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Contents:

Fawley Festival of Transport 2024

My Next Overseas Adventure

Last Years of the Humber Paddle Steamers

Tickets Please - Part 10

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

CONTENTS

TIMETABLE - Forthcoming meetings	Page 2
CHAIRMAN'S NOTES Mike Walker	2
SOCIETY NEWS	3
FAWLEY FESTIVAL OF TRANSPORT 2024	5
MY NEXT OVERSEAS ADVENTURE Chris Waite	7
LAST YEARS OF THE HUMBER PADDLE STEAMERS Tim Edmonds	13
TICKETS PLEASE - Part 10 Martin Stoolman	17

Front Cover Photographs

*Top: Former Linby Colliery Hunslet 0-6-T 'King George' climbs Fawley Hill. 19 May 2024.
Photo: Mike Walker. Article page 5.*

*Bottom: North Eastern Railway (India) T class 2-6-2T No. 32075. 30 December 1979.
Photo: Chris Waite. Article page 7.*

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.

Thursday 20 June

LOOKING BACK: AN ENTHUSIAST'S JOURNEY THROUGH THE LAST 60 YEARS

Tim Speechley

Tim, one of our former Chairmen, will be joining us for a trawl through the collection of images he has taken during his life-long interest in transport. Whilst railways will predominate, we can expect road transport and the occasional ship to get a look in along the way.

Thursday 18 July

RAILWAYS BEFORE THE WAR - THAT'S THE GREAT WAR (PART 1)

Jeremy Harrison

A presentation of Black and White images, drawn from the Ken Nunn collection and scanned from glass plates, illustrating railways in Britain before the Great War. Tonight's is the first of three parts, starting with a few images from before the Great Boer War (as it was known at the time), and then featuring Eastern England, Scotland and Ireland. The Ken Nunn collection was acquired by the LCGB after Ken's death, and although it has now been transferred to the NRM, 'showing rights' to the scanned images were retained.

Thursday 15 August

STUDENT LIFE AND TRAINS IN THE MID-1970's

Martin Stoolman

In the mid 1970s Exeter was still a mecca for semaphore signals along with the last remaining Western diesel hydraulics. Perhaps it was this rather than the course that tempted Martin to study at Exeter University from 1974 to 1977. This is his story about what he got up to...

Thursday 19 September

BISCUIT TIN DISCOVERIES

Mike Dodd

Mike uncovered a biscuit tin a while ago, containing Black & White negatives of all shapes and sizes, including several glass plates. These negatives were part of the collection of the late Frank Saunders and ranged from the 1940's through to the 1960's both in the UK and Europe. This slideshow showcases some of the images found in that biscuit tin; a few of which still need identification - your assistance with identification during the show will be welcomed

Sunday 23 June

STEAM UP AT DAVID BUCK'S RAILWAY

See page 3 for full details of this steam social summer gathering at David's private railway in his garden.

CHAIRMAN'S NOTES

I don't travel by train too often these days but I recently had need to travel from Bourne End up to London. GWR's trains, both on the branch and main line performed faultlessly and on time but it was the state of the infrastructure that caused me some worry to say the least. I remember how, when the HSTs were first introduced in the late 1970s, the party trick was to balance a 50p coin on edge on the table whilst doing 125mph and see how far you could go before it fell over. Fat chance of doing something similar today, you'd be lucky if it stayed on the table on its side.

The track on the GWML, both Main and Relief Lines, today seems to be in a dreadful state. The train lurches violently from side to side and up and down. I was on a Class 387 which was bad enough but I'm told the ride is even worse on the IETs. The problem seems to revolve around budget cuts which have been imposed on Network Rail by the DfT. If the ride quality wasn't bad enough we've seen an alarming number of actual failures this year including several broken rails one of which, near Langley on the Up Main went undetected for several days with trains passing over it as 125mph. It is a miracle this didn't lead to another Hatfield style tragedy.

The cause of these is "wet spots" where water seeps up through the ballast causing it to disintegrate and leave the rails unsupported leading to their failure. This is not new. Mike Romans, a former very senior operating manager of the WR, who is our guest in November, says that the same thing happened in the

early sixties when continuously welded rail was first being laid in the Thames Valley. BR overcame the problem by laying the track over a waterproof membrane in the affected areas and had no further issues. Sadly, it appears Network Rail have ignored this and as a result the problem has returned.

Elsewhere, I had a most enjoyable Sunday afternoon at Fawley a couple of weeks ago wandering around the huge and varied exhibits on show. As I type these notes I'm planning to go to the Cotswold Festival of Steam on Bank Holiday Monday to take a look at the latest new-build locomotive to enter service, 6880 *Betton Grange*. Hopefully the weather will co-operate, after a miserable winter and early spring things looked to be improving. But...

Then there's also model railway exhibitions to be enjoyed with the major Railex show at Stoke Mandeville the same weekend as the Cotswold event. I shall be out on the road with my Helland Wharf layout in the coming months, at Chatham in July, Slough in October and Newbury and High Wycombe in November. If you are visiting any of these, do stop for a chat.

Whatever you are doing this summer, enjoy. And if it involves railways don't forget to send in pictures and/or reports either for the newsletters or the Marlow Donkey.

Mike Walker

SOCIETY AND LOCAL NEWS

NEW MEMBERS

We are pleased to welcome three more new members to the Society: Michael O'Mahony from Maidenhead, David O'Mahony from West Drayton and Susan Ashton from Bourne End.

PREVIOUS MEETINGS

Brian Arman concluded his journey along the GWR's Broad Gauge in March covering the section from east of Exeter through to Penzance with a few views of branch lines for good measure. As in his previous presentations the number and quality of the photographs he has collected was remarkable. Sadly it wasn't possible to transmit this presentation by Zoom as the the illustrations were on slides not digital. It was therefore somewhat disappointing that the audience wasn't bigger,

In April Colin Miell took us on a Magical Mystery Tour relating his 2022 and 2023 travels, both domestic and overseas, covering heritage and 'modern' railways, plus ships, ferries, trams, buses, and inevitably a few non-transport related snaps.

Richard Crane returned in May taking us on an excellent tour of the branch lines of Buckinghamshire and Hertfordshire contrasting their heyday with how they look today whether still in operation or abandoned.

VISIT TO FIFIELD

We are pleased to confirm that David Buck's health is good enough for him to go ahead with the steam up on his railway at his home in Fifield on Sunday 23rd June from 14:00. David expects to have four locomotives in steam including his Finnish Railways pacific Lady Patricia plus a traction engine. David very much invites guests to ride and have a go!

There is no charge but we normally make a voluntary donation to the 'Coal fund' on the day. The suggested figure being £10 per head.

The event is open to all MDRS members and partners but regrettably it is not to children although David hopes to hold a "family day" probably in August.

If you would like to attend please contact Julian Heard at julian@jeh.org.uk so we can advise numbers for important catering purposes! Those who've been before will know Mrs B puts out an excellent selection of cakes!

NEW WEBMASTER

Following the sad passing of Dave Woodhead, the post of Webmaster has been taken up by Richard Preece.



One of the highlight's of this year's Vintage Trains programme was The Great Western Railway, a two-day tour which took 7029 Clun Castle from Birmingham to Plymouth and return. The outward trip on Friday 10th May was via Oxford whilst the following day saw it run from Plymouth to Paddington and

finally back to Birmingham. The Plymouth to London leg saw 7029 carry the headcode 1Z48 just as it did on 9th May 1964 when it made the fastest ever steam run between Plymouth and London. This trip was a little more restrained and was captured passing Tilehurst by Peter Robins.

DAVE WOODHEAD 1944-2024

Sadly we have to note that Dave Woodhead, our previous Webmaster, passed away in April at the age of 79. He had been suffering declining health for several years and finally succumbed to a relatively short battle with cancer.

Dave was born and grew up in Goole in the East Riding of Yorkshire. After finishing school he had to turn down the offer of an apprenticeship with Cummins Diesels due to the death of his father which meant he had to stay at home to look after his mother and therefore took a job with the education authority. He later moved to Wakefield where he met and married Ann before taking a position with ICI which saw them move to Teesside. Some years later he transferred to ICI at Slough which saw him and Ann relocate to Wokingham where they remained ever since.

In his earlier days Dave was a keen sportsman and played rugby. He and Ann also travelled the length and breadth of the land on camping expeditions during which Dave was able to practice his photographic skills. This brings us neatly to another of Dave's passions; cars. He was a real petrol-head and at various times he owned a Mk1 Ford Cortina 1600E, a TVR Vixen and a Mini Clubman all of which he adorned with various modifications including a bevy of rally style spotlights and, in the case of the Mini, lowered suspension and removed the exhaust silencer. Naturally, Dave was inclined to put the pedal to the metal gaining the occasional speeding ticket along the way. Ann says it was not unknown to find a car engine disassembled in the kitchen. More recently he's been more restrained resorting to several large estate cars that could accommodate his mobility

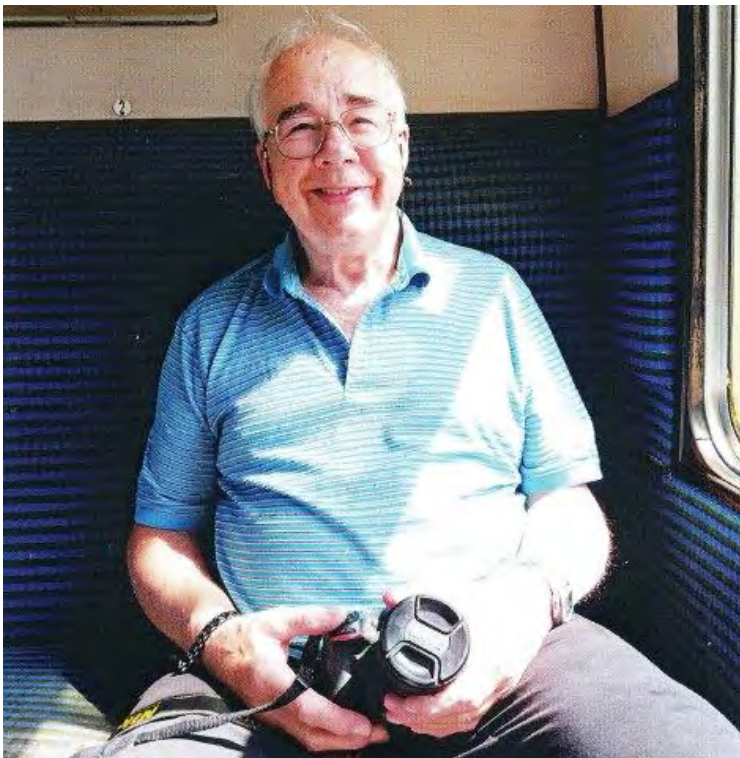
scooters although he did make modifications to both cars and scooters to make loading easier.

Dave was also a great DIY enthusiast doing jobs both at home and assisting friends and neighbours. However, it seems he wasn't always the best at calculating the quantity of materials required. When building a conservatory at their Wokingham home, Dave grossly over ordered the amount of ready mixed concrete he needed and was face with the embarrassing problem of disposing of the excess around corners of the garden!

Dave's passion for railways stemmed from his father who worked for the LNER. His interests were broad, from the glory days of steam to today's railways. He joined the MDRS in 2009 and a year later volunteered to join the committee putting his professional skills in computing to good use as our Webmaster, succeeding Tim Edmonds in the role. When the pandemic struck in 2020 it was Dave who introduced us to the mysteries of Zoom which, at the time, most of us thought was an ice-lolly! It allowed us to continue to function during the lockdowns and to flourish since. It is probably no exaggeration to say that without Zoom the Society might not have survived. Despite his failing health, Dave took the trouble to train Richard Preece to replace him as an equally good Webmaster.

Dave was also a founder member of The Silvers Workshop, now known as the Reading Men's Shed which provides the facility for men to gather for companionship and work on projects. The Society has made a donation to this charity in Dave's memory.

He will be greatly missed by all who were privileged to know him.



Dave as we will remember him, always smiling and enjoying a trip on the Swanage Railway. Some years earlier Dave took the regulator of Castle 5060 Defiant at the Great Central Railway to mark his 50th birthday.

FAWLEY FESTIVAL OF TRANSPORT 2024

Another highly successful Festival of Transport was held at Fawley Hill over the weekend of 17th-19th May blessed by fine weather on all three days.

As usual, the railway was at the centre of the event with trains running at regular intervals carry full loads.

Most of the trips were handled by former Linby Colliery Hunslet 0-6-0T *King George* (2409/1942) which is on loan from Didcot in exchange for Fawley's own 0-6-0ST no.31 which is currently at Didcot for overhaul.

Here it climbs the 1 in 13 gradient, claimed to be the steepest adhesion worked on a standard gauge in the UK, with resident Class 03 Diesel D2120 added for braking purposes.



Another visitor was Kerr Stuart "Witch" class 0-4-0ST 4388 which was new in 1926 to British Gas Light Co. at Stoke-on-Trent and now resides at the Foxfield Railway in the ownership of Jack Dibnah, son of the legendary Fred. It made several runs on the hill but is seen taking a rest in the top yard.



Also in steam was David Buck's 0-4-0GWT *Sir Vincent* (Aveling Porter 8800/1917) although it was confined to the top yard where it is seen making a move under the supervision of our own Julian Heard.



Tucked up in the yard was this Hibberd 'Planet' 4wDM which was built in 1953 for Vickers-Armstrong Ltd. at Newcastle-upon-Tyne and later served at the Royal Ordnance Factory, Bishopton. It carries the name *Ernie* in memory of much missed Fawley stalwart and MDRS founder member Ernie Dove.



These events at Fawley encompass all forms of transport and as usual there was a mind-boggling collection of non-rail steam engines, rollers, trucks and this magnificent Burrell showman's engine *Earl Beatty*. built in 1921, works number 3906.



Other displays arranged in the top field included a huge number of veteran, vintage and classic cars; farm tractors from the era before they became bloated Tonka-like machines and several buses. These included four of local interest, a former Aldershot & District Dennis 'Lancet', a City of Oxford AEC 'Reliance' and a pair of former Thames Valley vehicles, a 1927 Tilling-Stevens 'Express' and a 1946 Bristol K6A double decker. From further afield were Bristol coaches representing Hants & Dorset, Red & White and Royal Blue.

There were also a number of commercial vehicles on show including this 1936 Albion MS550 tipper truck originally owned by Derby City Council but now carrying the livery of Skillbond of High Wycombe. An internet search reveals this to be a company dealing with dental engineering - the making of false teeth!

There was much to entertain the large crowds that attended on all three days including a number of traditional fairground rides, events in the show ring and evening entertainment of Friday and Saturday. Each afternoon Those Magnificent Men in their WWI Flying Machines from White Waltham staged dog fight overhead with a pair of German Fokker tri-planes being seen off by "Biggles" in his Sopwith Camel whilst a Spitfire from the RAF Battle of Britain Memorial Flight also put in an appearance.

The event was primarily to mark Lady Judy McAlpine's 80th birthday and she has said it would be the last such event to be held at Fawley, at least on this scale but we've heard such comments before!

Hopefully, there will be more in future as they are most enjoyable and raise considerable sums for charity, this year the beneficiaries were the Thames Valley Air Ambulance and MacMillan Cancer Support.

All photographs by Mike Walker on Sunday afternoon.



MY NEXT OVERSEAS ADVENTURE

Chris Waite



I admitted at the end of my East German tale (*Marlow Donkey* 181 September 2023) to being hooked on Overseas steam. The question was – where next? Had it not been for a family bereavement, the answer would have been Poland, but, as it turned out, it was somewhere rather more exotic – India.

Before relating what happened on my visit in 1979/80, I think it might be useful to give a brief history of Indian locomotive development up to that time.

As in Britain, the railways were first built by private British companies, though, in India, backed by an Indian government guarantee. The government then decided it would be better to develop lines itself, unless companies could be persuaded to do so without the guarantee. In consequence, there were numerous different railway operations, all with their own particular needs.

Until the late 19th century, locomotives were almost always purchased from British builders, but, at a time when the railways in India were expanding rapidly, British builders had full order books, so the railways turned to the USA and Germany for locomotives. This brought about something of an outcry in Westminster and in the British press, with British builders explaining how much easier it was to build large numbers of similar locos for the whole of India, rather than each railway wanting its own individual design.

The upshot was that in the early 1900s some form of standardisation came in known as the BESA (British Engineering Standards Association) designs, and nearly all Indian locos built in the 10 years or so before World War I came from Britain.

With one major exception, railway workshops in India were only for repair not construction. The exception was at Ajmer, in Rajasthan, Western India, an area dominated by metre gauge lines. Ajmer produced its own variations on metre gauge BESA designs.

Page 7

The first railway photo Chris took in India - Northern Railway broad gauge HPS/2 4-6-0 No.24447 (VF 5791/50) at Lucknow Charbagh depot on 29th December 1979.

All photographs by the author.

By the mid-1920s, the BESA designs had been overtaken by modern developments and the IRS (Indian Railways Standard) designs were introduced. Almost all 5'6" or broad gauge, IRS locomotives (classes XA, XB, XC, XD, XE, XF, XG, & XP) came from Britain, but the XT 0-4-2T was mainly built by Krupp or at Ajmer.

On the metre gauge, the IRS classes were YB, YC, YD, YF, YK & YT of which about 20% were built at Ajmer and the rest approximately equally divided between British and European manufacturers.

Until 1945, locos of the two narrow (2' and 2'6") gauges were exclusively British apart from 8 locos by Hanomag, 7 in the mid-1920s and one in 1932.

During and immediately after WW2, the vast majority of steam locos came from the USA and Canada. These included broad gauge classes AWC, AWD, CWD, AWE, and metre gauge class WD but such was the locomotive shortage in 1945 that for some 5 years a significant number of broad gauge locos were built in Britain to IRS designs.

Following independence, the Standard Classes were introduced. On the broad gauge these were WG, WL, WM, WP, WT & WW, on the metre gauge YG, YL, YM & YP and on the narrow gauge ZB, ZE, ZF & ZP, though the ZB and ZF were really only updated versions of pre-war designs. Until the mid-1950s all these were procured from manufacturers around the world, but thereafter almost all broad and metre gauge steam locomotive

The Marlow Donkey

Stored Northern Railway broad gauge WM 2-6-4T No.13047 (RSH 7713/53) and WW 0-6-2T No. 15012 (VF 4793/40) at Lucknow Charbagh depot on 29th December 1979.

construction took place at the newly constructed Chittaranjan works in West Bengal. Steam locos for the narrow gauge were, however, all built overseas, but of approximately 150 ng locos built after 1945, less than 30 came from Britain and just 4 from the USA, the rest coming from mainland Europe and Japan.

The first broad gauge diesel locomotive was a shunter from Armstrong Whitworth (AW) in 1936. Fifteen General Electric (GE) Bo-Bo diesel-electrics followed in 1944 then 100 Alco Co-Co diesel-electrics in 1957/8.

On the metre gauge, a small shunter from Brookville (Pennsylvania) arrived in 1940 and 6 slightly larger shunters from John Fowler in 1949, followed in 1954 by 20 B-B diesel-hydraulics from North British (NB) and 30 shunters from Krauss Maffei (KM).

Big changes came in the early 1960s with broad and metre gauge main line diesel-electrics from Alco (broad gauge class WDM2 and metre gauge YDM4) and General Motors (broad gauge class WDM4 and metre gauge classes YDM3 & YDM5). A new diesel locomotive plant at Varanasi had been completed by 1964 and thereafter almost all main line diesels were built there. In the end more than 2,700 WDM2s were built but only 72 of the technically superior WDM4, while over 600 YDM4s appeared but only 30 YDM3 and 25 YDM5. The reason for this was that Alco was willing to allow its design to be built under licence in India, but GM was not.

Although some post-1964 diesel shunters were built at Varanasi,



the majority were built at Chittaranjan, especially once steam loco production was being wound down.

On the narrow gauge, the first diesels were a batch of 8 B+B diesel-hydraulics from Jung in 1955, then 25 B-B diesel-hydro-mechanical (DHM) from Maschinenbau Kiel (MaK) in 1964. Thereafter all diesels were built at Chittaranjan.

Until the end of the 1950s very few Indian railways were electrified but in the late 1920s, the Great Indian Peninsula Railway obtained 65 broad gauge main line electrics, 2 from Hawthorn Leslie (HL), 32 from SLM in Switzerland and 31 from Vulcan Foundry (VF) (later English Electric). These were supplemented in the mid-1950s by 19 EE Co-Cos. From 1958 to 1966, Indian Railways turned to Germany and Japan for electric locos, but thereafter almost all were built at Chittaranjan.

On the metre gauge, the South Indian Railway acquired 4 locos from HL/EE in 1930 but that was all until the mid-1960s when 20 locos were bought from Mitsubishi.

There were no electrified sections of narrow gauge track until after the time of my visit.

One last thing to mention is that from 1947 virtually all Indian railways were state owned and, following various reorganisations, by 1966 the administration was divided into 9 railways. Roughly going clockwise from Delhi, these were: Northern (NR) North Eastern (NER), North East Frontier (NFR), Eastern (ER), South Eastern (SER), Southern (SR), South Central (SCR), Central (CR) & Western (WR). The constituent parts of these railways were:



North Eastern Railway Lucknow Jct station metre gauge pilot T class 2-6-2T No.32075 (NW 1648/37) taking water on 30th December 1979.

NR – Jodhpur, Bikaner and East Punjab Railways plus part of the East India Railway (EIR)
 NER – Oudh & Tirhut Railway (OTR)
 NFR – Assam Railway (Assam)
 ER – the remaining part of the EIR
 SER – Bengal-Nagpur Railway (BNR)
 SR - Madras & Southern Mahratta (part), South Indian and Mysore State Railways (MSMR, SIR, MSR)
 SCR – MSMR (part) and Nizam's State Railways (NSR)
 CR – Great Indian Peninsula (GIPR) and Scindia & Dholpur Railways
 WR – Bombay, Baroda & Central India (BBCIR), Saurashtra, Jaipur, Rajasthan and Cutch Railways.

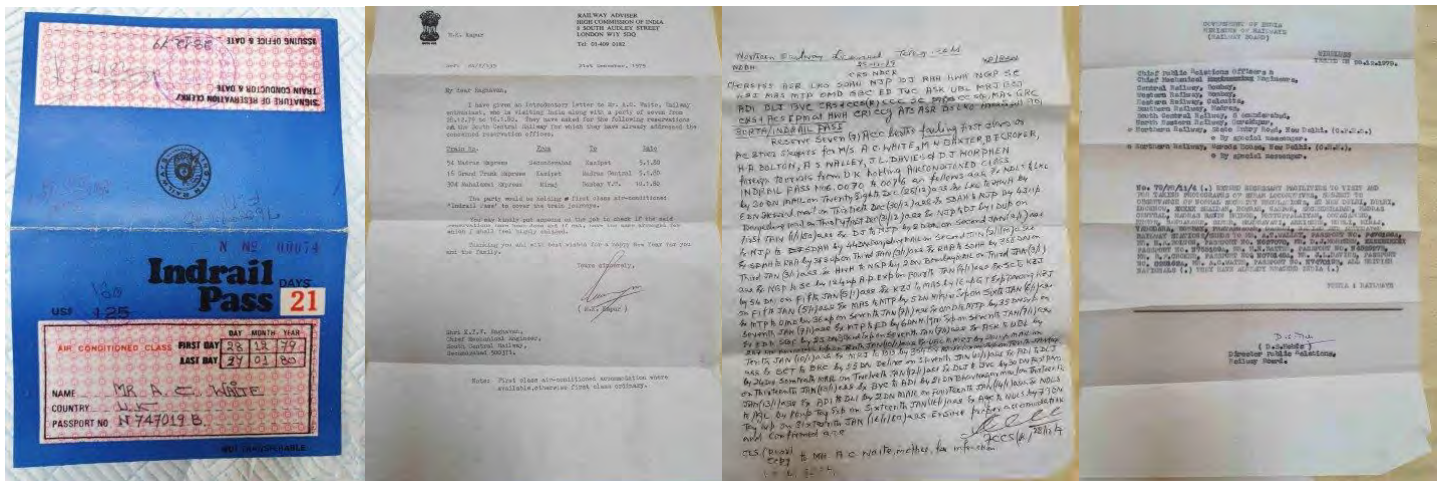
I will now relate what happened on my 1979/80 trip, but please note that in this article I am using place names as they were at the time – many have since been changed.

My original plan had been to travel as a member of a large group, departing just after Christmas 1979 for three weeks. In mid-November, however, the agent making the arrangements advised that, with a large group, he'd need more time and suggested that the tour be postponed till February 1980. I had no problem with the postponement, but six of the party, including the person I planned to room with on the trip, couldn't change their holiday dates, so I was persuaded that, using the planned itinerary and dates, we should see what we could do.

I can't now remember quite how it happened, but we were put in touch with the Railway Adviser at the Indian High Commission in London, the delightful Mr M K Kapur, who had previously been CME of the Northern Railway. We met him on two occasions during which he agreed to forward our itinerary to the Indian Railway HQ in Delhi and to the CMEs of the various Indian Railways, with the request that they do what they could to facilitate our trip.

Mr Kapur advised that we should purchase Air-Conditioned Class (ACC) passes for the duration of our tour. Although these were the most expensive, he said that very few people used ACC in the winter months and on trains that did not convey ACC, ACC ticket holders were given priority over holders of other tickets when it came to making reservations. He added that when we arrived at each destination, we should check whether or not the next stage had been correctly booked.

The Indrail Pass used on Chris's 1979/80 trip plus, from left: An example of the letters sent by Mr Kapur, the Railway Adviser in London, to the CMEs of the various Indian Railways. A copy of the telex sent from Northern Railway HQ to bolster the letters sent by Mr Kapur: The photo permit issued by the Ministry of Railways.



NER metre gauge T class 2-6-2T No.32071 (NW 1644/37) on the turntable at Lucknow Junction depot on 30th December 1979. In the background are stored metre gauge YL 2-6-2 No.5003 (RSH 7437/52) and PT 4-6-4T No.31514 (VF 5672/49).

Thursday 27th December

So, with nothing definitely booked other than the flight home, I set off on my first ever journey by air. This was aboard flight BA 003, a British Airways Boeing 747-200, bound for Hong Kong, with intermediate stops in Rome and Delhi, where we disembarked.

Friday 28th December

Having found a hotel, the greater part of the day was spent firstly collecting our Indrail Passes and photographic permits from the railway HQ and then at NR head office checking whether our sleeper reservations on 30 Down, the New Delhi-Lucknow Mail had been made. They had, but we could not check any other reservations. To back up the letters sent by Mr Kapur and our own letters, therefore, Northern Railways sent a further message using the 'Railway Telegraph', a form of Telex.

We subsequently made our way to New Delhi station in good time for departure at 21:50, behind 2,600hp WDM2 Co-Co diesel-electric No.17621, built at Varanasi in 1977 and based on an Alco design. As mentioned previously, more than 2,700 WDM2 were built. Construction lasted from 1962 till 1998, c.250 by Alco and the rest at Varanasi. Many are still in service.

Saturday 29th December

A fellow passenger on the train recommended the Hotel Carlton in Lucknow, so we headed there and obtained rooms, each of which came with a personal servant!



The exterior of Lucknow Junction broad gauge station on 30th December 1979.

It was then back by cycle rickshaw to the wonderful Moghul-style station. At one point we thought we might not get there as there was what at first appeared to be a mob in the street. We were surprised that our 'drivers' did not seem to be perturbed. We then realised that an enterprising electrical retailer had set up a black and white television in the street and the 'mob' were in fact watching an India v Pakistan cricket Test Match – it ended in a weather-affected draw.

The purpose of the station visit was to check on our reservations for the following day's 12:02 6 Down 'Amritsar - Howrah Mail', bound for Calcutta. Oh dear, the train was fully booked! It was suggested we return the next day as there might be some cancellations.

We spent most of the afternoon visiting Charbagh, the NR's broad gauge depot and works, or at least we did once we escaped from the tea ceremony. As anyone who has visited an Indian railway depot with a permit will know, the shedmaster would always insist on having tea and a chat, sometimes a very long chat, before summoning an official to escort us round the depot.

The depot/works contained 19 WP and 2 WL 4-6-2s, 26 WG and 9 AWD/CWD 2-8-2s, 7 HPS2 4-6-0s, 2 stored WM 2-6-4Ts and all 4 WW 0-6-2Ts, also stored.

The WP was India's post war bg express passenger locomotive. Over 700 were built over a 20 year period starting in 1947, mainly in the USA by Baldwin (BLW) or in Canada by Canadian Locomotive Co. (CLC) or Montreal Locomotive Works (MLW), but with 30 each by Chrzanow in Poland, and Wiener Lokomotivfabrik (WLF) in Austria, while the last 259 were built in India and were officially designated WP/1.

The WG, a mixed traffic locomotive came along three years after the WP, with almost 2,500 built, the last in 1970. The first 200 were split equally between Chittaranjan (India) and North British (NBL), though NBL sub-contracted 10 to the Vulcan

Foundry. The vast majority of the later batches were built at Chittaranjan, though 60 came from WLF, 18 from Franco-Belge (FB) in Belgium, 164 from Henschel (Hen) or Krupp in Germany, 25 from Ansaldo (Ans) in Italy and 100 from Hitachi (Hit) in Japan.

WLs were to WPs what a 'West Country' was to a 'Merchant Navy' – a Pacific with a lighter axle load. 104 were built, 10 by VF in 1955 and the rest at Chittaranjan between 1966 and 1969.

More than 700 AWD/CWDs were built by BLW, CLC and MLW between 1943 and 1949. They were similar to the Turkish 'Middle East' class.

The HPS was built in numerous small batches between 1915 and 1950, the first 8 by NBL, 3 by William Beardmore in 1924 and all the others by VF. The HPS2 was the final version built in 1949/50.

There were 74 WMs, in 3 batches – VF built 14 in 1939 and another 30 in 1951, while the remainder came from Robert Stephenson & Hawthorns (RSH) in 1953/4.

The 4 WWs were built by VF in 1940 for shunting passenger stock at Delhi and had not long been displaced by diesels.

In the evening we just had time for a quick look at the NER railway metre gauge station and a YP 4-6-2 before nightfall.

Sunday 30th December

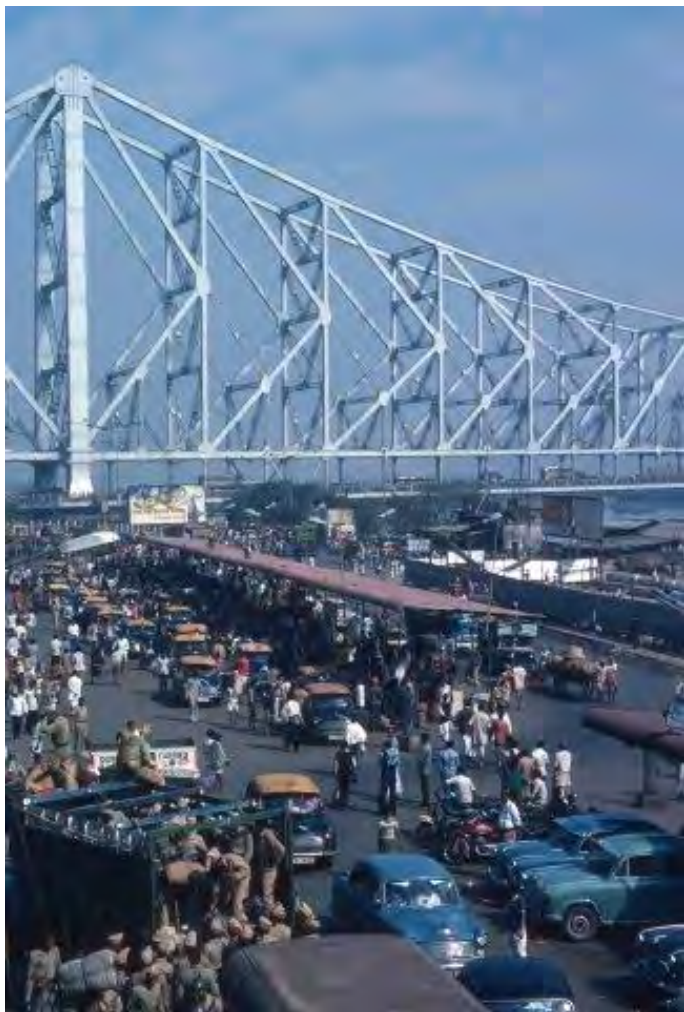
We checked out of the hotel and went to the broad gauge station only to be told that 6Dn was still full. Indeed, all trains to Calcutta were fully booked until after the New Year. Rather disconsolately, we left the station booking office thinking that we'd have to miss out on our plans for the next couple of days, which included one of the highlights of the tour – the Darjeeling Himalayan Railway.

While we were considering what to do, a man with a scarf wrapped round his head appeared asking 'You want to go to Calcutta?' 'I can arrange this, come back at 11:30.' We weren't at all sure about this, but what had we got to lose?

We crossed to the North Eastern Railway metre gauge station, where T/1-class 2-6-2T No.32075 (Naysmith Wilson (NW)/1937) was station pilot and then visited the nearby metre gauge shed which had 12 YP 4-6-2s and 4 YG 2-8-2s in steam, plus locos of classes T/1, YL (2-6-2) P/5 (4-6-0), WD (2-8-0) and PT (4-6-4T), out of use or under repair.

The 870 YPs were the mainstay on metre gauge expresses for many years and were built from 1949 to 1968, the first 20 by Baldwin, 100 by NBL in 1952, 200 by Krauss Maffei (KM) from 1952 to 1954, and the remainder by Tata in India from 1954 onwards.

There were almost 1,100 mixed-traffic YGs, the first 150 came from BLW, CLC and MLW in 1949/50, over 600 from Tata between 1952 and 1966, 160 from Japan (Nippon and Mitsubishi), 50 from Lenin-Werke in Czechoslovakia and 50 from WLF, all in 1956, while the last 60 were built at Chittaranjan from 1969 to 1972.



The view from Howrah station on 31st December 1979. The teeming hordes, especially on the bridge crossing the Hooghly river, were in complete contrast to his next visit to Calcutta in January 1982, when there was a strike throughout West Bengal. The result was that there were no motor vehicles on the roads and impromptu games of cricket, normally confined to back alleys, were being played on the main roads.

The T/1s numbered just 20 locomotives, but built in 6 batches between 1907 and 1937, by no fewer than 5 British builders – NBL built 4 in 1907, Kitson just 1 in 1913, Robert Stephenson (RS) 4 in 1922, William Bagnall (WB) 4 in 1927 and 1 in 1929 and NW 6 in 1937!

There were just six P/5s built (by VF in 1938) and only four PTs (by VF in 1949), which exemplified the vast number of small classes built for the various Indian railway companies up to and immediately after the end of World War II.

The WD looked a little like a British WD 2-8-0, but was a scaled-down American S 160. Almost 600 were built from 1942 to 1944 by 5 American manufacturers – BLW, Alco, Davenport (Dav), Porter (HKP) and Vulcan Iron Works (VIW).

After the metre gauge shed, it was back to the station, but just before we'd got to the shed exit we were waylaid by one of the staff who insisted that we watched his friend, who proceeded to eat a light bulb! We were implored to arrange for this chap to appear on the BBC. They seemed not to understand that, as none of us had any connection with the media, this was not going to happen, but they were not going to take no for an answer, so, seeing this as our only means of escape, we had to agree that we would see what we could do when we got back to Britain. Needless to say, we did not follow up on this.

On reaching the station, we first saw a very unwell WP/P (WP prototype) 4-6-2 No.7214, one of 16 built by Baldwin in 1947, depart, steam leaking everywhere, with a lengthy local train. It sounded as if one of the two cylinders was no longer functioning. Then, more in hope than expectation, we headed to the station entrance. Much to our surprise, the man with the scarf was there and invited us to follow him. He led us to the main down platform. There was no train in the platform, but in the centre road was an ex-works 1st/2nd class composite sleeper carriage, or 'bogie' to use local parlance. 'That's your bogie', he said jumping on to the track adjacent to the platform. He then got bearers to assist us, luggage and all, across the track and into the 1st class section of the bogie, which although clean on the outside was filthy inside.

A cleaner was summoned to sweep out the compartments, followed by an electrician checking that the lights worked.

We then waited. After about an hour, a WG coupled up and drew the carriage beyond the end of the platform. 'What now?' we thought.

Just after 12:30, a diesel growled by with the 15-coach 'Amritsar - Howrah Mail' in tow. It was scheduled to have a 30-minute stop at Lucknow, but was an hour late. Ten minutes later, the rear 7 coaches, full of passengers, passed us, heading back whence they'd come, hauled by a different diesel. Shortly afterwards, the WG pushed our bogie across the points and we were coupled onto the rear of the part of the train that was still in the platform. The remaining 7 coaches were then coupled behind us so we were in the middle of a now 16-coach train.

There followed some haggling as to how much reward was to be given. In the end, it worked out at the equivalent of about £1 each.

We never did find out the man's name, but when he left us, he gave strict instructions to lock the doors from the inside, as the 1st class section of the coach was to be for our exclusive use. The 2nd class section would however be opened up for use by other passengers.

I have often wondered subsequently as to who exactly he was and what was going on. Presumably the ex-works coach needed to be moved to its home depot and he knew this, though probably not by being attached to '6 Down'. He probably also knew that, after departing Lucknow, the train was scheduled to have

no stop of more than 10 minutes and that by marshalling the coach in the middle of the train, it couldn't easily be removed.

Anyway, he did us a great favour and this was to prove to be the only occasion when our requested reservations had not been made.

We departed some 70 minutes late, hauled by a General Motors 2,600hp WDM4 Co-Co diesel-electric.

For the next 6 hours or so everything proceeded smoothly, but shortly before dark a 'freeloader' clinging to the outside of the carriage, appeared outside the window. Fortunately, all we had to do was to close the window and the metal shutters and he bothered us no more.

There were no further incidents until around 2am, when we heard voices and a loud tapping on the shutters, to which one of us (not me) responded with two words, the second of which was 'off'.

We woke as we reached Burdwan and got our first sighting of an XC 4-6-2. Fifty of these had been built, 12 by Beardmore, the rest by VF. It was a late -1920s IRS design for express passenger work, but by this time XCs were limited to little more than shunting duties.

Shortly after leaving Burdwan the train was stopped to enable emergency track repairs to be carried out. Many passengers jumped down from the train for a morning stroll, among them the train guard, who, when he got to our carriage, asked to see our tickets. After inspection he said 'why did you not let me in earlier?' I'm not sure he was convinced by our explanation that we thought it might be 'dacoits' (bandits), any more than he was when we feigned ignorance as to why an unexpected 'bogie' was in the middle of the train consist. Fortunately for us, however, he chose not to take matters further.

Monday 31st December

This was a rather frustrating day. The late start and the track repairs meant our arrival was more than 2½ hours late at about 10:35. We also needed to check our onward reservations to New Jalpaiguri on Train 43 Up 'Darjeeling Mail', which departed from Calcutta's other terminus, Sealdah at 19:00, our return on the balancing Train 44 Down two days later and, to save time on that return, our journey on 3rd January from Howrah to Nagpur on 2 Down 'Bombay Mail'. This all took a very long time, leaving no time for planned depot visits.

Realising that it was New Year's Eve, we thought it would be nice to have a drink to see in the New Year. Calcutta is, however, in West Bengal – a 'dry' state. We did, however, have liquor permits, so asked a taxi to take us to a liquor store.

The 'liquor' available consisted only of gin – the usual brands, at exorbitant prices, or locally made at much lower cost. Foolishly, we chose the latter, for when we opened the bottle, the contents smelt more like WD40. No worries we thought, one of us had some Kellogg's 'Rise and Shine', a powdered orange juice, so we could have gin and orange. The problem was it needed water to be added and the local water is not for the faint hearted, or European-stomached, so we ended up also adding sterilising tablets. A more revolting concoction would be hard to imagine.

Next time, Chris starts 1980 with a New Year's Day visit to the legendary Darjeeling Himalayan Railway.

A Calcutta street scene, including – in the distance, one of the 1930s-built wooden-bodied trams.



Last years of the Humber paddle steamers

Tim Edmonds



In my article about the 1970 East Lincolnshire closures (Donkey 169) I described a journey that I made by rail from London to New Holland, then via the ferry across the Humber to Hull Corporation Pier on one of the three surviving coal-fired paddle steamers that then operated the service. Two years later I moved to Hull to take up a two-year postgraduate studentship at the University, something which should have given me plenty of opportunities to make further trips across the river on one of the paddle steamers – by then just two of them. In the event I did so only once, when I travelled to Grimsby by ferry and train on Saturday 3rd November 1973 to see my home football team, Cambridge United, play Grimsby Town in League Division 3. It was a cold and foggy day and United lost by the only goal of the match. I made a final trip just before I moved from Hull, when I went on a cruise to Goole on what was by then the last surviving paddle steamer. Photographing the ferries was not easy. This was due partly to the restricted views around the piers on each bank and partly to the often difficult lighting conditions. The latter favoured the black-and-white film that I was using at the time, but I did return a couple of times in the next few years for a few colour shots.

When I arrived in Hull in September 1972 the end for the ferries was already in sight because they would cease operation when the Humber Bridge was opened. It was already under construction, and I could see progress on the north end from my regular workplace in the tower of the University Library. *Tattershall Castle*, on which I had crossed in 1970, had made her final crossing on 24th April 1972 and was laid-up at New Holland awaiting disposal. This left two serviceable paddle steamers. *Wingfield Castle* was a sister-ship of *Tattershall Castle*, both having been built by William Gray & Co of West Hartlepool in 1934, and I travelled on her when I made my Grimsby trip. She was withdrawn with boiler problems after making her final crossing on 14th March 1974. The full ferry timetable required two vessels to maintain it, so after the demise of *Wingfield Castle* the diesel-electric paddle vessel *Farringford* (built by William Denny of Dumbarton in 1947) was transferred from the Isle of Wight to supplement the last remaining paddle steamer. *Lincoln Castle* was built in 1940 by A&J Inglis Ltd of Pointhouse, Glasgow and, although suffering collision damage in May 1974 and February 1975, then a king arm and driving rod failure in April 1976, she soldiered on until boiler failure in 1978 ended her working life. *Farringford* maintained the service until the Humber Bridge opened in 1981, two years late.

Lincoln Castle heads away from Hull Corporation Pier for New Holland on 22nd March 1975.

All photographs by the author.

A replacement vessel from Bridlington was on-call in the event of breakdowns and the motor vessel *Freshwater* was transferred from the Isle of Wight to cover during winter maintenance of *Farringford* in January 1980.

By the summer of 1974 my time in Hull was running out and I was keen to make a trip on the last paddle steamer. Cruises had been operated for many years and I was attracted to one offered by the Humber Paddle Steamer Group, one of several organisations that tried, but failed, to keep an operational paddle steamer on the Humber. It was a day cruise on Sunday 25th August from New Holland and Hull up the Humber and Ouse to Goole. I joined *Lincoln Castle* at Corporation Pier for a 10:15 departure, arriving 13:00 at Goole, with the 14:00 return arriving at 16:15. The fare for this was £1.80. It was an interesting journey in generally good weather, passing the incipient Humber Bridge and the convergence of the tidal sections of the rivers Trent and Ouse at Trent Falls, where they to become the Humber. The last few miles to Goole Docks were along the narrower and increasing meandering Ouse. The return journey gave time to relax and take advantage of the bar in the saloon.

The fate of the last three paddle steamers was mixed. *Tattershall Castle* was towed from New Holland to Immingham in 1973 then, after overhaul, was towed to London in 1975. There she was moored on the Thames by the Victoria Embankment and became a floating art gallery. Alas this venture was not successful but, after refurbishment and alterations at Rochester she was returned to same location and re-opened successfully as a bar/restaurant. Two further refurbishments have made significant changes, including replacing the bridge and removing the paddles but leaving the engine, and the vessel is now a bar.

After withdrawal in 1974 *Wingfield Castle* was moved to London for refurbishment prior to becoming a clubhouse and restaurant at Brighton Marina. This scheme was turned down by East Sussex County Council and she was moored at various London locations and at Swansea while other proposals came and went. At last, there was a successful outcome, when in 1986 she was bought by Hartlepool Council and restored to near-original condition at the Hartlepool Maritime Centre. She is now the main attraction at the Maritime Experience, close to the place where she was built.

The saddest story is that of *Lincoln Castle*, which was laid-up in Hull Alexandra Dock after the boiler failure in 1978. There were various preservation proposals but in 1981 she was sold and moved to Hessle, just upstream from Hull, and opened in April as a floating bar/restaurant. Sold again in 1987, she was moved to Immingham for repairs and then to Grimsby where in 1989 she reopened as another floating bar/restaurant. Initially successful, declining patronage and deteriorating condition of the hull led to closure in 2006 and she was moved into Alexandra Dock where she was beached on limestone tipped there to receive her. There were various further attempts at preservation, but the problems and costs proved too great, and all ended in failure. Scrapping was begun in the late summer of 2010 and completed by October.



Lincoln Castle ready to depart from Hull Corporation Pier for New Holland on 22nd March 1975.



The Humber is shrouded in a November fog as Wingfield Castle prepares to depart from Hull Corporation Pier on the morning of 3rd November 1973.

Hull recedes into the murk as Wingfield Castle heads for New Holland.

Postscript

When I began my research at Hull in 1972, a student starting a degree in Economic and Social History there was Kirk Martin, who had left school in 1965 at the age of 15 to work for BR. He moved to London Transport in 1968 and worked as a cleaner, then a fireman, on the London Transport ex-GWR pannier tanks in their final years. Our paths never crossed but, without knowing the Hull connection, I read about his LT experiences in the book *Red Panniers* published by Lightmoor Press in 2008, of which he was joint author with John Scott-Morgan. Then in 2014 I read a posting by Kirk on a Hull University Alumni blog in which he related that not only did he travel on the paddle steamers and take numerous photographs of them during his years at Hull, but that his regular vacation job from 1974 was working on them as a fireman! His book *Ferries Across the Humber* was published by Pen & Sword in 2014 and includes a photo of *Lincoln Castle* being tied up at Goole during my cruise. Both his books are full of interesting operational details and well worth a read.



CRUISE TO GOOLE
 aboard
P.S. LINCOLN CASTLE
 (Weather and Circumstances Permitting)

HUMBER PADDLE STEAMER GROUP LANDING SUBJECT TO AVAILABILITY OF BERTH

Sunday 25th August 1974

Dep. New Holland	1015 Hrs.	Dep. Goole	1400 Hrs.
Dep. Hull Corp. Pier	1045 Hrs.	Arr. Hull Corp. Pier	1615 Hrs.
Arr. Goole	1300 Hrs.	Arr. New Holland	1645 Hrs.

ADULT £1 80 With the cooperation of **SEALINK** CHILD £1



The crew of Lincoln Castle operate the winch to drop anchor on arrival at Goole with the cruise from Hull on 25th August 1974.



A full load of passengers disembark from Lincoln Castle during the hour stop at Goole Docks with the cruise from Hull.

Lincoln Castle arriving at Hull Corporation Pier from New Holland, 18 September 1974.





The former Isle of Wight diesel-electric paddle vessel Farringford reverses away from Hull Corporation Pier before setting off for New Holland on 18th September 1974.

After unsuccessful use as an art gallery, Tattershall Castle is moored by the Victoria Embankment on 19th May 1979 awaiting removal for conversion to a bar/restaurant.



Still largely intact, Lincoln Castle lies beached in Alexandra Dock, Grimsby, on 7th May 2010. She was scrapped a few months later.

TICKETS PLEASE!

Recollections of a Great Western Train Guard

1999 to 2018 (Part Ten)

Martin Stoolman



Summer Saturdays In The West is a book I can highly recommend should you still be able to find a copy. It was written by David St John Thomas and was first published in the mid 1970s by David & Charles of Newton Abbot. It describes the incredible, almost military, weekly operation to uplift many thousands of holidaymakers and transport them to and from the West Country “back in the day”. A general description about how it was achieved is followed by the story of Saturday 27th July 1957, one of the busiest days ever recorded in the South West, and achieved with one hundred per cent steam haulage, semaphore signalling and no mobile phones. A comparison is made with a Saturday in 1971 which is meant to show how the whole service had been pruned back since the halcyon days of the ‘50s. However by comparison with today when only a tiny number of extra trains operate, 1971 Summer Saturdays were positively manic, still producing an extraordinary number of additional services.

In the early 2000s when I started as a Train Manager things had already been pruned back considerably. Nevertheless the Saturday timetable was still enhanced from Winter to Summer, with several additional services to Paignton, Newquay and Penzance. Crew workings were altered so locally based drivers and guards could be concentrated much more in the West, with staff from Paddington and Bristol covering most of the work between Exeter and London. There was still the odd service (to/from Newquay or Penzance) that wasn’t even booked to call at Exeter, these being staffed by Plymouth crew working through.

We at Exeter found ourselves with additional return jobs to Penzance, plus return shuttles to Paignton. The Summer of 2002 threw up one rather nice diagram for us whereby we booked on at 09:20, taking over the 07:30 Paddington to Penzance from a more unfortunate Exeter colleague who by contrast had booked on at one o’clock in the morning and had worked the overnight sleeper train up to Paddington, coming back working the busy 07:30 as far as Exeter. He or she would be “hanging” by the time they handed over the train at St

Saturday 14th September 2003. An FGW HST (left) has recently worked in to Goodrington Sidings, while on the right 47703 will shortly depart as ECS back to Paignton station to form the 15:40 Paignton to Paddington, crewed as far as Exeter by Stan (driver) and Martin (guard).

Unless noted, all photos: Rev David Hardy

David’s at 09:45 (assuming it was on time), and would be only too glad to see their relief, enabling them to head straight home to bed! The lucky 09:20 man would work this train just to Plymouth, head back to Exeter “on the cushions” by the next available service, and then wait to take over the 10:33 Paddington to Paignton which he or she would work to Paignton and back. Job done!

The respective jobs were, and still are, known as “turns”. They are so called because you literally do take it in turns to do them. Back then, as I recall, there were 26 guards in our Exeter Train Manager “link”, with 26 lines of weekly (Monday to Saturday) work. Sundays were (and still are) covered by voluntary overtime. At the beginning of each timetable change you would start somewhere in the “link”, let us say on line 9 of the 26, which might have you doing that awful 01:00 book on on the Saturday. The next week you would drop down to line 10, so in fact wouldn’t have to worry about doing the 01:00 Saturday book on for 25 weeks (unless covering for holiday or sickness of course) because the other 25 Train Managers would also be dropping down a line, thus producing a very fair system where you really do take it in turns to do the worst jobs.

In the same way you could look forward to doing the best jobs, and so it was that it was my turn to do turn EX3063 on Saturday 14th September, a lovely warm and sunny day. Booking on at 09:20 felt like luxury as this job was about the nearest thing to working 9 to 5 as an Exeter Train Manager was ever likely to get! Luckily for my Exeter based colleague whom I relieved on EX3040, the 07:30 from Paddington arrived bang on time at 09:45 and he was able to crawl off to bed. He or she would probably not have had time to check all the tickets, so, despite

The Marlow Donkey

having stops at Newton Abbot and Totnes, I would have hoped to get all these done before the train rolled into Plymouth 2 minutes early at 10:47. Here a Penzance guard would have relieved me, quite likely on the final part of his/her early shift. If I had been able to get all the tickets checked, I would be able to report to the new TM: "All tickets up tight", something which we all took pride in being able to achieve, so giving our colleagues a slightly easier life.

The next part of my diagram (job) would be to catch the next available First Great Western train back to Exeter. I previously described this as "travelling back on the cushions" - that is what it would have been called in the 1950s and '70s. By 2003 the privatised companies had changed this term to "assist back"; in other words you had to make yourself known to the Train Manager of that train, who would give you a job to do. Typically this would be ticket checking in the front five coaches of the train, while he or she managed the two station calls and looked after the rear three coaches (A, B and C). It was always good if there were two of you (division of labour and all that), and it also meant that the "assist" at the front could at some point purloin a couple of cups of tea from the buffet and take them back to the guard's van!

Arriving back at Exeter on 14th September 2003 there was time to get myself a spot of lunch, especially as my next train, the 10:33 Paddington to Paignton, was reported as running over 20 minutes late. This gave me extra opportunity to find my driver in advance of the train's arrival. It was good practice to do this, as you were always expected to confirm the stations at which the train was meant to stop, along with any known details concerning the stock. That was especially important if there were any known defects such as a coach with the brakes isolated, or if the train was in "reverse formation". On a down service the train would normally run with the guard's van at the very front and the first class at the rear. (First Class passengers object to having to walk the length of the train when boarding in London!). However the over-riding thing was to ensure that the guard's van was in the platform. In the old days this would be more to do with mail bags and important parcels, but latterly it was to do with bikes. In addition the van was the known point at which guards relieved each other. With the train in normal formation the driver could merely run the locomotive or leading power car off the platform, and the van would be in the correct position. With the train in reverse he would have to ensure that he ran right up to the appropriate stop board, thus ensuring that the van at the rear would still be on the platform even if some or all of the first class coaches were off the platform. It was of course the guard's responsibility to inform the passengers as to what was happening and, latterly, to operate the "selective door opening", thus ensuring that only the doors on the platform were unlocked. Woe betide him if he accidentally unlocked a door not on the platform. All this was of course in sharp contrast to the Summer Saturdays of the 1950s and '70s when trains were often 14 or 15 carriages long, with no door locking at all and up to half of them not in the platform! Rightly or wrongly the railway relied a lot on people using their common sense back then.

With the train late, my driver and I would have had time to get all the official business out of the way and then pass the time of day chatting in the mess room about life, the railway and everything. My driver that day was Stan Martin, a former Saltley (Birmingham) man who had for whatever reason found his way down to the South West and was one of the 30 or so "high speed" drivers then based at Exeter. A nicer man you could not hope to have a chat with. And if you think you recognise his name you probably do as name plates in his memory (*Driver Stan Martin 5 June 1950 - 6 November 2004*) were for many years carried on each side of HST power car no 43139 (later transferred to 43198). Why? Because tragically, just over



Driver Stan Martin in front of 47703 in Goodrington Sidings on Saturday 14th September 2003.

a year following our afternoon together, he was the driver of the 17:35 Paddington to Plymouth HST that collided with a stationary vehicle deliberately parked on Ufton Nervet level crossing by a man intent on ending his own life. Unfortunately in the process he ended Stan's life and killed or injured several others. An Exeter Train Manager colleague of mine was the Guard, and, while he was not hurt physically, it affected him mentally and in the end he took early retirement. 6th November 2004 was also a Saturday, and as it happened was my "rest day" that week. But of course the Guard could easily have been me.

Stan and I worked together many times of course but that particular shift on what was a lovely September day remains special because the Railway Chaplain, the Reverend David Hardy, decided to accompany us down to Paignton and back. David also is a lovely man and he took several photographs, three of which are included with this article. They are some of the few photographs involving me in my early Train Manager days so I would treasure them anyway, but the fact that Stan was the driver and he appears in two of them, makes them all the more poignant.

We eventually left Exeter St David's 22 minutes in arrears, with a traditional "loco and coaches" formation pulled by 47703, an engine hired in from Birmingham based company Fragonset to cover for a shortage of First Great Western 47/8s. Stopping at Dawlish Warren, Dawlish, Teignmouth, Newton Abbot and Torquay, we managed to claw back 9 minutes of the lost time, helped by some generous recovery time and the fact that this was towards the end of the holiday season. After arrival at Paignton we proceeded as booked to Goodrington carriage sidings where the loco was run round. Departure from the sidings was not until 15:20 (the train forming the 15:40 Paignton to Paddington which Stan and I worked to Exeter). Goodrington Sidings was in those days still quite busy on Summer Saturdays, with trains from FGW, Virgin Cross Country, and even South West Trains using the facilities. Time spent there often turned into quite a social occasion, company being provided not only by a shunter, but also by two lovely ladies who were employed for many years to clean the terminating trains just on those few Saturdays in the Summer. However the same two came back to do it year after year until a "misunderstanding" ended all that and dirty trains followed until alternative arrangements could be made.

An unremarkable run back to Exeter followed for Stan and me stopping at the same stations as inwards, and we both booked off at 16:45 to enjoy our Saturday evenings. Little did any of us know what was around the corner those few months later. However the commemorative nameplates were not the only things that reminded me of Stan after his passing. Rather wonderfully, and notwithstanding what had happened, his son James (quite correctly without remark or ceremony) joined as a trainee driver at Exeter. Equally correctly no favours were granted, and when there were no driving positions available at Exeter after he finished his training, he willingly moved to Reading and took up driving in London and the Thames Valley. I remember exchanging smiles and waves with him when he arrived at Bourne End from Marlow one day driving a 2-car Turbo. Subsequently he decided to move back to Exeter and contented himself driving the local units to Exmouth, Paignton and Barnstaple. He nevertheless put himself on the list for a High Speed job, and finally his dream of following in his father's footsteps came true when he joined Stan's former "link" at Exeter. He now works turn and turn about on class 800s up to London, down to Paignton, Penzance and elsewhere, and he loves it. It's a great story of son following father, notwithstanding events, in true railway tradition.



Outside the rather primitive staff facilities at Goodrington on 14th September. Left to right: One of the cleaners employed for several years there just on Summer Saturdays, acting shunter Dale Williams, Driver Stan Martin, Jim McGlocklin (Travelling Fitter, otherwise known as Jim 'Il Fix It), and an unknown train crew member on right.

43139 Driver Stan Martin 25 June 1950 - 6 November 2004 heads west past Ruscombe Church on 12th June 2006. The unit was named for the driver killed in the Ufton Nervet accident.

Photo: Mike Walker

