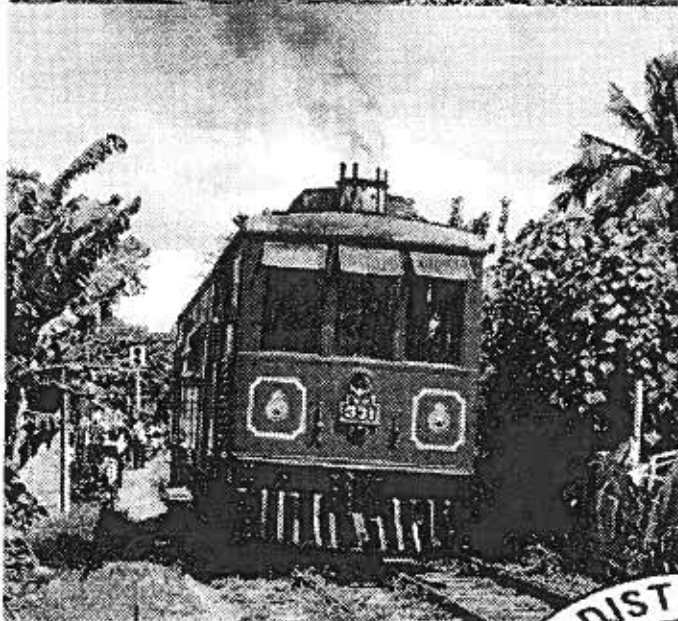
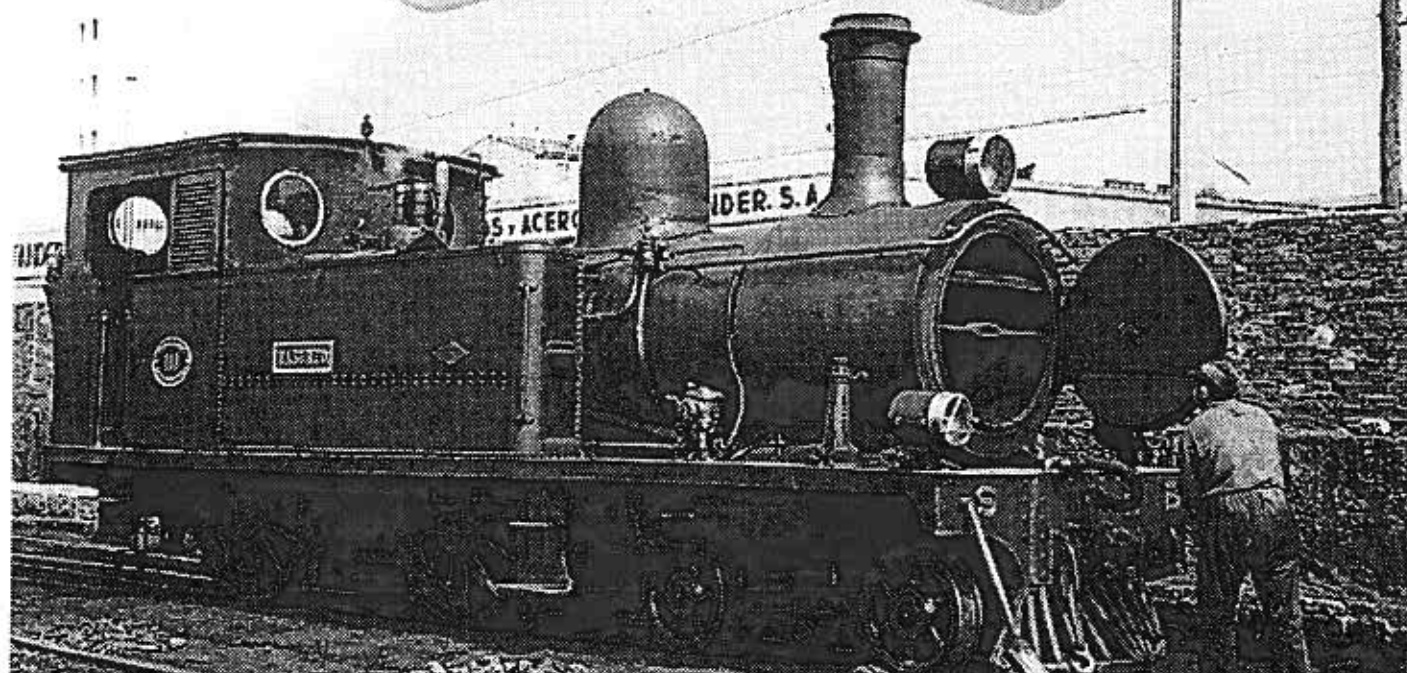


THE MARLOW DONKEY



Edition

90

September 1999



Contents:

Spanish Steam 1967

Scrindib

Over here ...

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

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FRONT COVER PHOTOGRAPHS. *Top: No. 4. 4-4-0 of 1896, built by Dubs named 'Basurto'. Photo: E. Lewcock 1967 (see story page 4). Bottom left: NG. Sentential Class V2. No.331. En route Homagama. Photo: M. Hyde (see story page 7). Bottom right: Foster Yeoman 44 'Western Yeoman II', EMD Model SW1001, at Merehead. 26-9-92 Photo: M. Walker. (see story page 11).*

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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 21 October	ASPECTS OF GWR	Peter Lugg
Thursday 18 November	COLORAIL/GREAT CENTRAL	Ron White
Thursday 16 December	CHRISTMAS GATHERING	
Thursday 20 January	PHOTOGRAPHIC EVENING	
Thursday 17 February	AGM/BRING & BUY	
Thursday 16 March	MILITARY RAILWAYS	Keith Catchpole

DAY TRIPS 2000 (Proposed)

Somme - Bluebell - Shildon 175 - York

Please note: The above programme is subject to change

Please: NO TALKING DURING PRESENTATIONS

20 YEARS AGO

Fuel crisis hits BR

Reductions were made in diesel operated train services from June 11 in order to save fuel. No services were completely withdrawn, saving in fuel was obtained by reduction in frequency and shorter trains.

Steam on the main line

In action one could see; 4771 'Green Arrow', 35028 'Clan Line', Class 5 No. 5000, Midland Compound No. 1000, 5593 'Kholapar', 4930 'Hagley Hall', 4498 'Sir Nigel Gresley' and 4472 'Flying Scotsman'.

Rocket runs in Hyde Park

A replica of Stephenson's 'Rocket' was demonstrated in public for the first time on a length of track in front of the Albert Memorial between August 25 and September 2. It was specially built for the Rocket 150 celebrations in 1980.

'Terrier' returns to IOW

No 46 Newington which had stood outside the 'Hayling Billy' pub since 1966 returned to the Isle of Wight. The Terrier built in 1876, last worked on the island 30 years ago in 1949. She is now running as No. W8 Freshwater.

100 Years of Refreshment

This year celebrated 100 years of on train catering. A special train toured the country in September offering the public the opportunity to view it at eight city stations.

The train consisted of historic vehicles mainly from the national collection, including: 1900 LNWR First Class Restaurant Car, 1914 Midland Railway Third Class Restaurant Car, 1913 SE&CR Pullman 'Topaz', 1937 LNER Gresley Buffet, 1960 Griddle Car and two 1960 ex ECML Pullmans.

(Do any members have photos of this interesting train?)

RAILWAY ROUNDABOUT

Extract from The Railway Observer, August 1999

Report of South Essex branch meeting on 21st June 1999 who had as their speaker for the evening a Mr. Stan Hinbest talking on "A running shed fitter at Stratford".

Time passed all too quickly and it was with great reluctance that we had to stop Stan and invite him back for part two of the narrative next year.

At least he did not have so far to travel home as he did when he spoke to us.

I'll come back to that later.

Keith Brown

FULL STEAM AHEAD! *Spotted by Mike Hyde*

Some members of the Society may have read an article in the Sunday Express on 25th July which suggested that steam traction was making a come back on the railways.

Apparently a 77 year old Arge and a couple of Brits are out to convince the world's railway companies that 'new steam', as its so-called, is not only as viable as diesel but it pollutes less. Giant Swiss engineering company Sulzer make such a claim and their latest models being sold to mountain railway companies are said to be much lighter, faster and more economical than the competition. Special insulation eliminates the task of raising steam before the engine can begin working. The new type loco moves under its own steam almost immediately and reaches full pressure within 15 minutes. A UK railway company are said to have approached Sulzer but their name has not been released. Could it be East Lancs or even the Mid Hants? So watch out for unusual but slightly familiar locos on your travels both here and on the continent (Swiss O.E. train NG8055!), even Sth Africa.



Five of the six founder members of the M&DRS who attended the inaugural meeting in January 1977

From left to right Ernie Dove, Stan Verrinder, Mike Norris, Bas Woodward and Mike Walker.

Northham, K&ESR - 18 July 1999

I beg to differ

by David Gardner

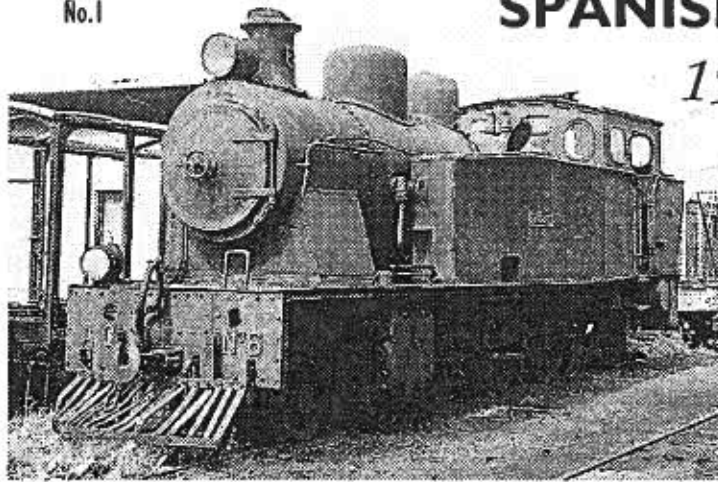
In Mike Hyde's article on the history of Rewley Road Station in Oxford (June 1999 Marlow Donkey) he mentions the conversion of the Wycombe Railway from broad gauge to standard as the very first and which took place in 1877. I put forward the suggestion that Mike was incorrect in both instances as I maintain that the Risborough to Aylesbury line was the first to be narrowed and this took place on 4th October 1868 at a cost of £2500. This was to allow through running over the Aylesbury to Buckingham Railway, which opened on 23rd September 1868 and was worked by the GWR until 1891.

Given that the Risborough to Aylesbury line was only opened on 1st October 1863 it had a broad gauge life of almost exactly five years. The entire Wycombe Railway line from Maidenhead to Kennington Junction was closed for conversion from Tuesday 23rd August until Sunday 28th August 1870 with normal services resuming on Monday 29th August. Conversion started at the Oxford end with the final section being completed on Saturday 27th and only minor work was required on the Sunday. According to The South Bucks Free Press of Friday 2nd September 1870 'so advanced was the work that the majority of the men were sent home on Saturday night'

With the conversion to standard gauge there were a few mishaps and this time The South Bucks Free Press announced on 10th September 1870 'that a locomotive driving on to the turntable road went on to the turntable which had not been narrowed so that the engine sank through the timber boards' This happened on 2nd September but the lesson had obviously not been learnt as a similar accident befell the engine of a goods train a day or two later. There must have been a few red faces over not just one but two similar hiccups.

Incidentally the original Wycombe terminus and engine shed were later incorporated into what became the goods depot.

No.1



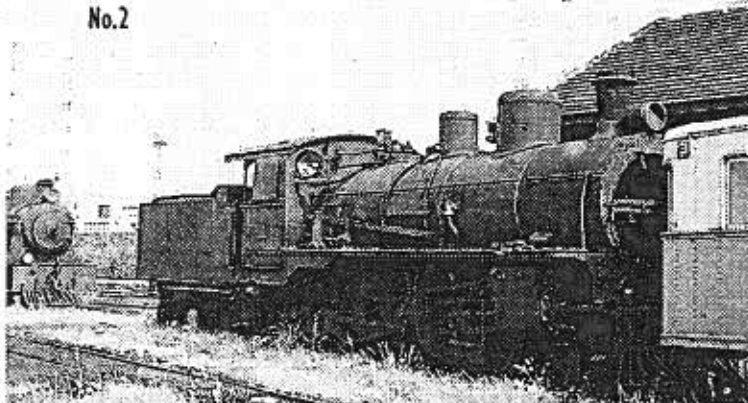
In 1967 I made a business tour of Spain and managed to catch a few steam loco shots whilst on my travels.

The first shots were taken on the narrow gauge line from Santander to Bilbao, at the Santander shed. Fortunately I travelled with a young Spaniard who accepted my madness about railways. This came in useful at the shed as I insisted that the shed foreman's permission be obtained before I took any photos of locos that were obviously disused.

After some arguments which included the view that the Englishman only wanted to show how backward the S&B Rly was, permission was granted and I hastily photographed what I could - time being at a premium.

Shot No 1 is of PENAGAS built by the Spanish company of La Maquinista Terrestre in 1928 & large 2-6-2 Tank Loco.

No.2



No 2. is the only Tender engine seen, No 7882 'Conde de Aresti' built by Krauss in 1928.

No 3. is the British built "Bolinar" a 4-4-0T. built 1896 by Dubs of Glasgow, who merged later into the North British Loco Co.

No. 4. is a similar 4-4-0 of 1896, built also by Dubs named 'Basurto'. It is particularly interesting as clearly it was still in service and nicely maintained.

Another elderly 2-6-2 loco dating from 1897, built at Chemnitz is shown in picture No 5.

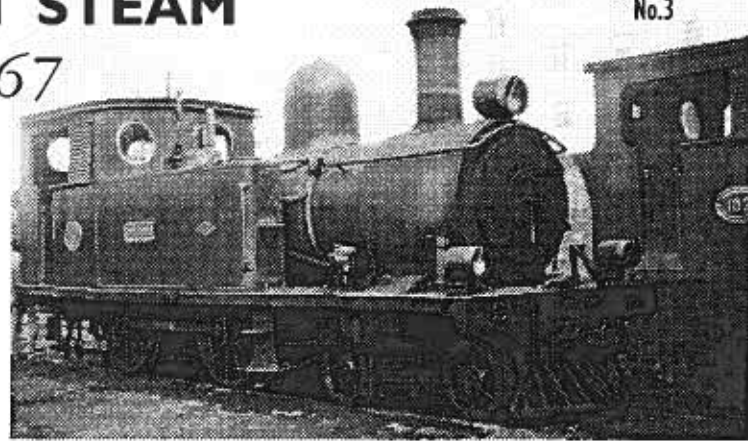
A final shot at Santander in No.6. shows a rake of wagons, clearly with no through braking as the brakemen's huts on each wagon or van testify.

I have slipped a shot of an electric loco in at No 7 as it is not often the front end 'throwover' is so clearly seen. Twelve of these 2-C-C-2 were built in 1944 by C.A.F. in

SPANISH STEAM

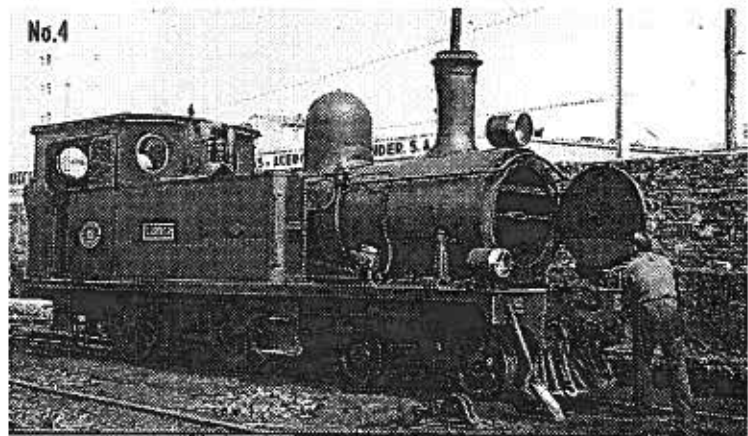
1967

No.3



Spain with electrics by Brown Boveri. They turned the scales at just over 97 tons and this one stands at Madrid Norte Station in the evening waiting to start with the overnight train to El Ferrol (of Armada fame).

No.4

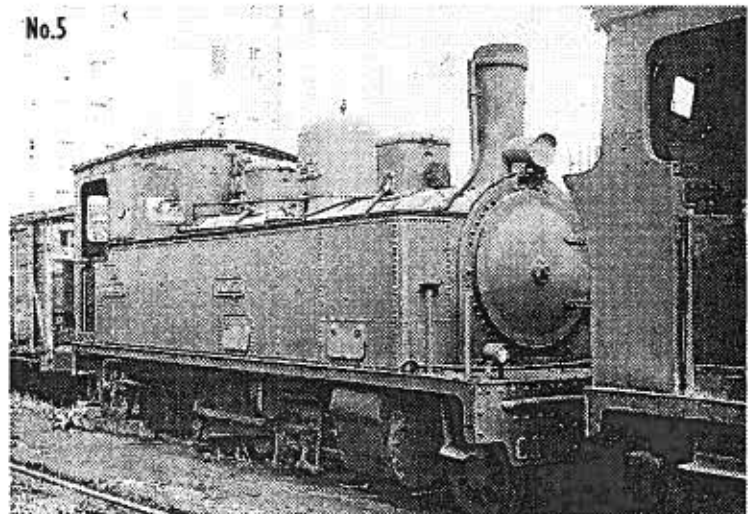


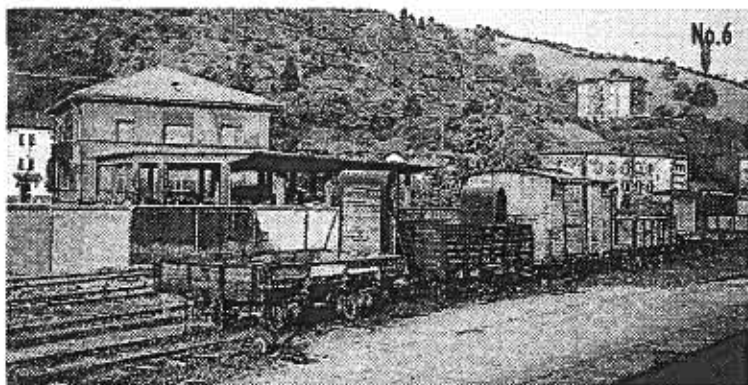
The run was curious as our coach was one third Sleeping Car, one third Buffet and one third Compartment. During the night we were derailed and arrived so late in El Ferrol that our visit to the shipyard, due for the morning was cancelled, the staff had all gone home when we rolled in at about 2pm! Because of this we did not fly back to Madrid that night and I got the photos on the Santander - Bilbao Railway.

Moral - always have a camera around!!

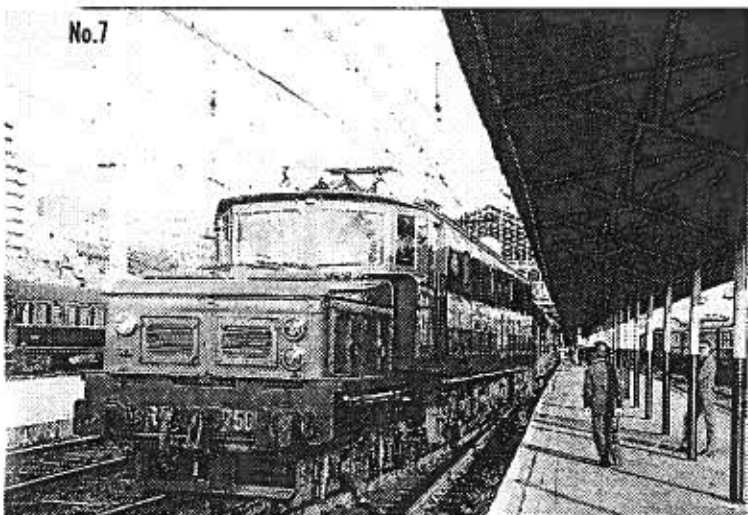
The final shots were taken at Alicante shed beside a shimmering blue Mediterranean and at the other end of a trip that had been a riot of cock-ups and fun! I had just driven from Alicante to Valencia and back to Cartagena

No.5





prior to returning to Alicante as my Spanish host had left his Driving Licence in Madrid and I had left my Passport in Valencia! After these shots were taken I found my host did not know where to return the hired car in the town and when we eventually got to the Airport, I was so badly delayed by the restaurant waiter in paying for the meal



that the Air Hostess tried to stop me getting on board the aircraft despite my waving the Boarding Pass at her!

However I digress - in the short period of calm at Alicante shed on a trip that was fit for the columns of 'Punch', I found a delightful 2-6-0 'Bacares' built N.B. Loco 1905 at their Hyde Park Works and originally owned by the Great



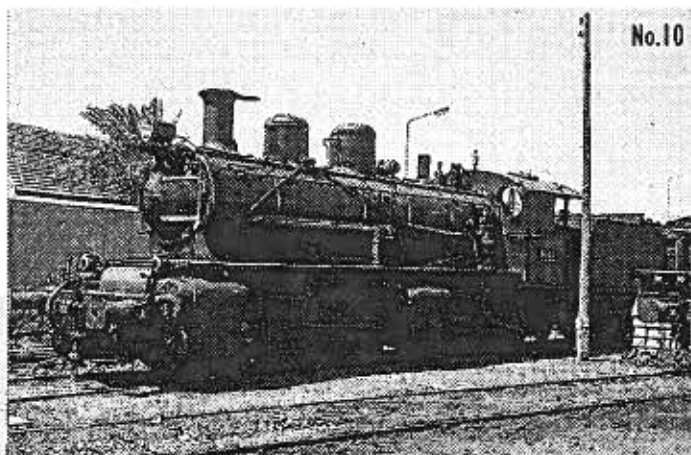
Southern of Spain Railway. Its running number was 130 - 2143 and Shot No. 8 shows it decorated with Palm trees.

Whilst at the shed a passenger train came by - Shot No 9, with an ex Oeste Railway 2-6-0 Tender engine at the head end. Six of these engines were provided by Henschel between 1910 and 1922, all coupled to four wheel tenders,



Finally Shot No 10 shows an elegant 0-6-6-0 Compound Mallet No 4008 built by Henschel in 1928, originally for the Central Railway of Aragon. Two of these locos were on shed and rounded off the visit nicely. The fact that I had driven to Cartagena that morning to arrive just before midday - to find everyone streaming home and no one knowing we were going to visit them was completely forgotten!!

E. W. Lewcock.



The Society's Annual Coach Outing 1999 (TENTERDEN) & ROMNEY

By Mike Hyde

As much as I like the Kent & East Sussex Railway, particularly because of its friendly country feel, I decided not to stay on in Tenterden when we visited in July. (Did you know it was the World's first light railway in 1900?). I will leave others to tell you about the replica 'Rocket' and its French equivalent 'Marc Seguin' featured in the preserved line's Silver Jubilee celebrations. Nevertheless an enjoyable, if brief, ride.

Gavin got most of us back on board his coach for the ride to New Romney. Now, there are those who might call the RH&DR a toy train set, but consider if you will, that it runs a scheduled service for workers, school children as well as tourists. In addition it was in war service and saw action in WWII. Finally that as engineering goes the locomotives of the RH&DR are top notch, if actually downscaled to one-third size. Its founder, Capt Howey had hoped to attract freight but it was the transport of passengers that has earned it the title on opening in 1927 of 'The World's Smallest Public Railway'. The original line ran from Hythe to New Romney but a year later was extended to Dungeness to form a 13½ mile line across the marsh and

before finding suitable (open sided) seats for the return. En route we crossed LNER Apple Green liveried 1925 Paxman Pacific No.1 'Green Goddess' and later No.8 'Hurricane'. We arrived back at New Romney on time and in time for a stroll around the shed and workshops as well as a visit to the magnificent 'OO' model railway.

The latter appeared to be a conglomeration of some 6 or 7 layouts comprising a variety of scenic layouts from mountains to station yards. There was an unusual mixture of British and Continental traction and stock running which at first was confusing but seemed to work. It was said that at any one time up to 30 trains were in operation which I could well believe. Fascinating and a must to see if you go. The shed too was well worth a call as it was well stocked;- Paxman 4-8-2 No.6 'Samson' in GER Blue, Yorkshire Eng 4-6-2 No. 9 'Winston Churchill' 1931 in LMS Red, Paxman Pacific No.2 'Northern Chief' in BR Green but out of action and under wraps; some locomotives quietly steaming away, having completed their turn of duty. A couple of diesels were pottering about in the yard, including a very smart 1983 TMA Eng Bo-Bo No. 12 'John Southland'. The Dungeness trippers returned to rejoin us on the coach home. A marvellous day out, but a little longer would be required if you wanted to cover the whole line, both ways, and perhaps experience a change or two of loco. Certainly possible if carefully planned.

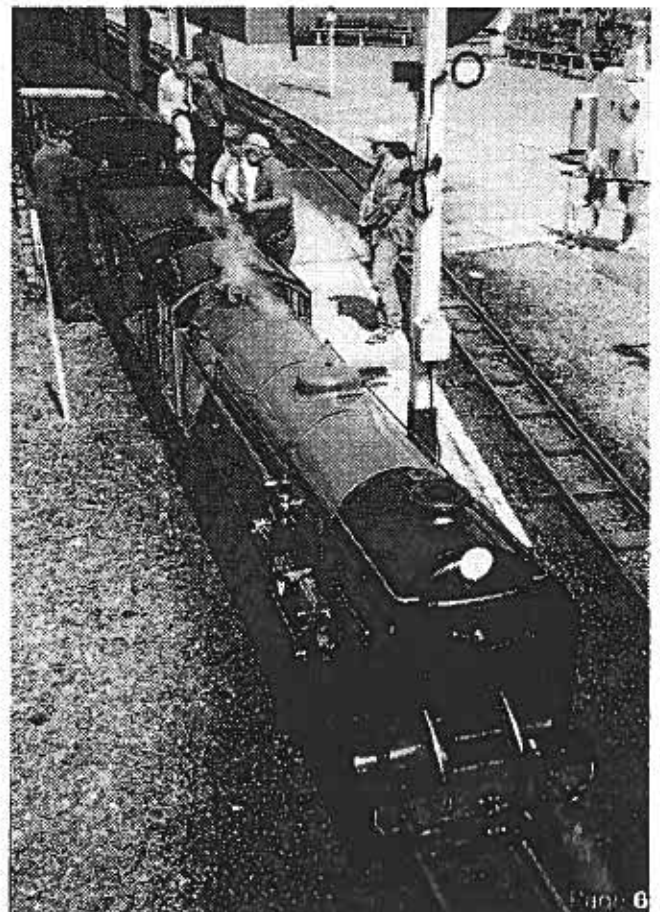
I cannot think why I left it so long to visit this railway but I will not wait so long next time to ride the RH&DR in Kent. Nor should you, whether you take the family or not.
Mike Hyde.

No. 8 Hurricane at Dungeness. Mike Hyde 18/7/99



shingle. After the war it reopened in 1946 in the same two phases, the latter part opened by Hollywood's famous pair, Laurel and Hardy. The railway's fortunes wavered during the 1960's but on the verge of closure, one Sir William McAlpine (Yes, he of the MDRS and the FMR), led a group of enthusiasts to save the line in 1972. The rest, as they say, is history. On this particular Sunday I had my first ride on the line in spite of previously having lived in Kent for 12 years!

Some patrons opted for the 27-minute journey to Dungeness behind 1927 Paxman Pacific No.8 'Hurricane' in LNER Blue, but most seemed content to wander the platform for a short time and take the 14.25 to Hythe. If you were smart, on this hot sunny day, you could find a seat in the open sided coach and enjoy not only the gentle breeze but also the sound and smell of a real steam locomotive in action. We travelled behind No.10 'Doctor Syn', a 1931 4-6-2 North American type (but note GWR style copper top funnel) by the Yorkshire Eng. Co., immaculate in Black, which performed impeccably across the marsh to Hythe via the holiday camps and bungalows. We watched the run-around and the loco turnaround



SERINDIB – A Visit to Sri Lanka

by Mike Hyde

The former Ceylon is not much bigger than Wales. It has flatish coastal areas and high inland hills or mountains. There are two railway gauges in Sri Lanka, 2ft 6in narrow gauge (NG) and 5ft 6in broad gauge (BG). Most of the NG runs inside the BG utilising one of the latter's rail. Track condition is very poor. In places there is a considerable absence of ballast and wooden sleepers are rotten or broken although some steel sleepers have been used in the past and concrete does occasionally appear.

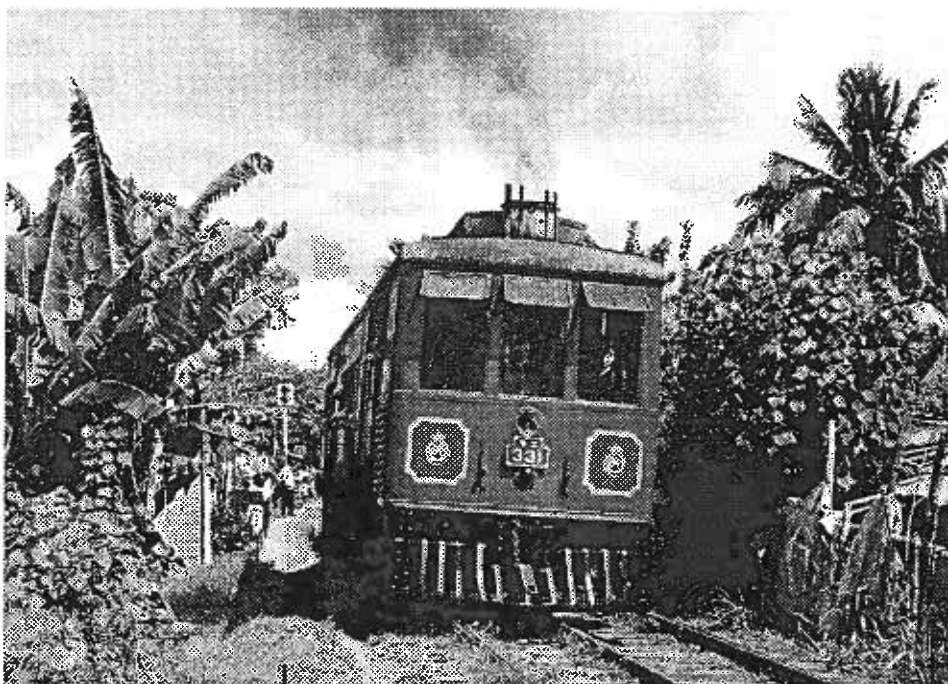
How's that for a start? The majority of people are quite poor but give the impression of being blissfully happy. The remarkable thing I found on my visit in February 1999, was that they are meticulous about cleanliness, particularly the ladies with their very long black hair, and with their clothes. We had 2 guards on our chartered trains, one of whom frequently rode of the footplate of the steam locomotive. He was immaculate each day in his black uniform jacket with chrome badges, matching peaked hat, white shirt with black tie, razor sharp pressed pure white baggy flannels and white leather shoes. Being his only pair, the trousers were washed and pressed every night. He appears in a number of my photos and can be seen on the RTC 1999 Brochure at a carriage door. And he was not unusual for smartness.

Enough of chat, what about the engines? We used 3 BG, 1 NG and, my special delight, a Sentinel Railcar. We succeeded (?) in derailing the NG loco and carriage; hitting a car on an unprotected level crossing with a BG loco, and having to drop the fire on the Sentinel in the middle of nowhere because of being very low on water. Interested enough to read on?

The holiday was based around a seven day stint with the 'Viceroy Special', Sri Lanka Railways' very comfortable tourist train comprising two air conditioned observation coaches (made in China), a Bar/ Lounge with windows and overhead fans (which due to a flat battery, only worked when we were on the move - this vehicle provided my usual abode) and a support coach/ generator van in which the shed crews travelled. Whilst we overnighted in good quality hotels, the train crew stayed on board. As we were frequently late, yet really for the off early next morning often from a different location, the crew did not have too much sleep. Each loco kept its own footplate crew (3 men) and a shed crew although when we ventured up country beyond Kandy, a second footplate crew took over there and back. Since we travelled lines not usually frequented by steam, at least as far as we were to go, the up country crews had little experience and it often showed particularly when getting away, on hills and when taking water. The Colombo/Kandy crews are permanently with steam and

were therefore the more experienced.

At the beginning and end of the tour we had other outings by rail utilising the BG steam locos but with normal coaching stock, although this varied from commuter Second to so-called Intercity carriages. A visit was arranged to Dematoga Shed soon after our arrival on the island but I 'passed' on this one due to jet lag, heat and other matters requiring my attention. I did however make the afternoon visit to Ratmalana Workshops just a brief



NG. Sentential Class V2. No.331. En route Homagama.

run down the line from our local 'Mount Lavinia' station, with loco No.240 (1927 Hunslet Class B8C 4-6-0). What a fascinating place with 24 workshops and a labour force of 3,000.

My pleasure and disappointment was to see No.347, a C1A 2-6-2+2-6-2 Beyer Garratt built in 1947, but disassembled and in very poor condition (reported as under long term restoration, but no signs of recent activity). Out of a shed, they wheeled a 2ft gauge (I believe) oil fired 4-6-0 loco with tender, used for instructional purposes and for displays/open days. As well as an assortment of active and dead diesels from Britain, USA and Germany, we were shown the Transport Minister's pet project – converting a standard Ashok Leyland bus to rail use as a cheap form of branch line travel – but will it stand up to the track and to rail usage, judging my the state of road vehicles? We saw the many parts of No.251 'Sir Thomas Maitland', a 4-6-0 Class B1A from Beyer Peacock in 1928, and witnessed the lowering of the boiler onto wooden blocks prior to refurbishment work. In the darkness of the workshop, with water, grease and oil everywhere, these guys were wearing flip-flops! This was in fact common everywhere, that is, if they wore anything at all on their feet. H&S?

Prior to the main tour we also had a narrow gauge day. Pride of place went to the only steam powered Sentinel railcar at work anywhere in the world today. Class V2

No.331, one of three built in Shrewsbury in 1928, renovated to working order in 1990. One traveller in our tour came only to ride on this beauty and I could see why. Just a pity we ran out of water on our trip from Colombo to Homagama a few miles short of our destination. When the driver dropped the fire on the tracks we were very concerned the railcar might catch fire, so we reversed a little way downhill then had to put the lineside fire out!

The rest of the journey up the Kelani Valley line to Avissawella was to be by 4-6-4 T Class J1 No.220 (Hunslet 1924). We set out in good spirits along the dual track line but some 12 minutes later we shuddered to a halt due to derailment of the loco and front coach. The inner rail of the NG track had apparently spread on a slight curve. There was no hope of recovery that day (it was still there at 2.30 next morning) so we played the local children at cricket – actually they showed us how to play- whilst waiting for our coach to find and return us to Colombo.

Our first day proper with the 'Viceroy Special' saw Class B1D 4-6-0 No.340 'Frederick North' (1945 Robert Stephenson & Hawthorn, Darlington), supposedly very much in appearance like No.251, in charge for the run from Colombo to Harbarana which took us most of the day. A steady climb through banana plantations and then paddy fields with many photo stops. After a day sightseeing, we next day rejoined No 340 at Matale to run down to Kandy in about 2 hours. The following morning was to be the start of the longest leg, from Kandy to Bandarawela, over the railway's summit at 6226ft. We needed 2 locos for this trip; No 213, 4-6-0TT, lone survivor of Class B2B side tank and tender engine (1922 Vulcan Foundry) plus No 340 as pilot. At Gampola, where we took on water, 340 moved to the rear as banker. This was a (requested) first-time reversal of their usual roles on this line. It's a long haul with stops for pictures, water and crossovers with scheduled trains on the single track tablet-controlled line. As we were running late some passengers opted for the coach at Nana Oyu and they beat us by two hours to the splendid planters-style hotel at Bandarawela. Very old colonial British.

Next day a brief coach ride to Badulla station put us on the Viceroy for the nearly 9 hour run back down the line



Class CLA 2-6-2 + 2-6-2 B/G at Ratamalana (unloved)



Colombo/Galle. BG. Class B/D. 4-6-0 No.340 SLR

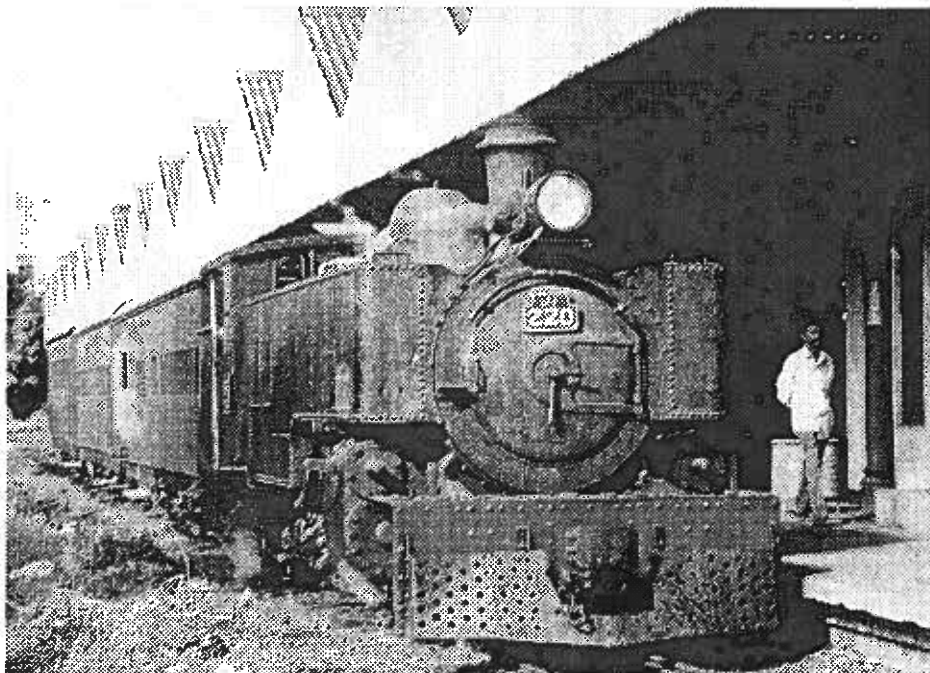
to Nana Oya via the 360 degree loop at Demodera, for overnight at Nuwara Eliya. No 213 was again leading (on request) and No 340 banking after shedding and turning at Badulla where the climb out of the station was achieved only with a struggle and a restart. The following day we returned to Kandy from Nana Oya (after a visit to a tea factory in this land of tea bushes and colourful pickers) 340 piloting 213. This section of the line includes stations called Hatton and Great Western where we stopped for photos, both directions. Our travelling District Traffic Inspector had previously been the Stationmaster at Great Western and showed me around this small picturesque land-locked station with pride. Used train tickets were collected here as souvenirs as they were at many other places.

At Kandy next day, we were ready for the off on time only to learn that a goods train had derailed earlier that morning. Apparently it failed just beyond a tunnel and the helper diesel sent out to push, ran into the back of the train and derailed several wagons as well as wrecking the track! We bussed to a museum and visited the Elephant Orphanage before rejoining the Viceroy that had meantime moved on to Kalutara. We waited here several more hours before getting the line as the first train through the derailment site. Another late arrival, at Colombo, for our farewell to the Viceroy. The headboard was in fact used on all our other BG trips.

Two more day trips were to follow. One a run behind 340 to Galle which we would have made

had we not hit a car on a crossing some 10Km from Galle! Unfortunately the accident derailed our pony truck, pushed back the cowcatcher to foul the front wheels and shook up our crew. As to the car which was pushed sideways 100 yards, it was a right off, one passenger died and the driver was put in intensive care. A sad event to mar the day but we plodded on by bus. The final day I arranged for a BG loco, No 240 with Intercity coaches (our assigned ones were still at Galle), to run from Avissawella to Homagama – the section we missed by NG- which was accomplished without incident. We bounced back with a call into a rubber plantation (sorry!).

For bus fans, myself included, the only local PSVs appeared to be the ubiquitous Ashok Leyland and Tata 30ish seater vehicles though often with twice that number on board. A few tourist coaches but I would not envy anyone such a tour considering the roads and the local style of driving. 'Stop Police' videos are Sunday school driving to these guys but they seem to know what they are doing. Our treat was to find a number of former London Transport Routemasters (what else?) some of which were in daily use. Of these we luckily found one in a Bus Depot in Columbo and persuaded a driver to take us on a short trip. Another time we followed one in Kandy with our coach but, unfortunately, no RM numbers were noted.



NG. Class J1 4-6-4T No.220 SLR at Maradana

Having used or seen all of the 6 remaining steam locos in Sri Lanka plus the Garratt, we were well pleased. The holiday was arranged by the Railway Touring Company of Kings Lynn and will be repeated (hopefully to schedule) next year, so start saving up if you want to go to the wonderland of Serendib.

Mike Hyde.

DARTMOOR IMPRISONMENT OR FREEDOM

To the criminal fraternity Dartmoor means imprisonment. To the tourist Dartmoor is freedom. I was lucky enough to pick up a leaflet on Exeter St.Davids station advertising Sunday excursions throughout the county of Devon for a modest fare of £5.00. Eagerly clasp the very informative leaflet with all train and bus times together with a first class map of the county I took it to my digs and that evening I planned my itinerary for the next Sunday, June 20th 1999

The marketing of these 'Freedom of Dartmoor' specials is a joint venture between Devon County Council, Dartmoor National Parks Authority and Okehampton Chamber of Commerce. The aim is to encourage people to explore Devonshire and in particular the Dartmoor National Park. The scheme is aimed at walkers, cyclists, rail and bus travellers who can alight where they wish and rejoin again later in the day at the same or at a different location. Wales & West trains, DevonBus, Stagecoach and First Western National provide the transport and are subsidised by the main sponsors Devon County Council.

I decided to ignore the circular six hour organised walk over Dartmoor from Okehampton as well as the opportunity to cycle over the moors. I chose a more leisurely day which saw me leave my local station, Lymstone Village at 08.47 to catch the 08.43 departure from Exmouth to Exeter. On purchasing my ticket I discovered that this train was in fact the first train of the day that was travelling through to Okehampton. At Exeter Central the train crew were joined by two stewardesses in smart uniform whose task it was to see that everyone knew what was on offer. They handed out an excellent information pack to the eighty or so passengers as well as answering many travellers' questions. A further five trains are sponsored during the day, the last leaving Exeter at 17.18. The journey time to Okehampton is ¾ of an hour and at 18.24 this train returns with the last of the days visitors.

Leaving Exeter Central at 09.08 our class 150 D.M.U. slid down the 1/37 bank to the main station where more passengers joined. On departure from St.Davids we passed, on the left Riverside Yard, which still is busy mainly with china clay traffic from Cornwall. At Cowley Bridge Junction we left the main line and took the fork on to the Barnstaple branch now called 'The Tarka Line'. A stop was made at Crediton to pick up more hardy people in walking attire and at Coleford Junction just beyond Yeoford the train took the left hand fork on to 'The Dartmoor Line' and commenced the 600 foot climb up to Okehampton station.

Five buses were parked outside the station with destination blinds reading Bude, Barnstaple, Moretonhampstead, Tintagel and Gunnislake and all received some passengers from the train. The walker's guides gathered up their hardy souls and off they went while I decided to explore the newly restored station and the town of Okehampton.

The station was closed on 5th June 1972 when the Southern Railway's route to Plymouth was abandoned. In its prime the station had employed over seventy staff in the 1950's. It was an important junction and still boasts three platform faces although only one has been restored to its former glory. It was here that the Atlantic Coast Express split, with portions going forward to Bude, Padstow and Plymouth. The station has been restored to its original colour scheme of green and cream. One of the old buildings has been converted in to a buffet now named 'The Bullied Buffet' which is licensed and serves up a very good selection of hot and cold snacks, most essential when returning from the six hour walk on a cold and wet evening. A large model shop called the Hobbyhorse Model shop has been set up and I understand offers a worldwide mail order business for model railway enthusiasts.

Although passenger trains only use the station in 1999 on Sundays between 30th May and 3rd October the line continues westwards for a further two miles to Meldon Quarry platform. At 850ft, the highest platform in southern England. Stone trains still travel from here down to Exeter Riverside and from there are divided in to consignments to many locations in the south of England. Aggregate Industries now own the quarry. In July it is planned to allow passenger trains up to Meldon viaduct. Built in 1874 on a 1 in 77 gradient and on a thirty chain radius curve the 120 cast iron trestles have been refurbished and now carries the new Sustrans cycleway. A visitors centre close to the viaduct will be opened in mid-July and plans to show video presentations depicting the stations and goods yards in the area in the 1950's. Walks across the viaduct are also possibilities for visitors in the future.

I decided to have a look at the town of Okehampton itself. I remembered it as a notorious traffic bottleneck in the 1950's and 60's when the A38 trunk road went through the town. A bypass to the south has now been built but even on a Sunday morning the town was fairly busy. From the station it is all down hill to the town, the severity of the descent is not realised until you decide to return to the station. In the town there is a museum depicting the life of people who worked, lived and played in and around Dartmoor over the last couple of centuries. A youth hostel has been opened next to the station. Arriving back I was in time to see the next set of buses arrive to meet the second train of the day from Exeter which had about one hundred passengers on board.

The Devonbus 187 departed with myself and twelve or so others for the journey down to Tavistock. This road skirts the western edge of the Dartmoor National Park and views of Meldon viaduct, Lydford Castle and gorge and Brent Tor make it an exciting journey. A short look at Tavistock and onwards to Gunnislake, another location where the railway station is about a mile from the centre of the shopping area and up an even steeper hill than at Okehampton. The organisation of the whole of this tour was most impressive as buses from other areas arrived, on time as ours did, to meet the branch train from Plymouth to convey more visitors to the destinations of their choice

Gunnislake is now the terminus of 'The Tamar Valley Line' from Plymouth. Previously the line went a further three miles westwards to Callington. Another class 150 was used, normally it's a class 153, but the former hold more passengers and I estimate about forty travelled down to Plymouth. I don't know if it is in the working timetable or our driver was being helpful to visitors, but he stopped the train on Calstock viaduct for a couple of minutes while passengers took photographs and to video the beautiful scenery in the area. Having positioned myself with a forward view I was soon to discover this was wrong, as on leaving the next station Bere Alston the train reversed to continue down the line of the direct route from Okehampton to Plymouth Friary via Tavistock. The views from the next station Bere Ferrers of the river Tamar on the right and the river Tavy on the left are spectacular particularly Tavy Bridge, which carries the railway over the rivers that meet just below. As the train approaches the main west of England main line views are obtained of I.K.Brunel's famous bridge and the parallel road bridge and later at Devonport a few of the Navy warships including an aircraft carrier were observed. Plymouth, (nobody calls it Plymouth North Road nowadays) soon came upon us

Still showing signs of the shunting accident some eighteen months ago when an over enthusiast shunter driver backed some parcel vans past the buffer stops, the roof still needs repair to the steel work and the windows in the roof replaced. An immaculate E.W.S. shunter Class 09 09001 was shut down in the Royal Mail sidings but that was about all this Sunday afternoon.

The last stage of my tour was to be by bus back to Exeter. Devon County Council does not sponsor trains on this section. An open topped bus tour around Plymouth showing one all the sights is on offer as well as a look at the impressive new pedestrian shopping precinct. The bus station in Plymouth is quite a distance from the railway station but is large with buses leaving for all over the country. I found a Stagecoach number 39 a small 25 seater, which conveyed me, back to Exeter. This bus passed the front door of Laira depot and then called at Ivybridge, South Brent, Buckfastleigh, Ashburton and Bovey Tracey before arriving an hour and a half later in Exeter. The route follows the A38 trunk road but I lost count of the number of occasions we deviated from the main road to call at little village bus stops where nobody wished to alight or board. Certainly these drivers have to keep their foot well down on the accelerator to maintain the tight timetable.

All the above costs just £5.00. A truly interesting and inexpensive day out. Devon County Council must be congratulated for their initiative and from the happy passengers I saw they too must feel that the taxes of the Devonians are being well spent even if it is tourists from afar that are benefiting. The local trade's people gain their rewards from the purchases made by the tourists I guess. I have no hesitation that if this offer is available next time I am in Devon I will take advantage of it and I recommend it to you if you have a free Sunday in the season and are in the vicinity.

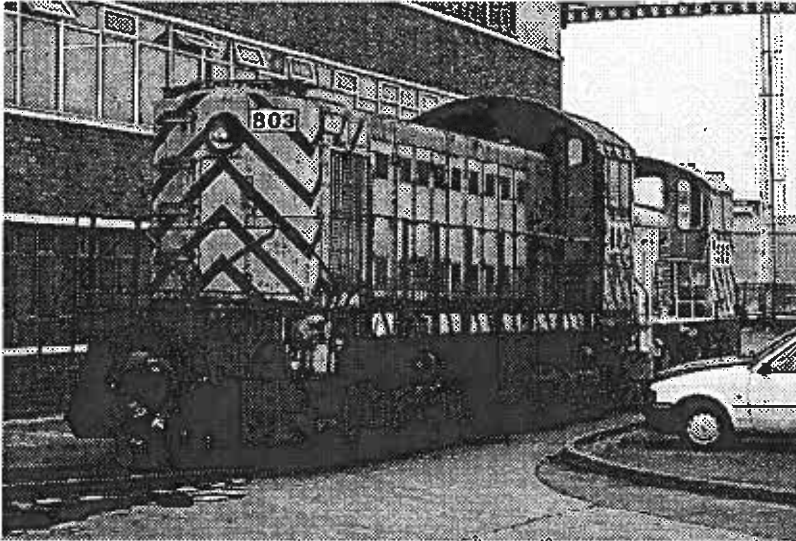
Keith Brown

OVER HERE...

AMERICAN DIESELS IN THE BRITISH ISLES

Mike Walker

With the current tide of EWS (and now Freightliner) class 66's arriving on our shores, the sight of North American built locomotives at work on British rails is becoming a familiar one. It is not, however, a new phenomena as North American diesel locomotives have been at work in these islands since soon after the last war during which USATC locomotives took a major role and earlier generations have seen US built locomotives back to almost the dawn of the railway age starting with Norris built 4-2-0's for the Birmingham & Gloucester in the 1840's. The focus here is on diesel traction and, for our purposes, the British Isles includes both parts of Ireland.

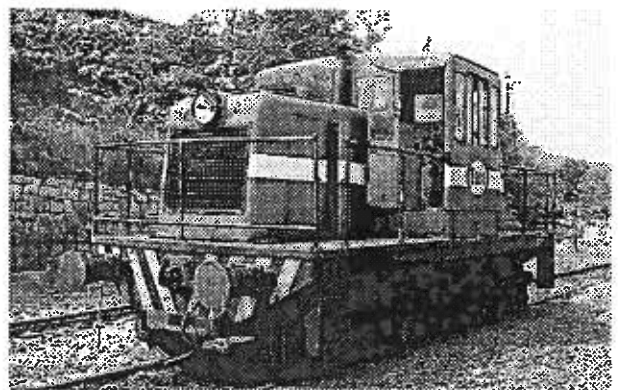


British Steel 803, ALCo Model S1, at Port Talbot steelworks. 5/8/96

The first customer to look west was the Steel Company of Wales who sought heavy shunters to move hot metal cars between the blast furnaces and steel making plant at its new Port Talbot mill. At this time the largest shunters offered by a British manufacturer was the 350hp 0-6-0 which developed into the 08. Whilst these served at Port Talbot, the company looked to America and purchased five model S1's from the American Locomotive Company at Schenectady, New York. These were pure American end-cab "Switcher" type locomotives and were drawn from ALCo's stock. At that time, it was ALCo's practice to build these locos in batches of about twenty which were then drawn on to fulfil orders. The Bo-Bo model S1 was powered by an ALCo 6-539 6 cylinder four stroke engine rated at 660hp and equipped with GE generators, motors and control gear. The only modification made from US specification for export to Wales was the replacement of the knuckle

coupler with British hook and link couplings and side buffers. The first was shipped to Wales early in 1950 and once found to be satisfactory, four more were purchased in the following summer. They were relatively unknown to most British enthusiasts as the mill at Port Talbot is not easily viewed from public roads and only occasionally could they be glimpsed from passing trains on the WR South Wales main line. However, they toiled successfully for more than forty years before being laid aside. Three of the five have been rescued for preservation with 803 undergoing restoration at a secure, private location in Thame.

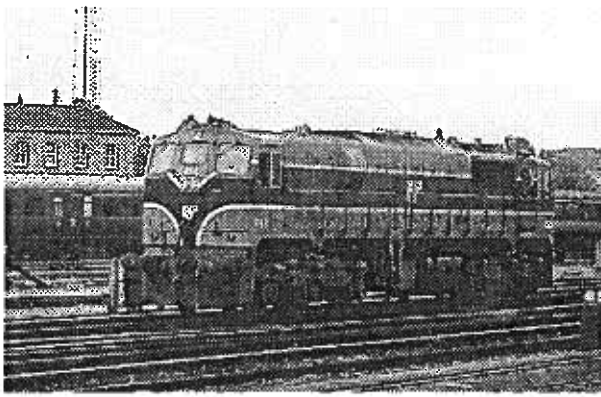
Even more obscure was the only General Electric locomotive to operate in these islands. Hidden away in the depths of Esso's huge refinery complex at Fawley on the Solent was another pure American locomotive, a 45 Ton switcher. This locomotive, built at Erie, Pennsylvania, in 1949 was a B-B centre cab locomotive powered by two Cummins HBI 6 cylinder four stroke engines rated at 150hp each. Each drove a generator which fed a single traction motor on each bogie, the axles being connected by outside coupling rods. The 45 Ton (the weight refers to US tons of 2000 lbs.) was a popular choice for North American industrial users in the immediate postwar period. It should not be confused with the 44 Ton model which was also a twin engined centre cab but had four motors and was aimed at main line railways that wanted a light switcher that could beat a union agreement that dispensed with a fireman if the loco weighed under 90000 lbs. Research has so failed to establish if this locomotive, which did not carry a number, was supplied new to Fawley or if it came from one of Esso's US plants. It was however purchased for preservation and was last seen at Carnforth some years ago.



Esso, GE Model 45 Ton, at Steamtown Carnforth 26/5/87

Over on the Emerald Isle, CIE's early experience with diesels had been far from happy. It had started with a pair of home-built locos followed by a dozen from BRC&W, all with Sulzer engines and Metropolitan Vickers electrical equipment. There then came sixty 1200hp Co-Co's and thirty four 550hp Bo-Bo's from Metropolitan Vickers with Crossley two-stroke engines. These shared many of the shortcomings of their BR cousins, the ill-starred class 28 Co-Bo's so when CIE went shopping for further diesel power it decided to seek the services of the world's largest and most experienced diesel builder, General Motors' Electro-Motive Division at La Grange near Chicago.

The first EMD's to arrive in Ireland were the fifteen 121 class locos in 1960. Known to EMD as model G8 they were a custom design based loosely on the company's domestic model SW900 switcher. The Bo-Bo end-cab 64 ton locomotives



Irish Rail 084, EMD Model JT22CW, at Dublin Heuston 8/5/92

were 39' 10" long (4' shorter than the domestic model) and were equipped with an V8 cylinder 8-567CR two-stroke engine rated at 950hp and had EMD D47 traction motors. Appearance changes from the SW900 included reduction of overall size to fit the Irish structure gauge (which despite the broad gauge is similar to ours), the provision of side mounted radiators and electric fans instead of the front radiator and engine driven fan of the SW900 and the provision of side doors to the cab rather than the rear entrance and end platform found on switchers. These modifications were to make the locomotives more suitable for road service by improving engine cooling and eliminating possible draughts when running cab forward. The cabs also incorporated a central control stand with dual controls and swivel seats so it could be driven from either side in either direction. The locomotives ride on EMD's Flexicoil design bogie. Some have recently been retired but the

survivors can be found on a variety of lighter duties.

Well pleased with its new supplier, CIE returned to La Grange in 1962 for thirty seven more locomotives. This time a completely new design was created known as the JL8 which has no domestic equivalent. The only failing of the G8 was the single cab layout which was unpopular with crews when running bonnet first so CIE returned to the twin cab layout of its earlier British built locomotives. The EMD design was however unusual in having a full width cab at each end with a narrower "hood" over the engine compartment between flanked by a walkway each side with handrail which gave access to the doors in the rear walls of the cab. The general layout is somewhat similar to BR's class 58 of twenty years later. The JL8's were 44' 0" long, weighed 67 tons and packed the same engine and equipment, save for improved D57 motors, as the G8's with which they could work in multiple. CIE called them the 141 class and gave them the numbers 141-177. Most are still in service.

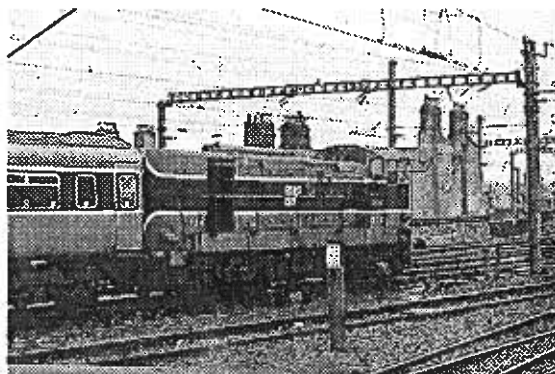
A second batch of these locomotives were acquired in 1966 but by then EMD had replaced the 567 series engine with the bigger bored 645 and it was the V8 cylinder 8-645E rated at 1100hp that went into the new locomotives coupled with higher rated D77 motors. Known to EMD as model JL18 and CIE as the 181 class, the twelve locomotives are identical in appearance to the JL8's.



Irish Rail 189, EMD Model JL18, at Westport. 10/5/92

Pleased with the performance of its EMD's, CIE undertook a rebuilding programme for all its Metro-Vick locos starting in 1968. The bigger A class Co-Co's received V12 cylinder 12-645E engines rated at 1325hp whilst the smaller C class Bo-Bo's got V8 cylinder 8-645E engines of 1100hp. In both cases the original M-V electrical equipment was retained. Although the programme was not completed until 1980, all have now been retired – some of the 8-645E engines being fitted to G8 and JL8 locomotives to upgrade them.

Diesel superpower (by local standards) arrived in 1976 in the form of eighteen EMD model JT22CW's which became CIE's 071 class (071-088). In appearance they were a stretched version of the JL8/JL18 design but are very different beasts internally. They ride three axle Flexicoil trucks making them Co-Co's and pack the equipment of the domestic model SD39-2, that is to say a V12 cylinder 12-645E3 two-stroke engine, rated at 2450hp, coupled to a AR10 main alternator and D77 motors. They were the first turbocharged engines and the first locomotives with AC-DC transmission and solid state rectifiers in Ireland. 57' long and weighing 99 tons they were the giants of Irish railways and were assigned to CIE's new SuperTrain services formed of BR mk 3 stock. They were permitted to run at 90mph rather than the 77 of the G8's or 80 for the JL's with which EMD equipped them to work in multiple although this was not permitted by CIE. Although intended for passenger service, like all Irish diesels, no train heating was provided, heater cars being coupled into the trains instead. Three more JT22CW's were built for Northern Ireland Railways for use on the joint Belfast – Dublin Enterprise service. Identical to the 071's except for livery, 111 and 112 were delivered in 1980 followed by 113 in 1984.



Irish rail 124, EMD model GL8, at Dublin Connolly 9/5/92

Back in England, a certain quarry company was finding its ex-BR class 08 shunters were having increasing trouble shunting increasingly heavy trains at its quarry and terminal at Merehead near Frome. So Foster Yeoman went looking for more powerful locos. Unable to get any serious interest in the UK (or at least at a sensible price!) they too turned to La Grange and decided that a domestic model SW1001 suited their needs and prepared to order a pair. At this point EMD considered Yeoman's operational requirements and concluded a single unit would suffice. Turning down a sale short term probably reaped benefits long term!



Foster Yeoman 44 'Western Yeoman II', EMD Model SW1001, at Merehead. 26-9-92

Like the ALCo S1's, the SW1001 is a pure US domestic locomotive but was built to FY's order as by then the US switcher market had virtually vanished (only four more SW1001's were built subsequently). At 44' long and weighing around 95 tons it is a formidable beast that appears to dwarf the class 59's. It is powered by the same power train as the Irish JL18's and the only modification made by EMD for export was to leave off the couplers – the brackets for the US coupler lift pins are fitted! British couplings, buffers and vacuum brakes were fitted after delivery which was made via Southampton docks and road. Since arrival at Merehead early in 1981 it has been in continual service with only

regular maintenance. It can regularly be viewed from the A361 bridge at the quarry.

Out on the mainline, Foster Yeoman were experiencing delays to its services due to the limited ability and reliability of BR locomotives. When FY demanded that BR operated bigger, more efficient trains, BR replied that they had better provide their own locomotives. As a result the quarry company turned to EMD once more to order five 3000hp Co-Co's. Again, EMD reviewed the proposed use and suggested FY needed only four. Based on the equipment of the successful SD40-2, the 16-645E3B engine, AR10 alternator and D77 traction motors and fitted with the newer SD50 control system including the Super Series wheelslip system, they were shoehorned into a British sized body creating a model EMD designated JT26CW-SS. Riding on standard US HT-C bogies caused the body to be quite high. FY had considerable input in the body design and it's no secret that the Western diesel-hydraulics were an inspiration. After an embarrassing failure on its first trip by 59002, the proved extremely capable. A fifth 59 was found to be necessary due to increased traffic and was delivered in 1989, the last locomotive assembled at La Grange for these islands.

In a counter move, Yeoman's arch rival over the hill, ARC, bought four similar locomotives designated class 59/1 in 1990. These are identical to the earlier 59/0's mechanically and electrically but had BR standard light clusters instead of the US Pyle units on the 59/0's. Subsequently, Foster Yeoman and ARC pooled their rail operation under the Mendip Rail name. This allowed more productive use of resources and along with a downturn in business, led to the release of 59003 for service in Germany in 1997.

The third owner of class 59's were National Power who bought a single example, 59201, to haul limestone trains between the Peak District and the South Yorkshire power plants in 1994. They then decided to take advantage of the open access provisions of privatisation and purchased five more, 59202-6, in 1995. Like the ARC locos, the 59/2's were built by GM's London Ontario plant. In April 1998, NP decided that EWS were a dependable operator and sold their locos and hoppers to EWS.

Meanwhile Irish rails were feeling the passage of the first of a new design known as the 201 class or model JT42HCW. This was a considerable departure from previous GM designs for Ireland. Externally it drew largely on the body design developed for the class 59 but with a redesigned cab incorporating deeper, steeply raked windscreens and eliminating the peaked roof ends of the British locos. Inside they packed a V-12 version of GM's latest two-stroke engine the 710 series, in this case a turbocharged 12-710G3B rated at 3200hp. This engine can trace its ancestry back to the original 567. Whereas the 645 retained the same stroke as the 567 it had a bigger bore. The 710 kept the same bore as the 645 but with a longer stroke. The engine was coupled to the AR10 alternator and D87 traction motors. The control system was a quantum leap forward incorporating GM's newly developed EM2000 micro-processor package. A new departure for Ireland was the incorporation of ETH equipment eliminating the need for a separate power car in the train. Thirty four were built in 1994/5 numbered 201-234. Two, 208/9, are owned by Northern Ireland Railways and, along with Iarnrod Eireann owned 206/7, are equipped for and dedicated to the Belfast-Dublin Enterprise high-speed push-pull service. Both IR and NIR have experienced problems with engine failures in the 201's including crankshaft failures. Unknown on 710's working in North America, these are the subject of much investigation by GM engineers.

With the sale of most of Britain's rail freight operations to US based Wisconsin Central it came as no surprise when the decision was taken to buy 250 GM locomotives to replace the ageing and troublesome BR designs especially as WC operates an exclusively GM fleet at home. The new locomotives, designated class 66 and model JT42CWR are a cross between the class 59 and the Irish class 201. They share the carbody and cabs of the class 59 but pack the same mechanical/electrical package as the 201 but without ETH. They ride on a modified version of GM's HT-CR radial or self-steering bogie which reduces wear and improves adhesion. The first was delivered in April 1998 and at the current pace

deliveries should be complete by mid 2000. Although a number of minor problems have surfaced they do not seem to suffer the engine problems which have dogged the 201's.

The original EWS need for new locomotives was to replace the class 47/7's used by Res. Originally the idea was to have 30 class 66's (class 66/4) fitted with ETH and modified for 125mph service. Railtrack, understandably, were concerned at the effect of such a heavy locomotive running at 125mph so it was decided to redesign the locomotive as a Bo-Bo to be known as class 67. This is being built in conjunction with Alstom at the old Marcosa plant in Valencia, Spain and will incorporate a lightweight monocoque body structure riding on modified Eurostar/TGV bogies. The power train will be identical with the class 66 with 80% of components interchangeable. There is still concern that the locos will be too heavy to operate at 125mph as they will still weigh nearly 100 tons compared to the 78 tons of the benchmark class 43. The first locomotive is expected in the UK in July 1999 to start what might be a lengthy acceptance procedure.

A still born version of the class 67 was Virgin's Cross-Country class 68. This would have been a single ended version of the class 67 but restyled to match the cars they would work with. Perhaps put off by the cost or the potential problems of acceptance or both, Virgin decided to opt for dmu's instead.

The most recent convert to American power is Freightliner who have ordered five class 66's identical to the EWS ones for delivery in August 1999 and numbered 66501-505. In addition they are having twelve class 47's rebuilt at Brush using GM 12-645E3 engines and Brush alternators salvaged from scrapped class 56's. The GM engines are being supplied by VMV Enterprises of Paducah, Kentucky, a well known rebuilder of locomotives. Interestingly these engines are not necessarily from locomotives, they may have previously been in standby power plants, boats or even heavy dump trucks all of which use GM's big engines.

This brings the story up to date but no doubt the American invasion will continue.

NORTH AMERICAN BUILT DIESEL LOCOMOTIVES IN GREAT BRITAIN & IRELAND

Builder	Order/ Builder Nos.	Date	Model	Customer	Running Nos.	Notes
ALCo	77120	9/49	S1	Steel Company of Wales	801	
ALCo	77776-77779	2-3/50	S1	Steel Company of Wales	802-805	
GE	30843	11/49	45 Ton	Esso, Fawley	un-numbered	
EMD	26271-26285	1960	G8	Coras Iompair Eireann	121-135	
EMD	27467-27503	1962	JL8	Coras Iompair Eireann	141-177	
EMD	31248-31259	1966	JL18	Coras Iompair Eireann	181-192	
EMD	713736-713753	7/76	JT22CW	Coras Iompair Eireann	071-088	
EMD	798072-1 -2	10/80	JT22CW	Northern Ireland Railways	111, 112	
EMD	798083-1	12/80	SW1001	Foster Yeoman	44	
EMD	848002-1 -4	9/85	JT26CW-SS	Foster Yeoman	59001-59004	59003 sent to Germany in 5/97
EMD	848084-1	5/84	JT22CW	Northern Ireland Railways	113	
EMD	878039-1	4/89	JT26CW-SS	Foster Yeoman	59005	
GMLG	878029-1 -4	9/90	JT26CW-SS	Assoc. Roadstone Co.	59101-59104	
GMLG	918273-1	1/94	JT26CW-SS	National Power	59201	sold to EWS in 4/98
GMLG	928303-1 -10	6,9/94	JT42HCW	Iarnrod Eireann	201-205, 210-214	
GMLG	938403-1 -20	12/94-2/95	JT42HCW	Iarnrod Eireann	215-234	
GMLG	938435-1 -2	2/95	JT42HCW	Northern Ireland Railways	208, 209	equipped for Enterprise services
GMLG	948500-1 -2	2/95	JT42HCW	Iarnrod Eireann	206, 207	equipped for Enterprise services
GMLG	948510-1 -5	6-7/95	JT26CW-SS	National Power	59202-59206	sold to EWS in 4/98
GMLG	968702-1 -250	4/98-2000	JT42CWR	English Welsh & Scottish	66001-66250	
GMLG	TBA	8/99	JT42CWR	Freightliner	66501-66505	
GMLG	TBA	2000	JT42CWR	Freightliner	66506-66516	
GM- Alstom	TBA	7/99-2000	JT42HW	English Welsh & Scottish	67001-67030	built in Spain with US supplied power equipment

ALCo American Locomotive Co., Schenectady, New York, USA.

EMD Electro-Motive Division, General Motors Corporation, La Grange, Illinois, USA.

GE General Electric Co., Erie, Pennsylvania, USA.

GMLG General Motors Locomotive Group, London, Ontario, Canada.

BOOKSHELF

Alan Costello

1. Railways Restored 1999

Edited by Alan Butcher

Ian Allan

ISBN 0-7110 2643 2

2. Guide to British Steam Railways

Edited by Mick Ross

Cromwell Press

ISBN 1 86223 036 6

Two books that give details of the preservation movement, which combined together, will give you everything you want to know about the subject. The first book, now in its 20th edition, is split up in to the countries of the British Isles. It gives details of the location of each site, how to get there by public transport, opening times and membership details. Also the stock list is given though it is not always correct, so if you want to see a particular engine it would be best to give the site a ring first to see if it is there. Timetables for a number of railways are included (I don't know if my copy is unusual but I have them at the front and again at the back of the book.). The second book is much smaller as it only lists railways with steam engines and it has only one page per site. No stock detail is given and only the number of locos is quoted. Details not given in the first book but included here are the number of members, cost of the rides and how to get there by car.

Isle of Portland Railways Vol. 1

R. Jackson

Oakwood Press

ISBN 0 85361 540 3

In the October 1998 edition of the Marlow Donkey I reviewed a book on the railways of Portland. This covers the same subject but in greater detail. This volume covers the Admiralty and Quarry railways. The Admiralty railway was built to the 7-foot gauge to help in the construction of the Portland Harbour breakwater. Convicts were brought to Portland to quarry the stone before it was transported to the colonies. First an incline was built with a gradient of about 1 in 10. It consisted of three slopes 1500 feet long. At the top of each slope there was a 12-foot diameter drum round which there was a cable. The wagons were transported down to the sea level where they were pushed out onto wooden staging and discharged the stones through the bottom of the wagon into the water. Most of the quarries had 2 foot gauge lines that connected to the 4 foot 6 inch Merchants Railway that took the stone down to the quay to be loaded onto boats. It has been calculated that between 1826 and 1917 nearly 4,000,000 tons of stone was produced. Details of the locos are given. One of them was sold to the Wootton Tramway and went to Quainton Road, and another one was used during the building of the Gerrards Cross to Wycombe line. Finally the book describes the steam traction engines that were used on the island. It is well illustrated with old photographs and maps.

Images of Barry Scrapyard

R. Hardingham

Waterfront Press

ISBN 0 946184 86 0

Although Woodhams Brothers scrapyard at Barry closed 10 years ago, this book has just been published. The author produced 8 booklets – The Barry List – whilst the engines were being removed from the yard giving details of their destination. He has now produced the hard covered book of coloured photos taken whilst the locos languished in the yard. 213 locos in all were bought for preservation and 84 cut up. All the ones saved are listed, but no information is given as to where they went. The author has also produced a video on the same subject that includes an interview with the owner Dai Woodham

Steam Works

D. Huntriss

Ian Allan

ISBN 0 7110 22690

Not a new book (published in 1994) but as I won it in the raffle on a recent Hertfordshire Railtour, I thought I would include it. A superb collection of colour photos illustrating the end product of 18 steam engine works from Inverurie in the north to Ryde in the south. They were taken in the 1950's and 1960's. In the introduction, the author defines heavy and light repairs and normally gives the reason for the work's visit by the engine in the photo. A short description of each works is given followed by the photographs.

Trains Annual 1967

Ian Allan

The main article describes a day at Edinburgh Princes Street in April 1935. A driver gives an account of his life on the LNWR starting at the beginning of the Century. A trip from Dundee to Glasgow in a cab of a Caprotti geared Class 73 standard is related when most of the time it was thick fog with the arrival 70 minutes late. Other chapters look at 100mph trains, across the Apennines on the Vesuvius Arrow and the railways of Yugoslavia. Photo features cover the last days of the Pacifics in Scotland and some of the enthusiast's specials being run at that time.