THE MARLOW DONKEY

Edition
99
March 2002

THE MARLOW & DISTRICT RAILWAY SOCIETY — 25 YEARS

Contents:

COMMITTEE

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FRONT COVER PHOTOGRAPHS.

Top: The 12.43 from Maidenhead arriving at Bourne End, from where it will depart as the 12.59 for Marlow. 30 October 2001

Bottom: 5029 'Nunney Castle' makes good progress along the GW main line at Shottesbrooke, between Maidenhead and Twyford, with the Past Time Rail special 'The Elgar Explorer' 14 July 2001

Both photos: Tim Edmonds

Latest Copy Date for next issue of The Marlow Donkey 10th May 2002

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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.

2002

Thursday 18 April	WATERLOO & CITY RAILWAY	John Liffen
Thursday 16 May	WELSH HIGHLAND RAILWAY	Ivan Moore
Thursday 20 June	BLUEBELL EXTENSION	Mike Mason
Thursday 18 July	MERCHANT NAVY CLASS/CPRR	Eric Samuel
August	No Meeting	
Thursday 19 September	COLOUR RAIL SLIDES	Ron White
Thursday 17 October	THROUGH THE LENS Part 2	Andrew Bell
Thursday 21 November	PRE WAR SLIDES Part 2	Chris Youett
Thursday 19 December	CHRISTMAS GATHERING	

DAY TRIPS

***** To Celebrate 25 Years of the MDRS *****

Sunday 21 July **Three course meal on Severn Valley Railway Dining Train**

Inclusive cost: £22, child £19. Rail only (no meal) £8, child £5

Travel arrangements to Kidderminster TBA

Saturday 17 August **7·25" Garden Railway in Thame** See page 4 for details

Please: NO TALKING DURING PRESENTATIONS

Please note: The above programme is subject to change

TWO POINTS OF VIEW

From a guide book, The Book of the Thames from its Rise to its Fall, published in 1859;

Immediatley on leaving the shadows which the tall trees of Bisham throw on the water, the eye and mind are relieved by the graceful suspension bridge which spans the Thames at Marlow - Great Marlow. It is a quiet town, and has the recommendation of being not very close to a railroad.

From a letter to a local newspaper written in 1862;

Strangers are rarely seen in Marlow nor will be while access to the town is so difficult and tedious; we must have a railway link with the line which connects our bigger neighbour, Wycombe, with the Metropolis.

The letter writer was obviously not mollified by the fact that there was a station called Marlow Road which had opened in 1854; we know it as Bourne End. Marlow had to wait until the 27th June 1873 before the branch was formally opened for passenger traffic, at a cost of £23,500.

Stan Verrinder

LOCO NAMES SEARCH

Apart from the hidden names of 56 British Railway 4-6-0 locomotives.

The 34 letters unaccounted for, when rearranged, form the following two locomotive names: -

Queens Westminster Rifleman (46162) and The Hussar (46154) Both are members of the Royal Scot class and a Hussar is a Rifleman.

WHAT DO YOU DO NOW?

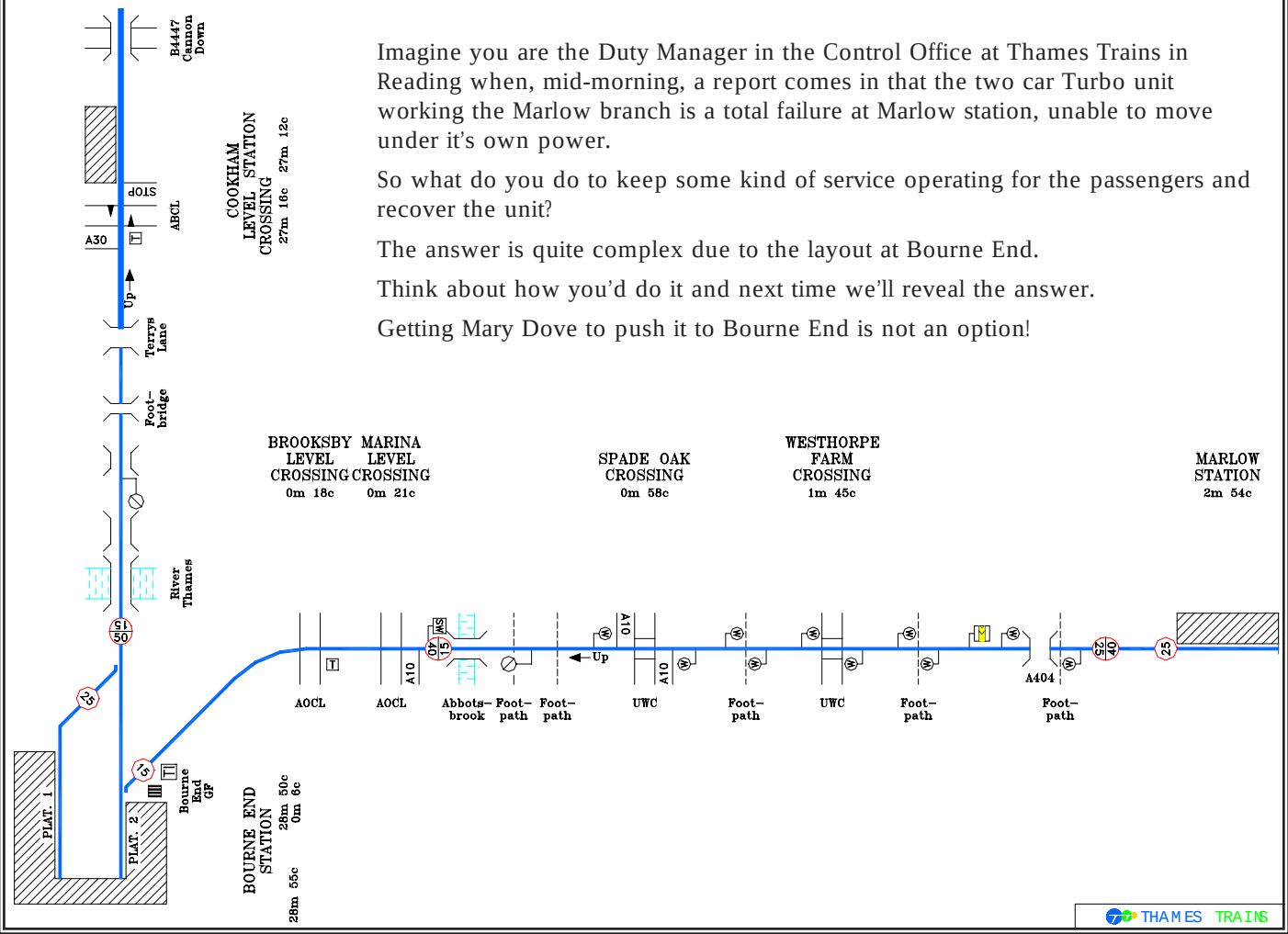
Imagine you are the Duty Manager in the Control Office at Thames Trains in Reading when, mid-morning, a report comes in that the two car Turbo unit working the Marlow branch is a total failure at Marlow station, unable to move under it's own power.

So what do you do to keep some kind of service operating for the passengers and recover the unit?

The answer is quite complex due to the layout at Bourne End.

Think about how you'd do it and next time we'll reveal the answer.

Getting Mary Dove to push it to Bourne End is not an option!



The 12.43 from Maidenhead arriving at Bourne End, from where it will depart as the 12.59 for Marlow.

30 October 2001

Tim Edmonds

TRAVEL BEHIND LIVE STEAM AT THAME

As a special local outing during our Silver Jubilee year, the Marlow & District Railway Society has a rare opportunity to visit a private 7.25" gauge garden railway at Thame.

This is no ordinary garden railway. Ted Martin has created a magnificent system that includes two tunnels, a level crossing over the entrance driveway, a four road engine-shed, turntable, carriage sidings and workshop. Motive power is live steam, based on GWR prototypes. The running line has recently been extended with a new high-level loop, offering several alternative circuits of the garden. The quality of the structural and mechanical engineering is superb.

Our visit is arranged for Saturday 17 August at 14.00 and we have the whole afternoon to inspect the railway and ride on the trains. This visit is open to all members, their families and friends. Children are welcome, but must be well-behaved and properly supervised, please. No dogs are allowed.

If you would like come, Tim Edmonds will reserve places for you on payment of a nominal charge of £2.50 per head (to cover the operating costs - any surplus will go to a wildlife charity). He will need to know a contact name and telephone number in case it is necessary to change any of the arrangements.

There is car parking available at the site - directions from Tim. If you have spare sets available in a car, or if you would like a lift, let Tim know and he will try to match drivers and passengers.

Tim Edmonds

GWR super-power on the 7·25" gauge at Thame, where 4-6-0 4082 'Windsor Castle' and 2-8-0 4701 stand over the pit outside the loco shed.

Right background is the workshop.

15 September 2001

It is hard to believe that this is a garden railway on the 7·25" gauge, as '1101' class 0-4-0T 1105 is posed outside the Thame loco shed..

15 September 2001

AT WHAT PRICE BARGAIN RAIL TRAVEL

One of the subjects my 17 year old daughter Stella is studying for her A levels is photography, which she is so good at that I have all but given up taking snaps myself these days. A certain amount of all subjects nowadays involves a personal investigation and my daughter had chosen David Hockney and therefore had to visit a large gallery dedicated to his work at Salts Mill. This large old textile mill is situated in the village of Saltaire 11.5 miles west of Leeds, not an area I know very well. In July I started enquiring about rail fares from Chippenham and was informed that an Apex return via London was £55 but there was no reduction for my daughter who has a young person's railcard. However it was possibly the quickest route, G.W. to Paddington, tube to Kings Cross then GNER to Leeds and finally local train to Saltaire.

Salts Mill, Saltaire, Yorkshire

Whilst I was thinking about this my wife pointed out an advert in Saga magazine (the over fifties monthly) which was offering 50% reductions on Virgin's normal credit card bookings. This looked interesting so I rang Virgin trains the following day to find out more. The gist of it was that we could get a return from Bristol to Leeds for as little as £15 provided we booked 21 days before the travel date, there after a rising scale of increases occurred up to a few days before the planned date of travel. After consulting Stella I booked our tickets for Saturday 1st September and since we intending returning the same day decided to go for the 06.03 from Bristol to Newcastle which was due in to Leeds by 09.47. Our return, the 15.15 from Leeds was to due to arrive in Bristol at 19.05.

The big problem was how to get to Temple Meads for our early departure. I knew of a couple of people who lived within a mile of the station where we could sleep over Friday night but sods law would have it one would be on holiday and the other, a bachelor hadn't any spare floor space let alone a bed or two. In the end Steve a friend and neighbour who owed me a favour or two agreed to drive us to Bristol. At 04.45 on the Saturday morning Steve was outside our house and ready to go. I had already been up for an hour and Stella nearly as long. This early departure proved a wise one as Steve despite my protestations made a wrong turning on the outskirts of Bristol and we ended up a couple of miles or so in the opposite direction. Having sorted out that error we got to the empty station forecourt with 15 minutes to spare. Try to drive into Bristol any other time of day and you are liable to be stuck in a traffic jam for an eternity.

On the platform the monitors gave our 06.03 as being on time where as the 05.06 was flashing delayed. An announcement told us the 06.03 would be the next departure and at 06.00 a familiar red and black Virgin HST backed into the station with 43197 "The Railway Magazine" at the rear end. Almost dead on time we departed from platform 3 and were on our way stopping at Bristol Parkway about 8 minutes later. Just before Gloucester the train manger (they used to be called guards) came through our carriage to check our tickets and informed us that the train didn't stop at Leeds as we were on the 05.06. We were somewhat dumb struck but told not to worry as we could change at Sheffield if the train kept to time, otherwise Doncaster. No wonder our seats didn't have the expected reserved labels attached! After reversal at Gloucester we continued along the Midland route through Bromsgrove and the Lickey incline to Birmingham New Street. I did ask the guard – sorry, train manager if we should detrain here but he pointed out the 06.03 was also rather late so our best bet was as he first suggested to change at Sheffield and catch the 09.08. to Leeds. We stopped at the interesting Tamworth High Level straddling over the West Coast line and low level station. We spotted several withdrawn locos at Euro Metal Reprocessing of Kingsbury and also passed Virgin's Central Rivers Depot and saw several Voyager cross country sets there. Our next stop was Burton-on-Trent with its giant brewery towering over the town. Derby came next only a shadow of what it was and rather depressing but Chesterfield is always worth looking out for if only for it's church with a twisted spire. On arrival at Sheffield we made our way to platform 3 only to be informed that the 09.08 was running late but another Leeds train was due at platform 8. Having crossed the footbridge to said platform there was another announcement that the 09.08 was arriving at platform 3. Having rushed back again just as the two-car pacer arrived, we were glad we weren't overloaded with baggage. There was quite a crown waiting to board the train and we soon realised we were not the only ones to inadvertently catch the wrong train from Bristol. Our train from Sheffield stopped first at Meadowhall then all stations to Leeds via Barnsley, Wakefield Kirkgate and Castleford where all services reverse then through Woodlesford and onto Leeds. This particular train was well patronised with passengers entering and leaving at all stations. One thing I did notice was how the area has changed since the decline of coal mining. We saw

Virgin Cross Country HST at Bristol Temple Meads, Saturday 22 May 2001

several golf courses where mines had once been. Leeds Central is a very busy place and used full to capacity, more so with the rebuilding and track remodelling going on there.

Our journey to Saltaire was a delight with class 333 EMUs which are similar to the Heathrow Express class 332 units. The class 333, has gradually been taking over Leeds – Skipton services since January 2001 as well as Ilkley and Bradford Forster Square diagrams. My daughter and I were most impressed by the 333s they are sleek looking and really quiet and also comfortable to ride in and a complete contrast to the pacer unit we had travelled on earlier. The fare from Leeds to Saltaire was £1.90 return but when I had asked at Chippenham for the day return cost a few days earlier I was quoted £3.25. Luckily I did not get the tickets then. Interestingly the return fare from Chippenham to Bath is £3.10 for a similar distance (actually 13 miles) so why the big difference in the north/south divide with fares?

Saltaire station was closed in 1965 and the buildings demolished so when the station reopened in 1984 replacement shelters were built rather than the more usual bus-stop type. When the line was electrified reconditioned class 308s first operated the services. I well remember them from the early 1960's when they were new and I travelled over the Fenchurch Street – Shoeburyness and Tilbury lines. Sir Titus Salt originally built Saltaire from 1854 as a model village for textile workers. The old mill is an absolutely enormous 6-story building, built in a "T" shape and quite an architectural feature. As would be expected two or three sidings off the main railway line originally served the mill. Despite its size, entrance to the building and gallery is free.

After touring the gallery Stella and I ate our lunch by the Leeds and Liverpool canal, which offers horse drawn canal boat tours during the summer. Beyond the canal and river Aire is Shipley Glen and the moors, a cable hauled narrow gauge tramway was opened there in 1895 and is still operating to this day. We didn't unfortunately have time for these attractions or even a good look round the preserved village but made our way to the station where we watched an EWS class 66 hauling a long coal train. A small train mad boy screeched with delight at this and we soon learned that he and his grandmother were on their way to York to visit the National Railway Museum there. Lucky kid I thought, we were merely going to spend a couple of hours or so looking round Leeds City centre.

Our train for Bristol was late leaving but once in we made for our reserved seats. After a long delay an announcement was made that a train manager was on his way from York and was not expected for half an hour, groans all round! Ten minutes or so afterwards we were informed –This train is cancelled. We had been waiting 50 minutes and got nowhere. A train was laid on to take us to Sheffield from another platform of course, which turned out to be a two-car sprinter due out at 16.15. After cramming in as many bodies in as they could the sprinter coupled up to a single unit but even this was not enough and those who could not get on were directed to another Sheffield bound train. We eventually left Leeds at 16.35 and travelled via Wakefield Westgate, then non-stop, although for some unexplained reason we stopped at Meadowhall but nobody got out to do shopping. Arriving in Sheffield at 17.25 we found a most helpful station manager who allowed me to use his office phone in order to contact my wife and even offered me tea or coffee. I knew he had been getting hell from a woman who was by this time on the phone on the customer side, so I declined the offer and said the delay was not his fault: "Ah! But we get all the flak" was his reply. I thanked him for his help but went away glad I wasn't doing his job.

We now awaited the 18.02 but it rolled in 13 minutes late. Having found some empty seats I asked the gentleman opposite if they were taken. "No" he answered gruffly. It was only after he had peered at us over his newspaper several times that I realised we were in the first class section. Luckily at that moment the train manager announced that there were plenty of seats in coach 'A' so we quickly moved through the train. "Just as well we did not start eating our sandwiches wasn't it," my daughter said. I could just imagine the look on that first class passenger's face if we had. Our journey after that was fairly uneventful though when I went to the Buffet to claim our complementary drinks, the woman I had seen making a fuss at Sheffield was making sure she not only got a free drink but food to go with it also. The train we were on passed Gloucester so at least we were facing the same way on arrival at Bristol Temple Meads and what's more had regained its lost time arriving at 21.02. We then had to wait for the 21.30 G.W. train to Paddington. This service we were informed would not be able to reach full speed due to vandals smashing one of the windows. It wasn't our day was it!

Arrival at Chippenham was at 21.59 five minutes late but two hours and twenty-one minutes later than if all had gone according to plan. I wrote to Virgin Trains expressing my concerns but exactly one-month later I still have not received a reply. As if that wasn't enough when Stella got her film back it was a total failure. It could have been worse I suppose but next time I'll chose to go via London and hang the extra expense.

David Gardner - Chippenham, Wilts
November 2001

As we approach issue 100 of 'The Donkey', the first of a look at articles from the past.

EXTRACT FROM DECEMBER 1988 MARLOW DONKEY ISSUE 48

CLASS 50'S

by Mark Hopwood

Probably the most controversial locomotive to enter service on BR in recent years has been the English Electric 2700 bhp Type 4 (now Class 50). Since the demise of the Class 52 'Westerns' and the Class 55 'Deltics' they have become, beyond doubt the most followed locomotive on BR today.

The Class 50 story begins back in 1962 when on the 2nd May English Electric's "Diesel Prototype 2" (or DP2) entered service on the LMR. Based on the 23rd Deltic bodyshell, it contained one of the new English Electric 16 cylinder four stroke engines – the 16CSVT – an uprated version of the engine fitted to the English Electric 2000 bhp Type 4s (now Class 40). However English Electric felt that DP2 was not being worked hard enough on 2000 bhp diagrams and that its 2700 bhp would be better utilised elsewhere. So in June 1963 it entered service on the ECML on 3,300 bhp Deltic turns and over 58 consecutive days of this it covered 43,000 trouble free miles – a very good achievement indeed.

Regrettably DP2's brilliant career was abruptly terminated on 31st July 1967 it derailed south of Thirsk after hitting a derailed cement train while hauling the 1200 Kings Cross – Edinburgh express and was never to run again – being dismantled during 1968. Its final mileage was 627,000.

By early 1964 both the London Midland and Eastern regions were trying to secure a fleet of Type 4s based on DP2. However from 24th September BR's standard type 4 had been rolling out of the Brush locomotive works at Loughborough and BR had committed itself to this design. It appeared that whatever the success of DP2 Brush were to get the order for all BR's requirements for Type 4s. That was until someone realised that with the impending electrification of the Euston – Crewe section of the WCML the difference in time between Euston – Crewe section utilising 4,040 hp Class 86s and the Crewe – Glasgow section using single 2000 hp Class 40s was going to produce a conspicuous disparity between the two sections. Action was needed quickly.

At this time BR was finding serious structural weaknesses on the Sulzer 12LDA28C engine used in the Brush Type 4 (later Class 47) which led to the need to derate 512 locomotives. Hence BR were not enthusiastic about ordering another 50 Brush Type 4s geared for 100mph (the existing Brush Type 4s were geared for a maximum speed of 95mph) and redesigned for multiple-unit control. BR therefore settled for the EE Type 4 although they were to be leased from English Electric.

In August 1967 D400 was wheeled out of the Vulcan Foundry and another 49 followed in succession until December 1968 when D449 emerged. Only the first two of the class, D400/1 were to carry multiple control leads on the front of the cabs, although the other 48 were wired internally for it and their multiple control wires were fitted soon after.

In 1970 the Anglo-Scottish services switched from using a single Class 50 to a pair, driven by one driver in the front cab that controlled the second locomotive through the multiple unit control leads. The 5400 hp was soon put to good use as the 50's showed off their good performance on these heavy trains. While based on the LMR the Class 50's were allocated to D05 or the Stoke division – housed and maintained at Crewe Diesel Depot, with other depots such as Carlisle Kingmoor and Polmadie (Glasgow) also involved in the day to day operation of the class.

In 1972 with electrification of the WCML soon to be completed the Class 50's headed south to the Western region with D401 arriving at Bristol Bath Road on 11th October 1972. It was soon joined by further examples of the class and by May 1974 the number had risen to 35 locomotives. The transfer was with a view to kill – the Class 52 'Westerns' being the intended target. The transfer also allowed the use of air conditioned coaches on the Paddington – Bristol services since the WR diesel-hydraulic fleet and most of the WR Class 47's at that time were incapable of providing the necessary ETH to power the air conditioning equipment on the coaches.

The Class 50's had hardly been popular on the LMR, where their entry into service had coincided with the withdrawal of steam powered locomotives from the LMR (and BR as a whole) in 1968 and their introduction allowed Class 40's to take over the remaining duties for steam engines. Now on the WR they were being held 'responsible' for the death of the 'Westerns'.

However by 1976 all the Class 50's or 'hoovers' as they became known to enthusiasts due to the distinctive sound of their fan equipment, were based on the Western region and were hauling most of the expresses between Paddington and Bristol/West of England. In October 1976 the 50's were themselves to be ousted from a route since the Western Region was to be the first region on BR to operate the now infamous HST sets and the Class 50's now found themselves with increased work on West of England services. However by 1980 more HSTs had arrived and the decision was taken to train drivers on the type who were based at Salisbury and Waterloo so that the under-powered Class 33's could be replaced by 50's and thus allowed substantial improvements in the

timetable of this route. The Southern Region men took to the type straight away regarding them as the best locos they had ever got their hands on. The draught-free cabs, ability to make-up time and good acceleration were the basic reasons for their popularity. Meanwhile at the same time Saltley (Birmingham) and Wolverhampton were also getting their first taste of the 50's for use on the Paddington-Birmingham/Wolverhampton services to free Class 47's for work elsewhere.

However, by the late 1970s the Western Region was beginning to be concerned by the rather low availability figures of the 50's. A refurbishment programme was decided upon as the answer and 50006 (now named Neptune) was chosen to act as a 'guinea pig' for the programme. It emerged in November 1979 and was followed by the other 49 members of the class, the last one being 50014 Warspite, which emerged from works on 6th December 1983.

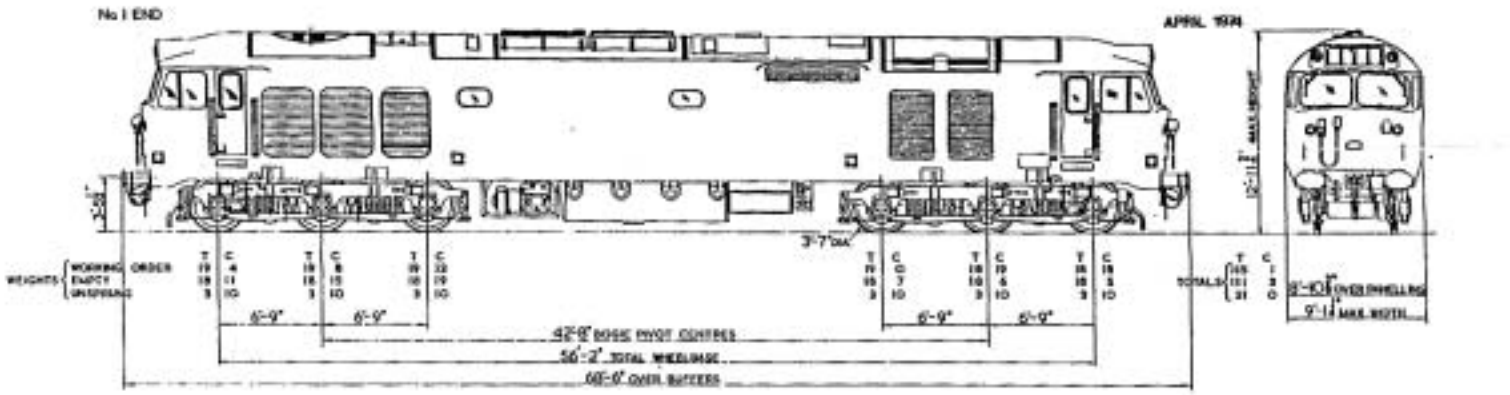
Throughout the early and mid 1980s the 50's found themselves regularly operating on the remaining loco-hauled services on the Paddington-West of England route as well as those services on the 'Lickey' route from the west to Birmingham. They were also the prime power for the Waterloo-Exeter line, Plymouth-Penzance locals and Paddington-Hereford/Birmingham services.

However things began to go down-hill for the 50's as 1987 approached when the news arrived that the InterCity sector would have no requirements for the class from the May 1987 timetable. Soon after it became apparent that BRs new maintenance scheme relied on increasing the number of spares available, and as a result, it was decided that 50011 Centurion was to be taken out of traffic to provide this. However, Centurion still has a future since it is currently used to test 16 CSVT engines at Crewe Works. Alas, Centurion was soon joined on the withdrawn list by 50006 Neptune (4/87), 50014 Warspite (12/87), 50013 Agincourt (3/88) and 50047 Swiftsure (4/88)

Meanwhile 50049 had entered Laira depot at Plymouth for conversion to new Class 50 sub-class 50/1 and emerged in the new rail-freight livery as 50149. However, Railfreight were not prepared to pay for sanding gear for the loco and its performance was not substantially different from that of a conventional Class 50. No further conversions are likely to be undertaken, and from April 1988 all overhauls on the type ceased.

On present plans the Class 50's seem set to end their BR career by 1992, although no doubt some will be purchased for preservation. BR seem to loathe the superior performance of the Class 50 against any other Type 4 and the fact these complex machines are more suited to a preventative style of maintenance then the BR method of dealing with problems when they occur seems, along with their small numbers, to have resulted in the reduced life of these locomotives.

There is no doubt that as the class enters the twilight of its life, more and more enthusiasts will be attracted by their undeniable character – its 16 cylinder engine which makes the right noise when revved hard, a set of catchy names and a maximum speed of 100 mph have resulted in these locos being the most followed on BR today.



ENGINE	MAKE & TYPE	ENGLISH ELECTRIC 16 CSVT
	No OF CYLS & CYCLE	16 CYL. 4 STROKE
	MAX CONT RATED OUTPUT	2700 HP AT 850 RPM.
MAIN GENERATOR	MAKE & TYPE	ENGLISH ELECTRIC TYPE EE 840/4B
TRACTION MOTORS	MAKE & TYPE	ENGLISH ELECTRIC EE 538/5A
	No	SIX
	TYPE OF SUSPENSION	NOSE
	TYPE OF GEAR DRIVE	SINGLE REDUCTION
PERFORMANCE	MAX. TRACTIVE EFFORT	48500 LB AT 19·8% ADHESION AT 2400 AMPS MAIN GENERATOR
	CONT TRACTIVE EFFORT	33000 LB AT 23·5 MPH AT 1800 AMPS MAIN GENERATOR
	RAIL H.P. AT CONT. RATING	2070 H.P.
	FULL ENGINE OUTPUT	AVAILABLE BETWEEN 15 & 87 MPH

BRAKING	TYPE FOR LOCO	STRAIGHT AIR & AUTO AIR
	TYPE FOR TRAIN	AUTO AIR & CONT. VAC.
	BRAKE FORCE % OF LOCO WEIGHT IN WORKING ORDER	84·9%
SPEED	MAX. PERMITTED SERVICE SPEED	100 M.P.H.
MINIMUM RADIUS CURVES	HORIZONTAL, WITHOUT GAUGE WIDENING	4 CHAINS
	HORIZONTAL WITH ¾ ins. GAUGE WIDENING	3½ CHAINS
	VERTICAL CONVEX	10 CHAINS
	VERTICAL CONCAVE	10 CHAINS
TRAIN HEATING EQUIPMENT	ELECTRIC GENERATOR MAKE & TYPE	ENGLISH ELECTRIC EE 915/8
	ELECTRIC GENERATOR DRIVEN BY	MAIN ENGINE
	ELECTRIC GENERATOR CONT. OUTPUT	320 KW AT 850 VOLTS
TANK CAPACITIES	ENGINE FUEL	1055 GALLONS

2700 H.P. E.E. Co. TYPE 4 C–C DIESEL ELECTRIC LOCOMOTIVE
CLASS 50

50– a X

Class 50 Additional Details - compiled by Keith Brown

D401 became 50001 etc except D400 which became 50050

Of the 50 built there are 22 still in existence as detailed below as at Jan.2002

Number	Owner/Location	Number	Owner/Location
50001	Booth Roe Rotherham	50029	Pontypool & Blaenavon Railway
50002	Devon Diesel Society at Barrow Hill	50030	Pontypool & Blaenavon Railway
50007	Midland Railway Centre Butterley	50031	Severn Valley Railway
50008	The Railway Age, Crewe	50033	East Lancashire Railway
50015	East Lancashire Railway	50035	Severn Valley Railway
50017	Birmingham Railway Museum	50040	Cotswold Rail at Coventry Railway Centre
50019	Mid Norfolk Railway	50042	Bodmin & Wenford Railway
50021	Bo'ness & Kinneil Railway	50043	Cotswold Rail at Pontypool & Blaenavon Railway
50023	Private Owner at Barrow Hill	50044	Severn Valley Railway
50026	Paul Spracklen at Bicester	50049	Severn Valley Railway
50027	North Yorkshire Moors Railway	50050	Birmingham Railway Museum

The full list of names allocated to this class is detailed below;-

Number	Name	Number	Name	Number	Name
50001	Dreadnought	50018	Resolution	50035	Ark Royal
50002	Superb	50019	Ramillies	50036	Victorious
50003	Temeraire	50020	Revenge	50037	Illustrious
50004	St. Vincent	50021	Rodney	50038	Formidable
50005	Collingwood	50022	Anson	50039	Implacable
50006	Neptune	50023	Howe	50040	Centurion
50007	Hercules until Feb '84 Sir Edward Elgar later	50024	Vanguard	50041	Bulwark
50008	Thunderer	50025	Invincible	50042	Triumph
50009	Conqueror	50026	Indomitable	50043	Eagle
50010	Monarch	50027	Lion	50044	Exeter
50011	Centurion	50028	Tiger	50045	Achillies
50012	Benbow	50029	Renown	50046	Ajax
50013	Agincourt	50030	Repulse	50047	Swiftsure
50014	Warspite	50031	Hood	50048	Dauntless
50015	Valiant	50032	Courageous	50049	Defiance
50016	Barham	50033	Glorious	50050	Fearless
50017	Royal Oak	50034	Furious		

The 28 that have been lost to us were broken up as follows:-

Number	Broken up by	Date	Number	Broken up by	Date
50003	M.C.Processors, Glasgow	Apr-92	50024	BR at Old Oak Common	Sep-91
50004	Booth Roe, Rotherham	Jan-92	50025	Vic Berry at Old Oak Cmn	Oct-89
50005	BR at Old Oak Common	Mar-91	50028	BR at Old Oak Common	Sep-91
50006	Vic Berry, Leicester	Mar-88	50032	BR at Old Oak Common	Mar-91
50009	BR at Old Oak Common	Mar-91	50034	BR at Old Oak Common	Mar-91
50010	Coopers Metal, at Plymouth	Jun-92	50036	Booth Roe, Rotherham	Jul-92
50011	Texas Metals at Crewe	Sep-92	50037	M.C.Processors, Glasgow	Dec-92
50012	Vic Berry, Leicester	May-89	50038	Vic Berry at Old Oak Cmn	Aug-89
50013	BR at Old Oak Common	Jun-89	50039	BR at Old Oak Common	Sep-91
50014	Vic Berry, Leicester	May-89	50041	BR at Old Oak Common	Sep-91
50016	Booth Roe, Rotherham	Jun-92	50045	Booth Roe, Rotherham	Apr-00
50018	M.C.Processors, Glasgow	Jan-93	50046	M.C.Processors, Glasgow	Jun-92
50020	Booth Roe, Rotherham	Jun-92	50047	Vic Berry, Leicester	Jul-89
50022	Vic Berry, Leicester	May-89	50048	M.C.Processors, Glasgow	Apr-92

BUILDING A CLASS 66

Mike Walker

On 28th September 2001 I led a party of 22 enthusiasts on a visit to General Motors Electro Motive Division's locomotive assembly plant at London, Ontario, home of the class 66. The visit was part of this year's Steam Powered Video enthusiasts tour and represented the first, and probably last, time GM have hosted a purely enthusiast visit to the plant. In his welcoming address, Phil deBurr, GM's Director of Locomotive Production, indicated that they had made a one-off exception because we were a British group and had the class 66 orders not started when they did, GM would probably be out of the locomotive business by now. It was a way of saying thank you for saving their jobs.

The London plant dates from 1950 and was established to build locomotives for the Canadian market. In those pre-NAFTA days the Canadian Government slapped heavy duties on imports. GM meanwhile had been in the railway business since 1930 when it purchased the Electro-Motive Company which built gas-electric railcars. In 1936 it opened the vast La Grange plant in the western suburbs of Chicago. La Grange was the world's first dedicated diesel locomotive production facility and owed more to motor industry construction techniques than the traditional steam era methods. As time went by it became more and more self sufficient, producing nearly all the component parts as well as the complete loco. At it's peak La Grange could, and did, turn out 7 or 8 completed locomotives each day! However, markets change. The introduction of ever bigger locomotives and the rationalisation of the North American railroad industry reduced demand and rendered La Grange redundant. In the late eighties it built it's last locomotives and apart from administration, engine manufacture and field support, most of the huge plant has been demolished and redeveloped. Production moved to London with outside sub-contractors adding additional capacity at times of peak demand. To date GM has built over 65,000 locomotives and will soon overtake Baldwin as the world's most prolific locomotive builder.

The first thing that strikes the visitor is how compact the London plant is, even more so when one considers that half the site is a separate GM division building light armoured military vehicles. Despite this, London can have up to fifty locomotives under construction at any time and complete one per day. At the time of our visit it was busy on the latest Freightliner class 66/5's (known to GM officially as model JT42CWR or the "Series 66"), 4000hp SD70M's for Union Pacific and some small 3' 6" gauge GL18B's for Malaysia.

Today, much more reliance is put upon outside sub-contract suppliers and the company exercises "just-in-time" techniques to ensure components are delivered when needed avoiding the need to devote large areas of the plant to stores. As GM admit, just-in-time is often "only-just-in-time", sometimes not intentionally – a state of affairs not unique to the locomotive building business!

So how do they build a locomotive? The process is largely the same whatever the end product. It starts with the laying down of the bed plate. This is a huge sheet of ¾" thick steel plate, the length of the locomotive and about 6' wide on a US loco (the class 66 bed plate is wider). This is laid upon a welding fixture and is arranged with a slight camber along it's length – the ends being slightly higher than the middle. The reason for this will become apparent later. Next, the side frames are welded to the bed plate. Once these were cut from rolled 'I' beams but now they are fabricated. The end pilots (buffer beams, to you) are added along with the drag boxes and all other welded component on the underframe. This welding is all done using shielded-arc to prevent oxidisation and is done down-hand for maximum efficiency and comfort of the welders. For this purpose the underfame is fabricated on huge jigs supported on trunions so it can be turned to the optimum angle. At this point the locomotive gets is permanent identity as it's build number is stamped on the corners of the frame.

The London plant makes use of advanced computer controlled plasma cutting torches to profile the various frame components. A computer programme ensures the various shaped components are laid out in such a way as to minimise the amount of waste material left.

At this stage however, the locomotive is predominately in the inverted position. This allows easy installation of the truck (bogie) pivot pins, fuel and air tanks, wiring and plumbing. The plant is laid out on a production line basis with a number of stations at which different components are fitted. Each locomotive usually spends about a shift at each point and is moved along one station at a time, initially by huge overhead cranes later on it's own wheels. Once the work on the underside is finished the frame is turned right way up for the first time to allow further wiring, plumbing and small component work to proceed.

Meanwhile in another part of the plant the trucks are being assembled. The frame castings come from a foundry in Wisconsin and arrive in primer. Wheels and gears are pressed onto their axles by a huge press. This is a different technique from the traditional British practice of heating the wheel and letting it shrink onto the axle. Pressing is quicker and just as good – you've just got to get your 'limits and fits' spot on! The traction motors are built in another part of the shop. Again the frame castings are out sourced as are the field windings and the armature assemblies. Previously, these latter two items were done in house but it's now seen as more cost effective to out source. Finished motors are assembled onto wheelsets then into complete trucks ready for installation under the locomotive.

GM admitted that the manufacture of traction motors had given the many headaches in recent years. Back in the early nineties they had predicted that the industry would switch almost entirely from dc to ac motors and restructured motor assembly accordingly. However, after trying ac drive most North American railroads have concluded that for most applications it's not worth the expense and complexity and have returned to dc drives such as the 1000 strong UP SD70M order – the class 66 also has dc motors of course.

Back on the main production line the big components are starting to appear, the control stands and high voltage electrical cabinets have been installed. The GM engines

are still built at La Grange and arrive shrink-wrapped on special pallets. As these are unpacked the gleaming 645 or 710 series units are revealed. One thing not normally apparent to the casual observer is that these GM engines are entirely fabricated. Except for the individual cylinder head castings, the whole unit, crankcase and block is welded up from plate and machined. It was a method of construction GM selected at the outset of engine production at La Grange to avoid using large out sourced castings and has worked ever since.

The engine is first mated to the traction alternator, another item formerly built at London which now comes from an outside supplier (it is still to GM's own design), and then the whole sub assembly is lowered onto the frame. Now the reason for the camber built in at the initial frame fabrication becomes apparent. As it awaits the engine assembly the frame exhibits a distinct upward curve in the middle. As the weight of the engine is added this flattens out. Without the camber, the finished locomotive would sag it the middle!

As it progresses down the line, other components are added. Subsidiary equipment racks are assembled in side bays as sub-assemblies carrying the oil coolers and filters, the air compressors and the cooler groups (radiators) and then brought to the locomotive. For the US locomotives the cabs are fabricated in the London plant and lowered as complete assemblies onto the frame whilst most of the hood components (and most of the class 66 body structure) are supplied by outside sheet metal companies and brought in ready for installation.

By now the locomotive is starting to be instantly recognisable and at last the overhead cranes lower it onto the bogies. A number of small items are added along with temporary "windows" made of hardboard. Having now reached the end of the main production line, one of GM's two switchers comes into the plant, locks couplers and drags the locomotive off to another building.

This is the paint and test shop. GM spray paints it's locomotives and uses hard wearing Imron paints. After primers the lightest body colour is applied first. Thus a class 66 is first painted yellow then the Freightliner green is painted over. In EWS's livery, the gold was applied after the yellow then masked to receive the red. Lettering toady is usually in the form of decals but some hand painting is still done depending on the requirements of the customer.

Once painted, the real windows are fitted along with the lights and other small external fittings which do not want painting. Then it moves to the test bay where all the systems are static tested. With the complex computer systems found today, even in a "low-tech" locomotive like the class 66, this is an important part of the programme. Once passed, it's pulled outside where fuel is added and the locomotive started for the first time. Further testing takes place on the in-house test tack then after a final inspection it's ready to deliver. Locomotives destined for North American customers are fuelled and sanded then handed over either to Canadian National or Canadian Pacific (both serve London) for delivery to the customer – earning their keep en route – whilst export units are drained, sealed and covered with tight fitting covers for delivery to the docks. The class 66's are towed in complete trains but narrow gauge units such as those for Malaya are loaded on flatcars, usually separated from their trucks.

The four hour long tour was a fascinating insight into how a modern locomotive takes shape. Regrettably, GM didn't want us to take photographs and to be honest the hectic conditions within the plant would make photography difficult. We do however, have our memories. One of our number had been an apprentice in Swindon Works when the Warships and Westerns were being built, he found it a great contrast. Thanks to Phil deBurr and his senior management who gave up a day of their time to host a memorable visit.

SEATON TRAMWAY

by Alan Costello

This year(2001) we took a late holiday spending some time at Lyme Regis. On October 1st we drove along the A3052 from Lyme Regis to Exeter. Just before the village of Colyford we were stopped by the flashing lights at a level crossing.Then a tram passed in front and I realised that we had reached the Seaton Tramway. The following day we went back to Colyford, turned right in the village and went to Colyton - the terminus of the tramway at the old Southern Railway station. There I found out the interesting story behind the line.

The builder of the line was Claude Lane who founded the Lancaster Electrical Company in Barnet. It built battery electric vehicles such as milk floats. His real passion was electric trams and in 1953 he leased a site from Eastbourne Council. It was two-thirds of a mile in length and the gauge was 2 feet. He built his first tram at Barnet, No 6, in 1954 based on the Llandudno and Colwyn Bay system(it's still running) followed 4 years later by No 7 of the same design.The line became very popular and further trams numbers 4 and 2 were built at Eastbourne in 1961 and 1964 respectively.By the mid sixties the line was so successful that Claude decided to expand his operation. As there was no room at Eastbourne,he looked round for somewhere else that he could buy freehold.As this was just after the Beeching report,a number of railway lines that had closed were considered. Eventually he opened negotiations with B.R. and local authorities to buy part of the Seaton Junction to Seaton line. In December 1969 he achieved his goal and received permission to run his trams on the 3 mile section of line from Colyton to Seaton.

In a 9 month period,Claude and his assistant Allan Gardner made 36 return journeys between Eastbourne and Seaton driving lorries full of equipment(including 8 trams) to a newly built depot at Seaton and started to build the line at the new 2 foot 9 inch gauge. The first tram ran on 28 August 1970 over a short stretch of the line.As the overhead wires had not been erected,a trailer mounted battery was towed behind the tram.The line closed again in September. During the winter,the rest of the trams were converted to the new gauge,more track laid and a start was made on the erection of the traction poles. Just before the service started in April 1971,Claude Lane died. His

assistant Allan Gardner took over as general manager with Roger Lane(Claude's nephew) joining the operation.Battery powered operation continued with the line now reaching the half way point at Colyford.Overhead wires (120V DC)became live in 1973 with the first tram running in September. As Seaton Railway Station had been sold, a new line was built from the depot to the Harbour Road car park near the sea front.This section was opened in May 1975.Slowly the line was extended northwards and the extension to Colyton opened in 1980.

Most of the trams were built either at Eastbourne or Seaton with their design based on various old trams including London,Isle of Man and Exeter. Two of them were original trams,one from Metropolitan Tramways and the other from Exeter.To get them to fit the smaller gauge,they were cut into three pieces,the middle taken out, and the two outside bits joined together.

They now have 10 operational trams-five double deckers with open tops,one based on the Blackpool 'Open Boat' car,one Manx 'toastrack' car and 3 closed in single deckers used in poor weather plus a works car.

Trams arriving at Colyton pass the fenced off station platform and drop the passengers off after about another 20 yards. The tram then reverses and stops at the end of the platform to pick up its next load.Most of the original station is still there with the former offices now turned into a shop and cafe.

The tram then starts its return journey downhill to the coast.It is single line but with 6 passing loops.

When it reaches the A3052 the driver gets out and operates the plunger to operate the crossing lights. The tram then crosses the road - hopefully not getting hit - and stops at Colyford. Very little remains of the original station apart from the fenced off tall, green,oval iron urinal. Soon after leaving Colyford the line runs next to the River Axe giving views of the different birds(up to 50 species have been seen in a day). After about a mile the line reaches the Riverside Depot and turns 90 degrees shortly to reach the impressive terminal built in 1995.

The trams start from Seaton at 1000 and run every 20 minutes(more frequently.at busier times) with the journey taking about 25 minutes. Last trams depend on the time of year.It operates daily between April and October,weekends in November and Saturdays in December.6 times a year bird watching specials are run with a local wild life expert in attendance.Tram driving lessons are also available.

The drivers also point out items of interest at least the ones on the trams we rode on did! The return fare was £4.95 but I thought was well worth the money for the views of the estuary.

Editors note: Alan Costello had provided some fine pics to go with this article, but your editor has misplaced the scans, so apologies to Alan and members.

INTERNET CORNER

Following comments at the AGM here is the new section on the internet. As some members have already found, the internet is an amazing source of information with every possible aspect of railways being covered by a web site somewhere. In fact there are so many if I were to list them all it would I suspect produce a larger document than this issue of 'The Marlow Donkey'.

The rail sites vary in quality of content and layout as much as any other site on the internet, as enthusiasts we may be prepared to put up with a badly designed site but not one that is difficult to navigate and therefore find the information we want, therefore I will try and stick to user friendly sites unless the information is exceptional.

So I will start by listing a few of what I consider to be major sites. Opinions will differ, if only by your loyalty to a particular subject matter within the sphere of railways, so if you have a favourite in your 'Favourites' let me know.

The first has to be a well laid out and very user friendly site which may make up for the lack of photos in the previous article. ***www.tram.co.uk*** will take you to the web site for the Seaton Tramway web site. It contains all you would expect plus extras like bird watching from the trams, news on construction of new tramcars, tram driving lessons and even a secure on line booking section for group visits and special events, and of course nice pictures of trams on the line.

Still the best place for timetable information is ***www.railtrack.co.uk*** this site should always give you the quickest most direct route (not the cheapest), so if you want to be creative with your route or save money it is back to the printed timetable and looking at other sites which I will cover in later issues.

www.march.demon.co.uk This I would consider in my top 20 at least. From this site there are links to many other sites, and they are well organised within the 'march' site also there are a number of other sites that come under the 'march' banner.

They are:

The West Somerset Railway site which in common with other preserved railway sites includes Timetables, Events, News, Line Guide, Stock list and many other pages.

The King Edward I site which gives details of restoration progress, main line runs etc.

The GWR E-group is an online discussion group of all things Great Western

Steam Tours possibly one of the most visited sites. Gives up to date information on main line steam, including timmings, motive power changes and cancellations with links to all the main line operators.

LETTER TO THE EDITOR

Dear Editor

I was interested to read, in the 'Railway Roundabout' column of The Donkey that a proposal for a tunnel to the Isle of Wight has once again been raised.

My grandfather spent his working life at Waterloo in the Head Office Accounts Department of the L.S.W.R. and, for a very short time, the Southern Railway.

I recall being told that, in the early years of the 20th Century, he and a colleague were given the task of evaluating the potential traffic revenue from a tunnel under the Solent. This would then have run to Newport on the tracks of the Freshwater, Yarmouth and Newport Railway which the L.S.W.R. would, presumably, have taken over; doubtless to the delight of the smaller company's shareholders!

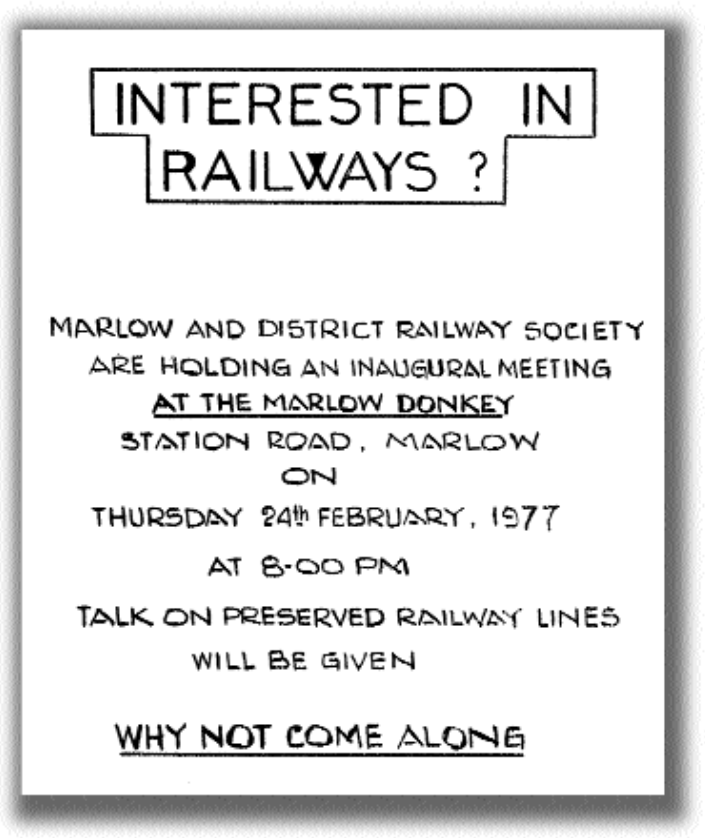
In the end the scheme was abandoned as the projected increased traffic would not have compensated for construction costs and the loss of revenue on the Portsmouth – Ryde ferries which were jointly operated with the L.B.& S.C.R.

Yours sincerely

J R Colverson

The poster advertising the inaugural meeting of the MDRS

25 years ago



5029 'Nunney Castle' makes good progress along the GW main line at Shottesbrooke, between Maidenhead and Twyford, with the Past Time Rail special 'The Elgar Explorer'

14 July 2001

Tim Edmonds

SPRING 1977 AND 1987

Compiled by Tim Edmonds

25 Years Ago

To mark the official opening of the rebuilt station at Gloucester (the former GWR Central station) the Mayor of Gloucester unveiled a commemorative plaque on 8 March.

On 4 May passenger trains returned to the Derwent Valley Railway after an interval of 51 years. Preserved J72 class 0-6-0T 69023 (designed by the North Eastern Railway but BR built) hauled the first of a daily tourist service from York Layerthorpe to Dunnington, which was to run through the summer season until 2 October.

Liverpool Exchange, the former Cheshire Lines terminus, was closed on 29 April with the extensions to the Merseyrail underground system.

Winchester & Alton Railway Limited opened its three mile long Mid-Hants "Watercress" line between Alresford and Ropley at 11.00 on 30 April. The first train was hauled by ex Southern Railway N class 2-6-0 31874.

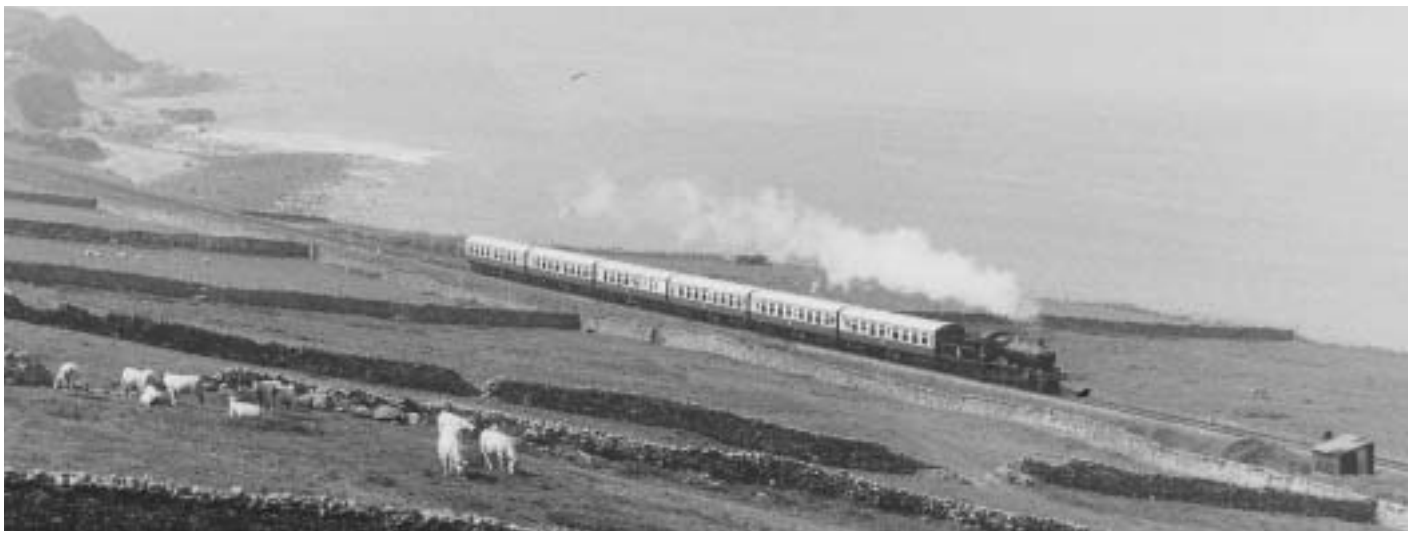
4079 'Pendennis Castle' at Banbury with the southbound leg of its farewell tour, "The Great Western Envoy", 29 May 1977.

Having been purchased from Bill McAlpine by the Hamersley Iron Pty, on 29 May 'Pendennis Castle' worked a farewell railtour "The Great Western Envoy" before being shipped to Western Australia. The train was electrically hauled from Euston to Birmingham New Street, then taken by diesel to Saltley. 'Pendennis Castle' worked thence to Didcot, where it was serviced at the GWS depot, then back to Dorridge. The train was then diesel worked back to New Street, then returned to Euston with electric traction.

With the church spire in the background, 4079 'Pendennis Castle' heads north past King's Sutton with the returning farewell special, "The Great Western Envoy", 29 May 1977.

To mark the fiftieth anniversary of what is believed to have been the first British main line locomotive to be privately preserved, London Brighton & South Coast Railway 0-4-2 No. 214 'Gladstone' was treated to a full repaint for display at the National Railway Museum. The loco was originally installed in the old Railway Museum at York on 31 May 1927, after having been bought for preservation by the Stephenson Locomotive Society.

15 Years Ago



7819 'Hinton Manor' heads along the cliff-tops near Llangelynin with the morning 'Cardigan Bay Express' from Machynlleth, 26 May 1987.

7819 'Hinton Manor' brings the stock of the 'Cardigan Bay Express' into Machynlleth station ready for the morning train to Barmouth, 27 May 1987.

Former London & South Western Railway M7 0-4-4T 30053, which had been in the USA since 1967 at the Steamtown Museum at Bellows Falls, Vermont, was repatriated. After arrival at Felixstowe on 2 April it was moved to its new home on the Swanage Railway.

From 6 April, admission charges were introduced for the first time at the National Railway Museum, York. The full adult price was £1.50, with the concessionary price set at 75p.

There was a spate of line and station reopenings before and with the new timetable. Regular services returned to Morecambe - Heysham, Kettering - Corby, Coventry - Nuneaton and Oxford - Bicester London Road. Elsewhere new stations were opened at Blackpool Pleasure Beach on 13 April, and at Wester Hailes (on the Edinburgh - Shotts - Glasgow line), Lake (Isle of Wight), Hag Fold (Atherton) and Salford Crescent with the new timetable on 11 May.

Also on 11 May, regular electric services began between Liverpool Street and Norwich.

Steam returned to the Cambrian Coast line on 22 May when 7819 'Hinton Manor' worked a gauging train from Machynlleth to Pwllheli. On 24 May the same loco worked a charter special from Machynlleth to Barmouth, then from 25-27 May it and fellow Severn Valley Railway 4-6-0 75069 powered a twice-daily "Cardigan Bay Express" tourist train between the same points. These trains also operated during July and August in the high summer season.

7819 'Hinton Manor' takes the curve through Dovey Junction and heads for Barmouth with the morning 'Cardigan Bay Express', 27 May 1987.