, report on potential problems, unlike present day panel boxes where staff rarely see a train only an illuminated bulb. On the down platform is a reproduction of a 1910 OS map which details that in that year thirty two sidings were in the vicinity of the station. These were required to serve the ten cotton mills which were situated within one mile of the station. Just try to imagine the number of wagons there must have been scattered about the area. In the main street of the town there is an excellent fish and chip shop serving mushy peas as an extra, which satisfied the hunger pangs of two of our party.

As one walks down the platform at Rawtenstall, one cannot avoid the lovely clock perched on the roof of the station building. This clock is depicted in nearly all photographs of this neat and very functional station. Incidentally, the clock was rescued from Redditch in the West Midlands before this station was turned into a platform with a bus-shelter. A short run round facility has been installed to release the loco and for steam workings the loco is normally chimney first from here back to Bury. The station and its numerous facilities were completed in less than a year by contractors and volunteers and the ELR must be indeed very proud of their achievements here. Those of our members that did not eat at Ramsbottom patronised the nearby hostelry.

Plans for the future for the ELR is to extend eastwards from Bury to Heywood. Having witnessed their progress so far in such a short time, nobody has any doubt that they will succeed in their objectives.

On our visit a Black 5 4-6-0 5407 sporting a 10A shedplate 'Springs Branch' was handling a smart set of seven maroon coaches. The second train was formed of four blood and custard and two Network South East livery coaches of mark 1 vintage and were hauled by a member of that fine and not to be forgotten class of Western hydraulics 1041 *Western Prince* which was in maroon livery. Built in 1961 at Crewe it now bears a brass plate 'Refurbished BREL Crewe January 1988'. The Western was complete with indicator blind, 1F27 showing and also sporting a cast headboard. This read 'Library Book Train'. One can only muse at other possible headboards. 'Mid-day Tesco', 'B & Q Flyer' are likely if sponsorship deals are signed in the future. As one steps into the coaches of our train from Bury the mind drifts back to the 1950's and 60's and thoughts of all the various classes of both steam and diesel locomotives that would have towed the coaches around the system. Having slid back the compartment door, one enters a time warp of deep upholstery, hammock style luggage racks, dim lighting and mirrors.

Within the vicinity of the ELR station at Bury was a class 14 'Teddy Bear' 9531 built at Swindon in 1965 and first allocated to 86A Newport Ebbw Junction. This was shuffling about with an engineers train whereas in the platform road a BRCW Class 110 two car Calder Valley set was receiving attention from the dedicated workforce. This set in green livery with yellow whiskers reminded one that the now obligatory large yellow warning panels were not always the first view one saw of an approaching DMU. Class 47 diesels 47402 & 47117 were on view. The former, the second of the Generators as 47401-20 were so called, carried the nameplate of 'Gateshead' its home for very many years. 47117 was still displaying its hand painted unofficial name of 'Sparrow Hawk' applied by staff at Tinsley Depot in November 1989. Also on view was Peak 120 known more recently as 45108. Class 42 Warship D832 *Onslaught* one of only two of this class now preserved was seen as was a sickly pea green Hoover Class 50 50015 *Valiant*. Fortunately this was only in undercoat. The thought of this colour of locomotive in service would drive visitors away from Bury by the score. The remains of loco 46428, a Micky, was visible from the platforms. The workshop has a very restricted viewing area and admission could not be obtained and the only other class visible was their Class 31.

Our party reassembled at 1700 at Piccadilly in time to catch the 1710 departure to Paddington. The two ladies had enjoyed their shopping trip and the plastic cards had not been flashed around too much. Tim found himself on a different planet to the rest of our party for his wanderings took him to the Museum of Science & Industry. Highlights of Tim's day were stationary working engines, a 200 ton Beyer Garratt from South Africa, a Pakistan Railways 4-4-0 and a replica of Planet 2-2-0 built for the museum on which a memorable ride was obtained.

After departure from Piccadilly we passed Longsight carriage sidings and just beyond Stockport on the up side of the line, we looked down into the garden of a rail enthusiast extraordinaire. Cabs of many diesel locos were positioned where more sane people would plant flowers. The fence between his and his neighbour's garden was erected from the data panels cut from sides of Class 81 & 83 electric locos. It is understood that his neighbours are far from pleased with his hobby, which they consider an eyesore. If that is not bad enough for them to bear, passing train drivers give him a hoot on their twin tone horns as they pass by day and night his garden of rail remembrance. What price property values in this once quiet cul-de-sac?

The diversionary route was again encountered between Wolverhampton and Birmingham New Street and once more twenty minutes were lost, which was increased to twenty six by over running the booked allowance for changing from electric Class 86 86226 *Royal Mail Midlands* to a Class 47 for the remainder of the train's journey to Paddington. Indecision by the 'fat controller' at BNS, he could not make up his mind if 47825 or 47826 should couple up to our coaches and after changing his mind twice, opted for the former. All thoughts now as we left BNS was our arrival in Banbury and would we connect with the Turbo to High Wycombe. Had we been on time, a thirty minute wait at Banbury would have enabled our Chairman to obtain his supper at the convenient fish and chippy outside the station but any further delay to our progress would have entailed the whole party in an hour's wait for the following turbo. The good news is that we connected with the planned Turbo by a few minutes: the bad news, yes you have guessed correctly, somebody's supper was somewhat delayed. The last leg of our journey was two two-car sets 165020 and 165028 which rushed us to High Wycombe, which was reached on time.

The much maligned British weather, particularly considering where we had been, played its part in making this a very enjoyable outing at a reasonable cost. It is a great pity that so few members took part.

Just for the record, when compiling the '10 years ago' and '25 years ago' paragraphs for the 2005 and 2020 editions of the Marlow Donkey the author may wish to know that on this day Everton beat Manchester United by the only goal of the game.

THE SOUTH WESTERN VENTURER

JOHN TUCK

All this main line steam activity causes one a great dilemma. Which one's do I go on? Well I decided to go on The South Western Venturer on the 22nd January. The main reasons for choosing this train were the locomotive 60009 Union of South Africa, it was running over Southern Railway metals, also the start and finish times were reasonable.

We all hope for a bright and sunny day when we set off on one of these trips, unfortunately this was a damp and drizzly one. I caught the 9:07 from Winnersh, the journey to Waterloo was uneventful but fast. Passing Clapham I noted the empty stock with Res 47 640 at the head, which was to be our reserve motive power for the day. By Vauxhall we had gained 5 minutes this of course meant waiting just outside Waterloo for 5 minutes!

Departure of The South Western Venturer from Waterloo was on time at 10:45, there was some slipping on the wet rails but rapid acceleration was made until easing off just past Vauxhall for engineering works, due to this we were 2 minutes down on arrival at Clapham Junction. On leaving here the driver really opened her up, I was very impressed with the acceleration. Line speed was soon achieved and maintained with ease, by Twickenham we had gained a minute but immediately slowed for some recently ballasted track. Hard acceleration then followed with the beautiful sound of the chime whistle blasting away at every opportunity. Leaving the Reading lines at Virginia Water and passing over the M3 and M25 shortly after (I wonder what the reaction of those drivers hurtling down the motorway was?) we progressed to join the south western main line. It seemed slow going on the main line but arrival was on time, this was the last pick up point. As we left two 33s and a 27! were noted in the PW yard as I was thinking 'will we gain the fast line?' no, it was to be the slow.

After Brookwood a steady speed was maintained with such ease by 60009 it made the journey fairly uninteresting from onboard the train, but we were running alongside the very nicely restored Basingstoke Canal and as we entered Deepcut cutting 60009 started to work hard. Deepcut was so named because of the deep cuts required on the nearby section of the canal. On passing Farnborough we were given the fast line, the speeds attained were impressive, the stations flashed by which made impossible to see if my family were on the platform at Winchfield, in fact all that I could see out the window as the train sped along at a good! speed was clouds of pure white exhaust.

Amazed looks from the customers waiting at Basingstoke which we passed through at speed, then the brakes came on as we slowed for the infamous Worting Junction. Despite the pouring rain the photographers were out in force here. We arrived at Andover our first water stop on time, if we wanted water all we had to do was open the carriage door, there was plenty of it! Well I ventured out with my camera and golfing umbrella which covers us both, fortunately Andover has some excellent photographic vantage points. Watering was completed well within the allotted time, we left on schedule for a spirited run to Salisbury arriving 7 minutes early at 13.38.

I had to ask myself if this could be the first railtour to run on time?

My last visit to Salisbury was with Taw Valley and 828 which was taken off the train here on the return run, due to a split seam on the tender. Taw Valley took the train as far as Basingstoke with the greatest of ease. But not with the ease of an A4!

I walked over to the remains of the GWR Terminus which is now a car hire and Chartered Accountants office. The rest of the site now forms the SW Train Care Depot which services the West of England 159's. Salisbury is a very busy station even on a Sunday with main line and cross country services such as the Portsmouth-Cardiff.

Well we could have departed on time, but for some obscure reason 60009 could not take it's support coach to be turned on the triangle at the same time as itself, therefore a series of shunting movements in the confines of Salisbury station were required delaying departure by 19 minutes and thereby deleting the Romsey photostop from the schedule. This is my main grudge when travelling behind main line steam, those on board are least likely to get a shot of the train in action.

As it turned out an ASA 400 film would have been the minimum requirement for an action shot on such an overcast day. At least the run to Romsey was a good one (that hurtling through the countryside trick again).

Passing Redbridge Freightliner workshops and yard with resident class 08 it was good to see a mile or so of full sidings. Acres of stored imported cars here too, 'there's your 2 year old M reg. car!' A small crowd was waiting to see us arrive and depart from Southampton, with cameras despite rapidly fading light. After a stop of 18 minutes which included taking water we were away at 16.47. Approaching Northwood Junction the line running down to the old docks and the Ocean Terminal was visible to our right (I was to see 777 & 828 traverse this line a few weeks later) there are a few sidings here too, one of which contained the bitumen tanks recently taken out of use.

We took the fast line through Eastleigh but 47s, 33s and 60s were glimpsed in the darkness. With darkness upon us all you can do is listen to the sound of the engine working but with an A4 no chance, they find it all too easy. Winchester flashed past and hardly a sound from up front. Was I on a Wessex Electric? After flying through Worting Junction hard braking followed for a red just outside of Basingstoke, again acceleration was very impressive. The 29 miles from Southampton Central to Worting Junction was covered in just 35 minutes, further up the line Hook to Winchfield took 2 minutes!

Very hard braking just before Pirbright Junction for the Alton line, evidently we were on the wrong line this being the fast for which 60009 did not have clearance. A call to the box sorted this out then slow progress to Woking, very few people here in the darkness far more up the line at Surbiton. The driver seemed intent on letting the whole of South London know we were coming with an almost continual blast from the whistle. As we drew into Clapham Junction there

were looks of disbelief from the many passengers waiting, a lot of slipping pulling out of here, no doubt due to the sharp curve in the platform. Union of South Africa drew right up to the buffers on platform 15 at Waterloo, with 12 coaches behind the train did not quite fit.

My train home drew into platform 16 which meant I could keep an eye on 60009, she was pulled out with the empty stock at 19:30, my train left at 19:35. On departure the guard announced that "Egham is a very popular stop tonight" I took this to mean that 60009 was passing through on her way to the Mid Hants. My day had been long enough and I was not going to wait to see her pass through in the dark, even though it had stopped raining!

BOOKSHELF

Alan Costello

THE GREAT RAILWAY CONSPIRACY

D. Henshaw

Leading Edge

ISBN 0 948135 30 1

The book describes how successive governments (Labour and Conservative) have run down the railway system much to the delight of the very influential road lobby. It was unfortunate that in 1948 it was decided to go for steam rather than electric, diesel and DMU. A number of formulae purported to show that many lines were unprofitable when in fact they were in the black. Two lines in particular - the Waverley and Great Central would be very useful today. The latter built to the Continental gauge would have been ideal for Channel Tunnel traffic. This update edition now includes a look at privatisation. A fascinating look at how pro-road ministers have failed to give the railways the money required to finance a modernised network.

BRITAIN'S RAILWAYS AT WAR

A. Earnshaw

Atlantic Publications

ISBN 0 906899 48 6

In the second half of the last century, military strategists soon realised that railways could be vital in any war. The use of trains during the Boer War is briefly covered, but the majority of the book looks at the railway's part in the First and Second World Wars. The Railway Executive Committee was formed to take over the running of the railways during each war. Lines and stations were closed with some of the lines being used to build new branches to factories building war materials. A large number of photographs show armoured, ambulance, firefighting and troop trains that were used. There is even a picture of the Channel train ferry built in 1918. Other items looked at include the use of railways works to produce munitions etc. and also the part women played taking over the jobs left by railwaymen who enlisted in the services.

THE HEART OF THE GREAT WESTERN

Adrian Vaughan

Silver Link Publishing

ISBN 1 85794 026 1

The "Heart" referred to in the title is Oxford. The author looks at the railways around the city and the people who worked on them. After a short history of railways in the area, he continues with personal stories gathered from local staff. The main part of the book describes the lines that could

be found in the area in steam days particularly concentrating on his interest - signalling. A number of signal box diagrams are included with a large number of photographs. As with other Silver Link publications it is a well presented book on quality paper and so fairly expensive.

(LIFE AND TIMES OF) CLASS 50

Colin Marsden

Oxford Publishing Co.

ISBN 0 86093 420 9

A look at one of the most popular of BR diesel classes (certainly by the number in preservation). It looks at the prototype DP2 which worked well until withdrawn after a collision. The fleet was originally on hire from English Electric (a small plate was carried on the locomotives to denote this). The locomotives started their work on the West Coast Main Line before being transferred to the Western Region. The book looks at the design and building of the locomotives and gives each locomotive's history. A large number of photographs are included showing them at work in their various liveries. One of the locomotives bought by the Portuguese Railways is also featured.

DOCKLANDS LIGHT RAILWAY OFFICIAL HANDBOOK

Capital Transport Publishing

ISBN 1 85414 166 X

Another book by this group about London's transport systems. This time the about the Docklands Light Railway. Details of the system, trains and routes are given together with details of the power system used. Colour pictures are included and anyone who intends to travel over the line will find this book very informative.

RAILWAYS RESTORED 1995

AlanButcher

Ian Allan

ISBN 1 7110 2342 9

The latest edition of this publication is well up to its previous standards. All preserved standard and narrow gauge railways in the country are listed in alphabetical order. Details are given of the location of each line, its length, the stations and facilities. Locomotives and rolling stock are listed with building dates and former owners. well worth buying if you intend to visit any of the lines or just want to see the whereabouts of any preserved locomotive.

BR PAST AND PRESENT No 24 - BUCKS. BEDS. AND WEST HERTS Paul Channon

Past and Present Publications

ISBN 1 85895 073 2

At last this series has reached Buckinghamshire. The local area is given very good coverage with all the local branches covered. High Wycombe is covered in more detail and the latest shots show the change around the station in the last few years. The Thame and Chinnor branches are included but I was disappointed to find that no mention of the Chinnor line revival was mentioned. Mostly black and white photographs but a few colour are included.

TWENTY FIVE YEARS AGO

Roger Bowen

In the autumn of 1970 the British Railways Board authorised the expenditure of £350,000 on the design, construction and testing of three prototype 75 feet long Mk III coaches together with the civil engineering works needed to accommodate them on the Eastern and London Midland Regions. The design would be such that they would have the same availability as the then latest Mk II coaches. The three prototypes would be two first class, one open the other compartment, and an open second.

Hopes that the Kent & East Sussex Railway Association would be able to reopen the 13 mile Rother Valley Railway from Robertsbridge to Tenterden were dashed when the Court of Appeal upheld a 1967 decision by Mrs Barbara Castle, then Minister of Transport, blocking an agreement by British Railways to sell the railway for £36,000 to the Rother Valley Railway Company by refusing to grant a Light Railway Transfer Order because the reopening would not be in the public interest, based on the effect it would have on the seven roads it crossed.

Re-signalling at Bristol: By 19th July all ex-GWR lower quadrant signals in the Bristol area between North Somerset Junction and Keynsham had been replaced by multiple aspect colour light signals controlled from the new signal box at Temple Meads station.

Passenger services between Bourne End and High Wycombe and Poulton-le-Fylde and Fleetwood were withdrawn from 4th May and between Bridgend and Cymmer Afan on 22nd June.

The South West Group of the Great Western Society held their first public open day at Bodmin Depot on 11th July. 0-6-0ST no. 1363 hauled Hawksworth brake composite coach no. 7372.

Continuing use of the Stratford - Honeybourne - Cheltenham line by diverted freight trains has been confirmed by and a variety of class 20, 30, 31, 35 and 37 locomotives were confirmed on the workings.

Latest railway to be operated in Britain was the Whipsnade & Umfolozi Railway a ½ mile 2' 6" gauge line which took visitors through the rhino enclosure at Whipsnade Zoo.

Construction of the M4 motorway near Swindon led to an increase in activity at the site of Swindon Town station on the former Midland & South Western Junction Railway. Trains of roadstone arrived at the site twice daily from Merehead Quarry via Westbury and Rushy Platt Junction.

Two saloons for the Royal Train, those of the Queen and Queen Mother which dated from 1908 had been repainted at York Works in Royal Claret livery, the first time since the 1930's that royal saloons had received attention at York Works.

From 11th October 1970, BR refreshment prices increased the cost of a cup of tea from 11d to 1/- (5p), but only on Sundays, Bank Holidays and between 22.00 and 06.00 nightly. Coffee and other items were also "surcharged" at the same periods when staff were receiving "overtime" wage rates.

Fully costed plans were being sought by Lord Eccles, the Paymaster General, from organisations interested in having the National Transport Museum established in London, together with a rail

link. The decision as to whether or not the museum would be moved to York was deferred to March 1971.

Development of the railway owned harbour at Folkestone, to provide for a new car ferry terminal was to cost £75,000.

Clearance of the site in front of Kings Cross station, London, brought about by construction of the Victoria Line provided the opportunity to enlarge the station concourse and redevelop the station front.

From 1st January 1971 the road services operated by the County Donegal Railways Joint Committee, which ceased rail traffic entirely from 1st January 1960, were taken over by the Irish Transport Company (Coras Iompair Eireann).

At its Annual General Meeting on 24th October 1970 the Scottish Railway Preservation Society decided to proceed with the purchase of five miles of the former Highland Railway main line from Aviemore to Boat of Garten.

On 4th October 1970 experimental high speed trials took place between Tring and Leighton Buzzard. Modified class 86 no. E3173 was used with three coaches and was believed to have reached 120 mph.

A rare working occurred on 30th August when two class 33/1's, nos. 6558 and 6566, worked an excursion from Worthing to Ilfracombe.

Just a selection of activities on the railways from the summer to the end of 1970.

TEN YEARS AGO From Marlow Donkey No. 36

Roger Bowen

The main article was a report by Len Stroud on the Society's summer trip to the East Somerset Railway. The highlight was a welcome by David Shepherd. A good day out was had by all. Another article was on by John Sears on the Bermuda Railway. Closed in May 1948 the trackbed is still extant and John had the privilege of exploring it and passing its tale to Society members.

Recent talks had included Mike Sharman on the contents of his collection of Railwayania, followed a month later by the story of the Great Western Preservation Group at Southall.

REAR COVER PHOTOGRAPH:

The peace of the Colorado mountains is shattered as the Durango & Silverton's ex-DRGW 2-8-2's 478 and 473 blast their way uphill along the shelf above Beaver Lake on 29th September 1995. This shot won Class C - Overseas Colour Slides for Mike Walker in the 1995 Photo. Competition.

REMEMBER THE 1996 PHOTOGRAPHIC COMPETITION IS IN JANUARY!

