

THE MARLOW DONKEY



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Contents:

Polish Steam
Holiday 1996

Class 61

The Marlow Donkey - The Magazine of the Marlow and District Railway Society

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FRONT COVER PHOTOGRAPH: USA tank 30075 on the Swanage branch in May '96 by Phil Searle

All pictures in The Donkey are by the authors of articles unless stated otherwise.

CHAIRMAN'S NOTES

It was a hot sunny day in Budapest when the Hungarian 150 Run Past took place and I watched the visage of Bo Symes glide slowly by on a Vintage 0-6-0 Hungarian Stream Locomotive. Also gliding by in the procession was a Nohab built General Motors 1435KW Diesel Electric bought by MAV in 1963. I mused slightly more and the number 250 floated across my mind. Yes this is the number of locos ordered in America by Ed Burghart for use in Britain. What a loss to British Industry. With number crunching of that size couldn't anyone have negotiated a licence agreement to build what is an excellent design in Britain? Only 22 large Deltics provided the main stay for to E.C.M.L years ago, so we are talking very big numbers in Railway terms. After all the Japanese have enough faith in Britain to build cars here. Enough of Politics.

As some members will have noticed we have started an occasional small domestic raffle to help club funds. This is a decision made by your committee in order to keep down any possibility of a rise of subscriptions in the future. After all, high subscriptions can be a contributory factor in preventing people joining the Society.

The type of raffle we employed is completely legal as no person buying a ticket is guaranteed an alcoholic prize. Incidentally it is legal for children to sell the tickets but they are not allowed an alcoholic prize under 18! It is just a question of members joining in the spirit of the thing!

One final point I didn't expect to have to mention is this; please, please remember when on a rail outing, to abide by the rules of the railway - preserved or otherwise - that we visit. Different lines may have different interpretation of the rules, (it happens with Income Tax!) laid down by the H.S.E but we must abide by that railways instruction. Fortunately the Chairman of the railway concerned was most understanding when I sent him a letter of apology on behalf of the Society regarding a recent incident. "Nuff sed", as L.B.S.C used to write in the Model Engineer.

Eddie Lewcock

The Heatherslaw light railway

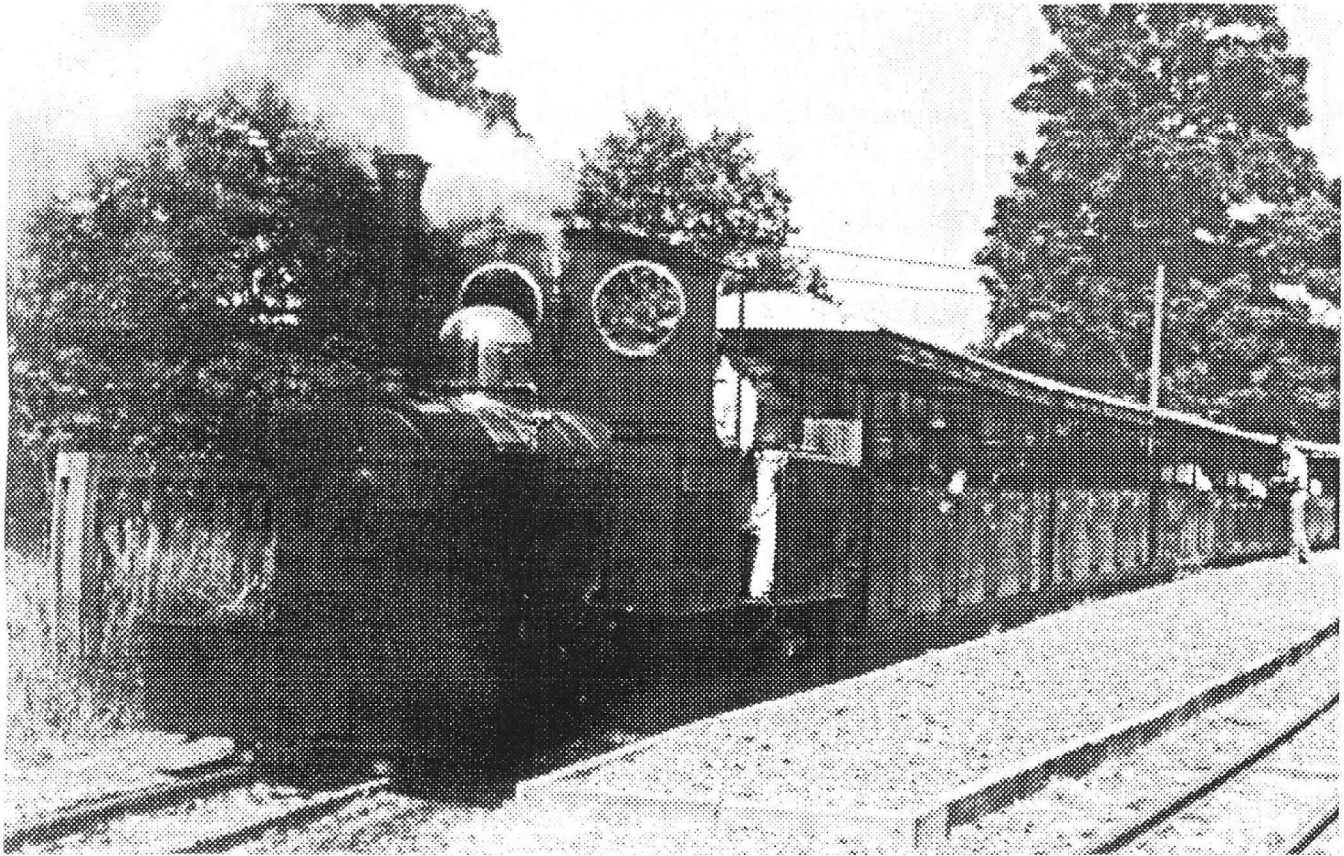
Scattered around England in place queer and quaint are numerous miniature railways of varying sizes and gauges. Some like the Ravenglass and Eskdale are world famous but there are also a large number unknown outside their immediate locality. One such I stumbled upon only by chance, not far from the battlefield of Flodden (fought in 1513 - remember for the Xmas Quiz!) and about 12 miles south, south west of Berwick on Tweed, and close to the village of Etal.

The Heatherslaw Light Railway is a 15" Gauge railway running along the banks of the River Till between Heatherslaw and Etal. It has one steam locomotive "Lady Augusta", an 0 - 4 - 2 coal fired Tender machine built in 1989 working at 185 psi. It's motion is fitted with ball and roller bearings extensively, braking is by disc brakes and the tyres are made from Manganese Steel. A second engine is planned for 1997 as an extension to the line is proposed.

For works train and to act as a standby, a Perkins engine 0 - 6 - 0 diesel "Clive", built on site is available.

Coaching stock is all bogie pattern, some vehicles being fitted with disc brakes, whilst some are open-sided, some partially enclosed and tow totally enclosed.

The line has a pleasant terminus at Heatherslaw supported by a very clean and pleasant coffee



Lady Augusta at Etal. She is fitted with disc brakes, ball and roller bearings and sports two 6"x5" stroke cylinders.

shop and interesting Corn Mill. One point however on the down side, my first quick reading of the brochure gave me the impression that the line was 3.75 miles long. I was rather surprised when after a relatively slow run, the journey terminated at Etal. When the number of sleepers used to build the line was checked - viz 4500, (there are about 2200 sleepers per mile on most lines), and the tonnage of rail purchased (65 tons) was checked with the weight of the track per yard (20lb), it was clear that the figure of 3.75 was the total mileage there and back! I had misread the brochure!

All in all a pleasant short run if you are in the area or can digress on your way to visit the Flodden battlefield!

E.W Lewcock.

EDITORS COMMENTS

I do like to travel on main line steam at least once a year. So as the end of the year is approaching fast and it has stopped raining! It was time to make some enquires first ringing two of the major players in the market, to be told the minimum fares are £55 - £60. Well I can take all the family (5) to Legoland for £66. I therefore thought my mainline steam days were over.

However after purchasing the October edition of Railway Magazine I noticed therein that LSW are offering some very low fares, so I gave them a ring and spoke to a very polite and helpful lady who gave me prices ranging from £18 - £35 basic fares. If I paid by post by 11 October I received a 10% discount, if I boarded one train at Basingstoke a further 5% was offered! They also do group discounts (hint).

John Tuck

TIMETABLE

FORTHCOMING MEETINGS

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

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.

Thursday 17th October **CUBA** Colin Miell

Thursday 21st November **IRISH NARROW GAUGE** DavidPinniger

Thursday 19th December **CHRISTMAS SOCIAL**

1997

Thursday 16th January **PHOTOGRAPHIC COMPETITION**

Thursday 20th February **AGM**

Thursday 20th March **INDIAN RAILWAYS** Dr Brandham

Thursday 17 April **TBA**

Thursday 15 May **DIESELISATION** Dick Hardy

Thursday 19 June **FILM SHOW** Frank Branfield

Thursday 17 July **2' GAUGE RAILWAYS** Fred Pugh

DAY TRIPS 1997

Saturday 17 May By train to Kidderminster for Severn Valley Railway

Sunday 6 July By coach to Amberley Chalk Pits Museum

RAILWAY ROUNDABOUT

Notes and News

NEWS FROM CHINNOR

ALAN COSTELLO

2-8-0T 4247 was moved to Chinnor from Wallingford over the weekend of 20/21 April. At the end of May, Sir Robert Peel failed its boiler test due to the discovery of hair line cracks. It is expected to be out of service for at least two months. A replacement was immediately sought and in less than a fortnight an 0-6-0ST AUSTIN 1 NUMBER 5459 arrived from Llangollen. It is expected to stay at Chinnor until the end of October. To cover the extra cost, it was decided to run all scheduled services in August with steam power. A MK 1 brake coach has just been purchased from East Somerset Railway where it has been repainted in Chocolate and Cream livery.

Austin No 1 went unserviceable at the end of July leaving the railway without any serviceable steam engine for the peak summer service. It is not expected to be returned to working order whilst at Chinnor. Meanwhile, the state of Sir Robert Peel's boiler problem is under dispute with the insurance company. Although it was given a clear bill of health by two independent (as requested) the insurance company will still not allow the engine to run. Frantic efforts at the beginning of August were taking place to solve this dispute. Until this is done, all trains are being worked by diesel using the Clayton and the Class 20.

M40 GETS CHILTERN

MIKE WALKER

M40 Trains Ltd., the management buy-out led by Adrian Shooter and backed by the Laing Group and venture capital specialists 3i, were awarded a seven year franchise to operate the Chiltern Line on 25th June and took over operations from 0200 on Sunday 21st July.

As part of their bid M40 have promised a major improvement and expansion of the service to include more peak hour services and the introduction of a through Sunday service between Aylesbury and Marylebone. It is forecasting a considerable growth in traffic over the life of its franchise. There will also be improvements to the stations with talk of a redevelopment of High Wycombe.

The biggest news is the ordering of twelve new three car 100mph air-conditioned diesel multiple units for the Marylebone - Birmingham service. These will allow the service to be accelerated to 1 hour 50 minutes and provide a much higher standard of passenger comfort to compete with the quicker but more expensive West Coast and outer suburban North London services from Euston. The new stock was to be ordered by the middle of August and will be additional Turbo units similar to Thames' Class 166 but with different gearing and possibly upgraded accommodation. They will be leased from ADtranz (the recently merged ABB and Daimler-Benz) and are expected to be in service from October 1998.

M40 will continue to trade as Chiltern Railways, the M40 Trains title was adopted for legal reasons as Chiltern Railways Ltd was a wholly owned BRB subsidiary.

EVERYONE WANTED THAMES TRAINS

The invitation to submit pre-qualification bids for the Thames Trains franchise brought an unprecedented response from a variety of companies. From within the railway industry bids came from the existing management led by Roger McDonald under the name Victory Railways

and M40 Trains. From the bus industry Stagecoach, National Express and Prism (the new operators of LTS) put their hats in the ring and from the airline industry came interest from BAA (British Airports), British Airways and Richard Branson's Virgin Group. Bringing up the rear was an offer from the French utilities giant General de Eau which successfully won the Network SouthCentral and South East Trains franchises. The fact that Thames has received considerable investment in recent years already serves Gatwick along with the potential to serve Heathrow directly is no doubt a reason for the intense level of interest especially from the aviation industry.

However, whilst the Heathrow link started as a joint BAA-BR project by the time it opens BR will be no more and the Government has yet to confirm what will happen to BR's interest. Prior to its bid for Thames, Virgin had already announced plans to operate its own service to Heathrow.

The expected bid from Great Western Holdings failed to materialise after OPRAF pointed out that it was unlikely even to be short-listed as it would virtually remove all competition from the Thames Valley. M40's bid was initially under the Laing Group banner until M40 Trains became a fully independent entity as the BRB would not allow its managers to bid for more than one franchise.

OPRAF has now prepared a short-list of four companies which will go forward to the final round. These are Victory Railways, M40 Trains, Prism and Virgin. It is expected that the successful bidder will be announced during the second week of September and the franchise will come into operation on Sunday 13 October.

GREAT WESTERN TURNS TO LOCOS

Great Western Trains is planning to reintroduce daytime locomotive hauled trains from next summer in an effort to make more productive use of its fleet of class 47/8's leased from Porterbrook. At present these are restricted to operating the London - Penzance sleeper service with HST sets covering all the day-time services. From next summer there will be one train in each direction during the day formed of nine Mk2f's two of which will be the day cars from the sleeper set. The trains will operate via the Berks & Hants line so they will not be much slower than HST worked services.

GWT are still pressing ahead with their plans for new high-specification DMU's for semi-fast services although by mid-August no orders had been placed. It is expected that the first refurbished HST set wearing GWT's green and ivory livery will be launched in September.

AMERICA COMES TO THAME

You may have heard rumours, but it's official. It is hoped to turn the Thame branch into a typical American "shortline" railroad. A company called the American Railroad Centre (UK) Ltd. is in negotiation with South Oxfordshire District Council who are enthusiastic about the idea which is receiving commercial support from two national companies based in Thame. It is proposed to erect a typical American style country "depot" on the Thame station site and operate scheduled passenger and demonstration freight trains formed of US stock. It is also probable that a wagon-load freight service may be restored in conjunction with EW&S and its backers. This is not another "preserved" railway but a commercial undertaking providing a unique public service and attraction.

The first piece of the collection arrived on 7th August in the form of a 45' long, 85 ton ALCo S-1 660hp Bo-Bo diesel-electric switcher built in 1950 for the Steel Company of South Wales. It is now in secure, covered accommodation in the town and restoration to working condition is to commence straight away. Acquisition of further items is underway including several freight cars and two further locomotives, probably an EMD "Geep" and an F unit which is to

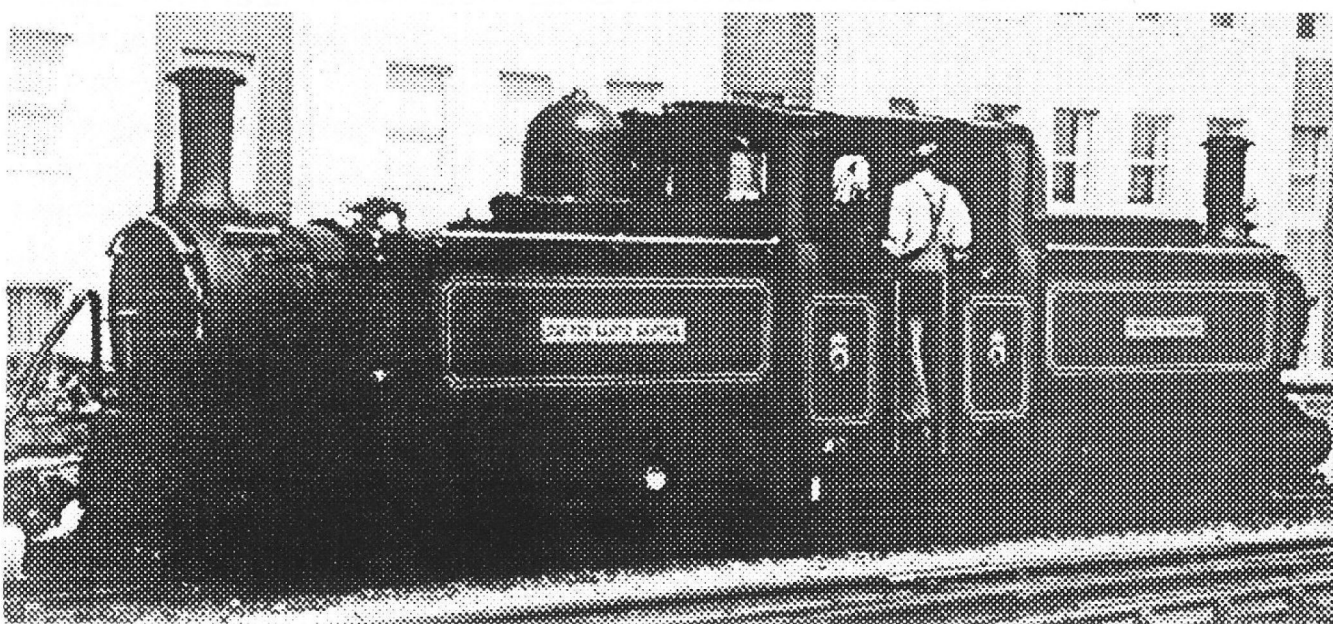
be restored to the Santa Fe's famous red and silver "Warbonnet" colours. Long term, steam may join the collection - possibly an S-160 2-8-0 modified to US dimensions and condition.

Given that the "TT&ERR" - to tell you what that stands for would reveal the identity of a backer who wishes to remain incognito for now - and the C&PRR will run parallel out of Princes Risborough for nearly a mile, the unique sight of a British branch line train alongside its American cousin should be a remarkable experience.

HOLIDAY 1996

ALAN COSTELLO

After last year's visit to Llangollen, we decided to go back to the area for our UK holiday this year. So we travelled up the Motorways on 15th June and arrived at our holiday bungalow just in time to see England's first goal against Scotland. The bungalow was situated on a sheep farm and everywhere we looked we could see sheep, even on top of a mountain 1400ft high. I started counting them but fell asleep when I reached 542.

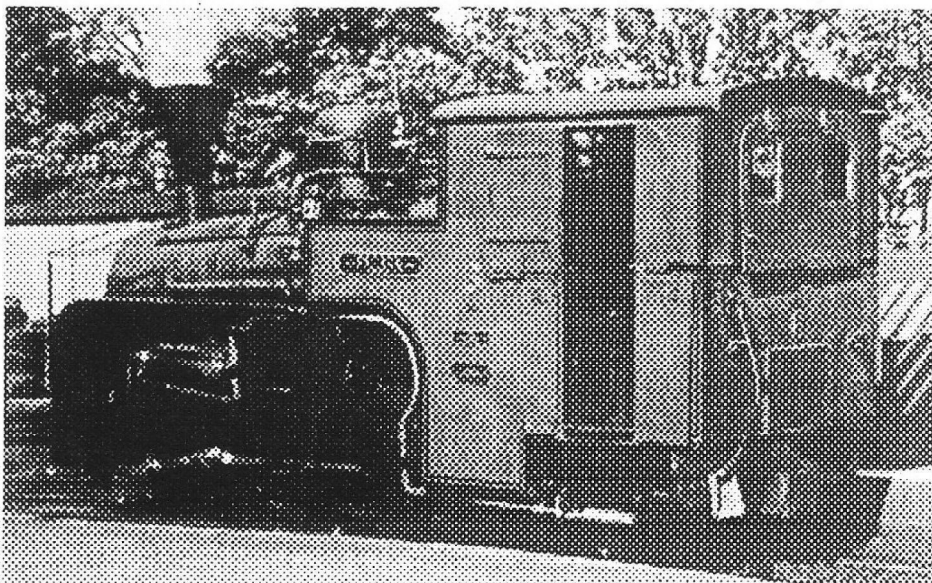


Dafydd Lloyd George waits to leave Porthmadog on the 1450 to Blaenau Ffestiniog

The next day, we visited Porthmadog, travelling the 13.5 miles from Blaenau Ffestiniog by train. On the outskirts of Blaenau, we passed the entrance to the Gioddfa Ganol Slate Mine where there is an extensive collection of mining locos and wagons. We parked next to the combined British Rail and Ffestiniog station. Soon the first train of the day arrived a few minutes late, hauled by Fairlie Iarh Meirionnydd/Earl of Merioneth. It soon ran round the train and left on time at 1200. We travelled down the valley running round the corkscrew curve to Ddault and eventually reached Tan-Y-Bwlch. There we waited until the up train, running 5 minutes late, with another Fairlie Dafydd Lloyd George in charge arrived. We then continued down the line arriving at Porthmadog at 1305. The engine uncoupled and went to refuel with oil not coal. After a meal and a look round the town, we returned to the station and caught the last train of the day (1455) back up the valley with DLG.

With the weather still remaining fine (as it did for the whole week) an early start next day found us at Llanberis at 0900 ready to travel up Snowdon (the easy way) by train. Trains normally run every half hour. Due to the number of passengers waiting, the 0930 was run in 2 parts. Unfortunately, since I was last there, four diesels have been bought and 2 of them no. 10 Yeti and no. 11 Peris were on the trains. We dashed up the 4 3/8 mile line and reached the summit 10 minutes later as there was no refuelling stop.. Waiting to return was another diesel (ex 0900) no. 12 and a workman's train with steam no. 5 Moeg Siabod. They both left at

1030 and we spent the next half-hour looking around the shop and admiring the view although it was a bit hazy. Just before 1100 another diesel engine was heard and the railway's latest acquisition appeared - a 2 car diesel electric unit, bought in 1995 as a 3 car set (the other coach was laid up in the yard at Llanberis). We then left and at Halfway station passed no. 4 Snowdon coaling up. At the next passing point at Hebron the 1130, running in two parts, was met again, again diesel powered with no. 12 on it second trip of the day together with no. 9 Ninian. The railway has a booking system where people obtain a token for the next available train and on our arrival back at 1200, they were being issued for the 1600 departure. Trains can also be cancelled if there are not enough passengers - so whether you travel on the railway depends a lot on the weather.



6 Padam at Llanberis

The railway will not take bookings for the following days as they say that they cannot rely on the weather staying suitable.

Before travelling on the train, make sure the summit is not in cloud or you will have wasted £13.50!

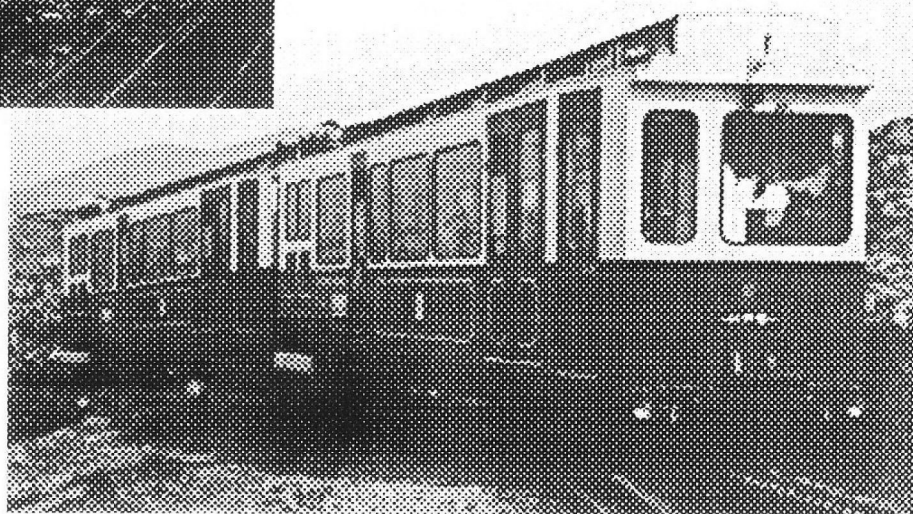


10 Yeti & 11 Peris at Snowdon Summit

The diesel no. 12 has now been named 'George' after the former speaker of the Houses of Parliament - George Thomas.

After having a day away from trains, on Wednesday we visited Llangollen. On the club's 1995 visit, we walked up to the canal and had a ride in a horse drawn boat.

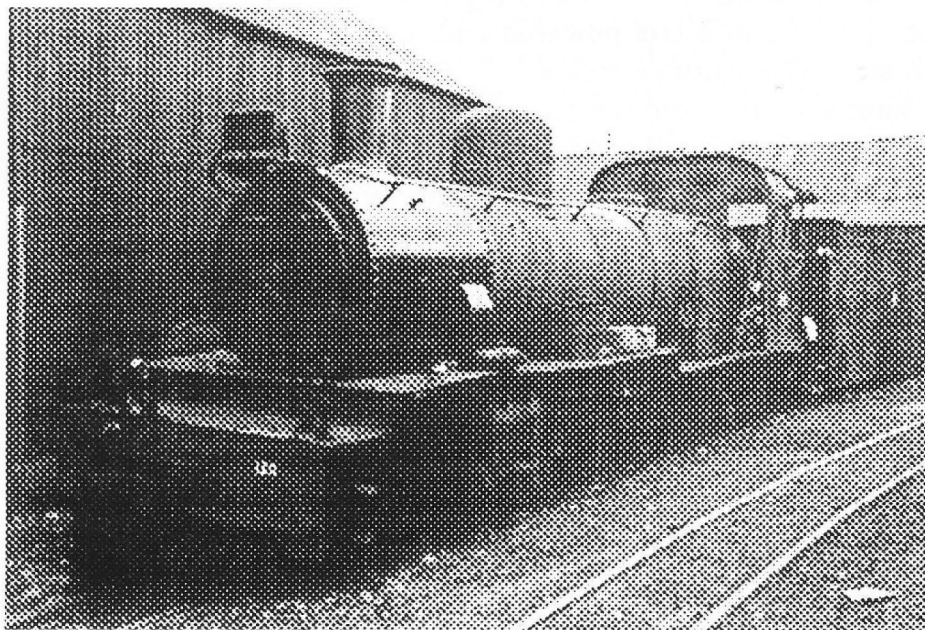
This time we joined a bus that took us to Trevor Wharf where we got on a narrowboat to return to Llangollen crossing Thomas Telford's aqueduct at Pontcysyllte. The bus journey took 15 minutes, the return boat trip 2 hours! On return, we boarded the 1430 train hauled by Standard 2-6-0 76079 for the journey to Carrog and back. This is 2 miles further than we managed. Plans were on show for the next extension to



DEMU cars arriving at Snowdon Summit

Corwen.

On Thursday after visiting Portmerion, we returned to Porthmadog - this time by car. Passing the Ffestiniog Railway, we carried on through the town to the terminus of the Welsh Highland Railway. This is a 2 foot gauge line of less than 1 mile. Any extension has been held up by a long running dispute with the F.R. Parliament having ruled that the F.R. should lay any more track towards Caernarfon. Although the W.H.R. have offered to build another 2 miles and give it to F.R. free, if they requested it, the offer has been turned down.



South African Class NG15 at Gelert Farm Works

We joined the train with a small Ruston 4wdm called Glaslyn and 3 coaches. After 5 minutes we reached the end of the line at Pen-Y-Mount. After running round, we were then taken back to a halt next to the

Gelert Farm workshops. We then had a conducted tour of the depot where 3 steam and 3 diesels were found. The diesels (the most powerful 2' gauge diesels in the country) were built in Romania and imported from Poland. One of the steam engines was 'Russell' a 2-6-2t built in 1906. It had worked on a number of industrial lines including clay mines at Corfe Castle. Outside the shed was a NG15 class loco from South Africa - the longest narrow gauge steam engine in Britain they believe. After a while, we returned to the train and went back to the terminus.

For value for money at £1.75, this was the best value for money with the staff very friendly, answering any questions, allowing children on the footplates of the engines and posing for pictures with them.

Friday started off with a visit to Llandudno. We decided to go to the top of the Great Orme by the tramway. The line (built in 1902) is split into 2 parts of approximately 850 yards in length. Each section consists of 2 counterpoised tramcars passing each other halfway. After leaving the lower terminus, the line is shared with road traffic, and the cables are below the surface. To stop the squealing by the wheels on curves, a tank of water is carried that lubricates the rails. Passengers have to change trams halfway and the second half has an additional cable above ground that connects each car via the winding house. At the end of each roof there is a trolley pole and posts can be seen along the route but with no wire. This was not for providing power to the cars but for communication with the winding house and the other drivers. This system was replaced in 1990 by a modern radio system, but it was decided to keep the poles. The top of the line is nearly 700' above sea level and on fine days the Isle of Man and even Blackpool Tower can be seen.

From there we went to the National Trust property at Penhryn Castle near Bangor. In a building surrounding a courtyard is a collection of industrial steam locos from various parts of the country. One of the exhibits is a 0-4-0wt no.1 that used to work for North Thames Gas. The star attraction is a 4' gauge engine 'Fire Queen' built in 1848 and used on the Padern Railway that used to run from Dinorwic slate quarries near Llanberis to Port Dinorwic. In the courtyard is a small narrow gauge layout from one of the local slate quarries that is occasionally operated in the summer.

MEADOWHALL IS NOT JUST FOR SHOPPING

KEITH BROWN

The first of our trips this year was to Sheffield and as we gathered at High Wycombe station at 7.15am on Saturday 18th June, thoughts turned to the days when steam plied between these two stations some carrying 'Master Cutler' headboards. The routing nowadays has changed as Banbury, Coventry, Birmingham New Street, Derby & Chesterfield is currently used whereas Banbury, Woodford & Hinton, Rugby, Leicester, Nottingham & Chesterfield was used in bygone days. For the organising committee of this tour it must have been rewarding to see over twice as many members on this trip as was on the Manchester visit a year ago.

M&DRS trips usually have some excitement thrown in one way or another and this year's journey was no exception. Our first leg to Banbury was by a Chiltern Turbo made up of 2 x 2 car sets probably strengthened for the day as an international football match was being played at Wembley that afternoon between England and Hungary. An extended stop was made at Bicester to enable the police to apprehend a person in the first coach of the set behind us who it was understood tried to relieve the travelling ticket collector of his ticket machine. How he expected to get away with it is a mystery as with doors controlled by the driver and radio links to control he was on a loser from the start. On moving away from Bicester our driver apologised for the delay and promised he would endeavour to make up sufficient time to reach Banbury ahead of the 05.50 Poole-Edinburgh which was to be our train for stage two of our journey to Birmingham New Street.

With no refreshment facilities on the turbo, members moved towards the buffet on the Birmingham train ready to purchase a hot drink. As it turned out it was cold drinks only being served as the water for the urn to make the hot drinks was slopping around the floor of the buffet car. 'Plumbing problems Sir', was the attendants response to all that requested tea or coffee. For the interested, haulage on this leg was by the usual Class 47/8 being leased by Cross Country trains from Portabrook Leasing Co Ltd. The loco was from pool ILRA. It is all getting very complicated these days.

An on time arrival at BNS allowed us all a leisurely half hour to position ourselves on the correct platform to board the 06.20 Plymouth-Newcastle. Fortunately reserved seating had been arranged for our party which was most appreciated, as these Cross Country HST sets are well patronised usually and ours was no exception. Incidentally, the same set was to be our train on our return from Sheffield to BNS. Admittedly the set had a 1hr 51min lay-over at Newcastle but it still represents fairly good utilisation as arrival back in Plymouth was due to be at 22.23.

Members had about six hours in the South Yorkshire city to do as they pleased and, as is usual, we split into groups. One member went to Doncaster for the afternoon, another to Warrington. Two members' wives hopped on to a service train to Meadowhall to visit the giant shopping centre. Tim met up with a friend of his and went off to Denby Dale via Barnsley. The remainder of us practically cleared the W H Smith shop on the station forecourt out of £3.95 Travelmaster cards allowing us unlimited travel on the Metro or to give it the full title 'South Yorkshire Passenger Transport Executive'. (SYPTE).

The SYPTE system was officially opened by HRH the Princess Royal on 23rd May 1994 although services between Fitzallan Square and Meadowhall opened for passengers on 1st March 1994. Progressively the system has been extended in stages and the last section was opened on 21st October 1995 from Malin Bridge to Middlewood. The total cost of the project was in the region of £250m. The main contractor for the infrastructure was Balfour Beatty. The route straddled existing roads and where the roads were too narrow to take the tracks for the Supertram, they have been laid close by. The gradients are as steep as 1 in 10 in places. South Yorkshire is noted for its bad weather and our driver on one of our journeys told us that

there was quite an art in stopping and starting in icy weather despite the fact that these Supertrams have three braking systems. These are an electric service brake, air operated disc brakes and magnetic track brakes on each bogie.

There are 25 Supertram sets which were built by Siemens-Duewag and they use 750v DC collected by means of overhead wires. Each set is 35m long and 2.65m wide. Seating is for 88 with a capacity of 250 passengers per Supertram set. Testing of these was carried out on the Dusseldorf Tramway system in Germany. Speeds in Sheffield City centre are limited to 30mph but in the suburbs a maximum of 50mph is permissible. The SYPTIE drivers, or at least the first few, were trained on the Kowloon & Canton Railway in Hong Kong which has a near identical system to Sheffield. Now that the system is complete, the overall length is 19 miles stretching from Middlewood in the north west, Meadowhall in the north east and south east to Halfway with a branch off this leg at Gleadless to Herdings. Drivers are in radio contact at all times with their control centre at Nunnery which some of us passed on the train. Unfortunately, owing to staffing problems we were not allowed to visit Nunnery Depot but the view from the train gave one the appearance of a neat and tidy depot. The public are advised by the drivers of station stops which is also duplicated by visual displays in the carriages of next stop information.

A recent article in the railway press stated that passenger loadings are only a third of the budgeted figure. As a result high losses are forecasted. Why has this happened in Sheffield and the opposite, vast increases over budget in Manchester? There, seven million passenger journeys have increased to thirteen million since the system there opened from Altrincham to Bury using in the main existing rail tracks. A great deal of local criticism in Sheffield is that fares are higher than on the buses and no compensation was given to local traders for loss of trade while the construction work was being undertaken. Many traders closed down and moved away when roads were closed and passing traffic diverted away. This has left a legacy of bitterness that has given the network a bad name. No doubt other councils around the country planning rapid transit systems of their own will be thinking again and checking very carefully their estimates and budgets.

Besides the shopping facilities at Meadowhall there is another attraction a short walk away. This is the headquarters of The South Yorkshire Railway home of Harry Needle of shunter preservation fame. Unfortunately for the SYR it is not now rail connected so all movements to and from have to be by road. Space is also a limiting factor for this society and the forty plus exhibits are condensed on to five or so lengths of track, so viewing and photography is particularly difficult. For shunter enthusiasts there are examples of classes 01, 02, 03, 04, 06, 07, 08, 11 and 14, together with two class 20 and one of each of classes 26, 33 and their big boy a class 40, 40013 which still carries its nameplate 'ANDANIA'. Restoration work was being carried out on a few of their exhibits but the lack of facilities and the confined space gives the impression of a rather muddled and untidy operation.

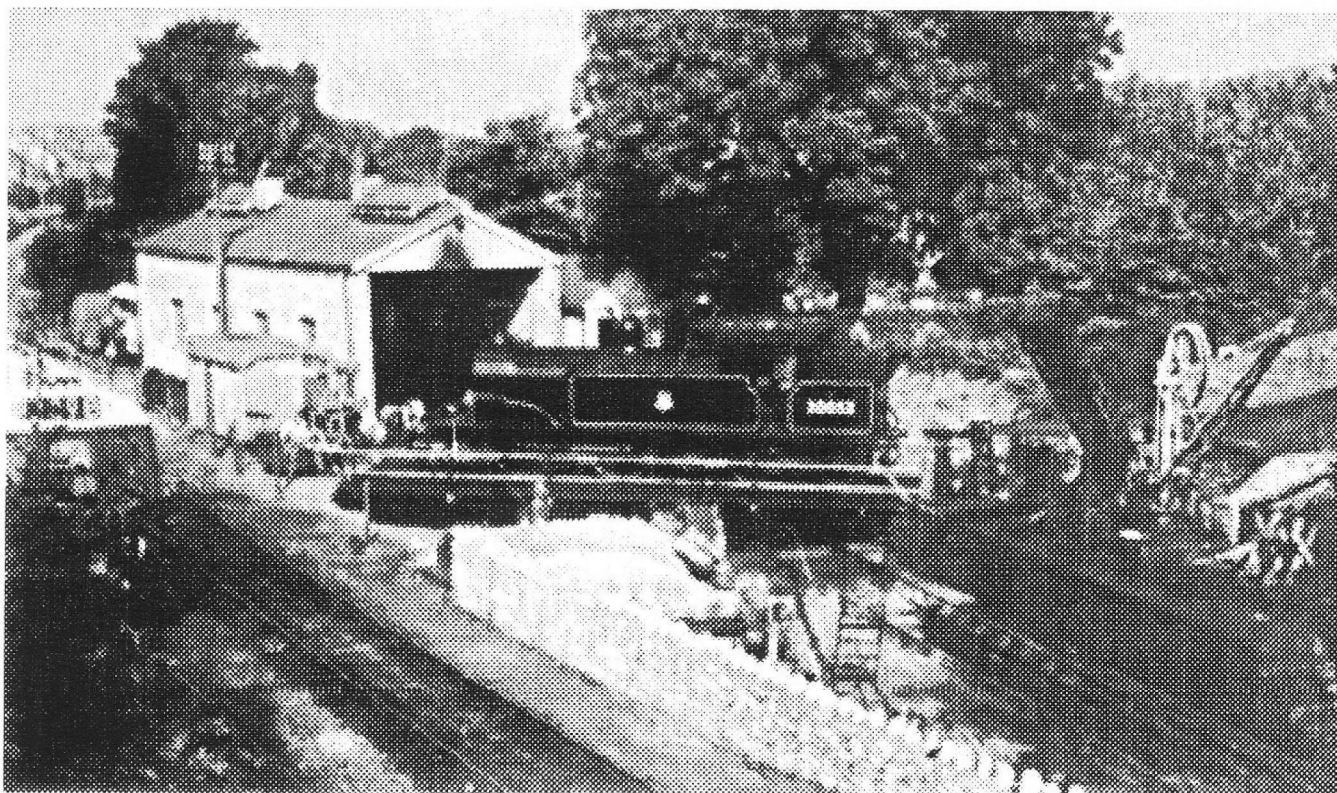
Our return journey was on time throughout and uneventful apart from the last minute platform change for our Manchester-Paddington train which we joined at BNS for the return leg to Banbury. One member was seen trying to round up members thought to be on the wrong platform but they were in fact looking at the searcher from the comfort of the train they were supposed to be on. Arrival back at High Wycombe was on time at 21.21 after what was agreed was an enjoyable and well organised day's outing.

THE SWANAGE BRANCH

PHIL SEARLE

Passenger Services commenced on the Swanage branch on the 20th May 1885, the line beginning at Worgret Junction, a point approximately 1.5 miles south west of Wareham where branch trains terminated. The branch was operated by the London and South Western Railway from the beginning until the grouping in 1922, then becoming a part of the Southern Railway.

The mainstay of freight traffic along the line from the early days was ball clay, a particularly refined form of china clay. Other materials carried were Purbeck marble, an ornamental stone used extensively in churches and cathedrals, and Purbeck stone which is still quarried today albeit at a much reduced level. Coal traffic to Swanage gas works was carried from 1893 until its closure in 1953, the sidings being removed in 1955.



M7 Tank on the Swanage turntable Aug '96

Nationalisation in 1948 had little effect on the Swanage branch, passenger services for many years being in the capable hands of the M.7 class, a regular on the trains being 30108 affectionately known as 'Rosie'. Although she is no more, another member of the type No 30053 can be seen today on the branch, looking very smart in the mid 1950s livery. In fact, 30053 was a regular visitor on the branch in the early sixties but was withdrawn in 1964 along with the others remaining in the class, services being taken over by BR standard classes of various types. Incidentally, I photographed 30053 at Eastleigh in 1965 prior to restoration and eventual dispatch to the USA for exhibition in a railway museum, a situation which was to last for about 20 years until in the late eighties and after long and frustrating negotiations, the M.7 was repatriated.

After a complete overhaul at firstly Swindon, then at the Stour Valley Railway Chappel and Wakes Colne, the locomotive was delivered to Swanage (where it also underwent main line checks) becoming quite expectedly the show stealer from day one! Many locomotive types have been seen at Swanage, both on excursion traffic and through workings from Waterloo. The Bulleid Pacifics have long been associated with the through trains and were a familiar sight on summer Saturdays nearly up to the end of steam on the Southern Region in 1967.

Long trains coming out of Swanage invariably had to be hand signalled away due to the locomotive's position beyond the home starter signal and track circuiting, which prevented the semaphore from being pulled off.

Through coaches on Saturdays to Swanage which had no reverse working, were usually stabled in the sidings at the front of the station (where you will now find Leos Supermarket). These were to form the next up train to Waterloo the following Saturday, a quite different arrangement to the intensive stock usage of today's railway.

Local branch traffic was handed over to DEMUs in September 1966, and any through trains worked by class 33 diesel locomotives. Apart from one or two special trains the last sighting of a steam locomotive on the branch was on a china clay working from Furzebrook sidings on 30th June 1967, behind 34025 Whimple, a few months later steam finished on the Southern.

The branch was progressively run down over the following five year period, assuming the status of little more than a long siding worked on the one engine in steam principle.

Despite numerous protests especially from the people of Corfe, the line was finally closed on New Year's Day 1972, diesel unit 1110 working the last train. The track was torn up with indecent haste as far as Furzebrook, but fortunately the track bed was purchased by Dorset CC, who thought that perhaps it could form part of a road improvement scheme in the Corfe area.

The former goods yard at Swanage became a car and bus park, the station being used as a booking office for the Wilts & Dorset Bus Company, the area where the tracks once stood being filled in up to platform level.

The engine shed (closed 1967) and goods warehouse remained, the warehouse subsequently being used for various purposes not having had a rail connection since 1964. The signal box had closed on 4th October 1965 and was removed shortly after.

'That could have been that' as they say, had it not been for a group of determined railway enthusiasts, because in 1975 they were able to obtain a licence to use the station buildings and the trackbed as far as the bridge near the engine shed. With assistance from the Manpower Services Commission, the canopy was repaired and the trackbed dug out to make way for two tracks and the locomotive release point. The first engine to arrive at the site was a small 0-4-0 petrol locomotive from Corralls Coal Depot at Poole in June 1976, closely followed by BR Standard Class 4, 2-6-4T No 80078 in September which had been at Barry scrapyard for the previous ten years. This engine incidentally has been the subject of a very protracted renovation but is on target for steaming late in 1997. Sister locomotive 80104 although arriving later on the scene, will hopefully be in service later this year, so the prospect of seeing these two fine beasts passing at Corfe or Harman's Cross will be something to look forward to.

The first humble services began in 1980 over a very short distance using a small Barclay 0-4-0ST and a Bulleid coach, but by 1986 the rails had been laid to Hurston on the outskirts of Swanage, the Swanage group had at last shown that they meant business!

The railway had been until recently, operating as far as Harman's Cross about 3.5 miles from Swanage, but it had always been hoped to run to Corfe and beyond. It was with great relief to find out that Dorset CC would not use the railway trackbed in the event of any road improvement scheme around Corfe, in fact by the late eighties the CC had become very much in favour of the reopening of the railway, and as long as a park and ride site was created outside Corfe for intending travellers, the extension was warmly welcomed by them.

One of the problems with the Purbeck Line which it had then become know, was that it was now in a 'somewhere to nowhere' situation and it really needed to operate through to Corfe before ticket prices could be increased to a more useful level.

After coming through a near catastrophic financial disaster in 1992 and overcoming objections by various land owners some, amazingly enough, from Corfe itself, the first train steamed into Corfe Station on the morning of 12th August 1995 after years of waiting, hoping, fund raising, hard physical work, planning, doubting and desperation, the sceptics had indeed been proved wrong again! Appropriately enough, the first train was hauled by M.7 No 30053, the next being handled by 34072 257 Squadron by this time the mainstay of the locomotive department.

Corfe Castle Station is in some ways the jewel in the crown and much effort is being put into giving it a 1950s appearance, with the goods shed becoming a museum, and even hopefully a rebuilding of the old signal box which once was situated on the down platform adjacent to the superbly restored waiting shelter. It is intended to make Harman's Cross the main crossing point, and to that end full signalling and a 'reproduction' LSWR signal box has been erected there over the last few years.

Of the future there has been nothing decided yet about connections with BR at Wareham, in fact it will have to be proved if there would be any financial benefit from such a move. A further mile of trackless formation continues from Norden to British Petroleum's depot at Furzebrook and a popular idea amongst the Swanage membership would be to bridge that gap and use it at least on a temporary basis for the storage of spare rolling stock. Until the present open section has been consolidated and the Railway's crippling overdraft has been reduced, any thoughts of through connections are going to be put on hold for the time being at least!

By the time this article appears in the Donkey, the Marlow Railway Society will have visited the line and sampled the delights of this little corner of Dorset, some Society members for the first time and I am sure they wont be disappointed.

LOCOMOTIVES PRESENTLY ASSOCIATED WITH THE RAILWAY

47160 CUNARDER (never a BR loco) on loan to the Lavender Line, Isfield, Sussex

41708 At the Dean Forest Railway.

30075 (Never a BR loco, brought from Yugoslavia and rebuilt to look like sister locos once used at Southampton Docks.) Just completed major refurbishment and modification and in service.

30053 Out of service, for firebox repairs.

34072 In service and performing reliably.

DMU No 108 Used on late trains in the summer timetable.

Class 14 No 14021 Out of use with electrical problems

O8 diesel shunter D3591 In regular service.

80078, 80104, 6695, 35022 Holland America Line are projects in the pipeline and some of the above locos may be seen in the new loco works at Heston in various stages of undress.



HERE COMES CLASS 61

Mike Walker

Well, all the prophets of doom have been proved wrong and the newly privatised railway operators are starting to make investments in new equipment. First off the blocks were Wisconsin Central's EW&SR with orders for no fewer than 250 new locomotives from General Motors Locomotive Group. As the first post-privatisation locomotives in the UK and the first order from WC for NEW locomotives they are eagerly awaited on both sides of the Pond. So, what will they look like and what new ideas will they bring? I've been gazing into my crystal ball (which is far more reliable than Mystic Meg's or Nigel Harris') and asking around a few contacts so here is what we know so far...

First, the new locomotives will not so much be a new design as an evolutionary development of the now well proven class 59. Yes, I know Ed Burkhardt calls the 59 an obsolete design but in GM's world things evolve from one generation to the next rather than chucking the baby out with the bath water and starting over.

Unlike its highly standardised domestic production, GM still largely custom designs each export order using as many standard domestic components as possible. Model designations are given but are looser than the home-range GP and SD series models and the same model can apply to widely different looking locomotives for different customers. In GM speak, a class 59 is known as a model JT26CW-SS. This is translated as follows: J = cowl or full-width body, T = twin cabs, 26 = 16 cylinder 645 series engine, C = Co-Co wheel arrangement, W = standard or wide gauge track, -SS = "Super Series" control. Down under in Australia there are JT26CW-SS's which resemble a 59 as far as the specification is concerned but look nothing like one! The class 61's will be model JT42CWR and the 66's model JT42HCWR. The recent Irish class 201's are also JT42HCW's but that does not mean they will look the same. Incidentally, 42 means 12 cylinder 710 series engine and the H indicates Head End Power as the Americans call it or ETH to you and me, R = Radial bogies, more about that later.

The heart of the new machines then is the engine. This will be the 2 stroke V12 cylinder model 12-710G3 unit rated at 3000hp at 850 rpm, slightly less than its usual US rating of 3200hp. The 710 engine family is a development of the 645 series which itself evolved from the 567 series first produced in 1938. The 710 made its debut in 1984 and is produced in V12, V16 and V20 versions for rail use. Like its predecessors it is a two-stroke unit and has 11" stroke, 9.0625" bore cylinders in a 45-degree vee. If you do your maths you will find this gives a swept volume of 710 cubic inches, 11.63 litres, per cylinder hence the model designation.

The electrical system will be conventional, that is to say an AR20 main alternator supplying the D90 separately excited dc motors through a solid state rectifier. This puts the new locomotives on the same technology level as the domestic SD70 and SD75 models. It is something of a surprise that WC have not adopted ac motors which are almost the norm for new purchases in the US today. GM have established a considerable expertise in this field and the technology is now proven and reliable. Advantages of ac motors include the reduction of maintenance as there are no brushes to wear and the motor is sealed preventing the wrong type of snow or rain entering and it does not overheat or burn-out even during prolonged full load stall conditions.

The brain of the new locomotives will be a box of tricks known as the EM-2000 processor unit. This is a custom designed 32-bit 16MHz micro-computer developed by GM especially to control its locomotives. This is the real new technology innovation on the new locomotives as it undertakes every aspect of the locomotives operation in much the same way that modern aircraft operate on a fly-by-wire system. This includes engine management including the electronic fuel injection (another first in the UK) as well as controlling the complex electrical systems including the excitation of the alternator and traction motors. It also controls the

wheel creep-slip system which has replaced the old Super-Series control. Another function of the EM-2000 unit is to provide a monitoring and diagnostic system. If a serious fault occurs on the road it will alert the crew immediately whilst more minor defects, and records of normal operation, are logged in the memory to be down-loaded by the maintenance staff using a lap top.

An optional feature of EM-2000 is ICE - Integrated Cab Electronics - which has been almost universally adopted in the US in the past two or three years. ICE replaces the conventional gauges etc. with two VDU's (for redundancy). These not only show all the information on speed, engine performance, motor amperages and air pressures but also replace the various warning lights and provide the diagnostic read out. In the US some railroads use the VDU's for train control and in the UK they could also be adapted to give RETB information and in-cab signalling. Whether or not the 61's and 66's will incorporate ICE has not yet been confirmed but it is to be expected that the cab layout will differ greatly from the class 59 which uses the now obsolete AAR standard control-stand straight out of a seventies US loco - even to the point that you push the lever away from you to open the throttle instead of to you as a direct result of it simply being turned around to suit our left hand driving position - US engineers sit on the right side of the cab.

As to external appearance it is most likely that they will resemble the 59's in all but small details as GM already have the tooling to hand and a new design would delay production and raise costs. Two external cab designs are possible, the familiar 59 style or the more streamlined design found on the Irish 201 class. The latter already incorporate the latest style of console controls incidentally but this does not dictate external appearance, currently the 59 style seems most probable.

One thing will look different, the bogies which will be a totally new design and concept for the UK. They will be Radial or Self-Steering assemblies. In effect they will be articulated units with each axle free to turn with curved track. This ensures that as far as possible each axle is square to the track at all times when rounding a curve thus reducing to a minimum the differential slip of each wheelset. With a conventional bogie the outer axles are always slightly askew on curves increasing the differential slip of the outer and inner wheels. You may think that this would be so minor as to be unmeasurable but it does matter to the EM-2000 processor and the radial bogies do help provide maximum adhesion on curves. They are also claimed to ride better than conventional bogies and reduce rail wear. However, whether their use in the UK will prove as beneficial as in the US remains to be seen, given our lighter loads, better super-elevation on curves and the fact that the Radial has yet to be applied to a locomotive geared for more than 70mph maximum speed. Surely this is just asking for a serious confrontation with the just-say-no Safety Case people at Railtrack and the HSE, or perhaps Big Ed really is trying to provoke a show-down!

Detailed design work is progressing at La Grange in Chicago but the actual construction will be undertaken at GM's plant in Canada at London, Ontario. Some of the later construction may be handled at GM's new plant currently under construction at Schenectady in New York. This is a result of an order for 21 locomotives for the Long Island Rail Road which the state of New York insists must be built in the state! Oh, why can't we protect our jobs like that? The giant EMD La Grange plant, which at its peak could finish 4-5 locomotives A DAY, is now only responsible for research and design, building the engines and providing spares and service back-up. Much of the site has been sold for redevelopment. This is due to the change in the domestic market in recent years with the concentration on building very powerful and sophisticated locomotives - the new SD90MAC is rated at 6000hp - which have only small sales potential. Most of the smaller railroads rely on previously-loved* units which are upgraded to the latest standards as WC itself is doing by putting EM-2000 systems into twenty-five year old SD45's bringing them up to 1990's standards for a quarter of the price of

a new unit.

First deliveries are due in September 1997 when the first 25 will be delivered in one batch. It is hoped that they will go into service immediately - Railtrack have promised to co-operate. In the meantime as more details come to hand from my contacts I'll keep you informed.

* "Previously-loved" is modern US-speak for Second-hand! _____

T.E.B. REVOLUTION

Peter Robins

For many years now, British Rail's Telephone Enquiry Bureau (T.E.B) have come in for more than their fair share of criticism:-

"It's always engaged", "I was on hold for ages and no-one answered" and "They always give the wrong information" are the comments most frequently made by dissatisfied customers. Some of them would have been entirely justified in their complaints, but radical improvements are now imminent.

The Association of Train Operating Companies or A.T.O.C, is the body formed to look after the interests of Train Operating Companies or T.O.C's, and to ensure that network benefits are maintained.

Over the last two years, A.T.O.C. have been compiling statistical data from all 43 T.E.B's, and from British Telecom to determine the actual demand nationwide and the resources required to cope with such demand. They have also conducted an in-depth survey on the subject of what customers actually want to know when calling a T.E.B.

Last year, 87 million calls were made to B.R. T.E.B's, and after removing the number of frustrated callers and those whose calls were unanswered, the estimated demand nationwide is 59 million calls per year.

Performance targets had been set many years ago by the British Railways Board. However, early indications this year, show that none of the country's T.E.B's were meeting all of these targets. Also, the quality of information varied between different T.E.B's.

So, where to now?

The first step is to ensure that the current demand for calls is met, and that all customers can actually get an answer from a T.E.B. This is being done by 'Networking' all the 43 T.E.B's and giving them one common lo-call rate number - (0345) 48 49 50. The 0345 system allows for call overflows to be set up and calls that would otherwise have received an engaged tone can be transferred to another T.E.B.

The new overflow sites have been set up; one at Newcastle, which was the old Inter-City telesales office -now rapidly expanding as a T.E.B, and one in conjunction with I.B.M at Havant.

The T.E.B to which calls will initially be directed depends on the B.T Customer Service Group, or area code. Callers ringing from an 01494 (High Wycombe) number will be put through to Slough T.E.B, whereas callers ringing from an 01296 (Aylesbury) number, will be put through to Oxford T.E.B. Callers ringing from an 01628 (Maidenhead) number will be routed to Reading T.E.B. which has a call overflow contract with Newcastle. So, don't be surprised if some Maidenhead or Marlow enquiries are answered in a Geordie accent!

The migration, as it is being termed, to 0345 is being done in eleven stages; with the Thames Valley area being stage 8. Reading and Oxford T.E.B's will be on the new number on 3rd September 1996 and Slough T.E.B/ changes on the following day. By the end of October, the whole T.E.B network should be on the 0345 number.

With more statistical information now available from B.T. on when and from customers are calling, minor adjustments can be made to the scheme with calculated accuracy rather than ill-informed guesswork as before.

The motto of the scheme is "Move the improve". Action is also being taken to update computer systems and improve the communication of information.

The T.E.B revolution is underway and customers should be able to notice the difference immediately.

POLISH STEAM - A TIME WARP

GORDON RIPPINGTON

In November 1995, I received a circular from EMAP, publishers of 'Steam Railway', outlining a trip to Poland to view steam locomotives at the last remaining steam depot at Wolsztyn, during April 1996. Having just purchased a video of this very subject, this was an opportunity not to be missed.

As the weeks ticked by towards the day of departure, the thought of seeing standard gauge steam locomotives working passenger and pick up freights was nearing reality. With some two weeks to go, a letter was received postponing the trip until 22nd May, due to non availability of a small aircraft which flies to Poznan, also a mix up over hotel reservations.

With only four days to do, of the revised date, a telephone call from the organiser stating a further delay of one day, also with the good news of an extra day in Poland at no extra cost, plus the chance to photograph 'The Trans-Siberian Express' en route from Berlin to Vladivostock via secondary lines to Wolsztyn on the Saturday.

The revised departure was now Thursday 23rd May, from Gatwick North at 19.35 hrs, with flight BA 3429 to Berlin Tegel Airport. Having made my way to Gatwick North Terminal, like minded enthusiasts began to congregate in the departure lounge. Departure time arrived, we all made our way to a Deutche BA Fokker 100 aircraft at gate 15, arriving in Berlin at 22.20 hrs. At 23.15 hrs, we boarded a luxury double decker coach for the journey to Poland. As we neared the border check point at Swiecke on the E.30, we passed an almost continuous line of parked commercial vehicles for some 10km, this can cause a delay of up to 60 hours before customs clearance, thankfully cars and coaches are handled much quicker.

Arriving at the border check point at 03.00 hrs, passports at the ready plus a customary bribe of 3 bottles of Whisky and 300 cigarettes for the Polish guards, who created a further delay by requesting a manifest of all coach occupants, duly completed by our party of 59, the guards then requested £60, instead of the original bribe, duly paid, we were allowed through.

Arriving at Wolsztyn at 04.40 hrs, (one hour late) one is confronted by a curved eight road shed with turntable, all berths occupied with engines in steam, thick smoke hangs in the still morning air, steam generators gently hum as steam pressure rises, this atmosphere is a true time warp. The day's first departure at 04.45 hrs, saw a number of the fleet footed run to the station through weed infested tracks to catch/photograph this train to Zbaszynek hauled by a class OL 49 2.6.2 with two coaches. The next departure at 05.05 hrs to Poznan was being hauled by a class PM 36 Pacific. Having been recently overhauled this elegant locomotive in a shade of light green, is now the depot flagship.

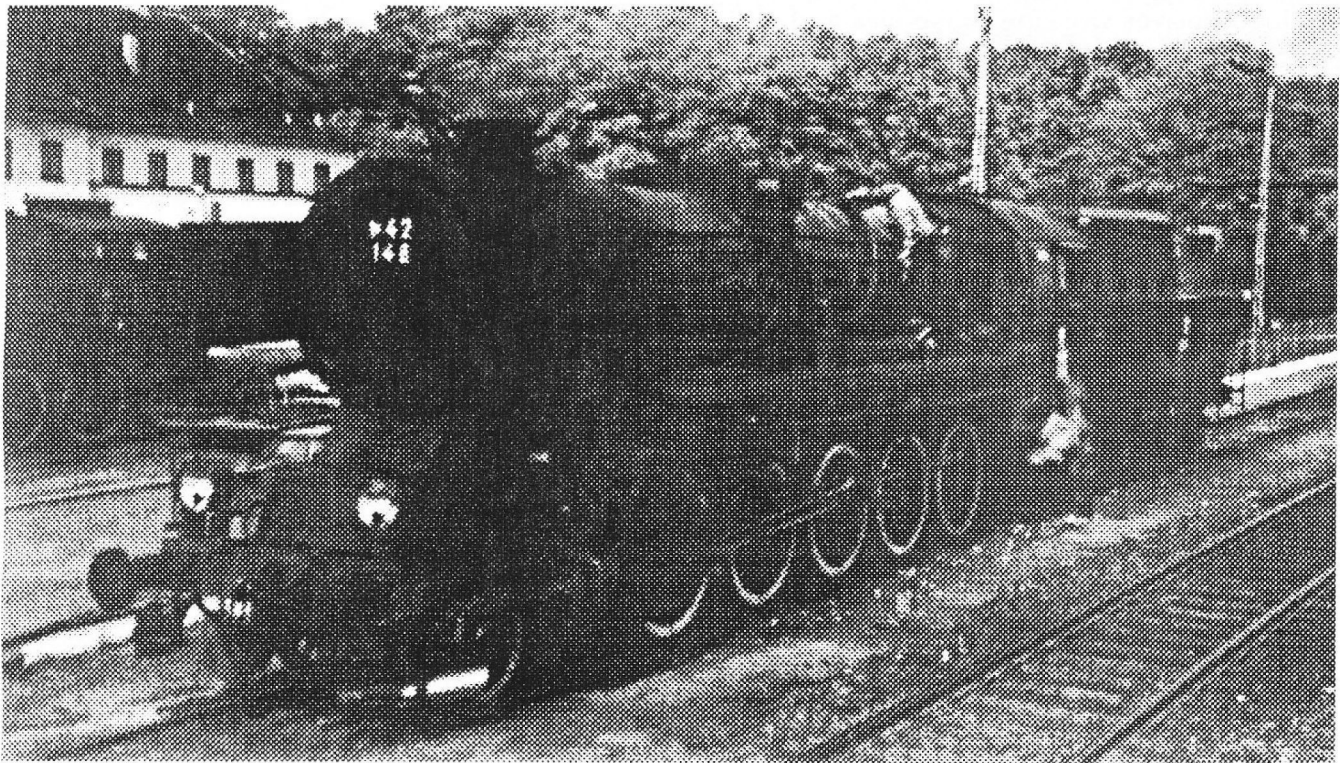
Departing on time the train threads its way across the weed infested tracks towards the depot where most of the party are poised to photograph a spectacular departure amidst much steam, smoke and whistling, with only four coaches in tow, this powerful locomotive makes light work of its load as it accelerates past the signal box and road crossing.

With a lull in proceedings time to view the depot more closely. All the locomotives are painted

black with red wheels and white rims, the motion also red picked out in white as are the cast cab and tender side plates. After coaling and watering the crews are to be seen cleaning those locomotives chosen to appear in the Cavalcade the next day, to coincide with the arrival of the Trans-Siberian Express.

Amidst a collection of dumped O.L. 49 2.6.2. and T.Y. 42 2.10.0. which have been totally stripped of all serviceable parts, a T.Y. 42 no 148, is scurrying around the sidings assembling a mixed freight train to Grodzisk departing at 08.00 hrs with one coach in the assembly it is possible to pay the crew and ride on the train. With a great deal of smoke and wheel spin to delight those viewing, the train passes through the station with smiles and thumbs raised from the footplate crew, they clearly enjoy putting on a show for enthusiasts.

10.02 hrs, would see the return of the PM.36. Pacific from Poznan, as the train stopped I was most surprised to see six of the party emerge from the cab of this loco all quite dirty, having fired and driven in turn on both journeys, so much for health and safety in Poland. The next departure at 10.20 hrs, a mixed freight to lines in and around Konotop Junction was being hauled by the depots pride and joy, the Prussian P9.4-6-0, built in 1906 this is the sole working survivor of a once numerous class.



TY42 148 being 'bulled up' by crew with nothing more than a crow bar for scraping of grim and oil for spraying over the boiler cladding.

With no steam activity between the hours of 2.00 to 16.00, all passenger trains were being handled by SU 45 class diesel locomotives in two tone green, sounding rather like D 1XXX class westerns of yesteryear. With almost no sleep for thirty hours, I fell asleep on a park bench near the station, only to be woken by a rather plump polish woman (not unlike many of our female traffic wardens) clutching a garden hoe and lawn sprinkler. Stunned by this jabbering apparition, I replied 'Nien sprechen Polski', needless to say I got nowhere but I got the idea she wanted to use the sprinkler around the bench area. Still tired, I retired to a cafe nearby for a nice cool drink, as the day was quite humid.

Back at the station I joined some of the party aboard our special train to take us to the hotel at Boszkowo on the line to Leszno. It had been arranged with the loco crew of the OL 49, to allow up to four of the party on to the footplate during the journey. Armed with video camera, I took my seat (fireman's) on the left to record the experience. The tour organiser took the

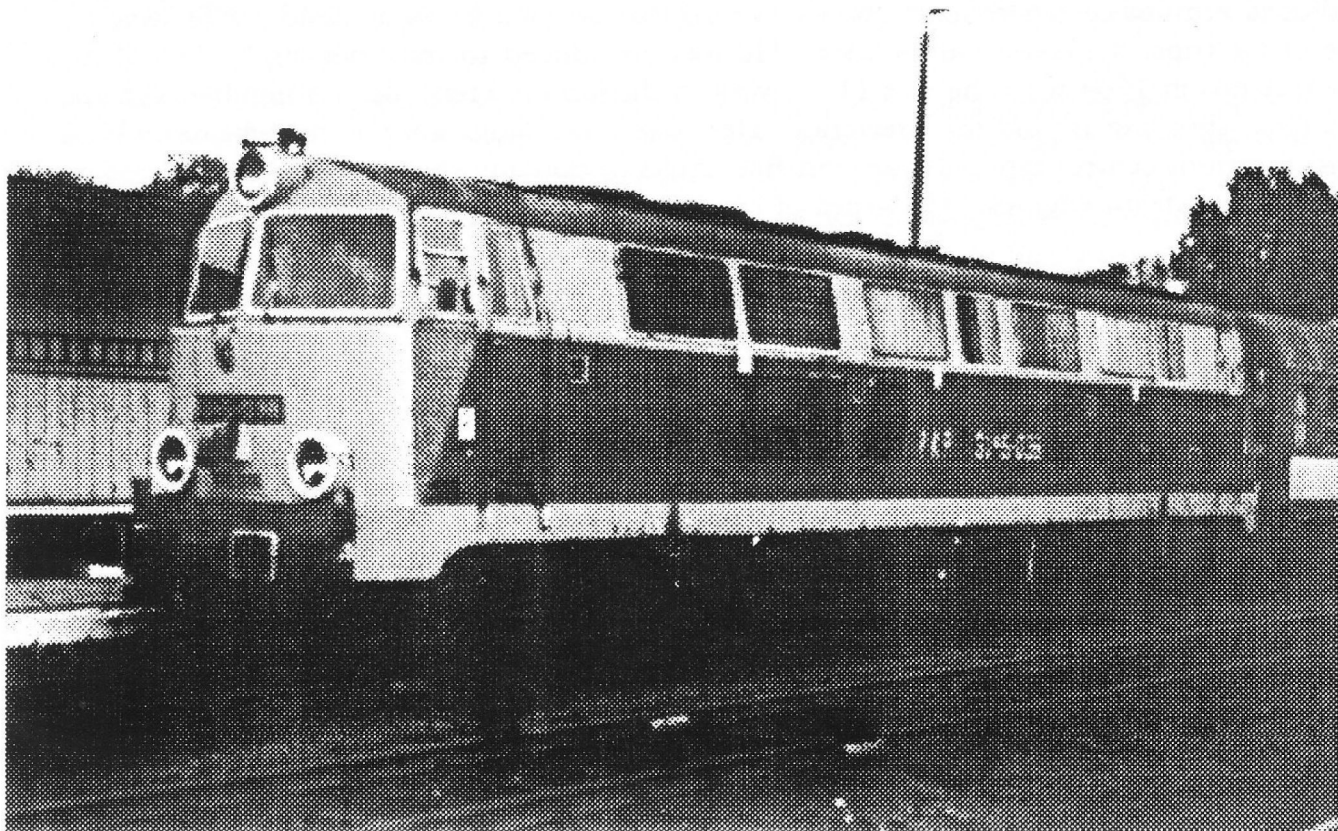
controls for the whole journey 53km, with much thrashing between stations. After a meagre evening meal in the hotel (very Spartan) long overdue sleep was welcome.

Saturday the coach transported most of the party to locations west of Wolsztyn to photograph en route the Trans-Siberian Express hauled by a TY 45 2.10.0. The cost of this trip was some £8,000 taking almost a month and using some seventy Russian locos en route. Back at Wolsztyn the Cavalcade was underway with nine locos 'Bulled Up' for the benefit of those on the special.

The final run past of the day was to be all nine locos in tandem. Having taken up a position on the line side just past the shed, the sight and sound of this many locos travelling at approximately 30 mph, was indeed awesome, such a spectacle I may never witness again. That over, it was back on the coach for further line siding as the PM 36 Pacific was to take the special through to Poznan and onwards towards the Russian border.

Departing our hotel on Sunday at 09.00 hrs, one last look at Wolstzyn where the locos were positioned with smoke boxes protruding from the shed towards the turntable, for this the P.K.P. made a charge of 8 Gzloty (£2 per head).

During the coach journey back to Berlin for the flight home - time to reflect on what had been two most memorable days.



BOOK REVIEWS

September 1996

A Costello

To start with, I thought I would review my earliest Trains Annual to give readers a look at the articles that were available in the 50's.

TRAINS ANNUAL 1953

EDITED BY CECIL ALLEN

IAN ALLAN

Contents covered subjects from working during the General Strikes in 1919 and 1926 to railways in Canada, South Africa and France, all steam. Four items were written using pseudonyms, one of them being the article on the strikes. The author's only experience of working in a signalbox was when he sheltered in a box whilst working on the line. He worked in the box at Kings Cross! The withdrawal of the 2-10-4 'Selkirk' from the Canadian Railways was covered. A postal train journey from London to Aberdeen, lines North of Inverness, the birth of the Southern Region and the GWR boat trains complete a varied and interesting book.

PLATFORM SOULS

NICHOLAS WHITTAKER

GOLLANCZ

ISBN 0 575 05981

This is the view of a self confessed trainspotter trying to dispel the idea that anyone interested in railways is a nut case, although when you read that he took his best friend's wife away on some of his trips, it makes you wonder. He was introduced to trainspotting by one of his school friends in 1964 when he was 11. Living in Burton on Trent, he was familiar with the small tanks shunting around the Breweries. He started travelling either on his bike or by local trains to various centres especially around Birmingham, bunking sheds where possible, seeing the last of the steam engines. He writes of his trips abroad and around the UK using Rover tickets.

GREAT CENTRAL TWILIGHT FINALE

C WALKER

PENDYKE PUBLICATIONS

ISBN 0 904318 15

This is the third in a series of books by the author on the Great Central. Apart from about a dozen pages of text, the book is a collection of excellent photos, each one covering one page. The book covers the run up to the closing of the line and shows a selection of freight and passenger services. As I was not in the area at the time, it gave me a good idea of the type of traffic that could be seen at that time.

DISCOVERING BRITAIN'S LOST RAILWAYS

P ATTERBURY

AA PUBLICATIONS

ISBN 0 7495 1045 5

A book published by the AA looking at various railways around the country. Most of them are now closed or preserved. North East of England, Somerset and Dorset and East Anglia are amongst the areas covered. Each chapter looks at the region and what has happened to the lines since closure. Map references are given, together with details of cycle tracks and footpaths that have been laid down on the old track beds. Railway connected places (such as preserved railways) that can be visited in the vicinity are also listed. An informative and well produced book.

THE RAILWAY DICTIONARY (2ND EDITION)

ALAN JACKSON

A SUTTON PUBLISHING

ISBN 0 7509 1137 9

Since the first edition published in 1992, there has been a large number of changes on the railway scene. Although there are less pages in this edition, the printing is smaller so there are more entries to allow for the Channel Tunnel and privatisation. Delving into the book

produced such gems as Insects (enthusiasts liable to 'swarm' at open days), Quilling (to make the loco whistle play tunes) and Knee Knockers (ex SR 4 SUB e.m.u.sets). Useful as a reference book and for amusement.

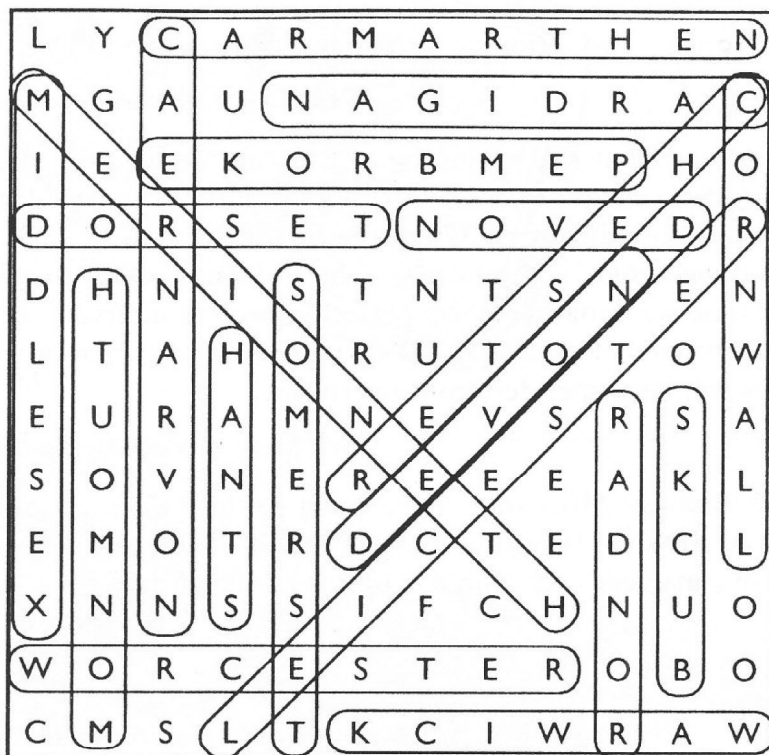
Answers to County Class Search

19 of class in puzzle.

Unused letters form full name
for 20th member.

Which is County of Gloucester

by Keith Brown



SOLUTION TO QUIZ LINE - UP TO LONDON FOR A VISIT

June 1996

Platform	1	2	3	4	5	6
Loco	6000	1002	4936	2920	4082	6861
Party	Football	Gardening	British Legion	American Tourists	School Party	Foreign Students
From	Bristol	Birmingham	Weymouth	Plymouth	Oxford	Shrewsbury

The train at platform 3 was from Weymouth (clue 5) and the Saint 2920 came up from Plymouth (clue 8). The Castle 4082 which arrived at platform 5 did not set of from Birmingham or Bradford (clue 2) nor could it have started from Shrewsbury with the foreign students (clue 1) so it must have started from Oxford. Now from clue 3 the American students must have been on the train as platform 4 and the Hall 4936 must be at platform 3 having arrived from Weymouth. We know the Hall did not convey the American tourists or the football supporters nor could the Hall have bought the school party (clue 4). The gardening club arrived at platform 2 (clue 7) and the Grange 6861 arrived with the foreign students from Shrewsbury (clue 1). By elimination the Hall 4936 must have arrived with the British Legion members from Weymouth. The only even numbered platform remaining for the foreign students (clue 1) is platform 6. We have now matched platforms with three groups and two locomotives so the King 6000 must have arrived with football supporters at platform 1. The County 1002 could not have arrived at platform 4 or 6 so must have bought the gardening club into platform 2. So from clue 4 the school party must have arrived at platform 5 behind Castle 4082 from Oxford. Now by elimination the Saint 2920 must have hauled the American tourists from Plymouth so the train would have been at platform 4

25 YEARS AGO

The Western Region started a resignalling scheme at the end of June costing £100,000 which should save costs on the Twyford to Henley branch and improve centralised control for the Paddington - Reading main line.

On April 1, demolition trains reached Hawick on the Waverly route.

West Coast electrification starts

Work started at the beginning of May on the electrification of the West Coast main line. This is a £25m scheme to electrify the 235 miles between Glasgow and Weaver Junction, where the Liverpool line diverges. When the line is finished in 1974 BR will have an electrified main line 400 miles long. In the northern half of this project metric measurements will be used for the first time with marker posts placed kilometre intervals. Between Glasgow and Gretna Junction 1,530 tonnes of steel, 11,500 cubic metres of concrete will be used and a total of 1,200km of wires will be suspended from overhead.

York Museum opens on Sundays

York Railway Museum will be open to the public on Sundays from May 30 to August 29 as part of BR's contribution to York 1900th anniversary celebrations. The Museum had 180,000 visitors last year and charges 10p for adults and 5p for children.

10 YEARS AGO

BR approves steam on the Southern

Steam on the Southern was confirmed by BR with the announcement that a total of 12 trains hauled by 35028 Clan Line or 777 Sir Lamiel will run on three weekends in October between Salisbury and Yeovil. This is another project of Salisbury Area Manager Gerald Daniels following the success of the Andover - Ludgershall steam runs in March with Hagley Hall. The round trips will cost £16 from Salisbury or £26 from London Waterloo.

Running in turn for Clan Line

The SR Merchant Navy which is to work the proposed Southern steam between Salisbury and Yeovil will make its main line return on July 28 on a seven coach test train between Old Oak Common to Swindon. The Bulleid is scheduled to return to passenger duty on the 'Shakespeare Limited' on Sunday August 3, 10 and 31.

(Yes your new editor is a Southern man)

EDITORS SPACE FILLER

Again thank you for all the articles, please keep them coming. I even have a few over for the next issue which gave me the excuse I needed not to write my article on the internet. It will appear soon, please do not follow my example. I can work with files saved as WP5, ART or Rich Text (all PC format).

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