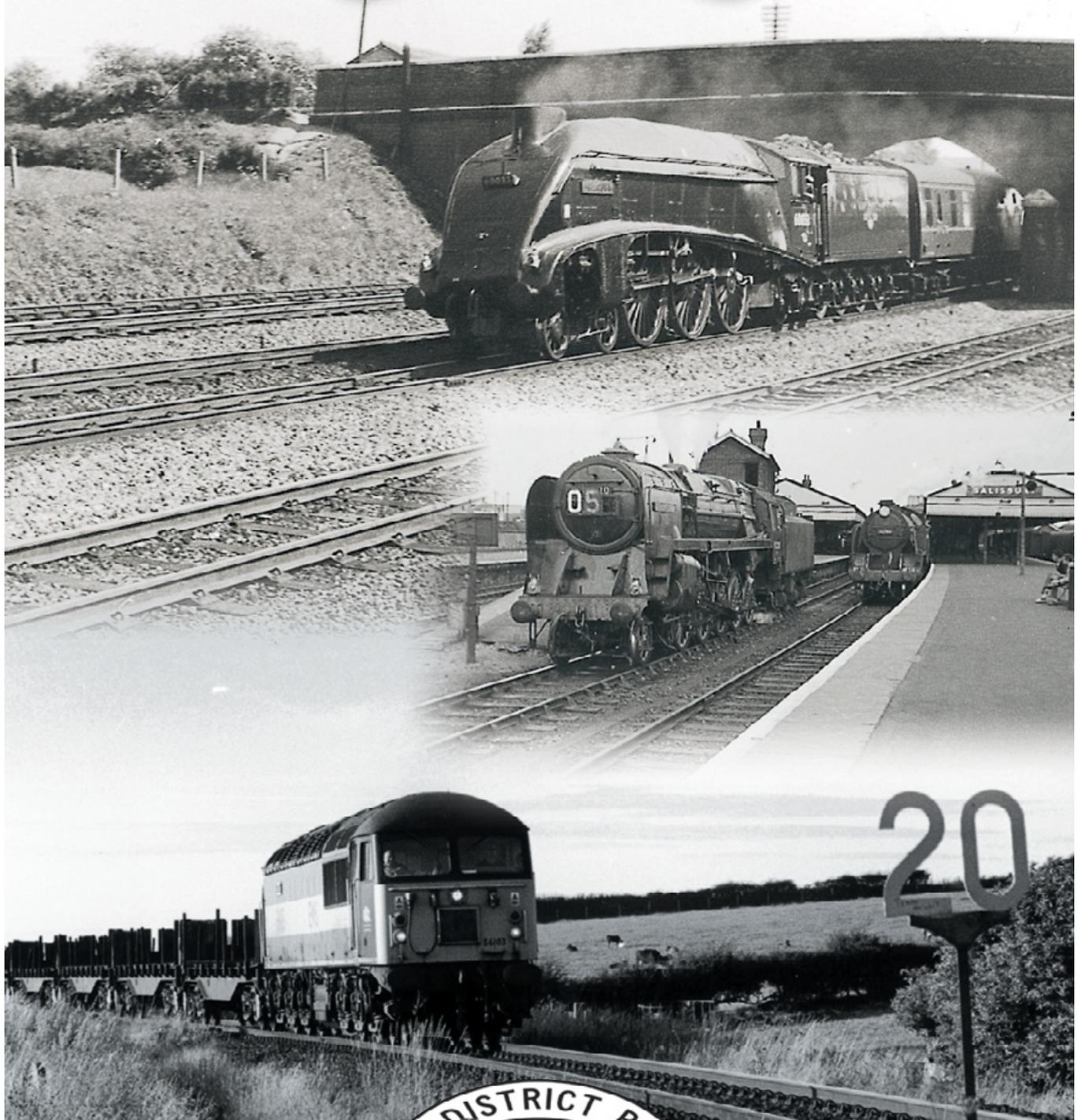


THE MARLOW DONKEY



Edition

94

December 2000



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Freight Breaks

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

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FRONT COVER PHOTOGRAPHS. *Top: A4 60033 Seagull Near Hatfield, taken by Gordon Rippington between 1958-62.*

Middle: 92220 Evening Star and 30799 Sir Ironside at Salisbury, taken by Gordon Rippington between 1958-62.

Bottom: At the end of the long curve round the coast from Crag Hall, 56103 approaches Brotton with empty steel bogies from Skinningrove to Lackenby. Tim Edmonds - 22 July 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.

2001

Thursday 18 January	PHOTOGRAPHIC EVENING	
Thursday 15 February	AGM / BRING & BUY	
Thursday 15 March	VIDEO FILM NIGHT	Mike Norris
Thursday 19 April	STEAM ON THE MET & RAIL REGULATORS	David Sexton
Thursday 17 May	GWR RAIL MOTOR PROJECT	Mr Timms

DAY TRIPS TBA

Please: NO TALKING DURING PRESENTATIONS

Please note: The above programme is subject to change

EDITORS NOTES

Dear Fellow members apologies for missing out the September Donkey. I hope this issue will make up for the lack of an issue and give you something extra to read over the Christmas break.

One of the reasons the September Donkey did not appear was that I was on holiday for the whole of August. The first three weeks of which were spent in western Canada. It was a family trip with railway interests slotted in were convenient.

For those of you who have not been to the North American continent the trains are awesome compared to ours, it is difficult to put into words the size and power that they exude as they pass by. There is a down side, waiting to see one. I was at the Revelstoke Railway Museum where I was very proudly told that up to thirty freight trains a day pass by. When I told this person that my local station 'Reading' has about that number of passenger trains per hour there was a look of disbelief on his face, as for them travelling at 125mph!

Travelling abroad certainly makes you appreciate the preservation movement we have in the UK. The museums I did visit in Canada were small by comparison to museums of equivalent importance in the UK. The first one I visited and the only live steam of the trip was at the Fort Steele Heritage Town which is on a similar theme to Beamish and Ironbridge.

They had a loop of standard gauge track of just over a mile in length, what appeared to be their only steamable loco was in action. It was interesting to note that the crew were paid staff and did not have a great knowledge of the locos or rolling stock. Directly behind the loco 2-6-2 No. 1077 built 1923 by Montreal Locomotive Works was an open home made bogie passenger wagon, but behind that a BR Mk 1 coach Built Derby 1954! This coach was shipped over with the Duke of Sutherlands engine 'Dunrobin' an 0-4-4T built by Kerr Stewart of Glasgow in 1895

along with his saloon built by the Highland Railway in 1900. Both thick with dust, I guess they have been out of use for some time. Also sharing the shed was a Lima Shay No 115 of 1934 built for logging service on Vancouver Island.

Part way round the loop was a single platform halt where passengers could detrain for 5 minutes to admire the view. It is a spectacular viewing platform as it overlooks a triangular junction with one arm stretching across the Kootenay River. The lines went north to Golden, south to Sparwood and south west to Cranbrook. I was informed that these are all coal train routes, another attraction was the three Osprey nest visible in the valley below.

As the year draws to a close I would like to thank all the contributors during 2000, I must say a special 'Thank You' to Alan Costello for his regular 'Bookshelf' book reviews. Alan is moving out of the area we shall miss his contribution to the Donkey which has also included a number of articles. On behalf of the Society 'I wish him well for the future'.

This does of course throw open a vacancy, so if any of you are regular readers of new railway books. How about reviewing 4-6 every three months for The Donkey.

On behalf of all the committee I wish you all 'A Happy Christmas and a Healthy New Year'.

John Tuck, Editor

THIS MONTHS FEATURED PHOTOGRAPHER 'GORDON RIPPINGTON'



*Castle 5078 'Beaufort' at
Taplow
Circa 1958-62
Gordon Rippington*

WHITHER MEMBERSHIP DEVELOPMENT?

Those who were at this year's AGM may remember that I joined the M&DRS committee with a mandate to try and develop membership. Following discussions with the committee, we have concentrated our efforts in the first few months on two main areas. One of these was to increase local awareness of the society and its activities with a view to attracting potential new members to meetings. The other was to make sure that, when visitors came to meetings, they enjoyed themselves and would wish to return.

The result of the first initiative is that our programme, and information about the society, has been spread widely through local organisations, libraries, information offices and the like. We have targeted in particular places such as railway stations and model railway clubs since these are where we would expect to find potential members.

To improve the meetings for visitors it was important to know how many we were attracting and who they were. With this in mind the signing-in book for meetings has separate columns for members and visitors, and any visitors have been welcomed by name since this was introduced.

So what are the results of this so far? There have been a few, but only a few, visitors to meetings but this year we have attracted no new members. We are an active society

with an excellent programme of speakers and outings, so we must continue with the efforts to make ourselves known and to attract and retain visitors to meetings. There is plenty of potential for members to help with this. For example, wouldn't it be pleasant to have someone man a table at the doorway to sign people in and welcome newcomers? Everyone can make the effort to chat with visitors and find out something about them and why they have come. There were comments made at the AGM that some people had left the society in recent years. If you know any, why not invite them to try us again? If you know any local railway enthusiast who are not already members - bring them along. If you are a member of another railway-orientated organisation why not publicise and recommend us?

So, the challenge for the New Year is for members to try and recruit new members by a direct approach. Bring someone to a meeting and let's make it attractive so they will come again.

Tim Edmonds

RAILWAY ROUNDABOUT

I went to Passenger forum held by Chiltern Line Managers on Mon 14th August. The new Franchise was covered (as on the Chiltern Railways website) and here are some things that were mentioned.

The Aston Rowant Parkway scheme has been scrapped and replaced by the Princes Risborough-Oxford project running either over or near the old Thames branch. The railway is planning to buy the old goods shed at Wycombe and use it partly as a car park and also as a new bus/rail interchange. The subway will be filled in and replaced by a bridge including a lift by extending the platforms and eventually the whole station will be rebuilt. To cope with the maintenance of an extra 200+ coaches a new depot will be built probably in the Neasden area. To avoid overcrowding-if trains start becoming overcrowded they will order more stock.

The next 9 coaches are expected towards the end of September. All 165 coaches will be refurbished and air conditioning will be fitted. ATP will be extended to all lines covered by Chiltern Railways (at present it is only as far north as Banbury).

The managers can see no way of sharing the line with the Central Railway freight group due to the frequency of the passenger trains as laid down in the franchise. Their argument is, why should the Government grant them the franchise, that would have to be completely rewritten in a few years time.

Alan Costello

The C&PRR

Members may have read in the railway press that the Railway's

steam loco Sir Robert Peel was out of service due to boiler problems. When the quote for repairs reached £45000, it was decided not to go ahead and other options were discussed by the loco's shareholders. At the August meeting it was announced that they had decided to sell it to a syndicate for £15000. The syndicate would then have it repaired, return it and allow the Railway to operate it for free for one season. After that the Railway would pay when the engine was used.

No 70 left for Skipton at the end of July, at the same time as "Thomas" arrived from Quainton ready for the weekend of 5/6 August. Although this clashed with the Old Oak Common Open Days, attendance was not affected and all trains were fully booked.

After the return of "Thomas" this left the Railway without a steam engine after an attempt to get 6412 failed. It is hoped a steam engine will be obtained by end of September and by Christmas the GWR heavy tank 4247 could be back from heavy repair but that has to be confirmed at the time of writing.

Alan Costello

FROM THE RETIRING CHAIRMAN

As most of you will know, I have recently had a severe illness which put me into hospital for a month and intensive care for sixteen days. Due to the new circumstances in which I find myself, it is necessary to unload as much responsible work as possible and this includes the Chairmanship of the MDRS.

The Committee have already discussed this matter at a recent meeting and I am pleased to announce that Peter Robins has stepped into the breach. Many thanks Peter, I wish you well in the post.

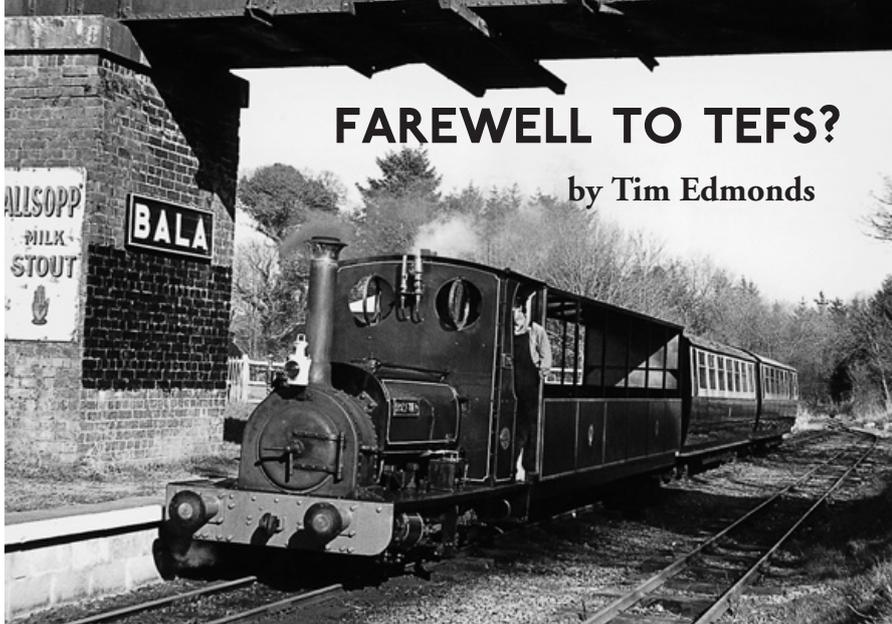
Members may remember one of my first actions upon becoming Chairman was to update the old constitution and get it published in The Marlow Donkey. In it the Chairman is elected by the Committee after an AGM and this will take place next year.

During my term in office I have spread the workload, ensuring that different committee members had their say in public at our meetings. One of the disappointments has been the lack of interest in the summer outings. Despite a 'trawl' being taken of members ideas in which a visit to Bristol had been amongst the top three returned, the trip itself had to be cancelled due to lack of support. However this problem seems to be on a national scale, witness the cancellation of Shildon, also some of the rather expensive Flying Scotsman runs. A bus laid on free for members of one local club carried only six passengers to a railway event. The way ahead seems to be car or mini bus loads, and a number of members went to the excellent Old Oak Common Exhibition on this basis, enjoying a good pint on the way out!

Finally I must thank all the committee members for their support over the last few years. Our magazine goes from strength to strength thanks to John Tuck and Tim Speechley whilst Gordon has laboured long and hard over outings for the club. Julian, who is heavily pressurised by police work, has proved a most efficient Secretary.

Thank you all for the support that you have given me over the last few years.

Eddie Lewcock



FAREWELL TO TEFS?

by Tim Edmonds

At the isolated Bala terminus of the Bala Lake Railway, ex-Dinorwic Quarries 0-4-0ST No.3 'Holy War' (HE779/1902) wits in the sun before taking its charter train back along the lakeside to Llanuwchllyn. 12 March 2000

Since 1968 Bill Alborough has been running overseas steam tours for railway enthusiasts under the name 'TEFS' - at first 'To Europe For Steam' then latterly 'To Everywhere For Steam'. He pioneered railway enthusiast tours to many 'difficult' countries such as China, Vietnam, Jordan, Syria and Myanmar, always using a combination of carefully-developed local contacts, patient diplomacy and his strong personality to overcome the inevitable political and bureaucratic hurdles. TEFS became a full-time business in 1984 and its activities were often highlighted in Bill's regular 'Overseas Steam Scene' column in Railway World.

My wife and I travelled with TEFS on four overseas tours in the 1980s, two of them led personally by Bill. Having previously experienced three weeks in India with another operator, we quickly appreciated the careful planning, attention to detail and honest approach that characterised his operations. In 1999 health problems for both Bill and his Filipina second wife Sylvia led to a decision to close the business and the last TEFS overseas tour ran to Myanmar in January/February 2000 without Bill, who was recovering from an operation. But Bill wanted TEFS to go out in style, and so the last tour of all was a "Bill's Retirement Bash" (BRB) long weekend in Wales - an opportunity for a grand TEFS travellers' reunion which I and my family took up.

BRB attracted over 90 people and pretty much took over the Hand Hotel at Llangollen, although the local male voice choir still sang lustily in the bar on the Friday night. The weekend programme included the Welsh Highland, Ffestiniog, Llangollen and Bala Lake Railways, while those who came a day early (not me, alas) also took in the private Rhiw Valley Light Railway and the Welshpool & Llanfair. Organisation of the event typified the TEFS way, with every railway either opening out of season for us or putting on extra facilities, all carefully timed and arranged. There were also several photo runpasts (including one with the service train on the Ffestiniog at the Dduallt spiral) and access to loco sheds and workshops. Not surprisingly overseas steam was featured, the highlights being special trains with haulage by an ex-South African Beyer-Garratt on the Welsh



Ffestiniog Railway 0-4-4-0T 'Earl of Merioneth' takes the Dduallt spiral with the 13.45 Porthmadog - Blaenau Ffestiniog train. It made a special stop just round the bend to pick up TEFS photographers. 11 March 2000



Lima-built S160 2-8-0 leaves Carrog on a 'false-start' run with the TEFS special on the Llangollen Railway. This loco worked at FuShun mines in China as class KD6, but is now restored as USATC 5197. 12 March 2000

Highland and the ex-Chinese S160 on the Llangollen Railway.

Although TEFS may be no more, the idea of Bill Alborough retiring always seemed pretty unlikely. It was therefore no surprise to find that he is continuing his involvement in overseas tours under the banner 'Celebration Railway Journeys' to offer special deals on up-market tours operated by others. Already he is involved with a Trans-Siberian Railway excursion and a tour to South Africa - enjoy your 'retirement', Bill!

OVER HERE... THE PREQUEL

AMERICAN STEAM & ELECTRICS IN THE BRITISH ISLES

(THE FINAL PART!)

Mike Walker

WORLD WAR 2

The Second World War saw a large number of American built locomotives operating on British railways. Most only briefly although some were to survive until almost the end of steam on British Railways and preservation has ensued they are still with us. There were two groups, a 2-8-0 and a 0-6-0T both sponsored by the United States Army Transportation Corps and designed to be suitable for service anywhere in the world, not just in Europe and, as it turned out, not just on standard gauge track.

The 2-8-0 was designed by Major J. W. Marsh of the US Army Corps of Engineers in conjunction with ALCo and was based on the design of 150 locomotives built by ALCo during World War 1 for service in France. This helped the design and development to be done with enormous speed, starting in May 1942 and the first locomotives were completed in September. In addition to ALCo both the other big American builders, Baldwin and Lima Locomotive Works of Lima Ohio, were involved in the construction of the type which became known as the S-160, for Second World War and 160,000lbs nominal weight. They had 19" x 26" cylinders with Walschaerts gear, 4' 9" driving wheels and 2' 9" pony wheels. The parallel boiler was set at 225psi and had a round top firebox with a grate area of 41 sq. ft. Tractive effort was 28,000lbs. The bogie tender carried 8 tons of coal and 5,500 gallons of water. The complete locomotive was 61' 0" long and weighed 124 ton 5 cwt. The effect of the large diameter boiler, more than 6' over cladding, combined the need to set it high because of the large firegrate and to fit it within the very restricted British loading gauge resulted in a somewhat ungainly but functional looking locomotive.

No less than 2124 were built between 1942 and 1945 all carrying USATC series running numbers. ALCo built USATC 1600-1676, 2000-2151, 2380-2459, 2804-2929, 3200-3379 and 4402-4483; Baldwin 1677-1826, 2242-2379, 2590-2775, 3380-3559 and 6024-6078; and Lima 1827-1926, 2152-2241, 2500-2589, 2776-2803, 3559-3749, 5155-5199 and 5700-5849. Of these, four hundred were allocated to British railways for main line use. The GWR had 174, the LNER 168, the LMS 50 and the Southern 6. The remaining two went to the War Department at the Longmoor Military Railway and Sudbury Ordnance Depot. The first of these, USATC 1604 built by ALCo, was handed over by the US Army to the Minister of War Transport at Paddington Station on 11 December 1942. Their operation on British lines was not universally popular with the crews who naturally saw them as inferior to the domestic designs. This was not helped by at least three firebox explosions in 1943. There were similar failures elsewhere and the cause was attributed to poor design and manufacture. However their span of activity was brief and by the late summer of 1944 all, except the WD pair, had been withdrawn in readiness for shipping to Europe in the wake of D-Day. They joined at least 400 hundred more which had been shipped in to Britain during 1943-4 and stored ready for the invasion. Many of these were in South Wales and no fewer than 119 were at Treforest alone, taking up one track of a double line!

In addition to Britain, S-160's had a wide sphere of operation

continuing after the war in many cases. In Europe they could be found in most countries with big fleets in Hungary, Poland and Greece. Others went to North Africa, China, Jamaica, Peru and some, modified to 5' gauge, to Russia. A batch were built to 5' 6" gauge for the Indian Railways in 1945. Some never left the US, serving on various military bases and a dozen went to the Alaska Railroad. Perhaps not surprisingly, eighteen were lost at sea.

The 0-6-0T was developed even more quickly during November and December 1941 by Colonel H. G. Hill of the US Army Corps of Engineers and H. K. Porter & Co. of Pittsburgh Pennsylvania. Again it owed much to a WW1 design in this case that by Baldwin for service in France but it also owed something to pre-war industrials built by Porter. Like the S-160, it followed typical US practice with bar frames and no frills. At 29' 8" long and 46_ tons in working order it had two 16_ x 24" cylinders, 4' 6" drivers (with only a 10' wheel base) and 210psi boiler pressure giving a tractive effort of 21,630 lbs. The side tanks held 1,000 gallons and the bunker 1 ton.

Between 1942 and 1944, 382 were built by Porter along with Davenport Locomotive Works of Davenport Iowa and Vulcan Iron Works of Wilkes-Barre Pennsylvania. They were as follows: Porter, USATC 1252-1266, 1387-1436, 5000-5060 and 6080-6103; Davenport, 1287-1316, 1927-1951, 4372-4401 and 6000-6023; and Vulcan, 1267-1286, 1952-2001, 4313-4341 and 6160-6183. A further 66 to be built by Davenport and Porter in 1945 were cancelled with the war's end in sight.

The first of the type arrived in the Britain in July 1942 and eventually more than 300 passed through the country. Many were stored for later use in Europe but a number were used on military bases and at least three were loaned to collieries in the north east of England. Additionally, during 1944 the GWR were loaned twenty four for service in South Wales and the Southern used six for shunting in Southampton docks. By the beginning of 1945 only some 47 remained in Britain and at the end of the war all went into store at Newbury Racecourse whilst one continued to work at Longmoor.

Based on its use of the type at Southampton, the SR decided to use the type to replace the ageing LSWR B4 tanks at the docks. A trial was made with British "Austerity" 0-6-0ST but they were found to be unsuitable, principally due to their longer wheel base. Fourteen were purchased from Newbury in March 1946 for £2,500 each. Initially these were to be six Porter's and eight Vulcan's but when it was found that the former had detail differences, five were exchanged for a similar number of Vulcan's. There was not a sixth Vulcan in suitable condition to replace the last Porter so the SR negotiated a £200 discount! They later took a further Porter to act as a parts source. The fourteen in traffic became SR 61-74 (61 being the Porter locomotive) and then BR 30061-30074. Over the years they had their cabs and bunkers modified but retained their distinctive appearance. They were confined to Southampton docks, apart from a brief foray to the London Midland in 1955-56, until replaced by diesels in 1962. They were then used at a variety of locations on the Southern Region, some in Departmental service, until 1967.

At least six more operated in Britain after the war, one at

Longmoor, two at the Austin Motor Company at Longbridge, Birmingham and three with the National Coal Board in north east England. These latter are not to be confused with those on temporary loan from the USATC during the war. Elsewhere the type was widely dispersed. France purchased 77 and 106 went to Yugoslavia which also built 23 copies. Smaller fleets could be found in Greece, Italy, Austria, Egypt, Palestine and Jamaica whilst some stayed in the US.

British preservationists have seen to it that both the USATC types survive, four of the 0-6-0T's have been saved along with one of the Greek copies which has been imported and modified to resemble the SR engines under a fake number 30075. There are also four of the S-160's in Britain having been imported from Greece, Hungary and two from Poland. Interestingly all three builders are represented.

There is also some evidence that some USATC diesels may have operated in Britain during the war. The June 1944 issue of the GWR Magazine contained a photograph of USATC 7970, a centre cab 65 Ton Bo-Bo diesel electric built by the Whitcomb Locomotive Works of Rochelle Illinois. The caption reads "One of several 65 Ton diesel shunting locomotives now being used by

the Transportation Corps., US Army in this country". Presumably these were confined to military bases.

There may well have been other US built locomotives in industrial service in Britain particularly the World War 1 era Baldwins. If any member can elaborate further I'd be glad to hear from them.

THE BANANA EXPRESS

Keith Brown

On my first visit to South Africa's Western Cape I described in the Marlow Donkey for October 1997 a wonderful trip on the "Garden Route". Last year on my visit to the Eastern Cape I was intending to describe a branch line running from Port Elizabeth called the Apple Line but just prior to my arrival the organisers funds ran dry so no article. In the year 2000 a visit to KwaZulu Natal produced another fruity connection as a train titled "The Banana Express" runs weekly on a two-foot (610mm) gauge line. KwaZulu Natal is known by South Africans as the Banana State as two very large plantations were planted at Izotsha & Renken. The only downside was that the steam locomotive that had run on this line up to the end of 1999 had been replaced by a diesel, but the line is so interesting that a description of it will I feel interest readers.

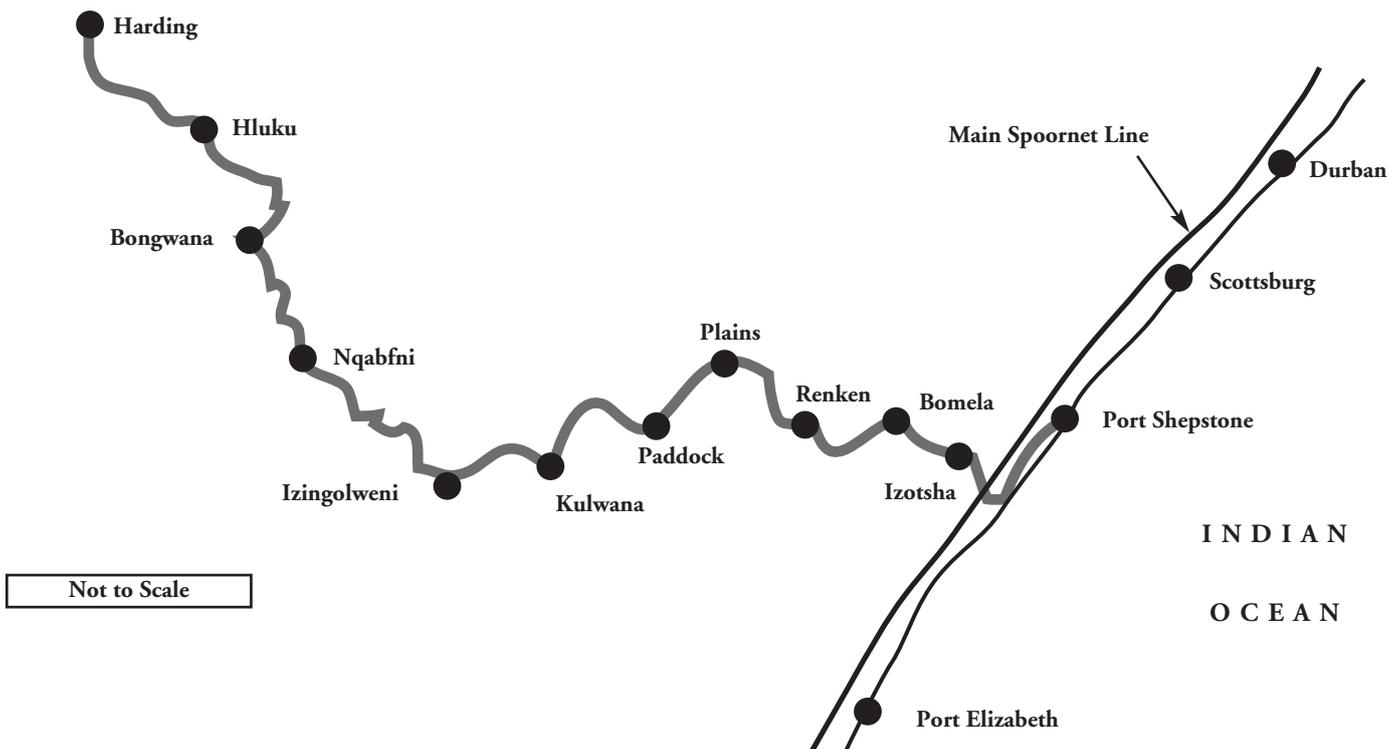
The line was built in 1911 and its purpose was to transport timber from the forest plantations to the docks at Port Shepstone, which is situated some 75 miles south of Durban. The first section went as far as Paddock (15miles) and was extended in 1917 to Harding, a further 76 miles. What is so remarkable is that this line goes through the lands of six Zulu tribes and twists and turns with rapid regularity as it climbs and climbs around the steep hills on grades as steep as 1 in 37. Originally the South African Railways & Harbours (SAR&H) operated it. Renamed in 1981 South African Transport Services (SATS) and later renamed Spoornet. It was in the mid 1980's when road transport was allowed to use much heavier vehicles, that the line was earmarked for closure or mothballing, as had another 15 other branch lines in South Africa. Spoornet rather neglected maintenance of the line in the months prior to its closure that took place in September 1986. The road lobby had managed to get government approval in stages to increase vehicle lengths from 13m to 22m. gross vehicle mass from 38 to 58.5 tons (inclusive of 5% tolerance) payloads from 24 to 45tons and axle loads from 8.2 to 9.45 tons. Bridges were not strengthened and no user-pays system was in place to recoup additional wear and tear costs of the roads. This state of affairs rings a familiar bell much closer to

home.

Port Shepstone & Alfred County Railway, (PS&ACR) a company formed in 1987 operates the present day line. The monies received from the initial share issues were sufficient so it was thought, to run a profitable line once again. However, two major problems soon raised their ugly heads. Firstly, lack of maintenance by Spoornet used up much capital in bringing the line up to standard for heavy freight trains and secondly the serious floods in September 1987 washed away the track in twelve different places between Izotsha and Hluku. What seemed so grossly unfair was that the damage to the roads caused by the floods was met in full by the South African government's Flood Disaster Relief Fund, but not one rand was given to the infant company, so all repairs had to come from it's capital.

However the line reopened in stages and on 4th December 1987 the Banana Express was launched on the eight-mile stretch from Port Shepstone to Izotsha. During that Christmas holiday period (summer in S.A.) more than 10,000 passengers were carried. A most promising start. The first freight train to Harding ran on the 28th March 1988 pulled by Garratt No. 88 hauling five trucks, one of which conveyed a 6-metre container and a guards van brought up the rear. The container wagon proved that the loading gauge of the line was adequate. By mid-1988 the PS&ACR were operating smoothly and traffic levels were increasing. Eight steam locomotives and 163 goods trucks were operational by April 1989. Traffic was not all one way as imports were also carried eliminating some empty running. Within three years of the re-opening, PS&ACR ran its 1000th train from Harding to Port Shepstone and had moved some 150,000 tons of timber. Bearing in mind what I said about the terrain the line went through, a test train was run in March 1989 with three locomotives and 37 loaded pulpwood trucks having a gross load of 850 tons. The test was a success in moving the timber but the length of the train caused problems at crossing loops. 30 trucks are the maximum nowadays representing a load behind the

Route of the Banana Express



drawbar of some 600 tons. Freight traffic has steadily declined due to road transport rates being more favourable, but the line is still used daily for freight and each Saturday for passengers

The Banana Express that our party travelled on was hauled by a G.M. Class 91 Bo-Bo Diesel Electric Model UM6B. The original bogies had been replaced with two-foot gauge one for operation on this line. 91004 was built in August 1973. Our train consisted of three coaches, which were built around the 1914 period and had been refurbished. The journey from Port Shepstone to Paddock is timed for two hours for a diesel and an extra quarter of an hour for steam as water has to be taken on at Izotsha. The initial few miles is along the coast and then the train turns inland among the sugar canes for a few miles. After Izotsha it really gets in to Zulu country. We were told that the local children come to wave at the train and expect to get sweets thrown to them. We were not misinformed. Even if one took a couple of hundred-weight of Smarties I doubt if you would have enough to give one to each child before you were half way to Paddock. You see children on the sides and tops of hills afar and eventually you reach them as the train makes its slow progress along the line. The class 91 was working hard even with such a light load, but if only a steam locomotive was on the front end, my video would have been working overtime to record it's noisy efforts.

On the approach to Paddock the steam depot was visible with about six locos in various states of repair, (disrepair would be a better phrase) but to go back to it was unfortunately not on the tour, me being the only rail enthusiast about. At Paddock station, built in 1911, a splendid lunch had been prepared for us by Gordon and Lena Findlay, the resident custodians of the old station master's house which has been very tastefully refurbished

and is now classified as a national monument. Literature on the history of the line and the steam locomotives that operated on it was not readily available, a pity as much needed income could have been derived from the many enthusiast rail tourists that visit shops on preserved lines. However, I am indebted to Gordon Findlay for loaning to me his only copy of a couple of booklets issued by the company a few years ago, from which I obtained a wealth of information. Our courier had very strict instructions to return them to Gordon on her next trip. The return to our hotel was by road through the beautiful Oribi Gorge. The return was much enjoyed by our party but to me it was a pity. The downward rail journey must be very stunning indeed looking over all the Zulu villages from such a high vantage point and listening to the squealing of the brake blocks, as the train is held in check. Well I suppose I would say that.

Keith Brown.

Books Galore

Our local libraries only have a limited quantity of books on railway subjects and in the majority of instances they are more of a photographic collection than of a historical or technical nature. By now I had read the majority of them so when I saw advertisements in "RAIL" and "Steam Railways" that the Railway Travel & Correspondence Society (RCTS) had a member's library, I became most interested and joined the society in 1997.

The RCTS was founded in 1928 and has a current membership
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SOME MORE OF GORDON RIPPINGTONS PHOTOS



Left - 92220 Evening Star and 30799 Sir Ironside at Salisbury. Taken between 1958-62



*Right - K class 32345 at Three Bridges shed
Taken between 1958-62*



*Left - A4 60033 Seagull
Near Hatfield
Taken between 1958-62*



*Right - 9014 Croes Newydd
Taken between 1958-62*

FREIGHT BREAKS

TALES OF A LONG-DISTANCE COMMUTER

by Tim Edmonds



At the end of the long curve round the coast from Crag Hall, 56103 approaches Brotton with empty steel bogies from Skinningrove to Lackenby. Tim Edmonds - 22 July 2000

In April 1999 my employer assigned me to a project that required working on client's premises for four days a week. I decided to turn to advantage the enforced absence from home, and my 540 miles weekly round-trip by company car, by getting out in the light evenings after work and exploring the local railways. During this sojourn in the north-east my customary pattern of working was to drive north on Monday or Tuesday mornings and return south on Thursday or Friday afternoons. By careful planning of my route I could time refreshment breaks to coincide with convenient railway locations. For the northbound journey I would stop mid-morning, usually in South or West Yorkshire, while for the return I would buy a picnic and eat a late lunch at a lineside spot in Teesside or North Yorkshire.

The main benefit of travelling through Yorkshire and Teesside during the working week was that it gave me the opportunity to seek out freight workings. In addition to my camera bag, my 'kit' included a copy of Freightmaster and a large quantity of railway and OS maps, which gave me a good idea of the best places to stop. One of the best was just off the A1(M) at Knottingley, where I could park on waste ground overlooking the depot. On each of my visits (which were 20-40 minutes in duration) at least one freight working went by, usually a merry-go-round (MGR), and there was always plenty 'on shed'. A few miles north the minor road bridge at Monk Fryston is another

recommended stopping place. There is an excellent view of Milford Junction and yard, which lies on the Selby coalfield at the junction of lines to York, Gascoigne Wood, Castleford and Ferrybridge. There was usually freight action here and invariably another enthusiast to chat to. Further north the line linking Teesside to the ECML at Northallerton carries a healthy freight traffic, and I made several southbound picnic stops in the vicinity of Eaglescliffe, notably at Yarm viaduct.

For my evening excursions I decided that if the weather was fine and work did not run late, then I would go straight out and eat late when the light had gone. There was a handful of freight

56058 pulls around the curve off the Doncaster line at Knottingley with empty MGR hoppers. The depot is on the left, and beyond is the line from Goole.

Tim Edmonds - 14 June 1999





59202 brings a train of empty hoppers off the Castleford line at Monk Fryston, heading for Milford Yard. The tracks on the left lead to Ferrybridge and Knottingley. Tim Edmonds - 5 July 1999

can't have it all.

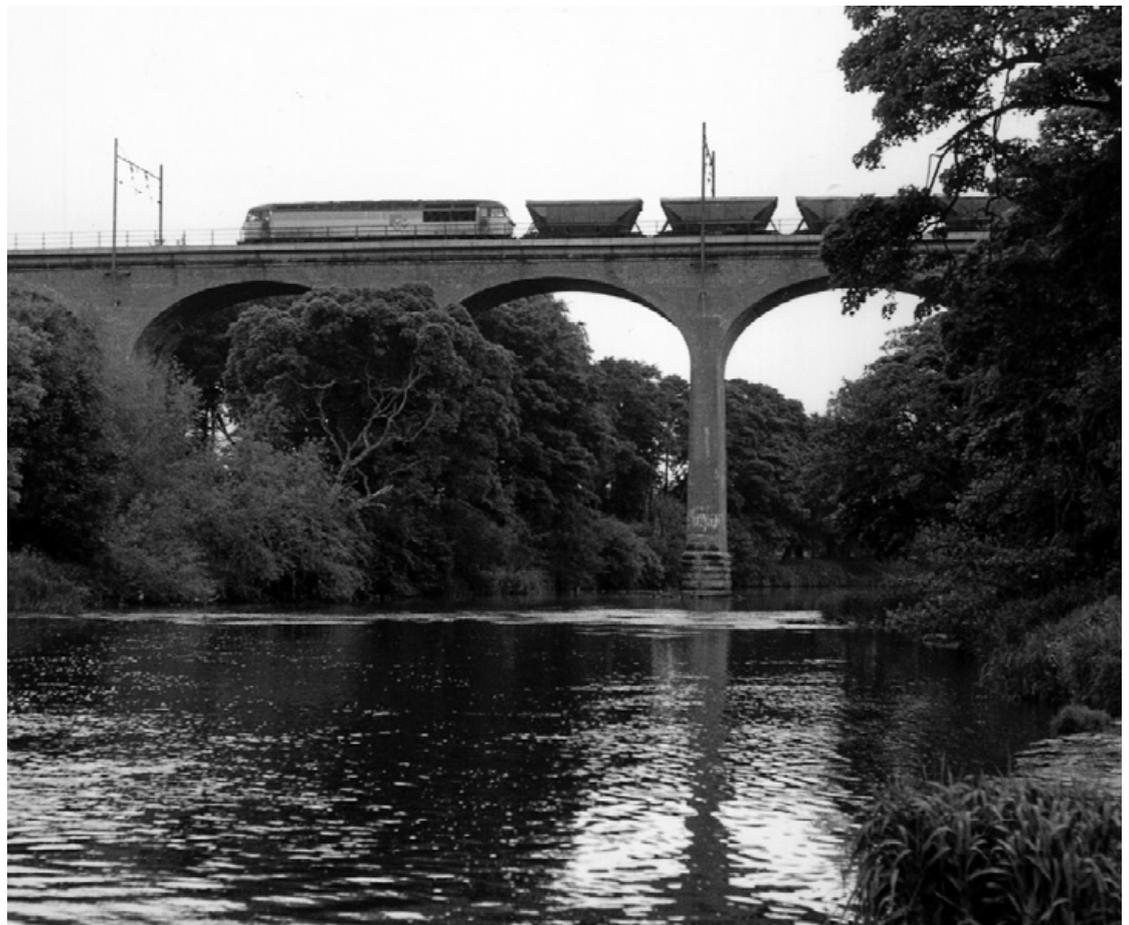
workings on the ECML that offered some photographic possibilities, with classes 37, 56, 60 and 66 appearing regularly, but their timing was erratic and the most MGR workings were run on an 'as required' basis. In the immediate vicinity there was the viaduct at Durham itself, while a few miles south there was another good viaduct shot at Croxdale. I also visited an excellent roadside viewpoint to the north at Plawsworth, clearly a popular stopping place on the way home from work for quite a few of the local enthusiasts!

On two occasions I ventured to Tyne Yard, overlooked by the 'Angel of the North'. A road bridge gives an excellent view, and although it is not a wonderful photographic location there is yard and depot activity as well as the passing ECML traffic. It is also another 'way home from work' call for local enthusiasts, and on their recommendation I ventured one evening to Tees Yard, where a new road bridge right across the middle gives a panoramic, if rather breezy, view of proceedings there and at Thornaby depot. My farthest excursion of all took me to the North Yorkshire coast. I noticed that there were some early evening trains on the line from Saltburn to Skinningrove (steel) and Boulby (potash) and decided to get there as soon as the opportunity arose. Although extensive roadworks on the A174 nearly scuppered the

expedition and I missed a potash train, I did manage to photograph a class 56 on a train of empty steel bogies.

All this came to an end in mid-August, when an internal transfer took me to a London-based job and commuting via Chiltern Railways and the underground. Looking back on my four months in Durham I feel that my efforts to get out and about were well worthwhile. I bagged a reasonable selection of photographs, although getting the right combination of train, location and weather was something of a lottery. I also notice that many of the better pictures seem to show trains with empty wagons ... but you

A class 56 heads north over the Wear at Croxdale with empty MGR hoppers - my most successful attempt to get a shot at this location where there is little warning of approaching trains. Tim Edmonds - 1 June 1999





66091 pulls away from Milford yard, past the signal box and onto the Ferrybridge line. This is the view north from Monk Fryston, with a curve to Gascoigne Wood on the right and the York line ahead. Tim Edmonds - 12 July 1999

ANOTHER SHOT FROM GORDON RIPPINGTON



B12 61572 at Stratford Shed - Taken between 1958 - 1962

BOOKS GALORE

Our local libraries only have a limited quantity of books on railway subjects and in the majority of instances they are more of a photographic collection than of a historical or technical nature. By now I had read the majority of them so when I saw advertisements in "RAIL" and "Steam Railways" that the Railway Travel & Correspondence Society (RCTS) had a member's library, I became most interested and joined the society in 1997.

The RCTS was founded in 1928 and has a current membership of 3300 (March 2000) and has 25 branches throughout Great Britain each with a Chairman and Secretary who arrange for speakers and organise trips and in some cases quizzes, with other branches. I am attached to the Hertfordshire branch that meets on the first Tuesday of each month in Watford but all members may use the facilities of any branch. The aim of the Society is to create accurate records for future generations to appreciate the railways of the world.

One always imagines what sort of place one is going to visit and I had preconceived ideas as to what I expected when I first visited the RCTS library, which is situated near the RAF camp at Uxbridge. A large area of shelving and facilities to sit and read books at a table. How wrong can one be? Yes, there are chairs and a table but space is at a premium. The library is situated in a double lock-up garage with about 500 square feet of floor area. Within that space is 550 linear feet of shelving for the loans stock and over another 100 linear feet for the sales stock. Books can be borrowed up to four at a time and can be retained for a period of two months.

All the books are on a database for easy reference and books are shelved by the society's reference number and not by subject matter. The database is constructed by author, subject, title, ISBN number etc. Copies of the database are supplied to members on computer disc and printed copies are held at the library. Currently there are over 4000 books/pamphlets, over 2000 bound volumes of magazines and journals, for over 300 different magazine titles. In addition there are two four drawer filing cabinets containing the Mike Page archives of Works lists and overseas railway company rosters, and ephemera from UK railway preservation sites.

The library as it is today has been built up with bequests and gifts of books from members and friends over a period of 65 years. . The society frequently receives requests to purchase collections from the dependants of those recently passed away. On receiving such an enquiry the local branch would see the collection and either take the books away, or make an offer for them if the dependants wish to sell the collection. A recent collection (two car loads) came from a GWR fanatic who had collected approx. 400 books and 100 or so videos, all in very good condition on the subject of god's wonderful railway. Duplicate titles are sent to branches for sale at exhibitions as well as being on sale at the library. The RCTS branches have sale stands at many Model Railway Club exhibitions, selling the RCTS's own publications and postcards from the society's photographic collection.

Besides the publications at Uxbridge there is also a very large collection of Working Timetables (WTT's) held by a member at his home in Lincolnshire. He lives alone in quite a large house and many of the rooms are full of them. What the load bearing on the joists are I don't know, but they must be pretty strong to stand all that weight. Bill, who looks after this collection has them dating back to the 19th century, GNofS of 1898 was one that he showed me besides many of those of pre-grouping days. Bill is in his 70's and the task of removing these from his house

when the time comes for him to give up the custodianship, is a pretty daunting one. Finding premises to keep them will be a major problem.

The librarian at Uxbridge has a very good knowledge of all railway matters and carries out his duties as all RCTS officers do on a voluntary basis. The library is usually open once a week, on a weekday evening or a Saturday afternoon but on varying days so as to suit those who cannot make a particular day. To assist in the running there is a library work team who undertake a whole variety of jobs to ensure that it retains its place as a credit to the society. There are those responsible for particular shelves that ensure books are in their correct order. Two members take books away to cover them with clear plastic covers to ensure they remain clean and tidy. Another member, an ex railwayman is currently putting all the information from a deceased member's card index of information, on to a computer database. Another member has been correlating the library's books with the reference numbers used in George Ottley's three-volume book; "Bibliography of British Railway's History"; this will enable users of these books to find the books on the shelves without having to use the Library catalogues. Other helpers are responsible for the accident report collection, which covers the UK from 1890 to date and some USA accident reports as well.

Who uses the library apart from just those wishing to have a good read? Railway historians, authors of books researching a subject, film makers who know only too well that they will be criticised if they show a train leaving Euston with a Royal Scot, if the story line is that the party were travelling to the West country from Paddington. The society's magazine The Railway Observer is published monthly and usually features a question and answers section, which is edited by the Librarian. The Librarian himself supplies some of the answers and the remainder come from society members. Most queries raised are answered, some take a little longer to research than others though, but the large database assists greatly in this matter... Those that are intending to write books on railway subjects frequently check facts with the library. Bill will copy extracts of WTT's or photocopy details to members or forward the complete timetable as is required. Members that live too far away to attend can borrow books providing they pay postage in both directions. A recent innovation has been an E-mail List server for the Library, which is used to keep users aware of new additions to the loans and sales stock and as a means to raise and answer queries. The services of the RCTS Librarian are normally only available to RCTS members, although where the Library receives enquiries from non-members, he does try to answer them, but only if accompanied by a SAE and does expect a donation to be made to the Library's funds in exchange for the information. The Library's annual running costs are over £3000, which is financed by the RCTS members' fund raising activities.

So what has been my involvement in assisting the library? The first task that I was asked to undertake was an indexing exercise. The Librarian was aware that we had a fifty-year span of bound volumes of the Great Western Railway Debating Society's papers. The debating society came in to existence in 1905 and met twice a month between October & March for the purpose of speakers presenting papers on all railway topics, after which a debate took place on the contents of the paper. All the proceedings were recorded and at the end of the debating season they were published in a beautifully leather bound book in green and embossed with title in orange. These bound volumes were on the shelves in the library, but the problem was nobody was reading or borrowing them. Why? Well, from the outside nobody knew what the contents of each volume consisted of. I therefore was asked to produce an index. An easy task so I thought until it

came to categorising the papers into subject matter. Many of the articles I categorised under two or more headings for easy reference.

A few examples of the papers presented: -

October 1905	One, two or three classes for passenger traffic, which is most desirable.
February 1913	The load gauge and some exceptional loads.
December 1920	Should compartments be abolished?
October 1928	Great Western Ports
November 1930	Getting and keeping business by a goods agent
November 1936	Woman's place in business. Should it be limited or extended?

It was necessary to read most of the articles and truly interesting they were. The pride of the GWR workforce came through very convincingly. Certainly the interests of the company always came first. Since the index has been produced and loaded to the society database some of the books have been used and borrowed, a reward for the effort put in.

The second project I undertook was very much on the same lines but this time dealing with annuals. Again they were taking up shelf space, but not being referred to, so I produced an index of subjects covered. Again many of the articles could be categorised under more than one subject matter such as: -"Steam days in Southern England" an article in the 1954 Trains Annual. This I referenced into three headings, Train Services- Southern Region 1953, Locomotives Southern Region and Geographical Southern England. The society has some sixteen different railway annual titles and the index covers over 1700 entries.

Another member created a manuscript listing of the names applied to British Railways' diesel and electric locomotives. This in turn was loaded to a database and I keep this up to date with current namings and dates when names are removed.

The latest project and by far the most complex is to build up a database of all GWR locomotives and those belonging to companies absorbed by the GWR. You may have seen reference to the society's publication "The Locomotives of the Great Western Railway" which spans fourteen parts. The first part was published in 1951 and the last in 1993, which in actual fact is an update mainly on the preservation scene and covers supplementary information that has come to light since part one was published. The society also has published a sequel to this in respect of the LNER but it is the GWR version that I have undertaken to compile. Originally I set up the database with the following twelve headings which I thought would cover everything.

1	2	3	4	5	6
Maker	Works Number	Built Date	Type	Cylinders size	Driving Wheels
7	8	9	10	11	12
Customer Supplied	Locos Name	Company Number	GWR Number	Disposal Date	RCTS page ref.

All went well for a start but then I discovered that some of the later absorbed railways had sold their locos to dealers, who then sold the same loco to another of the later absorbed companies. The GWR loaned locos to newly absorbed companies or sold them locos from their own fleet. As a result I had to insert two

additional columns between columns 3 & 4 to accommodate "Purchased from" and "Date Purchased" and a further column after column 11 to identify to whom the loco was sold. Many of the absorbed companies, who I concentrated on first, did a series of renumberings which had to be taken in to account and by the early 1900's class identification letters were being allocated to particular types which had to be shown. The question of Broad, Narrow and Standard gauge had to be considered as well as loco rebuilds which altered the original entry to something completely different in cylinder, wheel size and even wheel arrangement. By the time I got on to compiling the database for the Swindon & Wolverhampton built locos the question of diagram numbers and whether the cylinders were inside or outside had to be accounted for. (The latter I had forgotten to distinguish in the first place). In December 1912 the GWR carried out a major renumbering exercise which has necessitated a further column, "Renumbered to and date". To give you some idea of the task, I have currently logged 2340 locos attached to the absorbed companies together with 7458 Swindon & Wolverhampton ordered examples, many of which were built by outside contractors and not in the companies own workshops. I have so far come across 105 different railway companies and 65 different builders of locomotives on this particular project. Swindon produced over 730 different diagrams for the locomotives under their control. There is still quite a large amount of work still to be carried out, such as shed allocations at specific points in time, but the aim is eventually to have this information transferred to a CD-ROM together with photographs and diagrams. Only time will tell if the goal is obtained but I am optimistic at the moment. In all the society's publications, accuracy has been the keyword and with it the society's reputation as a reliable source. The authors of various RCTS publications state where there is any doubt about the information supplied, so that the reader can decide whether to accept the statement or not.

Should these library facilities be of interest to M&DRS members I would be pleased to give them further guidance.

Keith Brown.

BOOKSHELF

Alan Costello

British Multiple Units Vol. 1 DMU's and DEMU's
ISBN 0-948069-17-1

Coorlea

Ashley Butlin

Publishing

This is the third edition produced by this author listing the disposals of most of the diesel coaches that have run in this country. It differs from the earlier two in a number of ways. It is produced as an A5 book with spiralled bindings instead of a glossy A4 booklet. This time all units (not just those withdrawn) are included, together with those still to be delivered. Starting with the 'First Generation' units, it lists each coach in numerical order (together with its class and any renumbering) giving month and year of building and withdrawal (if appropriate) and disposal details. Next comes the 'Second Generation' in set numbers,

50 (69) YEARS AGO

Contributed by the former Chairman, the late Bas Woodward

From 'The Marlow Donkey' March 1981

As a very junior member of a group of railway enthusiasts in Oxford in the late 1920s and early thirties I envied the older boys their occasional cycle rides to Tring or Betchley stations on the former LNWR main line from Euston. I did make one trip to Tring station on a borrowed bicycle and returned very weary and saddle sore.

A school friend and I studied our road maps and devised an easier route. We decided to cycle to Aylesbury. The bicycles could be stored at Aylesbury (High Street) station where we would entrain for Cheddington a rural junction midway between Tring and Betchley.

I have retained notes on that day amongst my railwayana. As this was only eight years since the LNWR was absorbed into the LMSR grouping and before William Stanier left Swindon for Crewe one can appreciate what changes had been made on the so-called 'premier line' in half a century. I wonder though if small boys cycle to this line nowadays to gaze at the 'electrics' which all look so boringly alike.

At Aylesbury station, shown on the 1923 map as Met & GC Joint, GW and GC Joint, we were happy to see two old friends, prairie tanks belonging to the GWR No's 6102 and 5179. There was also an apple green stranger there No 5594 bearing the letters LNER. Two other engines No's 41 and 105 bore the word METROPOLITAN on their sides for this was the era when Metroland was being built and such locomotives were to be seen anywhere between Baker Street and Verney Junction.

The old LNWR station known as Aylesbury (High Street) was on a branch line and operated until February 1953. I doubt whether it had much value as a passenger line but it certainly had a busy freight operation linked as it was to the main line at Cheddington station. We duly arrived at Cheddington and spent several happy hours watching the passing trains. Many of the locomotives we saw had come down to Oxford LMS station from Bletchley but I did see 45 'cops' that day.

The commonest class to be seen was the one easily recognised by the five elongated holes along the frame sides - the Claughton. We saw twenty of them that day. These locomotives constructed by Bowen-Cooke for the LNER were heavy four-cylindered 4-6-0s. They were the largest express engines built for that company. The first of them was No.5900 (formerly 2222) Sir Gilbert Claughton and they were eventually a class of 130 built between 1913 and 1921. We saw Nos. 5963, 5916 E Tootal Broadhurst, 5919 Lord Kitcheners, 5970 Patience, 5985, 5981, 6013, 5927 Sir Francis Dent, 5930 Clio, 6014, 5979 Frobisher, 5924 James Bishop, 5938, 5934, 5908 Alfred Fletcher, 5989, 5974, 6029, 5969 John O'Groats and 6023 Sir Charles Cust. It is interesting to note that No. 6004 (originally named Princess Louise) lingered on surviving World War 2 until 1949, although it never ran as 46004.

We also saw twelve of the 'new' Royal Scots designed in 1926 by Sir Henry Fowler. The 71 3-cylindered Scots were later reboilered by Stanier and although there are only a couple of

the class in existence all were still working in 1959.

No's 6125 to 6149 originally had the names of earlier LNWR locos and only changed to regimental names just before the war. On that day in 1931 we saw No's 6128 London Irish Rifleman and 6136 Goliath (pulling the Royal Scot train), 6146 Jenny Lind, 6141 Caledonian, 6142 Lion, 6165 Ranger, 6143 Mail, 6148 Velocipede (on the Midday Scot), 6132 Phoenix, 6160 Queen Victoria's Rifleman, 6159 The Loyal Regiment and 6150 The Life guardsman.

The Prince of Wales 4-6-0 class was represented by No's 5666 Plynlmmon, 5642 King of the Belgians, 5753 Premier and 5684 Arabic. Precursors and George V classes included No's 5239 Coptic, 5307 Senator, 5318 Swiftsure, 5244 Tubal, 5243 Lapwing, 5393 Loyalty, 5371 Moorhen and 5392 Penmaerawr.

In those days most of the freight trains on that line were pulled by 0-8-0 tender engines. Numbered 8893 to 9494 and attributed to Bowen-Cooke many were rebuilds of Webb and Whale locos. Fowler introduced a similar class of 7Fs in 1929. Seventeen of these rugged monsters passed before us pulling long trains of coal wagons.

Among the remaining locomotives there were eleven 'compounds' looking exactly like No 1000, the sole remaining example.

It was several years before I again visited this exiting line. By then William Stanier had arrived on the LMS and 'Westernised' the Scots. There was a strange Swindon look to some of his designs for the LMSR. One recalls among others Moguls, Jubilees and Black 5s.

After this fascinating glimpse of a 'foreign' line we probably returned quite contentedly to our beloved Stars, Saints and bulldogs. The halls were then coming of the production line at Swindon and when brand new would work a running in turn to Oxford. Probably on the next Wednesday afternoon (intended for rugger or cricket) we would cycle to Steventon bridge to watch the Cheltenham Flyer hurtling towards foxhall Junction and beginning to take the Didcot curve.

Fifty years ago the steam age seemed set to continue for the foreseeable future: we certainly never visualised an age when only diesel and electric propulsion was to be seen on the lines of a nationalised network.

BOOKSHELF

British Multiple Units Vol. 1 DMU's and DEMU's

Coorlea Publishing

Ashley Butlin

ISBN 0-948069-17-1

This is the third edition produced by this author listing the disposals of most of the diesel coaches that have run in this country. It differs from the earlier two in a number of ways. It is produced as an A5 book with spiralled bindings instead of a glossy A4 booklet. This time all units (not just those withdrawn) are included, together with those still to be delivered. Starting with the 'First Generation' units, it lists each coach in numerical order (together with its class and any renumbering) giving month and year of building and withdrawal (if appropriate) and disposal details. Next comes the 'Second Generation' in set numbers, followed by a section that covers the earliest cars going back to 1903, all though some disposal details are a bit sparse. It also includes the GWR railcars, the APT-E and the HST prototype. DEMUs and the future Virgin Class 220/221 in set order follow. Next come departmental units, preserved vehicles finally finishing with a list of coaches still owned by Angel Trains, giving their Class, Depot and Pool. No technical details are given as they can be found elsewhere. A very useful publication for anyone wanting to know what has happened to any of these units. The author is presently working on volume two which will cover EMU's and that should be out around October 2000.

TRAINS 'seventy-one'

Ian Allan

Ed. G.M. Kichenside

SBN 7110-0161-8

A change of editor and style for this year. A number of articles are light-hearted and there are more photo features. Also some puzzles pictures taken in the 1920 and 1930's are featured asking readers to identify the locations. A couple of articles look at the performances of Coronation Pacifics. The first happened on September 5th 1957 when the driver was asked to get the 'Caledonian' in to Euston 15 minutes early to see if the schedule could be accelerated. Unfortunately there was no official timekeeper on the train but use is made of the guards journal and information from the driver. The train arrived 37 minutes early and averaged 92mph between Roade and Willesden, with the summit at Tring being reached at 96mph! The second was a special returning from Glasgow which took 4hours 10minutes to travel from Carlisle to Euston (soup was served in cups!) Three articles describe how some famous photographers went about chasing steam specials in cars. For those interested in signalling, the editor has a chapter comparing the signals of Britain, France, Germany and Spain (semaphore and colour light). The photo features look at diesels, the Highlands, and steam on the preserved railways.

Isle of Portland Railways Vol. 2

Oakwood Press

B.L.Jackson

ISBN 0-85361-551-9

This is an account of the two standard gauge railways on Portland. The Weymouth & Portland Railway (started as mixed gauge) and The Easton & Church Hope Railway. Although private companies, all trains were worked jointly by the Great Western and London & South Western. The Easton & Church Hope Railway Act received the Royal Assent in July 1867, but its building was slow. By 1872 it was six furlongs long. In 1902 after 35 years and 9 Acts of Parliament the complete line from Easton to Portland took two years to build. Which company worked the line, varied over the years. The route is fully described with diagrams of each station. The amount of traffic on the lines also varied, but was well used by the navy when ships were at Portland. This did cause problems, as sailors would use the line to walk back to Portland and a number of fatalities occurred if they didn't hear the train coming. There is a detailed description of locos and rolling stock used on the lines as well as the signalling arrangements. There is a varied selection of photographs throughout the book, covering the period of the late 1860's to the closure in 1965. A chronology of the lines can be found in the Appendix as well as a list of Station Masters.

Locomotive Names –An Illustrated Dictionary

Sutton Publishing Ltd

Jim Pike

ISBN 0-7509-2284-2

The idea behind the book is to give a list of names of all locos that are running or ran on all gauges from 1 to 7 feet, although somehow the DMU Chiltern Line coach 51899 is included. The names are listed in alphabetical order followed by the number (if applicable), the class, a date and the owning Railway Company. I'll start with the names of steam engines. They seem to be all right although I have not checked all of them. The date given is not the naming date, but the month and year of the entry into service of the first engine of the class. Some engines have their naming date in a footnote but some were named years after the given date. The problem comes with diesel and electric locos. For a start although this book was published this year I cannot find a later naming than June 1996. Even then there are a number of names given to engines in the early 90's missing. The author also has a problem with dual language names. There are a number of Class 37 and 47 locos with names in English and Welsh or Gaelic. He seems to think one side of the engine has the English name and the other side in the other language, whereas the names are on the same nameplate. Some of the names are spelt wrongly, e.g. Powis instead of Powys and parts of names are missing or incorrect. In the introduction to the book he states that unofficial names are in inverted commas, but he seems to have forgot then to put these in, as all the Tinsley painted names on their Class 37 and 47's appear as official names. Although diesel names have appeared on more than one engine, he only gives the one number in most cases. Footnotes on each page are very informative. There are some useful Appendixes giving details of classes, companies and loco designers. Photos consist of mainly black and white pictures of engines and not their nameplates, in some cases you cannot even see the nameplate! Overall I found the book useful for steam but unreliable for modern traction names, for the latter I think I will use the book I reviewed in March 1999.

The Railway Dictionary

Alan JacksonSutton

Publishing Ltd

ISBN 0-7509-2554-X

This is the third edition of this book and contains more entries than ever. It is well up to date and even includes the entry Hull Trains that refers to the company that runs new service between Hull and Kings Cross which only started in September. There is a large number of nicknames for locos-the latest being 'Shed' for the Class 66. It's well worth getting just to dip into the book and read some of the entries. Some of the ones I came across were 'Vulture'-a pensioner travelling free or at concessionary fares on London Transport, 'Toy Trains'-the name given by Metropolitan Line crews to the tube stock running to Stanmore and the 'Tom's Express' which applies to the 00.05 London to Brighton train "much patronised by ladies of easy virtue plying for business at the end of the 19th and beginning of the 20th Centuries" and lastly 'Wagenstandanzeiger' which you all know is the name of the display board on German stations showing the sequence of coaches on a train. At the end of the book is a Theme Index listing subjects under a general heading-very useful.

Classic British Steam Locomotives

Peter Herring

Abbeyle Press

ISBN 1 86147 057 6

The author has chosen a selection of the best steam engines produced in this country. He has devoted two pages to each one giving the technical details and a description of the loco class, and the use made of them. There are at least two, mostly coloured, pictures with a number of them taken on preserved lines where ever possible. The book is split up into 4 periods 1800-1885, 1885-1920, 1920-1940 and 1940-1960. At the beginning of each section there is a summary of the development of the engine over that period. There are just under 100 entries which probably includes most people's favourite engine(s). One class not usually covered is the Austerity 0-6-0ST - a popular engine for preserved railways these days. Recommended for those people who would like to see how the steam engine evolved over the years.

YET ANOTHER SHOT FROM GORDON RIPPINGTON



Jubilee 45575 'Madras' roars through Bromsgrove having descended the Lickey incline - Taken between 1958 - 1962

Article list 2000

March 2000

A Capital Day Out - Alan Costello
Youthful Memories - David Gardner

Alpine Steam Renaissance - Tim Edmonds

June 2000

Al Andalus - Mike Hyde
Le Alternative Weekend - Mike Walker

Over Here... The Prequel - Mike Walker

Dec. 2000

Farewell to TEFS? - Tim Edmonds
The Banana Express - Keith Brown
Books Galore - Keith Brown

Over Here... The Prequel (2) - Mike Walker
Freight Breaks - Tim Edmonds