

THE MARLOW DONKEY



Edition

91

December 1999



Contents:

Island Railway

Railfair '99

California Tour of '99

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

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FRONT COVER PHOTOGRAPHS. *SP Daylight 4449 at Railfair '99, Sacramento. 6/99 Mike Hyde*

Latest Copy Date for next issue of The Marlow Donkey 10th February 2000

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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.

2000

Thursday 20 January	PHOTOGRAPHIC EVENING	
Thursday 17 February	AGM/BRING & BUY	
Thursday 16 March	MILITARY RAILWAYS	Keith Catchpole
Thursday 20 April	USA 'HAVE A NICE DAY'	Martin Humphreys
Thursday 18 May	INDONESIA	Tim Edmonds
Thursday 15 June	SOUTHERN ROUNDUP	Bruce Nathan

DAY TRIPS 2000

Sat/Sun 15/16 April	BAY DE SOMME	Car/Tunnel/Overnight stay
August Bank Holiday	Shildon 175	Rail
Other Proposed trips	Bluebell/London Transport Acton Depot	

Please: NO TALKING DURING PRESENTATIONS

Please note: The above programme is subject to change

Question What town has its two stations in different counties?

Answer on back page

FROM THE CHAIRMAN

We have now just about reached the much talked about Millennium with attendant Dome, backed up by the possible shut down of certain 'electronic gadgets'. May I take this opportunity to wish all our members, and their families all the best for the year 2000 onwards.

Rather than waste time in platitudes but noting that many pieces of 'nostalgia' are being produced, I have taken this opportunity of offering you a brief article on steam locomotive developments around 1900.

FROM THE EDITOR

Roger Wallis our Society Secretary has resigned from the committee, having served on it for six years. Roger has moved out of the area to a much quieter part of the country. He was a very efficient Secretary and on behalf of the committee and membership I would like to thank him for all the work he has done and wish him the very best for the future.

As this year (and century?) draws to a close I would like to thank all the contributors to The Donkey. Some members have made an outstanding contribution and without them the publication would much thinner. Special thanks must go to Keith Brown for not only providing articles but also typing up those not sent in on disc. For a number of years (longer than I have been a member) Alan Costello has been contributing Bookshelf a very special thanks to Alan, as this section does not come under the article heading he is unlikely to win an award for this section.

When you look through this issue or previous issues make a note of who wrote the article and next time you see that person remember to let them know how much you enjoyed reading the article (it takes quite a while to write/type an article as most of us are two fingered typists). I am sure this will be much appreciated.

I wish you all a Happy Christmas and a wonderful new millennium.

Letter from Roger Wallis

Dear Eddie

Many thanks for your good wishes for our future here at Ross-on Wye and the words of appreciation regarding the MDRS. The Book Token gift from the Society is much appreciated and I will have no difficulty in redeeming it very shortly, will you please convey my thanks to the members for their generosity. My apologies for my short notice departure from Marlow, as you know it was the unusual combination of things coming together and actually working. I know I will miss the activities of the MDRS, it has given me a great deal of pleasure over many years. It is my intention to maintain my ties with the Society, keeping up to date through 'The Donkey' and if dates coincide, attend meetings whilst visiting my son, now residing in Wycombe.

Please convey my thanks to Julian Heard for stepping into the Secretary slot so willingly.

My I conclude by thanking you for your own tremendous input into the Society, without which we would not have the successful operation that is today's MDRS.

Regards Roger

RAILWAY ROUNDABOUT

The Battlefield Line

The Pembroke reports currently featured in Steam Railway offer a very balanced assessment of our preserved lines. I read with interest the article concerned with a five-mile line in Leicestershire which crosses a former battlefield. In 1485 King Richard III was defeated at Bosworth Field, near Shenton.

Two friends and I decided last September to pay a visit to Shackerstone Station, some eight or so miles from Nuneaton. By using the A444 we eventually parked on a section of the original line and walked past a collection of visiting steamrollers and traction engines.

Shackerstone Station is in very good condition. It houses a museum of railwayana and a restaurant. On the day of our visit two industrial tanks were travelling to Shenton via Market Bosworth. The staff, 'We're all volunteers' said there was a visiting ex. GWR pannier tank in the shed. We boarded the steam hauled train, grateful that their aged d.m.u. was not in use that day. Shenton is rebuilt very attractively from the station at Humberstone Road. Market Bosworth station has industrial use and trains do not stop there.

On our return to Shackerstone Station from an excellent meal at the Rising Sun tavern we walked along the side

of the Ashby Canal full of long boats and thence to an exhibition of veteran and classic cars in a field adjacent to the station.

Steam Railway published an excellent picture of ex- LNWR coal tank, No. 1054, standing with a freight train, and showing part of the Shackerstone station building. Shackerstone is not far from Loughborough and visitors to the latter, ex G.C. line, might find the Battlefield Line worth a visit. The enterprise is short of both finance and volunteers, but it is well worth a visit. *Bas Woodward.*



I BEG TO DEFER!

by Mike Hyde

That is, to defer to David Gardner's greater knowledge of the GWR Broad Gauge (Donkey Sept 1999). My page filler on the future of Oxford's Rewley Road Station at BRC, Quainton Road (Donkey June 1999), was based generally on several reports and articles in the 'Quainton News' of Winter 1998. I briefly stepped outside the main subject to mistakenly quote an incorrect date for the GWR conversion to Standard Gauge (aka narrow gauge).

Not so much in my defence, since I should have checked, but to relate to the source, the original author had said "this gauge break... persuaded the directors of the GWR to convert the whole of the Wycombe Railway from Maidenhead to High Wycombe, Princes Risborough, Thame and Kennington Junction (south of Oxford), and the Aylesbury Branch from broad to standard gauge in 1877. This was the first line in England to be so converted."

David is absolutely right on both his points, as my subsequent scanning of Christopher Awdry's book 'Brunel's Broad Gauge Railway', confirmed. The date should have been - 1870, and it was not the first. However having opened the book one cannot be other than captivated by the story even if, like me, you have heard much of it before.

After a very difficult period during which the GWR faced severe financial problems, the railway paid a dividend in cash, the first in 2 years. With an improving financial position the GWR began the conversion of its 7ft $\frac{1}{2}$ in broad gauge. A start was made on the 7 mile branch between Princes Risborough and Aylesbury in October 1868. The link from Maidenhead Junction to Wycombe was converted in 1870 as was the line running from the opposite direction, as we now know! The Henley Branch did not change until May 1876. As more of the track was converted, so the GWR gained in trade but it took until mid 1892 to complete the whole system.

One might imagine some of the problems in running what must have been at times, a disjointed service with non-interchangeable engines, stock, etc, and the need for passengers as well as goods to change gauges at certain locations. But the company managed and it is interesting to consider, not for the first time, what our railways might have been like? What if Brunel's gauge, which was designed to provide (relative) stability, comfort and speed, had become the norm rather than been outvoted by the Gauge Commission? Hardly realistic you might feel, with over 87% of the then British system being 'narrow gauge'. But at least First Great Western and Thames Trains might have had a head start over GNER and Midland Mainline, thanks to Isambard!!
A&OE.

STEAM & THE MILLENNIUM

With the rapid approach of the millennium and the nostalgic programmes now taking place on many subjects, it would seem timely that a brief review of the place of the steam locomotive in Britain one hundred years ago, would therefore not be out of place. After all, the steam locomotive in those days was the prime mover for land transport worldwide as was the steamship at sea!

However a review of locomotives in 1900 alone would not give a clear picture of trends and so the opportunity has been taken to broaden the time base a little, as big changes were afoot some of which started before 1900 and some, soon after.

Saturated steam, with one small exception, still reigned supreme and single driver locomotives which had dominated many Victorian railways, were still being built, although the days of their usefulness on passenger trains were diminishing rapidly. That said, the celebrated Dean 4 - 2 - 2 singles were built up to 1899 by the GWR whilst the Midland had one of its 2601 Class on show at the 1900 Paris Exhibition.

Turning to the Great Eastern, Holden's 4-2-2 design built in 1898 were fitted with oil fuel apparatus and trick slide valves, whilst Pollit built a batch of 4-2-2 locomotives for the Great Central. The last batch of single drivers to be built in Britain however were to H. A. Ivatts design on the Great Northern in 1900 - 01.

Clearly there was a certain reluctance to give up building single drivers as the same lines were already building either 4 or 6 coupled machines or both.

Under good conditions the single drivers could haul respectable loads at speeds and in 1898 Mr W. M. Smith (of Compound fame) gave a paper comparing 5 North Eastern Locomotives which were tested between Newcastle and Tweedmouth (65½ miles). A W. Worsdell 4-2-2 single driver was included along with a Fletcher and Tennant 2-4-0 and two 4-4-0's. The load hauled by the single driver was 265.2 Tons, the average speed 52.4 mph. and average I.H.P 729, all figures comparing favourably with the other designs tested.

The writing was, however on the wall for small boiler locos and single driven were no fun on slippery rails despite steam or air sanding. Improved rail quality and manufacturing techniques meant that 4 & 6 coupled engines which one renowned Scottish engineer had likened to a "laddie running with his breeks doon" now ran more smoothly, whilst traffic departments were providing heavier and heavier trains with the widespread introduction of bogie stock, also "Dining Saloons" in Midland parlance, corridor connections etc, and lines such as LNWR were rolling trains down the line that no single driver could look at, whilst Mr Webb, who had a penchant for Compound 2-4-0s and 2-4-2s for many years was, now in 1900, building 4-4-0 compound locos, which still had a struggle at times!

Many 4-4-0 designs were being built at the turn of the century, the Midland still building simple 4 - 4 - 0s and yet having to start on their famous Compounds in quantity, five only being built 1901 - 1903.

The celebrated Claud Hamilton's of the GER started to appear in 1900 but many other lines had built this arrangement for some years. Another celebrated class developed over the years being the Caledonian Donalostairs moving progressively from I to IV.

However demand was ever increasing and there was a diversity of views regarding developments to a 4-4-2 arrangement or 4-6-0.

Whilst David Jones had produced the first British 4-6-0, it was a Goods engine, needed desperately for the heavy Highland gradients and it was left to W. Worsdell in 1900 - 1901 to build the first 4-6-0 express passenger locos. The two GWR locos of 1896 and 1899, Nos 36 & 2601 were distinctly not express locos, and it would not be till 1902 - 1903 before the GWR introduced the earliest of the superb Churchward designs which were later to shake the locomotive world with their outstanding performances. However doubts existed on the benefits of the 4-4-2 & 4-6-0 and even Churchward himself built both types before settling on the 4-6-0 design. Other lines continued to haver as the steaming capacity of both types was pretty evenly matched, wide grates being suited to the GNR Atlantics but not so readily to 4-6-0.

The G.C was typical of a line havoring between the two types, finally building the popular 4-4-0 Director class in 1913!! Again the NER havorered between both types.

A point of interest on the Lancashire & Yorkshire, is that the celebrated Aspinall Highflyer "Atlantics" with the 7' 3" wheels were as good at hillclimbing as smaller wheel designs, a feature noted quite often in the days of saturated short travel locomotives. Incidentally if you are still wondering who introduced superheating before 1900. it was Aspinall, who fitted five engines with it in 1899, based on ideas put forward by a Mr Mc Gonnell in 1852!

Interestingly certain designers had difficulties in jumping from 4-4-0 to 4-6-0 designs, Drummond on the LSWR being one of them. His small 4-4-0s like the Class T9, performed well but there was a lot lacking in the large 4-6-0's performances.

This, then was a brief overview of the express loco scene at that time. Turning to freight locomotives, heavy locos were already running on such lines as the LNWR on which Webb had built the first inside cylinder 0-8-0 locomotives in 1892, with simple expansion, followed by Compound 0-8-0's during his reign. Improvements to this design, but simple engines continued to be built throughout the rest of the LNWR's existence.

In 1900 both the L&Y and GNR built 0-8-0 machines with the Barry Railway introducing 0-8-2 Tank locos in 1896!

Use of the 0-6-0 design continued on most lines on a widespread basis, the Midland never producing anything bigger in quantity!

On the suburban locomotive front, 4 & 6 coupled machines had been built for some time. Holden on the Great Eastern producing some sturdy 2-4-2 Tanks in 1893 - 1902 for long distance local traffic, whilst little 0-6-0T abounded in Liverpool Street and elsewhere, the famous Stroudley 'Terrier' design dating from 1872. Some designers picked up the freight 0-6-0 design and built virtually identical 0-6-0T's, Barton Wright of the L & Y, being one of that number.

The history of the steam locomotive in Britain is a long deep and fascinating one and the writer has only skimmed very lightly at its surface in this Millenium project but it is hoped that the glimpse provided has been of interest to you.

E.W.L.

THE MARLOW & DISTRICT RAILWAY SOCIETY
MINUTES OF THE 23rd ANNUAL GENERAL MEETING

HELD AT 8PM ON 18TH FEBRUARY 1999 AT THE ROYAL BRITISH LEGION HALL, MARLOW

The Chairman opened the meeting and welcomed the members and visitors.

1. MINUTES

The Minutes of the Annual General Meeting held on 19th February 1998 were read and approved for signature. Acceptance proposed Roger Bowen, Seconded Brian Sparrow.

2. CHAIRMAN'S REPORT

The Chairman reviewed the meetings of the previous year and noted the variety of subjects covered and quality of the speakers. He thanked Tim Edmonds for stepping in at very short notice to fill the July speaker slot.

On the subject of outings he said that the attendance for the Isle of Wight was disappointing, especially as the venue was such an excellent preservation project.

He said the format of the Photographic Evening had to be revised due to the indisposition of Mike Norris, but was pleased to report that Mike was making good progress in his recovery.

The Christmas gathering proved successful again and the Chairman expressed his thanks to Eve Reilly for the excellent buffet, Tim Speechley for setting the Quiz & Peter Greatorex for the Slide Presentation.

Thanking the Committee members and their wives for their efforts throughout the year he closed by wishing the Society good luck for 1999.

3. TREASURER'S REPORT

The Treasurer reported that the Society Membership was two up on last year. Reviewing the finances he said that expenditure was reduced, mainly due to lower speakers expenses. Of the outings he said that a small profit had been made on the Rail trip but a loss on the Coach trip due lack of participants. The Christmas Buffet also made a small loss due to over estimated buffet numbers. He noted that two Society Ties had been sold (6 in hand).

He concluded that due to the satisfactory state of the Society finances it would not be necessary to increase the subscriptions this year. He thanked Brian Prince for Auditing and approving his report.

Acceptance proposed Peter Bond, Seconded Kieth Brown.

He then invited Comments from the members.

Roger Bowen noted that subscriptions were based on membership numbers & enquired how the committee proposed to maintain or increase them.

The chairman replied that every opportunity was used to publicise the Society, including local press & notice boards around the local towns which had resulted in several new members joining during 1998.

Tim Speechley noted that membership would reduce as the average age of members increased.

4. SECRETARY'S REPORT

The secretary outlined the programme for the coming year, he said it would include a wide variety of railway subjects presented by mainly new faces but with a couples of old society friends making return visits. He invited members willing to make a presentation to come forward so that suitable slots could be made in the future speaker programme. He thanked the members for their support .

Proposed Acceptance David Kingswood, seconded Phil Searle

5. ELECTION OF OFFICERS

The Secretary said that in accordance with the Constitution the three longest serving committee members Gordon Rippington, Mike Hyde & Julian Heard would be stepping down from the Committee but that all had expressed a willingness to continue. As no new nominations had been received the Chairman said the committee would be the same as 1998.

6. NORMAN ASTON SMITH COMPETITION

Following a vote by the attending members the Chairman announced that the competition had been won by Mike Walker.

7. ANY OTHER BUSINESS

David Kingswood observed that the smoky atmosphere in the meeting room often distracted from the pleasure of the meeting and requested that the Legion be requested to activate the extractor fans. The secretary noted

that the noise from them was also distracting but agreed to approach the Legion regarding their use.

Returning to the subject of Society membership Mike Walker proposed that the Bucks Free Press Article "What's on" would make a good platform for publicising society meetings. Julian Heard proposed the "Target" publication & Roger Bowen suggested the Marlow "Website"

Tim Speechley (publicity member) agreed to action.

This concluded the AGM and the Chairman thanked the members for attending. The meeting closed at 8.30pm.

The Committee for 1999/2000:

Julian Heard

Mike Hyde

Eddie Lewcock

Gordon Rippington

Peter Robins

Tim Speechley

John Tuck

Roger Wallis

HIGHLANDS AND ISLANDS

By Mike Hyde

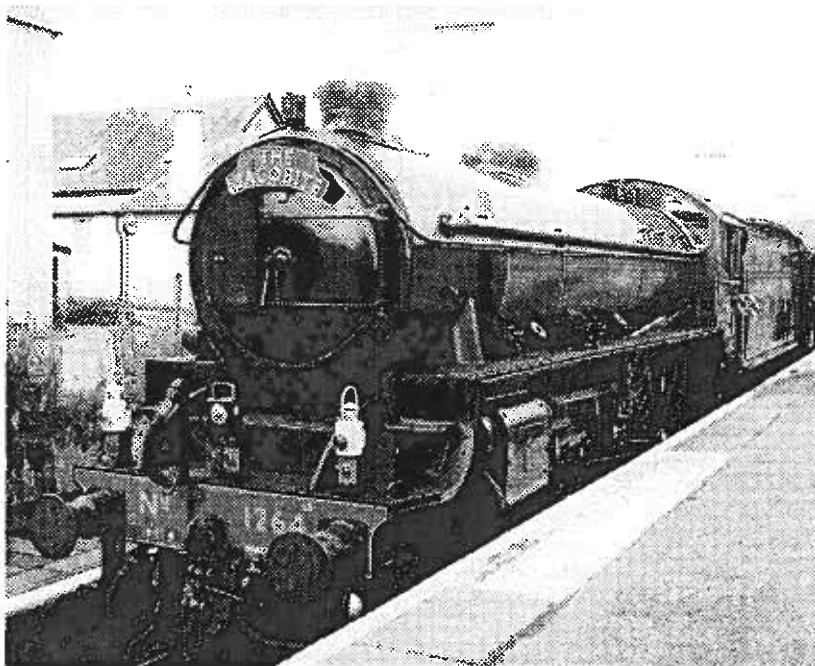
I recently had the chance to travel with 'Chiltern Trains' to Scotland and try out a few of the local tourist railways. Can I first say I was impressed, delighted and recommend the experience to those who have not yet been. True we had the very best of the weather, in fact when we were there, Inverness was the hottest spot in the UK.

Our trip started with the mid-morning HST 'The Highland Chieftain' from Kings Cross to Kingussie to be met by mini-bus and conveyed to Fort

William (remains of the fort still exist) for our hotel. On our first day we saw off the daily summer 10.20 'Jacobite' steam train on its 42-mile journey to Mallaig, headed by LNER B1 No.1264 (on loan from GCR) and 6 carriages of the 'West Coast Railway Company'. It was actually piped away in style. Resting in the next platform was Class 37.430 'Cwmbran' in Transrail livery with the overnight sleeper coaches from London. Later that day we toured the area and took tea in the old railway station at Spean Bridge (Commando Memorial). If you looked carefully en-route there were traces of the former branch line from Spean to Fort Augustus via Loch Lochy and the Great Glen.

We next day took the (former North British/LMS line) Scotrail 08.45 scheduled service to Mallaig (156492/496) in order to have a few hours on Skye. Today at the station it was the turn of Class 37.419 EWS to rest having brought in the London sleepers.

It was a typical grey misty morning which later cleared for the 16.10 return journey on 156462/467. There is a small but interesting museum just by the station at Mallaig with a fair number of railway pictures. 'The Iron Road to the Isles' took four years to build, opened in 1901 and fortunately escaped the Beeching axe by virtue of solid local support. It is also fortunate that the main benefit of the Sprinter is visibility for on this line the views are stunning. Frequently sea and inland lochs appear on your right hand side (return trip) and the one everybody recognises is Loch Shiel with Glenfinnan at its head. This is the site of the Jacobite (Bonnie Prince Charlie's) Monument, but for railway fans it is also the location of McAlpine's famous viaduct built on a curve and made wholly of concrete, made from cement and crushed rock quarried from deep cuttings at either end of the bridge. 1248 feet in length and 100 feet high it has 21 spans of 50 feet each. At the restored station is the West Highland



B1 LNER 1264 Heading The Jacobite at Fort William

7 July '99. Mike Hyde

Railway Museum with a Dining Car Restaurant and a green & cream (a previous livery) Camping Coach. Whilst scheduled services make just a brief stop, the 'Jacobite' steamer stops for a short break. I am told that it can be worth breaking your journey here in any event but watch the weather and the train times. It's a long wait for the limited service or a long walk back! True the weather was great but the journey along the West Highland Extension line was well worth the trip – and there was more to come for

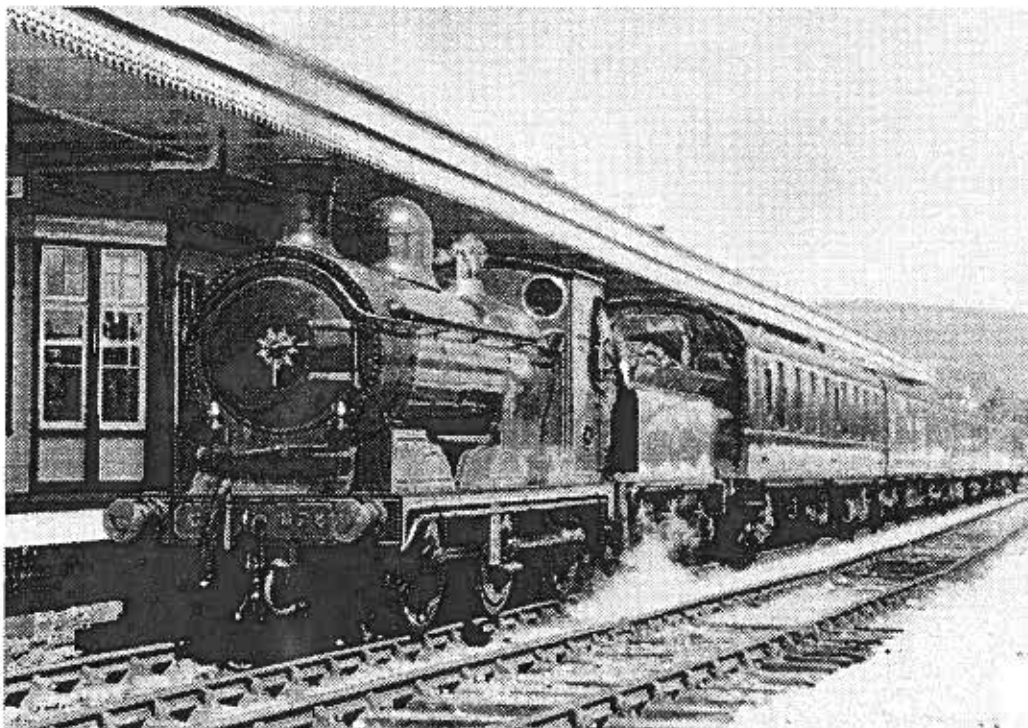
us, including Class 158s in the new Scotrail livery – quite lively!

Having taken the Kylerhea and Gleneig summer vehicle ferry (fitted with a turntable!) by minibus, a few days later, we returned via the new road bridge to Kyle of Lochalsh. There we joined the 17.05 Scotrail Sprinter 156477 for the Kyle (ex HR) Line to Inverness where we were now staying. It was a 2 hour journey but full of delight. The early part was perhaps best, passing through Plockton station (now a pub bar) with excellent views across the inlet to Hamish Macbeth's TV home and Loch Carron. Through the Glen and on to Strath Bran with more than a fair share of lochs and forests to view. At Dingwall we met the old Highland Railway line from Wick and Thurso (perhaps another visit sometime) and near Muir of Ord we passed the long-gone line to Fortrose and Montrose (which it never reached, although we did a few days later).

One further treat awaited us, this time a preserved (ex LMS) steam line – the Strathspey Railway, 5 miles from Aviemore to Boat of Garten. This was part of the original 1863 HR mainline to Inverness via Forres until a direct line was opened in 1898 downgrading this route to secondary status. It almost parallels the former GNSR (later LNER) Craigellachie/Aviemore 1866 branchline as far as Grantown on Spey. The SSR have plans to extend to Grantown next year, in fact, the track has already been laid the 4½ miles to Broomhill which is roughly halfway. However there is much work to be done thereon including over 4 miles of track, a river bridge, a tunnel and a new terminus station. Our £5.00 return trip was to be at midday headed by the magnificently turned out bright blue Caledonian Rlyw Class 812, an 0-6-0 tender loco No 828 (BR57566) built in 1899 by McIntosh of Glasgow, now owned by the SLPTF. We did not get a

chance to visit the shed which is just by the former SSR station of Strathspey (SSR now use the mainline station) but we could see a number of engines as we passed en-route. Queen Anne No.4 ST, No.9 1943 Austerity saddle tank by Stephenson & Hawthorn, Class 26.025 No.D5325, Class 27.050 No.D5394, Class 107 Sc52008 (MBSC), Class 114 E54047 (DTCV). Tucked away, which I did not see, were said to be a Stannier Black 5 No.45025 awaiting overhaul, a 1942 BR (Swindon) Mogul 2MT No.46512 under overhaul, further 0-4-0 and 0-6-0 tanks, Class 26.002 No.D5302, Class 08.490, a variety of industrial 0-4-0 DMs (1948-66), plus 2 more DMUs, 3 Hand/Diesel Cranes, Carriages (oldest, 1870 HR brake van and 1896 GNSR 6 Wheel Composite) and Wagons from 1907 (several ex MOD). In regard to the extension to Grantown, workers can be accommodated in the former LMSR train crew's hostel in Aviemore! The usual souvenir and tuck shop are sited on the platform. A nice little railway which will be most attractive when the extension is completed.

Mike Hyde



*CR828 at Aviemore, Strathspey Steam Railway.
July '99. Mike Hyde*

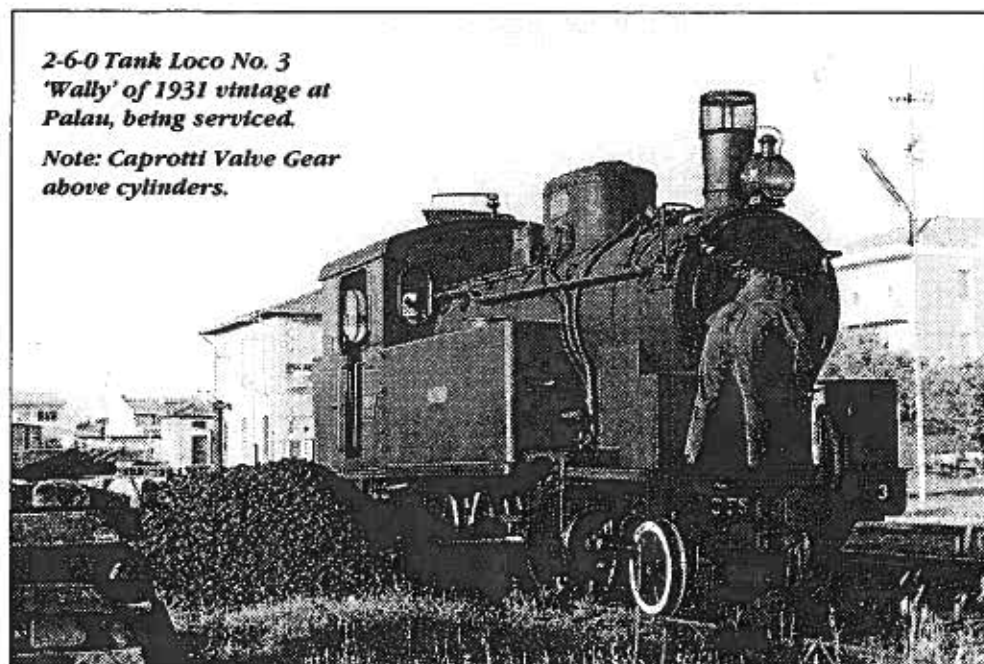
A LITTLE KNOWN ISLAND RAILWAY.

E. W. LEWCOCK.

The coach was in immaculate condition, with woodwork freshly varnished: all brass screws in any one row had screwdriver slots in the same plane; new velvet seating was provided as befits a first class bogie saloon of 1913 vintage, reconditioned superbly and hauled by a 1931 2-6-0T, fitted with a Caprotti Valve gear running on 960mm track, in a perfect historic setting. The time is 1999 and the setting Sardinia, where both standard and narrow gauge systems are still working, diesel operation being utilised in the main. However several steam tank locomotives are maintained in serviceable condition, not only for use as Special trains such as the ones on which my wife and I rode but also for operating a series of "Green Trains" in various parts of Sardinia to advertised timings which are available from the relevant local tourist offices. Additionally a well set out booklet giving all the services can be obtained at Sardinian Airport information offices, amongst other places.

The narrow gauge system started in 1871, down in the South West where zinc, lead and coal mines were situated. Over the years several separate systems were created and over 450 miles of track were laid through some extraordinary countryside, which on some lines produces panoramic vista after vista, and steeply graded track - 1:40 on some lines and 1:30 to 33 on parts of the Arbatax line which climbs to 2700 feet from sea level, twisting and turning to follow the land contours.

Our party of nearly 50 people arrived at Olbia airport in good time to take a leisurely sea trip around the islands on the North East coast which, as the "Emerald



*2-6-0 Tank Loco No. 3
'Wally' of 1931 vintage at
Palau, being serviced.*

*Note: Caprotti Valve Gear
above cylinders.*

Coast" attracts the wealthy from around the world, A nights stay in the Hotel Palao enabled many to take an evening shot of "Wally" No 3, a Caprotti fitted 2-6-0 Tank loco built 1931 by BREDA. She was one of a batch of five built for the then Sardinian Railroad.

At one time several companies

existed but unification occurred in 1989. Total mileage of the Narrow Gauge system is about 450 with several quite long runs, as on the first day ,the mileage from Paulau to Sassari being about 93.

Our train comprised one First and one Third Class bogie coach also a support van carrying coal, oil, grease, tools etc. In the cab, on each loco, is a partition board so that the driver has no coal on the floor but the fireman wallows in coal, ready for firing. The Caprotti valve gear gave Mid Gear (5%) and the following offs in both directions:-

10%; 17%; 26%; 38%; 53%; 67%; 80%;

Normal running appeared to be as the 26% cut off with part open regulator. Braking incidentally was by hand on all vehicles. A vacuum ejector was fitted but not used, and boiler pressure on the loco's seen was 12 bars (about 180 p.s.i.). Tank water levels were found by means of a series of test cocks, sometimes outside the cab, whilst boiler water level was checked by one gauge and try cocks - as on the old GWR!

As mentioned before, certain coaches were beautifully restored and belong to the Railway Museum in the south of the island at Cagliari.

The first section of the run out of Palau, built incidentally as recently as 1930, was fairly level and we rattled along at 30 - 40 mph, slowing of course for the many road crossings. On the banks a more modest 12 - 15 mph showed the severity of the climbs. Stops for water were frequent, whilst at several points coal was transferred from wagon to footplate. A number of key positions for Lineside photography was provided to keep the day busy for all the photographers on board.

The train run that day, ended at Sassari station where standard and narrow

2-6-0 Tank Loco No. 5 'Sulis' built 1914 starts at Bosa Marina Station. A beautifully restored 3rd Class coach brings up the rear.

LE LINEE DELLE FDS		
<p>— Linee Turistiche:</p>		
• Mandas - Arbatax	km	160
• Isili - Sorgono	km	84
• Macomer - Bosa Marina	km	45
• Nulvi - Palau	km	115
<p>— Linee di Trasporto Pubblico Locale:</p>		
• Cagliari - Isili	km	82
• Macomer - Nuoro	km	63
• Sassari - Alghero	km	35
• Sassari - Sorso	km	11
• Sassari - Nulvi	km	35

gauges meet. A railcar service on the standard gauge provides four daily trains from Sassari to Cagliari in the South, with journey times varying between 3¼ and 3¾ hours.

ALGHERO - SORSO.

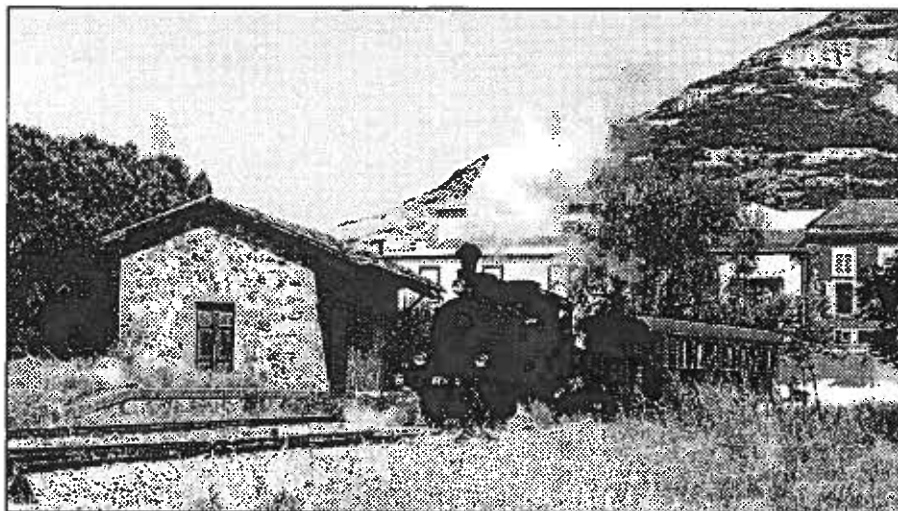
A short coach drive from our overnight hotel brought us to Alghero station on the North

West Coast of the island. The distance to Sassari is 21 miles and from there another 6½ miles to Sorso on the North coast.. Today the coach was a restored third class vehicle with wooden slatted seats, which were surprisingly comfortable. As on all steam strains, hand brakes were again used throughout the train, although the loco was fitted with a vacuum driven brake valve. Doubtless to conserve steam, it was never used and vacuum "bags" were non existent on many vehicles. Coupling was by a double hook feature mounted under the centre buffers. A ride on the rear open platform provided an exhilarating experience and showed the enormous amount of contractors work involved in building the lines. An overnight stay at the Pines Hotel followed by a coach run brought the party to BOSA Marina station on the following morning.

BOSA - MACOMER.

Bosa lies on the west coast of the island and the line runs due East to Macomer, situated just North of the Islands centre. For this run our train engine was a 2-6-0 Tank No 5. SULIS, built by Breda in 1914 and based now on Macomer. With a height of 12 feet 4inches to the top of the chimney, her appearance of height is accentuated by the narrow gauge, whilst her weight is a respectable 29½Tons.

The setting at Bosa was ideal for a start run past and this



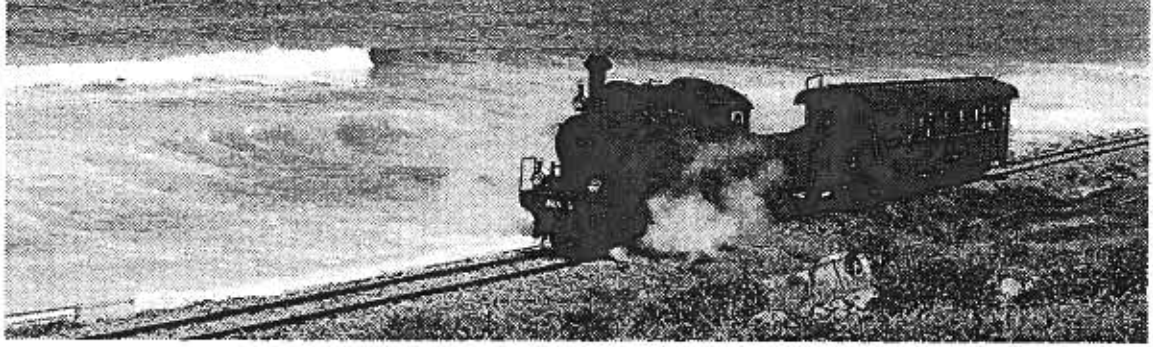
was carried out, after which the line runs virtually alongside the sea shore for several miles before turning inland to climb on heavy grades towards Macomer, twenty seven miles away. Again the scenery was excellent and a break occurred at Tresnuraghes for an excellent and lengthy Italian lunch. On arrival at Macomer, our faithful coach awaited to carry us off through the mountain regions to Aritzo for the night.

SORGONO - MANDAS.

Sorgono lies a little to the South of Macomer and provided our starting point for a run behind the oldest loco used on our tour. GOITO No 43, is a 2-6-0 Tank, built by S.L.M at Winterthur in 1893. Weighing twenty three and three quarter Tons, she was noticeably smaller than SULIS and was the only loco used, fitted with Walschaerts Valve Gear.

The line is very scenic, winding its way on steep grades and curves, southwards towards Mandras where we detrained. However a "Green Train" runs through to Isili

*Beside the seaside - beside the sea.
2-6-0 Tank Loco No. 5 'Sulis' on a
run past near Bosa*



Despite a slight injector problem, GOITO performed very well and another day was enjoyed passing through superb scenery. It was clear that most sections of the line traversed were all well maintained and doubtless EEU money had been involved. At one point, 3 kilometers has been saved by major realignment of the track and even continuous welded track - using old rail was in evidence.

MANDAS - LANUSEI - ARBATAX.

This is an extremely tough route and we spent two days on it, breaking our journey at Lanusei for the night. The total distance is about 96 miles through very difficult but scenic countryside, with the line reaching 2,700 feet at one point. SEVI station stands at 2,666 feet, as noted in metres on the building.

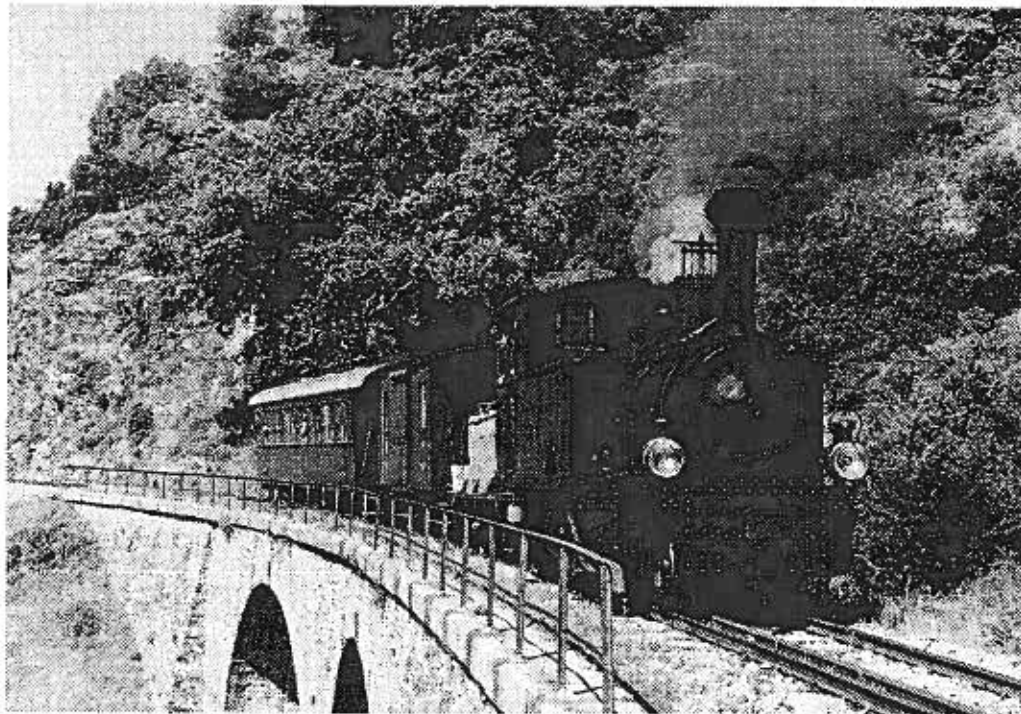
Our loco for this run was No 402, a 2-6-2 Tank built Reggio Emilio in 1931 and again fitted with Caprotti gear which gave a curious "chippy" exhaust which sounded harshly on the ears.

A footplate ride provided an exhilarating experience, sitting on a small wooden seat behind and above the driver, with feet astride the wood partition keeping the coal away from the driver. We plunged through one tunnel in complete darkness, the electric lighting provided for cab and headlamp not being switched on.

The young driver was being coached by the older fireman and I noticed that when drifting with the regulator shut, the valve gear was dropped down to nearly full fore. However when firing, the driver acted as an "Iron Fireman", that is he opened and shut the firehole door between each shovelful of coal. This was fine with the regulator open but when the driver shut it and the blower valve was forgotten, flames licked out of the open door. This only happened once!

Further excitement was provided on two occasions when cows were found on the line, particularly when a cow and calf decided to canter over a viaduct!

All too soon the ride came to an end and the run down the Gairo Spirals was made in the coach. Due to



Goito, 1893 2-6-0T built by SLM, Winterthur on a run past. Note water wagon next to loco followed by a van carrying tools and coal.

fifty miles away. Our start was witnessed by a large group of cheering children, who were most anxious to practice their English on us and were full of fun. Again a well restored 3rd Class coach provided a comfortable ride, whilst lunch was taken on the lineside, in the middle of nowhere, with portions of suckling pig being served from large cork platters. Cork is one of the island's products and a vast number of trees have been denuded of their lower bark for the cork industry.

unforeseen problems we transferred to a diesel train at Gauli and travelled the final few miles to Lanusei at remarkably high speed! As No 402 was on the line ahead of us, one wondered slightly at the reason for the transfer.

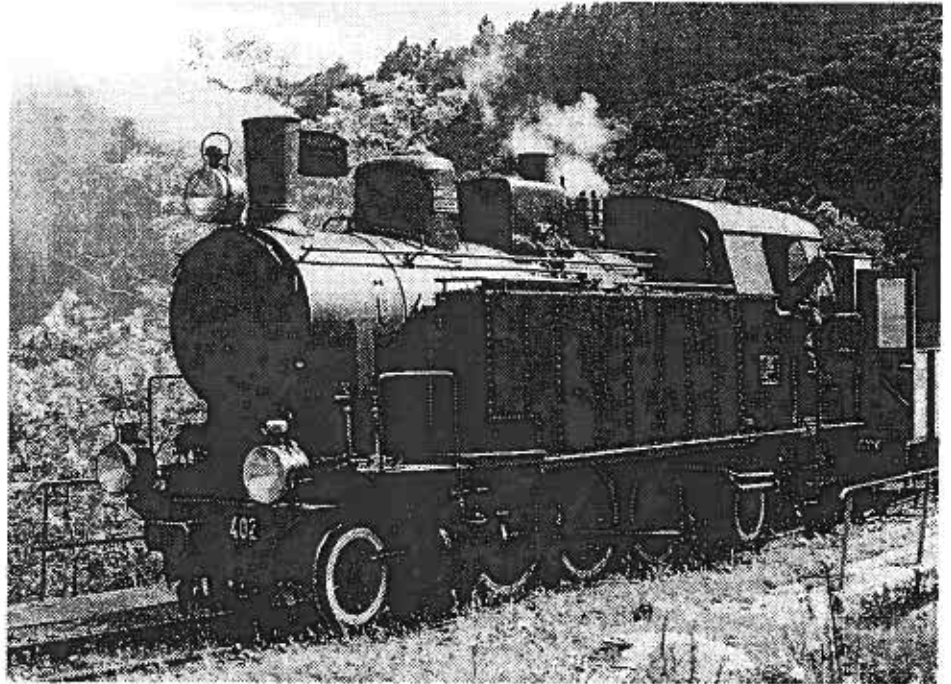
On the following day a run was made uphill from Arbatax to Lanusei with No 402. One intriguing detail was the use of the green flag clipped to the rear handrail of our coach to denote that the train was complete!

Conclusion.

Whilst my journeys were with Warren Travel, the "Green Trains" are tourist trains run in summer season; some of which are steam hauled and a useful booklet in Italian is available, showing prices and times of the trains which operate over four routes as follows:-

Mandas - Arbatax; Isili - Sorgono; Macomer - Bosa; Nului - Palau. Additionally there are five other lines in operation for local Public Transport. The island is highly scenic and is naturally very popular with the Italians in the high season but apart from the Emerald Coast it is not well known as a holiday area.

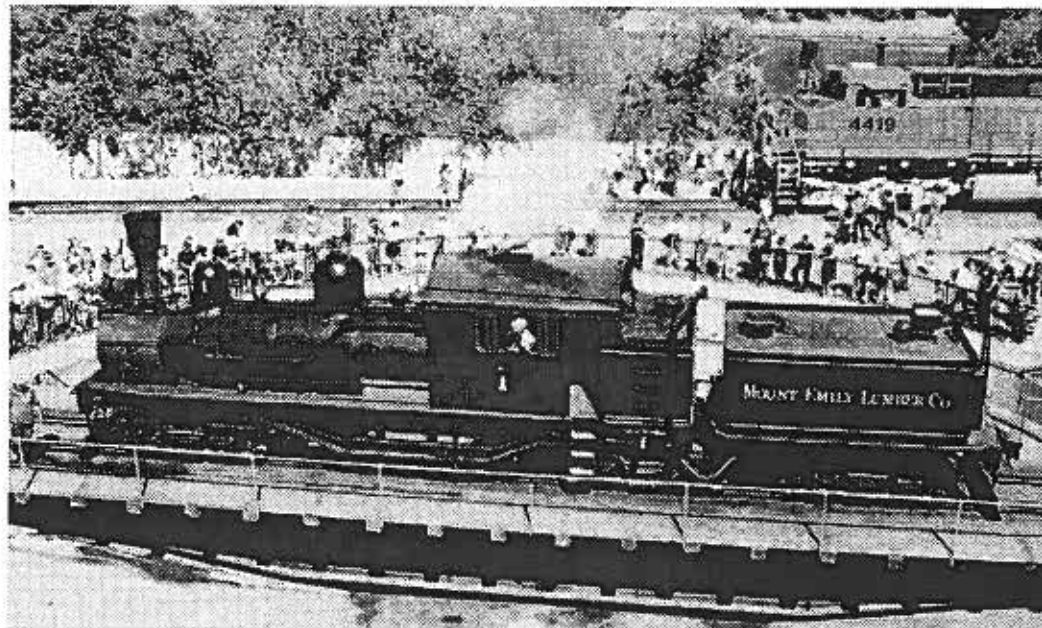
No. 402 2-6-2T built 1931 by Reggio Emilio on a run past between Mandas and Arbatax. This line climbs to about 2700 feet above sea level and includes spirals near Gatro.



Anyone interested in the background history should read P.M. Kalla-Bishop's book published in 1972. "Mediterranean Island Railroads".

RAILFAIR '99 – CALIFORNIA

by Mike Hyde



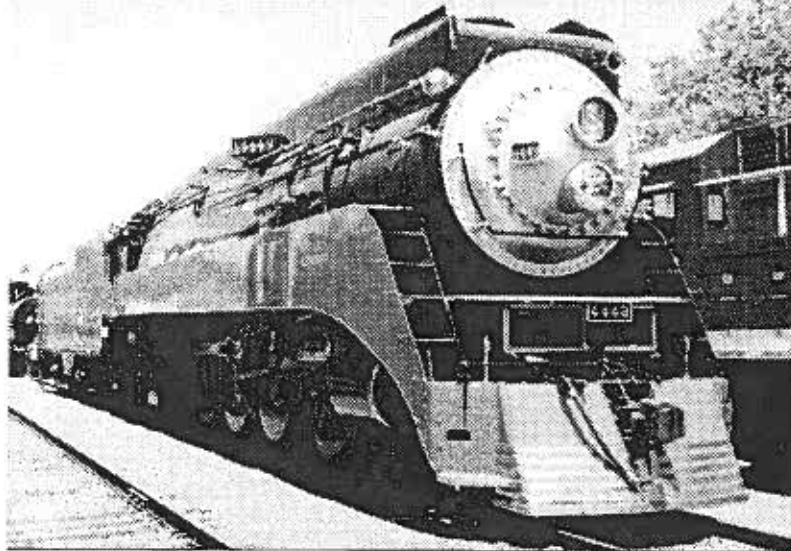
Mount Emily Lumber Co. No. 1 on the turntable. Mike Hyde

July saw a party of over 30 Brits including Tour Leader (our very own) Mike Walker and Tour Administrator Colin James from Travel Bureau, take to the heat (up to 107 degrees at one time) and the hash-browns of the USA, in particular, Old Town Sacramento. A separate report covers the California Tour which both preceded and followed our time at the California State Museum where Railfair was held.

Having visited the CSM a year ago I was familiar with the layout but it was not too difficult to find everything, if given sufficient time, since it was concentrated if extensive. A whole area facing the river was turned over to static exhibits – not that many locomotives were stood still for

long which is one thing that impressed me – plus stalls, stands, displays and the museum itself. We each had a three-day pass (the event being held over a 10-day period) and we could visit at any time, subject only to other distractions and exhaustion. As you will read later, some choose the wrong day, that is, depending on your point of view.

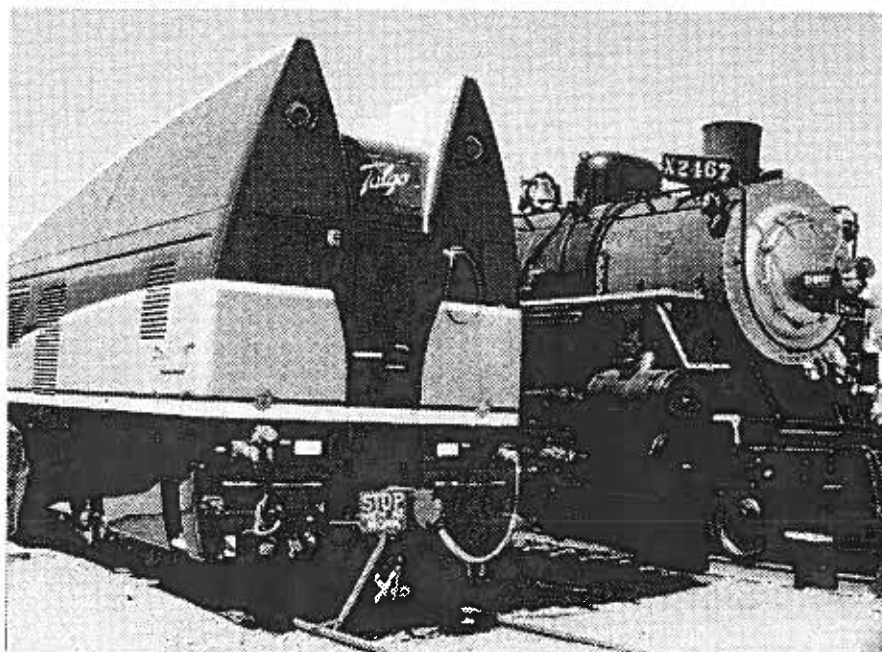
On my first arrival No.1 'John Bull', a 1940 Replica from Pennsylvania of the first US loco as supplied 1831 by Robert Stephenson, England, a 2-4-0 wood burning engine, was driven on to the turntable and revolved. This was followed by a variety of other locomotives, from a 2 truck Heisler No.3 from Sumpter Valley RR to a 3 truck 1925 Shay No. 1925 from Graham County RR or 1923 No.1 from Mt. Emily Lumber Co. Oregon and anything else that would fit. A 1929 Baldwin 0-4-2T, Kiso Forest Railway No.1, Mattole Lumber No.1 a 1908 Vulcan 0-4-2T to name a few. Even 'Thomas the Tank



SP Daylight 4449 at Railfair '99, Sacramento. 6/99 Mike Hyde

logging locos accelerating from a standing start to flat out over a course about 80 yards long!! The noise, the smoke and oil, the cheering crowds. It was magnificent and unbelievable. I recall a Shay won when I watched until I realised why no one sat in the front rows of the stand - it rained oil! Another event for me was a ride behind a spotless US pannier tank down a mile or two of track by the river. Nothing that you cannot do at home but so seemingly out of place here, it felt like a fairground ride in an open sided wagon.

In my book, the Challenger UP 3985 took the Blue Riband! OK, for SP fans it was followed closely by the Portland based 1941 Lima built 'Daylight' No.4449 in orange, red and black/silver - it was dazzling. Then there was Alco 1944 steamer UP 844 from Cheyenne and 1927 ATSF No. 3751 by Baldwin now resident nearby at San Bernardino and both imposing; an E9. UP 951 and F unit SF 347C unit in full War Bonnet livery; the tail of the new Amtrak Talgo train like the



UP 2467 Pays no attention to the Talgo's rear end BDT fins. 6/99 Mike Hyde

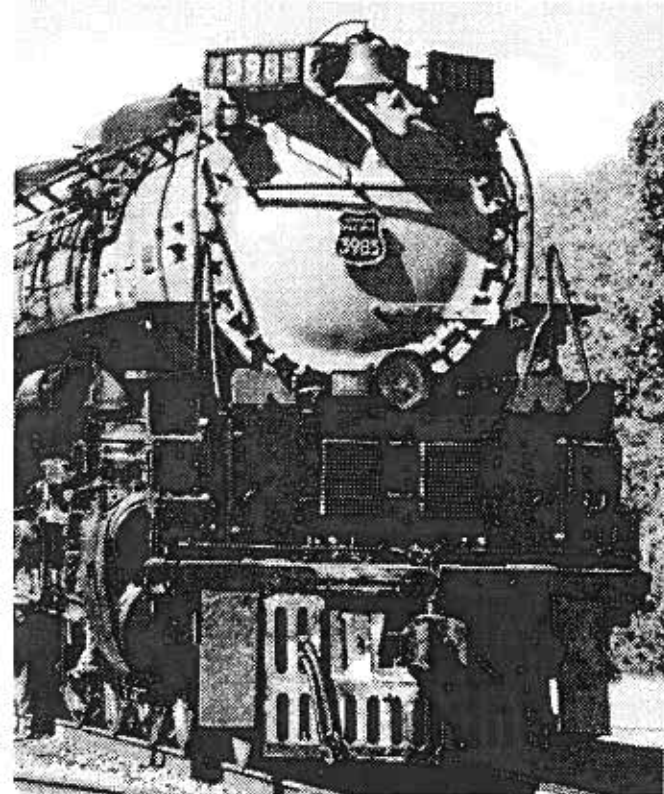
rear wings of a Batcar; etc.

The surprise of the show was when UP 844 blew some boiler tubes on the Thursday afternoon, in the midst of a thronging crowd. An engineer on the footplate was badly scalded but no one else was initially thought to be hurt, other than being covered, as one of our party was, by a shower of hot mucky water. He would not swop or sell his T-shirt for anything after that. That happening put UP 844 out of action for the duration, as you might expect, and since UP 3985 had similar tubes by the same supplier, as a precaution it was also limited until it was time for final departure. Nevertheless the magnificent Challenger gave a thrilling display of controlled power later.

I have to say that Railfair was a delightful experience, so typically California - laid-back, no officialdom, go anywhere, lots of families all on good and friendly behaviour - which spirit spilt over into the bars, restaurants and shops of Old Town. But that is another story. Railfair'99 was great.

Mike Hyde.

UP 3985 The Challenger cometh! 6/99 Mike Hyde



CALIFORNIA TOUR OF '99 – or - Where's the Rush?

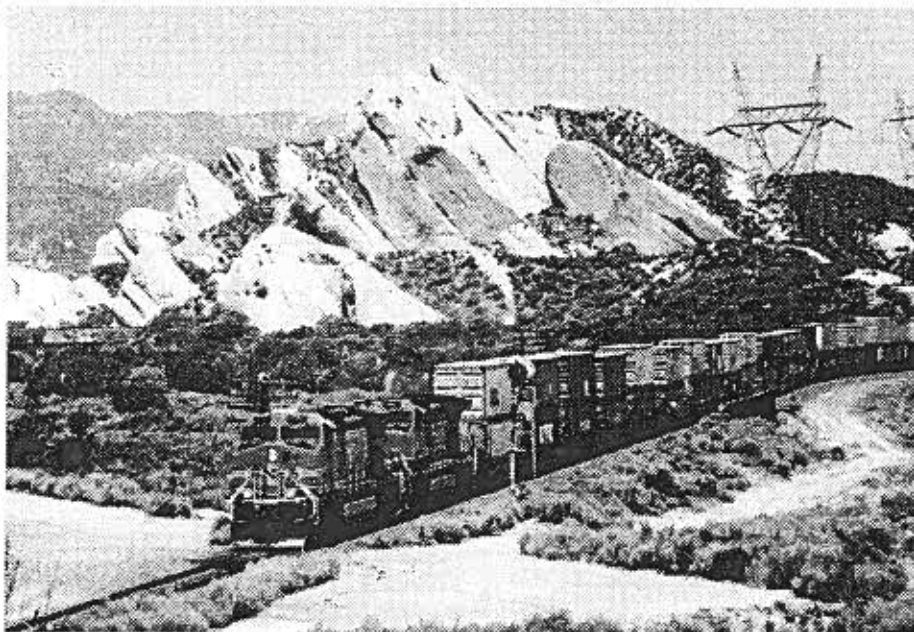
By Mike Hyde.

All holidays comprise memories of places, people, events and those special moments. Whether it's a rugby tour, a brewery tour, or just a fortnight on the beach. Our SPV/Travel Bureau expedition was no exception.

The thirty odd (you can say that again) intrepid bunch of geographers, photographers and allsorts, male and female, were herded by our leaders into 5 vans

(mini-buses) each comprising 2 drivers. The system seemed to work well except when the crew and the driver of one van decided to take a nap all at the same time. It was only a problem as at the time they were mobile! No one injured. Each SPV crew were equipped with a state road map, a local plan of the railroad system for each day including advice on best spots or options, and were briefed daily by Mike Walker. Thereafter the choice was theirs. So some days you saw nothing of one another and other days vans gathered at favoured spots or were seen flashing by in the opposite direction. Not at all confusing particularly as you usually had one eye open for California's finest, CHP, the Highway Patrol. The latter was especially present during the Railfair excursion trips around Sacramento and did not fail to pull drivers over if they caused hold ups, filmed from the back of pick-ups or carried out dangerous manoeuvres. One other group of law enforcers were the railway police who, if they apprehended you out in the sticks walking all over their property, were likely to ask not simply your name and address, but DoB, height, weight, and hair colour. Surprisingly there were several Bill Smiths, John Bulls and Mike Walkers too!

After an initial overnight at San Bernardino our crew opted for a tour of the local yard off Pepper Avenue and the historic station. The latter being the terminus for the Metrolink double-deck commuter services in to LA. We headed for Cajon Pass via Cargill where we spotted the solitary GP9.305 resplendent in white with light green waistband. Our first sighting at the pass was BNSF 4397/1080 coming down the hill with double-stacked flats and 1056/705 at the rear. There then followed a mixed freight led by warbonnet 913/cal323/106/8728, before we moved to Sullivan's Curve. Still the SF/BNSF and UP consists rolled down the mountain but nothing uphill. We gave up after what seemed an age, and drove to the pass summit. By this time things were moving and red and blue SF's came in all directions. From the summit cut vantage point you could look back down the pass and see



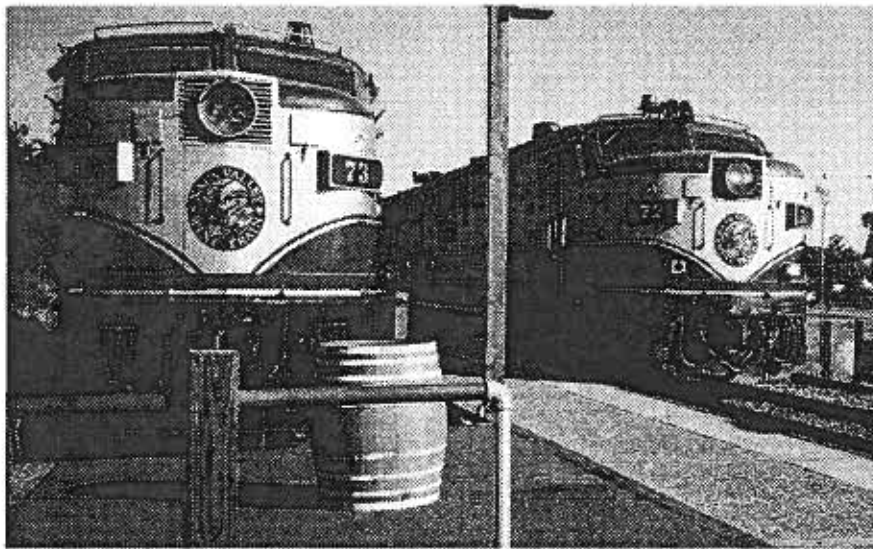
BNSF 4397 + 1080 Take a double stack train through Cajon Pass. 6/99 Mike Hyde

trains, usually up to 100 double stacks, in the far distance winding their way up or down the tracks like 'N' gauge models. In the other direction was a view of the crossover and holding point for all downhills. A return to the Curve area saw some further action including uphill freights like BNSF 4822/4741 with a road-railer consist. En route to Tehachapi via Mojave we called in

on Lancaster and viewed the Metrolink terminus.

The next day, after a visit to a new local train store opened especially for us, we ventured out onto one of my favourite rail spots, the Tehachapi Pass and its famous Loop. For today and the next few days I accompanied a local friend and we visited all the usual points and took dozens of photographs. This is usually BNSF territory with empty hoppers, piggy-backs, flats, car carriers, box cars, and locos up front and as many behind banking. Often there were engines just hitching a ride up the pass. One train comprised 10 light engines in an assortment of BN/SF derivative liveries followed minutes later by a solitary SP8230 looking sad for not being in the lead party! However it returned later with a flat car loaded with concrete ties, so there was a real purpose to its movement. Motive power seen included; SD45T-2, SD40/2, SD70M, SD60M, SD50, C40-8W, C44W, etc. As you might expect, there is a set plan for loco units on the hill, it depending on horsepower and tractive effort (pulling power/speed). The SP instructions in the 1980's required, for example; 1000-2000 tons train weight = at least 3 road units but no helper, whereas 8000-9100 tons = 4 road units and 6 unit helpers. Unless trains are relatively light helpers are essential, for a train to stall or a loco to fail on the climb could put the use of the single-track line in jeopardy at any time.

On to Bakersfield and the journey up to Sacramento via the San Joaquin valley. Much activity in the main yard as freights prepared for the trip up Tehachapi. Mainly BNSF but also HCLX 4301, LMX 8521, BN, SF liveries. En route, sight of the SJVRR's 2042,1751, 1825,1763 (the latter 3 at Nth Fresno with Kyle RR 2037), Zacky Farms 2631 Near Traver, I & M Rail Link 354 at Calwa, AL Gilbert switcher at Turlock, Foster Farms switcher at Merced, and a B27 WWII bomber at the road side! We then detoured to find the location of the Western RR Museum at Rio Vista. It was closed but we established contact and made arrangements to return days later, being a bit of an Inter-Urban and Streetcar fan. It covers the Bay area principally



Napa Valley wine train units loss for the evening service. 7/99 Mike Hyde

and specialises in overhead electrics but includes an open 'boat' car from Blackpool (!) and examples of my all-time favourite, the PCC car. An electric line runs 4 miles south whilst another line runs basically north to Jepson Prairie for a seasonal diesel operation with ex USN Alcos although they do have an E/F unit. Perhaps more about this isolated museum in a separate article.

The next day we called into Sacramento station to watch the setting up and departure of UP's magnificent armor yellow/red/gray charter train. It comprised 17cars (most named eg Pony Express, Katy Flyer) including 6 vista domes and an extra water tender for UP 844, and was heading for Tehama. We set out north looking for vantagepoints along the flat lands, through Roseville, Marysville and beyond and got two sites out in the sticks before turning back. Most of the next day was spent back at Rio Vista after a brief call into Railfair and the following day we were wholetime at the event. Then it was back to the chase. This time the UP charter train was solo diesel hauled by UP 9326 due to the accident at Railfair with steamer 844. Feather River canyon was the destination. We got some shots at Pulga then Honeymoon Tunnels but could not get near the 'Y' at Keddie for sightseers. On our way back we were surprised to meet up again with our excursion train at James on its return run. The rub was that the diesel used to replace the steamer itself failed at Oroville and had to be rescued by a local freight. There was not much on the next day so our crew took off for Jamestown (Railtown 1897, being part of the CSRM Old Sacramento). It's the home of the Sierra Railroad and known as the 'movie railroad' due to more than 200 films, TV productions and commercials using the locomotives and cars from the museum. Remember 'High Noon' or was 'Back to the Future 2' more your style? Again a separate report might follow on this interesting outpost. We did however find an ex LT/RT double-decker bus in a rather abandoned state and also

UP844 Prepares to take out a Railfair excursion train. 6/99 Mike Hyde



discovered a line now reopened although shown closed in a certain rail atlas!

The morrow brought an interesting technical event being the departure of stock from the CSRM. So what! you say. Well, there is no permanent connection to the north yard so a temporary section of line is dropped in over the main line at 90 degrees. Then out they rolled, some under power and some under tow from an ex USAF centre cab switcher No 1655. It was just as if the cork had been pulled from the bottle. All this to a mixture of hooters, whistles and horns from all around as if it were a cruiseship sailing or indeed NewsYears Eve at midnight. In the distance the Challenger was in steam and ready to depart towing 844 with piston rods disconnected together with the UP excursion train. Unfortunately the consist had to be led by a diesel, UP9213. But later, from sight of it through Colfax, Emigrant Gap, Soda Springs and up over Donner Summit through the patchy snow to Truckee, it looked very much as if 3985 was doing the lion's share of the work, and enjoying every moment. Here is a train that likes to work and a crew that can give it its head when required. My hero or heroine, so I had to rush to the nearest store and buy a HO model! Truckee was a nice stop for ice cream and a view of passing Amtrak and SP traffic. After overnight in Quincy we spent time in the mountains around Keddie and along the Feather River. A brilliant scenic place to be on a hot day with the sun on your back provided you had remembered your water or fruit juice. Our mission was to await 'The Daylight'. A brilliant sunburst of colour out of the Southwest (I know it should be the east but this is USA) she came like a firebrand through the pine trees. Out on point there was no mistaking the pride of the SP, 4449 in breathtaking orange/red / black/silver, 2 tenders in tow. As if this were not enough for anyone's appetite, BNSF had pulled out all the stops to ship out to Sacramento for this sole task, 9/C44 CW.BNSF No. 4449 (!!!), in new style orange/green/yellow,

"straight out of the box". Of course we had seen SP4449 at Railfair as well as a sister C44 but out in the mountains and in brilliant sunshine it was positively stunning. As a side note, whilst waiting by the river, we were entertained by a logging helicopter (we call a Chinook) diving down the gorge with huge logs to deposit on the valley floor and sprinting back up – said to be the cheapest method. Here and above Keddie a friendly CHP officer informed us of progress over his loudhailer. What a day, and it was not finished, as our crew went on to Westwood to film the arrival of the 4449's for their overnight stop. From the local turnout you would have thought the President or even a filmstar had turned up in these backwoods.

A change of pace to quieten us down was required next day so a visit to the Feather River Rail Society's museum at Portola was arranged. This is predominantly the home of a Western Pacific loco collection but a treasure-trove of

unusual types and liveries from the Foley Brothers 110-1 early overhead electric to UP 6946, a giant DD40 exist here. Finally a mention of WP 805A, a 1950 FP7 (ex L & NW 49) being, I am reliably advised, the only WP California Zephyr loco left. Up to 1987 the WP had operated 80 years before legally merging with the MP and the UP, but that's another story for another day. The tour was nearing its climax but a stay in Oroville and 2 nights in Concord were to come. The move to the Bay Area allowed an evening visit to the famous Napa Valley Wine Train. An extremely pleasant meal and bevy on board F units 71 and 72. Quite luxurious but the views were not as lush as I had expected. However, an appropriate highlight on which to end this article. San Francisco and its 'rail' traffic justify a quite separate article.

Mike Hyde. (Application pending for next year's trip – all donations gratefully accepted!)

DONKEY ARTICLES 1999

March

A Trip to the Prague Technical Museum Eddie Lewcock
Great western 4-4-0s Keith Brown
The Chicago Elevated Railway Mike Hyde
Boyhood Memories Gordon
Ripington
The Poppy Line Mike Hyde
Looks aren't Everything Tim Edmonds

June

A Shay in the Redwoods Mike Hyde
The Tehachapi Loop Mike Hyde
The Wymondham Willows Alan Costello
Sicily and Southern Italy Mike Hyde
The Plates That Never Appeared Keith Brown

September

Spanish Steam Eddie Lewcock
(Tenterden) & Romney Mike Hyde
Serindib-A Visit to Sri Lanka Mike Hyde
Dartmoor-Imprisonment or Freedom Keith Brown
Over Here-American Diesels in the British Isles
Mike Walker

December

Steam and the Millennium Eddie Lewcock
Highlands and Islands Mike Hyde
A Little Known Island Railway Eddie Lewcock
Railfair '99 - California Mike Hyde
California Tour of '99 Mike Hyde

20 YEARS AGO

On 20 August the Penmanshiel diversion opened ahead of schedule. The diversion was required because of a rockfall in Penmanshiel Tunnel on 17 March, in which two workmen died. Clearing the tunnel proved to be hazardous. Therefore on 8 May contractor; Sir Robert McAlpine and Sons Ltd., began work on the diversion, with the proviso that the work should be completed by October.

Real tours! were available in 1979; in vintage coaches. For £10.50 you could travel from the Thames Valley on the GWS vintage train to the NYMR through to Pickering!

MDRS Meetings

October 18 Railroads of the USA by G. Herrman

November 15 Restoration of 70000 Britannia by J. Samson

December 13 Will Hay in Oh! Mr Porter

LNWR 2-2-2 No. 3020 to be steamed, on August 16 No. 3020 Cornwall was hauled by 47 536 from Crewe where she had been an exhibit in a shopping centre. She was being taken to Kidderminster in preparation for rainhill 150 next year.

A new industrial line is nearing completion, it is 1 1/4 mile long and runs from the Bridgend - Barry line to the new Ford Motor Company plant at Bridgend. The line is due to open in January 1980 and will carry completed engines to Ford plants at Dagenham, Halewood and Saarlouis in Germany.

GWR Travelling Post Office Van No. 814 returned to traffic over the weekend of 29/30 September, mail was exchanged using the restored lineside apparatus, the first time this had been used since the last exchange on the main line at Penrith in 1971.

Editors note: The GWR was the only railway permitted to paint Post Office vehicles in its own livery rather than Post Office red.

BOOKSHELF

Alan Costello

The Railway Data File

Blitz Editions

ISBN 1 85605 499 3

143 pages of information on nearly everything to do with railways. Each page carries a different item and has either a coloured photo or diagram. The book is split up into sections starting with the steam locomotive. After a general explanation of how it works, the next pages look at parts of the loco in detail e.g. valves, firebox, cylinders and injectors amongst others. The next sections cover diesel, electric locos and multiple units. Other chapters look at different types of coaches and wagons, the track and trackside, railway buildings and wheels, axles and bogies. Finally timetables and various records are given. I found this book very informative with clear explanations.

The Xpress Loco Register Vol. 1

Xpress Publications

ISBN 1 901056 023

W.S.Beckett

The first in a series of books produced by a group of former BR steam railwaymen about British Railways in the 1950's. The author writes that the book contains about 200,000 items of information and I won't argue with that. It contains the shed allocations of all the Southern Railways locos from May 1949 to November 1960. Because of the complicated numbering system the entries are listed by wheel arrangement starting with the 0-4-0T. Also included are the LMS tanks built by the Southern that were allocated to the region plus the Standard classes, austerity 2-8-0 and British Rail mainline diesels and electrics. At the end of the book tables list the number of diesel shunters allocated to each depot. There are some black and white photos with informative captions. At the time of writing Volumes 2 and 3 covering the LMS and Eastern regions are available and by the end of the year Volume 4 covering the Great Western should have been published.

Trains '68

Ian Allan

Edited by J. Snell

A new title this year but the format remains the same. The major article was a history of railways in Germany and a look at its motive power. The other foreign country covered was Russia. A journey from Brest on the Russian border to Vladivostok that the author took in 1965 is described. L.T.C Rolt gives an account of his work at the Kerr Stuart & Co Ltd loco works at Stoke-on-Trent. It produced locos for a number of countries from the narrow gauge locos for the Talylyn Railway to the 5'6" 4-8-0's for Argentina. Two photo features cover the declining steam in the UK with pictures from Scotland and the Southern Region. Another footplate journey this year describes a trip on an ironstone train from Banbury to Cardiff hauled by GWR 2-8-0 number 3843. There are a number of colour photos with diesels starting to dominate the scene.

London Steam

Capitol Transport

ISBN 1-85414 214 3

M.Welch

This is another well produced book by this company. It is a collection of colour photos taken in the London area in the 1950's and 60's. Each region is looked at in turn with a well chosen selection of passenger and freight train printed on glossy paper.

Dorset Railways

Sutton Publishing Ltd

ISBN 0 7509 2001 7

T.Gosling & M. Clement

This book is in the Sutton Photographic History of Railways series. I found it very disappointing in content and captions. The photos themselves are good covering about 100 years up to the mid 60's. and produced on glossy paper. What annoyed me was the person who chose the photos must be from west or north Dorset. The Somerset and Dorset, the Waterloo to Exeter line, its branch to Lyme Regis and the GWR branches to Bridport and Abbotsbury are well covered but the line from Bournemouth to Weymouth is hardly mentioned. There are a few pictures of the Swanage and Portland branches. A chapter on Weymouth is composed of pictures of the Weymouth Quay tramway plus an outside view of the station. The captions are littered with mistakes. Some examples being a Stanier 8F shown as a 4-6-0, the 1366 dock tank class having three not six members, the Ivatt 2-6-2 tank being called 41 and trains going in the opposite direction to that stated in the caption.

I hope the other books in the series are better.

Yeovil Pen Mill is in Somerset but Yeovil Junction is in Dorset.

ANSWER