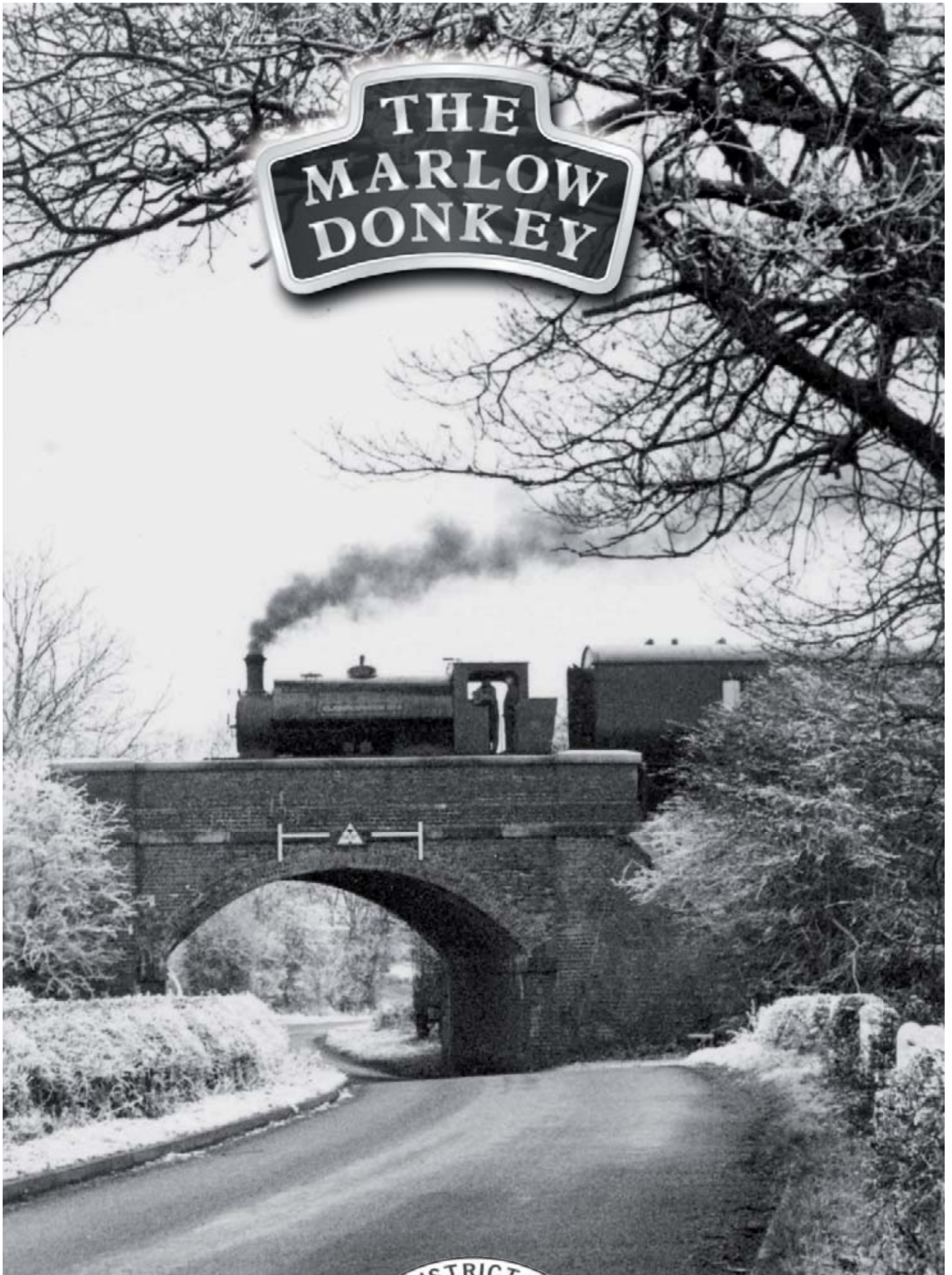


THE MARLOW DONKEY



Edition

127

December 2009



Contents:

How Did it All Begin? Part 3

Steaming Through 2009

Loudwater Remembered

The Marlow Donkey

The Magazine of the Marlow & District Railway Society

COMMITTEE

President:	Sir William McAlpine Bt
Chairman:	Tim Speechley. 11 Rydal Way, High Wycombe, Bucks., HP12 4NS. Tel.: 01494 638090 email: tim.speechley@ntlworld.com
Vice-Chairman	Julian Heard. 58 Chalklands, Bourne End, Bucks., SL8 5TJ. Tel.: 01628 527005 email: julian@jeh.org.uk
Treasurer:	Peter Robins. 95 Broome Hill, Cookham, Berks., SL6 9LJ. Tel.: 01628 527870 email: pd.robins@btopenworld.com
Secretary:	Malcolm Margetts. 4 Lodge Close, Marlow, Bucks., SL7 1RB. Tel.: 01628 486433 email: mandw.margetts@btinternet.com
Webmaster:	Tim Edmonds. 90 Green Hill, High Wycombe, Bucks., HP13 5QE. Tel.: 01494 526346 email: tfedmonds@btopenworld.com
Committee:	Roger Bowen. 10 Cresswell Way, Holmer Green, High Wycombe, Bucks., HP15 6TE Tel.: 01494 713887 email: roger_bowen@hotmail.co.uk
Outings Organiser:	Mike Hyde. 11 Forty Green Drive, Marlow, Bucks., SL7 2JX. Tel.: 01628 485474 email: michaelahyde@uwclub.net
Donkey Editor:	Mike Walker, Solgarth, Marlow Road, Little Marlow, Marlow, Bucks., SL7 3RS. Tel.: 01628 483899 email: mikewalker@solgarth.eclipse.co.uk

Website: www.mdrs.org.uk

The contents of the *Marlow Donkey* represent the views of the authors and do not necessarily reflect the position of the Society

CONTENTS

TIMETABLE - Forthcoming meetings	Page 2
CHAIRMAN'S NOTES Tim Speechley	2
SOCIETY & LOCAL NEWS	3
HOW DID IT ALL BEGIN? Part 3 Alan Morris	5
STEAMING THROUGH 2009 Mike Walker	9
CHILTERN'S NEW SHUNTER Mike Walker	12
A CHRISTMAS QUIZ	12
LOUDWATER REMEMBERED David Gardner	13
25 AND 15 YEARS AGO Tim Edmonds	17
FROM THE ARCHIVES Ken Lawrie	19

FRONT COVER PHOTOGRAPHS

0-6-0ST Glasshoughton No 5 (HE3855/1954) crosses Carlton Bridge on the Shackerstone Railway, heading for Shenton with a 'Santa Special' on the last day of a record season - Christmas Eve 1994.

Photo: Tim Edmonds (Article page 18).

TIMETABLE

FORTHCOMING MEETINGS

All meetings are held in the Red Cross Centre, Victoria Road, Marlow, at 7.45 for 8.00pm.

- Thursday 21 January **YOUR TRAIN WILL BE DIVERTED** Kim Fulbrook
A return visit by Kim, in which he will share some "interesting encounters" with us.
- Thursday 18 February **PRESERVED AND MODERN TRACTION IN EUROPE FROM 2005** Adrian Palmer
The evening starts with our Annual General Meeting at 20.00, followed by Adrian's talk at around 20.45.
- Thursday 18 March **THAT WAS THE YEAR THAT WAS - 1965** Geoff Plumb
Geoff is a freelance TV cameraman and "unofficial" company photographer to both Chiltern and W&S. However he has been actively chasing and photographing steam across the UK and beyond for nearly half a century and tonight he takes us back to the mid-sixties.
- Thursday 15 April **SOUTH AFRICAN RAILWAYS** Ron White
Following his retirement from running Colour-Rail, Ron returns to show us some of his own slides of South Africa. Because he has been marketing other people's images for such a long time it is not well-known that Ron is himself an excellent and well-travelled photographer and an expert on South African steam. Indeed, the society's present Chairman and Webmaster had the benefit of invaluable advice from Ron when planning a trip to South Africa over thirty years ago. This will be a great evening of erudition and entertainment.
- Thursday 20 May **ON AND OFF THE FOOTPLATE** Bill Davies
Bill Davies has 42 years experience as a driver/motorman principally on the Midland line from St Pancras and has much in the way of anecdotal experience to talk about.
- Thursday 17 June **REBUILDING THE WELSH HIGHLAND** Andy Savage
Andy is a leading volunteer on the WHR and brings us up to date on this remarkable project as it approaches completion.

Please note: The above programme is correct at press time but subject to change due to unforeseen circumstances. Please check the Society's website www.mdrs.org.uk for the latest details.

CHAIRMAN'S NOTES

As I sit here writing these notes an A4 Pacific has just rushed through the room with a beautiful chime from its whistle and that lovely syncopated three cylinder beat from the chimney. How come? Well, I've just dug out some old Argo vinyl discs and thought I would put them on as I think what to say. We owe a great debt to the late Peter Handford for spending so much time and effort recording these sounds of the steam railway for our benefit. Although latterly many of us tried to get our own recordings, often using cheap and nasty reel to reel machines, the results were usually disappointing and having a truly expert professional making his work available to all of us was marvellous. Without his great portfolio we would be very hard pressed to find much else of this quality or in fact anything at all from the 50's. Think how much less interesting all those heritage videos and DVD's based on 8mm cine would be without the dubbed-on sound, most of which is derived from Peter's Argo collection.

Many of these railway sounds have disappeared for ever. We may have many preserved steam railways but it's not often you get things like the crashing and banging of real shunting or the clang, clang, clang as an unfitted mineral train pulls away from a stand. How pleasant it was then to hear this latter sound at the October gala at the Great Central Railway. Heavy freight engines were to the fore, with resident O4 and 8F and visiting 9F and WD locos all appearing on a variety of freight trains, as well as sharing passenger duties with "Oliver Cromwell", "Sir Lamiel" and the Lakeside Railway's 2-6-4 tank, 42085. This was my first visit to this line in a long time and it was a pleasure to be shown some of the more famous linesiding spots

by those in the know. Having double track makes a big difference too and the prospect of trains passing was always there. The highlight of the day had to be 70013's thrash through Quorn station on the mail train, in the dark, with a thunderous exhaust, whistle blowing and that wonderful reflection of the firebox glow on the smoke. A fabulous end to a super day that really did come close to recreating days gone by.

On that theme, but in miniature, the people at Pendon continue with their master work to recreate the Vale of the White Horse, its railways and many of its buildings, some demolished and long gone. I think our recent visit there was a success, going by the number of people who came along, and I would like to thank you, the members, for supporting our various outings this year and for attending the meetings in such good numbers.

I hope I'm not tempting fate by saying that the Society seems to be in pretty good shape. We have a membership that is holding up in number terms, have had a good selection of speakers over the year, some better than others, it's true, an excellent magazine and e-mail newsletter service (well done Mike), a superb web site (Tim and David, thank you both) and the prospect of an even better year next year, if our plans come to fruition. I do hope you agree and will continue to take an active part in our events.

Finally, let me thank all the members of the committee for their hard work this year and wish everyone a sincere Merry Christmas and Happy New Year.

Tim Speechley

SOCIETY AND LOCAL NEWS

PREVIOUS MEETINGS

The new season started with a fascinating presentation by Matthew Golton, FGW's Projects Director who brought us up to speed on all the infrastructure upgrades being carried out on the Great Western over the next few years. In addition to the obvious headline projects like the rebuilding of Reading station, Crossrail and electrification he also revealed details of a host of smaller projects designed to improve capacity and operations.

Phil Marsh's talk to the society in October attracted a record attendance, with no fewer than 42 members (some 80% of the total!) and 5 visitors present. They were rewarded with an entertaining romp through Phil's 'retirement' after being made redundant by Network Rail. His adventures with West Coast Railways on the footplate and elsewhere, and on many and varied assignments with *The Railway Magazine* were interspersed with many of his own pictures and also some fascinating black-and-white shots taken by his brother in the 1960s. Phil also volunteers on the Chinnor & Princes Risborough Railway. Thanks for a great evening, Phil!

David Wadley returned in November with a detailed look at Paddington station from the original of 1838 to the present day followed by a look at some of the more interesting bridges down the line including the Wharncliffe Viaduct at Hnwell, Iron Bridge at Southall, the three-level Windmill Bridge (and the docks) on the Brentford branch and finally the Thames viaduct at Windsor.

SUBSCRIPTION TIME

The new year seems to come round quicker every year and with it the need to invite you to renew your membership of the Society. The rate is to remain unchanged for 2010, that's £14.00 for full membership and £8.00 for associate members.

Please use the form enclosed with this issue and send it to the Treasurer, Peter Robins at the address on page 1 or hand it to him at the meetings.

Thank you for your continuing support.

TEA ROTA

We seem to have got ourselves into the situation recently when we've run out of volunteers in advance to do the refreshments although fortunately volunteers have come forward on the night. However, it would be better to know in advance so if you are prepared to help - it only need be once a year at the most - please let Mike Hyde know so he can start to build up a rota.

DONKEY CONTRIBUTIONS NEEDED

As we've now sadly concluded Alan Morris' wonderful series of memories the Editor's stock of material for forthcoming issues is starting to look a little thin. Articles can be on any subject related to railways and we can scan old pictures if needed.

If you think you can make a contribution, please come and discuss it with me. I don't want to write each issue myself!

NORMAN ASTON-SMITH TROPHY

One item during the AGM is the voting for the Norman Aston-Smith Trophy which is awarded to the best article in the year's *Marlow Donkeys* voted for by the members. Looking back over the past year we've enjoyed a superb mix of articles so the competition might be tight. Please take a few minutes to look back over the past four issues so you can decide who you want to vote for.

Newer members may wonder who the trophy is named for. Norman was a prominent enthusiast who lived in Bourne End and was a founding member of the Society. Unfortunately he passed away only a few months later and just after retiring which was even more tragic as had he lived to be 100 or more he'd never have done all he planned to do! Among his effects, including a huge library, was one of the signal arms from Bourne End and the committee decided to use this as a trophy in his memory. It has since been replaced by the current more manageable version. The original is now kept at Fawley.

RCTS MAIDENHEAD MEETINGS

Here are brief details of their programme for the next few months.

Monday 21st December

American Railroads in the Sixties, Roger Greatrex

Monday 20th January

Around the World on 80 Trains, Chris Jackson Editor of the *Railway Gazette*.

Monday 22nd February

The History & Development of Railways in France, Mike Bunn

Monday 22nd March

Modern Traction in the Deltic Era 1961-1981, Hugh Ballantyne

Meetings are held at the Cox Green Lesiure Centre, Highfield Lane, Cox Green, Maidenhead at 19.30 and all MDRS members are welcome to attend.

RECENT VISITS

Society members and friends have taken part in two trips in recent weeks. The first was a private viewing of the superb Pendon Museum at long Whittenham, near Didcot, on Wednesday 25th December.

A party of 32 attended and marvelled at the work and detail that goes into these exquisite models. It was the Society's third visit but the first for more than a decade and, for those of us who've been before, it was good to see that progress is still being made, albeit painfully slowly! For those who were making their first visit, the experience proved quite overwhelming.

Those at Pendon say they expect it to be "finished" by 2020 so we'd better book a visit for then, now.

On Saturday 5th December a party of 18 took a train ride on Wrexham & Shropshire to either Shrewsbury or Wrexham just for the ride and to do some Christmas shopping. Having bought £9 advance tickets, we enjoyed a festive dinner on the return trip.

CHANGES AHEAD FOR CHILTERN

Major projects now moving ahead will change the appearance of Chiltern Railways substantially over the next two to three years.

Locally, planning permission has been granted for the redevelopment of the forecourt and car park at High Wycombe and work is expected to begin early in the new year. This involves the demolition of much of the old goods station (latterly occupied by a tyre dealer and taxi company) to reveal the original 1854 Wycombe Railway terminus station. This will be restored as far as possible to its original appearance and will house a cafe and small retail outlets.

Additionally, a two deck parking structure, similar to those at Beaconsfield and Bicester, will be erected over the existing car park thereby adding much needed additional capacity.

More importantly, the go-ahead was given at the end of November for Chiltern's ambitious Evergreen 3 project. Following on from the previous Evergreen 1 and 2 which saw the re-doubling north of Princes Risborough and capacity enhancement, this latest project will be undertaken in two phases.

The first, which starts almost immediately, will see the principal line speed between South Ruislip and Princes Risborough raised from the present 70-75mph to 100mph throughout with the limit through High Wycombe raised to 50mph. This will involve alignment revisions and amendments to the signalling. There will also be major revisions to the layouts at Aynho, Bicester and Neasden.

To do this work will require 26 weekend blockades and two 9-day total blockades on the Chiltern line during 2010. Phase 1 should be complete by December 2010.

Phase 2 is the construction of the new curve linking the Chiltern and former LNWR Buckinghamshire Railway at Bicester and the upgrading of the latter to Oxford to give a further 100mph railway and provide the first step in the proposed re-opening to Milton Keynes and/or Bedford. This phase is due for completion by May 2012.

The company is expecting to take delivery of its fleet of new environmentally-friendly Class 172s in the spring.

Finally, it is hoped that the long-awaited resignalling work in the Birmingham area will allow the terminal side of Moor St. station to be brought into use this year.

A full feature on Evergreen 3 and details of all the work to be carried out will appear in the March *Marlow Donkey*.

AND FOR W&S

Starting with the December 2009 timetable changes, W&S services will be speeded up as their Class 67s are now permitted to run at 100mph between Princes Risborough and Aynho rather than at 60 as previously. This change applies only to W&S and any other loco-hauled trains (e.g. charters) will still be limited to the lower speed - even if 67 hauled.

The trains will also be formed of four instead of three cars and all journeys will run through to and from Wrexham once more.

At the time of writing, two of their refurbished sets are in traffic and a third is expected before the December service change with the last expected in January.

During the above mentioned blockades, W&S services will run via the WCML south of Coventry either to Euston or, by a complex routing, to Marylebone from Willesden.

As has been mentioned in the railway press, organisational changes are to take place early in the New Year. Basically, W&S (which has been losing money ever since launch) will cease to be a stand alone company and will become an "operating unit" of Chiltern. Although Chiltern has applied to use DMUs on the service, this is only to provide emergency cover. Both W&S and Chiltern are anxious to assure everyone that there will be no outward changes to the service, trains, standards, branding or staff.

STEAM FOR 2010

There are several main line steam specials booked locally for the first half of 2010.

On Saturday 13th February, 60163 *Tornado* is running from Paddington to Bristol for the Railway Touring Co. (RTC) and is booked for two further trains from London the following day for Steam Dreams (SD) although the routes have not been confirmed yet.

On Saturday 3rd April D1015 *Western Champion* will haul the Royal Duchy from Paddington to Bristol for RTC where it will hand over to 30777 and 34067 as the precursor to this year's Great Britain III mega-tour.

Friday 23rd April sees 70013 *Oliver Cromwell* running from Paddington to Stratford-upon-Avon via High Wycombe for SD. In view of the work starting in May this is likely to be the only Joint Line special this year.

As part of the GW175 celebrations, 6024 *King Edward I* is to take the Cornish Riviera from Paddington to Penzance on Saturday 26th June. It returns on Monday 28th. This is being promoted by Steam Dreams.

These are of course provisional, further updates and timings will be distributed as they become available.

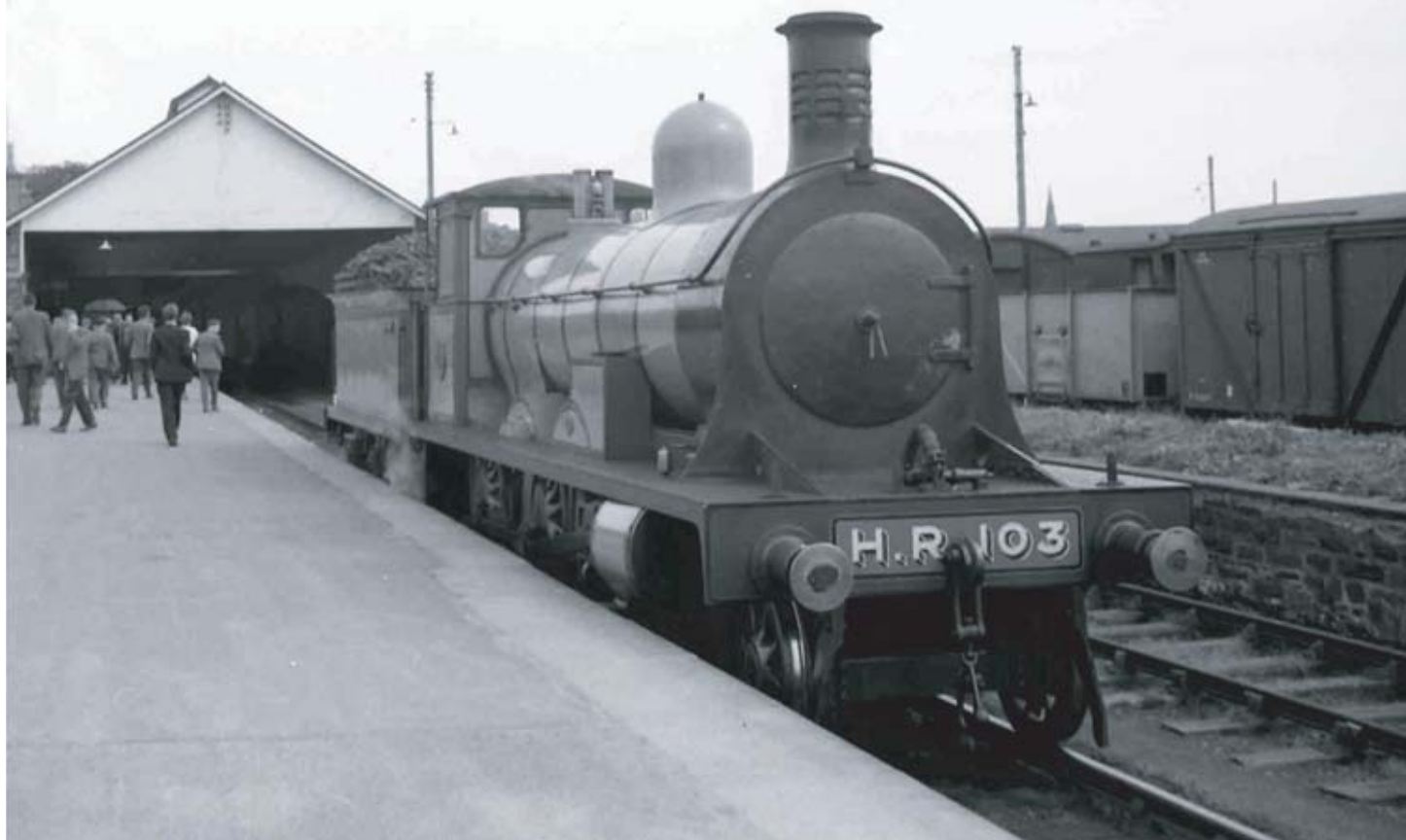


Members, family and friends tuck into a festive dinner aboard our return Wrexham & Shropshire train trip on 5th December. On behalf of the Committee may we wish you

A MERRY CHRISTMAS

HOW DID IT ALL BEGIN? 1943 to 1968

Alan Morris looks back on a quarter-century of memories.



On 31st March 1962 I joined an RCTS trip to Norwich Victoria from Liverpool St. hauled by 'Britannia' 4-6-2 70003 *John Bunyan*, with ex-GER J17 0-6-0 65567 providing the motive power on the return via Dereham, Swaffham and to Thetford, from where the *Britannia* returned us to London. Later that year there was a joint RCTS/SLS rail tour to the North of Scotland, starting from Perth. Before joining this tour I went from St Pancras on the Thames-Clyde Express to Glasgow pulled by a Jubilee 4-6-0. This train was meant to travel on both the Settle & Carlisle and the ex-G&SW routes to Glasgow. These were both new to me. At the time I was disappointed that the train was diverted off the S&C and on to the line via Kirby Lonsdale and Sedbergh to Low Gill and up and over Shap to Carlisle but later I realised I was fortunate in that the Sedbergh line was closed shortly afterwards, and I've travelled on the S&C a number of times since.

I stayed in Glasgow for a few days to travel on the remaining tram routes which were withdrawn not long afterwards, before going on to Perth, which I did via the now closed branch from Alloa via Dollar to Bridge of Earn. I had never been to Scotland before and for years I had had ambitions to visit Wick and Thurso. This was my chance. The special consisting of 6 coaches, two of which were restored ex-Caledonian Railway stock, and departed Perth at 09.00 on June 14th. Our motive power was ex-Highland Railway 4-6-0 103 and ex-Great North of Scotland Railway 4-4-0 49 *Gordon Highlander*. The pair ran quite well on the line to Inverness arriving about 20 minutes late. Our two veteran locos retired to the loco depot to get their breath back, so we continued at 14.30 to Kyle of Lochalsh, this time with Black 5 44978 on the front. The long daylight hours in June and fine weather in the North of Scotland on this day made the journey to Kyle and back truly memorable.

The splendid Highland Railway 'Jones Goods' 103, which was the first 4-6-0 in Britain, stands at Wick whilst working a SLS/RCTS railtour from Perth to the Far North on 15th June 1962. Today this locomotive is in the Glasgow Transport Museum.

Britannia Pacific 70003 John Bunyon waits to leave Thetford with the return leg of a RCTS tour from Liverpool Street to Norwich Victoria on 31st March 1962.





On 16th June 103 was piloted by Great North of Scotland 4-4-0 49 Gordon Highlander. The pair are seen at Aviemore with two restored Caledonian Railway coaches behind 103.

On the following day we went back to Inverness station to depart at 09.15 for Wick and Thurso again pulled by the Black 5. We had a wonderful scenic ride through this sparsely populated part of Scotland. Arrival at Georgemas Junction was at 13.40 and there was HR 103 again to take us up the line to Thurso, and then tender first to Wick. After about an hour's break at Wick, where there was a sizeable crowd to see a steam train off, including a retired driver in his 89th year, HR 103 took us single-handed back to Inverness, 161 miles in 6 hours and 1 minute, though we were told that the black 5 was following us light engine, one block behind in case of trouble.

On Saturday 16th June we left Inverness for Aberdeen via a circuitous route, initially with the Black 5 leading to the then triangular station at Forres before going via Dava to Aviemore. From there we again had HR 103 piloted by GNSR 49 up the Spey valley line to Craigellachie and on to Keith Junction, where 49 was removed for attention to its fire and 103 propelled up to Aultmore, terminus for many years of the Buckie branch, and back to Keith. With 49 back on the front we sped down to Aberdeen (maximum speed 56 mph) terminating at Waterloo goods on the 'canal' branch from Kittybrewster. I was one of the lucky ones granted a footplate ride on HR 103 for some miles up the Spey valley. The driver was having difficulty opening the regulator wide and when we came to a gradient we lost speed rapidly, so he put his back on the cab side sheet, both feet on the regulator and heaved. Suddenly the regulator was wide open, 103 surged forward, cinders blasted up into the sky and rained down on me standing on the front of the tender, and we accelerated up the gradient. I remember the driver saying that No. 49, on the front, was not really doing anything useful, and that 103 was pushing it!

I left the tour at Aberdeen and returned to London on the night sleeper which was running in 2 parts. The first part was diesel hauled with one of the D200 Type 4's whilst the second part (with me on board) was pulled by an A3 as far as Edinburgh. I then slept most of the way South and when I left the train at Kings Cross I was pleased to find A4 60007 *Sir Nigel Gresley* on the front.

In March 1963, I arranged to go on a special train called 'The Rambling Rose', organised by the Farnborough Railway Club. My reason for going was the chance to go on the Didcot, Newbury and Southampton line as I had never travelled on it before. We went from Farnborough westward to Salisbury via the Bulford camp branch, on to Southampton. We were then informed that we couldn't use the DN&S line due to a derailment, so we returned on the main line via Micheldever. The train consisted of three coaches pulled by M7 0-4-4T 30108, so I missed out on the DN&S which was a Beeching closure shortly afterwards.

On 16th May 1964 I joined an excursion run by the Oxford University Railway Society called 'The Castle Farewell'. Its route was Paddington-Oxford-Worcester-Hereford-Newport-Paddington. The crew managed to get about 93mph out of 5054 *Earl of Ducie* near Badminton, but it may have damaged something as it was withdrawn not too long afterwards!

In those days, Ian Allan organised rail tours and on 3rd October 1964 I went to Darlington works via Leeds, Harrogate and Ripon with 60103 *Flying Scotsman* from Kings Cross and 61994 *The Great Marquess* from Harrogate to Darlington. Though steam was on its way out by then, I was surprised to see two 4-6-2's, A1 60145 *St. Mungo*, the last A1 to be scrapped, and A2 60530 *Sayajirao* being overhauled and an ex-works WD 90386 waiting to leave.

The later sixties saw less railway activities for me as I now had 3 young children, a challenging job, a house move to cope with, but I did still buy the *Railway Magazine* every month so kept in touch with the railway scene.

There are just a few more items for me to remember, the first of these being a day visit to Calais. This was spoilt by a number of factors but compensated for by some others. The negative factors were the dire weather with a gale blowing up the channel, causing pouring rain for most of the day, and the ferry to pitch and roll in gigantic seas. We did manage to arrive in one piece however and proceeded to the depot. At the time of the visit, 21st October 1965, it was almost totally



5054 Earl of Ducie at Hereford with the Oxford University Railway Society special on 15th May 1964.



Class A2 4-6-2 60530 Sayajirao under repair in Darlington works on 3rd October 1964. It was withdrawn in November 1966.

*Rebuilt Merchant Navy pacific 35025
Brocklebank Line departing from
Bournemouth Central on 7th July
1961.*



steam, including Nord and Chapelon pacifics and De Glenn 4-6-0's. I did manage to get some photos despite the rain. My abiding memory was not at the depot, but at Calais Maritime station where I saw the departure of a boat train to Paris. This was a long and heavy train hauled by a much renowned Chapelon pacific which left the station seemingly with effortless ease and, despite the rain, without slipping and by the time the last coach passed was travelling at more than 30 mph. Impressive locomotives indeed, and very French with the driver wearing a beret and goggles. Another item on the downside was later in the day when we were waiting for the return ferry near the quayside and we went to a café for some refreshments, paid, and were given some change which turned out to be in the obsolete 'old' francs. We eventually realised that this was worthless currency, returned to the café, where it was totally denied. We then spoke to some gendarmes about the problem and who just laughed at us, and would do nothing. We all live and learn!

I've always been interested in trolleybuses, so when they were reaching their final months in both Bournemouth and Reading I managed to visit and photograph them. I don't know whether it was unique or not, but at Christchurch (at one end the Bournemouth system) there was a turntable to enable them to turn in a small space.

Forty years ago in 1968 steam was finally removed from day to
www.mdrs.org.uk

day operation on the BR system. The final day was 11th August, and specials were operated with Black 5's and finally with Britannia 70013 *Oliver Cromwell*. I couldn't manage the last day so I went on 4th August on a RCTS special, diesel from London, steam by double headed black 5's from Manchester Victoria to Blackburn and then Clitheroe. It was a Sunday, and in the town there was a level crossing with the gates closed to trains. Our special halted; whistled, waited and waited until eventually a signalman was seen frantically riding his bike towards the 'box. So we were released to continue to Hellifield and the Settle and Carlisle. Apparently he hadn't been told that a 'special' was expected and had gone home to lunch! By the time we reached Carlisle we were very late so instead of returning via Liverpool our special went straight down the main line to Crewe with the Britannia on the front, and on to home, diesel hauled. It was a memorable though rather sad day for all concerned.

I have decided to end my story there, 40 years ago, at least for now. I've thoroughly enjoyed my nearly lifelong interest in railways, and I don't have many regrets, other than missing out travelling on some lines which were later closed.

This concludes Alan's wonderful reminiscences, it is a great pity he is not still with us to continue the story of the next forty years.

Editor

STEAMING THROUGH 2009

MIKE WALKER

The past year has presented many opportunities for me to visit a number of heritage lines up and down the country, some I've not been to before and others that I've not visited for some years.

The year started however with what is fast becoming a regular visit to the Great Central for the Winter Gala on 31st January. Whilst several anticipated locos were no shows including the Fairburn and N2 tanks and "Dub-Dee" from the Worth Valley, the North Yorks Moors sent its Q6 0-8-0 63395 whilst the home fleet in action included 4141, 30777 *Sir Lamiel*, 8F 48305 running as '48773' (That'll cause confusion in years to come when folk look at the photos as the real 48773 is in the Engine House at Highley!) and 70013 *Oliver Cromwell* seen storming past Kinchley Lane in a magnificent recreation of late-sixties BR.



One line I've never visited before is the North Norfolk so, when it announced an stunning line-up for its 'That's Yer Lot' gala marking 50 years since closure of the M&GN, I teamed up with Dave Theobald and Peter Robins for a visit. It was the NNR's most ambitious event and went superbly apart from lousy weather!

The line proved a revelation, not flat as I expected but quite hilly. Three of the five visiting locos, Gerald Boden's immaculate B1 1306, L&Y 1300 and 4F 44422 meet at Weybourne on 1st March. In addition, three members of the home fleet were in action and a total of 74 trains ran in one day!

Next spring they hope to be running the N2 on the Quad-art set and 43106 - the only surviving M&GN loco - that's something I plan to return for.

Llangollen's 'Steam Steel & Stars II' gala in April fund raising for *Bretton Grange* was probably the biggest event of the year with no less than twelve locos taking part including D49 4-4-0 246 *Morayshire* making a rare appearance away from its native Scotland and 3440 *City of Truro*. It was however the Bluebell's 'Dukedog' 9017 which for me stole the show. Freshly repainted in BR black and with its nameplates removed it looked right at home as it steamed towards Glyndyfrdwy with a short train as well it should because this was one of the lines it used to work.

The exact location is a farm at Garthydwr which we "discovered" trying to find a good location. The farmer had generously opened his fields to photographers in exchange for a donation to charity. The location is superb with plenty of angles as the line twists past. You could spend all day there and I probably will next time!





A long weekend based in York at the beginning of May provided the opportunity not only to visit the National Railway Museum but also to revisit two heritage lines I'd not been to for years.

First, on Sunday 3rd I went to the North Yorks Moors who were holding their Spring Gala. The line has long been a favourite and the gala should have been a cracker but was marred by indifferent weather and a series of loco failures including *Tornado* no less! There were a lot of non-too happy punters about.

However, I managed to get some decent shots along the lineside including this one of the Q6 0-8-0 63395 blasting up the steep climb through Beck Hole in a rare patch on sunshine. This is a loco I'd never seen in action before and here it was in front of me for the second time in a few weeks. Meeting the same loco at various railways seems to be a recurring theme.

The next day was the May Bank Holiday Monday so I went over to the Keighley & Worth Valley before returning home. The weather had not improved, in fact it had become worse, but what can you expect on a bank holiday?!

It was only a normal operating day on the Worth Valley and they too were having their fair share of loco problems.

However after starting the day off with a DMU a two train service ensued with 80002 working a set of Mk1s and the Vintage Train behind L&Y 0-6-0 957 seen here in the rain between Mytholmes viaduct and tunnel. The train consisted of, from the loco, Metropolitan coaches, two L&Y coaches and the GN saloon made famous by the Railway Children. The last three are superbly restored and finished but the Metropolitan vehicle comes a poor second to its sisters on the Bluebell.



One railway I've long-promised myself a visit to is the Bodmin & Wenford so when they had a gala on 5th September I jumped on the train and headed for Cornwall via Bristol to see a pair of 37s, but that's another story.

The B&W did not disappoint. Whilst I could only see it from the train, I was able to see that it has potential and deserves a longer in depth visit.

On this occasion there was a definite WR branch line feel with 6435, 5552, 4277 and 5619 in action, only the latter being a type not found in the area. Here 5552 leaves Bodmin General for Boscarne Junction double-heading with Beattie Well Tank 30587 which is of course a loco with long connections to the area.

Unusually for a gala everything ran spot on time until the last departure to Bodmin Parkway but fortunately FGW's connection was running late too!



Saturday 19th September was a beautiful sunny day so Pete Greatorex and I took advantage of FGW's Club 55 and headed to Totnes for the South Devon Railway's autumn gala.

This is another railway I've not visited for many years; in fact I think it was still the Dart Valley when I was last there. Much had changed with the development of Buckfastleigh (I can thoroughly recommend the restaurant there) but down the line at Staverton it's a charming as ever.

Thanks to the upgrading of the track and bridges, larger locomotives are now possible such as 2-8-0 3802 glinting in superb lighting as it departs northwards towards Buckfastleigh. A split second later a "marigold" as PG calls them, popped out from behind those milk tanks and completely ruined Pete's carefully planned single shot. I had my digital camera set on sequential and consequently my first shot was okay.

A week later on 26th September another glorious day saw us trackside for the Severn Valley's autumn gala. Although the expected visit by Didcot's mogul failed to materialise, there were visits by the Worth Valley's Ivatt tank 41241, *Kinlet Hall* from Tyseley and the N2 from Loughborough.

Starting at Kidderminster, we worked our way northwards as the day progressed finally ending up on Eardington Bank for the later part of the afternoon.

The N2, which has been beautifully restored to its original Great Northern condition, was paired all day with the SVR's Gresley teak set of GNR and LNE stock and made a fine sight as it climbed the bank in low evening sun with Pete Waterman on the footplate.

We certainly picked the right day as I've seen reports that the Sunday was notable for an almost total lack of sunshine all day.



And so the year ended as it began, on the Great Central for the autumn gala on 10th October. The theme was "Heavy Metal" and in addition to the home based 48305 and 63601, the visitors included David Shepherd's 9F 92203 *Black Prince* and, at last, the Worth Valley's "Dub-Dee" 90733 making its first away appearance. Supporting them were the Fairburn tank, *Sir Lamiel* and *Oliver Cromwell*.

Here 90733 storms past Kinchley Lane with the "Windcutter" train of mineral wagons. All agreed it is probably too well restored as it lacks the characteristic "knocking" of the class.

The day finished with a spectacular nocturnal mail train display by *Oliver Cromwell* at Quorn. Dave Theobald has put the video on YouTube. Take a look at: www.youtube.com/watch?v=FhT2nAkdabU

But the year's not yet over; I'm planning to hit the GWR's post-Christmas this year.

CHILTERN'S NEW SHUNTER

On Friday 9th October Chiltern Railways took delivery of a new shunter at its Aylesbury depot. It is required to shunt the Chiltern and Wrexham Shropshire & Marylebone Mk3 stock which will nominally be allocated to the depot and will visit for maintenance and wheel turning. Until now this shunting has been carried out either using one of DBS's Class 67s or one of Chiltern's "Bubblecars". The former is an expensive use of hired-in resources and the latter aren't really suitable and there are fears damage could be done to the transmissions - parts are now becoming hard to find.

It is a Ruston & Hornsby model LSSH 0-6-0DH powered by a Ruston Paxman 6RPH Mk3 diesel engine with vee 6 cylinders of 7" bore and 7³/₄" stroke (29.4 litres) developing 275 bhp at 1300 rpm. It is somewhat similar to the Class 07 shunters built for BR in 1962. The main difference is whereas those had electric transmission (model LSSE); Chiltern's has hydraulic transmission consisting of a Twin-Disk torque converter coupled to a forward and reverse gearbox with overdrive which, when engaged, gives it a top speed of around 30 mph although it's unlikely to achieve that in its new life.

It was outshopped from the R&H factory in Lincoln on 28th February 1963 bearing the works no. 468043, one of a batch built for the Ministry of Defence. It was used by the army (no. 433) spending much of its time at Shoeburyness and its last "posting" was at Ludgershall. "Demobbed" in May 2007 it was purchased by Knights Rail Services of Eastleigh and after being overhauled, was hired to the contractors rebuilding the East London Line. Still carrying its army green livery and the name *Vulcan*, it was allocated the TOPS number 01509 in the series used for privately-owned shunters registered to operate on Network Rail lines. It was then sold to Chiltern and following a complete overhaul and repaint into Chiltern blue it

was stored at Allely's depot at Studley, Warwickshire before delivery to Aylesbury.

Although still on the national rolling stock register as 01509, the number is not carried. Instead it arrived bearing the newly applied name *Lesley* in honour of Adrian Shooter's personal assistant Lesley Knight, who performed the official naming ceremony at Aylesbury on 30th October. Chiltern are now negotiating the purchase of a second R&H LSSH shunter for use at Wembley LMD.

The loco isn't the only LSSH in our area; R&H 459515 of 1961 is preserved at Chinnor. It is also ex-MoD and carries the name *Iris*.

Thanks to Mark Edlington, Operations Manager WSMR, for supplying the technical details and history.



Christmas Quiz



To help you exercise the little grey cells after over indulging at Christmas, here's a short railway related quiz. It's just for fun, there are no prizes but the answers will be included next time.

Q1 Aside from Didcot, where and when was the last 7' broad gauge operation in the British Isles?

Q2 If Middlesex was '0' and Cornwall '6', what was Bucks?

Q3 What connects the careers of these British CME's and which is the odd one out? J A F Aspinall (LYR 1886-1899), H A Ivatt (GNR 1896-1911), J G Robinson (GCR 1900-1922) and R E L Maunsell (SECR and SR 1913-1937).

Q4 Which of the following is the interloper? Western Sentinel, Western Sovereign, Western Stalwart, Western Star and Western Sultan.

Q5 Fill in the missing word: White House, Campden, Kemble, Alderton, ?, Somerton.

Q6 By what name was Bourne End station known between its opening in 1854 and 1874?

Q7 Which two British passenger lines have been closed during 2009?

Q8 What was the name given to the type of exhaust and chimney arrangement used on some LNER pacifics?

Q9 The following names were applied to both WR diesel-hydraulics and Class 50s, but which is the odd one out? Superb, Ark Royal, Vanguard and Royal Oak.

Q10 What fate befell the first station at Saunderton?

Q11 What did the GWR CME C B Collett's initials stand for?

Q12 What do the four preserved locomotives illustrated below have in common?



GWR 7760



SR 777 Sir Lamiel



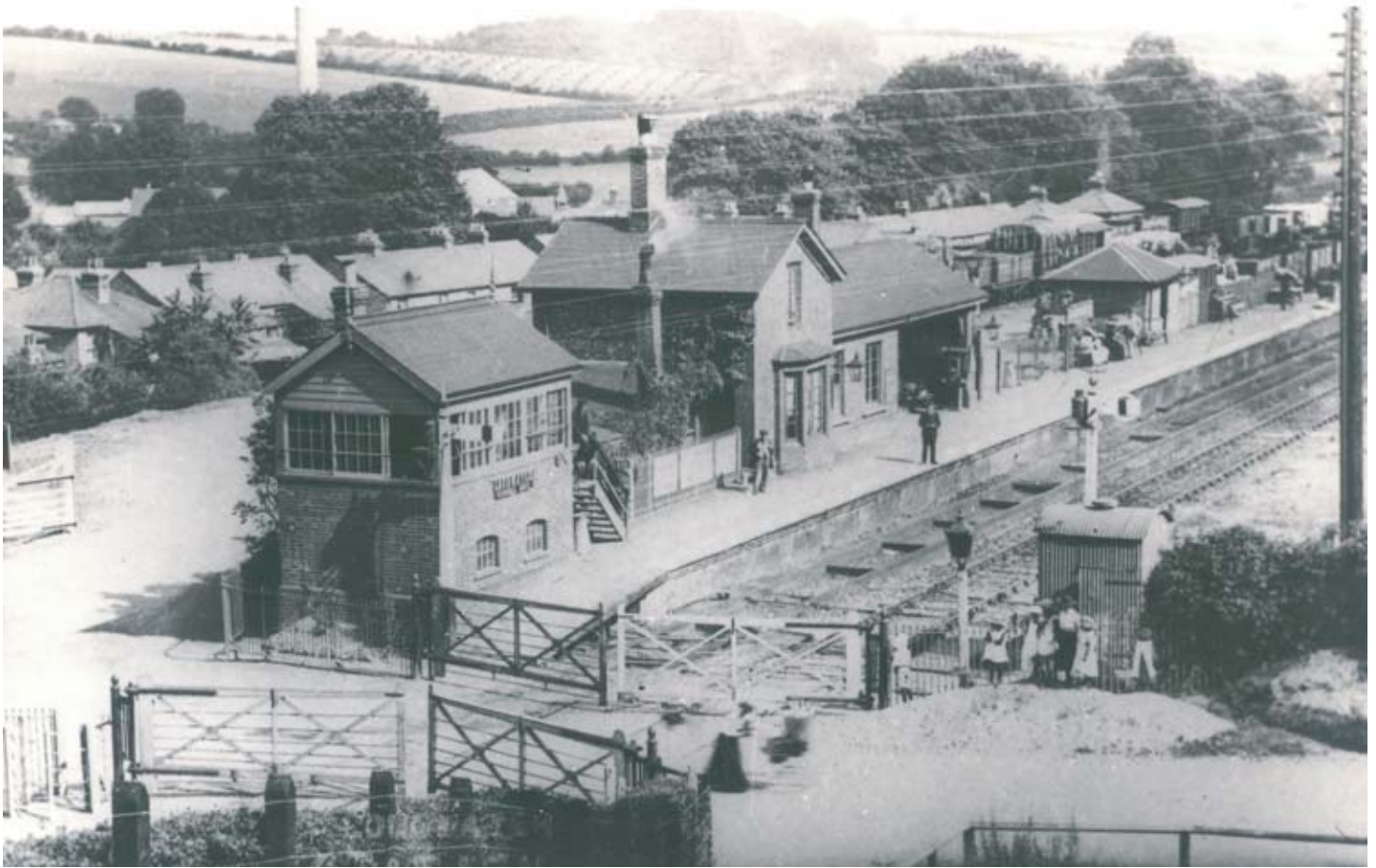
WD 2-10-0 '90775'



LNER 1306 Mayflower

LOUDWATER REMEMBERED

David Gardner



It has been my intention for many a year to make a model of the entire station area, yard and approaches of Loudwater circa 1953. This will be in 4mm scale to the more accurate P4 gauge and over several years I have collected photographs, slides, drawings, plans and articles relating to the Wycombe branch and Loudwater particularly.

Over the last 12 months I have built an extension along side our home to house the layout giving 32 feet covered area plus a further 9½ feet which is enclosed on 3 sides only, where I intend putting a fiddle yard. Much remains to be done such as a damp proof floor, electrical power points and a roof window which can be opened when things get a bit warm. Then I will make a start on the boards for the layout, track laying, buildings and scenery. In all I have quite a few years work ahead of me but at least I won't get bored!

But why may you ask choose a relatively small and fairly unimportant station such as Loudwater, given the amount of space available to me? Well for a start I lived in the village of Loudwater for over 30 years, so it took up quite a large part of my life. One of my earliest memories is going with my Mother to High Wycombe by train. My younger brother was only a babe then and had to be moved about in a pram, so we had to go in the guards van, which I found quite thrilling!

Loudwater station early 1900s. There is a lot of detail in this picture. The crossing gates are about to be opened for an approaching train. The waiting room has an open veranda as built and the place looks busy though the fact that a photographer was about may have something to do with it

As we grew up my brothers (three in total) and I would visit the station on our own to see what was going on and if we had any money to spare perhaps catch a train to Wooburn - tickets to that destination still had 'Great Western Railway' printed on them - or Wycombe which took us alongside Fennels Wood rising up above the Railway. There is a Lens of Sutton photograph of Loudwater which shows two small boys, one sitting on a bench the other standing both in short trousers and Wellington boots, just like we used to wear (they might well have been my younger brothers). Next to the starter signal on the down platform is an older boy with a bike, who has his hand in front of his face to shield his identity and that boy might well have been me! I never liked having my picture taken!

When I got into the spotting bug I often got one of my brothers to tag along with me and sometimes we caught the train to Maidenhead or even Paddington. There was a through train during the morning which carried express head code lamps as it ran non stop from Maidenhead to London. In those days you could hang out of the carriage



Taken in 1932 from the same viewpoint as the photograph opposite with the station house extended and the waiting veranda now filled in. At the far end of the platform there is a corrugated iron goods shed with Loudwater in large lettering on the side.

Mowat collection



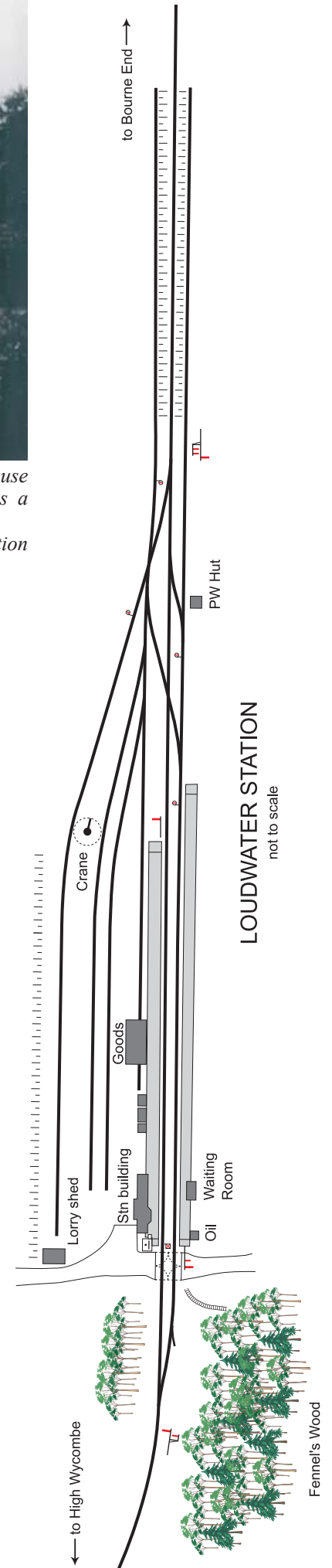
Circa 1959 The goods shed has now gone, it lasted into the 1950's. A second platform has been added from 1942. I am on the right hand side.

Lens of Sutton

windows without fear of losing your head as there was a wider gap between tracks, dating back from when the broad gauge lines were narrowed to 4' 8½ ".

On another occasion we got a through service to Oxford. I seem to remember it left about 9.15am and took 1½ hours to get to Oxford but an enjoyable journey none the less. Oxford was an exciting place to do loco spotting. We didn't have any trouble bunking the shed, an ancient wooden affair, we just walked straight in! I didn't have a camera then so missed snapping some great photos but that's how things were so there is no point regretting the fact. Back on the platform several interesting trains came and went, including some with Southern engines on and quite a few goods.

One train that has always stuck in my mind was a 'Wedding' train. Practically every compartment had newly married couples in them, though one had a just engaged couple. Friends or railway staff had chalked or





Looking towards High Wycombe circa 1959 with two signal posts visible and token apparatus. There was a trap point before the line curved round to the right. The nameboard in front of the pagoda waiting room pronounced 'Loudwater' home of Fords famous blotting paper.

David Gardner collection

Looking towards Wooburn on the same day. Quite an array of signals and there was another a little further on with Home and Distance arms. The bracket signal on the right has wooden posts. Part of the yard crane can be seen between the lamp posts next to taller mobile crane.

David Gardner collection



affixed messages to the windows such as 'tonights the night' nothing too racy as I remember but this was about 50 years ago when things were much slower and genteel. Anyway there were smiles all round so nobody seemed offended. I always thought this was a one off but recently there was a programme on the radio about the 'wedding trains' which apparently ran every 10 years or so. Someone had even written a poem about them. Unfortunately I missed it but my wife heard a clip and related in to me. I don't remember much about our return journey, whether we had to change at Princes Risborough or Wycombe or if we got a direct service but it was truly a great day out.

As time went on I would go to Loudwater station in the evening to witness the fast goods which started from Slough and was fully fitted with a Hall, Modified Hall or Grange up front and it was almost always an Oxley engine. It fairly flew through the station or so it seemed and I wondered if the fireman would ever drop the token. Sometimes this train was late and one of the signal men (it was always the same one) would invite me up into the box where I could listen to the bell codes and watch levers being thrown.

Quite a few specials were run in the summer months. We often started out with my parents on a train which stopped at Loudwater and took us direct to the coast be it Eastbourne, Brighton, Margate or Southend. Those were the days of cheap and carefree rail travel or at least that is how memory recalls it.

The furniture firm Ercol used to run its own excursions usually using ex works locomotives. I remember a report and picture in the Bucks Free Press in about 1960 when one of these trains was hauled by a 'County' class 4-6-0, something never heard of at the time. I spoke to a former Station Master a few years ago who told me in order to cater for these specials the yard would be cleared at Loudwater and trains of coaches stabled in there. Up to four or five trains apparently, though it must have been abit of a squeeze! On a Friday or Saturday night a



This May 1964 photograph shows the lorry shed, also used to store a fork lift truck. The vehicles belong to the signal engineers. The vans are CCI workshop van No 14995 and AA3 Brake No 35648 built 1892 .

David Gardner

Pannier tank would be waiting with one of the trains then a Hall, Castle or whatever would arrive, couple up to the front of the tank engine and they would storm off to Wycombe where stock was stabled ready for the following morning. Whether all stock was taken to Wycombe or not I do not know but the whole operation must have taken several hours in any case. I just wish I could have witnessed this happening but my guess is that at least one and possibly two trains of stock would have left from Loudwater the following morning. I tried to get more information from the Bucks Free Press but that was quite a few years ago and I'm still waiting though not holding my breath. Ercol has of course gone along with many of Wycombe's furniture industry but if any one can throw more light on the subject of Ercol sponsored excursions I'd be very pleased to hear from them.

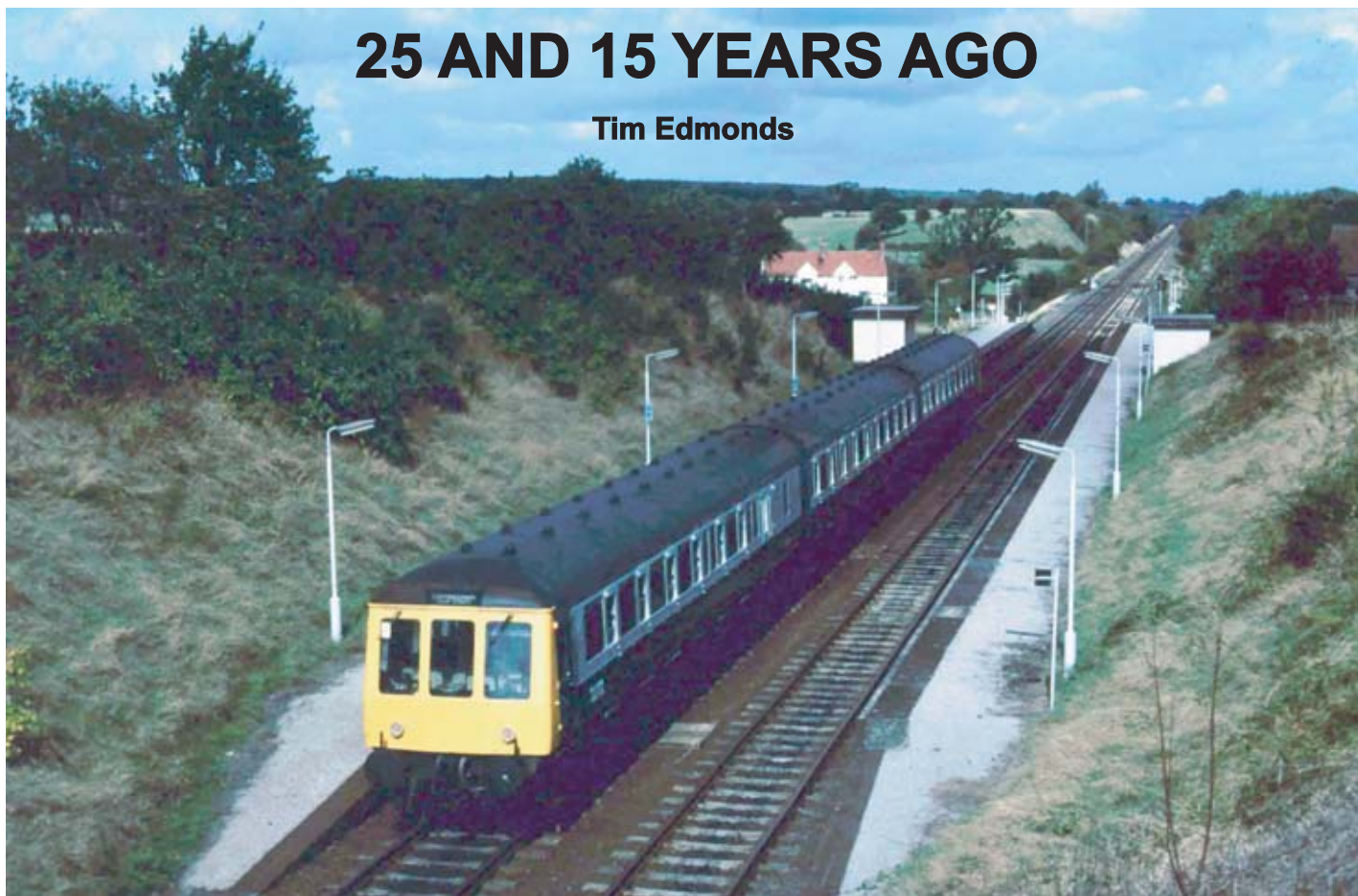
The large number of paper mills which once dotted this part of the Wye valley generated considerable traffic both inbound and outbound at Loudwater. In BR days some of this was handled in containers and this heavy-duty forklift was drafted in to load and unload the Conflat wagons.

Mike Walker collection



25 AND 15 YEARS AGO

Tim Edmonds



25 YEARS AGO

Winslow station was reopened for four Saturdays before Christmas for a special service for shoppers from Aylesbury to Milton Keynes Central. The trains did not call at Bletchley because the junction with the WCML had been removed, but travelled via the flyover and Denbigh Junction.

At 06.10 on 20th December 1984 a train carrying petrol from ICI Billingham to the British Tar Products depot at Cadishead, Manchester, was derailed inside Summit Tunnel, on the Calder Valley route between Littleborough and Todmorden. A serious fire ensued, destroying 10 of the 13 100-tonne tank wagons in the train - the remaining three were rescued intact. Remarkably there were no casualties. The tunnel (the longest in the world when it was built in 1841) was so well-built that it was not as severely damaged as at first feared. However, geological problems delayed its reopening, which eventually took place on 19th August 1985.

On 23rd December 1984 ex GWR 4-6-0 6023 "King Edward II" arrived in Bristol from Barry, where it had lain for over twenty years in Woodham Brothers' scrapyards. It was put on display in the old fish bay at Temple Meads station pending restoration to working order under the sponsorship of Harveys of Bristol. This was prompted by the impending celebration in 1985 of the 150th anniversary of the Great Western Railway.

Advance notice was given by BR that it intended to withdraw passenger services between Henley-in-Arden and Bearley Junction, thereby cutting back the Birmingham - Stratford-upon-Avon service to Henley and closing the intermediate station at Wootton Wawen.

The direct service from Birmingham to Stratford-upon-Avon via the North Warwickshire line was under threat 25 years ago with notice being given of the intention to truncate the line at Henley-in-Arden. Happily it survived and is thriving today. Here a Birmingham bound DMU is seen calling at the intermediate station of Wootton Wawen on 17th September 1983.

photos: Tim Edmonds

Work on the £306million ECML electrification scheme from Hitchin to Edinburgh was formally inaugurated in a ceremony at Peterborough station on 7th February 1985. The first of 33,000 steel masts which were to carry 2,800 miles of overhead wire was 'planted' by the Mayor of Peterborough, Councillor Raymond Palmer JP, who was himself a train driver, assisted by the Chairman of BR ER, Frank Paterson, and Don Holland CBE, the Chairman of the main contractor, Balfour Beatty.

Bearing GW150 emblems and proclaiming the sponsorship of Harveys, 6023 "King Edward II" is displayed in the old fish bay at Bristol Temple Meads pending restoration to running order on 2nd February 1985.





15 YEARS AGO

The National Railway Museum and the University of York announced the appointment of Dr Colin Duvall as the first Professor of Railway Studies. He was also to be head of research at the NRM. Dr Divall was a graduate in Physics and Philosophy and a former BR management trainee.

'Santa' train traffic boomed on the Shackerstone Railway in December 1994, which recorded its most successful season ever of the pre-Christmas specials. With on-train capacity never falling below 98.5%, some additional trains were timetabled to meet demand - including a special hired by a local school for an end-of-term party. The ambience was undoubtedly helped by a snap of winter weather, with snow and hoar frost contributing to the atmosphere.

The railway world lost three remarkable characters in the space of a few weeks. First was Eric Tonks, railway author and President of the Industrial Railway Society, who died on 26th December 1994. Tonks had fostered an interest in industrial railways which had led to the formation of the IRS - initially as an offshoot of the Birmingham Locomotive Club, of which he was a founder member. (As a 15-year old schoolboy your compiler wrote to Tonks when looking for information about an ironstone railway in Northamptonshire and received a friendly and helpful reply.) On 2nd January 1995 the remarkable Kenneth Leech died at the age of 102. A railway enthusiast all his life, only five weeks earlier he had been able to climb on the footplate of 6024 *King Edward I* when it called at his home town of Chippenham with a special. Then on 14th

www.mdrs.org.uk

In an appropriate landscape, 0-6-0ST Glasshoughton No 5 (HE3855/1954) crosses Carlton Bridge on the Shackerstone Railway, heading for Shenton with a 'Santa Special' on the last day of a record season - Christmas Eve 1994

Then on 14th January the redoubtable 'Cam' Camwell passed away. For many years he was a stalwart of the Stephenson Locomotive Society and organised many notable tours for the society in the 1950s and 1960s.

Nine years after restoration work first started on 8F 2-8-0 48305, the loco was returned to steam and made a light engine move from Loughborough to Swithland sidings on 15th February 1995. 48305 first came to attention at Barry scrapyards in the 1960s when it carried the graffito "Don't let me die" on its smokebox.

Four months after its return to steam on the Great Central Railway, 8F 48305 leaves Loughborough for Leicester North with a passenger working on 8th May 1995.



FROM THE ARCHIVES



British Railway Standard 9F 2-10-0 92178 approaching completion inside the A Shop at Swindon in the summer of 1957. This was the first of the final batch built at Swindon culminating with 92220 *Evening Star* in March 1960.



The finished article, thought to be Crewe-built 92079 with three 9400 class pannier tanks drifts down to Bromsgrove after banking on the Lickey Incline.

both photos: Ken Lawrie