

THE MARLOW DONKEY



Edition

106

March 2004



Contents:
Dean Forest Surprise
North of North
Andean Adventure

The Marlow Donkey

The Magazine of the Marlow and District Railway Society

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FRONT COVER PHOTOGRAPH.

Another from MDRS member Ken Lawrie's collection of negatives from the 1950s & 60s.

60022 Mallard at Kings Cross in the mid to late 50s Ken Lawrie

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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.

2004

Thursday 15 April	MILITARY RAILWAYS	FL Pugh
Thursday 20 May	WORLD STEAM	Peter Greatorex
Thursday 17 June	RAILWAYS IN PEMBROKE	Rev. M R Connop-Price
Thursday 15 July	UK Charters	Adrian Palmer
Thursday 19 August	Ruislip Lido Railway	Trip by Car
Thursday 16 September	CUBA	Tim Speechley & Peter Robins
Thursday 21 October	THE UNION LIMITED MALUTI	Edward Stansfield
Thursday 18 November	AMERICAN RAILWAYS	Tom Watson
Thursday 16 December	CHRISTMAS SOCIAL	

TRIPS 2004

Sunday 11 July	Dean Forest Railway	Coach
Friday 4 - Sunday 6 June	Railfest 2004 & NYMR	By Car
Thursday 19 August	Ruislip Lido Railway	By Car

Please: NO TALKING DURING PRESENTATIONS

Please note: The above programme is subject to change

GWR LNER SOUTHERN LMS LBSCR LSWR MIDLAND CALEDONIAN SECR GREAT EASTERN GREAT
NORTHERN CALEDONIAN GSWR

CHAIRMAN'S NOTES

Some 200 years ago a small gear wheeled engine took to the rails of a tramroad at Penydarren, South Wales. The locomotive was born. It was some 25 years later that the Rocket became the benchmark that would determine future developments. With the forthcoming York festival the 1981 built replica should be on display alongside a collection of locomotives from York museum and preserved lines. Such an event is a 'must to see' as it is doubtful that the like of an event of this size may never happen again. With sufficient interest it is hoped to take a party of members to this event over the weekend of June 5th/6th and possibly taking in the North Yorkshire Moors Railway.

Spotted in a national tabloid was a recruitment advert for various positions on the Southern Region, including that of "Vegetarian Clearance". Buffet facilities now withdrawn for vegans, the cull begins. This should help overcrowding on the services into Waterloo and Victoria commencing April 1st.

Gordon Rippington Chairman

THE DEAN FOREST RAILWAY SURPRISE



Lydney Junction with DMU waiting to head out for Tufts Junction. 20 July 2003

David Gardner

I believe that it's a good few years since the MRDS last visited the Dean Forest Railway and if my memory serves me correctly they were then based at Parkend. I was therefore quite keen to find out what developments had taken place during the intervening years since then. Originally I had intended hiring a car to get there but my wife Rosemary said we should go by train. All right by me but accommodation in the Forest of Dean is not over generous; most of the guest houses being based in Coleford or Parkend. However the local Tourist Information gave us a Lydney phone number and we were able to book a double room for the Saturday night of the 19th July. A few days before we were due to go Rosemary suggested I ring to check that everything was all right for the Sunday and that we were in fact meeting up with everyone else at Norchard. "I already have the details" was my reply, "and anyway if there's a problem someone will let us know". Famous last words I think.

On the Saturday morning we caught the 09.35 train from Chippenham to Swindon meeting Rosemary's elderly sister on the platform. She wanted to go to Cardiff but her train was due out from the new platform 4 within five minutes of our arrival. A train was ready to depart and in the rush I almost pushed her on board. Luckily the doors were locked, as it was the late running Penzance train! I left her shaking on the platform while I dashed back to the bay to catch the Gloucester train, a Pacer that was about to leave. We had just over an hour to wait at Gloucester for our connection to Lydney but there was plenty of activity so the time passed quickly. Our train to Lydney was advertised as a Wales & Borders Birmingham-Cardiff service but had a Central Trains

pair of Cl.158 units instead. Lydney station has little more than a bus shelter on the platform these days but there is still a signal box guarding the level crossing. The line is quite busy with frequent freight and passenger services. Trains stop at Lydney generally every two hours in each direction with a more frequent peak morning and early evening service.

After a picnic lunch in the very pleasant Bathurst Park we dropped off our overnight bags at the digs and wondered the few yards to the town. We discovered a book and model shop in the High Street called Dean

Sidings where I purchased a 1953 Railway Magazine for 50p which contained an article on "The Making of the Titfield Thunderbolt" film. I also got a second-hand O.S. map covering the Forest of Dean area and joy of joys a book on Thames Valley buses, something I had been looking around for years. For such a small place Lydney has quite a lot going for it; with several pubs, restaurants and teashops plus three large supermarkets. There is also a working paper mill and several other industries. The Dean Forest Railway runs right through Lydney with three stations, serving the Junction, St. Mary's Halt and Town. Norchard is a mile further on. After a restful night and light breakfast Rosemary and I left our B&B which incidentally was run by a young man hardly out of his

Vintage Bedford coach c1940s at Norchard. 20 July 2003

David Gardner





Cl. 14 0-6-0 diesel No. D9555 runs round its train at Lydney Town. 20 July 2003

David Gardner

teens; but it was really top notch and I would recommend his establishment to anyone wishing to stay in the area.

The Saturday service was operated by a pair of DMUs, this is the normal set up, with steam hauled trains operating on Sundays. We walked to Norchard, which has a large car park but a somewhat cluttered railway that made for rather complicated shunting movements. As the minutes ticked by it became obvious that I was to be the only MDRS member attending. Just as I had given up a vintage coach rolled in. Could this be them I wondered but no it turned out to be a party from Minehead. In the yard were 2-6-2 tank 5541 with its boiler raised and pannier 9642 and an industrial saddle tank. It was

announced that there would not be any steam locos in service so one of the powerful Cl.14 diesel 0-6-0s No. D9555 was operating the main Norchard to Lydney Junction service. We took our seats to travel up to the junction station where most of the passengers transferred to the DMU, which was waiting to go to Tufts Junction. We however returned to Norchard to have some lunch a good look around the shop. It was then back to Lydney Junction where we caught the DMU to Tufts. We sat at the front so got a drivers eye view of the line plus commentary. We were told that we might see buzzards, deer, rabbits and other wildlife but all I spotted were two cabbage white butterflies. Perhaps we were just unlucky. After returning to Lydney Junction we left the DFR walking the short distance to the main line station. Apparently in the good old days the two stations were connected for passenger transfer by a long bridge. We left the preserved railway approximately an hour earlier than originally planned – in truth I had become bored with the lack of steam.

As engineering work was taking place between Bath and Swindon I had decided our return would be via Chepstow, Newport and Bristol as apart from anything else I like to add variety to a journey. We had a lengthy 75-minute wait at Newport and thirty minutes at Bath, the latter due to a coach replacing train services. We arrived in Chippenham tired but reasonably satisfied after our weekend jaunt. It is just a pity we did not see any of our friends from the MDRS.

David Gardner, September 2003.

A fine shot of Maunsell 'Lord Nelson' class 4-6-0 30853 'Sir Richard Grenille'

Late 1950s probably near White Waltham.

Ken Lawrie



NORTH OF NORTH

by Mike Hyde

Having lived a while in Scotland and travelled to some of the Highlands and Islands. Orkney and Shetland (note singular and not Isles) have always seemed mysterious if remote to me. A chance to visit came in late August 2001, so I had to go. After arriving by Virgin Cross-country at Aberdeen I could put my Ian Allan spotters book away as there was no more rail for me to observe. As I was to find out, that is not strictly true if you include, as I do, preserved features or simply historical remains.

The MV Sunniva of the P&O Scottish Ferries fleet took us first the 128 miles to Stromness on Orkney. An agreeable ship for inter-island 4 day /3 night cruising. At 6,350 Tons with over 400 passengers and 200 cars aboard she travelled at some 15 knots in reasonable comfort in spite of a little breeze at times. Departure from Aberdeen was noon and we were ashore next day at 8am.

PART 1 - ORKNEY

Our tour took us to via Houton to Burray, en route admiring the vast anchorage of Scapa Flow where the German fleet had been scuttled following the First World War surrender. On the eastern side of the Flow we came upon, and crossed, 3 of the 4 'Churchill Barriers' built in WW2 to keep out enemy submarines. WW1 block ships were thought to be sufficient protection to the Home Fleet but not after U47 had slipped in and sunk HMS Royal Oak with the loss of over 800 lives.

The barriers which were to provide a road link to the several islands, were built under contract by Balfour Beatty latterly utilising Italian Prisoners of War. The first causeway No.1 joins St Marys to Lamb Holm, then No2 to Glimps Holm and No3 to Burray. At the southern end of Burray No4 links with South Ronaldsay. All utilised railways in their construction. It was hard gruelling work in often bad weather. Quarries were developed on each island and loose stone or stone blocks were transported to site usually by narrow gauge railway.

The track itself first needed thousands of tons of crushed stone, hundreds of sleepers and miles of rail. The lines had to operate steam, diesel and petrol locomotives, pulling up to fifty-ton loads in wagons. There was obviously a regular requirement for large supplies of coal, oil and water, etc, and many other items which go to maintain a railway'. Don't we know! The barriers consist of broken rock covered over by formed concrete blocks along the sides and top, upon which is built the road. The depth of the channels to be filled varied, up to 50 feet deep and contractors had to contend with very strong sea water



Survey Ship 'Ernest Shackleton' based Stanley, Falkland Islands in Aberdeen.

1 September 01 - Mike Hyde

currents from opposing directions. Work started initially in 1940 and contract UK labour was housed on board a moored ship. Camps were built ashore and in 1941 the first PoWs arrived. Sometime later a beautiful chapel was created by them in a nissen hut on Lamb Holm, which now receives thousands of visitors every year. As the works progressed, several gauges of tracks were introduced. In the blockyards steam cranes were normally on Standard Gauge but quarry lines and those to the pier areas were often 3ft, even 2ft on Glimps Holm. Steam saddle tank locos included Winston Churchill (formerly Halifax), Admiral Lister (Taffawr) and Vyrnwy – a German built tank previously used in Wales. Once the basic causeway had been established the rail line was pushed out from one end and stones or blocks taken to the work face and placed in the water or on the fill by crane. Aerial cable-ways were also employed in the early construction. When completed roadways replaced the rails on the causeways.

Orkney's first steam railways (military base construction) go back to WW1 but even earlier there were railways utilised by the fishing industry. All its railways were built for industrial or military purposes. A passenger line from Stromness to Kirkwall was suggested in 1873 but it never materialised. Whilst odd portions of rail are to be found on docks or out of the way places, other than a short demonstration line at the Scapa Flow Visitor Centre (SFVC), no further lines were developed. In 1977 a standard gauge loco was brought over from mainland Scotland to serve on a proposed leisure line in Kirkwall. It was never built and the loco went to the Strathspey Railway at Aviemore then on to the East Somerset. Some exhibits

are to be found at the SFVC. Nearly 50 railways of varying gauge (9 Standard) and length (from under 20yds to over 2000 yds) were built on Orkney so you can see the lure of the iron rail still exists here.

NORTH OF NORTH - PART 2 – SHETLAND

A similar tale of extinct railways as on Orkney, features on Shetland, 8 hours further to the North by ferry. True the emphasis was more on fishing than on military. Some 65 lines are known to have existed on the mainland (of Shetland), Unst, Bressay, Yell and the other islands. All believed to be narrow gauge with 2ft or thereabouts being quite popular. Almost exclusively operated by manpower or occasionally by winch they were sited predominantly on piers. Lighthouses used rail during construction and for supplies or general use. Other users were the herring fisheries, stone quarries, fish meal factory, coal or timber wharf and a sawmill. The RN and RAF also



*Keep Shetland Tidy
September 01 - Mike Hyde*

used rail during construction and servicing of bases. No passenger rail services existed. One may still find a few scattered artefacts laying about and trace the line of trackbeds in the countryside or even under tarmac in places.

Of course the motor car has now made travel on the islands easier and a good bus service can get tourists and school children about. One interesting story, and not to be confused with the public transport system, is that of the 'Shetland Bus'. This WW2 story is one of daring and courage. Small fishing boats initially took supplies and personnel into enemy occupied Norway and some times brought back refugees. The risks were high from enemy sea and aircraft not forgetting the weather

and sea conditions. The book by David Howarth (published by The Shetland Times Ltd) makes a good read especially as it is a true story.

Mike Hyde 2001

YOU COULDN'T MAKE IT UP! (2)

Welcome to You Couldn't Make It Up, an occasional offering of some of the lighter or more farcical things that go on in the railway industry that you won't get to see in the mainstream magazines.

LOST OR MISTAKEN IDENTITY

A few months back two herberts from Notwork Fail rolled up at the ticket window at Cookham and asked the booking clerk where the Signal Box was. "There isn't one" was his answer. However the visitors insisted, they'd been sent over from Swindon to assess what modernisation it needed to bring it up to the latest Health & Safety standards. At this point a customer piped up, "It'll be a big job, they demolished it thirty years ago".

A few weeks later Bernie Wheeler was in his usual position towering over the APTIS machine in Bourne End ticket office when a gent wearing a Balfour Beatty HV jacket strolled in and asked where the Track Depot was. Bernie said there wasn't one but again the visitor was adamant – he had a meeting there. A ten watt bulb burst into life in the inner recesses of Bernie's brain.

Bernie: "Which county is this Bourne End in?"

Visitor: "Hertfordshire."

Bernie: "Ah well there you are, this is Bourne End, Bucks and we don't have a track depot."

Visitor: "Well how do I get there?"

Bernie: "Try the M25."

Mark Hopwood tells me of a time when he was with Thames. He got a call from Slough Panel telling him they'd had a report from BTP that a tractor had fallen onto the line at Bourne End so trains had been stopped. Mark thought this odd and went to Maidenhead and joined the train to run to Bourne End to find what had happened. He felt if it was anywhere it was between Cookham and Bourne End where there's a cutting and two over bridges. Leaving Cookham they went forth slowly to Bourne End. Nothing. On arrival Mark phoned Slough and was told to forget it. It seems the tractor had fallen onto the WCML and the 999 call was made to Hertfordshire Police who passed it on to BTP. They looked up Bourne End in their list of stations and found only Bourne End Bucks with Slough as its controlling signalling centre. So the Donkey was stopped whilst Virgin and Silverlink swept past the tractor. It was only when Control started getting frantic calls to stop these trains and switch the juice off that the mistake was realised!

ANDEAN ADVENTURE – RAIL TRAIL IN PERU.

by Mike Hyde



FVCA No. 206 'Andes' Type 2-8-0 at San Bartolome

October 2001

Peru is apparently becoming an increasingly major tourist destination. So before it disappeared under fast food stores and bottles of Bud' a visit was called for. Besides, roads are rapidly overtaking the important, and previously the only, communication lines of rail. Yet even in 2001, rail is still the only real choice in some areas. In any case it is by far the best way to travel comfortably and to see the country – true, that applies in most countries but here in the Peruvian highlands it is even more appropriate.

We ventured into the central and southern areas of the country including places hardly visited by tourists. From the thriving city of Lima to magnificent mountains, switch back railway lines, the wonders of Machu Pichu, deserts and the arid coastal region, we travelled this country. An occasional internal flight was also necessary before we took the long journey home to UK via the island of Aruba in the Caribbean.

Whilst we saw several plinthed or static steam locomotives, only one appeared to be functioning. Rail is mainly diesel haulage, principally 40 year old Alcos or occasional GMs. Our daylong standard gauge charter ride from Lima Desamparados station to upcountry Huancayo was punctuated by a steam leg of about 2¼ hours. FCC No.206, an Andes type 2-8-0 by Beyer Peacock of Manchester, took 2 coaches and an open wagon in which you could stand if you wished, for wonderful views and photo shots. Built for the line in 1953, she ably pulled us from San Bartolome to Surco, following the River Rimac for 10 miles at 1 in 24. The rest of the climb at 1in 22 to Ticlio, a further 50 miles, was by diesel No. 605 (having dropped No.

Alco 605 replaced 609 at Chosica (ex Lima)

October 2001

602 at Chosica Depot due to oil trouble). We reached the Galera summit (15,693ft) and the Continental Divide, in the early evening darkness. By now the train heating had failed and we froze for the next 6 hours all the way via Oroya to Huancayo, over 100 miles distant! The line has some 66 tunnels, crosses 59 bridges and undertakes 9 zigzags in its mastery of the mountains. A stupendous feat of engineering by the Polish born Malinsky and American entrepreneur Henry Meiggs, given not infrequent rock falls, landslides and river washouts to this day. However this part of the line no longer has a regular passenger service which is a great disappointment to locals along the route and a loss of income to the Central Highlands peoples. A non-political body called 'Incas Del Peru' (www.incasdelperu.org) is fighting hard nationally and internationally to get a public service reintroduced for economical and environmental reasons. They have ambitious plans for the line, one of the railway wonders of the world and deserving of all railfan and tourists support, before it is lost forever!

On arrival late at Huancayo a convoy of 16 taxis took us to our hotel (Ada's Palace!). After a night's sleep we joined our chartered coach at the rear of the next day's scheduled afternoon train, 'The Macho', for the 80 mile narrow gauge run to Huancavelica. In spite of reported unreliability we departed on time behind FCHH No. 433 with a loaded gondola wagon, 2 boxcars, and 4 coaches; one executive, a first, a second and our executive. Before departure we wandered about the yard and workshops at Chilca noting steam FCDC No. 107 (2-8-0), Osaka Japon Kinki 1967 railcar No.32 and diesel No. 432 in the shed. Later we crossed diesel No.435 on a local freight before arriving early evening. Several meals were taken on the trains we used and very good they were. However you must like chicken in all its many forms and/or fresh trout. Huancavelica is off the usual tourist route and suffers from lack of first class accommodation but is worth seeing. It has an interesting plaza and very friendly residents. Indeed all the people we were to meet on our travels were



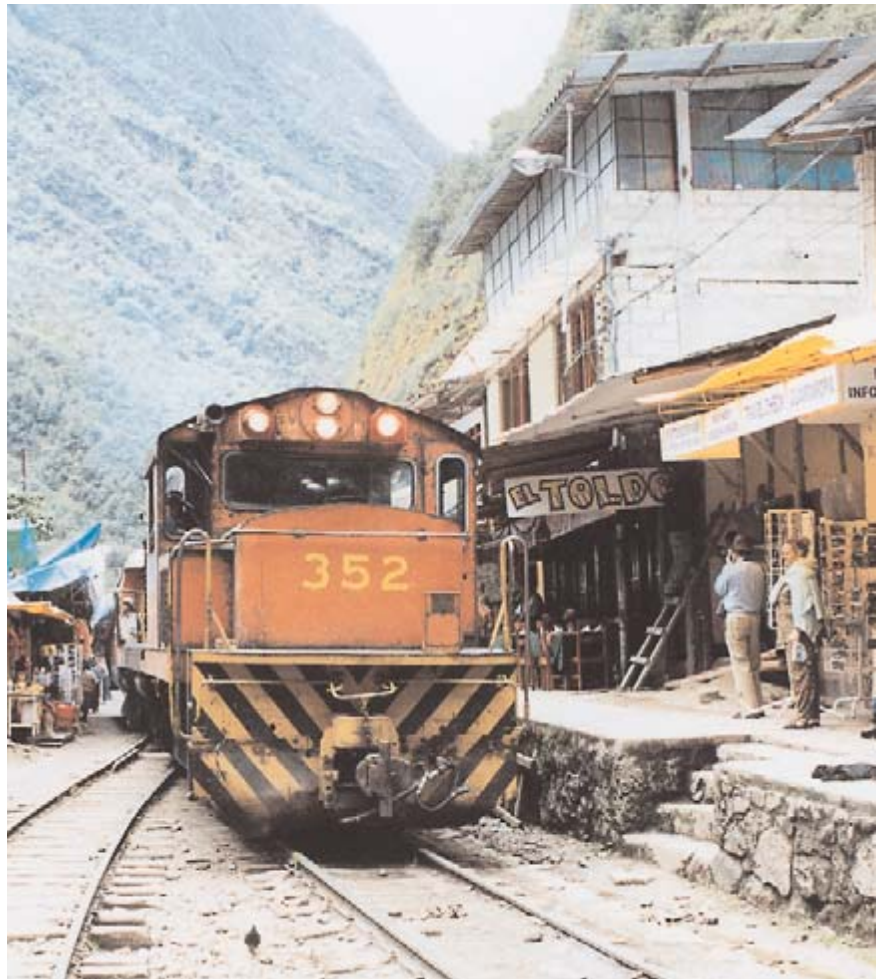
smiling and friendly, except perhaps the pickpockets.

Next day saw a departure from rail as the line expires here, although we were to see signs of an old mineral/mining extension in the hills beyond. A bus was to take us on our expedition to Ayacucho. Now we really were getting out into the country, and magnificent it was, wherever we looked. Each day a different scene, colourful natives, picturesque countryside, flocks of llamas, alpaca and sheep. Occasional stone farm buildings often deserted, unmade dirt roads, narrow passes through the valleys, then large open ranges. A geologist's paradise judging by the shapes and colours of the mountains. A brief lunch stop to delve into our sandwich bags and in a village café a chance to try the real Mate de Coca tea (bay-like leaves floating in pale green water) rather than the ready made tea bags of the hotels – designed to ward off the effects of altitude since we were frequently at 4000 metres and above.

Ayacucho was one of my favourite places. For me this town had the most attractive main square with colonnades on all four sides. It had a wonderful covered market which spilt out into the surrounding streets selling anything and everything you could possibly want. From our direction you entered the area through a magnificent arch across the street. Smiles everywhere and the usual bartering but not pestering. It was hard to believe that some years previous this peaceful place had been a hot bed of revolution and the base of the infamous 'Shining Path' movement. This was certainly upcountry Peru and we were clearly tourists.

Our next leg was to Cusco. Another mode of transport. This time a 40-minute flight in a Russian built AN24RV airliner from the airport at Huamaga just outside the town. An modern regional gateway with an impressive national name 'Alfredo Mendoza Duarte Airport' but with very little activity, if lots of potential - a comment that could apply to much we saw and visited. It was a comfortable and uneventful trip over the mountains and clouds to the sprawling city of the Incas. On arrival, a shower of rain, but not sufficient to justify unwrapping the \$1.00 plastic poncho bought in a market. It stayed wrapped to the end. In Cusco we fought our way through the traffic to view the sights with our guides. The Incas were certainly marvellous builders. Their structures still stand even after partial Spanish demolition and the effects of earthquakes which had seriously damaged or destroyed later constructions. An evening visit to Cusco San Pedro NG station and yard introduced us to the PeruRail Head of Passenger Operations who efficiently and effectively oversaw our rail movements thereon.

PeruRail, a subsidiary of Orient Express, acquired the SG and NG systems in this area 2 years ago on a franchise deal to upgrade track and stock, provide regular local passenger and freight services, and expand the attractive tourist market. They have worked wonders to date with a firm but beneficial approach although a number of obstacles remain. Not least, as we were to see much later, trading and trespass encroachments onto track, particularly in towns. Newly rebuilt observation cars were entering the scenic line to Aguas Calientes, the station for Machu Pichu, which 12ct ruin is the spiritual centre of tourism for the whole of Peru. My long felt desire to visit was soon to be realised.



Peru Rail No. 352 at Aguas Calientes

October 2001

For our journey, early next morning, we were to have a first class coach attached to a scheduled service. Alco No. 352 with 6 coaches, ours in the middle, set out up the double switch back just 10 minutes climb out of the city centre. Up on over the hill then down to the newly developed station at Poroy which is soon scheduled to be the tourist terminus for this line at the Cusco end. One local train a day may make it into the existing city station thereafter. The object being to bypass the zigzag and save up to an hour on the journey plus avoiding city centre traffic. A great pity for the railfan but perhaps a plus for most travellers.

Having arrived at the terminus for MP, the train reassembled with just the loco and our coach to



Peru Rail 551 and train on quay at Puno, Lake Titicaca alongside lake steamer 'Ollanta' October 2001

descend through the former station in Aguas Calientes (street running) and down the River Urubamba on the line to the coffee-growing town of Quillabamba. Some 10km along this line, at the beginnings of the jungle, a severe landslide in 1998 cut the tracks and destroyed a hydroelectric plant built into the mountain. We took this curtailed branch and visited the plant, something few people do. It is worth a visit as a modern example of engineering and the artificial waterfall from the overflow is spectacular. It is also fascinating to travel through the enclosing jungle and to see the effects of the recent landslides. Then there is the 'cable car', an open seated platform on wheels pulled up a sometimes 80 degree (3'6") railway by a massive winch at the top, 350 metres above the river. It must be the most out of the way funicular railway almost anywhere. Finally there is the wonderful view from the top that few see – the reverse side of Machu Pichu. We later saw the plant from 'the Inca Fortress' in the opposite direction. Later I had a cab ride in No.352 back to Aguas Calientes for a relaxing afternoon and overnight stay. En route we passed an incoming freight.

Most of the next day was spent in the sanctuary of Machu Pichu. It was strange to think that the city we had travelled from, viz. Cusco, was actually higher than this Inca city, especially as we had only reached here by bus up a tortuous 2km roadway built on the side of a mountain. Nevertheless it was spectacular and exactly as all the photographs and TV programmes

had shown. Standing on the top of this mystical world surrounded by almost countless mountains must give much the same sensation as being on Everest except for the presence of forests in lieu of snow and of course the existence of an ancient civilisation in our case. Apart from the absence of oxygen, many people felt an energy from the ruins and the temples. The weather was very kind to us and early risers had been lucky to see a sunrise over the site which they will long recall.

Later that afternoon we retraced our steps by bus and train to Cusco. Next day we were once more in the capable hands of PeruRail. Apparently if a NG loco requires overhaul it is lifted and re-bogied to SG and then run to Arequipa, so seemingly locos are interchangeable? No. 659 was to take us along 240 miles of SG, together with a box car and five other coaches, on the scheduled 8.00am departure to Puno. Some 10 hours later we caught a first glimpse of Lake Titicaca which name in schoolboy days brought a laugh. From our excellent hotel on a peninsular we next morning took our train the short distance to the harbour at Puno Muelle. There we boarded MS Ollanta, a 1916 steam ship by Earle's of Hull and now owned by PeruRail. A wonderful day on the lake with first class dining and a conducted tour of the ship. To follow, a ride on a reed boat, before training home. I shall remember Puno not only for the stimulating day but it was here we received news of the birth of our first grandson. Furthermore the hotel was an over night stop for the 'Inca Trail' International



**Peru Rail No. 660
at Crucero Alto.
Alitude 4,477
metres**

Rally of Sth America – without prior warning I was to meet 2 UK drivers known to me.

In Juliaca, 46 kms from Puno, we saw steamer No. 252 which was a 2-8-0, possibly from USA, with a 1946 date on one of the tender bogies. She was parked in a bay platform drawn up in front of an elderly wooden coach now used by the Railway Police. The whole journey to Arequipa was to be 350 kms but with our charter we were able to stop for photo opportunities and run-bys. After a 4,477m summit the massive snow-capped Chanchi Volcano (6,075m) came into view followed by El Misti (5821m) shortly before darkness came. For this route and the next day we had 1937 vintage director's coach 'Amapato' complete with rear lounge and observation platform, attached to 2 coaches. Diesel No. 660 was our loco which carried the plate 'MLW Ind Montreal 2400 HP DL560D 10/74' plus a serial number.

Before our charter left Arequipa a conducted tour of the station and the workshops was made. The splendid 20 stalled roundhouse with a further 12 lines outside the shed was in good order and full use. At the back was unmarked 0-6-0 No. 24; a 1927 Southern Railways of Peru No.8 5-ton steam crane by Jos Booth of Leeds (No.3801) and scattered about the place were many former 40ft Canadian National boxcars. 2 diesels were under overhaul in the shops with their motors disassembled. General tidiness was a noted feature of the place. Then we were off on a day trip to Matarani on the coast using a non-passenger line. We crossed several freights comprising tankers and boxcars (many ex CN). Trade inwards was wheat grain and steel rods with exports of soya meal and minerals. Trains were thus able to run loaded both ways. The journey was through ever-changing scenery from farmland to desert and mountains. We passed over the former junction for Mollendo at La Joya were a pile of 12 FCS tenders awaited breaking. Nearby a vintage wooden boxcar was being demolished. After the desert, and an army base surrounded by a minefield right next to the line, we faced a long drop to the coast and the current triangular junction for Mollendo at Islay. To reach the harbour at Matarani, we reversed 7kms downhill, in and through a goods marshalling yard and past an industrial park before stopping next to the quayside. Here we saw unloading/loading ships/trains and took a welcome guided stroll about the harbour before retracing our steps to Arequipa. Sitting on the rear observation platform on a dead straight line of 23kms I watched the

*Non-runner 0-4-0 FCC No. 20 at Desamparados,
Lima
October 2001*



*Tram 97 at the Museum of Electricity, Lima, Peru
October 2001*

sun go down and wondered at the magnificence of the country and its potential for travel and tourism.

A day later, after a morning tour of the 'White City', we took a 2 hour flight from Arequipa to Lima where we enjoyed our farewell dinner on a pier restaurant being pounded by the Pacific waves. Just time next morning for a visit to the Museum of Electricity in Lima where we boarded a 1924 Breda tram to run along 500m of trackway on what remains of the former system at the sides of the road in Barranco. Apparently a new partly-constructed system in the city has yet to carry a paying passenger! KLM brought the Railway Touring Company party home safely over night, after a fantastic rail tour in this very pleasant land of Peru.

Mike Hyde October 2001.



SOLUTION**SOLUTION**

Name	Suffix	Down	Across	Direction	Number
Thornycroft	Hall	1	1	S	7924
Tintern Abbey		1	1	E	5087
Rob Roy		1	6	SE	2988
Arbury	Hall	1	8	S	5986
Usk	Castle	1	13	E	5032
Knowsley	Hall	1	15	S	5905
Ince	Castle	2	2	S	7034
Nannerth	Grange	2	3	S	6826
Lode	Star	2	6	S	4003
Olton	Hall	2	7	W	5972
Newport	Castle	2	15	W	5065
Calcot	Grange	3	2	E	6833
Trevor	Hall	3	9	S	5998
Hook Norton	Manor	3	13	S	7823
Hinton	Manor	3	13	SW	7819
Hart	Hall	3	13	W	7907
Hurst	Grange	4	7	E	6851
Wyke	Hall	4	15	SW	4996
Westol	Hall	5	2	SE	7925
Eden	Hall	5	4	E	4996
Yiewsley	Grange	6	1	E	6859
Totnes	Castle	6	10	S	5031
Red	Star	7	7	W	4006
Cory	Hall	8	12	E	5968
Sarum	Castle	10	14	N	5097
Park	Hall	12	1	S	5910
Lleweni	Hall	12	2	N	7914
Nunney	Castle	12	6	E	5029
Dog	Star	12	14	NW	4001
Acton	Hall	12	15	NW	4982
Abney	Hall	13	1	E	6900
Albion		13	1	NE	2971
Bishops	Castle	13	2	NE	5064
Purley	Hall	13	7	E	4959
Ripon	Hall	14	1	E	591
Wootton	Hall	14	13	W	4979
King John		15	1	NE	6026
Fountains	Hall	15	8	N	7904
County of Warwick		15	15	W	1028
Clyffe	Hall	15	15	NW	5951

The crossword grid opposite contains the names of 44 G.W.R. 4-6-0 locomotives with their class suffix excluded. Having identified the names, there remain 13 letters, which when rearranged, form the names of two cities on the Great Western Railway.

Names can be found across, downwards and upwards and diagonally, in any direction and letters may be used more than once. *Keith Brown*

Directions.

Compass points from start position.

The 13 remaining letters are shaded.

The two cities when rearranged are:

Bristol and Exeter

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Down	1	T	I	N	T	E	R	N	A	B	B	E	Y	U	S	K
	2	H	N	N	O	T	L	O	R	T	R	O	P	W	E	N
	3	O	C	A	L	C	O	T	B	T	T	R	A	H	T	O
	4	R	E	N	R	I	D	H	U	R	S	T	I	O	E	W
	5	N	W	N	E	D	E	N	R	E	O	N	R	O	Y	S
	6	Y	I	E	W	S	L	E	Y	V	T	Y	E	K	M	L
	7	C	N	R	S	D	E	R	S	O	O	B	E	N	U	E
	8	R	E	T	X	T	N	P	N	R	T	N	C	O	R	Y
	9	O	W	H	T	O	O	H	I	H	N	E	O	R	A	C
	10	F	E	S	I	H	O	L	A	O	E	T	G	T	S	A
	11	T	L	B	S	J	D	B	T	W	S	F	E	O	C	R
	12	P	L	I	G	L	N	U	N	N	E	Y	F	N	D	A
	13	A	B	N	E	Y	E	P	U	R	L	E	Y	Y	O	D
	14	R	I	P	O	N	Y	N	O	T	T	O	O	W	L	O
	15	K	C	I	W	R	A	W	F	O	Y	T	N	U	O	C

Picture special to mark the end of the line for TPOs



The 16.30 Willesden Railnet - Dover TPO passing through Kensington Olympia, with 73110 at the top and 73108 at the tail.
14 September 2000

Tim Edmonds

MARCHING BACK TO 1979

Compiled by Tim Edmonds - Photography by Tim Edmonds

25 Years Ago

As part of the celebrations of the 125th anniversary of Paddington station, 6000 'King George V' worked an 11-coach special train to Didcot on 1 March - the first steam train out of a London terminus for more than 10 years. 6000 should have worked the return leg as well, but unfortunately ran a hot axle-box on the outward journey and was replaced by diesel traction. 47 119 brought the special from Didcot to Old Oak Common from where 47 500 'Great Western', named that morning, took it into Paddington. 5900 'Hinderton Hall' was displayed with two GWR coaches in platform 5 throughout the day.



Left: 6000 'King George V' passing Acton Yard with the Paddington 125 special to Didcot, 1 March 1979.



Nameplate on 47 500 'Great Western', named on the occasion of the Paddington 125 celebrations, after arrival with the special following the failure of 6000, 1 March 1979.

Part of the 267-yard Penmanshiel tunnel, on the ECML between Grantshouse and Cockburnspath, collapsed on 17 March trapping and killing two men working on installing concrete paved track. Danger of further falls led to the abandonment of the tunnel and the construction of a deviation around it, the new line being opened on 20 August. Meanwhile ECML traffic was disrupted, with some

Edinburgh trains operating from Euston and many diversions via Leeds and the Settle & Carlisle line, or via the Newcastle & Carlisle line. Matters were made even worse for a short while when a landslip at Relly Mill, near Durham, on 30 March led to further diversions via Eaglescliffe and Sunderland.



Train of LT 1938 stock arriving at Neasden in the last weeks of Bakerloo Line operation of the Stanmore branch before its transfer to the Jubilee Line, 11 March 1979.

Stage one of the LT Jubilee Line, from Stanmore to Charing Cross, began public operation on 1 May, having been declared officially open by the Prince of Wales on the previous day. Most of the 'new' line consisted of the former Bakerloo Line branch from Stanmore to Baker Street, extended via new tunnels through enlarged stations at Bond Street and Green Park to a terminus at Charing Cross which incorporated the former Trafalgar Square station on the Bakerloo Line and the former Strand station on the Northern Line.



LT sign at Trafalgar Square, Bakerloo Line, a station name which disappeared from the system when this became part of the new Charing Cross station on the opening of the Jubilee Line two weeks later, 21 April 1979.

MARCHING BACK TO 1989

Compiled by Tim Edmonds - Photography by Tim Edmonds

15 Years Ago

On 3 March the final day of Redbridge Works, the Southern Region's track manufacturing centre, was marked by naming of 09 026 after the plant's longest serving employee at closure, William Pearson.



Class 321 EMU approaching Great Chesterford station with its new platform extensions. The same treatment was planned for stations north of Cambridge with the authorisation of electrification to Kings Lynn, 22 April 1989.

Liverpool Street station was closed throughout the Easter holiday while resignalling took place and the track layout at the entrance to the platforms was altered. No trains ran west of Stratford or south of Hackney Downs. Although the Integrated Electronic Control Centre was commissioned as planned after the weekend, there were some serious disruptions to traffic as problems with the new signalling technology were encountered. Meanwhile electrification of the Cambridge - Kings Lynn line was announced, including platform lengthening and other station improvements, plus the purchase of seven new four-car class 321 EMU sets.



Newly-restored 6024 'King Edward I' receives attention at Quainton Road, 28 May 1989

After years of rundown and uncertainty over its future, on 11 April came the surprise announcement by Paul Channon MP, Transport Secretary, that the Settle & Carlisle line was to be rerieved.

6024 'King Edward 1' was returned to steam at Quainton Road after 16 years of restoration work at a cost of £76,000. The loco's nameplates were unveiled by the Duke of Gloucester at a ceremony on 26 April. One of the guests was Dai Woodham, in whose scrapyard 6024 had lain derelict from withdrawal in 1962 until its purchase for preservation in 1973.



The 12.09 from Marlow passing the site of the Wycombe Railway's Boyne Hill station at Maidenhead.

16 January 2003

Tim Edmonds



LNER A4 60028 Walter K Whigham at Kings Cross during the late 1950s - Ken Lawrie

60028 was originally LNER No. 4487 'Sea Eagle', renumbered No. 28 in 1946, renamed 'Walter K Whigham' in 1947 and was disposed of in 1963

YOU COULDN'T MAKE IT UP! (3)

Welcome to You Couldn't Make It Up, an occasional offering of some of the lighter or more farcical things that go on in the railway industry that you won't get to see in the mainstream magazines.

PLAYING CHICKEN

Playing chicken is one of those occurrences that usually strikes fear into the hearts of train drivers but a recent episode reduced us to laughter. I was exploring the branch to Heysham Port and as he re-entered the cab having worked the ground frame at Morecambe the driver, one of those real characters that seem even today to occupy the majority of cabs, asked if I'd ever seen chickens play chicken, an enquiry that left me a little bemused.

He went on to explain that at the far end of the curve out of Morecambe there was a free range chicken farm and the blighters had a habit of escaping (led by Ginger no doubt!) and sitting on the rails. I will admit to being sceptical – I've heard tales like this before – but sure enough, there were about half a dozen sunning themselves on the iron as we approached and in no hurry to move until the last possible moment! He suggested I add a "chicken" symbol to my track diagrams.

It's nice to know you can rely on our feathered friends which is more than you can say for the well endowed farmers wife who allegedly leans on the gate at "BT Crossing" (You work it out – it's nothing to do with British Telecom) north of Banbury, who I've never seen, or the equally well built blonde that is alleged to bathe topless in a back garden near Wigan!

