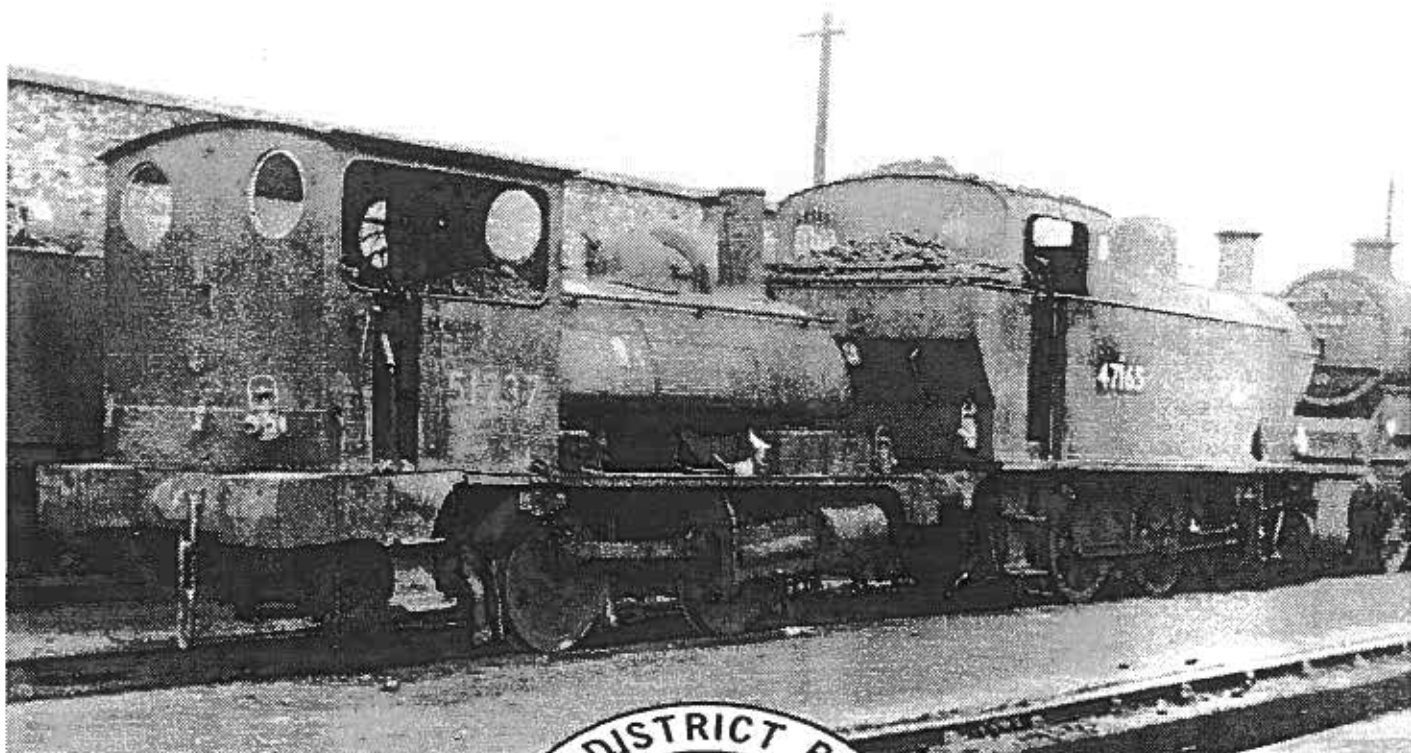
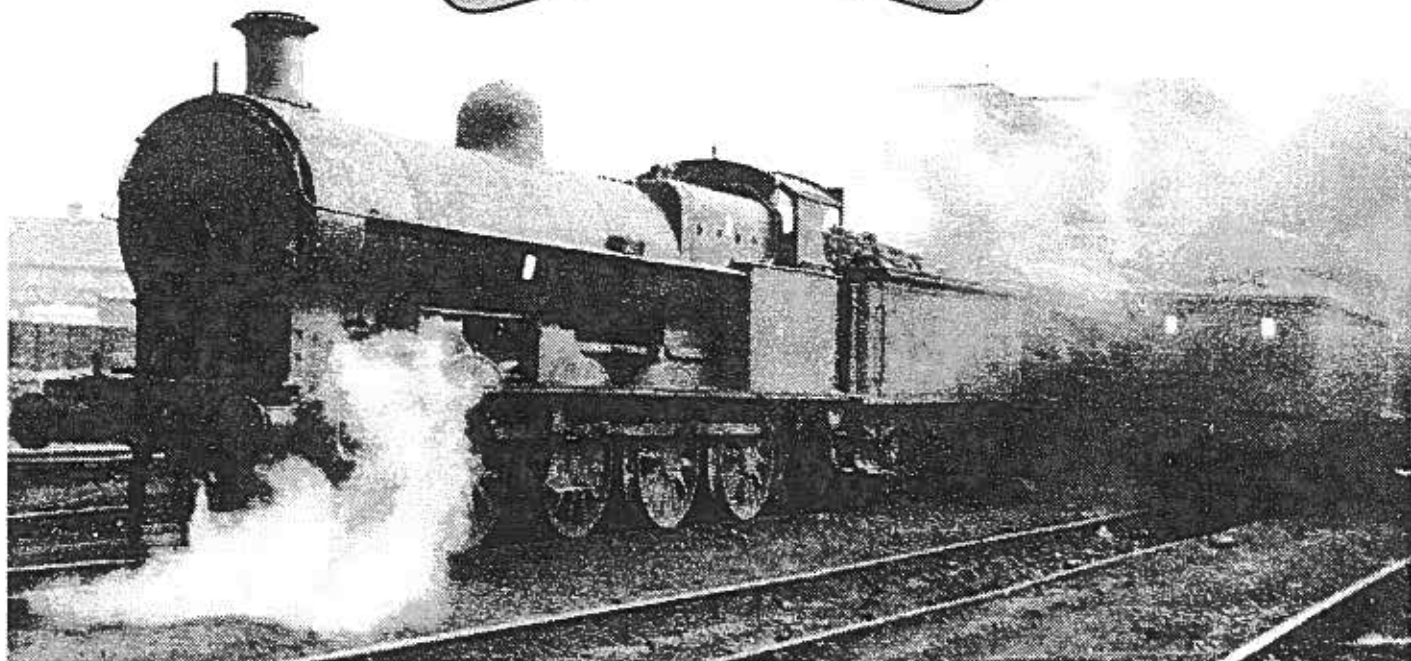


# THE MARLOW DONKEY



Edition

88

March 1999



Contents:

Great Western Railway 4-4-0's

Boyhood Memories

The Poppy Line

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

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FRONT COVER PHOTOGRAPHS: *Both photos: Gordon Rippington.*

*Top photo: 7F 49099 'Bescot' This class was unique for not having smokebox number plates. Bottom photo: OF 51237 & 2F 47165 at Patricroft, April 1962 (note wooden rear buffer stocks).*

**Latest Copy Date for next issue of The Marlow Donkey 20th February 1999**

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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.

## 1999

Thursday 15 April	BRANCH LINES	Chris Gammell
Thursday 20 May	DIESEL	Derek Wright
Thursday 17 June	UNUSUAL ENGINES	Nick Kelly
Thursday 15 July	STRATFORD SHED	Stan Hinbest
August	NO MEETING	
Thursday 16 September	ACCIDENTS & THEIR VALUE	Mike Hanscombe
Thursday 21 October	ASPECTS OF GWR	Peter Lugg

## DAY TRIPS 1999

Sunday May 15	<b>North Norfolk Railway</b> From Maidenhead @ 6:30 - Approx £27.40 + £6.00 NNR (About 6 runs on NNR) To book speak to: Gordon Rippington	Train
Saturday 17 July	<b>Romney Hythe &amp; Dymchurch</b> Unlimited rail travel on RH&DR - About £20	Coach
Sunday 8 August	<b>FAWLEY</b> Bring your own picnic	Car £3
<b>2000</b>	<b>Somme</b>	

*Please note: The above programme is subject to change*



*The 'old' order at Paddington, with 50036 'Victorious' leading an unidentified classmate in NSE livery in platform 9, alongside a class 117 suburban DMU set in platform 10  
Photo: Tim Edmonds, 7 January 1989*

# RAILWAY ROUNDABOUT

## VIRGIN TILTING TRAINS

The latest news to date - subject always to change - is that 54 Tilting Train Units are planned for introduction in Spring 2001-2002, with a pre-series unit being delivered in July 2000, but - funding has yet to be agreed.

An order was placed in December for the supply and maintenance of 78 - D.E.M.U's again for supply in 2001 and 2002, with a maximum speed rating of 125 m.p.h, for use on both cross country and on the London Holyhead services. For the creation of these trains, Alstoms have a 200 strong team at their Washwood Heath plant.

As matters stand at present there will also be forty 5 car and four 4 car sets, all tilting, however thirty four 4 car sets will be non-tilting. All to be built at the Bombardier plant at Wakefield.

## OTHER ITEMS

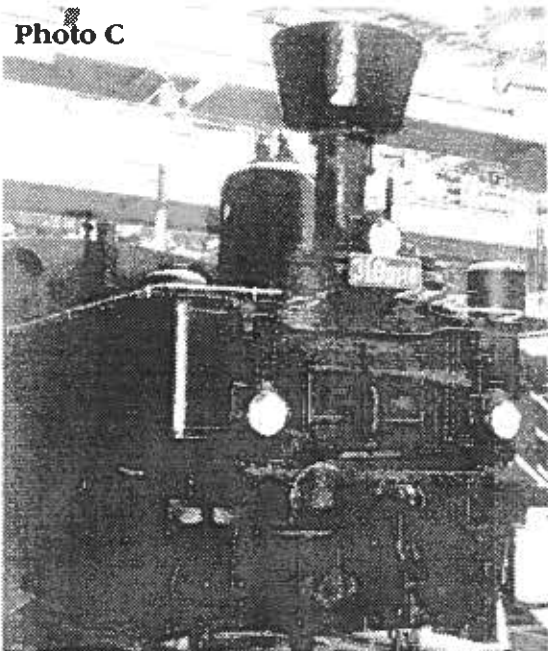
The Midland mainline is also seeing investment in new equipment and the London - Sheffield, Nottingham services will in May 1999 see the new Turbo Stars running in reasonable quantities, with seventeen 2 car sets coming into service. (This would have made 3 1/2 trains in the days of steam, but we must not chide!)

A variant of the Class 170 used on the Midland appears as the 170/2 and eight 3 car sets.(No I won't comment!), will run the London - Norwich services. Both types are built by Adtranz and rated for 100 m.p.h., using M.T.U. Engines with Voith Transmissions and ZF final drive. All coaches will have Air Conditioning

On the Docklands railway, the extension to Lewisham is proceeding apace, the tunnel under the Thames having been finished four months early in April 1998. A new station for the "Cutty Sark" preserved sailing ship, will carry that name and yet another generation of computer software promises, we are told, more flexibility than the present one. Total length of the extension is 4.2 Km and building progress appears much smoother than the notorious Jubilee Line extension.

Passenger journeys have upped from 3.3 million in 1987 - 8 to an estimated 26 million in 1998 - 1999, well over a seven fold increase in the time.

Photo C



## OVERSEAS

Overseas, the French continue with the expansion of the T.G.V. lines with the construction of another 250 Km (150 miles) to Marseilles with a junction west of Avignon for Nîmes.

Completion is scheduled for 2001 and talk is of the fastest trains running Paris - Marseilles in 3 hours - quite some schedule!

The Rail link between Denmark and Sweden with the crossing of the Øresund proceeds and the first spans of the bridge section were completed in 1998. This again will be a major step forward in European Rail transport, when built.

Switzerland is proceeding with the two major Alpine Tunnels which have received 63.5% public support, with a view to keeping lorries in transit off their roads. Both the base tunnels for the Gotthard and Loetschberg routes are being worked on.

Internet enthusiasts maybe interested to know that passengers on the German railways can now "Surf the Internet" on trains operating between Hamburg and Basel and Hamburg - Stuttgart. No doubt the addiction will spread!

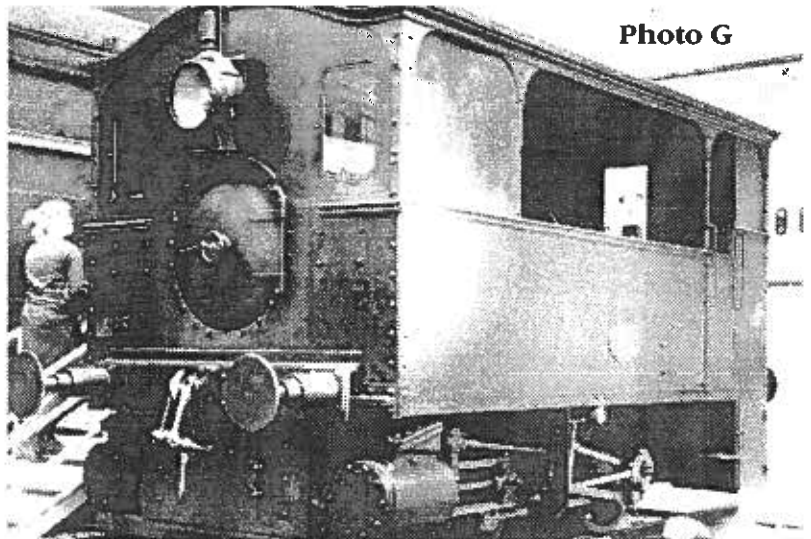
## GHOST OF THE PAST

The Waverley route is dead but won't lie down. Closed in the Beeching era, it provided a tough but fascinating run from Carlisle to Edinburgh and its demise cut several towns in the Southern Uplands of Scotland off the rail completely.

Over the years, schemes for rebuilding all or part have kept on appearing and the latest incorporates a freight line from Carlisle over part of the route to bring out timber and also a suburban route out of Edinburgh covering part of the Northern section. With the resurgence taking place, particularly in freight, the incredible might yet happen even though bits of the old line have been built over here and there.

Talk is already around on how to find extra through routes for future increase in freight, with alternative routes to the E.C.M.L. under section consideration, so the impossible might occur and allow part of the Waverley route could appear. Did someone whisper European Funding?

Photo G



# A TRIP TO THE PRAGUE TECHNICAL MUSEUM

A short holiday which involved several days spent in Prague enabled a quick visit to be made to the Technical Museum, a few minutes walk from the Tram route. No 1.

Whilst a range of topics are included in the Museum, time was only available for a view of the railway collection exhibited in the Main Hall, although a number of other steam locos are still steamable and have been in operation recently, these including the superb post-war 4-8-2 Class 498 of which two are still used for preservation runs.

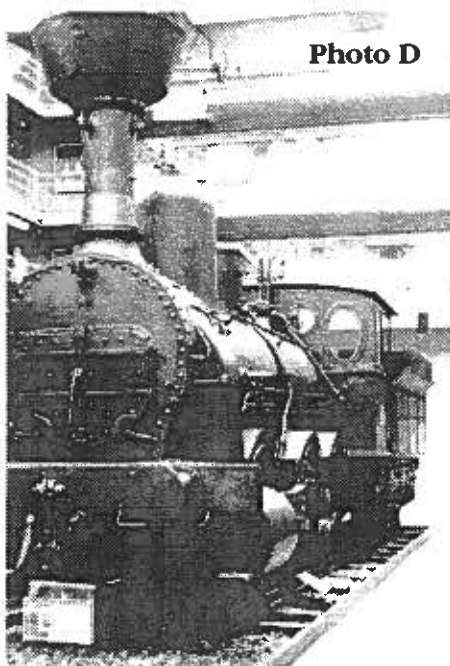
The first impression on entering the Main Hall is of old time Austria, with both an Engerth design of Semmering fame and a magnificent Golsdorf 2-6-4 catching the eye immediately.

The design came to fame as the first practical machine to work reliably over the notorious Semmering Incline in Austria and grades of equal severity existed on the Bustehrad Railway. Five locos of this design were used and the design included a part weight of the Tender being transferred to the engine to improve adhesion. The original design included a chain drive to the bogie wheels but this proved unreliable and was abandoned.

Unfortunately conditions are rather crowded in the Museum and photo C shows this with loco 310.0118. By coincidence 310 is the Austrian Class number of the Golsdorf compound but in this case it is an 0-6-0 T first supplied to the KAADEN Railway in 1903 and withdrawn in 1965 after a long period of shunting duties. The builders were Czecho Moravian Works in Prague.

*Photo D* shows an 0-6-0 railway Hartmann design built in Chemnitz, Germany for the Usti Teplice Rlwy in 1869. In service the design proved unsteady runners at above 30mph. and finished their lives shunting, the last being withdrawn in 1937.

The locomotive in *Photo E* is a 4-4-0 built by G. Sigl of Wiener Neustadt in Austria. This loco represents the 4 coupled express locomotives as used in the country and was withdrawn in 1928 after which it was a stationary boiler till 1932 when it was purchased by the Technical Museum.



**Photo D**

Czechoslovakia, as it was called until the recent split up of the country, was part of the Austro-Hungarian empire until World War 1, the Austrian domination in loco design is clear, but the Hungarian influence is

shown in the Brotan boiler in which the firebox comprises a series of water tubes, either side of the grate. The design was widely used in Hungary, although Brotan himself was Czech and Hungary in earlier days included Slovakia.

The horizontal drum on top of the boiler in front of the dome is the Pecs Rejto water purifier fitted again to a large number of Hungarian locos.

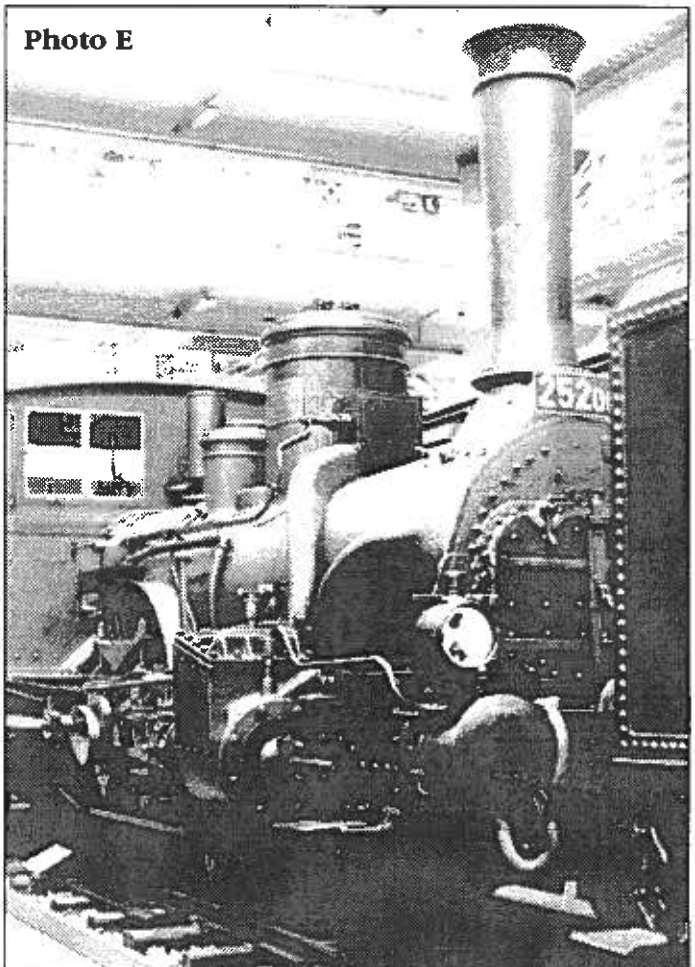
Near to the Broton Boiler is an 1887 Steam Tramway Loco No 6 GARTENAU built by Krauss in Austria. Originally used by the Salzburg Eisenbahn and Tramway, it finished up operating at a sugar factory in Doloplazy until 1955.

The exhibit which dominates the Main Hall is one of the celebrated Golsdorf 2-6-4 express passenger locomotives, a classic design designated Class 310 in Austria but 375 in Prague.

Restricted to 14 1/2 tons axle load (a G.W.King was 20tons plus), the all up weight is 86 tons. The huge grate of 49.7 square feet had to be carried on a four wheeled truck. 375.007 was built in Prague in 1911 and was one of 35 operating in the country, others out of a total of 111 were built in several works and were operated in Austria, Poland, Hungary and Yugoslavia. Another loco of this class but Austrian still operates Steam Preservation trips.

After a morning spent in the Museum a return to the Hotel was made on the No. 1 Tram and then the Metro system, which is both very cheap and runs very frequent services.

*Eddie Lewcock*



**Photo E**

# THE KEITH BROWN PAGES

## GREAT WESTERN RAILWAY 4-4-0'S

The number of Great Western 4-4-0's that I observed was certainly less than twenty. The two preserved ones, *City of Truro* and from the Bluebell line, the *Earl of Berkeley* come readily to mind. I also recall seeing *Skylark* once in Reading station and a few Dukedogs, but that's about the sum total of my sightings.

I borrowed a couple of books recently from the High Wycombe library on the subject of the G.W.R. in Devon and Cornwall. My interest was revived, or to be more accurate, curiosity in these fine locomotives was heightened on seeing photographs of them climbing the steep banks of Devon. I was however puzzled by the same named locomotive displaying different numbers from one book to the other. Had this occurred once a misprint could have been the answer but three instances over the two books decided for me that I would have to do some research into these locomotives.

What surprised me most on completing my research was to discover that in fifteen years the G.W.R. built over 320 of this wheel arrangement in thirteen batches as detailed below: -

### NEW BUILDS

Batch	Built Between	Class	Qty	Pre 1913 Numbers	Post 1913 Numbers	Last Withdrawn
1	May 1895-Mar 1897	Dukes	40	3252-3291	3252-3291 From 1946 90+last two	June 1950 9054 <i>Cornubia</i>
2	Dec 1897-Jan 1899	Badminton	20	3292-3311	4100-4119	May 1931 4113 <i>Sampson</i>
3	Oct 1898-Aug 1899	Dukes	20	3312-3331	3252-3291 From 1946 90+last two	July 1951 9089
4	Nov 1899-Dec 1900	Bulldog	41	3332-3372	3320-3360	Nov 1949 3341 <i>Blasius</i>
5	Apr 1900-Aug 1901	Atbara	27	3373-3399	4120-4145	Apr 1931 4132 <i>Pembroke</i>
6	Aug 1901-Oct 1901	Atbara	10	3400-3409	3700-3709	Nov 1929 3700 <i>Durban</i>
7	Oct 1901-Oct 1901	Atbara	3	3410-3412	4146-4148	May 1931 4148 <i>Singapore</i>
8	Dec 1902-May 1903	Bulldog	20	3413-3432	3361-3380	Mar 1951 3377 <i>Penzance</i>
9	Mar 1903-May 1903	City	10	3433-3442	3710-3719	May 1931 3712 <i>City of Bristol</i>
10	Sep 1903-Apr 1904	Bulldog	30	3443-3472	3381-3410	Jan 1951 3406 <i>Calcutta</i>
11	Dec 1904-Dec 1912	County	40	3473-3512	3800-3839	Dec 1933 3834 <i>County of Somerset</i>
12	Apr 1906-Jan 1910	Bulldog	45	3701-3745	3411-3455	Nov 1951 3453/54 <i>Seagull /Skylark</i>
13	May 1908-Jul 1908	Flower	20	4101-4120	4149-4168	Apr 1931 4150 <i>Begonia</i>

Besides new constructions, there were six rebuilding programmes embarked upon concerning locomotives of the 4-4-0 wheel arrangement: -

- 1) Between March 1894 and June 1894 three old broad gauge 2-4-0's and a standard gauge 2-4-0 were converted to a 4-4-0 wheel arrangement. (Batch 14).
- 2) Twenty Dukes were rebuilt as Bulldogs between Feb. 1902 and Jan 1909. (Batch 15).
- 3) A further 40 locomotives were rebuilt between March 1899 and October 1902 from 0-4-2 and 0-4-4 tank engines, some of which were originally built to broad gauge dimensions. These little tanks were prone to derail easily, hence the need for major alterations. In rebuilt form they became known as the "3521" class but not all were rebuilt with the same size boiler. 26 were rebuilt with the small S2 boiler and the remainder with the standard No.3. (Batch 16)

- 4) All the Atbaras built in batch 6 were converted to City class between Feb 1902 and Feb 1909 (Batch 17)
- 5) Between May 1936 and Nov. 1939 the frames of 29 Bulldogs were paired with the boilers of withdrawn Dukes to make up the Earl class which were affectionately known at the time as Dukedogs. (Batch 18).
- 6) During 1903 one of the Badminton's, 3297 *Earl Cawdor* underwent a major transformation and appeared with a very large flush round top boiler designed by F.G.Wright who was Chief Assistant to the Chief Mechanical Engineer. This incorporated about every feature that Churchward's boilers did not. However in 1906 it was considered unsuccessful and a standard boiler was substituted and the special boiler was removed and subsequently cut up.

## REBUILDS

Batch	Built between	Class	Qty	Pre 1913 Numbers	Post 1913 Numbers	Last withdrawn
14	Mar 1894-Jun 1894	Armstrong	4	16,7,14 & 8	4169-4172	Jul 1930 4169 <i>Brunel</i>
15	Feb 1902-Jan 1909	Bulldog	20	From batches 1 and 3	3300-3319	Apr 1946 3313 <i>Jupiter</i>
16	Mar 1899-Oct 1902	3521	40	3521-3560	3521-3560	May 1934 3557
17	Feb 1902-Feb 1909	City	10	Ex. Batch 6	3700-3709	Nov 1929 3700 <i>Durban</i>
18	May 1936-Nov 1939	Earls <i>Dukedog</i>	29	From batches 1,3,8,10 & 12	3200-3228 From 1946 9000-9028	Nov 1960 9017 <i>Earl of Berkeley</i>

The first thirteen batches produced 326 locomotives and they were numbered consecutively as they were built irrespective of the class. The authorities decided this was rather a muddled affair and in 1913 decided to renumber by class of locomotive. A rather costly exercise, bearing in mind that brass cast plates had been used. In typical G.W.R. fashion though, correctness and neatness prevailed. At last, I had now discovered why my library book photographs had varying numbers for the same locomotive.

One of the Atbaras 3382 *Mafeking* was destroyed in an accident in 1911 at Henley-in-Arden. This is the reason why only 26 new numbers were allocated to batch 5.

When it came to naming these new 4-4-0's the powers to be tried to keep to a theme but were not always successful as you will see: -

**Batch 1.** All 40 named after people (real and mythical), places, buildings, rivers and birds directly related to Devon and Cornwall.

**Batch 2.** Mainly Directors of the G.W.R., influential landowners and their residences.

**Batch 3.** As for batch 1 but the field had extended now to Somerset as well.

**Batch 4.** West Country names but name and number combined on an oval plate affixed to the cab.

**Batches 5, 6 and 7.** These 40 locomotives formed the Atbara class, the name of the first in the batch.

Atbara was an Egyptian River and scene of a battle in the Sudanese War. Three others were named with a Sudanese theme. A further 14 had connections with the Boer War, 2 were G.W.R. directors and the final 19 were places visited on the 1901 Royal Tour by the then Duke and Duchess of York. The last one was *Ophir*, the Orient Line steamship chartered for the voyage as the royal yacht.

**Batch 8.** Consisted of 14 Directors of the G.W.R., 4 West Country rivers, plus Penzance and Edward VII. who was King at the time this batch was constructed.

**Batch 9.** All named after Cities on the Great Western Railway.

**Batch 10.** Of the 30 built, 20 were named after places in the British Empire (when the world atlas had much more pink in it than it has nowadays) and 10 were towns served by the railway. Problems arose here as passengers thought the name referred to the destination of the train and in 1927 these were removed. Passengers evidently were more knowledgeable by the time the Southern Railway named their West Country class. As you know most of these names remained attached for the life of the locomotive.

**Batch 11.** Ten were named after counties in South East Ireland. The remaining 30, were counties in England and Wales. Comparing these names to the later 4-6-0 Hawkesworth designed counties; Bedford and Flint had been replaced by Montgomery and Northampton. Brecon by 1946 had become Brecknock.

**Batch 12.** Was made up of 10 Directors, 15 Birds, and presumably to promote tourists, *Weston-super-Mare* and *Aberystwyth*. These latter two were removed, again to save passenger confusion. The remaining 18 were never named.

**Batch 13.** All 20 named after flowers said to have been grown in Mr. Churchward's own garden.

**Batch 14.** Retained names given when broad gauge. *Armstrong*, *Gooch*, *Brunel* and *Charles Saunders*. The latter was superintendent of the line between 1840 and 1863.

**Batch 15.** Retained names given when in Duke class.

**Batch 16.** Not named.

**Batch 17.** Retained the names given when built.

**Batch 18.** Allocated names of Earls who were past or present Directors. Only 13 were actually carried by the intended locomotive and in 1937 all were removed in order to be given to Castle class locomotives whose existing castle names were retained for later use on the 70xx members when constructed.

So on the next occasion you see *City of Truro* or *Earl of Berkeley* I hope you will recall that they are the last survivors of the 4-4-0's who performed sterling service for the Great Western Railway until the more powerful Saints and Stars were constructed.

Alan Morris produced a black & white photograph of 3418 *Sir Arthur Yorke* at the January meeting which he had photographed at Southall in 1948. This loco remained in service until August 1949. Sir Arthur Yorke was Chief Inspector of Railways between 1900-1913 and from 1914-1930 a Director of Great Western Railway.

I am indebted to The Railway Correspondence and Travel Societies publication; 'Deans Larger Tender Engines' published in 1954 for the details in this article.

*Keith Brown.*

*Photo: Earl Cawdor Badminton class 3297 (later 4105) with the experimental Wright type boiler fitted..*



## THE CHICAGO ELEVATED RAILWAY

The 'L' as it is now known (once the 'El') is a rather unique inner city transit system opened in 1892. Somehow it seems out of place in the modern city of high rise and green glass. Yet you can hardly walk by any street in downtown Chicago without seeing this unusual rumbling apparatus flying above or across the street or hear its train wheels squealing as it takes seemingly impossible turns.



The downtown commercial and shopping area of Chicago is, in fact, multideck. Almost all road and river bridges are on two levels, which explains the absence of trucks and many private vehicles on the main thoroughfares. Deliveries take place at the lower level, which is in half darkness and certainly not a place to wander at night. This is how the city was planned and it certainly appears to work effectively especially in winter when temperatures really drop and snowfalls are deep. Nevertheless it is quite disconcerting when most pavements and sections of road at 'normal' level move and rattle with the passage of vehicles.

Chicago Transit Authority (CTA) operates the integrated bus, subway, 'L' and suburban train service for the city. It is quite comprehensive and inexpensive. An area of seven blocks by five on the southside of the Chicago River forms the Loop, which has become the local name for the area. The Brown and Purple lines (the latter rush-hour only) enter from the north, circle the loop (in opposite directions) and exit north. The Orange line enters and exits from the south. The Green line enters stage left (west) and exits south. So there is a constant flow of three car stainless steel units in all directions.

Rather like a giant train set for the signalman who must be at his witsend by shutdown time, as all crossings and junctions are at the same level. At Lake and Wells it is common to see trains waiting at 90 degrees to each other. Through and under the Loop run the Red and Blue subway lines, built much later in 1943. Got it?

The fare structure is zoned with a single downtown fare of just \$1.50 per journey. All routes are well used and extend considerable distances out for the commuters but should be avoided in rush hours, rather like London's tube. However a circular trip from say Merchandise Mart on the Brown line is well worth the experience. Frequency is reasonable at 3 to 12 minutes at (c)rush times and 6 to 20 minutes usually at other times, with a night service on most lines.

From relative ground level the steel supporting structure looks antiquated and in need of attention or repairing or both. It strides through the city like an add-on of very dated, over specified scaffolding but truth is it was there long before most of the buildings. Only in the northern Oldtown area does it begin to look in the right time zone but this quarter is fast disappearing. Clearly there is a continuing need for such a rapid transit system but how long will the flat fronted austere looking units continue to balance their way around the trackway like those ceiling height model railways in many toy shops. Maybe a super streamlined monorail or slim pillared elegant system will one day appear but the magic of the 'L' may then disappear. Boy, I do like Chicago.

*Mike Hyde.*



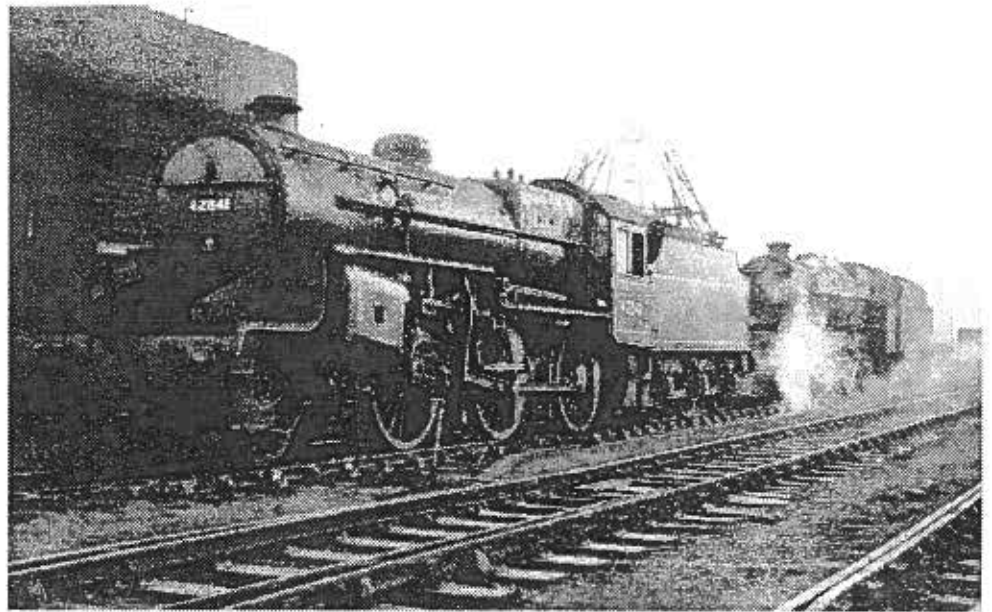
# BOYHOOD MEMORIES

By Gordon Rippington

During the 50's I became a member of The Chiltern Railway Society, its H.Q. being The Coach & Horses Inn, Easton Street, High Wycombe, now long since demolished. The Society's main function to provide organised visits to installations throughout the U.K. Travel was mostly by coach, hired from Jeffways Travel with departures on Saturdays between 6.30 and 7a.m. The fare was usually in the region of 12 to 15 shillings. To provide myself with the funds for a trip an evening paper round was obtained grossing 6/6d per week, so one trip per month was all I could manage.

A typical days venue would be the areas around Nottingham/Leicester & Sheffield to see such depots as Toton, Annesley, Westhouses, Hasland, Staveley and Canklow as well as sub sheds which were usually unmanned on weekends. The sheds of prefix 16,18 & 41 were principally freight depots so they were packed to the gunnels with locos during weekends. To walk through Toton shed with all roads full of simmering locos was an unforgettable experience. The lighting was almost non-existent due to the thick acrid smoke, which came down to footplate level making breathing difficult as well as affecting vision. With some 100+ engines to observe it would take the best part of an hour to log down those seen. If stragglers were positioned some way from the main shed a 'runner' was despatched to log them, this duty usually given to one of the lads, more often than not myself.

One memorable trip over two days took us to Penzance, our overnight stop. Having taken in various depots on the way down we arrived in Penzance early evening to be



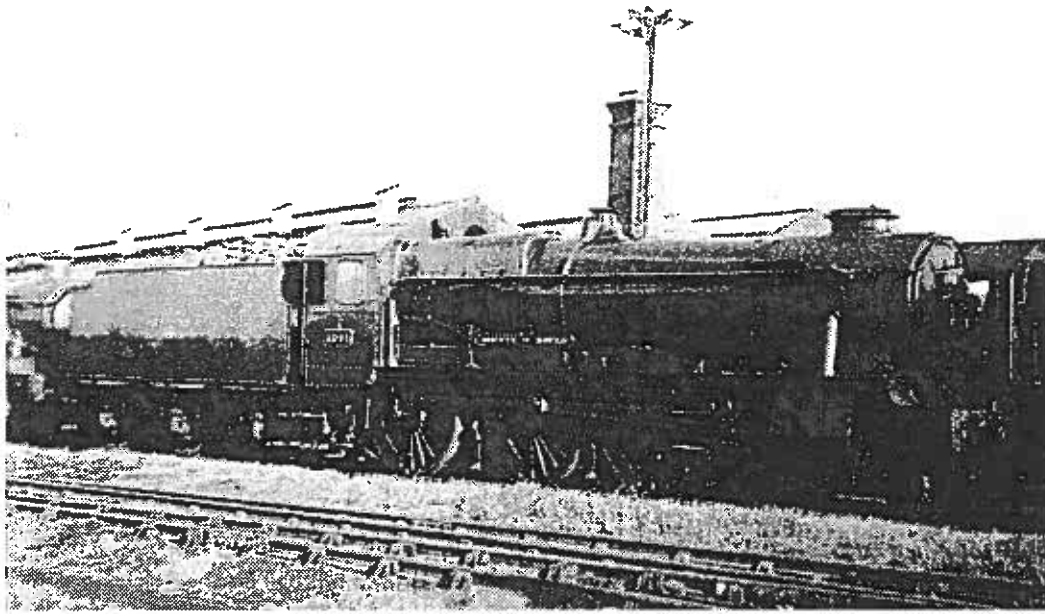
All photos: Gordon Rippington taken between 1957 - 1962

Above: Crab 42481 at Crewe South

distributed in various B&B locations. To this day I still laugh, as three other lads and I were shown our room. One double bed in the room that was it. The only choice was who slept at the head; this was decided by the tossing of a coin. I lost on both occasions; not the best nights sleep, but certainly the most memorable. Next morning four ravenous urchins descended on the dining room for a traditional breakfast. As most of us had consumed two days rations in one, 'Could you provide us with a packed lunch?' we enquired of our host. No was the reply, try the corner shop. In we went. All he had that appealed were Lyons fruit pies individually boxed, priced 6d. Armed with a selection of these plus a bottle of Tizer or Dandelion & Burdock loaded in to our trusty duffel bags this was our diet for the day. Back on the coach for the first shed of the day, 846 Penzance. As always on these trips there is one who has to be the

'hare'. First off the coach he races to a row of locos to shout the good news. With a shriek 'its here there she was 1001 County of Bucks. For myself and several others our last County. The next major shed visited on our return leg was Exmouth Junction 72A. Allocated here were WC & BB Bullieds that seldom ventured past Salisbury. With expectations running high we entered the yards, sods law, it was full of Nine Elms Bullieds. A quick chat

Patriot 45523 'Bangor' on a fitted freight Nr. Tring



1001 'County of Bucks' at Penzance

to the foreman revealed that most would be at Salisbury (not on our itinerary). A decision was made to attempt a visit without a permit. Our driver was urged to thrash his beast uphill and down dale across Salisbury Plain to reach the shed before dusk. This was managed just as the light was going. To the delight of many of us the shed did have many of the 72A's Bullieds within. We arrived back at High Wycombe much later than usual, dirty and weary just in time to catch the local to Beaconsfield hauled by one of Mr. Thompson's L1's. As I walked up the garden path (11.15pm) and just about to put key in latch, the door opens, there stands Mother who utters that often used phrase 'What ever time do you call this?', followed by 'Get washed and get straight to bed' These late home comings would incur a penalty more often than not, that being, my cycle would be locked away for a week to deprive me of visits to either Taplow, Hatfield, Watford or Weybridge. So I had to support my local GW/GC Joint.

During this period several lads from Beaconsfield would gather at the station on Saturday evenings about 11.30pm. With the duty porters permission we waited for the first in bound 'Starlight Special' from Glasgow. This usually, if on time, would dash through about 12.15am. Usually a York engine in filthy condition, this could be a B16 or a K3. To assist in the recognition of this spectacle we were permitted to have on one platform gas lamp, about the strength of a 60w bulb. Also positioned on the platform one of our cycles upturned with the dynamo being hand cranked at a furious pace to supplement the gas lamp. In the split seconds it takes to pass, the footplatemen gazed out in disbelief at what they were witnessing. Having passed, the gas lamp was turned off with the aid of the long pole, which was kept beneath the footbridge. Upon opening our loco shed books at the given page, two phrases were heard, 'Thats a cop' or 'Scrap the crate'. The following Saturday the same gang would repeat this spectacle, until we were joined by an older guy who had purchased a motor scooter; now we have cracked it, no more dynamo or gas lamp. this really did light up the line. This guaranteed a response from the footplate with a lengthy whistle and a wave.

To boost my income one could earn upto £2 on a weekend as a golf caddy. This would mean being outside the caddy shop at 8.00am in order to get two rounds in during the day. The Beaconsfield Golf Club is situated next to Seer Green station, so this was a thirty minute run across fields and through woods. running alongside the railway. As a willowy 14 year old with a golf bag across ones shoulder with often a full set of clubs plus weight of a leather bag, the 18 holes in front was to become a tiring 3 1/2 hours slog. The agreed minimum fee for a round

was 6/- plus tips if you excelled etc. During one round, specials were in bound to Wembley for a final, (Hockey I believe). I could hardly believe my eyes, speeding past A2, 60526 Sugar Palm, that was the one and only occasion I saw that loco. With this extra cash trips to London termini were taken, as well as extra trips with the Society to Crewe, North Wales etc. My lasting regret is that I did not take enough photographs during these visits. It was either the trip or film and processing, funds did not stretch to both.

As steam began to wane in favour of 'buzz boxes' the Society ran fewer trips, plus the fact a number of us started noticing the opposite sex. Although this was a



35020 'Bibby Line' at Nine Elms

pleasant distraction, I, like many of this period regret not witnessing the final throws of steam on the Southern and in the North West. Today's main line runs, as well as many preservation lines, do try and capture those scenes of 45 to 50 years ago which hold such fond memories. To this day my wife is convinced I am trying to capture my lost youth, and she is probably right.

Oh! That we could turn the clock back and do it all again.

North Norfolk was christened 'Poppyland' by a Daily Telegraph journalist in Victorian times and the name has been adapted for the 'North Norfolk Railway' which runs between Sheringham and Holt. The 5 mile line, once part of the M&GN (aka 'muddle and go nowhere'), runs for the most part in sight of the sea. This part of East

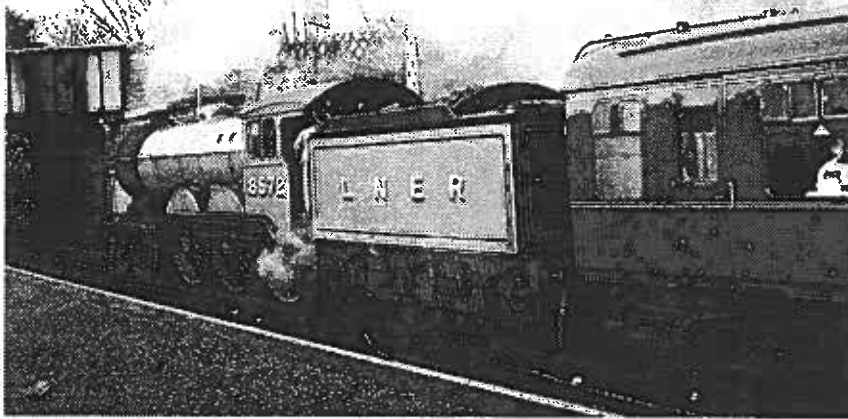
Anglia is surprisingly hilly and even in December, when we travelled, it was colourful, picturesque and interesting.

There are two interesting stations; Weybourne and Kelling Heath (in truth a halt). At the latter station steam trains will not stop westbound because of the gradient. Holt station was built by volunteers in 1988 and is about a mile from both the very attractive town and the original station beyond the new bypass (on the line's further trackbed). It has a footbridge from Stowmarket, a signal box from Holt and has been restored to recreate the 1930s in LNER green and cream. The society's bookshop is in the old Stationmaster's office and the railway headquarters plus workshops are also located here. Look out for the M&GN somersault signals!

But Sheringham is their star station, dating from 1887 when it stood in open countryside near a small fishing village. Nowadays a main road severs the track from the 'BR' (Anglia)

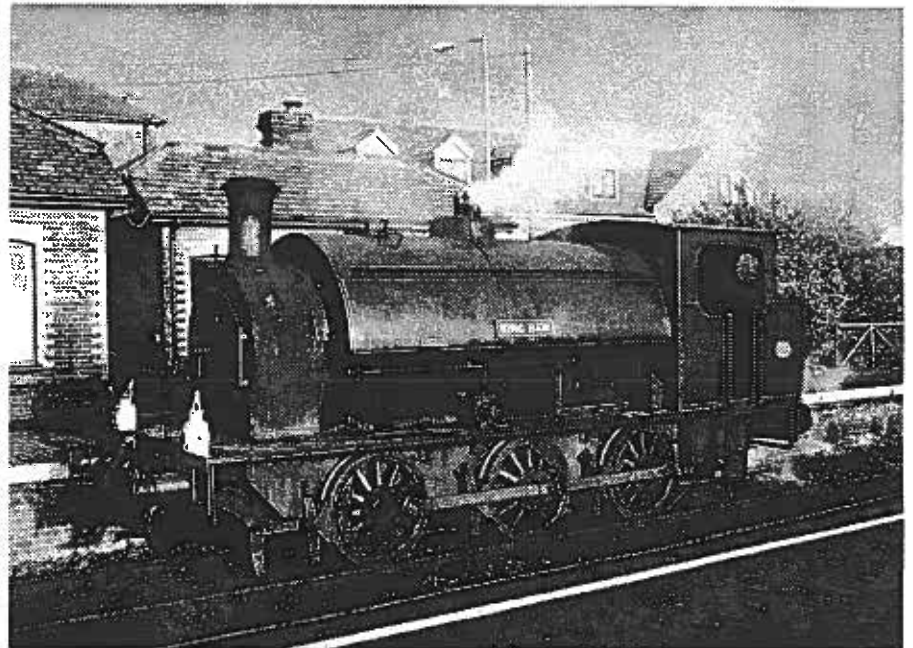
## THE POPPY LINE

by Mike Hyde



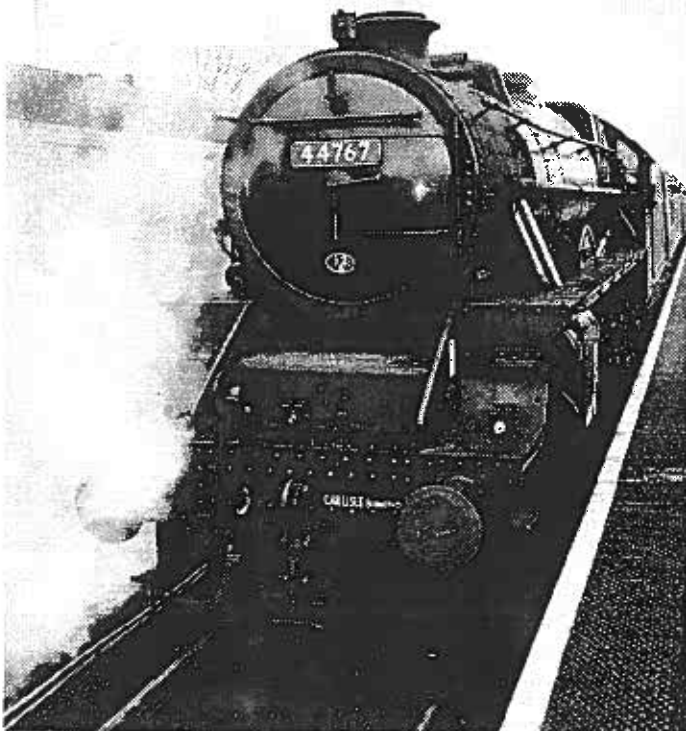
single platform station. Fortunately the NNR has the benefit of the attractive old station buildings, including one from the GER, a WH Smith bookstall on long term loan from the NRM (its now used as a model railway shop) and the once operational signal box from the level crossing (the severed trackbed) in Station Road. There

are three platforms linked at ground level and beyond the station are sidings and an operational box recovered from Wensum Junction, Norwich. Here the single line tablet is exchanged. There are three main gradients running uphill westwards, the steepest being 1 in 80.



Resident loco, B12 No.8572, was on Santa Special duty and magnificently turned out in its LNER green. However, we travelled on a Christmas lunch special comprising two former Brighton Belle 1930s Pullman coaches plus converted Mk.1 BG now in use as the kitchen car and all hauled by class 5MT No. 44767 'George Stephenson'. Also in steam as Sheringham station pilot was Hunslet 0-6-0 saddle tank No.1982 'Ring Haw', ex Nassington Ironstone Mine, Northants.

The NNR has a surprising collection of diesel locos, particularly class 37s (37099, D6732/ex 032), D6302, class 25 D5207, D3935, a Rushton and a fireless engine. DMUs comprise of two 4wheeled railcars, plus E77963, and class 117s W51346, W51388. There are also some interesting coaches, eg, a 1937 Gresley Buffet 51769 and Gresley TK 3395. Unfortunately we had very little time to look around this delightful line but the friendly welcome we received and the wonderful location will ensure a return visit, perhaps with MDRS in the summer.



# ACCOMMODATION IN NORTH WALES

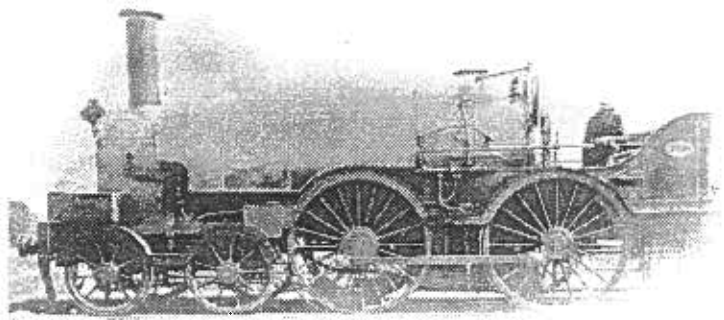
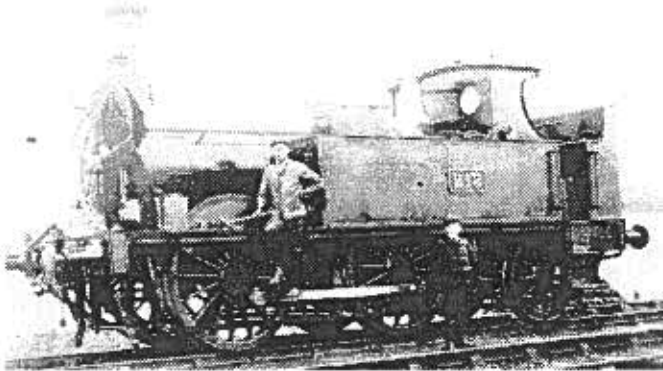
*(details provided by Mike Hycle)*

Situated in the heart of Snowdonia with views across the Vale of Ffestiniog, MAENTWROG ROAD Station is near the village of Gellilydan, some 10 miles from Porthmadog and 6 miles from Blaenau Ffestiniog. It is an ideal base for touring Caernarfon, Llandudno, Snowdon and the wonderful North Wales narrow gauge lines.

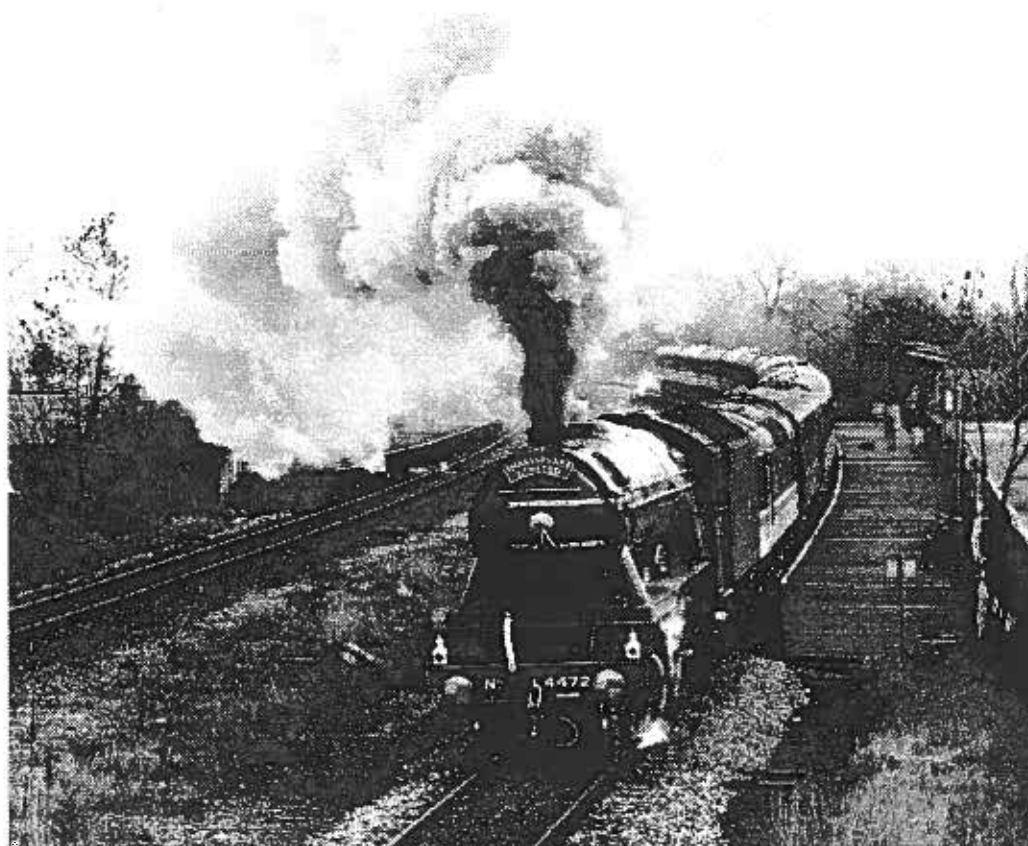
Built in the early 1880's by the Bala and Ffestiniog Railway Company, 12 passenger trains used to pass the station in its heyday. Soon after the line opened it was taken over by the GWR. Queen Victoria and other royals passed through the station when visiting friends at Plas Tan Y Bwlch. The line closed to passenger traffic in 1961 but was retained for freight use until 3 years ago. However, there are no plans to lift the track and specials occasionally pass through.

The station buildings are situated in 2 acres. Prices are based on an occupancy of 4 although 2 more can be accommodated on settee beds. Disabled persons are provided for and the lady of the house (station!) can provide a sitting service to give parents or carers a break if required. Children and pets are welcome. Prices for 4 persons in 1998/99 range from £280 to £420 per week (Sat/Sat) according to season. Subject to availability short break may also be possible, eg Sat/Tues.

For a brochure, prices or to make a booking, contact Ken and Michal Allen on 01766 590233 or Fax 01766 590488. The Allens acquired the station in 1996 after holidaying in the area over 30 years. They moved from Lane End, near Marlow. Please mention the Marlow Railway Society should you ring. If you do go, tell the Editor of the 'Donkey' about the trip afterwards.



*Keith Brown has identified the two photos on the cover of the last issue of 'The Marlow Donkey'.*



*Top left is Class 517, No 218 built July 1876, withdrawn Sept 1930.*

*Above is Bogie Class 'Horace' NO 878 built Sept. 1854, withdrawn Dec. 1880. (The last of its' class to be withdrawn). Horace was one of 15 engines, this is one of 13 built by R & W Hawthorn. Horace ended its days on the South Devon and Cornwall lines.*

*4472 'Flying Scotsman' passes Sudbury & Harrow with the 'Shakespeare Limited'. Note the presence of ETHEL 3 immediately behind the loco, and the old wooden platforms since replaced by an island.*

*Photo: Tim Edmonds,  
22 March 1987*

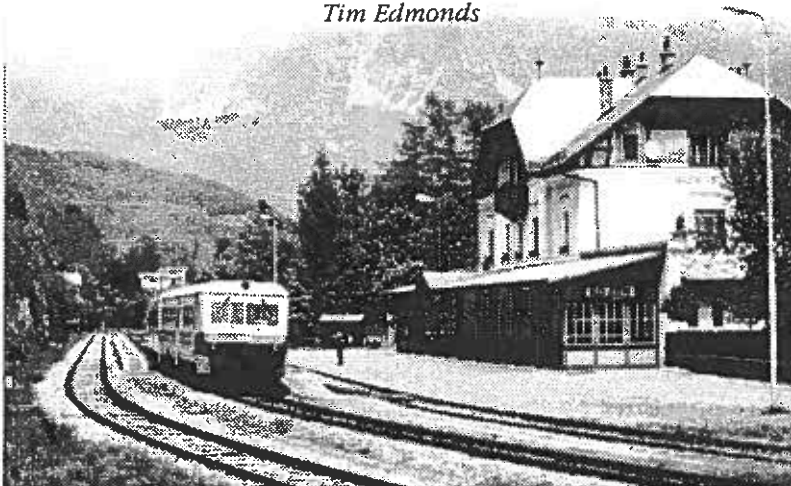
# LOOKS AREN'T EVERYTHING

Tim Edmonds

Identifying DMUs is not one of my strong points. However, I do like to know what's in my photographs and so have to resort to looking things up when I write a caption for a DMU picture. This can be tricky with British trains, but trying to work out what I'd photographed on holiday in Slovenia in 1998 was more of a problem due to the paucity of suitable reference material. A combination of *Railways Today*, *Continental Railway Journal* and the internet helped me to sort things out.

At Slovenian independence in 1991 the new railway system, Slovenske Železnice, inherited its fleet from the former Yugoslavian State Railways, Jugoslovenske Železnice. The few DMUs I saw were all repainted ex JZ sets and my first impression was that there was little difference between them. However, looks can deceive. My two pictures of two superficially similar two-car sets illustrate the point, because a little delving has shown that they are quite different 'under the skin'. One shows cars 713-108/715-108 on a suburban working at Ljubljana, the other shows cars 813-109/814-109 on a Jesenice - Nova Gorica working at Bled Jezero.

Using the numbers was an obvious starting point for identification, and my first lesson was the motor and trailer units carry different numbers, the class being known by that on the motor unit. That meant my pictures were of a 713 and an 813. The next lesson was that the



*At Bled Jezero station, Slovenia, SZ 2-car DMU (class 813-1, Slovene body on Fiat frames and running gear) sets off over the mountains to Nova Gorica. This line sees steam specials in the summer. 17 May 1998.*

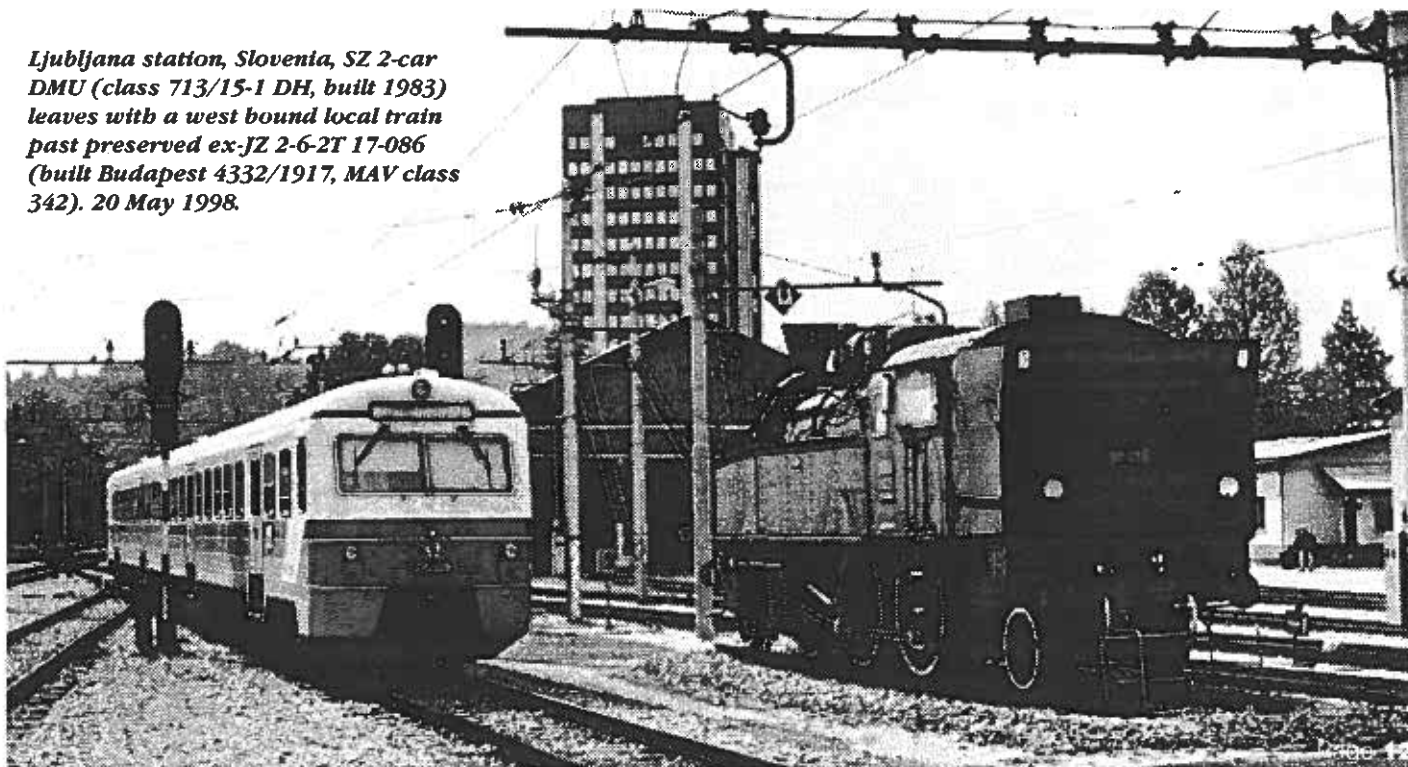
first digit was the JZ method of identifying the transmission method, so the 713 was a diesel hydraulic and the 813 a diesel mechanical.

The fourth digit indicates variants on the original design. The prototype would have a zero, so these were first generation variants. The diesel hydraulic is German in origin, for class 713-0 was a batch of units

built by Messerschmidt-Bölkow-Blohm in 1982. The following year a batch was built under licence in Slovenia by TVT of Maribor and classified as 713-1. In contrast, the diesel mechanical has an Italian ancestry. Class 813-0 was built by Fiat but many units underwent a TVT rebuild to become class 813-1. The motors, frames and bogies were reused, but the body is a complete reconstruction and is roughly contemporary with the class 713-1. So the explanation for the visual similarities between the classes was because the bodywork came from the same place at about the same time.

So looks aren't everything when it comes to identifying Slovenian DMUs and you need know what's under the bodywork, but at least the TVT 'house style' gives the SZ units a national identity. This is something vital to a newly emerging country and the tradition will doubtless be continued now that TVT are contracted to build a new class of EMU for SZ, at Maribor, under licence from Siemens of Austria.

*Ljubljana station, Slovenia, SZ 2-car DMU (class 713/15-1 DH, built 1983) leaves with a west bound local train past preserved ex-JZ 2-6-2T 17-086 (built Budapest 4332/1917, MAV class 342). 20 May 1998.*



# BOOKSHELF

Alan Costello

## **A Country Branch Line Vol. 1 and Vol. 2**

P.Karau & C Turner

Wild Swan

ISBN 1 874103 457/461

These two books are a history of the Watlington branch line covering the period from its opening in 1872 to the closure of the Chinnor to Watlington section in 1961. A very detailed look at the line is covered in Volume 1, followed by a description of the stations together with a brief history of the Chinnor Cement Works in Volume 2. The usual high standards expected of Wild Swan publications are upheld with good quality photos and diagrams throughout both books. Appendices to Volume 1 include its rolling stock, loco allocations at various dates, a line profile and a list of Station Masters. For a 7-mile line it is surprising that it needs two books to describe it. As usual with Wild Swan publications the cost is quite high, with over £50 needed to buy both books, but they are well worth buying or borrowing from a library.

## **Encyclopaedia of Modern traction Names**

C.Marsden

Channel AV publishing

ISBN 1 901419 02 9

The book starts with a brief history of diesel/electric naming followed by a description of how Newton Replicas make a nameplate, starting with a wooden pattern through to the finished product. The main part lists the official names in alphabetical order of locos, diesel/electric, coaches and non-powered stock. A photo of each nameplate is accompanied by the number of the loco, where applied, and if appropriate removed, where named and by whom (if known), and the meaning of the name. Also included are the Euro Shuttle locos and Metro vehicles. Other sections list unofficial names and names of preserved and industrial traction, together with the Depot Logos. A numeric cross-reference is also included. The book is up to date to the end of 1997 with some late information up to February 1998.

## **Trains Annual 1965**

Ian Allan

The 19th edition starts with a look at speed in the 20th Century. The article ends up wondering which countries in Europe (and when) will have any schedules of 100mph. Other main subjects covered are the Ivatt Atlantics, Steam on Beattock bank, lines in Central Wales and the demise of steam on the Great Northern line. An interesting trip, which would need a few changes today, is from Woolwich Arsenal to Wood Green is also described. Foreign interest includes the French AC electrics, Ireland in the 60's and steam excursions in Ontario.

## **The Southern Pacifics**

R.Mannion

Sutton Publishing Ltd.

ISBN 0 7509 1734 2

This is yet another book on Bulleid's Pacifics for the Southern Region with little to add to earlier books; in fact some parts are very similar to the RCTS publication of 1976. It was originally suggested that the new engines would be a 2-8-2 design and after that was turned down a 4-8-2 but eventually it was decided to build them as 4-6-2's. When the first Merchant Navy appeared it came as shock to many people with its streamline appearance and green with yellow stripes colour scheme. The troublesome part of the design was the valve gear that was enclosed in an oil bath until it was replaced when the class was rebuilt. The lighter versions were built, (rather excessive for the work required) which were known as the West Country and Battle of Britain class. A poor index concludes the book.

## **Southern Electrics. A view from the past.**

G.Watere

Ian Allan

ISBN 0 7110 2621 1

Staying with the Southern Region, a collection of photos showing the varied designs of the electric units gathering the current using pantographs to the more advanced! units using the third rail. Text includes the meaning of the classification of the sets (still in use today) with Route Indicators. Also listed is the Berthing Allocation showing the number of sets allocated to each siding over the region in 1955. A good selection of photos of the sets in action is included.

# KEMPTON GREAT ENGINE TRUST

There are few chances of seeing some historical engines that are really large. The Kew Bridge Pumps and the 12000HP Quick Reversing Engine in the Don Museum, Sheffield are two such examples, but hopefully there will be another open to view in the coming years at Kempton Park, not so very far from High Wycombe.

The Kempton Park Pumping Station is a listed building, built with Southwork Brick and Portland Stone. The five engines were originally installed to pump water from Staines Aqueduct to a reservoir at Fortis Green near Muswell Hill were replaced in 1927 by the present two great Triple Expansion engines housed in the present building. The engines and pumps take up six gallery levels.

The engines ran at 25.4 RPM maximum speed and were manufactured by Worthington Simpson from designs provided by the Metropolitan Water Board Chief Engineer, Henry Stilgoe.

The HP cylinders are 29 inches in diameter, intermediate 54 inch and low pressure 86 inches diameter, all having a common stroke of 66 inches. The crankshafts weigh 30 Tons and each of the two fly wheels weighs 32 Tons. In service they pumped 24 million gallons of water per day until retired as recently as 1980, after a working life of nearly 50 years.

With the backing of Thames Water, who have provided a lot of the finance for the restoration work to be started by a small team of Mechanical and Electrical Engineers, who have founded a trust dedicated to the restoration work on these magnificent machines. Removal of asbestos and conversion of the electrics to 110 volts have gone ahead for site safety, a huge programme of work lies ahead.

One of the Trusts aims is to operate the restored engines for public viewing on selected weekends of the year.

*Eddie Lewcock*

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## 10 YEARS AGO

-1989-

The first Class 165 Sprinters allocated to Scotland entered service on The West Highland Line on 23 January 1989. This enabled a 25 minute reduction in journey time between Glasgow and Fort William.

BR found a buyer for BREL; a consortium of management and employees. The four works included in the deal were Crewe, York, Derby Carriage and Derby Locomotive.

The BRB sold Travellers Fare to a new company formed by its management.

From 23 January Class 26 & 31/1 locomotives had a 60mph speed restriction imposed on them.

## 20 YEARS AGO

-1979-

From 1 January 1979 British Rail Shipping and International Services Division had been transferred to a wholly owned subsidiary of BRB known as Sealink.

Steam is to return to Paddington on March 1 to celebrate the 125th Anniversary of Paddington Station. The train to Didcot (and back!) was powered by 6000, King George V. (Most of us will remember that much publicised trip) Locos 5900 Hinderton Hall and 7808 Cookham Manor were placed on static display at Paddington.

Plessey Controls supplied BR with more than 2000 track mounted transponders and 20 on train processor units for the pre-production Advanced Passenger Trains, which were scheduled to start trial passenger running on the West coast Main Line.

Merrymaker specials starting at Ealing Broadway and picking up at Slough and Reading for January, February and March included: York @ £4.50, Liverpool @ £4.00, Glasgow @ £8.50 and Inverness @ £9.00, just four out of the 15 available for the first three months of the year.

Since the introduction in 1976 the Western Region 'Inter City 125' High Speed Trains have shown an increase of 33% in business over the Bristol and South Wales routes in the first 24 months.

