

Edition

92

March 2000



Contents:

Alpine Steam Renaissance

Youthful Memories

Wandsworth Road

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FRONT COVER PHOTOGRAPHS. *By David Gardner & Alan Costello. See articles on pages 6 - 9.*

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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

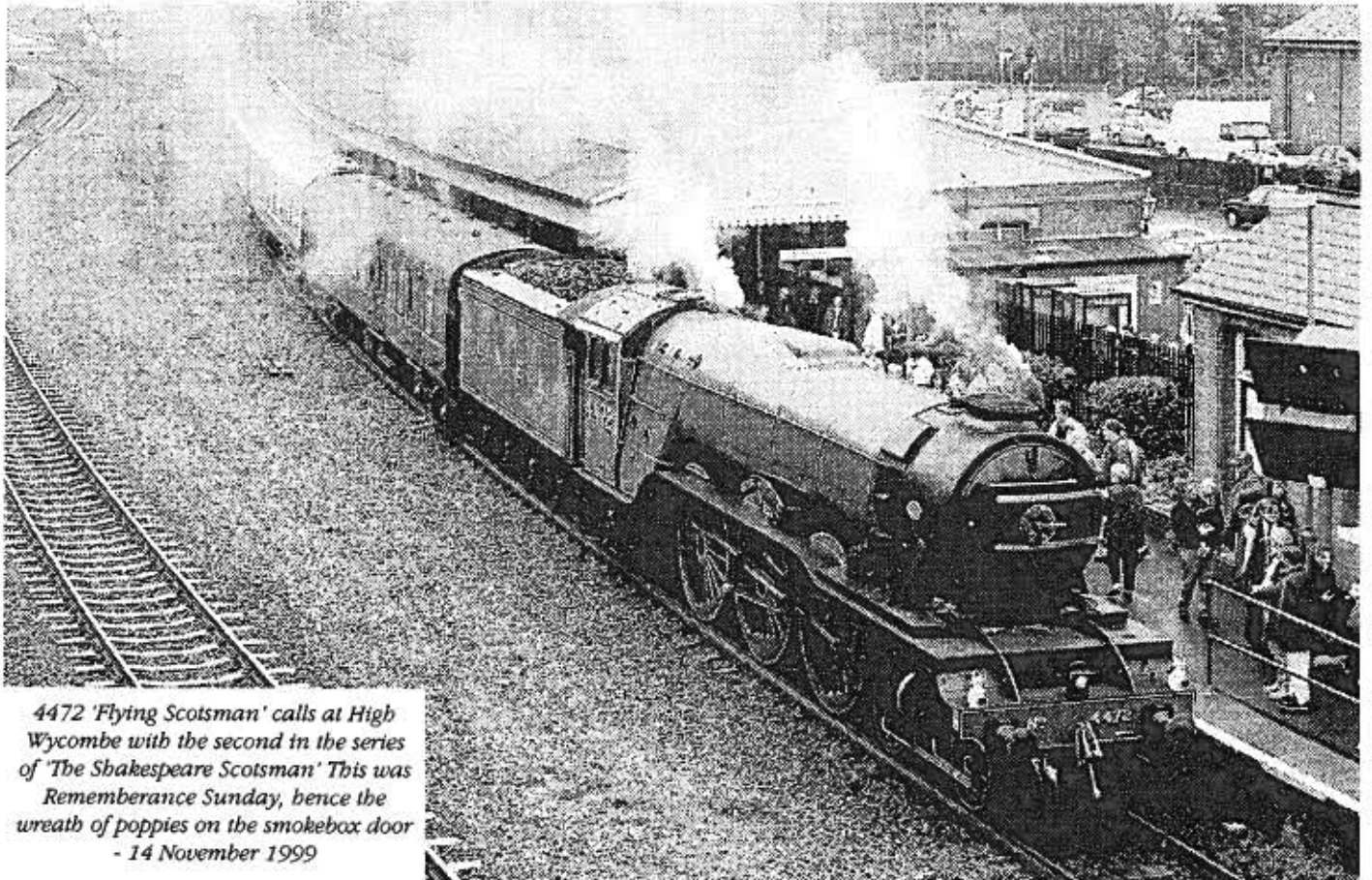
Thursday 20 April	USA 'HAVE A NICE DAY'	Martin Humphreys
Thursday 18 May	INDONESIA	Tim Edmonds
Thursday 15 June	SOUTHERN ROUNDUP	Bruce Nathan
Thursday 20 July	GCR 4-6-0's	Martin Bloxham
August	NO MEETING	
Thursday 21 September	TURKEY	Peter Robins
Thursday 19 October	COLONEL STEPHEN'S RAILWAYS	Les Derbyshire
Thursday 16 November	SEEN THROUGH THE LENS	Andrew Ball

DAY TRIPS 2000

August Bank Holiday	Shildon 175	Rail
Sunday 3 September	London Transport, Acton Depot	

Please: NO TALKING DURING PRESENTATIONS

Please note: The above programme is subject to change



4472 'Flying Scotsman' calls at High Wycombe with the second in the series of 'The Shakespeare Scotsman' This was Remembrance Sunday, hence the wreath of poppies on the smokebox door
- 14 November 1999

A CAPITAL DAY OUT

by Mike Hyde

A visit to the 'Railtex' Exhibition at Earls Court on 2nd December, gave Mike Walker and myself the chance to try out the very recently opened 20km Jubilee Line Extension (JLE) of the London tube system as well as the Docklands Light Railway's (DLR) new £200m link to Lewisham. But first the exhibition.

It was an assembly of technical equipment and suppliers to the rail industry as well as countless ancillary stands from services to railway magazines. We saw a few familiar faces including our club President, Sir William McAlpine and 'RAIL' Editor Nigel Harris and collected our fair share of literature, bios and mints. Bombardier had a full sized mock up of the front of the 'Voyager' for Virgin Trains. As well, there were several models of various new trains from Alstom/Fiat Ferroviaria, etc, but my attention was taken by ADtranz (GB)'s Eurotram which was delicious. It was for real, 3 sections mounted on a short length of track so we went inside. The cab section was likened to an old style Bell helicopter for its visibility but its comfort and technology were unbelievable. Other interesting features were the grab handle stand for passengers in the middle of the vestibule floor to save reaching for ceiling rails and the extra wide entrance doors. At the EWS stand we were able to identify photos of Class 37's in France and naturally we went on to 'spot' numerous UK, USA, etc, locos on other display stands or in brochures.

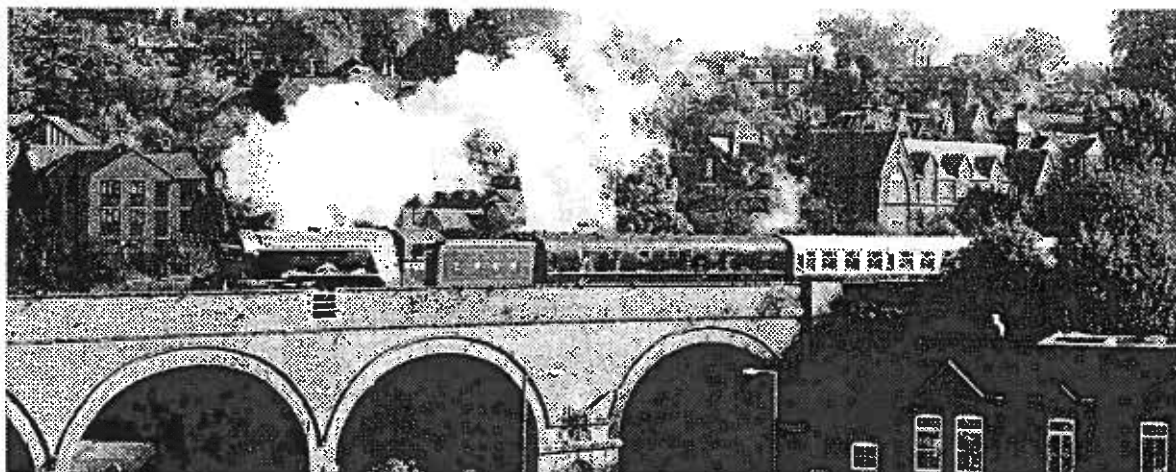
A brief shopping diversion took us to Leicester Square by tube and back to Green Park. Here we joined the JLE which became a greater and greater eye-opener as we went on. The vastness of the stations strikes you first, after the sometimes claustrophobic nature of the current tube system. Then the glass doors or gates on the underground platforms (but not overground) make you feel you were in North America or Singapore. Come on folks, didn't we really enjoy the grime, darkness, pressure and jumble of LT! Perhaps it's the beginning of the end and all underground systems will one day be the same. You have been warned.

Then there was the interior décor – who would put purple check seats in a cabin with turquoise and yellow coloured pillars and posts? Just hope other passengers obscure your view! But do not be surprised by the smoothness of the ride and the ease of turns on the new extension. Its also a little quieter. We took 96085 to Stratford but decided to breakout seven stations later at Canary Wharf. We were not worried about a spot of signal trouble earlier in the morning. Trains were running at about 11-minute intervals. Westminster station on the JLE is still closed but workers were seen to be enjoying a tea break. At Canary Wharf the expected interchange did not materialise and a 300/400 yard walk presented itself, either to Herons Quay or Canary Wharf DLR stations, in the open air. Considerable construction work is going on in the area and its amazing to see some of the sites by the docks. A few minutes wait and car number 56 appeared like a robot (well it is actually, as there is no driver only a conductor/guard/ collector/ emergency driver on board). It whisked us swiftly and businesslike the 10 stops to Lewisham in about 15 minutes. The track twists and turns like a ride at Alton Park – in fact if DLR introduced a spiral and a loop they could make a fortune! Part of the line runs alongside the North Kent line where we saw a Networker train crossing one of those rare lift bridges over a river inlet. Greenwich interchanges with Connex SE.

At Lewisham we remained on board but moved to the now front of the train to return to Canary Wharf. En route we passed many other DLR Trains, one sporting an all-over advertisement for Compaq computers which looked as if it was graffiti. Another carried all-over designs for Lewisham Shopping Centre. We then took Car 85 two stops to Poplar where we walked across the platform to step straight on to No 23 to Beckton. This was another interesting run down the docks passing London City Airport with jet and piston aircraft present. Beckton station is just beyond the DLR depot but most spare trains are stabled during the day at Poplar, being more central. We returned the 11 stops on No 25 sitting up front in lieu of the driver. Do it if you can, as it's great fun. Poplar to Canary Wharf on No 71 completed our DLR detour and after a refreshment break, we headed for the JLE. Apparently no one thought to provide direction signs. The tube station is something else as are all the new futuristic structures, especially at main stops and interchanges.

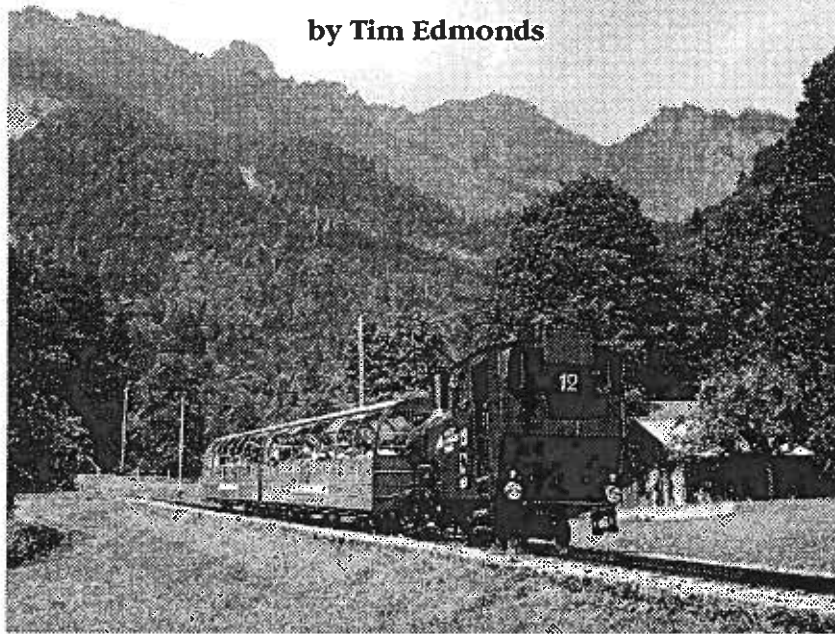
A very smooth ride again for only four well spaced stations to Stratford. Here we saw a Silverlink Service diving underneath and GER trains racing through the platforms. We climbed upstairs for the GER lines from Shenfield/Southend, where 315808 took us easily and speedily to Liverpool Street Station. A quick walk across the concourse got us to the Circle and Hammersmith lines for Paddington. En route we saw the Thameslink service through Farringdon. At Paddington we took the 1706 service with 166209 to Maidenhead and Marlow on the branch. A VERY GOOD DAY OUT I WOULD SAY!

4472
'Flying Scotsman'
leaves High
Wycombe with the
first run of
*'The Shakespeare
Scotsman'*
31 October 1999



ALPINE STEAM RENAISSANCE

by Tim Edmonds



BRB 0-4-2RT 12 (SLM 5456/1992) climbs through fields on the outskirts of Brienz with the 15.10 train for the Rothorn summit - 3 August 1999

The Schafbergbahn is a straightforward tourist mountain railway in the Austrian lake district near Salzburg. Opened in 1893 and owned by OBB (the Austrian State Railway) since World War II, it is a metre gauge Abt rack line 5.8km long running from the lakeside resort of St Wolfgang up the Schafberg. The top station at Schafbergspitze lies just below the 1782m high summit and there are passing

loops at Dorneralpe (2.7km) and Schafbergalpe (4.2km), the latter being the only intermediate station. In the Bernese Oberland of Switzerland is another Abt rack line similarly linking a lakeside resort with a mountain summit and dependent on the tourist trade - the Brienz Rothorn Bahn (BRB). Opened in 1892 this 800mm gauge runs for 7.6km up the Rothorn from Brienz to a station at Rothorn Kulm, a short walk from the 2350m high summit. There are three intermediate passing loops and six tunnels. What distinguishes these two lines today is that each has a fleet of 0-4-2RT including some built in the 1890s and some built in the 1990s. Both railways also operate diesels, but these are very much second choice.

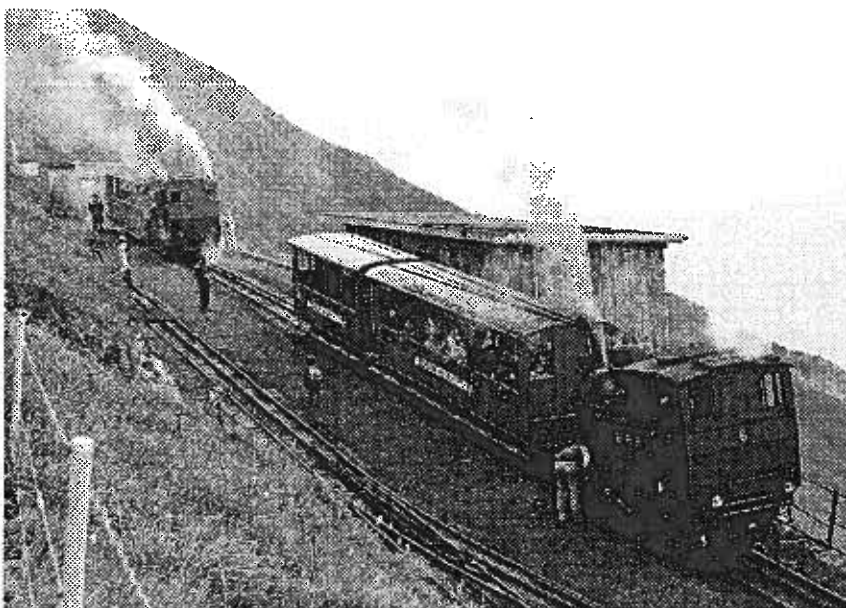
The oldest Schafbergbahn locos are five delivered by Krauss-Linz in 1893/4 and eventually becoming 999.102-999.106 in OBB stock (there was a sixth, but 999.101 moved to the Schneebergbahn in 1970). All were fitted with Geisl ejectors in the 1950s. Two 2-B diesel-hydraulic railcars came from Simmering-Graz-Pauker in 1964 and carry the running numbers 5099.01/2. They have a higher capacity than the single carriage that the steam can propel, and are faster.

The BRB loco fleet has a more complex history although all the steam power comes from SLM. For the opening of the line four locos were delivered in 1891/2; of these

numbers 2 and 3 are still in service and 4 is plinthed at Brienz main line station. Number 1 was scrapped in 1961 and the present 1 (built in 1892) was purchased from the Glion-Rochers de Naye (GN) line in 1962. In 1912 the BRB purchased Wengernalpbahn 1 (built 1891) which became number 5 and in 1933 and 1936 took delivery of two more powerful locos, which were numbered 6 and 7. Number 8 was a

prototype four-wheel diesel loco, with a pioneering hydrostatic braking system, and three similar machines followed: 9 and 10 in 1975 and 11 in 1987. Number 8 was sold to the Montreux-Territet-Glion-Naye (MTGN - successor to the GN) in 1996 and the remaining diesel locos are used to work engineering and stores trains and as standby power for the passenger workings.

The modern locomotives were developed at SLM Winterthur under the direction of Roger Waller, who was inspired by those great advocates of steam power, David Wardale and Livio Porta. They are a state-of-the art design: one-man operated, burning light oil for cleanliness and with electric pre-heaters and improved boiler insulation to enable them to be put into service rapidly. Both lines ordered prototypes that were delivered in 1992 and these were so successful that the BRB ordered two more and the OBB three, all being delivered in 1996. A third prototype went to the electrified MTGN, where it is used for summer tourist trains. On the Schafbergbahn the first of the new locos is green-liveried 999.201, while the main order of 999.202/3/4 are in black livery. All are fitted with wide-topped Kobel chimneys for quiet running. The BRB prototype is number 12 and the production machines are 14 and 15 (unlucky 13 was

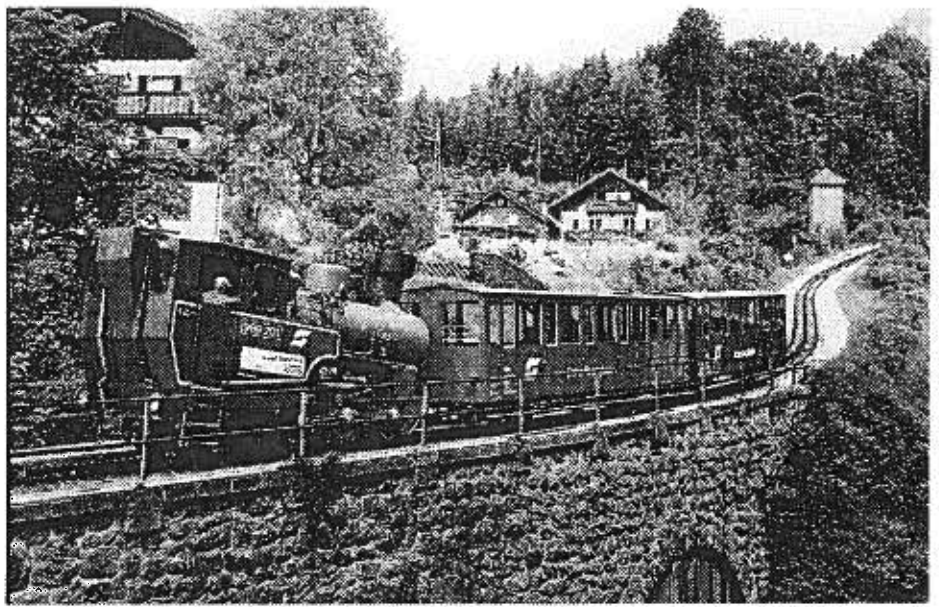


Brienz-Rothorn Bahn 0-4-2RT 6 (SLM 3567/1933) and 5 (SLM 690/1891, ex WAB) make ready to depart from Rothorn Kulm station as the 10.55 for Brienz - 5 August 1999

omitted) and they are fitted with normal chimneys. They are economical to run and have been a great success on both lines, taking greater loads at higher speeds and with one man operation.

I visited the Schafbergbahn in 1996 during the last season of normal operation with the original steam locos, which were working alongside the new prototype and the diesels. The other oil-burning locos had been delivered, but were not yet in use pending official acceptance. The diesel railcars were generally first choice, while 999.201 was also in daily use paired with two coaches in matching light green. At least two of the Krauss-Linz locos were steamed daily and were paired with one red or blue liveried coach for passenger duties. One was also invariably used on a train taking supplies for the hotel at the summit, where the station and the hotel are linked by a short funicular. This usually operated daily before the first booked passenger working and returned in the first available path.

In May 1998 I made a return visit to St Wolfgang and was able to see the effect of full deployment of the new locos. By then 999.201/2/3/4 were clearly the first choice motive

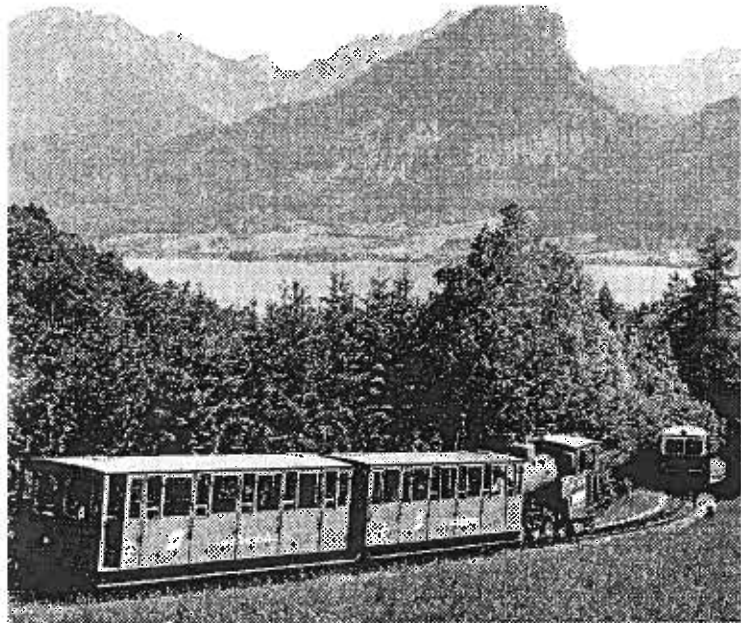


St Wolfgang: 0-4-2RT 999.201 (SLM 5424/1992) crossing the two-arched viaduct over the Dittlbach river on the edge of the town with the 09.05 train for the summit. 25 May 1998

original locos were steamed, but it was early season and the high season timetable showed they were used on two daily return 'Nostalgiezug' trains - a considerably slower journey and with a fare supplement!

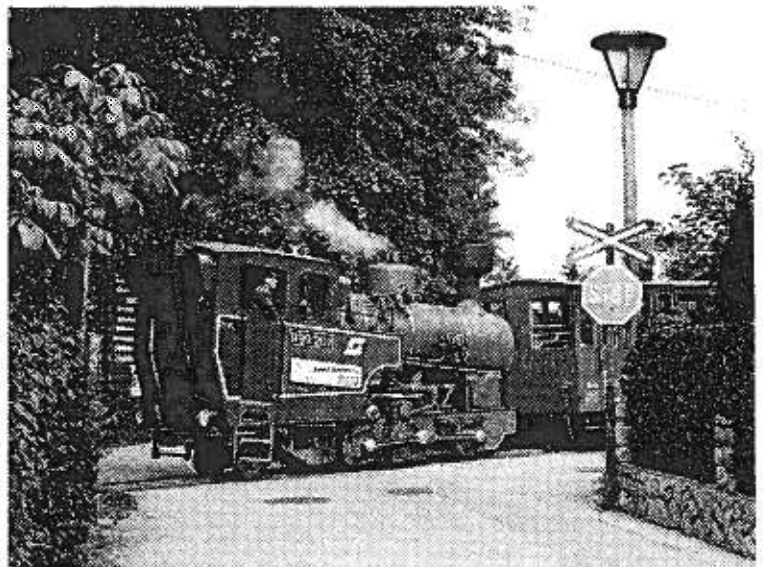
A Swiss summer holiday in 1999 gave me the opportunity to sample operations on the BRB. My visit was on 3 August when diesel 10 worked an engineering train but all the passenger trains were steam, with no fewer than six locos in use: numbers 5, 6 and 7 plus all three of the new machines. I travelled up with 12 and back with 14, so I had plenty of opportunity to compare them with their counterparts on the Schafbergbahn. Visually the only obvious difference is the shape of the chimney, and this distinction is even more noticeable when the trains get under way. Instead of the almost diesel-like put-put-put sound on the Schafbergbahn you get a beefier traditional exhaust beat on the BRB, which to my mind makes for a more interesting ride. There is little doubt that the new locos have been a success in operational and economic terms on both lines, and they have given steam a welcome renaissance in the Alps.

Below - St Wolfgang: 0-4-2RT 999.201 (SLM 5424/1992) propels the 09.05 train over the level crossing soon after leaving the bottom station on the metre gauge Schafbergbahn rack line in Austria. 26 May 1998



St Wolfgang: 0-4-2RT 999.201 (SLM 5424/1992) is pursued by 2-B DH railcar 5099.01 (1964) above the Wolfgangsee working the 15.40 train up the metre gauge Schafbergbahn, Austria. 28 May 1998

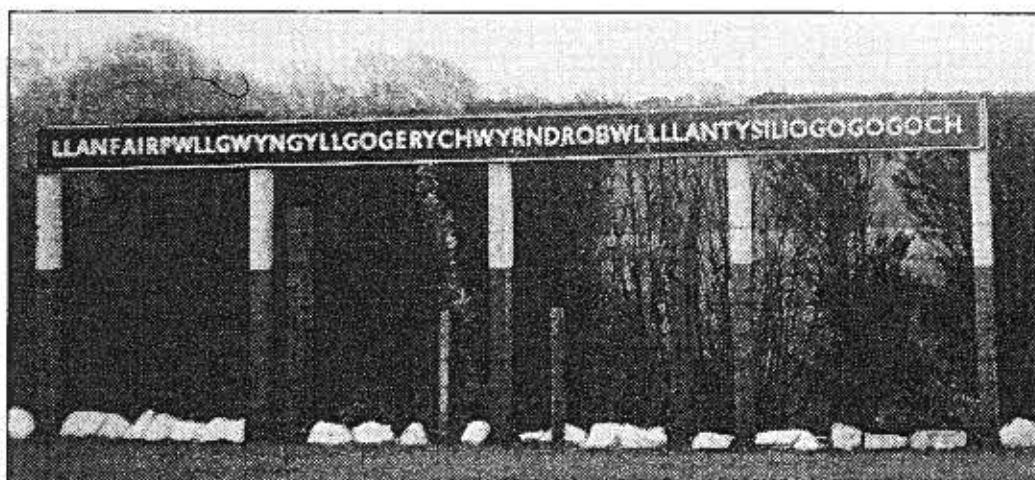
power, handling the traffic quietly and efficiently with little exhaust. An interesting aspect of operations is that the new locos are connected to the mains electricity supply at the terminal stations to keep the water hot, rather than use the oil burners while the trains are stationary. It is also normal practice to leave the locos attached to their trains in St Wolfgang station overnight, 'plugged-in' to keep the water warm and thereby reduce the time taken to reach operating pressure in the morning. The two railcars were used regularly, usually when a relief portion of a train was required, and they made considerably more noise than the steam! None of the



YOUTHFUL MEMORIES

By David Gardner.

I have to admit being somewhat thrilled when I started reading Gordon Rippington's 'Boyhood Memories' in edition 88 of the Marlow Donkey, not least because at last I have come across someone who like me was a member of the Chiltern Railway Society. As Gordon narrates, The Coach & Horses Inn was indeed the meeting place when in 1959 I became a member, but a year or so later we moved, first to the White Lion in Crendon Street, then The Globe and finally The White Hart. Like the Marlow & District Railway Society the meetings usually had a guest speaker and the talks were often illustrated with slides or a cinefilm, all taking place in an upper room of the pub.



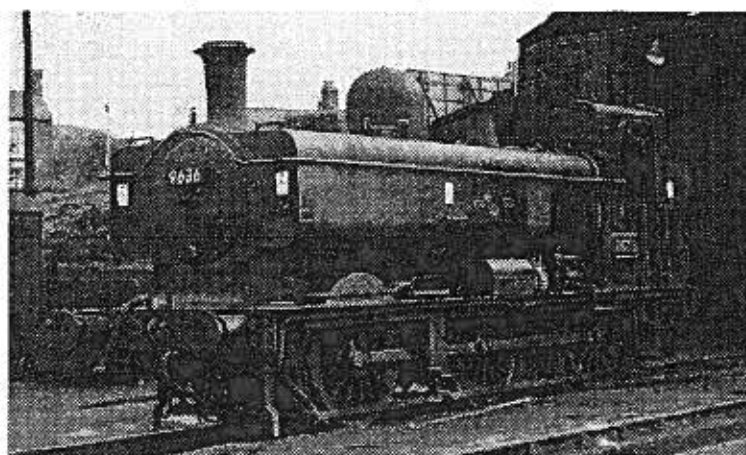
Station nameboard at Llanfair 14.4.62

Gordon mentions a trip to North Wales and I wonder if this was the one I went on in April 1962. Our first call was at Wellington, and then after visiting several English & Welsh county sheds we crossed the Menai Straits. Before going to Holyhead, our last shed bash of the Saturday, we all paid a short visit to Llanfairpwllgwyngyllgogerychwyrndrobwllelntysiliogogoch the longest named station in Great Britain if not the world. The station was manned in those days but sold more of the outside platform tickets than anything else. Our luck was not in however as they had sold out so I purchased a travel ticket to the nearest station but felt a bit miffed that the name was shortened to plain Llanfair. Our lodgings were

in various boarding houses in Bangor and as Gordon stated in his article we were also crammed in three to a bed. As far as I can remember the only meal provided was on a Sunday morning but I went out early and skipped breakfast. My previous nights room mates thought that I was going to bunk Bangor shed but this was not the case as having been brought up as a good Catholic it was important that I got to church for Sunday mass. I had done a reconnaissance of the local area and found the R.C. church the previous evening so knew the time of the first service. To my mind there was no problem as I would be back within an hour by which time

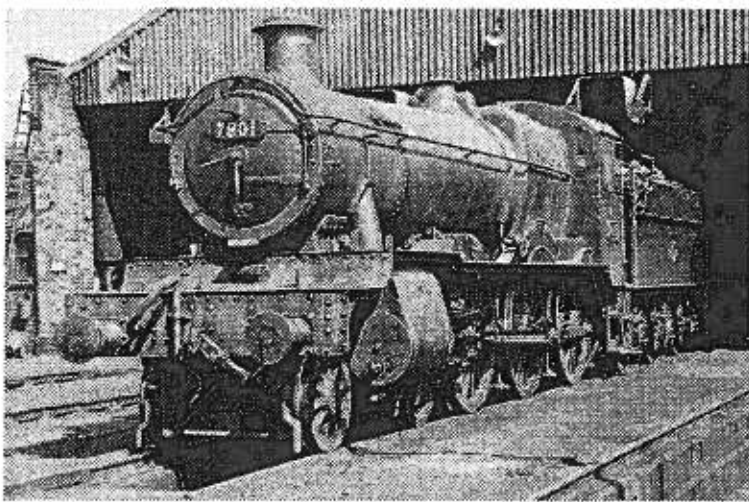
breakfast would be over and everyone would be getting ready to leave. When I arrived back at the boarding house the coach was waiting outside apparently ready to leave. I climbed the steps and to my horror our leader, a somewhat older chap in his 20's roared at me 'Where the hell have you been' in answer I merely replied, 'I've been to church' 'Church!' He bellowed, then even louder, 'You haven't got bloody time to go to church'. I rather sheepishly settled in my seat and was informed that having set out somewhat earlier the coach with everyone else on board had roamed the town

looking for me and had finally returned to the boarding house where instructions were given to the landlady that should I turn up I was to make my own way back home.



GWR 57XX Class 9636 at Wellington 14.4.62

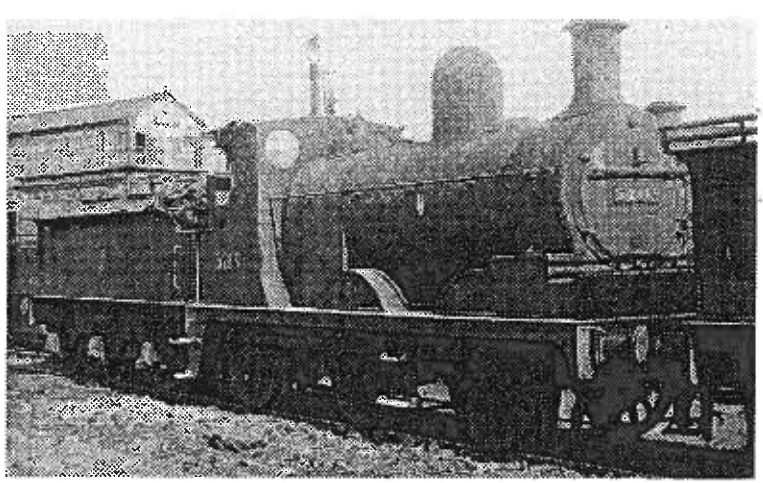
Phew! In pure Just William style I had just made it, but it was a pretty close thing. Although the organisers never said anymore about this incident I was ribbed about it by some of the lads at least until we got to Pwllheli our next shed. I was quite amazed at the remoteness of some of these Welsh loco depots and did not envy any railwayman who had to work at them. It was certainly a far cry from the local and London locomotive sheds, often surrounded by numerous terraced houses or industrial premises. At



GWR 78XX Class 7801 Anthony Manor at Owestry 14.4.62

one stage we had to cross a toll bridge and as coaches were charged on the number of passengers several of us were told to very quickly get down behind or even under the seats.

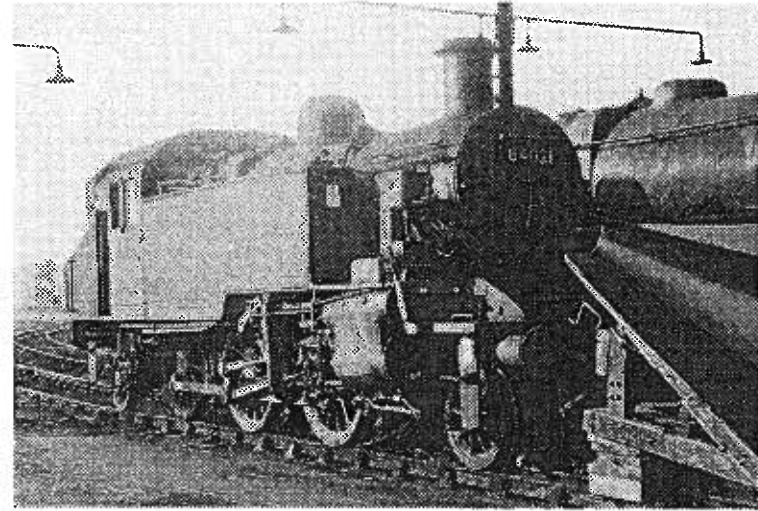
Although most of the trips were by Jeffways Travel the society did undertake some shed visits by rail and I went on a few of these including an evening trip to Stratford, East London. Some of the group visited Plaistow shed afterwards we were greeted by the local mayor who I think even conducted them round the shed. Another of these rail trips was to the Bluebell Railway, then in it's infancy. We travelled there via the electrified branch line from Haywards Heath to Horsted Keynes now long gone. The final rail trip and possibly the very last outing before the Chiltern Railway Society was wound up, I think in



L&Y Class 27 52119 at Rhyl 14.4.62

two or three other lads who were hanging around in the street and I sweet-talked our way in. Needless to say we did not bother to report to the shed foreman, as we should have done.

On the same day we also visited Camden, L.M.R. again with a permit which was in double figures. The two of us got through the gate but were then challenged so I had no choice but to show my pass to the foreman. I entered his office with some trepidation but luckily he had his hands full so after being assured that there were no boys in our party and we would stay out of the yard we were allowed to visit the shed without supervision. We did not take any notice of the instructions about not going in the yard; how could we with so many locos out there and my companion was only about 13 years of age anyway. This particular lad was a real wizard at times, for if we found a



Standard 2 Class 84021 at Llandudno Junction 14.4.62

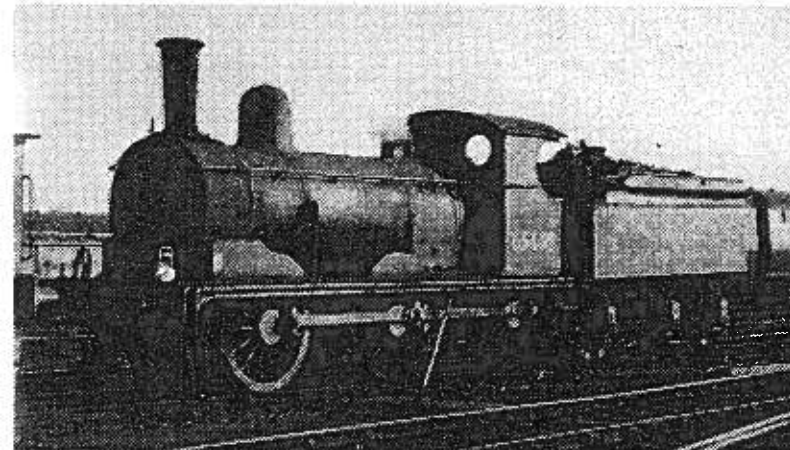
1963, was again on the Southern. We visited East Grinstead, Three Bridges, Horsham and Brighton that day with just three of us it was a rather sad end to a once lively and active group. Interestingly one of the first outings I had with the society was to S.R. depots including those listed above. I did of course visit engine sheds off my own back, very often without a permit but there were some that were almost impossible to get into without an official pass. One of these was Bricklayer's Arms in South London which had a guard on the goods yard gate which you had to go through to get to the shed. Now that particular depot did not issue shed permits for less than twelve but come the day there was only myself and another C.R.S. member. We managed to gather together



SR Class W 31914 at Bricklayers Arms 19.5.62

gate or waiting room door locked he could open them with a piece of wire which he always seemed to have handy. He would never actually take anything so I didn't have any fears that he was embarking on a criminal career, though quite a lot of what we did was rather foolish if not downright dishonest!

During 1963 I concentrated more on photographing the actual locos and trains and finally gave up on taking engine numbers. Being a railway modeller I also spent quite a lot of time taking photos and details of wagons and vans but by mid-1964 even this lost its appeal and other things became more interesting. I was, let face it, living in the swinging 60's but I continued to use the railway network for both work and leisure at least for a



GE Class J15 65465 at Stratford 30.5.62

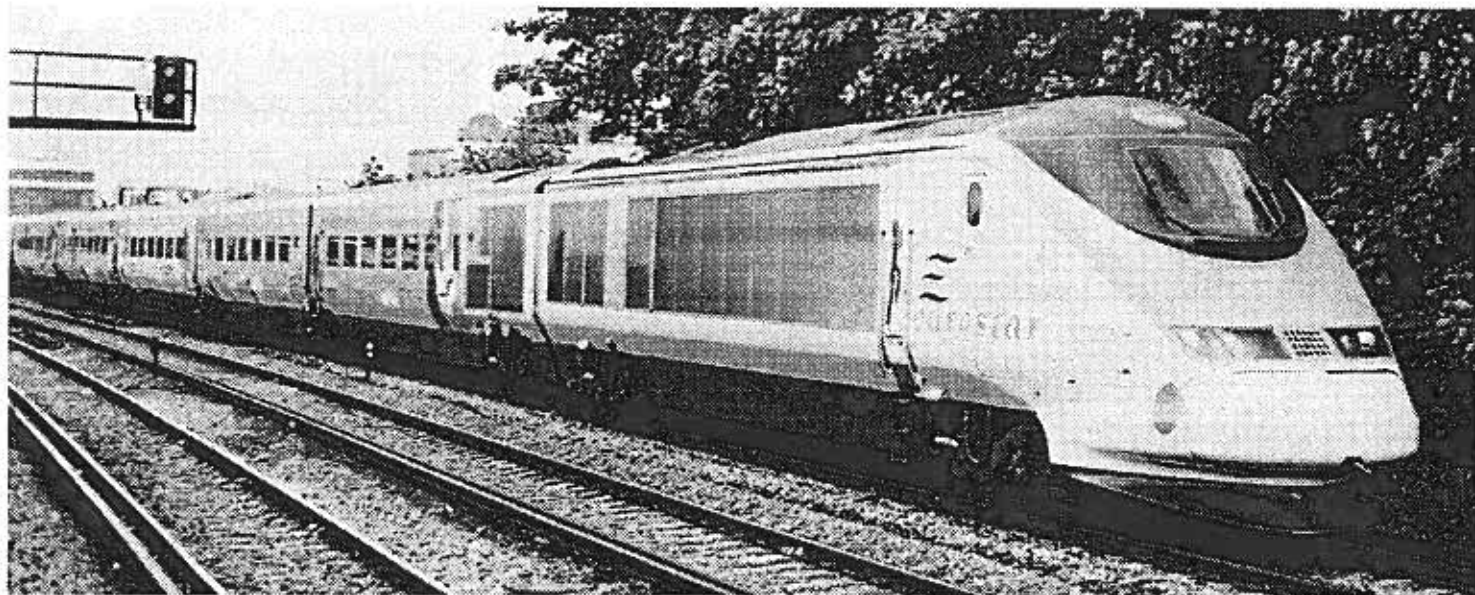
few more years. Like Gordon I didn't witness the final rundown of steam and personally I am quite glad about that. Maybe I was lucky but I never saw a Western engine running without name and number plates or Southern locos in really filthy condition. There was a real character in the whole railway scene until the mid-60's. It wasn't just the steam engines but the whole lock stock and barrel of the system including the railwaymen themselves. I may

be looking backwards with rose tinted glasses but somehow even though I am still enthusiastic about rail travel, today's railways just leave me cold sometimes. Only those who have experienced the steam era can know what it felt like but I am glad that I was one of that number.

David Gardner, Chippenham, Wilts.

WANDSWORTH ROAD

By Alan Costello



Eurostar set with power car 3005 leading passes through on the 1157 to Paris.

It was its first outing in the Yellow Submarine livery. 8/9/99.

Wandsworth Road is situated on the South London line 2 miles from Victoria. The service from Victoria gives it an half-hourly service to London Bridge and vice versa. There are three other lines from Victoria that pass the station. One is the Chatham reversible and the other two, the up and down Chatham fast lines. The latter lines are shared with the Eurostars on their way to and from Waterloo. Just before the station is Factory Junction where the lines from Clapham Junction and Kensington Olympia join the South London line together with a line that gives access to the Stewarts Lane complex. Freight traffic to and from the Channel Tunnel and also from Kent needing to cross the Thames uses the lines through the station. The trains are quite frequent and produce a variety of motive power. All mainline diesel classes can be seen together with the third rail electric classes 73 and 92. The accompanying photos are a selection from those I took on two days in September 1999



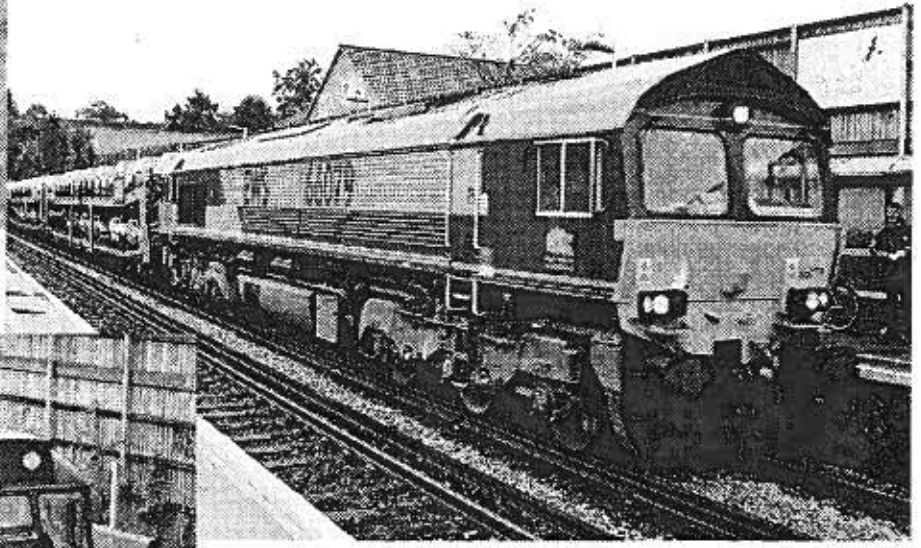
Freightliner Class 57, 57001 Freightliner Pioneer on a westbound train...8/9/99



73136 and 73128 Kent Youth Music (in Mainline blue livery) on an eastbound hopper train 8/9/99

Left - British Steel liveried 60033 Tees Steel Express heads for Battersea on another hopper train. 15/9/99

Below - Class 66, 66079 passes through on a long Cartic train full of new cars from the Continent. 8/9/99

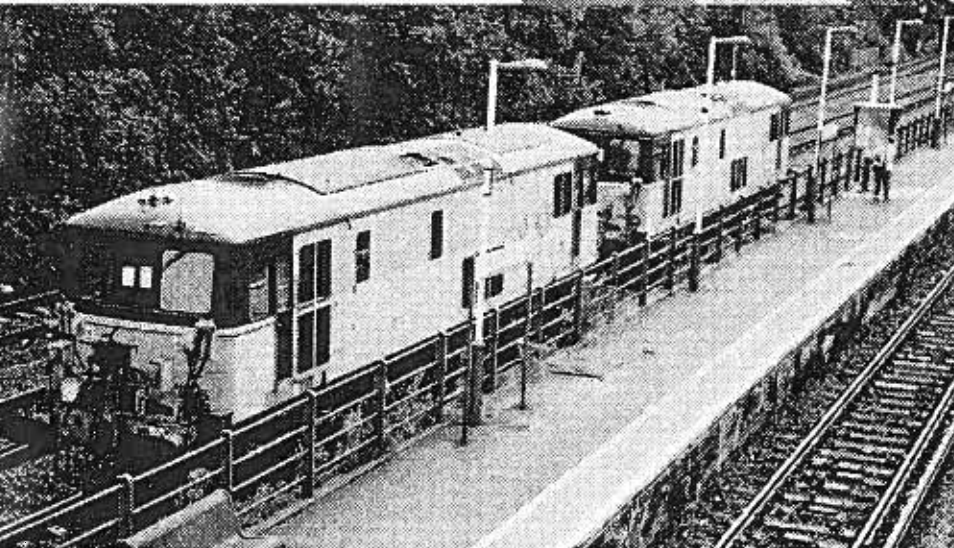


Left - A rare sight these days a Class 31, 31420 in InterCity livery on a PW train. 15/9/99

Below - Class 92, 92022 Charles Dickens still with Freight Distribution markings plus small logo heads for the Channel Tunnel... 15/9/99



Below - Two Class 73's, 73118 and 73130 are normally found at North Pole Depot for shunting and act as 'Thunderbirds' for the Eurostar sets. They are shown passing Wandsworth Road on the Chatham reversible line. The Scharfenberg coupling can be seen at the front. 15/9/99



TRAIN OF EVENTS

Another real puzzler from Keith Brown

Five travellers had frustrating journeys last week! Where was each person travelling from and to where and what was their problem?

1. Don was either delayed or lost his suitcase
2. Brian trvalled from Paddington
3. The train from Marlow (which was not delayed) did not go to Twyford
4. Colin did not go to Oxford
5. Alan was not the person from Taplow who felt much too hot
6. Eric went to Ealing Broadway and was either to hot in the train or lost his suitcase
7. The passenger on the train from Oxford did not start from Didcot
8. Colin was not the passenger for Reading who got into the wrong trian
9. No suitcase was lost on the journey to Oxford
10. Alan (who went to Maidenhead) did not feel to cold in his carriage

	D I D C O T	M A R L O W	P A D D I N G T O N	S L O U G H	T A P L O W	E A L I N G B R O A D Y	M A I D E N H E A D	O X F O R D	R E A D I N G	T W Y F O R D	D E L A Y E D	L O S T - C A S E	T O O - C O L D	T O O - H O T	W R O N G - T R A I N
Alan													✓		
Brian			✓												
Colin	✓	✓		✓	✓	✓	✓	✓	✓						
Don											✓	✓			
Eric															

Delayed															
Lost Case															
Too Cold															
Too Hot															
Wrong Train															

Ealing Bdy					
Maidenhead					
Oxford					
Reading					
Twyford					

BOOKSHELF

Alan Costello

Class 47's

Ian Allan

ISBN 0-7110-2677-7

Gavin Morrison

This is a book in the Ian Allan pocket series. The author was very familiar with the Class 47 diesel – and its problems – from the time he helped to build some at Crewe until he left Stratford in 1989. The book starts with the background to the class mentioning its predecessors – Class 45. It continues with a description of the various problems encountered over the years with this class soon to reach its 40th birthday. Most parts seemed to have caused problems over the years from the boilers to the bogies. The book is well illustrated with photos from the author's collection in black and white as well as some in colour. The captions are very informative with the past allocations of the particular engine and colours carried. At the end of the book two lists of names are given – the first dates of official names and the other the list of names unofficially given by Tinsley depot. Very informative but at £9.99 seems a bit high for this size of book.

Steel Wheels

EMAP

Editors. Nigel Harris & Mel Holley.

This is a magazine sized publication produced by the editors of Rail and Steam Rail. It consists of 22 chapters by various authors on the evolution of railways from 1825 to 2000 and beyond. The first eight chapters take us from 1825 to the end of steam with the building of the Standard Classes. After a look at rail safety further chapters look at the coming of the diesels, effect of Dr. Beeching, electrification of the West Coast main line, signalling, light railways and preservation. Then as the book is partially sponsored by Virgin, the last chapter looks ahead at developments on the West Coast mainline.

Trains '69

Ian Allan

Editor. J.B. Snell

An anonymous writer starts off with some prophecies for 1969, which included that traffic would go down and the deficit would go up. He also suggested that to get more traffic on the railways all road haulage should be banned from carrying rail suitable items over 40 miles. He concedes that wouldn't happen then but could happen by 1979. He then makes a case that there would be no more electrification in the foreseeable future due to high cost, diesel power being a third of the cost of electricity. (This was 1969)

Two articles look at the preservation movement in Britain and the Continent. Two more lengthy chapters describe the motive power and railways in France with steam still plentiful. With the coming of the D.E.M.U.'s the last 20 years on the Oxted line is described, followed by a year at Aston M.P.D. during 1946/47. One more article examines the railways of Mozambique. Finally a photo-feature of some of the last steam trains in Northern England.

Hidden Dangers

Ian Allan

ISBN 0-7110-2679-3

Stanley Hall

This is the third book on railway accidents by the author. This carries on from his previous book and covers the period 1988 and Clapham until 1999 and the Winsford crash but before the Ladbroke Grove accident. Each accident is examined in detail using official reports if available and the author gives his opinion on the cause and what can be done to stop it happening again. Most of his conclusions do not always blame the person involved but he believes (as a lot of people do) the lack of investment by successive governments from Nationalisation is the cause in many cases.

The Directory of British Engine Sheds and Principal Locomotive Servicing points

O.P.C.

ISBN 0-86093-542-6

B.Griffiths & P. Smith

After looking at the Xpress Locomotive Register, you may wonder where all the sheds were. This book lists all the sheds and stabling points in the southern half of England and all of Wales. Listing is by county, with each site shown on a map with details of ownership, description and opening and closing dates. A well-researched book but at £34.99 a bit on the expensive side for some. Part 2 covering the rest of England and Scotland will follow. A large number of photographs are included.