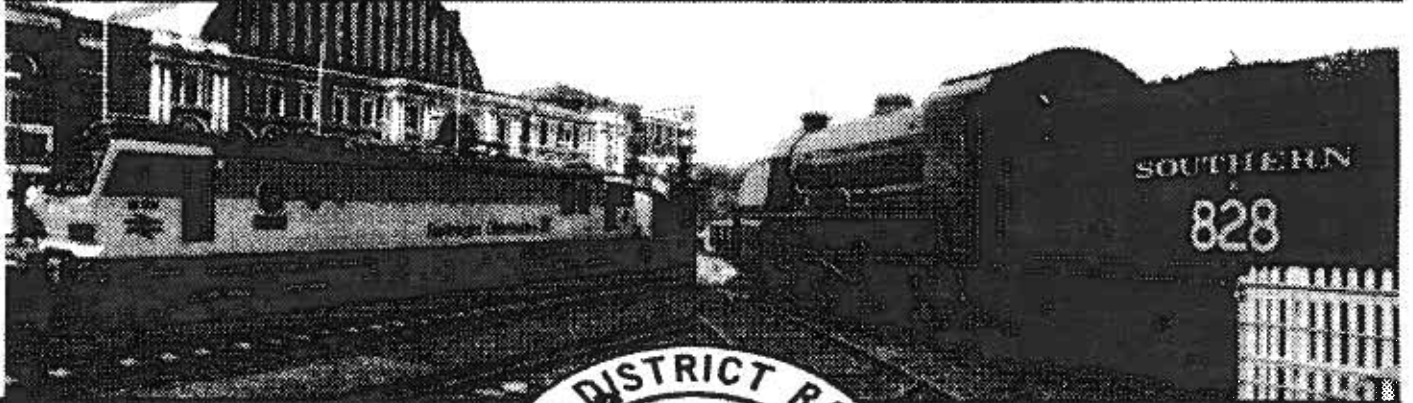


THE MARLOW DONKEY

MERRY XMAS &
A HAPPY NEW YEAR
TO ALL OUR
MEMBERS

Celebrating
YEARS



Edition

83

December 1997



Contents

The Yeovil Rail Festival
The Dungeness Pebbledasher
Swiss Trip 1997

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

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FRONT COVER PHOTOGRAPHS: Main shot: 1). 0 - 4 -4 - 0 Mallet Compound Tank Class Ed 2 x 2/2. 61 tons, 700 HP from the Swiss Central Railway dated 1893. (Eddie Lewcock). Below : Class 92 - 92030 and 37688 await departure from Kensington Olympia. 12 July '97 (Alan Costello) & Southern 828 at the Yeovil Rail Festival 4 Oct'97 (John Tuck)

Latest Copy Date for next issue of The Marlow Donkey End February 1998

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TIMETABLE

FORTHCOMING MEETINGS

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

1998

Thursday 15 January	MEMBERS PHOTOGRAPHIC EVENING (slides & prints maybe limited per member depending on numbers)	Bring your prints or slides
Thursday 19 February	AGM/BOOK AUCTION	
Thursday 19 March	FFESTINIOG RAILWAY	Peter Jarvis
Thursday 16 April	THE BRITISH STEAM TRAM	Nick Kelly
Thursday 21 May	RAILWAY ARTEFACTS	Laurence Waters
Thursday 15 October	THE FLYING SCOTSMAN	David Ward

PROPOSED DAY TRIPS

May	WEST SOMERSET RAILWAY	By Rail
Sunday 5 July	ISLE OF WIGHT	By Coach



CHAIRMAN'S NOTES

By the time that you read this we will be nearing the end of another year and the celebration of our Society's twenty years of existence. It provides a centre for rail enthusiasts in the Marlow area and many changes in rail travel have taken place in that time, the biggest being Privatisation, which if not of undivided benefit to the Public, must have helped the profits of the paint industry with all the range of colours now being displayed!

Some things have changed little and the HST design, which must have earned its keep many times over, still journeys on, if anything more reliably than before. Interestingly its rival years ago, the APT, which died a premature death is likely to emerge again soon in the form of the first Pendolino (now ordered for the GNER) or the Adtranz train, possibly on the WCML. This latter has been working for seven years in Sweden, whilst both designs are being either operated or tested in quite a number of countries. One advantage of the tilting train concept is the appreciable increase in speed around curves achievable - for passenger comfort - not safety, which is paramount in any case. Whilst the East and West coast main line trains are currently under discussion, they could speed up such lines as the Berks and Hants section of the West of England lines if a diesel version was built. In Britain, much depends on the franchising. The ECML franchise was awarded on the basis of the tilting trains being ordered. On the CML only two sets are ordered due to the short franchise. A rather measly quantity compared to the 24 sets on order for Switzerland to operate in the Jura corridor. Just one final point, the idea of tilt is nothing new - Gresley and Bulleid discussed it in the thirties!

Britain's largest rail exhibition at Wembley proved interesting and provided a chance for me to wander through the first 100m.p.h. Class 168 Chiltern Line Coach on the Adtranz stand, nicely laid out and at last a modern design coach, in which every passenger has a full window view; the underfloor M.T.U. diesel engine was also at the show. One of the full size coach class 424 designated Classic showed a practical combination of new Adtranz body on an existing chassis, a welcome relief for passengers commuting to London. With new multiple unit coaches costing between £700,000 and over £900,000 each, the Classic must be a good investment at lower cost.

The rapidly increasing order book, following several years starvation, is coming none too soon. With G. W. Trains immediately unable to fill the gap left by the ghastly HST crash at Southall, things seem to have been cut too fine on the operating front.

Enough of modern times; I do hope that you enjoyed our two efforts to celebrate the 20th anniversary this year. Fawley is always an enjoyable experience and provides a time capsule celebrating the great years of steam railways, whilst David Shepherd always provides good entertainment and enabled the Marlow public to join in our celebrations.

It is nice to know that a new steam railway has been opened this year, the Welsh Highland line out of Carnaevon and complete with the narrow gauge, Garrets too! More miles have yet to be laid but it has beaten the Heathrow Express to the starting post and will add extra enjoyment on visits to North Wales in the years to come.

To all those wives and members on and off the committee who have worked so long and hard to make our events a success, I say a very big thank you on behalf of the Society. It was, for instance, quite a feat to provide over 150 lunches and teas at Fawley, with all the food having to be transported there as well as being prepared.

My personal thanks goes to those members of the Committee who have taken on extra jobs during this year and I offer you all best wishes for a Merry Christmas and a happy New Year.

E. W. Lewcock, *Chairman*.

RAILWAY ROUNDABOUT

Are you good at writing timetables?

Well it seems that all is not well with the timetables procedures established as recently as 1994 and a consultative document has now been produced by the Office of the Rail Regulator in Waterhouse Square, London. Apparently the Peterborough Process demanded operators to produce bids for trainpaths every eight weeks and this, not surprisingly, has not worked. Reversion to twice a year has taken place. Finalisation of timetabling on a short term basis has flopped and it still takes about a year for it to take place.

Train operators bid for the paths offered by Railtrack, who then allocate slots against which appeals can be made. All rather cumbersome but better than Peterborough, which must have been conceived by an amateur or road transport lobbyist.

So now the O.R.R., goes out for help to find out if the timetabling arrangements suit the public and how can things be made better. Website enthusiasts can try <http://www.rail-reg.gov.uk> for information.

HEATHROW EXPRESS.

Well the safety case approval bugbears of several new production programmes recently have raised their heads again and helped to delay the Heathrow Express's start until probably January 1998. Parts of the auxiliary electric power system has had to be redesigned and replaced. Endurance testing involves testing in the Czech Republic and Germany as we lack the facilities and now, hopefully, the ATP will be made to work as elsewhere in Europe.

STEAM TO THE RESCUE.

Not to be taken with a pinch of salt.

Stanier Class 8F No 48151 saved the day for the Railtrack West Coast Mainline recently after tons of salt had been spilled from a wagon along a ten mile stretch of line near Carnforth. Salt solution has a happy knack of upsetting electric equipment and connections so dispersal of the salt was essential. Railtrack had the idea of contacting Carnforth preservation shed and asking if they could loan a steam loco to steam clean the track using lances. No 48151 was steamed up straight away and cleared the line during the night.

As was pointed out at the time, clearance was given by Railtrack for steam to operate over the lines straight away, it would usually take a lot longer for a preservation outing!

CHINNOR AND PRINCES RISBOROUGH RAILWAY.

Some bad and some good news as the year comes to an end. Sir Robert Peel (the line's only steam engine) has some serious boiler problems and is expected to be out of service for about a year. The repair bill and the ten year service is expected to cost £20,000 at least. To work the Santa Specials, Jinty 47383 has been loaned by the Severn Valley Railway. A search is now in progress to obtain a steam engine for the 1998 season. All is not gloom and doom. Ticket Sales, not including this year's Santa Specials, came to over £50,000. Two recent donations totalling £18,000 means that a start on rebuilding the station at Chinnor will commence at the beginning of January, much earlier than planned.

CHILTERN LINES

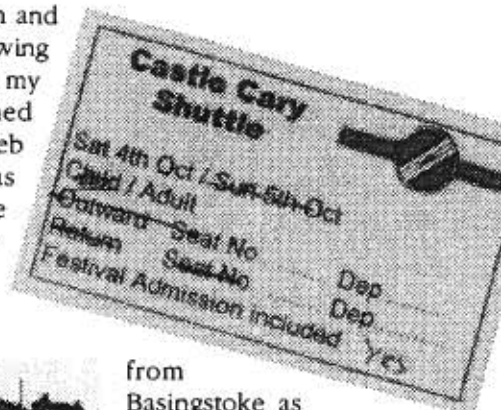
A lecture by Adrian Shooter at the Wycombe Swan Theatre in November produced some interesting points. Due to increases in traffic - 15% in last year alone, the original order of twelve coaches has been increased to twenty. Delivery of the former will be in time for the May 1998 timetable and together with the doubling of the line north of Princes Risborough, will enable the speeded up Birmingham service to commence. The remainder of the coaches will arrive shortly after. With the increase in popularity, extra car parking is being looked at. A new car park will be built at Denham and more spaces are being found in Wycombe. Also at Wycombe, new ticket barriers similar to those at Marylebone, will be built. A bus/train interchange cannot be operated until the plans for an inner relief road (that would cross the station area), are cancelled. Local sub post offices will sell a limited range of tickets, especially returns to London. Steam is not expected to return to the line due to the frequency of the service. There are no plans to extend the service north of Aylesbury unless there is a massive injection of cash. New ticket machines will be installed at all stations, which will enable tickets to be issued in 10 seconds.

THE YEOVIL RAIL FESTIVAL

By John Tuck



I felt like some escapism mixed with steam and the Yeovil Railway Festival was the following weekend, so I planned for myself and my son to visit on the Saturday. I obtained various train times from the Railtrack web site, then phoned for fares, the line was engaged first time! But second time straight through. The fares were reasonable, even more so with a Network Card. I choose to travel



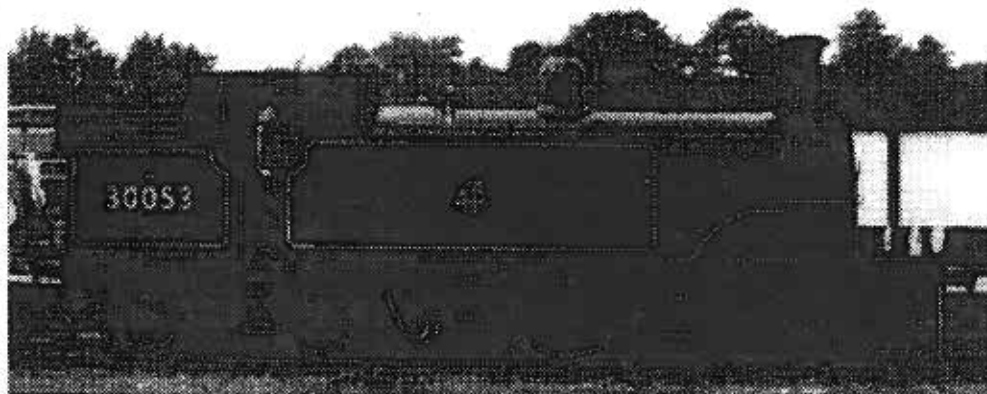
from Basingstoke as though the connections from Winnersh were good but they were tight and we had to be home 6:30 latest. The fare was £10.65 return for both of us, certainly not worth the long drive to Yeovil for a fare this reasonable.

So on Saturday October 4th we caught the 9:21 from Basingstoke which was the Waterloo to Paignton service comprising of two immaculate class 159 DMUs. In the few minutes that we were waiting for our train we saw an HST on a through service to the north via Reading, a 159 unit on a Portsmouth - Reading service and several EMUs including the almost silent Wessex electrics on a through service. Basingstoke also sees a variety of through freights, so any modern traction enthusiast could spend a rewarding day in Basingstoke.

The journey west is very rural the towns and villages are isolated islands in a sea of countryside. First of these is Andover with its TSB sponsored station which still covers a very large site this maybe strategic as the line for the Army base at Ludgershall runs from here, it is evident that this has recently been reballasted, hedges trimmed and new fencing erected. I believe I am right in stating that the tank trains from the Redmire branch end up here which would explain this recent refurbishment.

Salisbury was the next stop, whenever I stop here I always recall the days of steam, not the 50s or 60s but those great weekends organised by Gerald Daniells in the late 80s and early 90s. Salisbury like Andover still has a great deal of spare land. Let's hope that EW&S or some rail organisation finds a use for it before Railtrack sells it off.

Arrival at Yeovil Junction was on time at 10:42 1 hour 10 minutes after leaving Basingstoke. Our first sight on stepping of the train was of a USA Tank and M7 30053 both from the Swanage Railway sitting in steam in the up side display area, when the train departed two 73s 73104 & 73128 the later being in the new EW&S livery were at the head of an engineers train which was stabled on the remains of one of the old through lines. Tickets were available on our



platform for the Rail Festival, so we purchased the combined entrance and shuttle tickets. We planned to catch the 12:07 shuttle departure for Castle Cary, so our day revolved around this.

The up yard was the closest so we decided to explore this first then catch the shuttle but as it only took 15-20 minutes to view what was on offer we had time to look at the down yard as well.

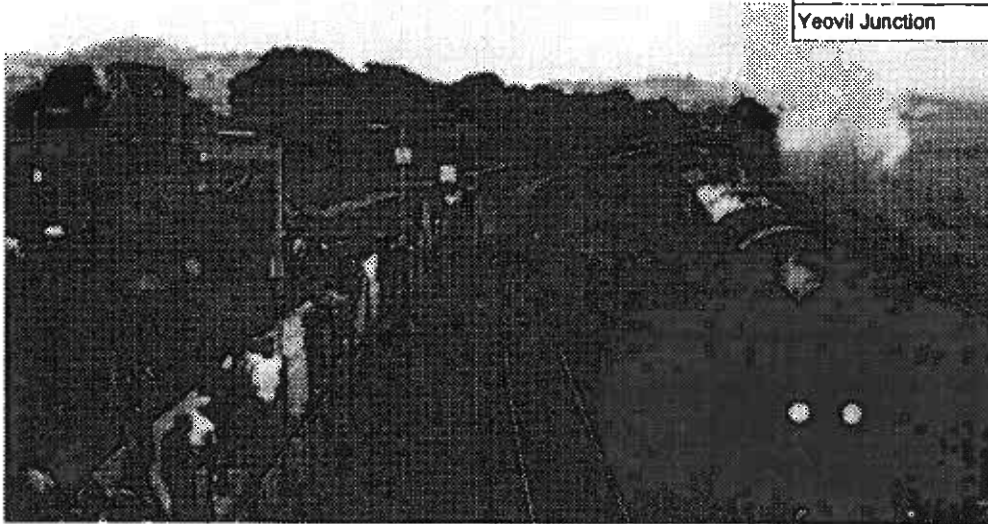
The up yard display consisted of a miniature railway of no more than 20 metres in length offering free rides to children, a collection of 5 Morris Minors and some stationary engines. The main attraction was the USA Tank and the M7, the USA Tank was to spend the day and no doubt the weekend moving up and down a 100 metres or so of track.

The down yard was far more interesting and included the down island platform which housed the offices of Railtrack and the South West Main Line Steam Co. (SWMLS Co.) the organisers of this event. Here also are the original turntable, a recently re-erected water tower from Glastonbury and a new engine shed under construction. The SWMLS Co's own loco Pectin an 0-4-0 Saddle Tank was giving brake van rides on the remaining stub of the Clifton Maybank goods line. This connecting line ran between the GWR Weymouth main line and the L&SWR main line where it terminated in exchange sidings and transshipment shed, it was opened in 1864 and closed in 1937.

We boarded the 12-07 shuttle to Castle Cary, we had plenty of choice of where to sit as there was only 10-15 people in our chosen carriage. It was an easy but interesting run up to Castle Cary for 828, like Yeovil Junction Castle Cary is in the middle of nowhere though it is a junction and sees a range of traffic

CASTLE CARY SHUTTLE TIMETABLE

Saturday 4th October		1	2	3	4	5
Loco		828 c/f	828 b/f	30053 c/f	30053 c/f	30053 c/f
Yeovil Junction	dep	0949	1207	1407	1607	1810
Castle Cary	arr	1018	1236	1436	1637	1841
Castle Cary	dep	1037	1257	1455	1656	1900
Yeovil Junction	arr	1106	1326	1524	1729	1929
		Loco turn	Loco change			
Sunday 5th October		1	2	3	4	
Loco		30053 b/f	30053 b/f	828 c/f	828 c/f	
Yeovil Junction	dep	1002	1152	1357	1627	
Castle Cary	arr	1031	1221	1426	1656	
Castle Cary	dep	1050	1240	1445	1724	
Yeovil Junction	arr	1121	1309	1522	1753	



including GW HSTs, loco hauled and DMUs, those from the Wales & West railway use a variety of hired in stock and locos such as the service that came in while we were there with a RES 47 and a variety of ex. Waterman stock. As this train had to use platform two 828 and her train had to run forward and then reverse into a siding then pull forward to platform 3 which is only two coach lengths. The return journey is all downhill and was very uneventful.

On returning to Yeovil Junction we took a closer look at the various stalls on the down side and watched the Yeovil based Class 20 D8188 and the M7 cross the main line from the up to the down yard, D8188 was stabled in the down yard for the rest of the day whilst the M7 took charge of the shuttles for the rest of the day. Benjamin my son went up on the footplate of 828 after she had been turned, as they would not let me take the controls I refused!!

After some refreshment we caught the 16-39 departure from Yeovil ex Paignton. We could have caught an earlier train as it did not take long to see what was on offer and I doubt if they broke even on the Saturday. It will be interesting to see how this venture develops as a centre for main line steam over the coming years.



THE DUNGENESS PEBBLEDASHER

by Alan Costello

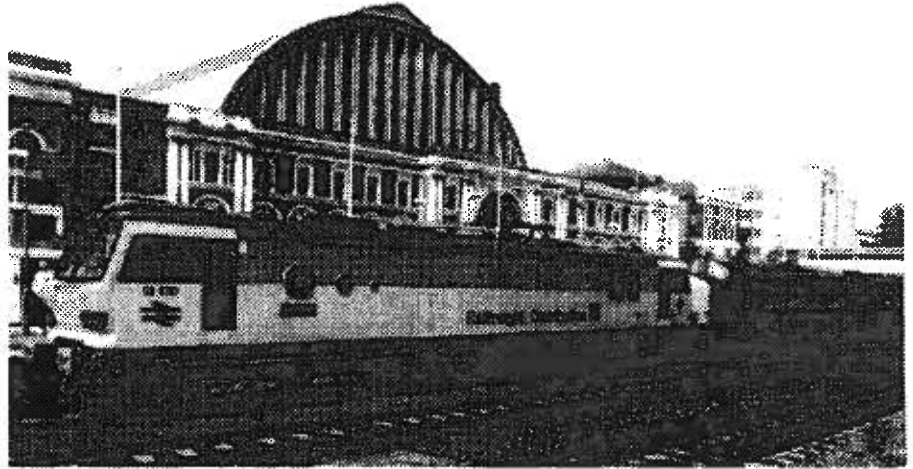
On 12 July 1997, the inaugural passenger turn by a Class 92 took place. This was a Hertfordshire Railtour's charter to Dungeness.

First a little about the Class 92. Designed to haul Channel Tunnel freight and passenger services, the first loco (of 46) built by Brush at Loughborough appeared in 1993. It weighs 146 tons and has a Co-Co wheel arrangement. They can run on either 25Kv ac overhead supply or 750 DC third rail. Although cleared to travel through to Calais from Dollonds Moor, the first freight train from Wembley to Dollonds Moor didn't start until July 1996. Even now, they are only allowed to haul 4 trains per day on that route. Permission is still awaited to run north of Wembley. They are owned by Railfreight Distribution (30), SNCF (9) and Eurostar (7), but all are maintained by Crewe Electric Depot. Because of the route restrictions all locos returning north, for maintenance from London are also loco hauled. With the demise of the planned sleeper trains to Europe, there is now a surplus and some may be put up for sale.

The schedule for the train was to start from Finsbury Park at 1014 with Class 47 haulage to Wembley European Freight Operations Centre (EFOC) where a Class 92 would be attached to the rear. The train would then travel, via Maidstone East to Ashford (stopping at Kensington Olympia at 1200). There, the Class 2 would be removed, and replaced by a Class 37 at either end. The train would then carry on the run over the Dungeness branch before returning to Ashford. The Class 92 would then return the train back to Wembley, this time travelling via Tonbridge and the Catford Loop.

As usual there were problems. On the Thursday before, an electric substation providing the power to the southern end of the West Coast main line failed, but the emergency power supply was soon working. Because of this, Class 2 locomotives were banned from working in the EFOC area and up to North Pole Junction. Working arrangements were changed to accommodate this ban. The first noticeable effect was noticed when the 10 coach train arrive at Finsbury Park with an EWS liveried Class 37-37688 at the front. We left 3 minutes late and travelled direct to Kensington Olympia via Willesden High Level to arrive there 1 hour early. Within a few minutes 92030, appropriately named Ashford, arrived and was coupled to the Class 37. This was done to avoid any possible problems coupling the Class 92 directly to the Mark 1 stock. We then had to wait an hour before the booked departure time. This was spent watching the various trains passing through the station. As well as the local Class 313 and 319EMU's, a Eurostar went through on its way to the North Pole depot, whilst going the other way 2 Class 37/6 (now redundant) passed through on their way to Stewards Lane depot. These were followed by a long Freightliner hauled by a Class 47.

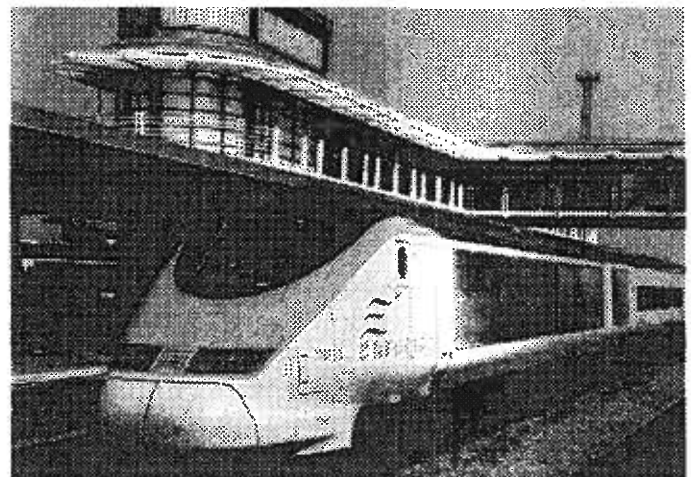
At 1202 we went on our way travelling south at a steady, but not too fast, speed having to fit in with the local trains. Down passenger loops were traversed at Borough Green and Lenham before arriving at Ashford 8 minutes late. There the Class 92 was removed at one end whilst 37402 Bionty Bermo (which had recently been in the North Wales passenger pool) was added at the rear. On time at 1400 we then took the Hastings Branch and reached Appledore where we stopped, blocking the level crossing for about 10 minutes before moving onto the Dungeness branch. After reaching the end, we then



Class 92 - 92030 and 37688 await departure from Kensington Olympia. 12 July '97

returned to Ashford. A different Class 92 was then attached to 37402 - 92038 Voltaire and an untroubled run returned us to Kensington Olympia. There we found that the ban into the EFOC had been lifted. So a slow run took us along side and then under the West Coast lines into the freight yard passing a number of Railfreight Distribution Class 47 and 90's awaiting their next turns. RES 47-47761 came on the rear and after 20 minutes we left. Arrival back at Finsbury Park was at 1937 an incredible 43 minutes early, although a timing for 2 hours from Kensington to Finsbury Park did look a bit generous.

The Class 92's had unblemished runs and maximum speeds of over 80mph were recorded once the countryside was reached.



Eurostar set 3201 passes through Ashford International on a Brussels - Waterloo train 12 Jul'97

THE MARLOW & DISTRICT RAILWAY SOCIETY

1997 ANNUAL GENERAL MEETING

Held at 8pm on 20th FEBRUARY 1997 at

THE ROYAL BRITISH LEGION HALL, MARLOW

Apologies: Bas Woodward

The Chairman opened the meeting and welcomed the members.

1. MINUTES

The Minutes of the Annual General Meeting held on 15th February 1996 were read and approved for signature.

2. CHAIRMAN'S REPORT

The Chairman reviewed the last year's speakers' programme, social events and outings. He said the speakers had covered a wide variety of subjects and that meetings had been well attended and appreciated. Referring to the new format Photographic Evening, he said the new system gave better opportunity for displaying prints. He thanked Mike Norris for providing the necessary equipment.

Thanks were extended to Mark Hopwood for arranging the Sheffield train outing and Julian Heard for allowing the Society's visit to his garden railway.

He thanked the committee members for their endeavours on behalf of the Society and their wives for providing the much needed backup. He also expressed his thanks to Mr and Mrs Reilly of the British Legion for their services throughout the year, especially the Christmas Party buffet.

Looking forward to the year ahead he spoke of the Society's 20th year celebrations. He thanked Sir William McAlpine for giving the Society access to Fawley on 4th May and expressed the hope that he will attend the David Shepherd evening on 22nd September at Court Garden.

He concluded by wishing the Society good luck for the coming year.

3. TREASURER'S REPORT

The Treasurer reviewed the finances for the year. He stated that membership subscriptions had fallen by 25% and that without the profits from the Swanage outing and the Raffle on the coach, the Society would have recorded a loss over the year. He said the options for the coming year were to raise subscriptions or increase membership. Following

discussions it was agreed that the current subscriptions will be maintained and suggestions for increasing membership will be implemented.

Suggestions proposed:

Mike Norris: use David Shepherd posters to promote Society.

Tim Speechley: increase Society poster distribution.

Alan Wheeler: use of Bucks Free Press events column.

Mike Walker: phone lapsed members about renewing.

The Chairman stated that some of the proposals had already been implemented.

4. SECRETARY'S REPORT

The secretary outlined the programme for the coming year, he said it would include a wide variety of railway subject presented by members and visiting

speakers. For the first time we would be having an audio-visual presentation and that the use of video material would be increased. He invited members willing to make a presentation to come forward so that suitable slots could be made in future speaker programme. He thanked the members for their support.

5. ELECTION OF OFFICERS

In accordance with the constitution Tony Caton, Mark Hopwood and Roger Wallis stepped down from the Committee.

Roger Wallis offered himself for re-election.

The Chairman stated that two nominations had been received:

John Tuck proposed by Julian Heard and seconded by Gordon Rippington:

Mike Hyde proposed by Tony Caton and seconded by Phil Searle.

The Chairman thanked Tony and Mark for their contributions to the Society and welcomed John and Mike to the Committee.

6. NEW CONSTITUTION

The Chairman stated that the proposed revisions had been published in the December issue of the Marlow Donkey. He asked the floor if there were any objections to the changes.

Mike Walker responded by outlining his objections. As a result each revision was discussed by the floor and voted on by a show of hands. Each revision was accepted by a majority vote. The Chairman signed the revised Constitution.

7. SOCIETY QUESTIONNAIRE

Julian Heard thanked the membership for their co-operation with the survey. He outlined the conclusions that the programme of speakers and outings and activities organised by the committee met with the approval of the membership. He also stated that other suggestions of increased use of video material, advertising column in the Marlow Donkey and improved integration with other clubs had already been implemented by the committee.

The Chairman thanked Julian for organising the survey.

8. SOCIETY TRIPS

Gordon Rippington was invited by the Chairman to review the forthcoming outings to the Severn Valley Railway and the Fawley Museum. He outlined the events and answered members' questions.

9. ANY OTHER BUSINESS

None.

This concluded the AGM and the Chairman thanked the members for attending. The meeting closed at 8.50pm.

The Committee for 1997/8:

Eddie Lewcock	Peter Robins	Roger Wallis
Julian Heard	Mike Hyde	Gordon Rippington
Tim Speechley	John Tuck	

BOOKS FOR AUCTION

The books listed below will be auctioned after the AGM
(The bidding will start from a fixed price)

50 YEARS OF RAILWAYS 1942-1992	KENNEDY R
A HISTORY OF THE LMS 1931-39	NOCK OS
A DAY IN THE LIFE OF BRITISH RAIL	BROWN M
A HISTORY OF THE LMS	NOCK OS
A HISTORY OF THE LMS 1939-48	NOCK OS
AROUND THE BRANCH LINES No 2 GWR	GAMMELL C
BR MAIN LINE GRADIENT PROFILES	ALLAN I
BRANCH LINES INTO THE EIGHTIES	QUAYLES / JENKINS
CHILTERN LINE RAIL TOUR	HEALY JMC
CHILTERN RAILWAYS REMEMBERED	OPPITZ L
COMPLETE GUIDE TO MODEL RAILWAYS	ANDRESS M
DANGER ON THE LINE	HALL S
DIESELS ON THE WESTERN REGION	FORD HL
DIESELS WESTERN STYLE	MONTAGUE
DON'T KNOCK THE SOUTHERN	BEHREND G
EAST ANGLIA	JOBY RS
EASTERN REGION	BODY G
FORGOTTEN RAILWAYS	WHITE HP
FORGOTTEN RAILWAYS CHILTERN AND COTSWOLDS	DAVIES R
FORGOTTEN RAILWAYS OF EAST ANGLIA	JOBY RS
GREAT RAILWAY JOURNEYS	BBC
GRW RULES & REGULATIONS	MACKAYS
HISTORY OF THE GREAT WESTERN 1930-39	ALLEN & UNWIN
HOW TO GO RAILWAY MODELLING	SIMMONS N
LGB	LEHMANN
LGB 1986-87	LEHMANN
LGB THE BIG TRAIN	LEHMANN
LMS150	WHITEHOUSE/THOMAS
LNER 150	WHITEHOUSE/THOMAS
LOCOMOTIVES A PICTURE HISTORY	REED B
LOCOSPOTTERS ANNUAL 1969	ALLEN CJ
MODEL RAILWAY TRACK PLANS	FREEZER CJ
OBSTRUCTION DANGER	VAUGHAN A
ONE MANS RAILWAY	SNELL JB
PRACTICAL MODEL TRAINS	ELLIS C
RAIL ATLAS OF BRITAIN	BAKER S
RAIL CENTRES READING	WATERS L
RAIL ROVER FROM KENT TO CORNWALL	GLENN DF
RAIL TAILS OF THE UNEXPECTED	JONES KW
RAILWAY TRACK DIAGRAMS SE & LONDON U/GROUND	
RAILWAY WORLD ANNUAL 1980	HARRIS M
RAILWAY WORLD ANNUAL	WILLIAMS A
RAILWAY WORLD ANNUAL 1978	WILLIAMS A
RAILWAY WORLD ANNUAL 1979	ALLEN GF
RAILWAY WORLD ANNUAL 1981	HARRIS M
RAILWAYS OF ARCADIA	MORGAN JC
RAILWAYS OF THE BERNESE OBERLAND	BAIRSTOW M
RAILWAYS OF THE WESTERN REGION	BODY G
RAILWAYS WORLD ANNUAL 1976	WILLIAMS A
SR150	WHITEHOUSE/THOMAS
STEAM HORSE IRON ROAD	BBC

STEAM IN AFRICA	DURRENT/LEWIS
STEAM RAILWAYS OF GREAT BRITAIN	AWDREY W
SWISS RAILWAYS	
SWITZERLANDS AMAZING RAILWAYS	ALLEN
THE BIG TRAIN	NURNBERG
THE BRITISH RAILCAR	TUFNELL RM
THE COLONEL STEPHENS RAILWAYS	MORGAN JS
THE GREAT DAYS OF THE EXPRESS TRAINS	WHITEHOUSE/THOMAS
THE GREAT DAYS OF THE SOUTHERN RAILWAY	WHITEHOUSE/THOMAS
THE GREAT WESTERN DIDCOT	
THE GREAT WESTERN RAILWAY	WHITEHOUSE/THOMAS
THE HARROW RAILWAY DISASTER	COOMBS LFE
THE HENLEY BRANCH LINE	KARAU P
THE LARGE SCALE MODEL RAILROADING HANDBOOK	SCHLEICHER R
THE PLEASURES OF RAILWAYS	HOLLINGSWORTH B
THE POWER OF THE WESTERNS	JUDGE C
THE SOMERSET AND DORSET	MAC HAWKINS
THE TRAIN NOW DEPARTING	BBC
THE TRAINS WE LOVE	WHITEHOUSE/THOMAS
THE WORLD OF LARGE SCALE TRAINS	
TRACK PLANNING & TECHNICAL GUIDE	LGB
TRAIN JOURNEYS OF THE WORLD	AA
TRAINS SIXTY NINE	ALLAN I
TREACY'S BRITISH RAIL	WHITEHOUSE/THOMAS
TRIBUTE TO THE LONDON & SW RAILWAY	COOPER/ANTELL
TWO MILES A MINUTE	NOCK OS
WESTERN DIESELS IN CAMERA	VAUGHAN JAM
WESTERN REGION DIESEL HYDRAULICS	PREEDY & GILLHAM

THE BUDAPEST CONNECTION

David Gardner

During the two weeks between 26th July and 9th August a party of 11 Hungarian Girl Scouts spent a very active holiday in our country. The first week involved camping at the Marlow Sea Cadets site by the Thames at Longridge, various day trips were made to places of interest. On one of these occasions when they were due to visit London they arrived at Marlow station only to discover that their train had been cancelled. One or two taxis duly arrived to collect the normal number of expected passengers (customers if you must) only to be greeted by an army of scouts, guides and their helpers. Luckily Mary Dove was on hand and soon several more taxis came and took the somewhat bemused Hungarian visitors and their protectors off on the first leg of their journey.

Readers may be aware of the fact that the architect of Marlow bridge, one W. Tierney Clark also designed a similar suspension bridge to link the towns of Buda and Pest. Now my wife and I spent most of our working lives living in south Bucks and several years working in Marlow before moving westward some 9 years ago.

The real twist in this tale the second week of the Hungarian Girl Scouts visit was spent in Chippenham (my present home town) in Wiltshire and Rosemary, my wife and I were asked to provide board for one of the young ladies from Budapest for that period.

As with the first week various places of interest were visited including a trip to Bath, travelling there and back by Great Western service train. Looking through the programme for the second half of the Girl Scouts stay I was struck by the number of places that were at one time served by the GWR. Looking through the list Salisbury, Stratford-upon-Avon, Burton on the Water and Bath could all be reached by rail. Brownsea Island and Sandbanks were in SR territory but the GWR ran through carriages to Bournemouth from where a bus could be caught. Of the others; Stonehenge, Cherhill, Avebury and Silbury the Great Western ran bus services from both Calne and Marlborough. Neither of these towns has had rail services for many years. The Girl Scouts returned to Budapest via Heathrow Airport on Saturday 9th August but others will be back next year for what has become an annual event.

David Gardner

Editors Note: Mary Dove is the wife of one of our members who for the past 7-8 years has voluntarily looked after Marlow station making sure the station is clean and in good order and helping customers.

25 YEARS AGO

Roger Bowen

In this edition we will look at an extended list of events of the second half of 1972.

The big event was the commencement of track tests of the four car experimental Advanced Passenger Train (APT-E) on a specially prepared 13 1/2 mile test track near Melton Mowbray. It was anticipated that from the tests a number of prototype trains would be produced (APT-P) which would be carrying passengers in 1975 and from 1977 onwards the takeover of BR InterCity services by production APT's would be rapid.

APT-E was a four car articulated set with a power car at each end with a Leyland gas turbine engine powering electric motors via alternators. The set was designed to travel at 150 mph within the stopping distance of a conventional train at 100 mph. An active tilting system capable of tilting carriages up to 9° either way was incorporated.

Bury Corporation made a former railway goods warehouse available to the East Lancashire Railway Preservation Society whose aim was to open the Bury to Rawtenstall line that had closed to passengers on the 5th June.

A deposit of £50,000 had been paid by the West Somerset Railway Company towards the purchase of the branch line from Norton Fitzwarren to Minehead.

Membership of the Southport Locomotive and Transport Museum Society stood at 170, of which about 40 were actively engaged in the restoration of the former Lancashire and Yorkshire Railway engine shed in Southport, destined to become a transport museum.

Volunteer commuters, all members of the Marlow/Maidenhead Passenger Association were helping the Western Region of BR in making a bid to attract more passengers to the loss making line. They were distributing 15,000 brochures in the Marlow and Bourne End areas. The brochure was laid out as a picture postcard strip with six views taken from the window of a Marlow to Maidenhead train; a timetable and fare details; and a warning that the line would be closed unless it was used more.

Passenger rolling stock worth approximately £1.4 million had been ordered by Northern Ireland Railways from British Rail Engineering Ltd. the order was for 4 3-car diesel electric multiple units and five 2 car units and were to be built at the Derby Locomotive and Litchurch Lane Works of BRE.

A transport and technological museum party report concluded that the Peterborough Railway Society's project for steam operation over a section of the Nene Valley line when it was closed by BR would be a feasible proposition.

The Mid-Hants Railway was negotiating with BR to purchase the 10 mile Alton to Alresford section of the doomed Mid-Hants line.

The 'Golden Arrow'- the Southern Regions last Pullman service ran for the last time on 30th September and the Pullman cars put up for sale.

Two 5,000 ton motor vessels 'Hengist' and 'Housa' entered service between Folkestone and Ostend, Calais and Boulogne in the late summer of '72 with the Shipping and International Division of BR 'Sealink'.

Work on the construction of Heathrow Central Station, terminus of the 3 1/2 mile extension of the Piccadilly Line of London Transport from Hounslow West started on 31st October.

On the 12th October representatives of BRE-Metro Ltd. and Croatian Railways finalised a contract for the supply of 800 covered bogie wagons to be built at the Ashford works of BREL.

Ownership of the Paignton to Kingswear line of the Western Region was transferred to the Dart Valley Light Railway on 28th October.

David Shepherd advised that he had completed formalities with the BRB for a lease of part of the former Cheddar Valley line from Cranmore to the outskirts of Shepton Mallet, a distance of two miles.

Overall I hope an interesting selection of topics from the latter half of 1972. Roger Bowen.

Yes very interesting, what a manufacturing base this country had in 1972. Editor.

10 YEARS AGO

Issue No 43 of 'The Marlow Donkey' dated September 1987 was the 10th Anniversary Souvenir Issue.

The main articles were on the Electromotive F's in the USA by Mike Walker, a detailed account of the first ten years of the Society and one on the club weekend to the Isle of Man by John Sears.

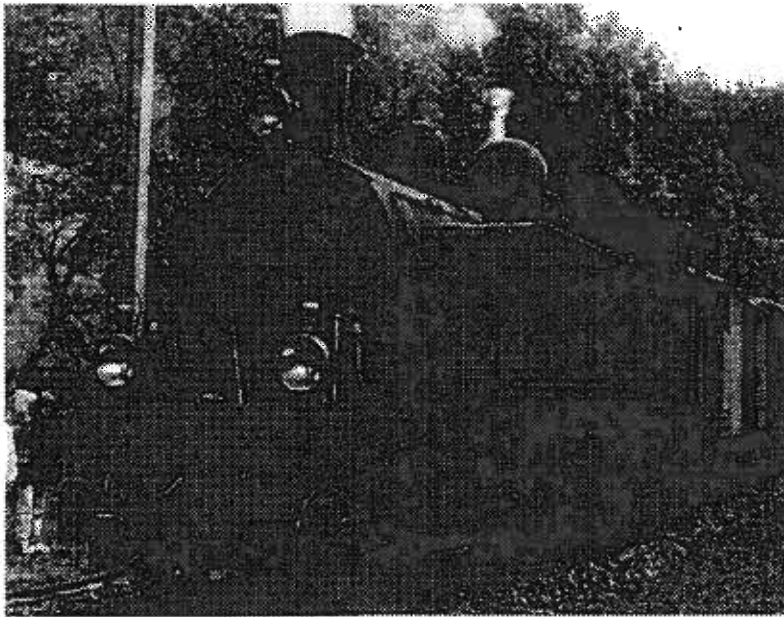
The December Issue, No 44 included a report on the 3 main events of the anniversary; an exhibition in Court Garden, the evening with David Shepherd and the Anniversary Dinner. Over 700 people attended the exhibition and later the hall at Court Garden was full for the talk by David Shepherd. The main articles included one by David Gardner on the model of Marlow Station in the 1930's which was one of the high spots of the Court Garden Exhibition. Another article was one by Mark Hopwood which was a detailed account of Western Region DMU's in 1978.

SWISS TRIP 1997

This year the Swiss celebrate 150 years of rail travel starting with the Spanish Brotli Bahn (Biscuit Railway!), which is now remembered by a preservation train of One 4 - 2 - 0 Tender Locomotive with three coaches and a van.

Whilst a big locomotive parade was held at Lausanne earlier in the year, it was not possible to go there but visits were made to the preservation centre at Delemont in the Jura region between Basle and Bielle. Here a round house contains several preserved steam locomotives which came out on special occasions. They are as follows:-

- 1). 0 - 4 - 4 - 0 Mallet Compound Tank Class Ed 2 x 2/2. 61 tons, 700 HP from the Swiss Central Railway dated 1893.
- 2). C. F. F. (Swiss Federal Railways) Class Eb 3/5 Tank Loco, 75 tons, 990 HP dated 1912.
- 3). C. F. F. Class A 3/5. Weight 107 tons tender locomotive. 1360HP dated 1904.
- 4). C. F. F. Class B 3/4 Weight 95 tons, 990HP dated 1916.
- 5). C. F. F. Class C 5/6 Weight 128 tons Tender Locomotive 1620HP dated 1917.
- 6). Verikon-Bauma Railway Railcar CZm 1/2. Weight 23 tons, 100HP dated 1902.
- 7). Les Rondez Class E2/2 Weight 17 tons Tank loco 250HP dated 1900.
- 8). Bodelibahn E 2/2 Weight 14 tons, 90 HP dated 1874.



At Delemont, the C.F.F, (Swiss Federal Railways) 2 - 10 - 0 waited complete with train to take us for the relatively short run to Glovelier. Here, a surprise awaited us in the form of a Portuguese 2 - 4 - 6 0 Mallet Compound Tank heading an assorted train of narrow gauge stock, terminating in a bar coach, where festivities continued throughout the day!

The Portuguese locomotive was one from a famous class of engines that worked suburban trains around Oporto, in the days gone by and, once started on our run through rather damp woodlands, she proved to be a valiant hill

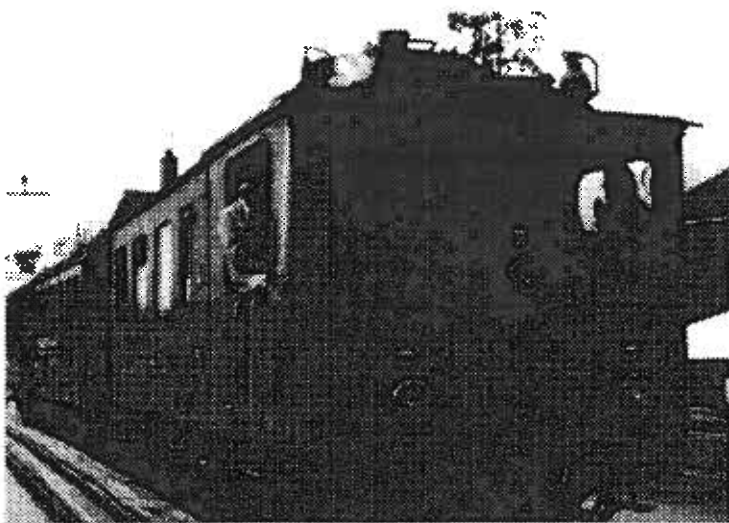
climber up the 1:40 gradient tackled on 70% cut of High Pressure and running at between 18 and 24 m.p.h. On level track the cut off was brought back to 40%. With 13 bars pressure in the HP cylinder she held about 3 bars in the LP cylinder on normal running.

At Saignelegier, after a none too impressive bar snack served in a marquee, free transport wheeled us over to a nearby motor museum, containing a good variety of cars, with the noticeable feature that virtually all the older Continental models there were right hand drive, as in Britain.

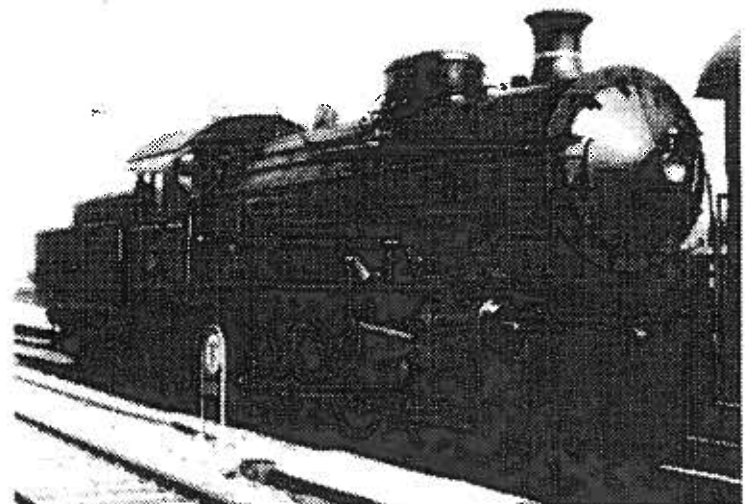
The return run took place in rather better weather for photography but a second visit to Delemont roundhouse was frustrated as it had closed for the night.

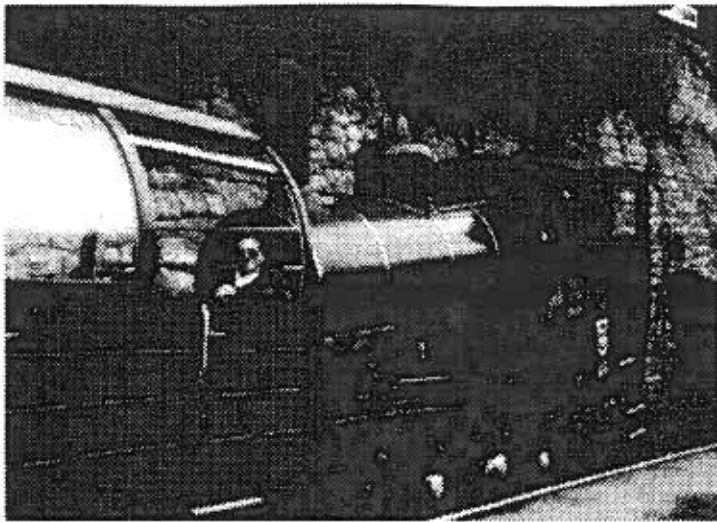
From Bielle we travelled next day down to Interlaken West, for a stop to see the model rail show including several scenes from major bridges and viaducts around the country.

A boat trip on Brienzsee followed, then a trip to Lucerne, including a rack rail climb out of Meringen on about 1:8 gradient which was climbed at about 25 mph! This on the



We stayed at Bielle and travelled to Delemont to collect our pre-booked tickets for the steam ride on standard and narrow gauge, in the Jura Mountains.





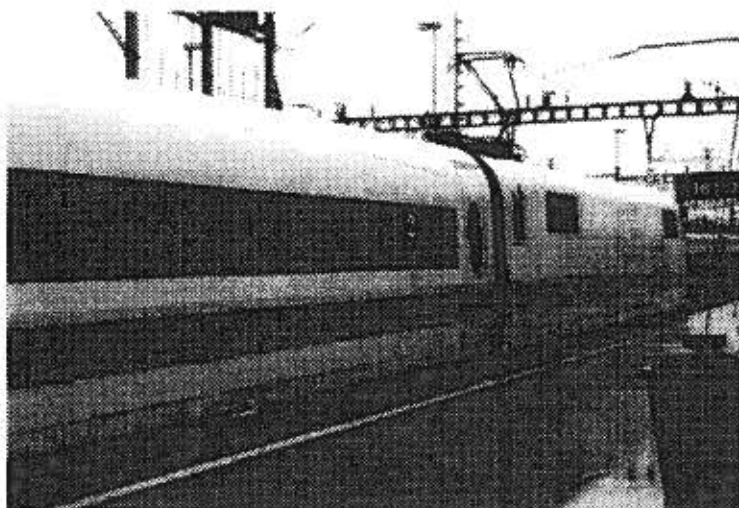
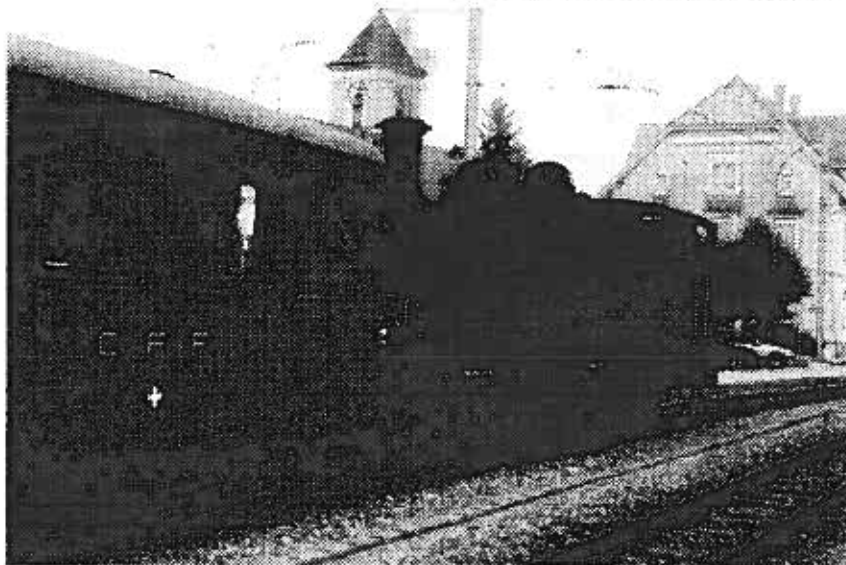
narrow gauge Brunig line which runs from Interlaken to Lucerne.

The 150 year celebrations have been spread out over a wide period of time and geography, so we saw nothing else of the celebrations, although a number of steam runs have been included at various centres this year.

A visit to the Lucerne Transport Museum takes a day, and here I discovered the Donald Duck of the air, a pre World War Two design Flying Flea on skis! This, along with a biplane glider brightened up the aviation section.

The Swiss have joined in with full enthusiasm, the cult of painting locomotives in a whole range of liveries - many being adverts. One of the more curious, is the SUDUSTBAHN locomotive, painted as if it were constructed of Meccano (or Marklin's copy thereof!).

From Lucerne, we travelled to Spiez for the train to Domodossola through the Lotschburg tunnel. The exit for southbound trains from this tunnel, provides one of the world's most spectacular railway views, as the train is



over 1200 feet above the valley floor and the view extends for miles up the broad valley. The train winds through tunnels and over bridges in a spectacular manner before stopping at Brig. From there, a run through the Simplon tunnel brings the train to Domodossola in Italy, and whilst passports were not shown when entering Italy, they certainly were on the Centravalli train which winds through very scenic country to Locarno back in Switzerland.

Here visits to Lugano, enable the heavy Trans Alpine freight trains to be seen. These were usually hauled by two class 2000 locomotives, giving a total horsepower of rather over 22000. This is used to the full to keep freight moving rapidly over the mountain passes.

Trips here included one to Swissminiatur - an enlarged version of Bekenscot with a lot more rail activity. Finally on the last day, a trip on the Pendolino train working north from Milan, provided an interesting finale to the holiday.

Zurich was reached in appalling weather and my visions of model shop visits were wiped out by the rain, instead there was a chance to look at the German I.C.E train

destined for Hamburg. These are the German answer to the TGV and certain special lines have been built for them.

Despite the appalling weather the trips had been enjoyable and showed up regrettably, just how far behind we are in Britain with Transport integration.

E. W. Lewcock.

Editors Gripe

At Winnersh Triangle there is a new park and ride to and from Reading, it costs £2 to park the car for all day and for a family of five to make the return journey.

What has SouthWest or Thames Trains done? Nothing! Except lose custom of course. People drive from all around the area to use the park and ride (called FasTrack) next to Winnersh Triangle station, so successful has it been that during peak periods the 7 minute interval has been increased to 1 minutes! The two year break even period has been reduced to months and after 3 months a decision was made to spend an extra £116,000 on the project.

Is there not a lesson or two here for the railway not only locally but nationwide. Anyone could fill trains to bursting point profitably given the right time, place and price.

John Tuck

THE A1 TRUST

INTRODUCTION

By David Champion, Chairman

In the years since the last Peppercorn A1, 60145 Saint Mungo, was scrapped in 1966, the railway preservation movement has manufactured most of the components needed to build a new mainline steam locomotive as part of different restoration projects. In fact, several new narrow gauge and replicas of early steam locomotives have been built. It was therefore logical that the next stage would be a mainline steam locomotive and there was no more deserving candidate than the Peppercorn class A1.

The Project was launched in November 1990 under the auspices of the A1 Steam Locomotive Trust. It was decided at this early stage that the new A1 would not be a replica of one that had already been scrapped but a locomotive in its own right - the 50th class A1. The final A1 to be completed was 60162 Saint Johnstoun and so the new locomotive was given the next number in the original sequence - 60163. It is new locomotives like 60163 that will safeguard the future of the nostalgic steam railtours and provide the motive power for the nation's preserved railways as existing locomotives become too delicate to be used on a regular basis.

Almost 50 years have passed since the A1s were designed and in that time there have been many changes in regulations, materials and manufacturing techniques. It is therefore not possible to build 60163 completely to the original design. However, the necessary deviations are relatively minor and will not in any way alter the character or general appearance of the locomotive.

This Project is a pioneer; when we have proved that it is possible to build new steam locomotives in the 1990s, others will follow. In order to complete this venture we need your help. The remainder of this document will tell you the history of the Project, our progress to-date, our funding methods, our organisation and the names of our sponsor-partners.

We hope that you too will be minded to become one of our partners in this exciting venture:

- as an individual by becoming a Covenantor
- Corporately, through sponsorship, donation in-kind or work at a reduced rates.

We know that we can add value to your business in terms of publicity, corporate entertainment and community relations - all successful partnerships are two-way.

We hope to have the pleasure of your company on this great journey.

HISTORY OF THE PEPPERCORN A1s

The A1s were designed by Arthur H Peppercorn, the last Chief Mechanical Engineer of the London & North Eastern Railway (LNER). They were the last in a line of famous express passenger steam locomotives for the East Coast Main Line which included the Stirling Singles, the Ivatt Atlantics and the Gresley Pacifics.

The original 49 Peppercorn Class A1s were ordered by the LNER and built at Doncaster and Darlington for British Railways (BR) in 1948/9, after the nationalisation of the railways. As designed they were ideally suited for the

post-war world of poor maintenance and heavy trains, with their 50sq ft grate allowing them to use lower grade coal than their predecessors. The final five were even equipped with roller bearings enabling them to go for an average of 118,000 miles between heavy repairs, making the A1s the cheapest to run of all British steam locomotives in the same category. They were also the most reliable of all of the express passenger steam locomotives owned by British Railways. Unfortunately, the rapid onset of dieselisation in the 1960s meant that all 49 were scrapped, after an average life of only 15 years. There was an attempt to save the last, 60145 Saint Mungo, but this unfortunately failed and it too was withdrawn in June 1966 and scrapped in September of the same year. As there was no Barry Scrapyard for ex-LNER locomotives, here the story has until now ended.

The Building of A1 Steam Locomotive

The Driving Wheels

Lloyds Foundry of Burton-upon-Trent, part of Sheffield-based William Cook plc (the world's largest steel foundry group), has completed the casting of all six driving wheels for 60163 Tornado. This will be the first time a full set of driving wheels has been cast for a new mainline express steam locomotive in Britain for 41 years.

William Cook plc, whose plants specialise in the design and manufacture of steel castings for all industrial purposes, made the pattern equipment, cast and will now machine the new steam locomotive's six 6 foot 8 inch diameter driving wheels. As previously agreed, the completed driving wheels are being provided to the Trust on very advantageous terms.

In return, the A1 Steam Locomotive Trust is providing the company with appropriate publicity and will provide it with access to the completed locomotive as accords a major sponsor. The Trust estimates that the six driving wheels would normally have cost around £60,000. Lloyds Foundry has previously produced two driving wheels for the restoration of GWR King Class 6023 King Edward II and for the Great Western Society's Firefly replica.

The Mainframes of Tornado

The Project to build the first new mainline steam locomotive in Britain took a major step forward in January 1995 with a ceremony to mark the erection of the frames of the new A1 class locomotive Tornado.

The ceremony, hosted at Birmingham Railway Museum by The A1 Steam Locomotive Trust, the registered charity building the new locomotive, was attended by representatives of many of the companies supporting The mainframes the Project, including British Steel, BSD Steel photographed in May Service Centres, Macreadys, William Cook plc and The 1996. showing Black Sheep Brewery.

The Cylinders

British Steel Engineering, a part of the British Steel Group, has completed the casting of the inside cylinder, the first of Tornado's three cylinders. Once all three have been completed, this will be the first time a full set of cylinders has been cast for a new mainline steam locomotive in Britain for 35 years.

British Steel Engineering's Renishaw Foundry of Renishaw.

Sheffield, specialises in complex general engineering castings. It is also the only foundry in the UK with recent experience of casting new mainline steam locomotive cylinders, having cast two new cylinders for the heavily restored 71000 Duke of All three cylinders Gloucester in 1980.

British Steel Engineering is providing the three new cylinder castings to the Trust at a very substantial discount. The Trust estimates that the three cylinder castings would normally have cost around £25,000

FIRST NEW STEAM LOCOMOTIVE WORKS FOR NINETY YEARS OPENED IN DARLINGTON

The Project building the first new mainline steam locomotive in Britain since 1960 today opened its new steam locomotive works in Darlington - the new 'Darlington Locomotive Works'. This is the first new steam locomotive works to be opened in Britain since the building of Eastleigh Works by the London & South Western Railway in 1909.

The A1 Steam Locomotive Trust, a registered charity, is building a brand new £1.6 million ex-LNER Peppercorn Class A1 pacific No. 60163 Tornado to an original 1947 design. The original 49 of the class were built in Darlington and Doncaster to an LNER design in 1948/9 by British Railways and were all scrapped by 1966. The Trust was formed in 1990 to build a new A1 and the new locomotive is now around 50% complete.

The new 'Darlington Locomotive Works' is housed in the 1853 former Stockton & Darlington Railway Hopetown Carriage Works and phase one of the restoration and conversion of the building, owned by Darlington Borough Council, was paid for by grants from the Council (£50,000), National Heritage Memorial Fund (£100,000) and the European Regional Development Fund (£150,000). The original Darlington Works was closed in 1966.

Mrs Dorothy Mather, widow of Arthur H Peppercorn, the locomotive's original designer, and one of the Trust's Vice Presidents, unveiled the half completed £1.6 million locomotive to the sounds of Elgar's Pomp and Circumstance and invited those present to inspect the part-completed 60163 Tornado.

David Champion, Chairman of The A1 Steam Locomotive Trust added:

"We are delighted to be coming home to Darlington. The Council have been magnificent and made us feel most welcome. There is no more an appropriate place for Tornado to be completed. Tyseley Locomotive Works have done a splendid job of constructing Tornado's frames and the Trust looks forward to completing the rest of the locomotive to this exacting standard here in Darlington. There is still a long way to go. We need more money and sponsorship to complete the locomotive by 2000 but we are confident that it can and will be done."

We hope that you too will be minded to become one of our partners in this exciting venture:

- as an individual by becoming a Covenantor
- Corporately, through sponsorship, donation in-kind or work at a reduced rates.

We hope to have the pleasure of your company on this great journey.

Correspondence to: Darlington Railway Centre & Museum, North Road Station, Darlington. DL3 6ST

24 hour Hotline - 01325 4 60163

URL: www.pandora.co.uk/clients/a1_steam_locomotive

Charity Number: 1022834

This article was downloaded with permission from the A1 Trust Web site.

DONKEY ARTICLES 1997

No 80 March '97

From Little Acorns	Stan Verrinder
The Society's Origins	Roger Bowen
A Devil of a Trip	Alan Costello
The Duchess gets her skirt up	Eddie Lewcock
Eurostar Record from Paris	Mark Hopwood
Vienese Whirl	Eddie Lewcock
Thames Trains for a Day	Keith Brown
Trip to Swanage Railway	Tim Speechley

No 81 June '97

From little Acorns... Part 2	Bob Hatfield
A Look Back into the Past	Keith Brown
'Oh Mister Porter'	Mike Hyde
Down The West Somerset	Eddie Lewcock
Steam of the Rails	Tim Speechley
Riding Railway By-ways in East Anglia	Alan Morris

No 82 October '97

The Sun Chemical Fire at Slough	Tim Edmonds
A South African Steam Holiday	Keith Brown
Watching the Trains go by	Gordon Rippington
Thames Valley to Severn Valley	Tony Canton
Holiday 1997 Parts 1 & 2	Alan Costello
The Day our Train Came Apart	Eddie Lewcock

No 83 December '97

The Yeovil Rail Festival	John Tuck
The Dungeness Pebbledasher	Alan Costello
The Budapest Connection	David Gardner
Swiss Trip 1997	Eddie Lewcock

There will be a vote of members on the best article after the AGM.

BOOK REVIEWS

Alan Costello

The Great British Railway Disaster

Christian Wolmar

Ian Allan

ISBN 0 7110 2469 3

This book is a reprint of a number of articles written by the author for The Independent on Sunday since January 1995. They have been updated and expanded and show some of the happenings on the new privatised railways. The problems in the book are taken up with the appropriate railway company and their reply (if received) is given.

There are 64 chapters relating experiences encountered by the paper's readers.

For example, Southport is used by Merseyrail and Regional Railways (NW). Since December 1994 platforms 1-4 are owned by Merseyrail Electrics (despite one platform not being electrified) and the other two by RRNW. The two sections are divided off from each other so that RRNW passengers have to use the back entrance and cannot use the main concourse. This means anyone changing trains has leave the station then re-enter using the other entrance.

Other articles show the lack of co-operation between the various rail companies when asked about trains and fares to the same destinations. The London-Birmingham trains are mentioned. A reader, when he asked for the cheapest fare, was told it would be £54 return before 11:00 by InterCity. He then found that by going to Marylebone he could get there for £19 at any time albeit a bit slower. Cartoons and photos with humorous comments can also be found in the book.

Streamlined Steam - Britain's 1930's Luxury Expresses

A.J.Mullay

David & Charles

ISBN 0 7153 0171 3

In the 1930's a number of countries introduced luxury streamlined trains. The first one ran in South Manchuria (of all places). In 1934 the country (now part of China) was under the control of Japan. The Japanese, built 2 Pacifics in Japan, dismantled, shipped, and rebuilt them in South Manchuria. These engines ran 4 coach trains the 438 miles from Dalian to Hsingking in 510 minutes. The Americans followed them in May 1935.

The first subject of the book - Silver Jubilee - started in September 1935 followed by the Coronation Scot almost 2 years later. Each train is looked at in detail from its conception to its introduction into service. The engines especially built for the trains are listed. The book also looks at the use of these engines after the war which stopped the running of these prestigious trains. A collection of good black and white photographs are found throughout the book.

Trains Illustrated Annual 1960

C.J.Allan (Ed)

Ian Allan

Over 130 photos are include in this issue - the highest ever. Thirty six of them accompany an article on the history of the Midland and Great Northern. Another article looks at the development of the Bayer Garratt with photos showing them in action in South Africa. In the Welsh Valleys, steam local services had been taken over by DMUs, but with a large number of collieries open, steam was still common. The Taff Vale railway operation is looked at and the article shows how busy the area was at the time. Other subjects covered include the body design of the diesel locos and the operation of the Standard Class 9 2-10-0 on passenger and freight services. Overseas is represented by a chapter on Spanish steam.

Railway Disasters of the World

Peter Semmens

Patrick Stephens Ltd

ISBN 1 85260 323 2

The book lists all railway accidents, resulting with the loss of 20 or more lives, throughout the world between 1900 and 1990. They are listed in chronological order giving the location and a brief description of the accident with the number of people that died. Two other chapters cover wars and revolutions and boiler explosions. The index lists the accidents by country. An appendix lists accidents that have occurred in the period 1990 to 1994.

EDITORS NOTES

At the end of our 20th year which was marked by a couple of most enjoyable events, of which I found the day at Fawley most enjoyable and I hope it's not to long before we return.

A big thank you to all those that contributed to The Marlow Donkey during the year, especially those that contributed for the first time. I would like to see all members present an article no matter how small or large, with or without pictures. It would be preferable to have all articles on disc but if this is not possible I will endeavour to type them or get them typed. I am a two finger typist so any help in this department is most welcome if it can be saved to disc.

There have been some bad spellings in recent issues for which I apologise. The secretary responsible has left but her departure is a double edge sword for the reasons given above.

John Tuck