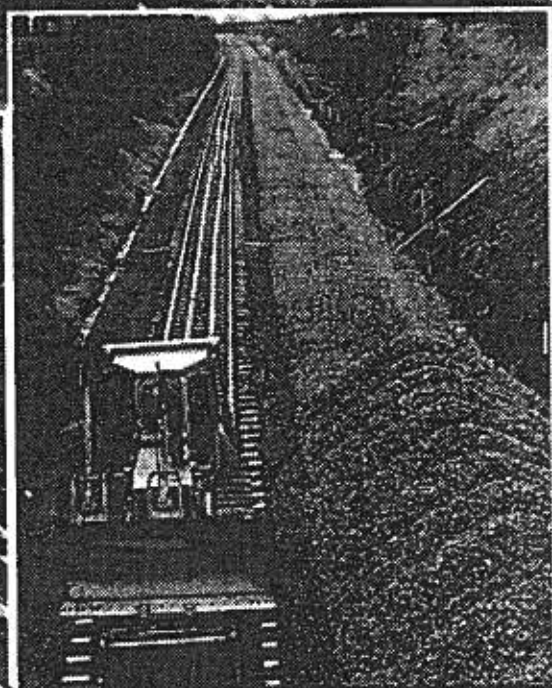
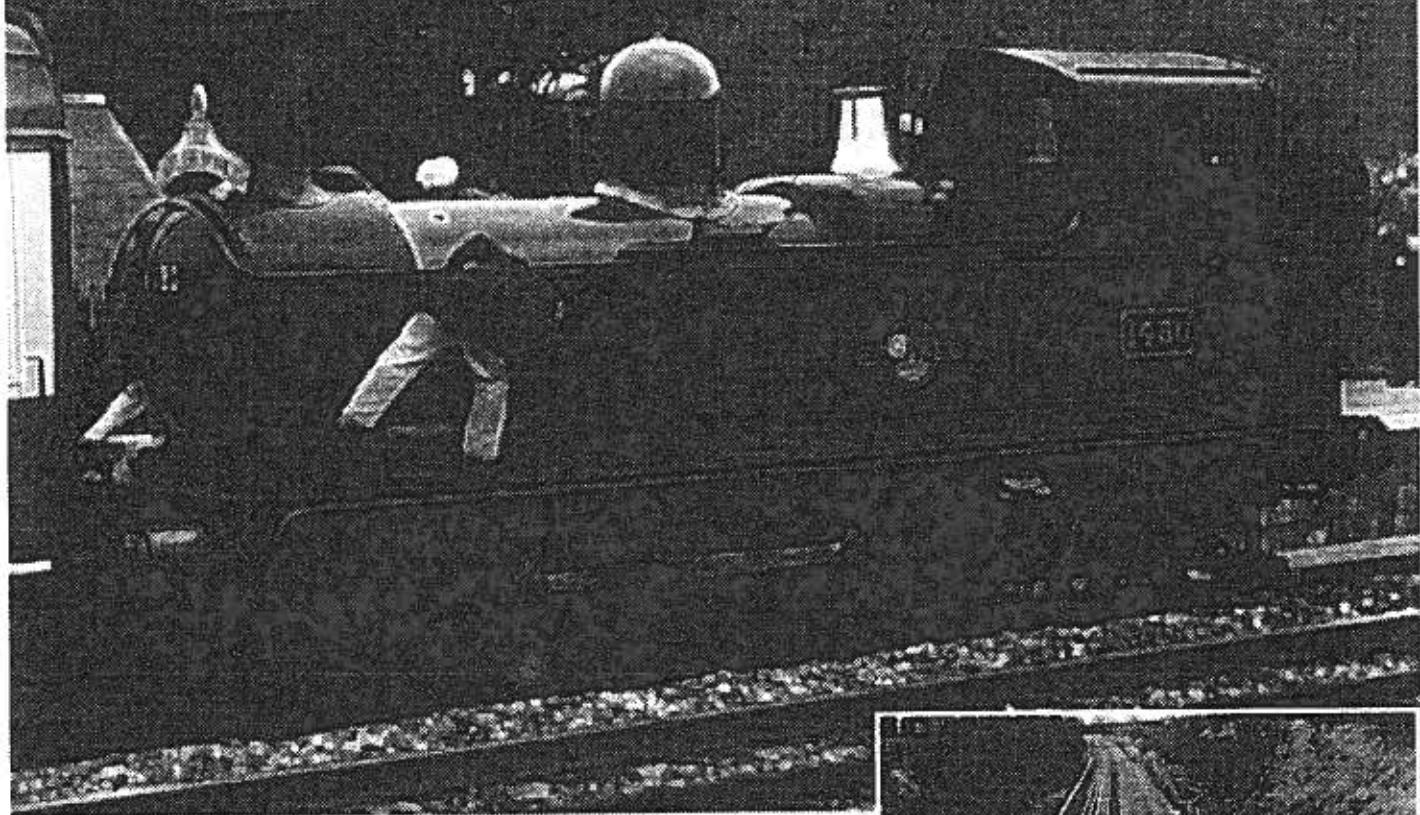


THE MARLOW DONKEY



Edition

85

June 1998



Contents

Over Thirty Years Old

St. Valentines Day

Chiltern Lecture

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FRONT COVER PHOTOGRAPHS: *Main picture: Ex. GWR 0-4-2T 1450 worked a series of shuttles over the Easter holiday. Here 1450 waits in the platform loop at Dawlish Warren on the return leg of the first train on Saturday 11 April 1998. Bottom left: View north from the road bridge at the site of the original Haddenham station during the temporary closure of the line during redoubling work. 58016 heads a short train of ballast hoppers. 24 January 1998. Bottom right: View south from the same road bridge on 18 January 1998. All photos by Tim Edmonds.*

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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 16 July	STRATFORD SHED	Stan Hinbest
Thursday 20 August	MEMBERS SLIDES	
Thursday 17 September	VIDEO EVENING	Mike Norris
Thursday 15 October	THE FLYING SCOTSMAN	David Ward
Thursday 19 November	INDIA REVISITED	Dr Brandham
Thursday 17 December	CHRISTMAS SOCIAL	

DAY TRIPS

Sunday 5 July ISLE OF WIGHT By Coach-Ferry-Train

Coach only to Portsmouth Harbour: Adults £8 - Children £6



RAILWAY ROUNDABOUT

One for the Quiz Night! Which line has distances measured in both miles and metres? Answer - The Heathrow Express which covers the first twelve and a quarter miles as miles and the track into Heathrow in metres!!

The German works which built the pre-war 'Flying Hamburger' is still in business at Goerlitz and is currently building cars for the German I.C.T. Tilting Train Fleet scheduled for a maximum speed of 230 kmph (143mph). The Goerlitz works is owned by Deutsche Waggonbau and is currently also building double deck push pull coaches for regional routes around Berlin.

Litter problems at Third Rail Suburban stations around London have always been a bit of a nuisance but are growing now as cleaning staff are not permitted on the track whilst the third rail is energised due to the attitude of the Health and Safety Executive, so litter grows apace.

Good news for the Stratford Steam specials which should make a return to service as from next January but working out of Paddington via High Wycombe and returning via Oxford. Talk is of Bulleid Pacifics being used. Watch out for further details from the Railway Press.

The poor performances by the G.W. 'King' 6024 over the Settle and Carlisle on the runs during March this year have now been traced to a badly warped smoke box door giving a three quarter inch gap between it and the smokebox for about 10". Warped doors were not uncommon in the days of steam particularly on the older designs. They were early identifiable as the bottom of the door got burnt which showed up externally, this being due to the part burnt char relighting in the box, causing some drivers to comment on 'The fire at both ends'!

Observant enthusiasts will have noted that the old Midland Railway overcame the problem by fitting a series of dog clips around the perimeter of smoke box doors, but this was discontinued when Stanier turned up on the LMS.

Another preserved railway has emerged as on operational basis, unfortunately rather a long run from Marlow as it is at Ludborough, on a line which ran from Louth to Grimsby

At present the operation is small and within station limits but hopes are in place to build on to North Thoresby in the future..

An interesting point came to light recently at a talk on the building of the Channel Tunnel itself. The Speaker, who also holds shares in the Channel Tunnel Rail Link Company commented on John Prescott's 'extension' of deliberations to raise money until May 29th. Not only was an extension period written into the agreement but if the Company is wound up, the Government of the day would have to find £1.Billion pounds compensation to the shareholders. Some incentive to keep going!!

Now Tinsley Depot near Sheffield is closed as not needed. but did you notice in a recent write up in the 'railway Magazine' the reliability figures for the Tinsley maintained Class 47's? The figure quoted was 96%. This is a fantastic figure completely remote from others that have been quoted in recent times and if correct - and we have no reason to doubt it - surely justifies keeping a high quality centre open and closing some of the lesser quality.

E.W.L.

CHAIRMAN'S NOTES

As I sit on this May Day, looking out at the dullest of days, more in keeping with Christmas than a Bank Holiday, thoughts travel to our Railway interests both within the Society and in the preservation and present day scenes.

One very good speaker recently was Dr Jarvis and we as a Society wrote, at his request, to the Snowdonian Authority, backing the building of the Welsh Highland Railway. It is a pity that there are people around who think that trains pollute the countryside more than cars and it will be interesting to learn who caused the Authority to change its mind on this matter.

As you will now be aware, we are proposing an August meeting this year to give a further chance for some of our very excellent in house photographers to show their slides. Additionally Mike Hyde's suggestion for a 'Sale Table' is being taken up experimentally. Anyone with books, magazines or videos, models etc they do not want can put them up for sale with a price tag and their own name, so that prospective buyers can make direct contact. Sales will be between individuals and the Society will not be involved financially in any way.

Two of our members, Julian Heard and John Tuck have recently been out to Rumania and back by road, on a 3,200 miles round trip, taking medical supplies to children desperately needing them. They deserve a big pat on the back from us all for the wonderful work they have done!

It looks like good news for the main line steam preservation runs this year. Railtrack and E.W.S have worked out an agreement which seems to give a good chance that most trips scheduled will run unless the lineside is bone dry and hopefully in the main, common sense will prevail. Additionally work is proceeding on providing either oil firing or working spark arrestors are being fitted to a number of locomotives.

Another intriguing development is the continual re-introduction of preserved diesels on to main line specials, with, amongst others, 5 Deltics being restored for service, one of which, D9000 is scheduled for 38 days Main Line operation until March for Virgin Trains. Bearing in mind the complexity of the Deltic Diesel engine itself, this is quite extraordinary.

There are welcome announcements of new rolling stock appearing in the press regularly to make up for the starvation period of recent times. The first of the orders are now starting to appear such as the first of the 250 locos E.W.S are ordering from the States. Burkhardt can at least think big, also the new 100 mph trains for the Chiltern Lines.

Not only is new building picking up dramatically but a lot of refurbishment is giving a much needed face lift to a large number of existing vehicles. Bombardier for instance has large orders for coach refinement in Wakefield. Remember Charles Roberts Wagons from days of yore? - well that is one place where refurbishment is taking place.

Another interesting upgrade taking place at Brush, Loughborough Works is the modification of six to Class 47 to Class 57 locomotives with refurbished 2500 HP GM Motors diesel engines whilst the Doncaster plant of RFS (E) now employs 450 people when 3 years ago only 180 worked there, all showing welcome signs of resurgence of orders.

Hopefully Railtrack will see the light soon and improve its act on track maintenance, surely sub-contracting this type of work is not the cleverest of decisions when so much depends on the quality and reliability of the repair work.

There is clearly plenty to look forward to this summer and autumn. So to you all - Happy Railroading!

E. W. Lewcock, Chairman.

THANK YOU

Dear Mr Wallis,

Thank you for the cheque of £125, raised from the auction of David's books. We are very pleased that they will be enjoyed by so many people.

We shall be sending a donation to the Cat Protection League, a cause that David, a cat lover was interested in. His own cat had been cared for by the League before it became his.

Please thank your members for their generosity in buying the books.

Yours sincerely

Mrs L E Clay

THE CHILTERN RAILWAY LECTURE

Mike Norris and I managed to get tickets (free) for the third Chiltern Railway Lecture on 21st April. These tickets are usually snapped up on the first day that the lectures are advertised. These are held in the Oak Room at Wycombe Swan, which, although more elaborate than the British Legion at Marlow, does have a limited capacity. There is to be a fourth lecture.

These events are sponsored by Thames and Chilterns PEI which means local Engineering Institutions working together in partnership. This one was presented by Adrian Shooter under the heading 'The development of the modern Chiltern Railway - State of the Art Engineering 1899-1999'

The speaker was A. Shuter, Managing Director of Chiltern Railways. He started with a brief and succinct account of the history of the GW and GC, and Met and GC Joint lines, which now form part of Chiltern Railways, and their forerunners, the Wycombe Railway, the Aylesbury and Buckingham and the Metropolitan Extension. There was a rare shot of High Wycombe Station before re-building.

Another slide was a route map of the M40 and when the Chiltern line is superimposed, one realises how very closely the motorway follows the railway all the way from London to Birmingham. Projecting pictures of the huge lunch provided on the concourse, for dignitaries from up the line to celebrate the opening of Marylebone in 1899, the director promised something memorable to celebrate its centenary next year. Could it be a steam special?

Most of the talk was devoted to achievements in the brief eighteen months existence of Chiltern Railways seven year franchise, and their plans for the next five and a half years. Notably, customer usage has doubled; timetables have been progressively improved; the section from Princes Risborough to Bicester, singled by Beeching in the sixties, has been re-doubled; a new up platform has been built at Haddenham; a parkway station is to be constructed at Warwick; and if it comes off, there would be a vast car park near the M40 at Aston Rowant with an hourly service over the preserved Chinnor line to Marylebone from Monday to Friday; there could be a need for a fifth platform at Marylebone. Automatic ticket barriers have been installed at Marylebone at huge expense but have proved their worth, their weight in gold! Similar barriers are to be erected in High Wycombe.

Six new Class 168 turbo trains for the Birmingham line are being constructed, of which two are already on line and being tested. One hundred passengers were consulted about interior design and fittings and seventy drivers were involved in designing the driving compartments. From June there will be two trains an hour to Banbury, one of which will run through to Birmingham; some Birmingham trains will run fast to Banbury; Snow Hill station will re-open on Sundays; there is now building up a developing commuter traffic from suburban stations into Birmingham. One did get the impression that this chap was switched on and that Chiltern Railways are a remarkably go-ahead outfit.

Peter Bond.

EDITORS NOTES

(comment)

It is with interest that I read in this issue of 'The Donkey' that barriers are to be erected at High Wycombe having also read in the railway press and local media about the various clamp down operations on fare dodgers.

I have had several rail travel experiences recently where I have been unable to pay a fare. The first being an occasion where myself and 2 other adults were travelling from Twyford to London, we arrived at 5pm and the booking office was closed which was a great surprise for such a busy station, but never mind we could use the ticket machine. Oh Dear! that was not accepting notes never mind we will use the permit to travel machine. Ah! that too was out of order!

So on to the train with no ticket and pay at the other end.

As a family we have had two similar experiences both from our local station 'Winnersh' where on one occasion the ticket machine was not working and I had not a penny of change for the permit to travel machine. On the other occasion my daughters could not renew their season tickets as the office was unmanned.

I can only assume it is more profitable to collect fares and check tickets occasionally rather than make sure ticket offices are open and for machines to be working 7 days a week. Coming back to High Wycombe, it will be interesting to see what will happen when the ticket office is closed and none of the machines are working, presumably they will leave the barriers open!

One final word why when the use of cash is diminishing fast do none of the ticket machines take credit cards?

Thank-you

Especially to those that have contributed to this issue but especially Keith Brown

THE KEITH BROWN PAGES

IDENTIFY THE LINE UP

by Keith Brown

Early on a Sunday morning there was a line up of seven locomotives protruding from a G.W.R. engine shed. From the following clues, and your knowledge can you identify the wheel arrangement and designer of each of the seven locomotives reading from left to right?

	Wheel Arrangements							Shed Roads						
	0-6-0	0-6-0T	2-6-0	2-8-0	2-8-2T	4-6-0	4-6-2	1	2	3	4	5	6	7
Churchward			✓								✓			
Collet		✓			✓			✓						
Dean	✓									✓				
Fowler		✓												✓
Hawksworth						✓			✓					
Robinson				✓									✓	
Stanier							✓					✓		
1					✓									
2						✓								
3	✓													
4			✓											
5							✓							
6				✓										
7		✓												

Clues

- 1) The ancient Dean goods was on road 3.
- 2) The two end locomotives were not built with tenders or designed by Hawksworth.
- 3) It was a Duchess pacific to everyone's surprise on road 5.
- 4) Robinson - Churchward designed the tender locomotives with two leading pony wheels.
- 5) The 2-8-2 tank is positioned three lower than the road that the Churchward locomotive is positioned.
- 6) Fowler designed the tank loco with the least wheels.
- 7) Robinsons & Hawksworths locos are not positioned next to each other.
- 8) Churchwards mogul is in an even numbered road two places to the left of the Robinson.

Road	1	2	3	4	5	6	7
Designer	COLLET	HAWKSWORTH	DEAN	CHURCHWARD	STANIER	ROBINSON	FOWLER
Wheels	2-8-2T	4-6-0	0-6-0	2-6-0	4-6-2	2-8-0	0-6-0T

OVER THIRTY YEARS OLD AND STILL GOING STRONG

by Keith Brown

I first saw the light of day in March 1966 in the Leicestershire town of Loughborough. I emerged from my factory of birth in a delightful two tone green coat and I had been equipped with a steam boiler in order for my attendants to heat the carriages I would be towing around the country. I was also given a small blind at both ends below my eyes in which were displayed numbers and letters which signified to other railway servants which duty I was performing. Between November 1962 and January 1968 five hundred and twelve of us were created. Some of my sisters were christened at Crewe and as a family we were called Brush/Sulzer type 4 CO-CO Diesel Electric locomotives. Each of us had our own personal number of which mine was D1931. Our hearts, which gave us strength to move our wheels, was based on a Sulzer 12LDA28C engine uprated to 2750 bhp at 800 rpm.

A year or so after I was born I was repainted all over in blue and in order for people to see me coming from afar my front and rear ends below my windows were painted bright yellow and the D prefix on my number was omitted. In March 1974 I was renumbered as 47254 and I had my boiler removed which was quite painless. I was then sent to work from Cardiff Canton depot and I was used mainly on freight and merry go-round coal trains. In July 1986 I was selected to be equipped with facilities to electrically heat carriages and once again I was renumbered, this time to 47651. My last modification came in July 1989 when I was fitted with much larger fuel tanks so that I could travel further without refreshment stops. At this time I was given my current identity number of 47806.

Currently my home address is Crewe but I only visit when I am ill or for my major health checks. I am owned by the Porterbrook Leasing Company and they lease me to a nice man called Richard. This nice man owns the Virgin empire and he has put me to use on his Virgin Cross-Country trains operation. There are twenty-five others like me and collectively they call us class 47/8is. Some of my sisters carry nameplates on their sides such as FIRE FLY, THOMAS TELFORD and BOLTON WANDERER. There is no pattern to these names; our previous owners British Railways just haphazardly created them. All twenty-six of us were born between February 1964 and March 1966 which means we are now over thirty-one years old but we still have a very hectic life as you will read about later. Monday to Friday we operate sixteen diagrams, eighteen on Saturdays and even on a Sunday we have seventeen to perform. In today's world we usually have seven Mark 2 air-conditioned coaches to tow around which is a lot less than I had when I was a freight locomotive in my younger days. On occasions we may fall sick whilst we are out and about with our carriages; by coincidence it usually happens to me when I am sent to Brighton. Our failures are reported for all to gloat over on ceefax page 432. It is then that another of our small family is sent out to lend a helping hand to get our coaches and passengers to their destination. Richard has to pay out refunds to his passengers, sorry they are now called customers, should

we arrive over an hour late. Sometimes no other class 47/8 is near to where we fall ill, then we have to seek assistance from other classes of locomotives. This is considered a disgrace to us proud class 47/8is.

A typical weeks work for me in July 1997 is detailed below which saw me up very early on Monday morning at Old Oak Common (OOC) when at 0521 I leave with a set of carriages and take them to Paddington station. The carriages form the 1M05, 0603 service to Manchester Piccadilly which another of my sisters is coupled up to. After this train has departed I return to OOC and wait until 0833 when I return to Paddington this time to be coupled to another set of carriages that the third member of our family based at OOC the night before has brought in to the terminus. My train is 1M20, the 0906 departure to Manchester Piccadilly. I run hard all the way but at least I do have a chance to catch my breath with eleven stops and I arrive promptly at 1337. A short rest but no refreshments are given to me and it is off again at 1510 when I retrace my steps as far as Birmingham New Street (BNS) on train 1G98 where I arrive at 1651. A quick run round of my carriages sees me back on the front for my last revenue earning trip of the day back to Manchester on train 1H25 which departs at 1718 and arrives at 1903. As I am now at the buffer stops I have to wait for another loco to draw my coaches out. After I have been uncoupled I can then travel back on my own the short distance to Longsight depot where I spend the night after I have been fuelled up and checked over.

Tuesday morning sees me on the go again at 0600 taking a string of coaches to Piccadilly station which forms the 1G82 0635 to BNS. When this train has departed I can move from the buffer stops to another platform where I am attached to the front of a set of coaches which will form train 1O66 the 0717 to of all places Brighton. Will I make it I say to myself as I depart. I only reached Gatwick the last time I went down this line so I cross buffers and hope for a better journey today. I need not have worried as I arrive promptly at 1254. After being released I run round my carriages to return to Piccadilly as train 1M50 the 1420 departure. Arrival is just a few minutes later than the booked time of 2019 but at least I have made the trip without mishap. I spend Tuesday night on Longsight depot once again.

I have an easy day on Wednesday but I am still up early at 0521 for a journey by myself to Preston where I take up the position as stand-by loco. Whilst here I could be called upon to assist any of my sisters that fall ill and I could even be utilised to take over from an electric class 86/2 which Virgin Cross Country use on their trains north of Preston. Taking over from one of them could see me heading for Glasgow or Edinburgh. For once everything is working to plan and I just sit at Preston until I relieve an electric which has arrived on the 1040 from Edinburgh. This is a named train the iSussex Scoti and its destination is Brighton. Can I make it a faultless trip again I say to myself. Departure is at 1329 and I manage to maintain time throughout and have a punctual arrival at Brighton at

2028. I retire for the night to the beautifully named Lovers Walk carriage sidings where I spend the night in company with class 319fs and 4-CIG electrics. I had expected to hear some juicy tales from them but they just switched off and that was that.

No early call needed today being Thursday as I do not have to come to life until 0831. I then set off for Brighton station and coupled up to a set of coaches forming the 1S76 to Edinburgh. This departs at 0920 and like the train I arrived with is also named the iSussex Scoti My journey today takes me back to Preston where I hand over at 1610 to a class 86/2 electric. I am then driven back to Manchester without coaches where I am attached to train 1G66 the 1900 to BNS. That completes my revenue earning duties for this day but I still have to take my now empty coaches to Derby Etches Park where they are stored for the night and cleaned. This duty is 5M35 and I also receive refreshment and another check over of my vital parts.

My earliest start of the week is Friday. Leaving Etches Park at 0455 I set off with empty carriages for BNS where a class 86/2 takes over for the 0650 to Glasgow. I am on stand-by until 0755 when I am moved to the front of train 1E27 which is the 0755 to York. Arriving at 1053 I am allowed just fifty minutes to admire this beautiful station and think to myself that one day I may be exhibited in the museum for all to admire. Just wishful thinking as at 1143 I now return with my set of carriages. This time the destination is Poole on train 1O13. At Reading I have to run around my train and leave from the direction that I arrived from until I swing off to the left and down the line to Basingstoke and the Southern Railway route to Poole. Arrival is at 1920 and I and my carriages go back to Bournemouth where I am stabled overnight. I am fuelled up and checked over very thoroughly as tomorrow is Saturday and many returning holiday-makers will be using our trains and a failure will cause Richard lots of penalty fines.

I leave Bournemouth at 0703 and take my empty coaches to Weymouth. This town is only visited by our type of locomotive on a Saturday. Most people have booked seats and the train is nearly full as I set out on train, 1M13 the 0920 to Liverpool Lime Street. I am glad that my route is not via the steep Lickey incline as this train is heavier than normal. My route today is via Reading, Oxford, BNS and Crewe. On passing the latter I toot to two of my sisters awaiting repair or a major exam and then it is a short run in to Liverpool. A few minutes late here, but the delay was I am glad to say not debited to me but to a slow train ahead of me. As I am not required anymore today it is off to Longsight by myself to spend yet a third night there this week.

Normally a Sunday is a rest day, but not for me as I first have to take empty stock to Piccadilly to form the 0900 to Poole. After this train has departed I am coupled to another set of coaches which form train 1G51 the 1000 to BNS. A very quick turn-round and it is back to Piccadilly on 1H24 arriving at 1437. My last revenue trip of a busy week is the 1O12, the 1617 to Poole which I reach at 2155. My weeks work is complete after I have run round my coaches and returned them to Bournemouth carriage sidings.

Saying it myself I have behaved very well over the week and have not disgraced myself by falling ill on any journey. As a reward I hear I am going to be painted in to the Virgin colour scheme and will loose my Inter-City colours which have become very tatty. One day I may be given a name to carry. However knowing my luck I will be made redundant and cut up for scrap after I have donated any useful parts that are left of me to enable my sisters to soldier on until Virgin receive the new generation of trains they have on order.

Next week I may go to other locations such as Bristol and Plymouth. On Saturdays I could go to Penzance or Newquay and on Sundays we have a diagram from Derby taking us to Newcastle.

SUMMARY

Day	Mileage	Engine Hours	Arose at	Overnight Accommodation
Mon.	397	14hr 19min	Old Oak Common	Longsight, Manchester
Tues.	520	14 50	Longsight	Longsight.
Wed.	325	15 34	Longsight	Lovers Walk, Brighton
Thur.	447	14 04	Lovers Walk	Etches Park, Derby
Fri.	509	14 55	Etches Park	Bournemouth
Sat.	372	09 27	Bournemouth	Longsight
Sun.	430	14 00	Longsight	Bournemouth
TOTAL	3000	97 09		
Daily				
Average	429	13 53		

Keith Brown.

WESTERN GALLERY

Keith Brown

A devotee of the Class 52's arranged his twelve favourite photographs of these fine machines on the wall in a block as in the diagram below. From the following clues can you identify the name associated with the remaining eleven prints as our photographer has already affixed 'Glory' in position C2.

Clues

- 1) 'Prince' is the identity of the photograph in position D2. ✓
- 2) 'Leviathan' is two places to the left of 'Yeoman' but not in horizontal row 3. ✓
- 3) The caption for photograph B3 is not 'Consort'. ✓
- 4) 'Emperor' is not adjacent to 'Glory' in any direction, including diagonally. ✓
- 5) Photograph A3 has an odd number of letters to its identity. ✓
- 6) 'Buccaneer' and 'Hero' are both hung in corner positions, the former being in the same horizontal row as 'Duchess'. ✓
- 7) 'Marksmen' is immediately below 'Sovereign' and immediately to the right of 'King'. ✓

Identities

Buccaneer, Consort, Duchess, Emperor, Hero, King, Leviathan, Marksman, Prince, Sovereign and Yeoman.

	A	B	C	D
1	Leviathan Emperor Sovereign LEVIATHAN	Leviathan Consort SOVEREIGN ✓ SOVEREIGN	Consort YEOMAN	Consort HERO
2	King Consort Sovereign marksman KING	Consort marksman Sovereign MARKSMAN	GLORY	PRINCE
3	Duchess Emperor Consort Buccaneer marksman EMPEROR	marksman DUCHESS DUCHESS	Consort King Duchess CONSORT	Consort BUCCANEER

VISIT TO PORTSMOUTH & ISLE OF WIGHT RAILWAY

By Coach on Sunday 5th July 1998

Visit: The Historic Dockyard including Nelson's flagship the Victory, Mary Rose, Warrior, Naval Museum and Harbour Boat Trips

The Isle of Wight Railway: Take the ferry from Portsmouth Harbour station to Ryde then by vintage underground stock to the interchange at Smallbrook Junction.

Travel Details:	Depart High Wycombe	07:45	Depart Smallbrook Junction	17:00
	Depart Marlow Donkey	08:00	Depart Ferry Ryde Pier Head	17:30
	Arrive Portsmouth Harbour	11:00	Depart Portsmouth Harbour	18:00
	Arrive Smallbrook Junc.	11:35	Arrive Marlow/H.Wycombe	21:00

Fare (coach only) in advance Adults £8.00 Children £6.00

Ferry/Train fare £12.75 for IOW pay on day.

STEAM ON THE MET

As no doubt most of you are aware 'Steam on the Met' was run over the weekends of 16-17 and 23-25 May, utilising three steam '1264' 4-6-0 LNER Thompson B1, '4144' 2-2-2T GWR Large Prairie and '2968' 2-6-0 LMS Stanier Mogul' leaving only the SR un-represented. These locos hauled one of two sets of five mark 1 & 2 coaches painted in Metropolitan Railway maroon, one set had No. 12. 'Sarah Siddons' attached the other Class 20 '20 227', both of these locos were at the Watford end of the stock.

I decided to visit on Saturday 16th May as I am fortunate that my 9 year old son Benjamin loves steam trains and as he was to be at cub camp over the following weekend. On the way to Amersham we picked up another MDRS member Julian Heard. When we arrived the mogul was resting in the siding and 4144 was at the head of the 10.44 departure. We purchased our tickets and perused the sales stands and watched the coming and going of immaculate Met stock and Chiltern Turbos. A soft exhaust of a hard working engine could be heard working up to Amersham, the B1 burst under a road bridge at the same time as the mogul ran from the siding onto the main running lines. The B1 and her train pulled into platform 3 whilst the mogul was making her way down the line where she could crossover then come forward onto No.12 Sarah Siddons and stock (all steam was facing Amersham).

We departed on time at 11.34, it was standing room only, the one small advantage to this is we were next to the drivers cab of what used to be a southern region EMU therefore we could watch the speed attained during the run to Rickmansworth. The top speed was about 45mph. Rickmansworth was the only intermediate stop and was a popular place to change and watch trains, this was also the timetabled passing point.

With seats now available we decided to use them for the short run up the branch to Watford. We stopped some distance short of Watford, the mogul was detached and ran forward to the head shunt then ran back past the train on the down which enabled Sarah Siddons to pull us into the platform.

A few more stalls and a few minutes before the return journey which was a little different. Julian had pre-arranged a ride in the cab of Sarah Siddons, as this was the departure from Watford we were at the rear of the train. The term 'cab ride' is used just so you can relate to what we were doing, as in 1925 the 'cab' consisted of a seat and basic controls at both ends of a large box with 'live' electrical gear all around.

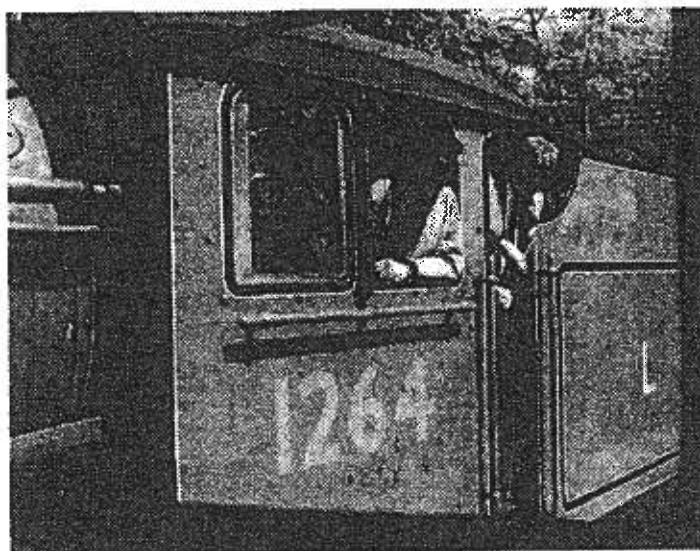
It was an interesting run, as one would expect but greatly enhanced by the very friendly and informative LU Staff. One interesting point was the fact that if London has a 'GLC' of sorts then the part of this line that is outside the Greater London area could be handed over to Railtrack. This could not only see an end to 'Steam on the Met' but also to underground trains running to such places as Amersham and Chesham.

Let's hope this does not happen as without doubt it is one of the best value days out whether you are a 'single' steam enthusiast or a 'family man'.

We crossed with the B1 at Rickmansworth where we had a unique and interesting view of the B1 (*as the photo shows*).

On arrival at Amersham we made our due thanks to the LU Staff.

John Tuck



25 YEARS AGO

Roger Bowen

We have now reached the summer of 1973. The editorial to the June 1973 'Railway Magazine' reminds us how pessimistic everyone was for the remaining branch lines on British Railways - it refers to the closure of the Alton to Winchester line (Mid-Hants) and two preservation bodies that would not speak to each other competing over 'the course'. Inverness to Kyle of Lochalsh was due to close in January 1974 but neither the Highlands and Islands Development Board or the British Tourist Authority seemed to care if it lived or not. Alton to Haltwhistle was given a two year stay of execution whilst Dovey Junction to Pwllheli, swimming with tourists, was waiting for the Department of Environment decision on whether to close or not.

On a more positive note No 87001, the first of 35 class 87 to be built at Crewe works of British Rail Engineering for the West Coast Anglo - Scottish electrification had been delivered. Also in June public trials started with the Southern Region prototype 4-PEP EMU No 4001 between Hampton Court and Waterloo.

The start of the summer 1973 service saw the withdrawal of the Western Region 'Blue Pullman' service and reports that the units were for sale for export.

The Slough Estates Railway System closed at the end of April 1973 and the removal of the remaining track soon followed. Two Hudswell Clarke 0-6-0T's were for sale.

The 6 June saw the breaking of the British Railway speed record when the prototype HST test train maintained 131 mph between Northallerton and York. During further trials it reached 143 mph.

A new development at Weymouth was the use of class 33's on the quay line. Hitherto only 204 hp shunters had been allowed on the line which passes through the streets of the town. This year (1998) will see the Parry People Mover using the line for a trial period.

10 YEARS AGO

Roger Bowen

From Marlow Donkey No.46 June 1988

'Railway Roundabout' noted that tenders for the supply of the class 165 trains for WR local services had to be in by the end of June with the order to be placed in September. Deliveries were due to start in October 1989 with the public service starting on Chiltern Lines in May 1990 and Thames Valley services in October 1990.

Joint line steam continued in June and September 1988 with locos 35028, 4472 and 6201 rostered.

The last semaphore signal on the Marlow Branch, the Marlow fixed distant was removed in April 1988 and replaced by a square reflective sign with a picture of a distant signal!!

BOOK REVIEWS

Alan Costello

Railway Recognition Locomotives

Colin Marsden

Channel AV Publishing

ISBN 1-901419-01-5

This book gives full technical details of each class and sub class of loco (in Metric and Imperial measurements) on the national rail network. The owner of each class, together with their pools, depots and use are given. 144 colour photographs illustrate the engines and the variations (if any) of each class. A number of pictures are labelled showing the parts of the locos and what they do. The pictures have been chosen to show some of the various liveries that can be seen these days. If you want a book that illustrates the engines and does not give lists of numbers - buy it. Further books will cover DMU's, EMU's and coaching stock.

Railway Track Diagrams-2 England East

Quail Map Co

ISBN 1 898319 29 4

Another well produced series of maps showing every line in the former Eastern Region and also the preserved railways of that area. New to this edition is the list of Passenger Franchises and a list of Engineers line references. The index is more detailed than earlier books and now includes level crossings, goods yards (with their owners) and junctions as well as stations. The maps include all signal boxes and every platform (with it's number). As usual another outstanding publication.

Trains Illustrated Annual 1962

Ed. C. Freeman Allan

Ian Allan

With the recent electrification of the West Coast main line an article looking at the progress of AC electrification starts the book. At the end of 1960, half the order of mainline diesels had been delivered, so another article looks at the various designs. A subject rarely covered - how loco duty diagrams are produced makes interesting reading. Other articles include lines in SW Wales, the well tanks on the Wenfordbridge branch in Cornwall and the Burton Brewery lines. Overseas subjects covered are the standard gauge railways of Austria and the Sud Express.

Celebration of Steam - The Chilterns

L. Waters

Ian Allan

ISBN 0 7110 23778

A collection of post-nationalisation photos covering the Chiltern line to Banbury and the GC line to Calvert. Branch lines include the Marlow and Watlington branches. The Marlow branch shows a variety of engines including Atlantic 32425 on a special to East Croydon in 1959. The Bulmers Cider Train, heralding the return of steam is seen at High Wycombe and Gerrards Cross. At the end of the book there is a selection of steam allocations to sheds in the area and various dates between 1954 and 1966. A good selection of pictures that show a wide variety of steam that used to be seen in this area.

Railways Restored

Ed Alan Butcher

Ian Allan

ISBN 0-7110-2559-2

This year well over 150 Heritage railways to be found in the British Isles are included in this annual publication. Even the Paddle Steamer Society is listed. The lines are listed in alphabetical order by country (with an index by county at the end of the book). Full details of each site are given and include location, contact address, facilities, length of line and where known the opening times. A list of engines and rolling stock accompanies each centre. At the end of the book there are 32 pages of timetables for the 1998 season. For anybody planning to visit preserved lines this year this book will come in very useful.

St. Valentines day.

What a way to spend St. Valentines day! No red roses, or cryptic messages, instead over 400 people, probably 95% male, on a train to Dover and back.

Three of us from the Marlow Club and a friend joined the Hertfordshire Rail Tours 'Garden of England' trip from Victoria on February 14th.

We started from High Wycombe armed with a now rather expensive Travelcard and boarded the 8.21 to Paddington (Yes, Paddington!). Marylebone was closed for the day so that Railtrack could tinker with the track. This diversion had a triple advantage for us in that Paddington was more convenient for continuing to Victoria via the Circle Line, secondly it gave a rare chance to travel over the line from Northolt Junction to Old oak Common Junction and last but not least the chance to see the North Pole Eurostar depot south of the line and the new Heathrow Express depot on the north side, complete with a number of new class 332 units outside. Travelling into Paddington is always more interesting than into Marylebone in my opinion. We arrived on time at Paddington, to find the concourse being rebuilt yet again, and without delay (LUL was behaving itself) caught our Circle Line train and were soon at Victoria.

Victoria was a hive of activity as usual, and was more like a small town than just a railway terminus, with a shopping mall and plenty of places to eat and drink. We had more than half an hour to spare so we split up, the sedentary duo having coffee, whilst the active pair went for walk around the block which counted as our daily exercise.

Returning at 11.00, we found our charter train in platform 2. It comprised the BN 96 set from Bounds Green (is that what the BN stands for?), hauled to Victoria by EWS 47 741. About 2/3 of BN96's ex BR Mk1 stock has been repainted in SR green and looks very good and quite a contrast to the garish liveries exhibited by some of the privatised rail companies.

On the front of our train were two class 73 electro-diesels. The leading

loco was 73 131 in EWS livery but with the now defunct EW&S logo. Behind was Pullman liveried 73 101 'The Royal Alex'. This loco no doubt looks fine on a rake of Pullman stock, but sandwiched between EWS livery and an unrepainted ex BR coach, it looked, to put it politely, out of place.

Before we took our seats, the station announcer came over loud and clear:

"THE CHARTER TRAIN FOR HERTFORDSHIRE WILL LEAVE FROM PLATFORM 2". Since when has Dover been in Herts?

We were on our way promptly at 11.10 and were soon passing the now largely disused Stewarts Lane depot, but the VSOE Pullman train was there with Royal 47 798 'Prince William' in charge.

Our twin 73's were proceeding at a steady pace and soon we were threading our way through Bickley Junction towards Swanley, where we turned South through Eynsford to Otford Junction and then followed the mid-Kent line to Maidstone East and Ashford. The line from Otford to Ashford was the only significant line in Kent that I had not travelled on before, so all is revealed, this was my personal reason for a St. Valentines day train trip. On consulting my maps later on that day I was reminded that I had never been on the Folkstone harbour branch either. It is still in use, but what train services use it, does any one know?

Leaving Ashford we were soon passing Dollands Moor, which exhibited zero activity and rows of stationary 47's and 92's and not a Eurostar in sight. Later we found out that all Chunnel traffic had been suspended for two hours about the time we were passing due to a suspect vehicle parked at the Cheriton terminal.

We were now close to the sea and the fine inland weather changed to sea mist. Shakespeare cliff towered high on the landward side of the train. We stopped at Dover Priory for a crew change, but were quickly on our way (with no chance of a leg stretch), swinging North-East up the steep twisting gradient of the coast line to Deal. After Sandwich the remains of the old East Kent Railway (of Colonel Stephens fame) trailed in from the

South-East, the other end of the line rapidly disappearing into a huge bed of brambles. It is surprising that this track is still in place though it may have been used in more recent times to move coal from the now closed Kent coalfield.

We turned West at Minster Junction on through Sturry where we met the 'Royal' 47 and its Pullman train going in the opposite direction. We continued through Canterbury West, Ashford and then straight up the main line via Tonbridge and Sevenoaks and so back to Victoria arriving on time at 15.30.

To me it was a good way to spend St. Valentines day, though to many it must seem somewhat mad to spend £13.50 going from Victoria to Victoria without leaving the train once.

We returned the way we came via Paddington, and were disappointed with Chiltern Railways who we know were only using Paddington for the weekend, but had no information on the main departure board, no indication on the

platform that the train was for High Wycombe etc., and no staff around to get customers on the right train. Because we take an interest in railways, we had no trouble in finding the train, the markings on a Chiltern Turbo being different from those on a Thames Turbo, but other customers wouldn't have been impressed.

Herfordshire Rail Tours always distribute excellent route and timetable information on their trips, but this time went further than usual in that they also provided a brief history of St. Valentines day and of St. Valentine himself. Despite being renowned for his chastity, St. Valentine was martyred on the eve of the Roman Lupercalia, a festival of youth, when young people chose their partners by lottery!

It's surprising what you learn on a rail trip.

Alan Morris.



**Stalls at Bourne End including MDRS and Thames Trains
Headboard on Thames Turbo Service**

