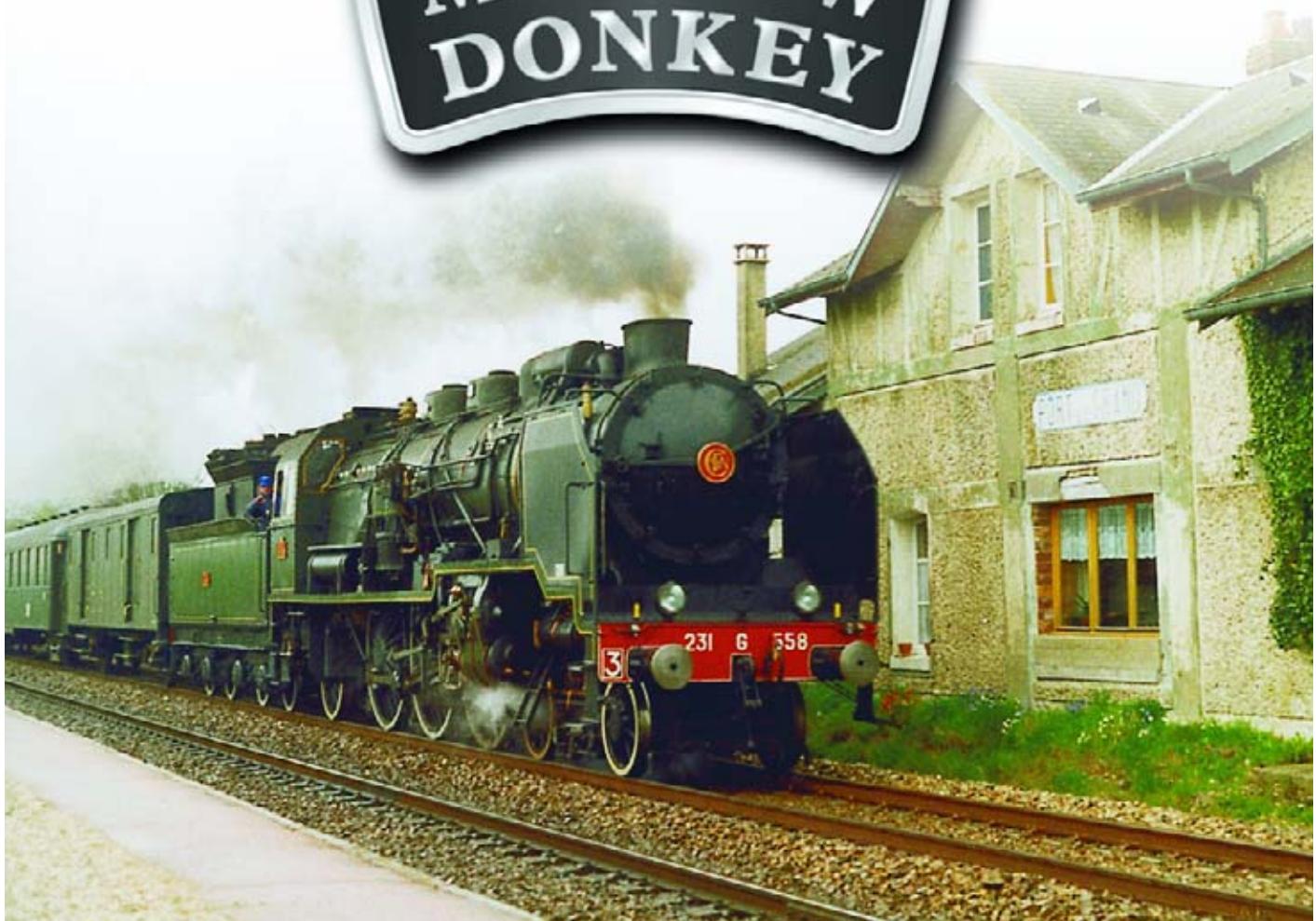


THE MARLOW DONKEY



Edition

93

June 2000

Contents:

Al Andalus

Baye de Somme



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

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FRONT COVER PHOTOGRAPHS. By EDDIE LEWCOCK April 15-16 2000. See pages 9,10 & 11.

Latest Copy Date for next issue of The Marlow Donkey 1st September 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 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
Thursday 21st December	CHRISTMAS GATHERING	

2001

Thursday 18 January	PHOTOGRAPHIC EVENING
Thursday 16 February	AGM / BRING & BUY

DAY TRIPS 2000

Sunday 2 July	Bristol Docks	Coach £10 Adult - £8 Child
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

Editors Note: Apologies to those who have submitted photos and articles, but they have not appeared in the Donkey as yet. I can assure you your turn will come! I try to keep each edition to a maximum of sixteen pages.

Thank you to all who have contributed, especially professionals like Mike Walker. Have a good summer. John Tuck



Weekend engineering work led to some London - Birmingham trains being diverted via Aylesbury and combining with local services. Here the 10.35 ex-Marylebone gives Little Kimble a train to Snow Hill.

4 March 2000

OBITUARY - Bas Woodward

Members will be saddened to learn of the death of "Bas", a former Chairman, founding member and a loyal supporter of the Society for many years. He suffered a heart attack shortly after a trip to Paris and passed away on Wednesday 3rd May, leaving his wife Lorna, one son and two daughters.

The cremation took place on Monday 15th May at Amersham and the Society was represented by 3 members at the service.

Bas's period of chairmanship had been a long one, lasting from 12th January 1978 until 19th January 1989. He was 84 years old at the time of his death and a spray of flowers has been sent on behalf of all Club Members.

We extend our deepest sympathy to his wife and children. Eddie W. Lewcock.

As a tribute to Bas Woodward we are publishing the following article from the Donkey of December 1977.

THAMES VALLEY RAMBLER

It was a very tempting advertisement and one far too good to disregard. The Reading and District Branch of the Muscular Dystrophy Group proposed to hire a DMU to explore the branch lines of the Thames Valley. As the clocks were recently changed back and the light would begin to fade out by about 16.30 hrs. it was decided at the last moment to ignore the Windsor, Henley and Marlow lines which are still open to passenger traffic and to concentrate on five 'freight only' lines.

At 10.05 hrs, on Saturday, 29th October, six of our members travelled westwards from Slough in bright sunshine towards Reading. We were in a three-car, DMU number L.587. After a check to allow HST 253-009 to leave Reading Central for Paddington we crossed to Reading West and found ourselves travelling down a single line track to the Goods Yard, a line which has probably seldom admitted passenger stock before.

After Reading a fast run to Didcot was followed by a somewhat slower journey to Radley. At Radley Station the train was reversed and went along the Abingdon branch, now only used for transporting new MG cars to the main line. The occupants of the train, including B.R. staff, headed down to the station-less platform to sample Morlands' bitter; our members of course merely wished to make comparisons with the products of Wethered's!

Leaving Oxford behind us we were switched on to the old LNWR tracks which pass beneath the A.40 Wolvercote; then we headed by a remarkably straight route to Bicester. At Islip we noted oil storage tanks which we gathered housed aviation fuel for the air base at Upper Heyford. As we approached the derelict former LMS station at Bicester we noticed continental freight wagons in the extensive sidings of the army depot. The train halted there for fifteen minutes and some of us visited the signal box. Five trains a day pass along this line in each direction, the ten interruptions to traffic on the Aylesbury road are not appreciated by local motorists. The Marylebone-Banbury line crosses over the former LMS line at right-angles just north of where our train was standing.

At two o'clock we hurried back through Oxford station to Kennington Junction and were held by a red signal before

travelling up the former Princes Risborough branch. This was a nostalgic location for one of our group who did his train-spotting opposite the signal-box at this point. The branch extends now by as far as the site where Leyland cars from the Cowley works are put on to transporters and sent down to the marshalling yard at Hinksey.

Passing the Great Western Society's depot in the fading light we noticed a green pannier tank standing outside, but all the other locomotive stock was hidden away in the engine shed.

We next stopped at the Cholsey and Moulsford station in order to reverse onto the old Wallingford Branch. The track has been truncated by a new road and housing estate and now finishes outside a large factory belonging to ABM Ltd. This firm, we were informed, are maltsters and process a large quantity of barley, some of it from the Continent. Business is obviously brisk enough for B.R. to keep the line in reasonable order and for a number of freight trains to use it each week.

Encouraged no doubt by the frequent sight of HST's speeding along our DMU sprinted away to Slough, arriving at Platform 5 a good ten minutes earlier than scheduled. It was an exceedingly worthwhile journey and one that everyone thoroughly enjoyed. I personally had the added bonus of winning the raffle - a copy of M. Pope's 'Steam Ramble No. 1'.

AL ANDALUS

A luxury train ride in southern Spain.

Whilst October is not the best time to see Spain due to some wet weather and shorter days, at least the temperatures are comfortable and the evenings can be very pleasant. However, being on board a 1929 luxury train originally constructed in France and used by the King of England on his travels to the Cote d'Azur, does not present any problems. With day coaches reminiscent of the VSOE, comfortable cabins in three styles, shower coaches, etc, one can travel for 6 nights in perfect relaxation and yet have the opportunity of seeing some of the incredible sights of this exciting area of southern Europe.

We chose to travel out and back by air direct to the starting point of Seville. Alternatively you can go by rail through the Channel Tunnel, then Paris and overnight to Barcelona or Madrid. The 'Al Andalus' is a complete package from the time you are greeted at Seville Santa Justa station till your return. You are always in capable and attentive hands – at our time, the hands belonged to 5 attractive multilingual señoritas! The first lunch and the final gala dinner (with wine, of course) are on board as are all breakfasts. Otherwise a coach takes you on a sightseeing tour each day followed by a four-course lunch (yes, with wine) in a fine restaurant or Parador (5 star national hotel chain). Since evening dinner, at 9pm in Spain and not before, is also staged in a similar but differently located restaurant/hotel you can understand the difficulty in maintaining a sylph-like figure and a reasonably sober attitude. Although one is never rushed, there is little time to sit around but the early evening /late night piano bar can be frequented if desired.

The itinerary includes visits to Cordoba, Granada (the Alhambra and Generalife gardens), La Finca de Bobadilla (hill top country hotel), Antequera, Ronda, Jerez de La Frontera (Spanish Riding



Al Andalus (Medina Azahara) at Seville 10/99



Al Andalus at Seville 10-1999

School, the Alcazar and a sherry tasting) before a final spin around Seville itself (a marvellous city).

It was not exactly a railway holiday in the usual or enthusiast's sense but a tour of the region using the practicality of a mobile luxury hotel on rails. Our power was usually one class 269 (254.9) under the overhead electric lines or diesel class 319 (303, plus 304 when doubled headed). Frequent companions in country stations were 1, 2 or 3 car EMU/DMUs of

Regionales RENFE – eg, classes 9-596, new black-rubber fronted TRD 9-594 by Adtraz, 9-592 VTBD2/VMB2 hook-ups, and solo locomotives classes 319, 333, 310.

Double heading from Granada to Salinas was a fantastic climb to the summit as was the ride up to Ronda. The later return was single headed by 319.304 which coped ably back to Cordoba held up only by local traffic. Such traffic was not exactly frequent but due to the single line working except in stations, delays could occur. The AVE high-speed line was double as far as I could see

and quite separate. Obviously much, mucho, money has been spent on RENFE broad gauge stock and track with gynormous new stations in Seville, Cordoba and Granada. Three years ago I had seen the money being spent on FEVE narrow gauge up north but RENFE spend has to have been in billions.

Out of the main cities, each station we stopped at controlled home and distant semaphore signals manually from a platform ground frame. Racing through a station one saw the station master at attention and his red flag rolled tightly and held upright at arms length, almost in salute, to signify 'okay'. Stock was modern, clean, comfortable looking and services quite well used. The white coloured AVE, derivatives of the TGV, were frequent sightings between Seville and Cordoba as were red/white/black Talgo carriages looking odd and old fashioned



Adtranz 2 car DMU. RENFE Regional Railways - Granada 10/99

behind a towering modern locomotive. Some more modern Talgo trains were about but the older bulbous coaches on spindly looking legs predominated.

One interesting spotting was part of the former 3ft (1 metre?) tramway of Granada. A short length of track, some 50 feet, was still in situ at the railway station where it apparently ran into what is now the goods yard or engineering base. It is 'cut' in two by a raised pavement to serve buses and separate vehicles, just built directly on top of the tracks. The goods yard end disappeared under a new single storey office block but there was no further trace of it beyond the building. I was told that the tramway had ceased in 1972. Surprisingly in this part of Spain, unlike other parts of Europe, street trams were removed. In my humble opinion the layout of these cities and traffic congestion,

would ideally suits trams.

The complete package was booked with The Railway Touring Company of King's Lynn.

Mike Hyde.



AVE (HST) 04 at Cordoba 10/99

OVER HERE... THE PREQUEL

AMERICAN STEAM & ELECTRICS IN THE BRITISH ISLES

Mike Walker

This feature should, by rights, have preceded that on North American built diesel locomotives operating in the UK. However, it's better late than never. Also covered here are a few early non-steam locomotives not covered last time.

NORRIS AND THE LICKY

The first US built steam locomotives arrived in the UK not long after the dawn of railways. They were a fleet of small 4-2-0 locomotives built by Philadelphia, Pennsylvania, based William Norris & Company for the Bristol & Gloucester Railway. There seems to be some mystery surrounding these, as to why they were acquired and exactly how many there were. The B&G's Engineer, Captain W. S. Moorsom, was impressed by the performance figures claimed in the Norris catalogue. With the approval of the B&G board it was decided to order one for trial to be followed by ten more if successful. This locomotive, named England, was delivered in 1838 and weighed a mere 8 tons. Trials proved disappointing although it seems that a contributory fact was that the B&G tried to operate it at 55psi instead of Norris's recommended 60psi. To make matters worse it seems that, because of different ways of measuring boiler pressures in these early days, in the US Norris locomotives usually operated at nearer 100psi. Whatever the reason, the B&G directors were far from impressed and summoned Norris's British agent, a Mr Gwynn, to explain. He offered a larger 10 ton locomotive for trial which if successful would be purchased along with six of the 8 ton locos which had already been built.

This second trial locomotive, named Victoria arrived in 1839 but was little more successful than England. Undaunted by the wrath of the B&G board, Gwynn tried again and this time offered a 12 ton locomotive for trial. This arrived in May 1840 and was named Philadelphia. It was followed by another, Boston, in August 1840. These two proved a little more successful and were put to work on the recently opened Lickey Incline.

The B&G eventually acquired seventeen Norris built locomotives. Nine were 8 ton Class B's with 10½" x 18" cylinders, three 10 ton Class A's with 11½" x 20" cylinders and five 12 ton Class A Extras with 12½" x 20" cylinders. All had 4' driving wheels. Additionally, a further nine Class A's were built in Britain to the Norris design with improvements, six by Nasmyth and three by Hick. All had been delivered by 1842. After their early failures, they were reasonably successful although their copper fireboxes and boiler tubes wore quickly when subjected to burning coke rather than the wood they were designed for. This was overcome by fitting steel inner fireboxes and brass tubes. Another short coming were the iron wheels which did not take kindly to the more rigid British trackwork until wrought iron tyres were fitted.

At least three of the Class A's were later converted to saddle tanks in an effort to improve adhesive weight. The Class B's operated between Birmingham and Bromsgrove whilst the Class A's operated between Bromsgrove and Gloucester and the Class A Extras were mostly employed as Lickey bankers. Rapidly overtaken by newer, more modern locomotives they were being disposed of when the Midland took over the B&G in 1846. Three, Moorsom, Gloucester and Columbia, all Class B's, were sold to the Taff Vale Railway in 1845 and continued until 1852 when Moorsom was scrapped and Columbia was sold to an

unknown buyer. Gloucester soldiered on until 1858 when it was scrapped.

MEETING THE CRUNCH

No further US built locomotives were supplied to the British Isles until the end of the century when such was the level of orders outstanding with domestic builders, due in part to an engineering strike, that British railways were forced to look overseas to satisfy their urgent need for new power. First was the 2ft. gauge Lynton & Barnstaple Railway which ordered a 2-4-2T from Baldwin of Philadelphia. Named Lyn, this was built in May 1898 and shipped to Britain as a kit for assembly at the L&B's Pirton workshops in July 1898. She continued in service until the closure of the L&B in 1935, thus becoming the Southern Railway's E759, its first (or fifteenth!) American built locomotive at the 1923 Grouping.

Baldwin also built no fewer than seventy 2-6-0 tender locomotives for three British railways in 1899-1900. Thirty for the Midland Railway, 2501-2510 and 2521-2530; twenty for the Great Northern Railway, 1181-1200 and twenty for the Great Central Railway, 941-960. All were to a basically similar design based on current US practice although there were differences between them. All had the same basic specification with bar frames, 5' coupled wheels, 2' 9" pony wheels, 18" x 24" outside cylinders (integrally cast with the saddle) with slide valves and Stephenson gear, 160 psi boilers with round top fireboxes and a tractive effort of around 18,000 lbs. They were about 51' long, including the bogie tenders and weighed around 80 tons. Again all were delivered as kits and assembled at Derby, Gorton and Doncaster, those at Derby being done in the open – hopefully the summer of 1899 was fine!

The MR locos were the most American looking as they had three domes on the boiler, the front one was the sandbox for the front drivers (the rear sandboxes were under the running plate in normal British practice), the middle the steam dome with two safety valves whilst the rear contained a third safety valve and the whistle. The running boards were high set and broken above the cylinders. The large cabs were pure American with doors in the front wall, large side windows and a partly enclosed back with a long roof overhanging the tender. The GC and GN locos were slightly more British looking with only single domes – the sandboxes all being below the running board – and more British looking chimneys. The cabs and tenders still followed American practice. The smokeboxes had typically British style doors with "clock hands" fastening although some of the MR ones later got Derby style dogs around the rim.

Additionally, the Schenectady Locomotive Works of New York (later to become part of ALCo) also built ten similar locomotives for the Midland, 2511-2520. These were also based on a standard American design but some effort was made to "Anglise" them. The running plate was continuous and swept up in front of the cylinders and down below the cabs in a double curve similar to that later employed by Gresley. The taper boilers had only one dome and a very Midland looking safety valve casing just ahead of the cab. The sandboxes were all below the running plate. The cab was American in style and like the Baldwins they had front doors

but from the side they looked remarkably like those designed by Stanier for the LMS thirty five years later. The tenders were six wheeled and very Midland looking despite being built in Schenectady, in fact they were later used behind some of the MR's big 0-6-0's.

In a curious foretelling of the future, the first of the MR Baldwins were allocated to Toton depot, now the home base of EWS's GM built class 66 diesels. Others went to Wellingborough, Leeds and Sheffield. The GCR locos, known as class 15, were all at Immingham, also now an EWS depot servicing 66's. All eighty however had short working lives with withdrawals taking place from as early as 1908 and all were scrapped by 1916. The reasons for this is unclear. There is evidence that the MR at least found them more expensive to operate than their British counterparts and once the boilers came due for renewal the frame design was such that British boilers could not be easily substituted. The cost of importing replacement boilers from the US for such non-standard locomotives was probably not justified.

Around the same time, the Cooke Locomotive & Machine Company of Paterson New Jersey (another ALCo constituent) built two groups of tank engines for South Wales. The first were five 0-6-2T's for the Barry Railway who numbered them 117-121, Class K. Built in late 1899 they were shipped as kits and assembled at Barry Works by the end of the year. In appearance they were a strange amalgam of American and British practice, the front end, bar frames and tapered boiler were typically American whilst the cab, tanks and bunker were very similar to British built Barry locomotives. They had 18" x 26" cylinders and 4' 3" drivers with 3' 6" trailing wheels. The boilers were set at 160psi and they developed 22,030lbs of tractive effort. With 1,600 gallon tanks and 35 cwt. bunkers they weighed 56½ tons. They were mainly used for coal traffic although, having vacuum brakes, they occasionally got pressed into passenger service.

The second batch was a pair of 0-8-2T's for the Port Talbot Railway & Docks. Numbered 20 and 21 they were in many ways a stretched version of the Barry locomotives and were shipped with them and assembled at Barry Works at the end of 1899. They had 19" x 24" cylinders and 4' 4" drivers, the trailing wheels being 3' 6" again. The boilers were set at 180psi and they developed 25,490lbs of tractive effort. The tanks carried 1,670 gallons and the bunker 2 tons. The operating weight was 75 tons. They were exclusively used in coal train service.

Although the Barry was an independent company, the PTR was actually a minority-owned subsidiary of the Great Western and in 1908 the two 0-8-2T's were sent to Swindon to have modified Standard No.4 boilers (as carried by the 43xx Moguls) fitted. These were set at 200psi and raised the tractive effort to 28,325lbs. Both the Barry and PTR were absorbed by the Great Western in 1922/3 and all seven were taken into GWR stock as 193-197 and 1378-1379. Further visits to Swindon ensued resulting in them becoming slightly more Great Westernised in appearance but still retaining their American traits. All were withdrawn between 1928 and 1932.

GOING UNDERGROUND

1900 also saw the opening of the first part of the Central London Railway between Shepherd's Bush and the Bank, now the nucleus of London Underground's Central Line. To operate the six mile line the General Electric Company of Schenectady New York built twenty four Bo-Bo electric locomotives under sub-contract to the British Thomson Houston Company. These were 30' long, 44 ton units with centre, steeple cabs, long sloping bonnets at each end and a hefty look, particularly around the frames. To

provide an emergency means of escape for the crew in the 11' 6" diameter tube tunnels, end doors were provided in the cab opening into sunken gangway inside each bonnet. Operating off 500V dc, their traction motors were built directly onto the wheelset with the axle forming the armature. This caused a very high proportion of the weight to be unsprung leading to severe vibration problems which could be felt in buildings above. This led to their early replacement in 1903 by the first generation of multiple unit motor cars which worked in conjunction with the original trailers modified for mu operation. Most of the GE's were scrapped but a couple were retained for works service.

The CLR locomotives were not the only stock built for the London Underground. The original trains for the Waterloo & City Railway in 1898 were five 4 car sets consisting of single ended motor cars bracketing two trailers built by Jackson & Sharp of Wilmington Delaware with Siemens electrical equipment. They were remarkably long lived, serving until replaced by the Southern Railway stock in 1940. Although the first electric trains on the Metropolitan District Railway in 1903 bore a striking resemblance to those of New York's Interborough Rapid Transit Company they were built in Britain by the Brush Electrical Engineering Company of Loughborough with BTH or Westinghouse electrical equipment.

WORLD WAR 1

Although no locomotives were built in the US specifically for service within Great Britain during the First World War both ALCo and Baldwin produced 60cm (1' 11") gauge tank engines for the British War Office for use in France and Belgium operating on often temporary tracks to take supplies to the front. ALCo's offering was one hundred 2-6-2T's with 9" x 14" cylinders, 2' 3" drivers and 175psi boilers built at the Cooke Works in Paterson whilst Baldwin produced a 4-6-0T of similar proportions.

At the end of the war most were either offered for sale or scrapped. Three of the ALCo's went to work for the Tramway de Pithiviers à Toury in France and one of these, 3-23 the former WD 1265 (Cooke 57156/17) was saved by British enthusiast John Ransom who donated it to the Ffestiniog Railway where it operates as Mountaineer. At least nine of the Baldwin design served in Britain on the lines managed by the light railway king Colonel Holman Stephens. The Welsh Highland Railway had one, no.590 (BLW 45172/17), which was scrapped after the closure of the WHR in 1936. Two worked for the Snailbeach District Railway in Shropshire, 3 (BLW 43383/16) and 4 (BLW 44522/17). They were both scrapped in 1950. The biggest group were on the Ashover Light Railway in Derbyshire where they had the monopoly of operations. They were acquired in two groups and all were named. The first four, purchased direct from the War Disposals Board in 1922, were Guy, Hummy, Peggy and Joan, this last was BLW 44720/17. The other pair were purchased some years later from dealer T. W. Ward of Sheffield. One was named Bridget whilst the other took the name Guy after the original was found to be in need of expensive repairs. All were scrapped after the railway's closure in 1950.

Baldwin also built a number of diminutive 60cm gauge 4 ton 0-4-0 internal combustion tractors for the US Army for similar use in France. They were powered by a four cylinder engine and were capable of running on petrol, kerosene, naptha, alcohol or distillate. At least one of these, BLW 49604/18, found its way to Britain and in 1925 it was purchased by the Ffestiniog Railway for light shunting duties. Carrying the name Moelwyn, it survives on the Ffestiniog to this day albeit greatly modified with a pilot

truck and a Gardner 4LK diesel engine.

To be continued...



Eight MDRS members ventured over to France for the weekend of the 15-16 April to the Baie de Somme for the biannual 'Fete de la Vapeur'. We went in two groups, the group I was travelling with departed Bourne End at 06.00 travelling in style in a Fiat people mover captained by a certain Mr Tim Speechley.

We had rain and plenty of it, yet it did not hinder progress to Dover, which was reached at approx. 08.10, in time to join the queue on the dual carriageway outside the port as this was the start of the Easter holidays. Once on board the French ferry we tucked into a great British breakfast. We arrived Calais 12.00 French time, the sun had come out whilst we were crossing the channel but now we were on land again it was raining!

We headed for the newish motorway to Abbeville (ah, quality French roads), the D40 was the road we wanted to join eventually, not only did this take us to the Baie de Somme it also ran alongside the main line that the steam specials would be running on the next day, this of course enabled us to check out possible viewing points for the main line steam.

Arrived at the town of St-Valery in time to photograph the 14.00 departure to Noyelles, we parked up by the side of the canal, even in the pouring rain St-Valery and its surroundings were very picturesque, we could see the train on the quay side ready for departure. When she moved off from the quay sidings she had to cross the road to gain access to the main running line then through the station, crossing the road again, then running on the road and across the canal on a bridge shared with cars (but not at the same time).

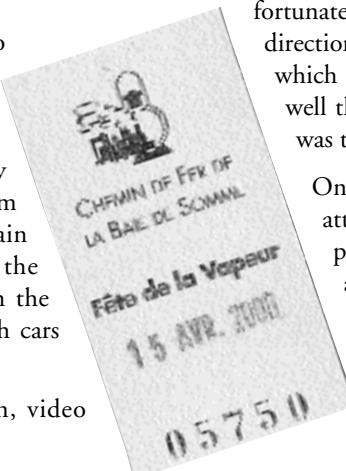
It was at this point that it really started to rain, video

cameras were put away, we bravely took shots of the immaculate 0-6-2 No 3714 with its polished brass dome and cylinder covers. We were soon to discover that all the locos were in such immaculate condition. Photos done we hastily retreated to the vehicles and headed for Noyelles sur Mer, the main station on this metre gauge system.

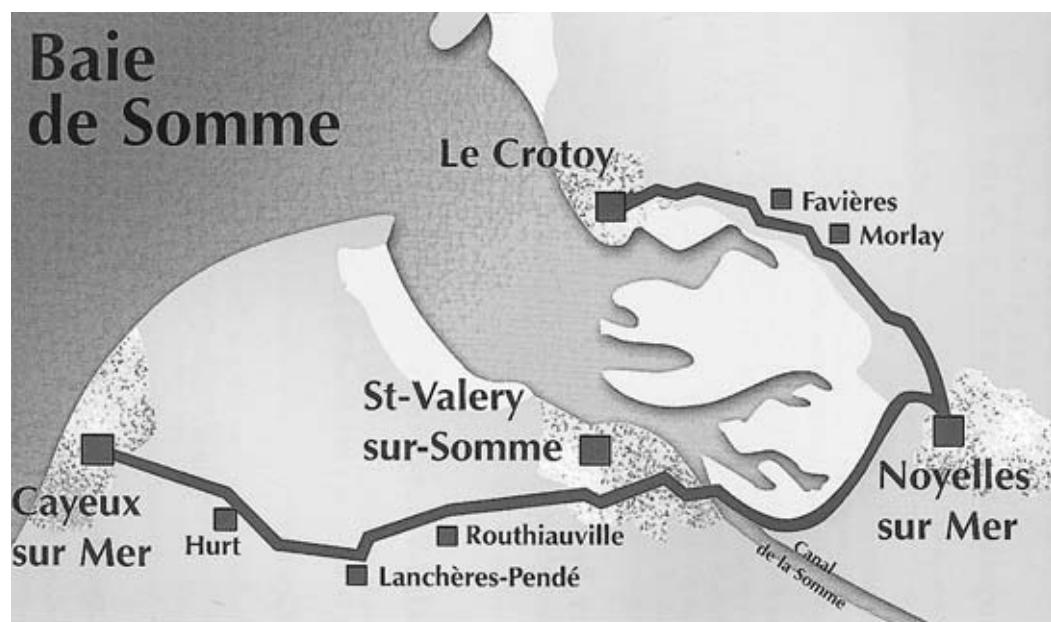
Due to the weather conditions it was decided to ride the train so we purchased £5 rover tickets and boarded the 14.30 to St. Valery. It was hauled by No. 3714, we changed trains on the quay-side at Noyelles, the train to Cayeux consisted of beautiful varnished wooden bodied bogie

stock, we were hauled now by a grey 0-6-0 diesel with its air cylinders (I presume) mounted on the roof, a most peculiar looking machine. Once in the station No.15 backed onto the train for a spirited run to Cayeux arriving at 16:06 (the timetable had slipped somewhat by now.) departure was 16:17 (officially 16:00) behind loco No1. Now was the time to celebrate, not because we were behind no.1 because the sun had come out. Part way back to St. Valery we noticed a diesel on the line ahead, fortunately as we approached it started to move in the same direction as ourselves. This was the first of many incidence which caused someone to say 'What Health and Safety?' well the diesel disappeared into the distance, I guess she was there just in case we needed her assistance.

On arrival at St-Valery 'le gare de ville' a diesel was attached to the rear of the train, it then attempted to pull stock and loco unfortunately the loco was still attached to the train with its brakes on! Anyway no harm done apart from lots of shouting in French, though one can imagine what was said. When the steam loco was detached we were hauled to the quayside where we changed trains (17:00



Baie de Somme



departure) we were now to be hauled by No.36 built by Corpet Louvet in 1925 (nearly all the lines locos are from this manufacturer). We were now going to the other end of the line Le Crotoy, first reversing at Noyelles. On arrival at Le Crotoy we squeezed ourselves through the crowded ticket office to be greeted by the sight of a horse tram! As it was cold and damp our drivers Tim Speechley and Keith Brown, had picked up the vehicles from Noyelles and met us at Crottoy. There was a certain indefinable pleasure in getting into a dry, comfortable modern vehicle, then to be heading to our hotel in Berck. Our hotel was average but the food was excellent, and after some fresh air and cognac a good nights sleep was had by all.

Dimanche 16 (Sunday 16)

New day, new weather glorious weather, continental breakfast, pay bills and off to see the trains. We were driving to a good photo spot just the north side of St. Valery. On passing Le Crottoy we noticed steam coming from the area of the small engine shed we quickly turned in and parked, to witness and take photos of a very evocative scene. Low morning sun filtering through drifting steam, human silhouettes moving against the sun preparing for the days work. After this pause we made good speed to capture the 9:30 St-Valery to Cayeux. A really good spot just north of St-

Valery was found at which there was an over bridge already crowded with Brits, including some other MDRS members that had travelled over on Friday (see separate article). The weather was perfect, after the passage of a Wickham type trolley, Corpet Louvet 130 No.1 'Aisne' came along in fine style. Once she had passed we said our goodbyes and sped off to the next photo stop, it was not difficult to beat the train (or big Japanese car with no ground clearance). Please excuse the 'in joke', ask those that went if you require an explanation. Peter Robins our 'esteemed' treasurer and 'professional' photographer knew just what to do next for the best shots. We caught No.1 and her train going through the small station of Lancheres-Pende, then headed back to St. Valery to photograph the 10.00 departure for Noyelles and Le Crottoy



Built by Buffaud & Robatel in 1909 0-6-2 No. 3714 Beton Bazoches with open fronted cab passed through several hands before restoration by the CFBS 1972 - 81. Eddie Lewcock April 2000



*Loco No. 36 Stands at Noyelles awaiting water in very wet surroundings.
Eddie Lewcock 15 April 2000*

crossing the canal. This was 'the' photo location of the weekend. It had everything, bridge, water, harbour side town and yachts, today we even had lovely sunshine. To round this scene off we had an immaculate loco (No 15) with polished brass and wooden bodied coaches 'spectacular'. Then a quick drive down the road for another classic shot of the train reflected in the water of the many ponds in this area. If there are any ornithologists among you then this area would be a double attraction as it runs by a very large low lying nature reserve, hence the ponds. After taking some more photos of the Baie de Somme trains we headed down the Abbeville road to shoot the main line steam coming in (the locos used are well covered in a separate article by Eddie Lewcock). They came in tender first, so not the best for stills but ok for video. We saw the Pacific come in then headed back to Noyelles. On the way to the main line photo spot we were in a queue of slow moving traffic, the reason? A cycle race or two or three, but the most unusual sight was the roller blade race, on the road with police escort.

A CFBS train on the embankment on the section between St-Valery & Noyelles.

Eddie Lewcock April 2000



It was then back to the bridge over the canal at St Valery, the photos speak for themselves, but you'll have to wait for the members photographic evening to see them in colour.

Our next stop was at Noyelles, where the 'main event' was taking place, it is quite a large site that includes metre, standard and mixed gauge tracks. At one point in time there were locos six metre gauge locos in steam and people all over the place, including on the main line. No fencing, no 'Health and Safety', when a Paris train came through, the driver just slowed down applied his horn and men, women and children moved aside!

Another of the main line steam specials arrived from Paris Nord behind 2-8-0 140 C 231, I was surprised to learn that this loco was built in Glasgow by the North British Locomotive Company. This was followed by sister engine 140 C 314 from St.Quentin. Now the rest is a little foggy as I was relying on a



Pictured at Noyelle with the standard gauge track in the background 0-4-0 No. 25 waits its next assignment. Built in 1927 by Corpet-Louvet. Eddie Lewcock April 2000



Loco No. 1 Aisne built in 1906 by Corpet-Louvet was restored by the CFBS over a period of 5 years and first steamed in 1992.

Eddie Lewcock April 2000

Walkman voice recorder which on playback the tape had gone a little strange at the end. We did though have a brilliant end to our trip. Seeing and photographing a French Pacific and then see the 2-8-0s double headed was spectacular. It really was a very worthwhile trip and excellent company to. Final a big thank-you to our two drivers. Tim Speechley and Keith Brown.

Solution to Train of Events logic problem

Passenger	From	To	Mishap
Alan	Marlow	Maidenhead	Lost Case
Brian	Paddington	Reading	Wrong Train
Colin	Didcot	Twyford	Too Cold
Don	Slough	Oxford	Delayed
Eric	Taplow	Ealing Broadway	Too Hot

SOME NOTES ON THE STANDARD GAUGE STEAM LOCOMOTIVES SEEN AT THE BAIE DE SOMME WEEK-END 15/16TH APRIL, 2000.

Two classes of locomotive came to the Baie de Somme festival this April and the following notes may be of interest to readers.

PACIFIC LOCOMOTIVE 231G.558.

The French Railways had long used the Pacific type of locomotive for heavy express trains; the Ouest (west) introduced them in 1901, the Est (East) in 1903 and the PLM (Paris, Lyon, Mediterranean) in 1905, so that there were a large number of locomotives in the Thirties, "ripe for modernisation".

Monsieur Andre Chapelon, who later became world famous for his advanced locomotives designs, took in hand the 1907 P.O. (Paris, Orleans) design and rebuilt it to such an extent that for Power and Fuel Economy there was nothing in Europe to touch it! It even out-performed the Pennsylvania standard K4S USA design. Later re-builds of Pacifics of other designs took place, following along similar lines; the P.O. design having set the trend. The results obtained were all the more remarkable as the weight of the locomotives was not particularly high, being approximately 98 tons.

Improvements incorporated major modification to the steam circuit on these Compound machines. Pipe diameters from the regulators to the Blast Pipe were increased, along with increase in the smoke box size to reduce fluctuation of pressure in the fire box.

Piston valves were replaced by poppet valves (although not on all re-designs) and the Kylchap (KYALA-CHAPELON) double chimney design was introduced. Feed water heating was utilised, while the boiler pressure was raised to about 250 psi. At the same time Nicholson thermic siphons were introduced into the fire box. As a result of this, steam temperatures went up to about 750° F under full power.

A sandbox mounted on the boiler barrel, sanded the 2nd and 3rd sets of driving wheels whilst a further box sanded the leading wheels.

In March 1931 a train of 450 tons was run between Les Aubrais and Bordeaux in a record net time of 5 hours 28 minutes for 350 miles, at an average speed of 64 m.p.h. On a net time basis the design could have saved 38 minutes London - Plymouth times for the Cornish Riviera. At this time, of course, the speed limit in France was 120 km//hr (just under 75 mph.)

A whole series of Pacific designs were "Chapelised" with excellent results and the maximum power obtained was 3700 IHP compared to 3300 IHP of a Duchess, the most powerful British locomotive design. A number were streamlined to keep in with the fashion of the time.

Regarding fuel economy, a test comparison was made against a modernised simple from Alsace Lorraine, which show a saving of 25.8% in favour of the Compound, with gains up to 15% in power..

The particular locomotive at the Baie de Somme was originally an Etat (State) locomotive, almost identical to the famous P.O. design. With large Tenders of 38 cubic metres water capacity (about 8,350 gallons), long non-stop runs were achieved. and as the Paris/Bordeaux line with no water troughs, Chapelon Pacifics ran the 279 miles from Les Aubrais to Bordeaux with only one stop for water at Poitiers.

In 1935, with the new electrification working Paris-Tours, the Pacifics were put to work regular trains, which, in summer, could

load up to between 650 and 900 tons on trains such as No.3, leaving St Pierre des Corps (for Tours), at 11.35am arriving at Bordeaux 4.15pm with intermediate stops averaging on some sections 60 mph non -stop. Remarkable running was frequently required and as quoted in the Railway Gazette of the time.

"It is doubtful if ever previously in the history of the steam locomotive such feats of haulage, proportionate to the weight and nominal tractive effort of the engines concerned, have been set down on record".

For the benefit of our American enthusiasts, it can be said that one of the 140 ton K4S Pacifics (No 5399) was rebuilt to a modern design utilising Franklin Poppet Valves. On test it gave 4,230, HP at 80mph, a 22.9% increase over the standard K4S, showing what could have been done on an existing fleet of Pacifics.

For further reading, try "Railway Reminiscences of Three Continents" by Gerard Vuillet and also "La Machine Locomotive" by Sauvage and Chapelon..

Leading Dimensions. (Approximate).

	4 - 6 - 2	2 - 8 - 0.
Heating Surface Sq.Ft	2,121	1,829
Superheat Surface Sq.Ft.	850	394
Grate Area Sq.Ft	4 6.6	34
Boiler Pressure p.s.i	247	170
Dia. Cylinders 2HP inches	16.5	23.25
Dia. Cylinders 2LP inches	25	—
Stroke of Pistons inches	25.5	25.19
Driving Wheel Diameter inches	6ft 3 inches	4ft 8
Total Weight	98	65 Tons.

Freight Locomotives.

1-4-0 231 A.J.E.C.T.A. and 1-4-0 314 C.F.T.V.

The history of this design goes back to the W.W.I when the A.L.V.F (Heavy Railway Artillery) ordered a number for War Service. At the time the French were short of building capacity and a number of these two cylinder simple locos were built by North British Locomotive Company. They were the French equivalent to the G.W or G.N.R 2-8-O's in Britain, and the last in service worked until 1975 on secondary lines near Belfort. Those built by the N.B.L. were fitted with Robinson Superheaters, whilst all had a 'Zara' truck on which both the pony wheels and driving wheels were mounted for flexibility in curves.

Eddie Lewcock



Left:

Pacific 231 G 558 passes the closed station of Port le Grand on its evening return to Le Harve. The 'fourgon' behind the tender was a standing requirement in France during the days of the steam express.

*Eddie Lewcock
16 April 2000*



Right: NBL Co. built 140 C 231 moves slowly down the yard at Noyelles, light engine.

Eddie Lewcock 16 April 2000



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 (whose obituary appears in this issue) and Mike Walker.
Northiam, K&ESR - 18 July 1999*



LE ALTERNATIVE WEEKEND

Mike Walker

READ VERY CAREFULLY, I SHALL WRITE THIS ONLY ONCE.

First, for those of you who are newcomers to the Society, i.e. have joined less than 10 years ago, let it be said that there's nothing new in Society weekend trips. Back in the halcyon early days we did at least one a year, loading up a minibus and heading off to North Wales, the Isle of Man, north of England (including Rocket 150) and at least three highly enjoyable French trips to the Baie de Somme and Froissey et Dompierre lines led by Roger Bowen along with the late Roy Mee in the role of translator. So, when the idea of a Society trip to coincide with Baie de Somme's 2000 Steam Festival was muted I was immediately interested. However, Pete Greatorex, Mike Norris and myself became less keen when the plans were revealed as a single night in France. We thought it would be too much of a rush and not leave time for the important social side of such a trip which made the forays of the 1980's so memorable. One of the previous French weekends was written up by Roger Woodham in the Donkey and after two pages describing the socialising and feasting, he summed up with the classic closing sentence: "The railway was quite interesting as well". That just about summed up the tone of those early MDRS trips. There's more to life than just trains and there was a camaraderie which sadly seems lacking in today's membership

So when our good chums Brent Hudson and Dave Theobald expressed an interest in a long weekend for the event, they, along with Mike, Pete and I, decided to load up Brent's Lexus and do our own thing, spending three nights in France. As Brent is that rare animal, a Eurotunnel shareholder, we had the added bonus of being able to take the car through the tunnel for the astronomic cost of £1 each way!

We set out on Friday 14th April and after an unbelievably easy journey down the M4, M25 and M20 arrived at the UK terminal soon after 10 am in good time for our booked 10.58 train. Now, as many of you will know, most of my departures from Blighty head west, trips into Europe are rare and of earth-quaking significance. Last time, a trip from Heathrow to Germany for the Harz was on the very morning that the part-built Heathrow Express tunnel collapsed. Well, the Walker jinx was with us again as the guy at the toll booth told us there might be a slight delay as they had a train stuck in the tunnel.

Fans of the Hitch-hikers Guide to the Galaxy will recall Marvin's description of parking cars: "The first ten-thousand years were the worst, then the second, then I lost interest". Well for us the first hour's delay was the worst, then the second, then the... No explanations were given to lots of frustrated and increasingly fuming travellers. Brent got on his mobile and blasted Eurotunnel control in his capacity of shareholder after which a few bland apologies were put out over the p.a. It seems that a fire alarm had gone off in a class 92 hauling a freight through the tunnel and although it was a false alarm, the system was closed down. Three Shuttles were trapped behind the freight and when they were being backed out one promptly failed! Eventually, a light 92 was sent to rescue its errant sister and things started to move again. But not before they had Eurostars backed up to beyond Ashford and along the LGV Nord in France for miles and were diverting later arrivals out of the terminal and onto ferries etc.

Anyway, four and a half hours later than planned we arrived in France and headed south. Our first port of call was at a museum

in one of the massive concrete block-houses built to accommodate the huge German guns which were trained on us and shipping as part of the "Atlantic Wall". There was railway interest as one of the exhibits is one of two survivors of three 280mm rail-mounted K5 guns, the other is at the US Army proving centre at Aberdeen, Maryland USA. These too were capable of striking well into England although we did muse as to whether the recoil sent the gun back to Paris when it was fired! I was reminded of Gunner Seacomb's famous enquiry, "Has anybody seen a gun?". As we were running late, we continued straight to our hotel at Le Tourquet and had a leisurely dinner washed down with untold bottles of wine and beer.

Despite this, we were up bright and early on Saturday and after an unhurried breakfast were down at St. Valery in time for the first train of the festival, the 10.30 freight to Cayeux. Headed by 2-6-0 no.1 and formed of three beautifully restored wagons and a coach it, made a fine sight. At this stage we were unaware of the stiff climb out of St. Valery but got it in a timeless scene as it passed the station at Lanchers-Pend where a lady member of the preservation society watched the train pass in traditional French costume much like the Ffestiniog's legendary Bessie Jones at Tanybwlc. Later in the day she spoilt the effect by totting a digital video camera! More shots were got in open country towards Cayeux in weak sunshine but with threatening black clouds. At this point we found that, whilst a Lexus LS400 is a superb luxury car, its off-road ability is crap and had to push it back onto firmer ground. Meanwhile, the official party were just setting sail from Dover.

After shunting shots at Cayeux we returned to St. Valery and, in rapidly deteriorating weather, went to slake the Lexus' surprisingly frugal thirst - and ours. It's then we spot a nice looking restaurant and as rain was starting to fall, decided on lunch. Three courses, freshly cooked to perfection for under £7.00 plus more wine and beer of course.

Two hours later, the light rain turned to a torrent so we decided to take a train ride and boarded the 14.00 St. Valery - Le Crotoy. As we left we spotted some familiar faces at the drawbridge over the Somme Canal looking akin to drowned rats. The ride to Le Crotoy was a revelation, compared to our last visit we stayed on the rails and we no longer had a view of the rotten sleepers through the holes in the floor nor, thankfully, did the roof leak. However, the crew on this occasion did not abandon the train to visit a bar en route! The anarchic pioneer days of the CFBS have been traded for a thoroughly professional outfit which rivals the best of British.

After reversing at Noyelles, where the CFBS interchanges with the SNCF, we had 0-4-0T no.25, built in 1927 for a coal mine near Paris. One of the volunteers told us this had just been totally rebuilt with new boiler, wheels and tanks at a cost of nearly £200,000. It was the loco in use on our previous visits and certainly looked in fine fettle. They were also proud to tell us that all their locos, and most in France, now sport British made injectors.

Back at St. Valery we changed trains and got the 16.45 to Cayeux. As the train arrived from Cayeux more familiar faces, now drier, were seen at the windows. Heading out of town we were surprised to find a steep climb and resolved that it was the shot for tomorrow. On arrival at Cayeux we held our seats as our train was invaded. A ceremony had just finished to re-open the Station Square and all the visitors, band and participants wanted to get back to St. Valery - it was a load more akin to Connex than un Chemin de Fer Economique! On returning to St. Valery we

looked in at a model railway exhibition in an incredibly cold building. Then it was back to our hotel pausing en route for dinner and... well, you get the picture.

Sunday dawned bright and clear so we had breakfast and high-tailed it down to St. Valery and took up position at the CFBS's only overbridge half-way the bank. Pete and I took up position here whilst the other three went off to the top to of the climb which was regarded as a better video shot. Pete and I quickly found ourselves joined by the official party and several other Brits. Indeed, I think there were as many Brits there for the weekend as French. After the train passed everyone else left leaving us feeling like the little boy left behind in the current Fiat advert, but our limo soon rolled up and we set off to get some shots at a pond just outside St. Valery. Publicity photos here have swans in them but the only one on duty refused to co-operate with us. We were later told the ones in the official shots are fibreglass! Yes, the French do have a sense of humour!

As well as an intensive service on the CFBS, three main line steam specials were due to run to Noyelles on the Sunday from Rouen behind 231G558, Paris with 140C231 and St. Quentin with 140C314. We got the first as it approached a bridge just outside Noyelles. The compound pacific looked glorious as did its train of vintage stock but it was running tender first. Thinking that the loco may have been turned at Abbeville we continued south, pausing there for a look at the station and to grab a burger at the Golden Arches. Heading further south we finally found the second special just south of Port Remy. Hearts sank as it was stationary and the crew had the smokebox door open which was belching out foul yellow smoke. Much banging was heard and we feared a superheater tube had failed but eventually the 2-8-0 and its train, which contained two beautiful Wagon-Lits Pullmans, restarted. The third train was close behind but had to make a long stop at Abbeville whilst 140C231 stabled its train at Noyelles.

We returned to Noyelles and joined the massive throng which included the rest of the party. A sea of humanity covered the main line but when a non-stop SNCF express arrived, albeit at walking pace and with continual blasting of horn, the crowd simply parted like the Red Sea. Railtrack and the HSE would have gone spare! The three main line locos were lined up for photos in Noyelles yard and here well known British photographer John Titlow nearly got himself lynched. He only had a 50mm lens and demanded the photo-line move back to accommodate him - the French refused. It was nearly a rerun of Hastings, Trafalgar or Waterloo! Incidentally, St. Valery was the port where William of Normandy set out, yes I know St. Valery is in Picardie. And, while we're about it, the recent ITV drama serial Monsignor Renard was filmed at St. Valery, although not the station scenes which starred 140C231.

The returning specials were due to leave Noyelles at 17.24 for Rouen behind 231G558 and at 17.41 for the combined Paris and St. Quentin trains which would be double headed by the two 2-8-0's to Amiens where they split. We saw both rounding a broad curve just north of Port Le Grand, the first station out of Noyelles. The pacific looked good but was in a light rain. By the time the double-header came thundering by a weak sun was pushing through the clouds. The scene was an awesome display of main line running, why can't our main line steam be allowed its head like that?

We returned to St. Valery and spent the evening watching the CFBS packing up after a highly successful weekend then adjourned to a restaurant in town recommended by another British enthusiast. This was the best meal yet and better still it's part of a very reasonably priced hotel. Details were taken, we

intend to return for the next festival in April 2002.

Monday again started out fine and after a leisurely start we went to look at the LGV Nord and found a bridge on a country road at Ruminghen, km 83.910 on the Tunnel branch of LGV Nord. This, much to our surprise had only a low railing and afforded a sweeping view either way allowing us to fully appreciate the way LGV is built over the terrain. During our nearly two hours there several Eurostars screamed past at their full 186 mph. I say screamed, but in truth they are quieter than an HST at full tilt, and unlike those on the GWML, the bridge did not bounce as they passed beneath. Surprisingly, during our stay only one domestic SNCF TGV passed en route from Calais to Paris. During the weekend I'd got some stick for occasionally making a comment while Cecil B. DeNorris was filming but as one Eurostar passed, Brent exclaimed in a voice they'd hear in Paris, "What a f*****g time to run out of film!!" C'est la vive!

We finished up with a visit to the unfinished concrete block-house at Eperlecques where the Germans intended to make and fire V2's at us before stopping for the all important visit to a supermarket. I'm glad to report that our return trip through the tunnel was trouble free and very fast although we did cause pandemonium in our interpretation of the safety messages by pointing out the emergency exits airline style, adding instructions for ditching at sea and revealing that the reason you have to leave your sunroof and windows open is so your car does not float but goes down with all hands if the train should sink. A French Eurotunnel employee was in stitches and didn't know what was happening - I felt rather sorry for her.

So ended a thoroughly memorable weekend in the company of good friends, good food and drink and absolutely awful humour. And once again, the railway was quite interesting as well.

P. S. After nearly four days of extensive searching, we still have not found either the British airmen or the painting of the fallen madonna with big boobies - so we've got to go back!

BOOKSHELF

Trains 'seventy

ed J B Snell

Ian Allan

This edition features longer articles than previous years, with 3 articles on foreign railways taking up almost half the book. 2 of them cover Spanish Railways, whilst the third one looks at the now closed Rimutaka Incline in New Zealand which was worked by Fell locos. The normal train would consist of 4 locos spread out throughout the train climbing gradients of up to 1 in 14 that included tunnels. At times, the drivers had to crouch on the floor of the cabs to get air! Main article on UK railways featured the Cambrian. Other chapters include a look at the possibility of running freightliners, workshop practice at Darlington and Doncaster, Northern Ireland railways in the thirties and the memories of P. Weil of trains at the turn of the century.

Decades of Steam 1920-1969

M Harris

Ian Allan

ISBN 1 7110 2683 1

This looks at the changes in British railways decade by decade from 1920 to the end of steam. Split into regions, each chapter shows the changes in working practices in all aspects of the railway industry such as the docks, hotels, staff as well as the trains themselves. Photos taken at the time illustrate each chapter. A well written account of the steam era. There is also a series of 5 videos that goes with the book.

Line by Line

M Buck and M Rawlinson

Freightmaster Publishing

ISBN 0 9537540-0-6

This is the first in a series and features the Euston-Glasgow mainline plus the Northampton loop. The idea behind it is to bring together information available in a number of books. In this case the top third of the page shows the gradient profile, the second third the line (5 miles to the page) showing mileage, main junctions, signal boxes and open and closed stations. Below this is a black and white photo taken along the stretch of line (mostly after 1990). At the end of this A5 size book is a picture gallery of 24 coloured photos taken in the area of Shap and Beattock with the location shown on reproductions of the Landranger maps. The book is well produced and the idea good but the problem is it costs £14.95. I can get as much or even more information from the Ian Allan Gradient book and the Quail map series. If a book is being produced for every main line the costs will mount up.

Rail Track Diagrams 3 Great Western

Quail Map Co

ISBN 1 898319 39 1

This is the third edition of railway maps covering the Western Region although now the title has been changed to Great Western. It has been updated to March 2000.

As usual, all lines are shown with mileages, or in the case of London Transport kilometres, stations, level crossings (showing which type and their names), tunnels, viaducts ad much more. All preserved railways are also featured. Stations in Wales also include their Welsh name.

Comprehensive Guide to Britain's Railways

Ed Steven Knight

EMAP Active Ltd

ISBN 1368-437 X

Another third edition, updating the present franchise groups running Britain's railways (although this could change with some renewals due shortly). After some summaries on what's ahead for the passenger services there is a list of the major groups giving the expiry date for the present franchises. The main part of the magazine gives a summary of each franchise giving the Passengers' Charter statistics for the last 4 years together with their targets. There is a map showing the area of operation, a stock list, plans for new trains and services (if any) and a general overview of each company. There are also chapters on Eurostar, Eurotunnel, light train and metro systems, EW and S, Freightliner, DRS,

Mendip Rail, GB Freight and Railtrack. Finally there is a list of supporting companies such as clothing, catering and Rail User Committees.

Railways Restored 2000

Ed Alan Butcher

Ian Allan

ISBN 0 7110 2709 9

At this time of year, thoughts of where to go during the summer start appearing. This 21st edition of the publication may give you some ideas. As usual the book lists all the country's steam centres and preserved railways (or maybe I should say most, as the author admits some groups have not responded to requests for information). Each entry lists locomotives and rolling stock, location, phone number and internet address (if available), when open, special events etc. The cover states it includes completely new photos (all 14 of them). Again this year a timetable supplement is included (only one copy in my book this year).