

THE MARLOW DONKEY



Edition

175

March 2022



Contents:

Tickets Please! (Part 2)

Return to Steam

Three Private Sidings

Vintage Railfan Recollections

The Marlow Donkey

The Magazine of the Marlow & District Railway Society

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

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Front Cover Photographs

*Top: Western Pacific WP 804A and 2 sister locos head the Californian Zephyr through Sunol, CA .
20 June 1968.*

Don Woodworth (Article page: 14)

*Bottom: Southern Pacific Fairbanks-Morse 'Train Masters' inc. 3031, 3029 & 3025 at Townsend Depot,
San Francisco. 19 August 1968.*

Don Woodworth (Article page: 14)

TIMETABLE

FORTHCOMING MEETINGS

Meetings are held in the Bourne End Community Centre, Wakeman Rd, Bourne End at 7.15 for 7.30pm or can be attended on-line on Zoom (see page 3).

Thursday 17 March **HERITAGE RAILWAYS OF THE ISLE OF MAN** Colin Miell

A detailed look at the Isle of Man, and its wonderful heritage railways, covering many decades from the late sixties, right through to September 2021. The later years will be digital originals, and the 'golden oldies' will be mainly scans of Kodachrome slides.

Thursday 21 April **LIVING WITH THE WEST SOMERSET RAILWAY IN CHALLENGING TIMES** Tim Edmonds

Tim moved to Minehead in 2013, and has worked as a volunteer on the West Somerset Railway and photographed activity on the line. This is a look at the railways it has faced maintenance, financial, regulatory and organisational challenges, plus the pandemic.

Thursday 19 May **A NINTH COLOUR-RAIL JOURNEY** Paul Chancellor

A Ninth Colour-Rail journey looks specifically at passenger services from the named train to the single carriage branch line service and charts the changes across the years so features steam and modern traction from across the country.

VISITS

Sunday 1 May **BUCKINGHAMSHIRE RAILWAY CENTRE**

For our first post-pandemic outing we are planning an informal visit to Quainton Road for the Spring Steam Gala. See page 3 for further details.

CHAIRMAN'S NOTES

A word we hear increasingly is 'hybrid' whether you are a rose grower, new car purchaser or in railway technology. Now we apply it to meetings where part of the audience is seated at a venue and another part watching proceedings by Zoom or such. This method was considered by the committee for future society meeting at least as far back as last August as a potential way of encouraging attendance in a room and at the same time keeping in touch with those who were reluctant to meet in an enclosed space or were too far away to attend in person. We have gained an increasing number by Zoom and attracted new members as a result. So after considerable effort and trials our IT stalwarts, Peter Robins and David Woodhead, later joined by Richard Preece (who was subsequently co-opted and has since been elected to the committee), initiated this method at our 2022 Annual General Meeting. For the record this brought forth 16 society members at Bourne End Community Centre on 17th February plus 20 society members on Zoom.

The AGM passed at its usual swift progress after a slight technical hitch. In order to give a clear view of the screen images the top table for the Chairman and Treasurer was off-set whilst the Secretary recorded proceedings at home off the Zoom system. The earlier circulated paperwork of minutes, officers' reports etc was approved. It was noted sadly that newly joined Associate Member John Hayward had passed away recently. The membership was pleased to re-elect Peter Robins following his latest

three years of committee service. Richard Preece as mentioned above was elected to the committee as was Martin Stoolman. Keith Gower resigned recently for personal reasons. It was mentioned that in order to reduce the workload of the Secretary a volunteer to gather in and liaise with speakers was sought during the next few months, a year's programme being currently in place.

With the AGM over, the meeting was joined by a further 26 visitors comprising RCTS, LCGB Members and guests on zoom. A talk by Peter Robins (a busy man!) followed. The title being 'A Late Christmas Turkey' was illustrated by Peter's slides taken during 4 visits to Turkey. A multitude of locomotives including 8Fs were seen in various situations added to which were scenic views across the urban and rural, almost desert, terrain. A very entertaining evening. Only a few days later we learnt that Peter had contracted Covid so hopefully by the time you read this he will be well on the way to recovery if not completely clear. Whilst all members present at the AGM were immediately advised we can only assume it was not contracted at the meeting as no one with Covid would/should have been present as stated in the pre-meeting papers. So keep clear and keep safe. See you soon in the 'Isle of Man'.

Mike Hyde

SOCIETY NEWS

NEW MEMBERS

Once again we welcome several new members, Geoff Warren from Tilehurst and Bernard Cruickshank who now lives in Darlington but is a former Marlow resident.

QUAINTON VISIT

The society's first trip since the pandemic will be an informal visit to the Buckinghamshire Railway Centre at Quainton, near Aylesbury (HP22 4BY - 01296 655720) on Sunday 1st May for their Spring Steam Gala. All being well locos in steam will include visiting ex-Furness Railway 0-4-0 tender engine no. 20, built in 1863, the oldest working standard gauge steam loco in Britain. All available locos will be in steam, with trains running in both yards, parallel running and demonstration freight trains. Vintage carriages will be in use as well as the "normal" carriages. The miniature railway will also be in operation - don't forget to see Vincent there.

Admission prices are £14 for adults, £13 for seniors and £10 for children.

If you are planning to drive and are willing to take another member/members who live in your area, or need a lift, please let Brian Hopkinson know on hopkinson005@gmail.com and he will try to match drivers with non-drivers. We hope to see some of you there, perhaps with family or friends for what should be an enjoyable visit.

COMMITTEE CHANGES

Following the AGM, Keith Gower has stepped down from the committee for personal reasons and has been replaced by two new members: Richard Preece, who had recently been co-opted in view of his specialist IT knowledge will be assisting Dave Woodhead in this now important part of our activities, and Martin Stoolman who will be looking after press and publicity for the Society, an area where things have lapsed somewhat during the pandemic and where the Society needs to raise its profile once more.

SUBSCRIPTIONS: FINAL CALL

There are still a small number of members who have not renewed for 2022. Hopefully this is only an oversight and we can look forward to your continuing support. However, please remember that in accordance with the Society's rules, those not renewing by the end of March are deemed to have lapsed.

The good news is that Peter Robins has once again decided to keep the rate unchanged for the coming year, that is £16.00. The reduced rate for those of you who live some distance away and therefore attend meetings only on rare occasions remains at £8.00 with a meeting attendance fee of £2.00.

Remember, the Society now has a bank account with Lloyds which has a number of advantages over the previous account for both members and the treasurer. If you have on-line banking, you may make bank transfers to the Society.

The sort code is 30-95-36

The account no. is 62236160

Of course you may still pay by cash or cheque. Please note that ONLY cheques made out to "MDRS" or "Marlow & District Railway Society" will be accepted by the bank.

PREVIOUS MEETINGS

Our meetings have continued on Zoom through the winter and have been well attended.

In December Lee Davis reflected on a thirty year railway career from joining the industry on a youth training scheme to his present role as a driver for Cross Country.

Geoff Plumb's presentation in January took us back to 1970 with his usual superb images, this time venturing further afield into Europe.

For our first hybrid meeting and live one for two years, Peter Robins took us back to steam era Turkey.

WYCOMBE RAILWAY TALK

The Bourne End Community Association and Marlow-Maidenhead Passengers' Association are jointly hosting a talk on the history of the Wycombe Railway to be given by John Gurney at the Community Centre on Thursday 14th April starting at 19:45 (doors open from 19:30). It will also be live streamed by Zoom.

It costs £7.00 either attending in person or by Zoom and can be pre-booked by logging on to:

<https://bourneendcommunitycentre.org.uk/index.php/ticketed-events?view=event&itid=111>

RCTS MEETINGS

Our friends in the RCTS have the following meetings planned for the coming months.

Monday 28th March

Rail Operations Group Karl Watts, CEO ROG

Monday 25th April

Railway Safety – Lessons from Privatisation Cliff Perry

Monday 23rd May

Railway Chaplaincy

Meetings are held at the Cox Green Community Centre, Highfield Lane, Cox Green, SL6 3AX starting at 19:30 and like ours by Zoom. MDRS members always welcome. To register to attend by Zoom visit <https://rcts.org.uk/windsor-maidenhead/events/> and follow the link there.

LOCAL HERITAGE LIST

We have been asked by Buckinghamshire Council to consider nominating a building, a site or a structure, in our case railway related, for possible inclusion on the Local Heritage List. Many structures may already have statutory protection as scheduled monuments or listed buildings, so do not include them. Just locally important heritage assets. You could also volunteer to assist with survey and assessment work if you wish. Please let me know of any nominations or interest in the post and I will put you in touch with BC.

DONKEY CONTRIBUTIONS

There has been a good response to recent appeals and the Editor's "pending folder" is now well-filled for the next few issues. Thanks to all who have contributed and they will be used but you might have to wait to see them!

TICKETS PLEASE!

Recollections of a Great Western Train Guard 1999 to 2018 (Part Two)

Martin Stoolman



47832 (the most painted class 47?) passes Little Bedwyn with the 16:33 Paddington to Penzance on 27th August 2001.

Photo: Peter Robins

Well, in late February 2000 I had successfully worked my first few trains as a Guard, but these were a couple of easy jobs from Exeter to Plymouth and back... and you only really learn on the long trips when things are much more likely to go wrong. Sure enough on my first two trains up to London (the 10.00 Paignton to Paddington via Bristol both times), we were 13 minutes late and 22 minutes late respectively. That sadly was much more like how it was in those early days! I also remember having my first taste of customer dissatisfaction, with a well to do gentleman berating me for the fact that “every time he travels from Bristol to Paddington his train is late”. I was rapidly discovering that there is not a lot a poor Guard can do when the signals are playing up, or another train breaks down - but you can't tell the customer that; you just have to take it on the chin and apologise as though somehow it is directly your fault. I was to do a lot of apologising over the next 18 plus years for things I had no control over whatsoever, developing a very thick skin in the process! But passengers understandably get frustrated when they are delayed – I'd been there myself many times and got the T-shirt! I decided it was all part of the job, and after all I had chosen to wear the uniform....

The types of incident that a Guard has to deal with divide into two categories – operating incidents and passenger incidents. Two days running during my second week on the job gave me a taster of both. Wednesday 1st March 2000 saw me on the 14.56 Exeter to Paddington via Bristol, and having to deal with a dozen drunks in Coach E of my HST who were being disruptive and abusive to other passengers. I threatened them with the police, but then my mobile phone decided not to work. Embarrassing certainly, but as I was to learn, getting the police involved too quickly is not necessarily the best thing; it will

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almost certainly lead to the train being delayed for the 300 or so other passengers on the train and all for what? In the event I had at least been seen to be doing the right thing to protect my passengers - and we arrived at Paddington bang on time. My phone failing was actually the best result!

So passenger incident over with, the following day provided me with my first operating incident. Back in 2000 most trains were formed of HSTs, but FGW did still use a handful of traditional loco-hauled trains. The 20.33 Paddington to Plymouth on Thursday 2nd March 2000 was one such, comprising 47813 hauling 8 mark two coaches. For whatever reason at Castle Cary the driver pulled up short, with the last 3 coaches hanging off the platform, all unlocked of course. Even these days with Central Door Locking, it would be deemed a reportable incident and would have resulted in an investigation, due to the possibility of a door being pushed onto the catch or passengers getting over-carried etc. It would also have resulted in a not insubstantial delay to the train. Not 21 years ago! I simply pulled one of the passenger alarms to stop the driver attempting to move the train, and shepherded alighting passengers in the rear coaches along a bit so they could safely alight onto the platform. I then manually shut all the doors, re-set the passenger alarm, waved a green flag to the driver, and off we went! No door locking system on the train and no means for me to talk to the driver, so I just had to act in the safest way that circumstances permitted. I am certain that neither the driver nor me reported the incident (although it probably was reportable even in those days), and



43015 heads a HST set all in the original Great Western Trains livery past Breadcroft Lane at White Waltham on 25th July 1998 unusually running on the Down Relief line.

Photo: Dave Theobald

my log book records that we left Castle Cary just one minute late, and this had been made up by Taunton, the next stop. By the time I retired in 2018 not reporting this type of incident to both the Signaller and Control would have been a hanging offence, despite the inevitable delay to the train and any following ones of course. You, dear reader, will now judge what you think is best and I will shut up! The inescapable reality is that we live now in different times....

The rest of March was relatively trouble free, the only incident of note occurring on a late Saturday afternoon 16.35 Paddington to Plymouth HST, when the driver was unable to release the brakes at Reading. Experience soon teaches you that a likely cause is a pulled passenger alarm, and certainly that is what the Driver would have been hoping for – he'd much rather push the onus onto the Guard to find the fault than have to start crawling through the engine room! Sure enough, some kids were messing around in Coach E near the buffet and there was the tell-tale hissing air sound in one of the toilets that pulled passenger alarms on HSTs helpfully emit, aiding the fault finding process. With the alarm re-set we departed Reading just 4 minutes late, and had made all but a minute of it up by Exeter. No chance of catching the culprit amongst those kids of course, and I was pleased to see the back of them at Newbury.

Onward to Tuesday 4th April 2000 and an early adventure on the 05.55 Exeter to Paddington commuter train, a service I mentioned in part one as being a good commission earner for us Guards! All went well as far as Reading where, despite being full and standing as usual, we were ignominiously terminated. A major cable fault between Maidenhead and Slough meant most trains were “being caped”. Now the issue at Reading back then was always a shortage of platforms with many other trains wanting to arrive from all points west at that time in the morning, so they wanted us out of the way. Normally you would expect instructions to come by phone from Swindon Control even in

those days, but instead I was approached by a man with FGW ID, and asked if I would mind using the HST set (now emptied) to form an emergency service to Bristol Temple Meads. A Bristol driver had been sourced, and I was happy as it meant I could just travel back from Bristol and go home a couple of hours early! The manager (no idea who he was) offered no paperwork and no timings, just a verbal instruction to go when we received the tip from platform staff. The signaller had obviously been made aware as the down starting signal cleared and away we went with a handful of lucky passengers on board. Our arrival at Didcot was greeted with complete surprise by the platform staff who had no idea we were coming and wanted to know our destination! It was feeling a bit like we were a ghost train. But a good crowd of passengers joined and the signals were green, so on we pressed. At Swindon I was immediately approached by station staff saying that Control urgently needed to know where we had originated and where we were heading!! Of course these days all this would have resulted in a huge inquiry and the train would in all probability not have got beyond Swindon. But fortunately not back then. On we continued to Chippenham and Bath with a healthy load of passengers, terminating in Temple Meads at 10.20. And home I rode to Exeter on a late running Leeds to Plymouth Cross Country service (along with many appreciative customers off my train who were heading further west), and I heard nothing more about it. Common sense had prevailed. Those were the days!

I mentioned earlier about how you learned “on the job”, and those who read Part One will recall that I signed off mentioning that I would soon have a major incident, and one that remained as one of the worst of my career....ff!

Great Western's 47846 (in the early "Roadrunner" livery) has obviously been borrowed by Cross Country as it passes Pangbourne with the 15:05 Poole to Glasgow on 16th August 1998.

Photo: Peter Robins



It was Saturday 6th May 2000 and I booked on at 13.18 with the shift starting well enough, taking over a fairly quiet 10.45 Penzance to Paddington service at Exeter, and arriving two minutes early into London. The return trip was the 17.35 Paddington to Exeter St David's, stopping at all the main stations along the Berks & Hants, with an experienced Bristol driver at the helm. We left Reading on time at 18.02, rounded the right hand bend at Southcote Junction, and almost immediately the emergency brake was applied and we came to a shuddering halt. I pulled down the nearest droplight window and looked out; we had ploughed into a herd of cows, and the scene outside was one of distress and devastation. As a Guard, my first responsibility was to protect the opposite line through the use of track circuit clips which, when applied to the two rails, have the effect of turning the signals to red. I sprinted to the van, grabbed the clips, but then out of the window spotted the driver using a signal post telephone. Luckily we had come to a stand opposite the up signal protecting the Junction, and the driver quickly established with me that he had spoken by phone to the signaller and had received his assurance that all signals had been put to danger so there was no need to use the track circuit clips.

What to do first? Well, I had been taught that after the protection of the line, my responsibility lies with the welfare of my passengers, so I immediately used the PA to make an announcement. What I said I have no idea as by then I'm sure most of the passengers had already established what had happened; they only had to look out of the window to see! I expect I told them to remain calm and that the driver and I would do everything possible to get the situation sorted. (In reality it was obvious that we were not in fact going to move for some time; the cows that were still alive were wandering around in considerable distress on account of their injuries, and of course there was the possibility of damage to the train). I instructed the on board Customer Host

to start immediately issuing complimentary refreshments to the passengers which helped to calm people down.

It wasn't long before a couple of anxious farmers joined us from the Theale direction; they had lost control of the cows while using a farm crossing some distance away, and they had made off up the tracks in our direction. I won't go into the graphic details too much but, suffice it to say, a vet had to be summoned to put down the distressed animals. As far as we could tell, damage to the train seemed thankfully to be limited to a set of driver's steps getting bent inwards. We were joined by a couple of fitters from Reading depot, and it took all four of us using a crowbar to bend those steps back! After two hours at a stand they pronounced the train fit to proceed, although I have wondered since how fitters from Reading, with experience basically limited to Turbos, were qualified to pass an HST fit to run. However we were authorised to run at reduced speed to Newbury and if all seemed well we could continue onwards at line speed.

As for the passengers it was unfortunate that I had several young football fans on board heading back to Newbury after watching a Reading home match; like any young males they did not, let's just say, treat the incident with the respect it deserved. However all the other passengers were great, and I was really pleased when, a couple of days later, the Duty Manager at Exeter told me how several customers on their way out at Exeter had praised my actions, particularly the way that I used the PA frequently to keep them informed. That stayed with me through my career, and I always made a point of making frequent reassuring announcements during any incident. A baptism of fire it certainly was, but it taught me a lot.

Inevitably that Bristol driver and I formed something of a bond from that day on, especially as the "roast beef" jokes aimed at us in the messrooms took a long time to wear off!

To be continued...

47291 passes Woofferton (There are cows on the left) with the 17:20 Cardiff to Manchester on 1st September 1984.

Photo: Peter Robins



RETURN TO STEAM

The view from the train

Chris Waite



The reference in the December *Marlow Donkey* to the *Return to Steam* specials brought memories flooding back.

I don't remember ever having 'King' haulage in regular service and the one previous occasion when a 'King' was rostered on a special I'd booked on, a 'Home Counties Railway Society' special from Kings Cross to Doncaster and back in June 1963 with fellow MDRS member John Sears, the last surviving 'King' – 6018 – was withdrawn a few weeks beforehand, so we were hauled by LMR 'Coronation' Pacific 46245 *City of London*. Thus, once I knew that there would be 'Return to Steam' specials, I wanted both to take photos and to ride one of the trains.

The opportunity for photos came on the day on the inaugural run, Saturday 2nd October, from Hereford to Tyseley via Swindon. After early mist it turned out to be a glorious day. I didn't pass my driving test till the following January but was able to persuade Dad to drive out in the family MG Magnette (BMO588B) – a car which I believe still exists – to Didcot, where I got 2 photos on the West to North curve. The first is of the train on the curve, the second of it at Didcot North Junction, passing 7808 *Cookham Manor*, strategically positioned by the GWS to give a whistle 'salute'.

On then to Heyford for a shot of the 'King' in full cry. You will note that while I'm a good distance from the line, others are not and I'm ashamed to say that the two on the wrong side of the fence are my sister and father. 'Normals' – you can't take them anywhere!

As for a ride, I guessed that it would be difficult to get seats on the weekend runs, so decided to try my luck with the Birmingham Moor Street to Kensington Olympia leg on Monday 4th October. I attach photos of my ticket, of the souvenir programme and of the correspondence I received prior to the trip. Note the

6000 King George V heading north round the west curve at Didcot with the Hereford to Birmingham special on 2nd October 1971.

Chris Waite

requirement to reply by post within 3 days. It didn't seem unreasonable at the time, but I wonder whether the same could be said in 2021.

In contrast to the good weather on the Saturday, the Monday was dull, though it remained dry. For me, the day started with my regular train – the 07.38 Slough to Paddington, formed of 2 class 117 DMUs, which always had plenty of seats. It always puzzled me why Slough commuters crammed on to the 3-car 07.32, rather than wait for the 6-car 07.38, but hey, I wasn't complaining.

Then, as usual, it was the Circle Line, but instead of continuing to Moorgate and the office, I alighted at Euston Square and walked round the corner to Euston for the 08.45 to Birmingham – 12 coaches, mainly Mk2s, hauled by Class 86 electric E3142 (subsequently 86254). A 3-minute late start from Euston became a 6-minute late arrival, partly due to numerous signal checks and partly to what I assume to be an over-reading speedometer, as 96mph was the maximum speed.

Anyway, arrival at 10.25 left plenty of time for the walk to Moor Street, which at the time was a shadow of its former (or modern-day) self with rather dilapidated buildings served by just a few rush-hour trains.

Departure of the special was scheduled for 11.55. As I recall, I didn't have to wait long for the arrival of the stock – 5 Bulmer's Pullmans for the great and the good and 2 BR Mk1 TSOs for us lesser mortals. Despite the gloomy weather, I went to the front for a shot of *King George V*. This involved walking off the end



6000 King George V passing Didcot North Junction with the Hereford to Birmingham special on 2nd October 1971. 7808 Cookham Manor stands with one of the Super Saloons; what a contrast with today.

Chris Waite

6000 King George V passing Heyford with the Hereford to Birmingham special on 2nd October 1971. Chris's father and sister engage in a little trespass.

Chris Waite



of the platform - no 'elf'n'safety' in those days – but a combination of the weather, Kodachrome II and a non-adjustable camera meant that the result was very under-exposed.

It was with some anticipation, therefore, that I walked back to the rear of the train to claim a seat, hoping for a vintage 'King' performance.

My first disappointment was that all the seats on the Up (milepost) side had been taken, so accurate speeds would be difficult - no GPS in 1971. Anyway, 11.55 approached, everyone was on board and, 2 minutes early, we were off.

Although I felt like a king, as well as being hauled by one, it soon became clear that this would be no record-breaking run. As can be seen from the attached log, despite the relatively easy schedule, time was lost on each section. I'd estimate that speeds were generally in the low to mid-50s.

There were only two scheduled stops - 5-minutes pause at Banbury and 55 minutes at High Wycombe. As many members will no doubt recall, at Wycombe what seemed like half the town was on the station so I didn't attempt a photo, I did, however, take a shot from the rear carriage as the train approached Wycombe (attached).

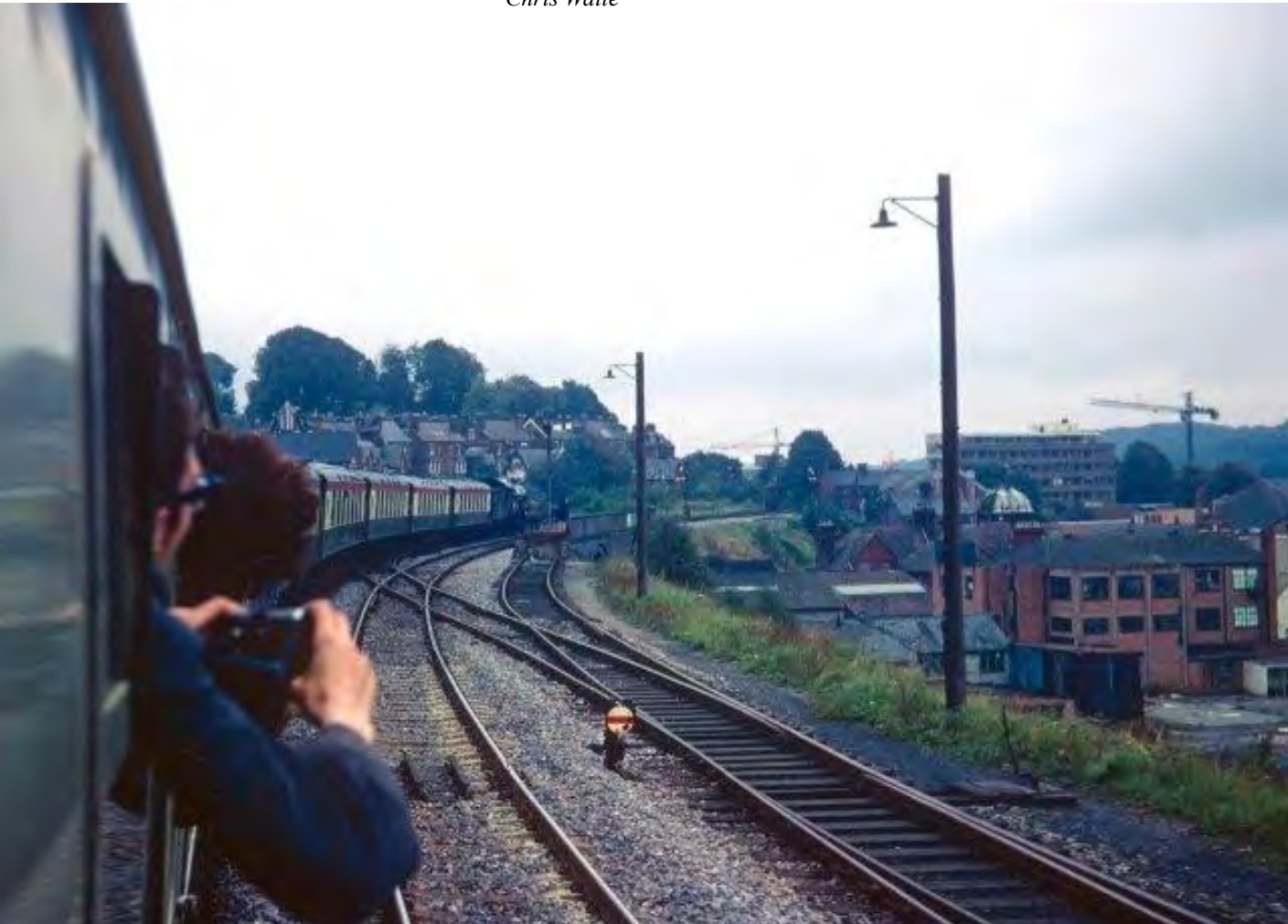
Although the good burghers of Wycombe were in the know, the driver of a westbound Central Line train in the Ruislip area evidently wasn't - the look of sheer amazement on his face has remained with me to this day.

The view from the train as 6000 King George V passes the North Yard as it approaches High Wycombe on its way from Birmingham to Kensington Olympia on 4th October 1971.

Chris Waite

0 King Class 4-6-0 No. 6000 (King George V)			7/274/290	1A
0.00. Birmingham (MS)	11.55	11.53.05		
1.75. Small Heath	12.00	12.01.24		
2.75. Tyseley	12.05	12.04.22		
6.50. Solihull		12.11.46		
9.90. Knowle	12.14	12.16.10		
12.45. Lapworth		12.19.00		
16.65. Hatton	12.23	12.24.10		
20.80. Warwick		12.25.50		
22.75. Leamington Spa	12.31	12.32.40		
26.55. Pesse Road				
28.90. Southam Road				
33.85. Penny Compton		12.45.58		
36.50. Claydon Crossing				
39.00. Cropredy				
42.60. Banbury	12.55	12.56.37		
0.00. Banbury	13.00	12.59.50		
3.55. King's Sutton		13.05.38		
5.10. Aynho Jet.	13.07	13.07.24		
10.30. Ardley	13.14			
14.10. Bicester	13.19	13.18.06		
17.05. Blackthorn				
20.05. Brill				
23.45. Ashendon Jet.				
27.40. Haddenham		13.23.51		
32.80. Princes Risborough	13.42	13.40.52		
35.95. Saunderton		13.44.57		
38.70. West Wycombe				
40.95. High Wycombe	13.55	13.56.15		
0.00. High Wycombe	14.50	14.48.41		
4.85. Beaconsfield		14.57.34		
9.10. Gerrards Cross		15.02.41		
11.75. Denham		15.05.29		
14.45. West Ruislip		15.08.56		
16.50. Northolt Jet. E.	15.14	15.12.09		
18.75. Greenford		15.16.50		
23.30. Old Oak Common W.	15.19	15.20.45		
23.75. Old Oak Common E.	15.22	15.23.21		
0.00. Old Oak Common E.	15.24	15.25.12		
. North Pole Jet.	15.29	15.29.08		
. Kensington Olympia	15.36	15.37.40		

Chris's log of the trip.



All too soon Kensington Olympia was reached. By the time I'd got to the front of the train again there were hordes, so I kept the camera in my bag and simply looked on until it was time to return to Paddington for the 16.35 DMU back to Slough.

Although I was disappointed with the running at the time, with hindsight I shouldn't have been. It was more important that there should be no delays to service trains and no lineside fires, so more or less keeping to the schedule with relatively easy running makes sense and the rest, as they say, is history.

In the 1970s and 1980s I had many more runs with *King George V*, but never got a really good one. I had to wait till 6024 returned to the main line for that.

Both sides of the special ticket issued to those lucky enough to have secured a place on the special on 4th October 1971. Similar tickets were issued for the other legs of the Return to Steam tour.

VITAL STATISTICS OF 6005 "KING GEORGE V" (in original form)

Built	Swindon 1927 (GWR class fitted Dec 1956)
Cylinders	Four 18" diameter x 26" stroke
Wheel Arrangement	4-6-0
Wheel Diameter	5 ft 6 ins
Tractive Effort	40,700 lbs at 85% M.E.P.
Working Pressure	250 lbs per sq. in.
Boiler	Swindon Standard No. 12
	— diameter 5 ft. 6 ins. and 9 ft. 3 ins.
	— longest length 16 ft. 0 ins.
Firegrate Area	34.5 sq. ft.
Heating Surfaces	tubes 22,807.5 sq. ft. 1,657 Annularments
	superheater 312.0 sq. ft. 1,918.0 sq. ft.
	brakes 193.5 sq. ft. 489.0 sq. ft.
Water Capacity (tender)	4,000 galls.
Coal Capacity	6 tons
Length over buffers	68 ft. 2 ins.
Height (from rails)	13 ft. 5 1/2 ins.
Weight (total)	135 1/2 tons (in working order)
Lubrication	Manual
Approximate Mileage	7,000,000



MONDAY, 4 OCTOBER

	arr.	depart
MOOR STREET		11.55
BANBURY	12.55	13.00
Ardley		13.14
Bicester		13.19
Princes Risborough		13.42
HIGH WYCOMBE	13.55	14.53
		Water (if required)
Northolt Junction		15.14
Old Oak Common W.		15.19
OLD OAK COMMON E.	15.22	15.24
		Pick up pilot driver
North Pole Junction		15.29
KENSINGTON OLYMPIA	15.38	



6000 King George V standing at High Wycombe where a 55 minute pause was scheduled to service the locomotive with the local fire brigade turning out to top up the tender. Imagine a special being able to stand at High Wycombe for that long today given the modern intensive service.

Dave Theobald

Back in action 6000 King George V thunders towards Tylers Green and White House Farm Tunnel on the final leg of its trip from Birmingham to Kensington Olympia on 4th October 1971.

Dave Theobald



THREE PRIVATE SIDINGS

Mike Walker looks at often ignored facilities.

THOMAS'S SIDING

The Wye Valley between High Wycombe and Bourne End was for a long time closely associated with two major industries both now almost extinct, paper and furniture making.

There were a whole string of paper mills in the valley with seven in the stretch between Loudwater and where the Wye flows into the Thames at Hedsor Wharf south of Bourne End. Whilst most of these made use of the Wycombe Railway only one was conveniently situated to take advantage of having its own direct connection and private sidings. That was Soho Mill at Wooburn Green (almost opposite St. Paul's parish church) operated by Thomas Green Ltd.

Soho Mill had been in existence for several hundred years when it was purchased by Thomas, Stephens & Green in 1860 and the paper manufacturing business was started. The Mill was setup to manufacture paper from straw brought in from agricultural land around. Times were hard to start with but eventually the company prospered, becoming a limited company, Thomas Green Ltd. and specialising in the production of coloured paper; a process which regularly changed the colour of the Wye depending on the colour of the paper being produced!

It is unclear exactly when the private siding serving the mill was installed but the 1899 25" Ordnance Survey maps show it along with the extensive network within the mill itself. The same arrangement appears on the 1925 edition (shown here) with the addition of a narrow gauge internal network.

These early maps both show connections to the main line facing both Bourne End and Wooburn Green. The former appeared to feed directly into the mill whilst the latter fed a short, dead end siding. The arrangement seems a little odd and would have been difficult to shunt but it might be that the OS made an error - it's not unknown.

Later, a more logical arrangement was established with a single connection facing Bourne End leading into two sidings, the furthest of which from the main line continued into the mill. A gate marked the boundary and locomotives were not permitted to enter the mill property. Internal shunting was carried out using a horse or in later years a modified farm tractor. The connection was worked by a 2-lever ground frame unlocked using the Bourne End North to Wooburn Green token.

Working of the siding differed over the years. The earliest WTT which is known to have survived shows the 1.30am Crimea Yard (London) to Oxford goods calling between 5.39 and 5.45am whilst the 5.55pm Slough to Oxford goods was shown as Calls if Required. In the Up direction the 11.45am Oxford to Taplow goods was booked to call for just 2 minutes, 3.31 to 3.33pm, hardly long enough to do any work, followed by 6.20pm Oxford to London goods between 10.50 and 10.55pm.



A view of Thomas's Siding from a northbound DMU in the early 1960s looking towards Wooburn Green. The ground frame is just out of the view on the left but the layout can be clearly seen. The track to the right leads into the mill and some wagons are parked at the gate. The middle road is simply a siding.

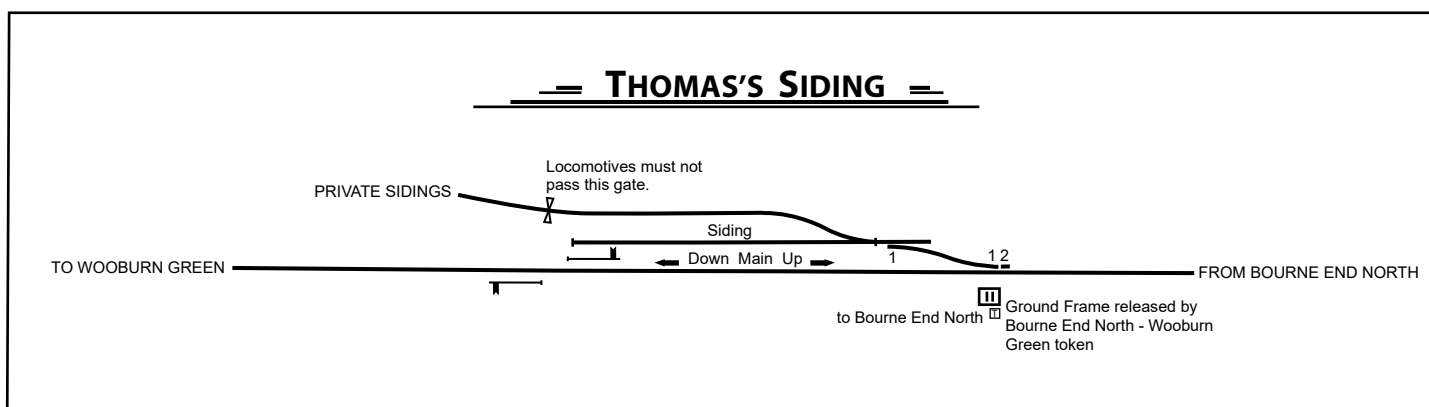
Photo: P. J. Garland

The 1910 WTT showed it served by the 5.0am Taplow to Oxford and the 11.40am Oxford to Taplow and 3.25pm Oxford to London goods.

By 1955 the siding was served by the 11.0am pick-up from Taplow which was booked to terminate at Thomas's Siding at 12.39pm before returning to Bourne End at 12.54, having already spent an hour shunting there. The locomotive would propel from Bourne End with a brake van leading. Additionally, the 9.25am Hinksey to Slough was booked to call between 2.38 and 2.48pm.

Traffic handled included inbound coal (the company had their own wagons in GWR days) and raw materials with finished paper leaving.

Thomas's Siding was closed on 31st August 1967.



GOMME'S SIDING

For much of the 20th century High Wycombe was the centre of furniture manufacture in the UK but like the paper industry, few of the factories were close enough to the railway to be served directly. The exception was Ebenezer Gomme who started making chairs in a workshop behind his home in Totteridge Road. By 1909 he had established a factory in Leigh Street, in the west of the town, and in 1927 opened another at Spring Garden on the east side, conveniently situated in a triangular parcel of land between GW&GC Joint Line and the GWR's former Wycombe Railway branch from Maidenhead.

This new factory was provided with its own private railway sidings alongside the GW&GC line from the start. A trailing connection was made with the Down Main just on the London side of what is now called the Princes Gate bridge. This led into Gomme's premises through a gate and, as at Thomas's Siding, it was prohibited for locomotives to pass beyond the gate. A short neck was provided before the gate the points of which co-acted with the main points to prevent any runaway vehicles from the works fouling the main line. The connection with the main line was controlled by a ground frame released with a key, duplicates of which were kept in Beaconsfield and High Wycombe South Signal Boxes.

Within the works there were two parallel sidings at the London end and a headshunt at the Wycombe end.

If Gomme's was to be served by a Down train, the guard would collect the key from the Beaconsfield signalman and, after completing the work, hand it to the High Wycombe South signalman who would then give to the guard of the next Up passenger train to return to the Beaconsfield station master.

However, it was more usual for Gomme's to be serviced by a trip move from High Wycombe. The local pilot loco would propel the traffic for Gomme's with a brake van leading. The van would be left on the Down Main behind the Home signal whilst the inbound and outbound wagons were exchanged after which the van would be recoupled and the train returned to the station. Again, inbound traffic included coal and timber despite much of the company's requirements being sourced locally. Outwards comprised finished furniture.

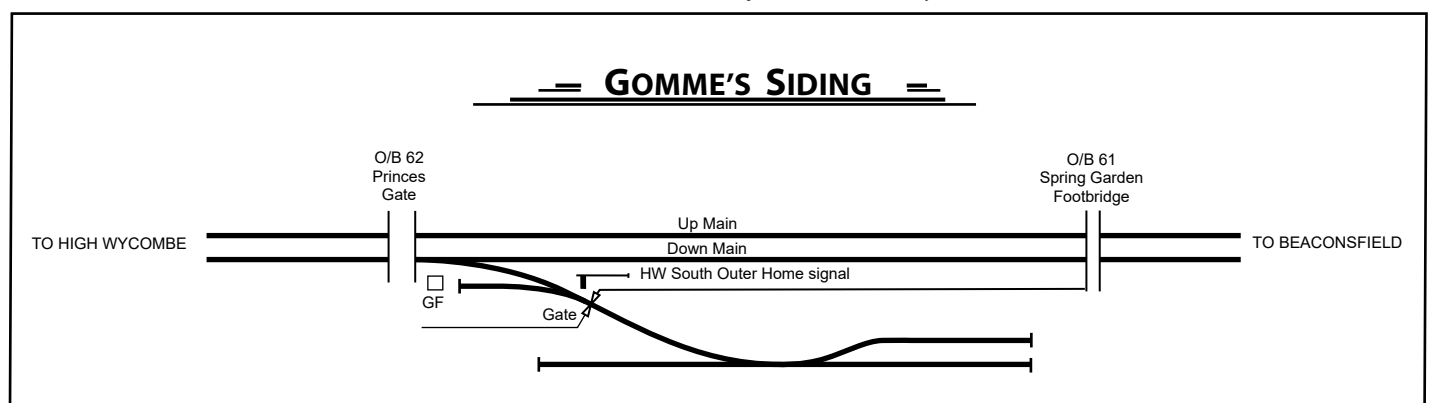
The siding closed in the late 1960s and the factory followed in 1992. Today the site is a large housing development.



This aerial view of Gomme's Spring Garden factory was taken in 1932 and looks approximately east with the GW&GC Joint Line prominent in the centre and the line from Maidenhead on the right. Several wagons of timber are visible along with some vans.
Photo: Britain from Above/Aerofilms



This former GWR ventilated van, W134089, is designated as a "Parto" which means it has moveable partitions to protect the load. It is also branded "Return empty to High Wycombe WR" which suggests it might have been used in connection with the furniture industry.
Author's collection



BELLFIELD (BROOM & WADE) SIDING

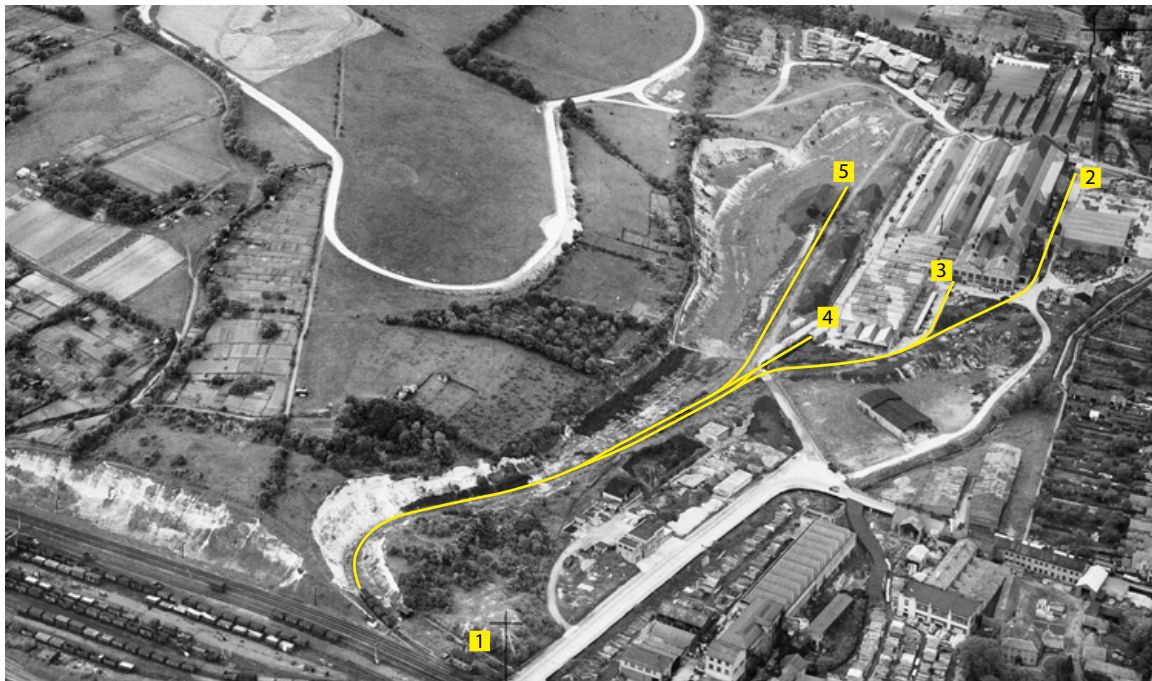


Photo: Britain from Above/Aerofilms

The most important of the local private sidings was that serving Bellfield Works, the home of Broom & Wade Ltd. This important engineering company was established in 1898 and produced many products including early lorries but became best known for its domination of the world of compressed air producing compressors and air tools. They outgrew the original works in Lindsay Avenue in the Desborough district of High Wycombe and in 1928 took over part of Bellfield Works in the lower part of the Hughenden Valley.

Broom & Wade's presence at Bellfield included foundry as well as manufacturing facilities. A connection to the railway was needed and a Private Siding Agreement was signed with the GWR and LNER on 26th January 1928.

This was almost a branch line rather than a siding and was nearly half a mile long. It can be best understood by reference to the above photograph taken in 1946 onto which the tracks have been highlighted. The line diverged from the Up Main adjacent to High Wycombe North Signal Box (1 on the photo) which in turn was next to Bellfield Road. As can be seen Bellfield Road was newly opened at that time although the bridge it passed under dated from the opening of the Joint Line. There was a runaway trap point at the junction which was signalled by ground disc signals. These and the point were worked from the North 'Box. There was also a gate which marked the boundary of the GW&LNE's property.

The branch curved very sharply away from the main line through a deep chalk cutting and after straightening out came to a short run-round loop. From here the line initially split into two long sidings (2 and 3) one of which entered the main building to serve the foundry, machine shops and assembly area. There were a number of wagon turntables inside the building.

During the Second World War Broom & Wade were building Churchill tanks for the British army. Whilst the works were well equipped for this getting them out was another matter. Therefore the facilities were expanded, at government expense, in the summer of 1941. This included a short siding ending in a loading ramp (4) where the completed tanks could be driven onto 'Warflat' bogie flat wagons specially strengthened to take the weight. Typically two tanks would be carried per wagon. An additional siding (5) was laid to the west side of the works. This served a coal and coke stockpile and was also used by Associated Asphalt Ltd.

Inbound traffic mainly consisted of coke and pig iron for the foundry, general supplies for manufacturing and occasional deliveries of fuel oil. Outbound, in peacetime, consisted solely of finished product with larger items such as compressors being loaded into low-sided open wagons and sheeted over. Operationally, the siding would be serviced by the High Wycombe pilot engine as part of the daily North Yard shunt which tended to take place in the early afternoon. The engine would scoot across the main lines as required to deliver inbound or collect outbound traffic.

As with the other private sidings, the railway company's engines were prohibited from passing beyond the boundary gate although in this case there was a good practical reason; the sharpness of the curve would have proved too much for even the pannier tank which typically did duty as the Wycombe Pilot. Therefore, Broom & Wade had their own locomotive which was kept in a small shed just visible at the far end of siding 1 above.

The first was no.1, a 4-wheeled Muir-Hill petrol-mechanical which owed more to a tractor than a railway locomotive. Although built in 1928 (b/n 30) it didn't arrive in High Wycombe until 1935 when it was purchased from George Cohen & Sons of Leeds having previously been used by the Leeds De-Tinning company. It was withdrawn in 1957 and the engine used in a Muir-Hill dumper, the rest being scrapped on site.

It was replaced initially by a Hibberd 'Planet' 4-wheeled Diesel-mechanical (3264/1948) acquired from M E Engineering, Cricklewood but its stay was short and it was returned whence it had come. The final locomotive was another Hibberd 'Planet' (2102/1937) also acquired in 1957 and numbered T-1 by Broom & Wade. It had previously been used by Shell Mex and BP at Trafford Park, Manchester. After the cessation of rail traffic to the works in 1976, it was stored and later presented to the Quainton Railway Centre where it can be seen today.

Naturally, the Muir-Hill was incapable of shunting the loaded 'Warflats' so during the war years the LNER loaned one of its Y3 class Sentinel vertical-boiler locomotives - possible all they had capable of negotiating the tight curve. Incidentally, this was so sharp that special extended link couplings had to be used on the 'Warflats'. One of the 1946 images of Bellfield Works on the Britain From Above website shows one of the Sentinels on siding 5.

Vintage Railfan Recollections

Colonel Don Woodworth, USAF (Retired)



Last time we left Don ready to leave the far east and return home to what was, to him, familiar railfanning but in an unfamiliar part of his homeland.

It would be an understatement to say I thoroughly enjoyed my return trip home from Vietnam. As a treat to myself for making it back unscathed, I splurged and traveled by first class train from California to Chicago and from Chicago to New York City, and then by local trains to Seymour, CT – just 6.7 miles from home and where my parents picked me up from the train. Interestingly enough, one can still make the same trip 54 years later – just not in the same elegance that was possible in the autumn of 1967. On 10th October 1967, I rode via a railroad-operated bus from downtown San Francisco across the San Francisco Bay Bridge to the Western Pacific RR station in Oakland, CA where the 10 cars of Train #18, the famous *California Zephyr*, were stretched out and ready for boarding. Of the 10 cars in the train, 4 cars were Vista Dome cars equipped with “bubbles” atop their roofs especially designed for sight-seeing along the line. After stowing my gear in my assigned roomette, I proceeded to locate myself in the front right-hand seat of trailing dome-observation car and, aside from meal times, calls of nature, and sleeping, occupied the seat all the way from California to Chicago, IL. If the car I rode still exists, there is probably a permanent imprint of my posterior etched in the front right-hand seat.

I had not traveled in the American West before, so it was a genuine treat to be exposed to the fascinating geography of the West via this train – to include some scenic canyons in Colorado only accessible by rail. The train ride was spectacular – first-class all the way. I have fond memories of waking up in the morning to the exciting climb over Soldier Summit in Utah where the line climbed 3251 feet in 93.7 miles from the basin of the Great Salt Lake at Provo, UT to the uplands of Utah at Soldier Summit and the evening descent from the mountains down the Big Ten Curves with the city of Denver laid out in a carpet of lights in the gathering dusk. I slept away the night as the flatlands of the mid-west were put behind us and woke in the morning for the

www.mdrs.org.uk

The Southern Pacific RR had a pretty direct route out of the Bay Area to the east. The Western Pacific RR, being the (very) late comer to the area had a decidedly more indirect route, heading due south from the “Launch Pad” in Oakland over level track until making a 90 degree turn to the east at Fremont and beginning the climb up through Niles Canyon to Altamont Summit and onward toward Sacramento, Maryville, and Oroville where the line began its climb toward the scenic Feather River Canyon and eastward trek toward Nevada and Utah.

WP 804A and two unidentified companions hoist Train #18 the *California Zephyr* through Sunol, CA at mile post 36 in Niles Canyon at 11:00 on 20th June 1968. The lead 1500 hp EMD FP7 was essentially a standard freight F7 with a frame extended by four feet to accommodate steam heating apparatus and extra water for train heating. EMD built 381 FP7s between June 1949 and December 1953 and their B-B wheel arrangement (as opposed to the A1A-A1A arrangement used on passenger E units) made the type popular, especially in the west, where their more concentrated tractive effort made them popular on mountainous main lines. WP #804A was built in Jan 1950 and came to an untimely end due to a wreck in May 1972 and was traded to GE for new power.

All photographs by the author unless stated.

crossing of the great Mississippi River at Burlington, Iowa (IA) and later in the morning crossing the world’s longest swing-span drawbridge over the Illinois River at Fort Madison, IA on the final sprint for an early afternoon arrival at Chicago.

I made the transfer between Union Station where the *California Zephyr* terminated to LaSalle Street Station where I joined New York Central Train #26, the world-famous *20th Century Limited* on the afternoon of 12 Oct 1967 for my journey to New York City. The *California Zephyr* was a wonderful train and was noted in its own right but nothing on rails in the United States had the cachet of the *20th Century Limited*. I had booked a



Photo: Bob Krone / UHRS collection

The two sets of stock built in 1945 to reequip the *20th Century Limited* included an observation car, the *Hickory Creek* and the *Sandy Creek*. The former is seen, above, tailing the *Century* at Englewood in the Chicago suburbs on 7th June 1962.

Hickory Creek was later used by a circus train before falling on hard times as can be seen in this June 1994 of it sat at Ringoes, New Jersey on the Black River & Western RR awaiting its fate.

Fortunately, the United Railroad Historical Society stepped in and acquired the car commissioning Ray Clauss and Fred Heide of Star Trak Inc. to fully restore the car to its former glory and make it suitable for main line operation. It can now be hired and is seen, bottom, back in its old haunts along the Hudson River on the rear of Amtrak's *Lakeshore Limited*, spiritual successor to the *Century*.



Photos: Mike Walker (above), UHRS (below)



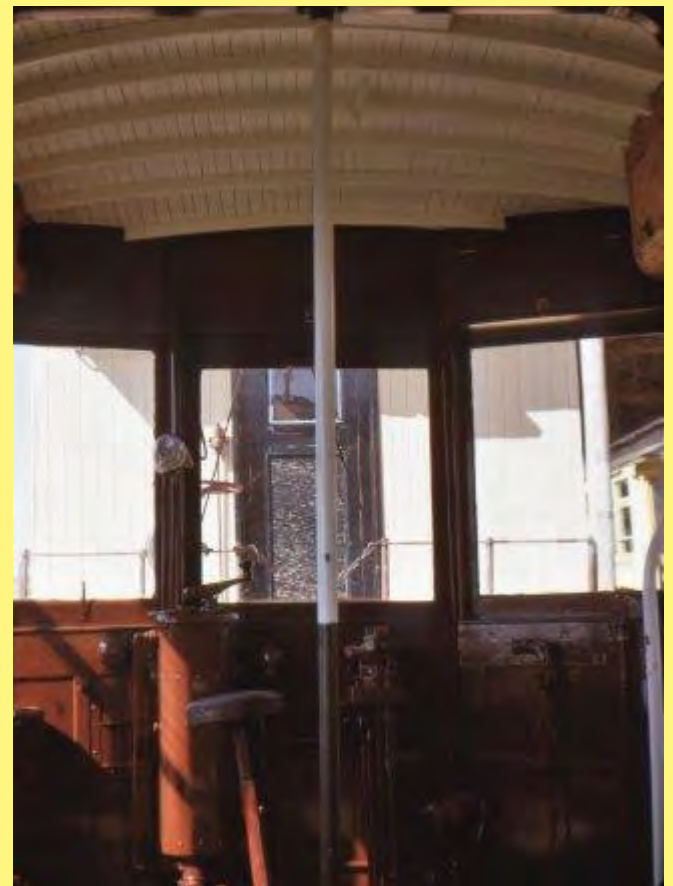
Slumber Coach economy roomette on this train but, upon seeing how small and cramped it was, arranged for a larger standard roomette even before the train left the station.

I was bitterly disappointed to discover that, due to a late arrival of the westbound *Century* in Chicago, there had not been time to turn the train. Thus, the streamlined observation car *Hickory Creek*, instead of bringing up the rear of the train as God intended, was tucked-in immediately behind the diesel locomotives at the head of the train. So much for watching the great city of Chicago disappear in the distance as we headed east for New York City. Service aboard the train was excellent but the bloom was off the rose due to this act of railroad sacrilege. It was only months later that the *Century* ceased to run on 2nd December 1967 and proud New York Central RR was absorbed into the ill fated Penn Central RR fiasco so I suppose by this late date no one cared any longer about upholding the traditions of this famous train. The inaugurators of the first *20th Century Limited* on 17th June 1902 would have been mortified.



Key System #987 had an interesting life. It was built in the Key System's Emeryville Shops in Oakland, CA in 1927 as car #899 – part of their modern, low floor flush platform 900s series cars. It continued as #899 until 1930 when car #987 (1st) was destroyed in a collision with a train in Oakland and #899 was re-numbered #987 (2nd) to honor bond obligations against the original car. No. 899/987 was originally built as a 2-man car with double doors on both sides. It now operates as a 1-man car with left side doors disabled. It was acquired by the Western Railway Museum in Rio Vista, CA in 1948 but, with no place to store it, it was sent north to Portland, OR where it continued to operate as Portland Traction Co. #4011 until 1958 when it was again returned to California and became the second car to arrive at the new Bay Area Electric Railway Museum (now Western Railway Museum) in Nov. 1960 and has resided there ever since.

Any gricer who has been associated with the restoration movement is keenly aware that preservation involves untold amounts of time, money, and elbow grease. So it was with the #987, where I spent over two years removing ugly layers of paint in the motorman's area at the #2 end of the car in order to help return the car to its original condition. The photos shows the car in partially repainted exterior condition and the ceiling of the motorman's compartment I'd spent so long refurbishing almost ready to be re-finished.



Having survived Vietnam no thanks to the Viet Cong, I was told by the USAF that would be reassigned anywhere that I'd like to go. Great I said – send me to England! Sure enough, I got to go to (New) England on a trip home on leave to Connecticut before being reassigned to Travis AFB, CA – cool and damp in the winter and 100 degrees Fahrenheit with no humidity in summer. Not quite what I had in mind – BUT – it turned out that the Bay Area Electric Railway Museum was located not far away and I quickly made a bunch of new friends there. As it turned out, California was then more like England than I later came to realize. All of my new-found gricer friends were experiencing serious "steam-withdrawal" symptoms as steam on the Southern Pacific RR (which largely dominated California) had finished in January 1957; the large electrified Key System servicing the East Bay area, with a line across San Francisco Bay into San Francisco ended in 1958, and electrified service on the wonderful Sacramento Northern Railway electric interurban system had ended in 1965.

As a newcomer to California, I still found lots of wonderful things to do (there were still streetcars (trams) in nearby San Francisco as well as cable cars) but the sense of gloom amongst my Californian gricer friends at times was still palpable. I also



Car #14 of the Powell-Hyde is shown inbound to the city center on Powell at Francisco St. on 19th September 1982. In the background are San Francisco Bay, the California Maritime Museum, and the infamous federal Alcatraz Prison (no longer in use). One can see the slot between the two 3' 6" gauge running rails where a continuous cable runs, powered by giant wheels at the cable car carhouse, where gripmen on the cable cars can grip the cable to move their cars forward.



I could not resist including a photo of Muni #1, the first streetcar put into service by the San Francisco Municipal Street Railway. I won't say that the Muni is unique amongst street car systems but I will say that it had an excellent record of preserving its equipment from earlier times. Muni #1 is shown at Church & Dorland Sts. on a fan trip on San Francisco's J-Line on 19 Sep 1982, being followed by two regular service PCC cars that were at that time the backbone of regular service. No. 1 was built by the W. L. Holman Co. of San Francisco in 1912 and was piloted out of the Geary Street Car barn on 28 Dec 1912 by Mayor James Rolph, Jr. to formally open the San Francisco Municipal Street Railway – an amalgamation of a number of previously independent companies.

The car first served on the A-Geary line (long gone) to Golden

Gate Park and later from 1912-1951 most frequently on the F-Stockton (now part of the 30-Stockton bus line) and the C-California (now part of the 1-California bus) lines. It was retired from daily service in 1951 and stored (42 sisters were scrapped) and restored to original condition in 1962 to celebrate the 50th anniversary of the Muni. From 1962-1981, it was used for occasional charters on the J, K, L, M, and N lines and later on weekend special service and in trolley festivals. In 1995, it began serving the new F-Market line, built as a result of the Trolley Festivals and in 2000 led the parade of streetcars to open the F-line extension on The Embarcadero to Fisherman's Wharf. It was removed from service in 2006 due to wiring problems but was completely restored between 2002-2010 and in 2012 became the centerpiece of the Muni's centennial celebration.

had several trips to Mexico to photograph steam and to ride trams. I spent a significant amount of my time at the museum helping to restore a former home-built Key System car - #987 – and was pleased many years later to see it returned to service at the museum. The interior of the car was finished in mahogany with brass fittings. My job was to remove about 30 years of paint layers from the wood in order to return it to its original finish – fiddly painstaking work when working on the overhead section above the motorman's area. It took two years to finish the job to my satisfaction.

I was stationed at nearby Travis AFB at the time and had a flat in nearby Fairfield, CA – close by the museum and about midway between the city of San Francisco to the west and the Sierra Mountains to the east. When not busy at the museum, I often found myself in San Francisco either sightseeing with friends or gricing on my own.

San Francisco, CA is a wonderland for those who have an interest in public transit: heavy electric transit (Bay Area Rapid Transit {BART}); streetcar (tram) lines (five when I was there - more now); three cable car lines (nowhere else in the world!); trackless trolleys; buses; and commuter rail. To quote Samuel Johnson's famous utterance of 1777: "Sir, when a man is tired of London (San Francisco), he is tired of life." So it is with the almost limitless range of transit vehicles that serve this great city. In approximate order of interest, I favored the Southern Pacific RR's commuter service operated by brawny Fairbanks-Morse Train Master diesels; the San Francisco Municipal Street Railway (better known as "The Muni") street-cars; cable cars; electric trolley buses; and diesel buses. I am no great bus enthusiast but would have to grudgingly admit that the stubby little 1931 White diesel buses that continued to serve the scenic Coit Tower route into the 1970s and the modern long, articulated buses of the mid-1980s were quite interesting.

It is a fairly safe bet that many members of the Marlow & District Railway Society have heard of San Francisco's famous cable cars. Hence, I've elected to include a photo of one of these wonderful little cars. San Francisco is a city built upon hills – very steep ones! This made it a natural for the introduction of cable cars that operated on gradients as steep as 21% (1 in 4.7) – of which three lines of an original 23 still remain: California Street (12 double-ended cars) ; Powell-Hyde; and Powell-Mason (total of 28 single-ended cars turned on turntables at the ends of each line).

Naturally, a Brit played a major role in the development of cable cars! Andrew S. Hallidie perfected the invention of metal rope and came up with the notion of cable propelled cars in 1869. The first cable car in San Francisco went into operation in 1873, followed by cable lines throughout the United States. By the mid-1940s, San Francisco was again the only city in the country to still operate these fascinating little cars.

Meanwhile, I labored away on the night shift at HQ 22nd Air Force at Travis AFB compiling statistics every night that were used to manage airlift resupply of American forces in Vietnam. I was again told that I could have any assignment that I would like following my stint at 22nd Air Force and, again, I told the Air Force that I wanted to go to England. I made the mistake of performing my duties too well though and instead received a "by-name" request for assignment to my parent command headquarters at Hq Military Airlift Command at Scott AFB, Illinois (IL) not far from the major rail center of St. Louis, MO. Whoopee!! What could possibly be more fun than life in the middle of a corn (maize) field instead of England?

You can find out next time! - Ed.



During the 1960s Southern Pacific's commuter trains between San Francisco and San Jose were operated by these brawny Fairbanks-Morse H24-66 'Train Masters'. Four of the breed, including 3031, 3029 and 3025 gather at 7th & Townsend, San Francisco on 19th August 1968.

Never a common type, only 127 were built between 1953 and 1956, and like all Fairbanks-Morse locomotives the 'Train Masters' were powered by an opposed-piston two-stroke engine. Think of it as one bank of a Deltic engine mounted vertically.

THEN AND NOW: OXENHOPE



Fairburn 4MT 2-6-4 tank 42138 runs round its train at Oxenhope amid the autumnal tints and long before the K&WVR was thought of. October 1956.

Colour-Rail BRM307

Not much has changed, apart from the weather! BR Standard 4MT 80002 arrives at Oxenhope on a wet 4th May 2009.

Photo: Mike Walker

