

THE MARLOW DONKEY



Edition

101

September 2002



Contents:

The Westerns

Project Evergreen

SVR and a Bubbly Celebration

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

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FRONT COVER PHOTOGRAPHS.

MDRS member Ken Lawrie has lent the Society his collection of negatives from the 1950s & 60s. We will be showing a selection in this and future issues of The Donkey.

Top: 9F 92220 leaving Bourne End station. 3 April 1960. Ken Lawrie

Bottom: Castle class 7037 'Swindon' on the down main West Wycombe. Ken Lawrie

Latest Copy Date for next issue of The Marlow Donkey 10th November 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 17 October	THROUGH THE LENS Part 2	Andrew Bell
Thursday 21 November	PRE WAR SLIDES Part 2	Chris Youett
Thursday 19 December	CHRISTMAS GATHERING	

Please: NO TALKING DURING PRESENTATIONS

Please note: The above programme is subject to change

CHAIRMAN'S NOTES

In our never ending quest to promote the Society a display table was crewed by a rota of committee members in the Arts & Crafts marquee during The Marlow Festival on Sunday June 16th held in Higginson Park. Various photographs of views old and new around Marlow & Bourne End stations drew a great deal of interest from the public. The side attraction of videos (kindly loaned by Tim Speechley) depicting the B.R. steam scene also captivated those passing. Also on display was a G.W.R. Metro tank and brake van in 5-inch gauge, which was kindly loaned by Julian Heard. This was much admired by many both young and old alike. It was christened "Hernia" for the day by those of us who had to lift it in and out of a car. My thanks to those who gave up their time for the benefit of the Society, which, I feel proved a very useful P.R. exercise.

To celebrate 25 years of the Society's existence a party of members, family and friends travelled to Kidderminster on Sunday July 21st for a journey on the Severn Valley Railway's dining train. To those who joined in the celebration can I thank you all for your loyal support. Whilst penning these notes on Dawlish sea front I await the passing of the first working of this seasons Dawlish Donkey hauled by 76079. Having to fit in with a fairly intensive service worked by the faster modern units on this route this donkey certainly has to gallop. Now a proven success let us hope that a 'copper capped' locomotive may handle this duty in the not too distant future. Add to this a Class 52 alternating with steam, and being piloted by steam on Sundays from Exeter to Plymouth and return this would be something to savour. Ah well, one can but dream.

Finally, may I offer my personal thanks to all who contributed to and compiled the memorable 100th edition of the Donkey.

Gordon W. Rippington.

LETTERS TO THE EDITOR

Hi John

Just received latest edition on the Marlow Donkey. Reference the article about the last 25 years. I moved to High Wycombe in Sept 1977 after working in Germany for 3 years. In January 1979 I found out about the Society and was going to go to the Feb 1979 meeting, but as mentioned the weather was terrible and I didn't make it. So my first meeting was March 1979. I also took my son Paul - who wasn't 16 until the next month - so that would make him the youngest member at that time.

I can fill in a few gaps in the Norman Aston-Smith Trophy Winners list. Looking back in my past copies of 'The Donkey' (I have them from No 10) Martin Pink won in 1992, Tony Caton in 1993 and Julian Heard in 1995.

Best Wishes Alan Costello

I read with interest the article by Mike Walker on the building of the Class 66 locomotives in Canada. I was surprised to read that the pressing of wheels onto axles was different to 'the traditional British practice of heating the wheel and letting it shrink onto the axle'. Pressing is quicker and just as good – you have to get your limits and fits spot on (page 10, March 2002 – Marlow Donkey).

When I was being trained at Derby Loco Works in the late 40s – early 50s they were pressing wheels onto axles. A taper of 1:500 was used along with a press loading of 20 tons for assembly and as far as I am aware, pressing was standard in Railway Works, though in manufacture odd cases can be found in which different techniques are used.

There would be a large waste of fuel in heating a whole wheel centre, and engineers were always cost conscious. In 'La Machine Locomotive' by Savage & Chapelon, German and American practice was quoted as ranging from 40 to 70 Tons loading, varying according to the axle diameter.

Another point against heating wheels was the risk of cracks being generated, particularly on spoked wheels, both locomotive and wagon types. Whilst many American wheels were one piece castings, chilled for hardness around the tyre area most wheels in Britain had shrunk on replaceable tyres, using varying means of fixing them, the neatest being Bullied's design, comprising a small lip which could be slipped over the cold wheel centre when the tyre itself was heated, usually by a series of gas jets around the circumference. This I suspect, is a practice several DMU operators wish had been used on their coaches in place of the one piece wheels which need replacement when the tyres wore heavily and quickly as on the Heathrow Express.

Eddie Lewcock

References: La Machine Locomotive, Sawage & Chapelon. Locomotive Management, Hodgson & Lake.

http://www. INTERNET CORNER

How's your surfing?

For those of you who are new to the web or have not made great ventures into the web you can make a start by using a search engine, you will get some very interesting results. Though they may not always be what you expected. My favourite search engine is <http://uk.altavista.com>. This has a UK specific search button, I prefer this but you may want to be more adventurous but searching the whole net tends to have a heavy American bias.

When searching you may type in 'railway' or 'train'. However for better results be more specific such as; 'railway and cornwall', 'great western railway' or better still 'southern railway'. If you are looking for something of particular interest then be specific in your search terms, if you do not get what you are looking for persevere because some one somewhere will have a web site on the subject you are interested in.

The National Rail web site www.nationalrail.co.uk offers many interesting pages. The one that caught my attention was the 'live' departures including Marlow! This is not a timetable but live real time information, so if the service is late or cancelled it will give you this information. Other areas of the site as listed on the main menu are: Planning your Journey, Service Alterations, Special Offers, Train Companies, Useful Information and Railcards. If you travel around the UK by rail one area that would very useful is the 'Maps' page where you can download maps from the National Rail network to station interchange maps of which there are 21, there is also 8 area maps.

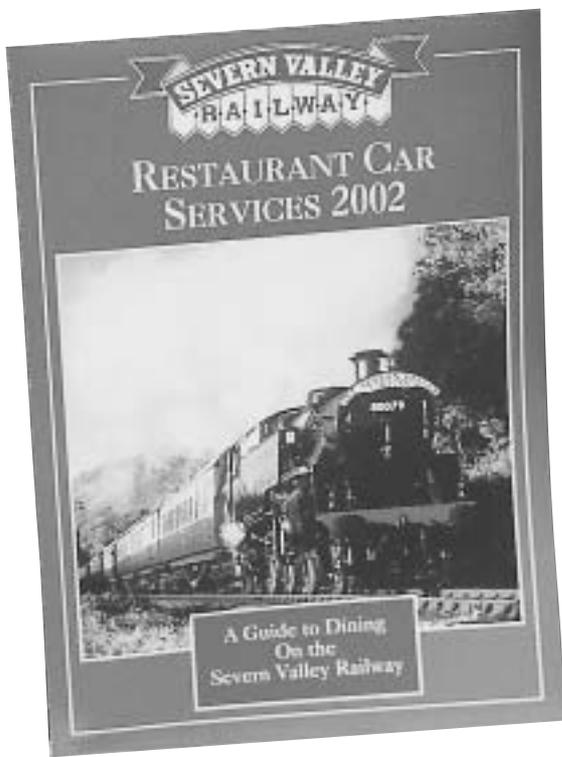
A site worth visiting for railway modellers is www.bachmann.co.uk it has a very high content and has even had a mention on Radio 2. The main menu is to long to repeat here but includes the usual links, lots of product and company info as you would expect and a list of model railway clubs. If you are a purchaser of the latest models they are listed under the 'Stop Press' section which includes prices. On the links page there is a link for a UK Model Shop Directory web site www.ukmodelsbops.co.uk which could be useful for some of us that have to drive miles to a decent model shop (your editor).

Hi John

Perhaps a site worth mentioning.

In 1998 Colin Marsden and Darren Ford produced a book called Encyclopaedia of Modern Traction Names (which I reviewed in Marlow Donkey No 88). Colin Marsden has a web site - address www.therailwaycentre.com which gives the technical details (not individual numbers) of locos, dmus and emus. He has now included updates to the book bringing it up to date as he says there is no intention of issuing a second edition at the moment. He mentions that there are 2000+ changes. The layout is as the book and the names are listed under headings of the letters of the alphabet (eg ABC, DEF etc) although they are not listed alphabetically in the sections. Anyone who bought the book will find this very useful.

Best Wishes **Alan Costello**



CELEBRATIONS BY THE SEVERN... AND BUBBLY ON THE BUS!

The Society's Silver Jubilee trip on Sunday 21 July was to the Severn Valley Railway, and included a celebration Sunday Lunch on board the 'Severn Valley Limited' plus the opportunity to travel on the trains or 'do your own thing' in the afternoon. The journey from Marlow was quick and uneventful, which gave us plenty of time to look round the museum at Kidderminster and watch the 11.45 a.m. train departing behind 7802 'Bradley Manor'. Before we boarded the 12.15 p.m. dining train, our Chairman treated us to a special jubilee cabaret as he demonstrated the intricacies of taking a group picture, with and without being in it himself. Afterwards we seated ourselves at the lunch tables and 'Black

5' 45110 took us on a leisurely amble along the line to Bridgnorth, with extended timings allowing diners to finish their meals. Even so, a speed restriction and other operating difficulties meant that we were late arriving at Bridgnorth, a situation that was to get worse during the afternoon as delays accumulated.

Unfortunately the SVR were unable to accommodate us with a visit to the shed at Bridgnorth. So, after watching the (late-running) 1.30 p.m. train depart behind 7802 some chose to sample the ales at the station bar, whilst others wandered into the town or watched the yard from the footbridge. Once Ivatt 2-6-0 46441 had arrived with the 1.00 p.m. 'Severn Valley Venturer' dining train from Kidderminster, the 2.15 p.m. return 'Severn Valley Limited', also with dining facilities, could leave. Some of our group chose to travel on this. Others watched 46441 move its train from one platform to the other to form the 2.45 p.m. train, then left on this to alight at Hampton Loade and savour the Station Gala there.

At the delightful Hampton Loade station there were various sideshows and stalls, a live-steam model railway outside, and other models on display in the station buildings. Pannier tank 5764 was in steam and making occasional forays on the line within station limits, and 7819 'Hinton Manor' was on view in a siding awaiting overhaul. We were also entertained by a scale-model steam traction engine, hand-trolleys racing each other on the platform roads, and music from a mechanical organ.

To ensure that all were back at Kidderminster in time for our departure, members had to pick up the 4.00 p.m. from Bridgnorth somewhere along the line. I was at



Above

Cheap, economic and reliable rail travel on the SVR at Hampton Loade.

Mike Hyde

Left
Pannier Tank 5764 at Hampton Loade.

Mike Hyde



Hampton Loade, where it was due to call at 4.22 p.m. but, with the timetable in disarray, it was nearly half an hour later when pannier tank 1501 eventually arrived with the train. By then the platform was crowded with hot and tired passengers and the train was already well filled, so for some it meant standing room only. The SVR was clearly stretched to the limit in coping, but remember that what they put on is way beyond what most preserved railways can attempt: three lunchtime dining trains, a station gala and six locos in steam (8F 48773 on the Steam School Special is the one not mentioned so far),

There had been no after-dinner speeches or toasts on the train, but the day did not pass without a special celebration. On the homeward-bound bus the Chairman treated us all to champagne, served by him and the Vice Chairman, and we toasted the Marlow &



Above

A Hampton Loade of Chinnor Cement!

Mike Hyde

District Railway Society's first twenty-five years and its future. Our arrival back at Marlow was almost exactly 12 hours after we had started - it had been a good day out, and an excellent way to celebrate our Silver Jubilee. Thanks to Gordon and his helpers for organising the trip, and especially for the unexpected bubbly on the bus!

Tim Edmonds.



Above

8F '48773' built NBL 1940 on Steam School Special duty at Bewdley.

Mike Hyde

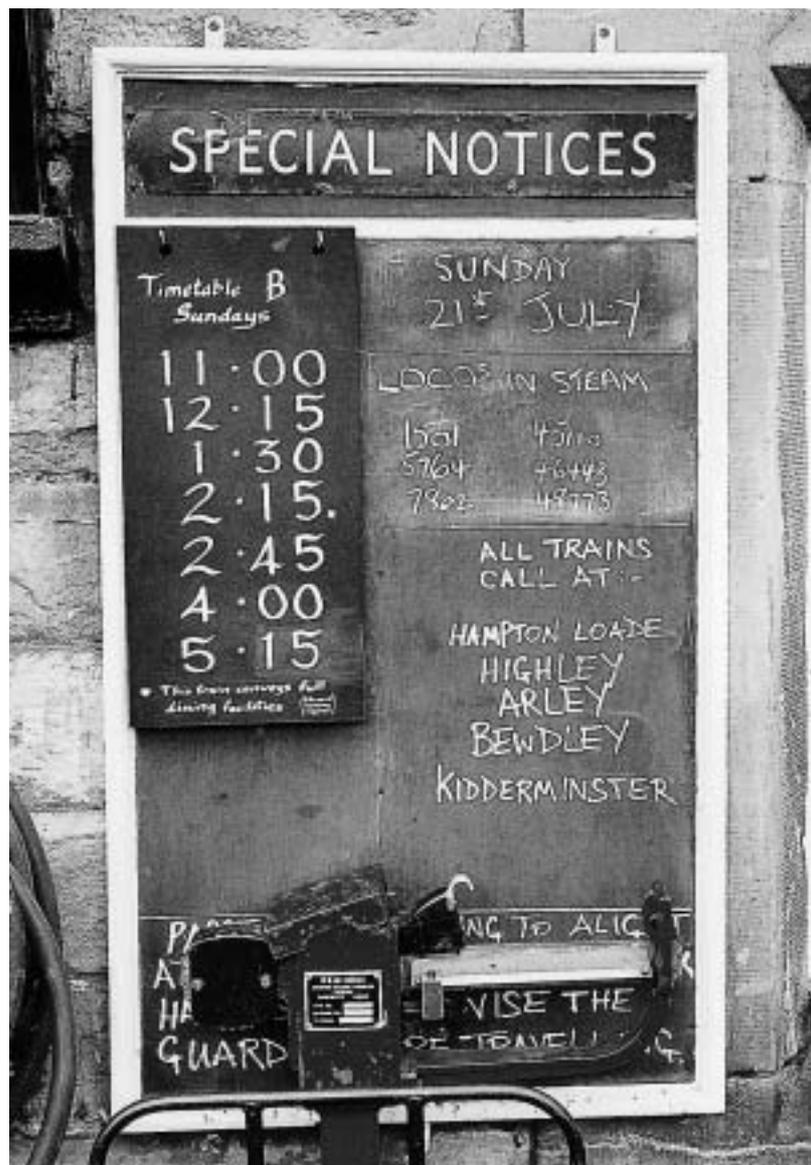
Below

MDRS members and guests line up before boarding the Dining Special.

Gordon Rippington.



Right
Pannier Tank 5764 and
7819 Hinton Manor
(awaiting return to
running condition) at
Hampton Loade.
Mike Hyde





LOCO PROFILE OF THE WESTERNS

BY Mike Walker

EXTRACT FROM SEPTEMBER 1989 MARLOW DONKEY ISSUE 51



“Mr. Barman had suggested to Mr. Grand that the 2700 hp locomotive shall be designed with distinctive styling which would be recognised as typically WR”. So read the minutes of a meeting at the Swindon drawing office in November 1958 which led to the largest and finest of the six classes of diesel-hydraulic locomotive.

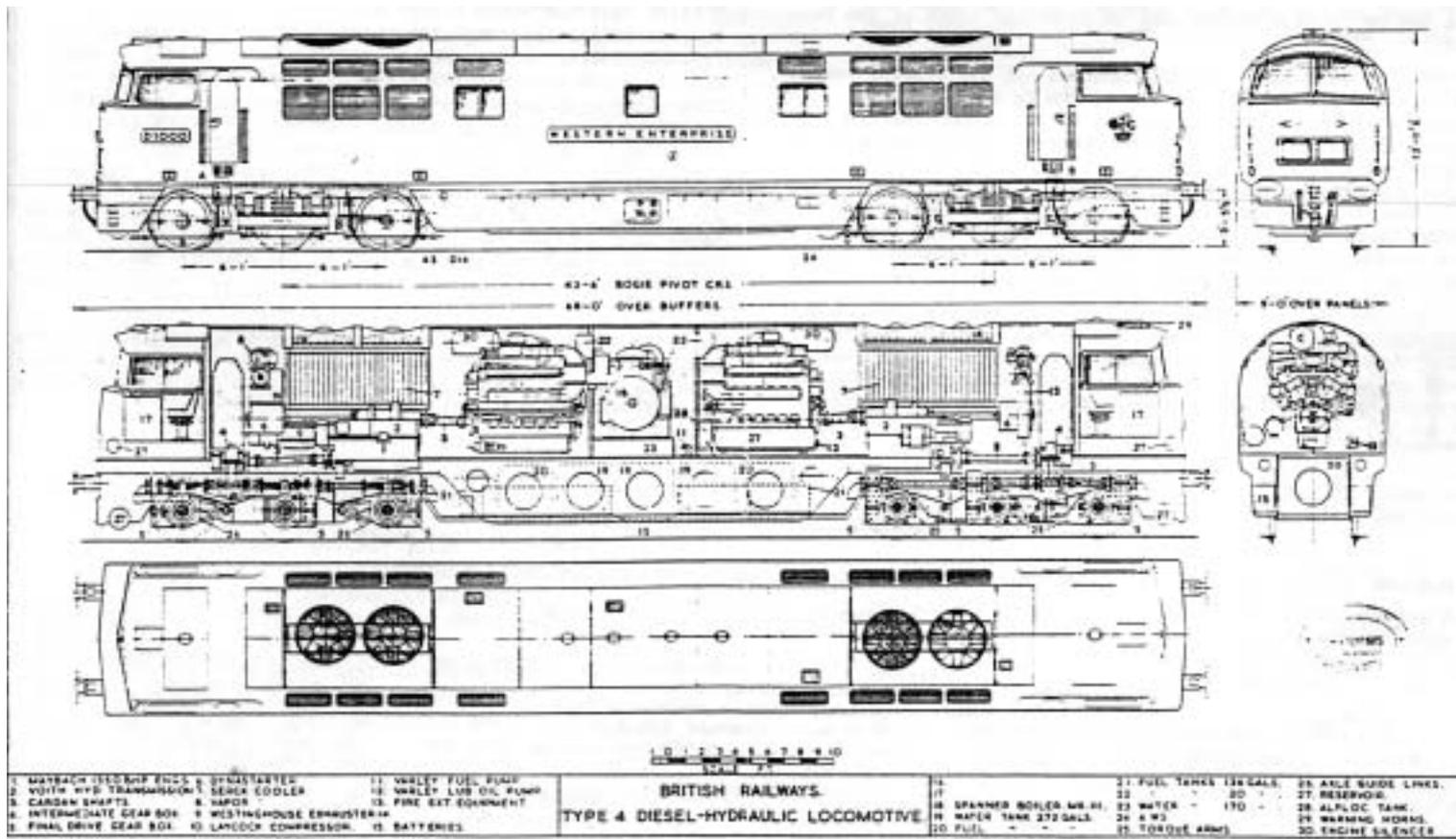
It has been suggested that the adoption of hydraulic transmission was merely another example of GW independence continuing after nationalisation. Perhaps so, but there was a clear and reasoned argument for doing so. During 1955 the WR board had set up a management study led by General Manager K.W.C. Grand to consider how the Modernisation Plan and impending dieselisation would affect the region and how best it could be implemented. Given that there was no prospect of electrification on the WR, little or no experience of electric transmission, and in the mistaken belief that non-fitted freight stock would soon be a memory, the investigation of powerful, lightweight diesel-hydraulic locomotives made much sense.

Two years previously, the German Federal Railways had introduced its famous V200 class, a B-B 2100 hp diesel-hydraulic weighing around 80 tons, when contemporary British diesel-electrics of the same power were weighing around 130 tons and carried on eight axles. The WR prepared a reasoned case for similar locomotives based on lower initial costs, reduced locomotive and track maintenance costs (due to lighter weight), the lower cost of converting steam depots to

handle hydraulics compared to electric transmission and the necessary retraining of staff. Based on this argument the BTC included three diesel hydraulic designs in its pilot scheme, a 1000 hp B-B and a 2000 hp A1A-A1A, both built by North British, and a 2000 hp B-B built at Swindon to a modification of the V200 design. The latter design, uprated to 2200 hp, was later expanded to 70 units known as the D800 ‘Warships’ built both at Swindon and NBL.

Even before the first production ‘Warships’ had entered service the WR management were considering the more powerful machine which would be required to accelerate services to remain competitive with the explosion of road and air competition expected in the sixties. Once again a German locomotive, the 3000 hp Krauss-Maffei ML3000 demonstrator, was used as a prototype but a greater proportion of original design came from Swindon than was the case with the D800’s.

At the heart of the new design were a pair of German designed Maybach MD655 engines. Built under licence in Britain by Bristol-Siddeley, these turbocharged four stroke V12’s had 185mm bore, 200mm stroke cylinders giving a total capacity of around 65 litres, each producing 1350hp at 1500rpm, considerably faster than the engines in contemporary diesel-electrics. Each engine drove all three axles of one bogie through a Voith L6-30rV torque converter, also German designed but built by NBL, together with intermediate and final drive gearboxes connected by cardan shafts. The sectioned drawing





Above

Western 1023 at Old Oak Common. 30 January 1977

Tim Edmonds

shows the drive line.

Perhaps at this point it may be useful to review how torque converters operate. The unit consists of three main components; the engine driven impeller, output turbine and fixed wheel or stator all mounted co-axially within an oil filled housing. The engine turns the impeller through whose blades hydraulic is forced by centrifugal force onto the blades of the turbine on the output shaft, imparting a torque, which causes the turbine to rotate. The oil then passes through the vanes of the stator back to the impeller, the oil being constantly circulated whilst the locomotive is in motion. The diesel-hydraulics' gearboxes are fixed ratio units which distribute and redirect the drive.

The advantage of the system is that the lower the turbine speed the greater the torque, and thus tractive effort. This drops as the turbine, and road speed, increases: just what the locomotive designer seeks. The 'Westerns' developed a starting tractive effort of 67930 lbs at 27.6% adhesion dropping to a continuous TE of 45200 lbs at 14.5 mph, considerably in excess of any British diesel-electric until the advent of classes 59 and 60 with their electronically monitored controlled slip adhesion systems.

Like the 'Warships', the 'Westerns' employed a unique German method of construction which had its origin in the aviation rather than rail industry. Whereas most diesel and electric locomotives are built on a heavy fabricated frame, the "frame" of the 'Westerns' consisted of two steel tubes running the length of the locomotive. Onto these were welded several box like fabrications, which would become the fuel and water tanks. This assembly was then stressed to produce an upward curve, which flattened under the weight of the completed locomotive. On to this base was constructed a

framework of light steel sections to the outline shape of the locomotive upon which the thin sheet steel panelling was welded. This panelling was in very large sections, the side panels for example extended the whole length between cab doors and from just above the skirt to the centreline of the radiator grilles. These panels were preheated prior to finally being welded and then cooled rapidly with water creating what is known as Stresses Skin construction, an immensely strong but lightweight structure. The completed 'Western' weighed only 107 tons compared with around 120 tons for similar power classes 47 and 50.

The styling of the locomotive came in for much attention from the BTC's Design Panel led by the noted industrial designer Prof. Mischa Black. Starting with the basic Anglo-German design, the presence of two of each major internal component allowed a superb symmetry in placing grilles etc. The smooth sides were given a curved profile, or tumblehome, to match the BR Mk1 coach whilst the ends featured squared off corners. The cab windows were large with slender frames and high set in the roofline, which took full advantage of the loading gauge and ended with peaks over the windscreens. Design and style is very much a matter of personal taste, but arguably the 'Westerns' were the most stylish and imposing diesels ever to grace British rails. The final touch was the livery, but more of that anon.

Adding to the distinctive appearance were the bogies, all three axles had inside journals the wheels being visible outside the frame. They had no central pivot; rather they pivoted on a number of spring borne pads on each side. These bore on a frame extension which hid much of the centre wheel from view. Again this was based on the German practice but the idea was not new to Swindon, being used on passenger stock of the Dean era.

74 of the new locomotives were ordered off the drawing board, 35 from Swindon and 39 from Crewe. Due to delays in the delivery of transmission units the

first, D1000 “Western Enterprise” did not appear until December 1961. Crewe’s first, D1035 “Western Yeoman”, came out in March 1962 and production quickly overhauled Swindon so that manufacture of D1030-34 was switched from Swindon to Crewe. The last to be delivered D1029 “Western Legionaire” entered service in July 1964 after some months with the Research Department. Incidentally, until 1967 the locomotive had nameplates spelt Legionnaire.

At the time the locomotives were entering service the regions enjoyed considerable autonomy. The WR was painting passenger stock chocolate & cream and steam locos as small as a 14xx in lined green but seemed unhappy with the latter on diesels. As an experiment D1000 was finished in a striking colour called Desert Sand whilst D1001 and D1005-8 were carriage maroon with yellow buffer beams. While these were evaluated D1002-4 and D1035-38 were painted standard green with yellow warning panels. Other liveries considered but not applied included turquoise, bright red and black & silver. The public was invited to comment and ultimately maroon with yellow warning panels was adopted as standard except for D1015 “Western Champion”. This came out in golden ochre, the old LBSC “Improved Engine Green” colour, with a dark olive roof. All carried their names and numbers on cast aluminium plates whilst the round carriage crest was applied to the cabsides diagonally opposite the numbers. The exception was D1000, which until repainted blue carried a cast lion-and-wheel emblem like the a.c. electric. D1030 which was the first to go blue early in 1967 but in a lighter shade with small yellow panels and red buffer beams. Subsequently standard blue with full yellow ends was adopted.

Even before delivery was completed the winds of change were blowing. The BTC had gone and in 1963 the newly formed British Railways Board soon curtailed regional autonomy. In service the ‘Westerns’, which after a spell on the Paddington-Birmingham route came to dominate the West of England and South Wales lines, proved somewhat indifferent in service. In good order they were superb, immense haulers with rapid acceleration, often exceeding their official 90 mph maximum. But they suffered more than their fair share of engine and transmission failures mostly due to poor initial manufacture, at one point availability dropped to 60%. This could have been, and was to an extent, overcome but policy at BR level favoured replacement by diesel electrics. To their credit with twin engines and

transmissions they could usually limp home.

Like a good wine however they improved with age and received several modifications to keep them in front line service. In 1968/69 they received train air brakes which entailed removal of one fuel tank, and BR AWS in addition to the original GW ATC equipment. The introduction of air-conditioned stock on the WR in 1973 saw their demise from front line service. Contrary to popular belief, they could have been fitted with auxiliary eth generators in place of the boilers, but in view of the limited life expectancy this would have been uneconomic.

1973 was a bad year for the class. It opened with only the ‘Westerns’ and a handful of ‘Hymeks’ remaining of 364 hydraulics built for the WR. D1023 ‘Western Fusilier’ was the last to get a heavy overhaul at Swindon in September. Withdrawals had commenced in May with D1019 ‘Western Challenger’ followed by D1004, D1017/18, D1020, D1024, D1032, D1038/9, D1042 and D1060 by the end of the year when the first of their intended successors, class 50’s D400/401 appeared in advance of the remainder of the class in May 1974 upon completion of the WCML electrification. Initially the 50’s were even more unreliable than the ‘Westerns’, which by now had become class 52 but were not renumbered. Withdrawals continued at a steady pace and by late 1976 only a handful survived, and with the arrival of the HST they were finally surplus.

In their final days the class was confined to commuter and freight traffic, doing much to establish the Foster Yeoman traffic which took them onto the Southern regularly. Always favourites with enthusiasts they took on cult status with a series of both BR and privately sponsored farewell trains, the first of which ran as early as April 1975. The actual final trip by D1013 and D1023 on 26th February 1977 brought down the curtain not only on the class but also on BR’s hydraulic era with a level of adulation not seen since the end of steam. Seven of the class survive in preservation but it is 12 years since with WR echoed to the scream of the Maybach engine, yet they are still fondly remembered by enthusiast and professional alike.

To close a what might have been. Swindon left provision in the design to install two V16 Maybach MD870’s as used in the Hymek with the idea of producing a ‘Super Western’ of around 3500 hp. Now that would really have been some machine.

CLASS 52 ADDITIONAL DETAILS

Compiled by Keith Brown

Of the 74 built seven are still in existence as detailed below:-

Number	Owner/Location	Number	Owner/Location
D1010	West Somerset Railway. This loco is in fact D1035 renumbered and renamed Western Yeoman	D1041	East Lancashire Railway
D1013	Diesel Traction Group at Severn Valley Railway	D1048	Midland Railway Centre
D1015	Diesel Traction Group at Severn Valley Railway	D1062	Severn Valley Railway
D1023	National Rail Museum York		

Swindon Works scrapped all the remaining 67 between Mar 1974 and June 1979

Number	Name	Number	Name	Number	Name
D1000	Western Enterprise	D1025	Western Guardsman	D1050	Western Ruler
D1001	Western Pathfinder	D1026	Western Centurion	D1051	Western Ambassador
D1002	Western Explorer	D1027	Western Lancer	D1052	Western Viceroy
D1003	Western Pioneer	D1028	Western Hussar	D1053	Western Patriarch
D1004	Western Crusader	D1029	Western Legionaire	D1054	Western Governor
D1005	Western Venturer	D1030	Western Musketeer	D1055	Western Advocate
D1006	Western Stalwart	D1031	Western Rifleman	D1056	Western Sultan
D1007	Western Talisman	D1032	Western Marksman	D1057	Western Chieftan
D1008	Western Harrier	D1033	Western Trooper	D1058	Western Nobleman
D1009	Western Invader	D1034	Western Dragoon	D1059	Western Empire
D1010	Western Campaigner	D1035	Western Yeoman	D1060	Western Dominion
D1011	Western Thunderer	D1036	Western Emperor	D1061	Western Envoy
D1012	Western Firebrand	D1037	Western Empress	D1062	Western Courier
D1013	Western Ranger	D1038	Western Sovereign	D1063	Western Monitor
D1014	Western Leviathan	D1039	Western King	D1064	Western Regent
D1015	Western Champion	D1040	Western Queen	D1065	Western Consort
D1016	Western Gladiator	D1041	Western Prince	D1066	Western Prefect
D1017	Western Warrior	D1042	Western Princess	D1067	Western Druid
D1018	Western Buccaneer	D1043	Western Duke	D1068	Western Reliance
D1019	Western Challenger	D1044	Western Duchess	D1069	Western Vanguard
D1020	Western Hero	D1045	Western Viscount	D1070	Western Gauntlet
D1021	Western Cavalier	D1046	Western Marquis	D1071	Western Renown
D1022	Western Sentinel	D1047	Western Lord	D1072	Western Glory
D1023	Western Fusilier	D1048	Western Lady	D1073	Western Bulwark
D1024	Western Huntsman	D1049	Western Monarch		



Above
Castle 4087 'Cardigan Castle' on the up main at West Wycombe. 1961
 Ken Laurie

PROJECT EVERGREEN

CHILTERN DELVERS PHASE 1 ON TIME

One of the main commitments which secured the new 20-year franchise for Chiltern Railways was an ambitious programme of planned infrastructure improvements and capacity enhancements known as Project Evergreen. The first phase of this, the re-instatement of 9 miles of double track between Bicester North and Aynho Park, was completed in August 2002, on time and on budget – a cool £50 million.

The original double track between Princes Risborough and Aynho Park was singled as an economy measure by the Western Region in the autumn of 1968, leaving only a passing loop at Bicester North. This was when the line had reached its low point. Indeed, it is no secret that BR actually wished to close the line completely north of Bicester. When attitudes changed and the Chiltern line benefited from Total Route Modernisation in 1991-92 the single line was retained but colour light signalling was introduced controlled by the new Integrated Electronic Control Centre (IECC) at Marylebone. The junction with the Oxford to Birmingham line at Aynho was also modernised with its 'box closing and control being taken over by a mini-panel located in Banbury South Signal Box. A set of intermediate block signals were located just south of the site of Ashendon Junction to break up the 18½ mile section between Princes Risborough and Bicester North but the line thence to Aynho Park was a single section. This severely restricted the amount of traffic that could be handled but BR still didn't expect to run more than one train an hour each way and then only in peak times.

With privatisation, Chiltern Railways had big ideas. They wanted to offer hourly service north of Princes Risborough with an eventual aim of a half hourly service. The infrastructure they had to work with, despite being brand new, was totally inadequate. The first step was to re-instate double track between Princes Risborough and Bicester North. This was done in 1999 and largely involved laying new track on the site of the old Up line. At Ashendon this had climbed and crossed over the GC lines on a bridge which had long since been removed. The new alignment was to the east side of the old flyover and involves reverse curves at each end. - these require an act of faith if you are in the cab doing the permissible line speed of 100mph! The old line which was now the Down line retained its bi-directional signalling but the new Up line was signalled for operation in the Up direction only.

This helped Chiltern run a more reliable hourly service but one still dogged by possible delays on the remaining single track section particularly if an Up train was delayed north of Aynho and missed its path. If Chiltern was to achieve its twin goals of 93% punctuality and a half hourly service then re-instatement of the remaining double track was a priority.

Initially it had been hoped to do the work late last year but the turmoil involving Railtrack delayed the start. Things got underway early in 2002 with the clearing of the track bed and moving of signal cables which BR had routed along the abandoned trackbed when it resignalled. At this point it should be noted that the single line departed Bicester North on the original Down alignment but about 1½ miles north it slewed across to original Up

alignment which it followed through Ardley Tunnel and across Souldern No. 1 and 2 Viaducts to Aynho Park where the line split following the original alignments, the Down crossing the Oxford lines by a bridge, to Aynho Junction.

Because of this, considerable work was required to install the second track which involved some slewing of the existing track and repositioning of one signal, ME196 the Up Home at Bicester, on a temporary basis. To speed up this most complex part of the project, the line was closed completely north of Bicester for 17 days from April 20th to May 6th. This actually became May 8th because a tamper ran through and damaged a set of points. Once the line reopened, it was still being worked as a single line whilst the new signalling was installed and commissioned and other work completed.

The new arrangement is as follows. First, both lines are signalled for bi-directional running between Bicester North and Aynho Park. The former point at the south end of the old single line at 9m 42c has been replaced by a trailing crossover at 9m 68c. A new 260 yard long "turnback" siding has been installed on the Up side north of the station with a trailing connection to the Up line at 9m 40c. This can hold up to ten class 165 or 168 cars. The former two aspect signals at the north end of the station are replaced by three aspect signals ME1201 on the Down Line and ME2033 on the Up line. The latter has a Position 1 route indicator to direct Down trains to the Down line at the crossover at 9m 68c, and a subsidiary position light signal and theatre box indicating "SDG" for moves into the turnback siding.. Down trains travelling to Aynho on the Up get no route indication. The exit from the siding is authorised by a two aspect stop signal ME1440. Note that Down trains terminating at Bicester North can only arrive on the Down line from Princes Risborough. If they stop at the Down platform (No. 1) they have to return as an Up move on the Down line. However they can cross to the Up platform (No. 2) by the existing facing crossover south of the station and either terminate at the station or shunt to the siding. Return trips can be by either the Up or Down lines, signal ME190 south of the station having a Position 4 indicator for the latter.

It has been reported in the railway press that the signalling would be 3 aspect throughout. This is not the case. The yellow aspects of ME1201 and ME2033 are distant for the next Down signal on the Down line, ME1203 which is an automatic two aspect stop (red/green) unit at 10m 40c. There is no corresponding signal on the Up line so as a result ME2033 cannot display a yellow aspect to a Down train on the Up line. The next down direction signals come at 14m 0c and are ME1207R on the Down Line and ME2035R on the Up line. Both are automatic two aspect repeater (yellow/green) signals which advise the driver of the condition of two aspect stop signals ME1207 (Down) and ME2035 (Up) located at 15m 0c, just before entering the 1155 yard Ardley Tunnel. Emerging from the tunnel the next signals are a pair of two aspect repeaters at 17m 29½c controlled by Banbury South, BS303R (Down) and BS501R (Up). The former pointwork at Aynho Park has gone so Down trains on the

Down line continue over the flyover to three aspect signal BS303 at 18m 11c. This has been relocated 123 yards toward London from its old location and authorises movements onto the Down Main towards Banbury. Down trains on the Up line continue to a new three aspect signal, BS501, at 18m 0c. This has a Position 1 route indicator to direct trains through the existing trailing crossover at Aynho Junction to the Down Main. For this purpose, BS501R can display a flashing yellow to the driver when the line is cleared through this crossover.

In the Up direction, for the time being, all moves must be on the Up line but both are signalled for Up direction movements. The full implementation of bi-directional running must await the Cherwell Valley resignalling scheme which I'll mention briefly at the end. Three aspect signal BS104 on the Up Main approaching Aynho Junction remains unchanged. It has two junction indicators, Position 2 directs to the Up Bicester line and Position 1 to the Up Goods Loop alongside the Up Main beneath the flyover. A subsidiary position light is provided for Permissive moves into the loop if it is occupied. Once on the Up Bicester line the first signal is ME1210, a two aspect stop signal at 17m 53c. It has a counterpart, ME2036, at 17m 55c on the Down line. Next comes a two aspect repeater, ME1206R, on the Up line at 14m 2c (i.e. back to back with ME2035R), there is no Up signal on the Down line here. ME1206, a two aspect stop signal is located on the Up line at 13m 9c near the site of Ardley station. Two more two aspect repeaters, ME1202R (Up) and ME2034R (Down) are located at 11m 13c, the latter having the ability to show a flashing yellow. ME1202 and ME2034 are three aspect signals at 10m 9c and ME2034 has a Position 1 junction indicator to signal moves through the crossover to the Up line at 9m 68c. These are the last signals before entering Bicester North station.

Permissible speeds over the new double track vary. On the new Down line it's 85 for loco hauled trains and 100 for multiple units in either direction between 9m 40c and 17m 29c. From there to Aynho Junction it drops to 25 and 50 respectively. On the Up line the limit is 35 and 65 respectively between the junction point at Aynho to 17m 45c for Up trains and 25 and 50 respectively for Down trains between 17m 29c and the junction. Between these points and 9m 44c it's 70 and 90 respectively in both

directions. Bizarrely, Up trains on the Up line have to slow to just 25 mph at 9m 44c which applies to 9m 00c where the limit rises to 60 and 100. Quite why is unclear as Up trains on the Down line are restricted to 45 and 75 from 9m 40c to 9m 00c! The crossover at 9m 68c can be negotiated at 40 mph by all trains in either direction, whilst the speed into the turnback siding is 15 mph.

All signals are equipped with AWS ramps and ATP loops whilst those where a possible collision would occur in the event of a SPAD have TPWS loops. The whole section, both lines, is fully track circuited rather than the axle counters that protected trains when it was a single line – an example of BR doing things on the cheap! It seems that Railtrack may have wished to follow the same course, as a change notation on the installation drawings states "Replacement of axle counters with track circuits".

The new layout allows for the implementation of the Cherwell Valley resignalling scheme now scheduled for 2003. This will eliminate the remaining semaphores at Banbury and Fenny Compton. The Up and Down Mains through Aynho Junction to Banbury will be bi-directional and a new facing crossover will be installed north of the existing trailing one at Aynho Junction allowing Up trains to use the Down line to Bicester and Down trains off the Down Bicester to take the Up Main to Banbury. For this a Position 4 indicator will be added to BS303, along with a flashing yellow on BS303R, and BS104 will get a Position 4 indicator (Up moves on Down Main) and Position 5 (Up Main to Down Bicester). Fenny Compton and Banbury North 'Boxes will close and it was assumed that Banbury South would too with Leamington Spa's solid state interlocking (SSI) Signalling Centre taking over control. However, notes on the Bicester drawings suggest that Banbury South may be retained with a new panel to control the Cherwell Valley. We wait and see.

The new layout and signalling will allow Chiltern to achieve its desired service enhancements. It will really be put to the test during the coming autumn and winter when some traffic displaced from the WCML by Route Modernisation will be diverted over the Chiltern line, much to the concern of Chiltern managers!

Isn't history repeating itself?

Mike Walker

Right
The Blue Pullman on an up line
at West Wycombe. 1961
Ken Lawrie



SEATON TRAMWAY

Pictures by Alan Costello

Editors note: You may recall in issue 99 of 'The Marlow Donkey' the following note appeared. '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.' Now here are the pictures of the Seaton Tramway.

Further to my article. I was at the Tramway again in April. The body of the new tram number 9 was delivered on 11th April and was being prepared for painting but the driver I spoke to didn't know what colour. After being fitted on to its bogies and testing it is hoped that it will be ready to run on the line in June. **Alan Costello**



Above

No. 19 on a tram driving lesson special at Colyton on 12 April 2002. Built in 1906 No. 19 was in use at Exeter as a 3' 6" gauge open topped tram. It was rebuilt at Seaton between 1994 and 1998.

Right

No. 7 at Colyton on 3rd October 2001. The trolley pole is in the process of being turned on the triangle ready for return trip. No. 7 was built at Barnet to 2' gauge and was based on the Llandudno and Colwyn Bay system.



Left

No. 16 crossing the A3052 at Colyford on 11 April 2002. No. 16 was built in 1921 as an 3' 6" gauge open topped car for use at Bournemouth. It was rebuilt over a period of 17 years at Seaton and appeared in its present form in 1991.



Left

No. 17 at Colyton on 3 October 2001. The old station is on the left and the tram is on the old LSWR trackbed which has been flattened and laid with cobbles. No. 17 was built at Seaton in 1988 based on the Manx Electric Railway 'toastrack' cars and has been built with removable seats to allow wheelchairs to be carried.

Below

No. 12 (on left) and No. 8 at the Seaton Terminus on 3 October 2001. No. 12 was built at Eastbourne in 1966 as a single decker, rebuilt as an open topper in 1980 and rebuilt with a more closed in body in 1999. No. 8 is another tram built at Eastbourne in 1968 and was the first car to be built to the Seaton gauge of 2' 9".



Left

No. 14 at Colyford on 3 October 2001. On the left is the former LSWR urinal. No. 14 is the oldest tram on the railway having been built in 1904 as a standard gauge Metropolitan Tramways type A car. Purchased in 1962 it eventually appeared in its present rebuilt form in 1984.

All pictures Alan Costello.

Remember you can keep up to date with progress at the Seaton Tramway by visiting www.tram.co.uk it contains all you would expect plus extras like bird watching from the trams, news on construction of new tramcars and tram driving lessons.

WHERE TO GET YOUR KICKS! (AGAIN)

THIS TIME WITH PICTURES

By Mike Hyde

In the inky darkness we descended from Train No 3, the South West Chief, at Williams Junction, Arizona. A stop it is. A station it is not, unless you count a small area of concrete between two tracks and one light standard. Our bus awaited and consumed our luggage. With a shout of "Put the light out Luke" we departed. No.3 had disappeared as we drove off into the pine trees along a dirt road at one in the morning. 2 hours late was nothing unusual, as we were to find out the next morning when we rejoined No.3 even later. We hit a short length of abandoned metalled road at which point our driver announced "Once Route 66, you know".

Practically everyone of a certain age knows that the former 'Mother Road', Route 66, ran 2,448 miles from the Windy City to LA, i.e. Chicago to Los Angeles, actually to Santa Monica. Since its official designation in 1926, which was the first time routes were uniformly signed from state to state, it has been replaced for the most part by Interstate I-40, at a cost of \$355 Million. But it was not until 1938 that it became the first completely paved cross-country highway in the US. Williams holds the proud distinction of being the last community to be by-passed by the Interstate highway in 1984, with many stretches of the original 2-lane road (a 165 mile stretch exists west of Seligman) listed on the National Register of Historic Places.

However, here and in many other places such as Flagstaff and Winslow, old 66 is very much alive. Signs proclaim 'Historic Route 66' rather like we hold the A38 or the A40 in awe !?. In Mountain man Bill Williams' adopted town, Marshall John B Goodmore keeps the law. At the twice-weekly shoot out on 66 (true) he always wins the day, or rather night. He must be very good because he not only always wins the morning shoot out at the railway depot (also true) but he never fails to beat the daily train holdup (yes, true) by dastardly Two Feathers and the Cataract Creek Gang. Dawgonit! Won't they ever learn that the baddies have gotta lose everytime?

But you thought this was a train story. So it is. The BNSF line, also used under licence by the long suffering Amtrak passenger service, and Route 66 seem to have a kindred spirit arising from their almost similar routes across the mid-west to the Pacific Coast. They frequently cross or run

parallel and in the '50s both must have been very active. Today 'King Freight' reigns on the iron road and since much is single track, with eastbound UP or BNSF perishables having priority, paying passengers have to bide their time. A real pity because with necessary investment and a more positive will this service could almost be good.

At Williams, some years ago, the ATSF Railroad decided to divert the mainline past the town leaving the station high and dry. True the meandering freight line to Drake, Clarkdale or Matthie and Phoenix is still in operation through the station area but the buildings now serve the Grand Canyon Railway with its many tourists. Nevertheless the local population are striving to get a new facility erected at the Junction (a former building was removed after a short life and nothing remains) to serve Amtrak users rather than rely on clients being bussed in from Amtrak's preferred stop of Flagstaff. Incidentally, since Williams is unmanned it does not appear to have an official baggage destination code (WMJ was used on our rail tickets) so it can be a problem to have luggage shipped there, but yours-truly succeeded on this occasion.

We were a party of 20 travelling across America by rail. That concept surprised many fellow travellers and train crew. But the trains were busy even if they are only a once-a-day service and usually subject to delay. Perhaps it was a new adventure for many, or revisiting the past for some, or that people were fed up with airlines and waits at airports (we had these too). More positively it must surely be the scenery: Plains, mountains, forests, towns, wildlife, etc that attracts paying passengers. To me it is worth every penny even sleeping nights in the train's Superliners and with daytimes spent in the swivelled-chaired Viewliner loungers. Food was generally good but service was often poor.

P42B 'Genesis' units were order of the day on all our Amtrak trains. Our 'South West Chief' sported four throughout. Nos. 24,167,128,53 started us from Chicago.



Right

*South West Chief at Lamy,
Genesis 24 leading. August
2001*

Mike Hyde



Left
Lamy Station, waiting for
Amtrak. August 2001
Mike Hyde

towards Las Vegas and eventually Lamy.

We took a break at Lamy to travel overland for a few nights in Pagosa Springs. This enabled visits to be paid to the Cumbres and Toltec Scenic Railroad (probably the finest NG, certainly in the US), the

Nos 7,77,1,78 took us over from Lamy to Williams. Nos 24,167,128,53 caught us again for the last leg from Williams to LA. In the meantime they had gone forward to LA, returned to Chicago and then back to Williams; nearly 5,000 miles in 6 days!

There was no consistency in livery with lower numbers (including you will note No.1) in the earliest Amtrak style, up to the century plus numbers carrying the fancy new logo. After a hesitant start at Chicago, the units performed well with a slow easy take-up each time. Rarely were they flat out but this might have depended on the state of the track that frequently varied in quality.

After leaving the wonderful sights of Chicago (magical at night) we headed west along the 'racetrack' to Mendota where we saw our first of many plinthed locomotives. Burlington 4978 (2-6-2) outside the BN Museum. Along the line at Galesburg, where the main divides for San Francisco or LA, there was Burlington 3006 (4-6-4). Outside of Kinsley near Hutchinson stood Burlington 3424 and at Dodge City was SF 1139 (2-6-2). Lamar gave us SF 1819 (2-6-2) and La Junta SF 1024 (2-6-2). Thereafter they seemed not to appear as we drifted through Trinidad and climbed over the Raton Pass

Durango & Silverton NG Railroad, and the Mesa Verde National Park. A further break at Williams brought with it a return trip on the Grand Canyon Railway and a glimpse of that 'big hole'. Days later we were moving ever westwards. The SW Chief finally took us over Cajon Pass



Above: GCR 460 at Williams, Grand Canyon Railway

Left: RG 497 at the Cumbres and Toltec Scenic Railroad

Both pictures August 2001 by Mike Hyde

with views from the summit of climbing freights, and lower down a trackside monument (grave?) dedicated to Kevin Williams and Gill Ortiz by the bridge under highway I-15. What was off-putting and rather sinister was the approach to San Bernadino and the bank of pinkish/grey smog getting ever closer until we were in it. Such is the daily fate of LA and its environs to suffer this obnoxious cloud. It is also clearly visible as you fly into LA and descend to land.

Because we were by now well over three hours late, Amtrak had laid on a bus to take my party to meet the Coast Starlight somewhere north of LA. Talking to the driver, it seemed to be a regular plan. Unfortunately it





Left

*San Francisco cable car for Powell and **Hyde** stations.*

***Mike Hyde**, August 2001*

locos with an Amtrak California Dash 8-P32BWH unit leading took us on to San Francisco, past Monterey's pelicans, nodding donkeys and a wonderful sunset under the haze.

Quite a tiring journey overall but very enjoyable. At times one felt like a pioneer as we headed west. Certainly the scenery often put you in mind of those intrepid wagon trains struggling

meant that we missed seeing the splendour of the magnificent Union Station terminal and we missed probably the most scenic part of the coast route. Initially our aim was Santa Barbara but we were still 30 minutes behind. The road, US101, takes an inland shortcut through the Santa Ynez and San Rafael Mountains, to Santa Maria and Pismo Beach. This put us at the next stop for the 'Starlight', San Luis Obispo, with ten minutes to spare. Had we not made it on our 5-hour bus journey then the next stop would have been San Jose or SF itself! Two Genesis

over the deserts and mountains. The skills of the railroad surveyors, builders and engineers have to be marvelled at considering the limited technology available to them only 150 years ago. One day the required investment might catch up with the efforts of the early pioneers and thus be able to develop the potential of this excellent mode of transport for this vast country. Highly recommended if you are in no hurry or have no connection to make!

Mike Hyde. August 2001



Norman Aston-Smith Trophy Winners

(updated list with thanks to Alan Costello)

1981	Mike Walker	1993	Tony Caton
1982	Bas Woodward	1994	Stan Verrinder
1983	Stan Verrinder	1995	Julian Heard
1984	Ron Brooks	1996	[not recorded]
1985	John Sears	1997	[not recorded]
1986	Les Stroud	1998	Tim Speechley and Gordon Rippington
1987	Les Stroud	1999	Mike Walker
1988	Mark Hopwood	2000	Gordon Rippington
1989	Bob Young and P Searle	2001	David Gardner
1990	Martin Pink	2002	Mike Hyde
1991	John Sears		
1992*	Martin Pink * New trophy made		

LOOKING BACK TO 1977 AND 1987

Compiled by Tim Edmonds

25 Years Ago

Children at Southlands Primary School, New Romney, who live in Dymchurch began the new term with travel by a new mode of transport when Kent County Council chartered a train on the Romney Hythe & Dymchurch Railway to replace school buses.

Due to commence on 3 October, the introduction of the new BR timetable was delayed on the Eastern Region by a labour dispute. This caused the inauguration of the electrified services on the Braintree branch to be postponed. Not delayed, however, were the first outer-suburban electric services from Kings Cross to Hitchin and Royston. From 3 October three 8-car class 312 sets started operation, with further sets becoming operational over the next three months.

The Government announced its refusal to support proposals by the Greater London Council for the extension of the London Transport Jubilee Line (formerly known as the Fleet Line) eastwards through Docklands. The Government considered it would represent "poor value for money" compared with road network improvements in the area and modernising existing railways such as the East London line and Stratford - North Woolwich.

In the year of the Queen's Silver Jubilee, a number of steam specials were operated. Notable among these were two complementary specials, "The Midland Jubilee" and "The Western Jubilee", which worked on Saturdays 1 and 8 October. These involved steam haulage between Chester and Newport by locomotives

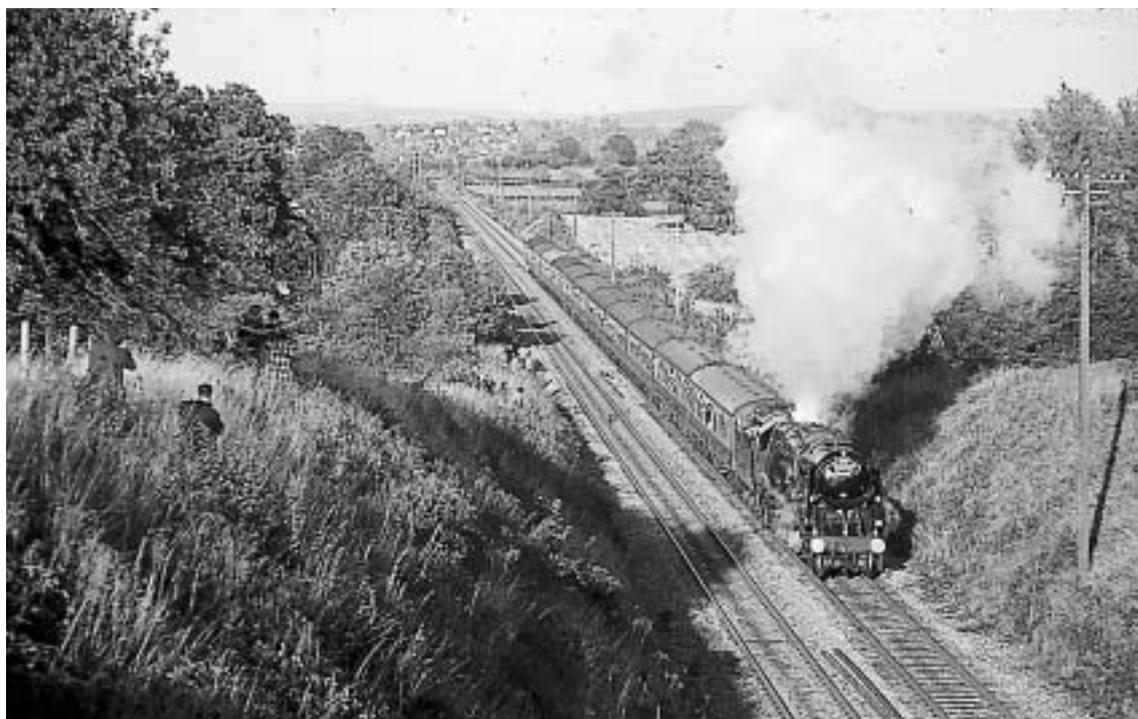
representing each of the "big four" companies: 4498 "Sir Nigel Gresley", 6000 "King George V", 6201 "Princess Elizabeth" and 35028 "Clan Line".

continued over

At a ceremony in York station on 7 September, Eastern Region formally accepted its first Inter-City 125 HST, 254 001. This was followed by a demonstration Press run to Darlington.

Above

6201 "Princess Elizabeth" speeds through Bromfield, north of Ludlow, with "The Midland Jubilee" railtour, 1 October 1977.



Below

35028 "Clan Line" climbs out of Hereford in the evening sunshine with "The Midland Jubilee" railtour, 1 October 1977.

15 Years Ago

The last of the summer's steam-hauled "Scarborough Spa Express" services took place on Bank Holiday Monday, 31 August, when ex-GWR 4-4-0 3440 "City of Truro" made two return trips between York and Scarborough.

The thirteen two-car class 142 "Skipper" DMUs introduced to Devon and Cornwall branch lines in 1986 were transferred to the north of England because they could not cope with the curves and gradients in the West Country. They were replaced by first-generation DMUs until "Sprinters" became available.

The new station at Haddenham & Thame Parkway was opened on Saturday 3 October, when an inaugural special to Marylebone was worked by 4498 "Sir Nigel Gresley". Normal passenger services began with the introduction of the new timetable on 5 October.

From 11 October the Marylebone area was transferred from London Midland to Western Region, and from Network SouthEast North to Network SouthEast West, which was renamed "Thames and Chiltern". The Western Region boundary was also moved north from Heyford to Fenny Compton, thus including Banbury in the Reading Area.

The driver and three passengers on the 05.27 Swansea - Shrewsbury DMU were drowned on 19 October when Glanrhyd bridge, on the Central Wales line near Llandeilo, collapsed beneath it. The brick and steel

structure over the River Tywi had been damaged by flooding.

Thirty-one people were killed and twenty were seriously injured after a fierce fire at Kings Cross underground



station on the evening of 18 November. All the victims died from burns and smoke inhalation, most of them in an explosive flare up which engulfed the station concourse and booking office.

Above: 3440 "City of Truro" racing past the site of Weaverthorpe station with the return leg of the York - Scarborough "Scarborough Spa Express", 31 August 1987.

Below: Carrying its Golden Jubilee headboard, 4498 "Sir Nigel Gresley" eases the stock of the "Haddenham & Thame Pioneer" inaugural special past the crowds at Haddenham & Thame Parkway station, 3 October 1987.

