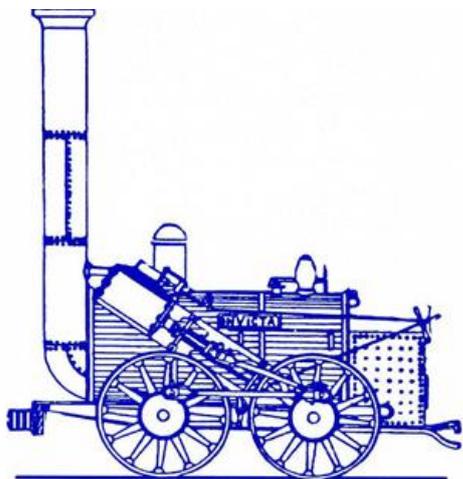


# The Invicta Informant.

Issue 14: Summer 2016.



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## **News.**

From my understanding the club's Summer 'Barbeque', which was more of a buffet from what I heard, on Saturday 13<sup>th</sup> August went well and everyone had a good time.

**Correction:** In the last issue (No. 13, Spring 2016), I was not aware that Clive Swift was involved in the test track rewiring programme with Ian Montgomery. My apologies to Clive for failing to mention his name and to Ian for not realising he was not alone in this project.

## **Active Projects Update.**

Track work problems on one of the lines on *Fleet Lane* have been resolved. Trains are running on all four lines of the layout. The telephone exchange, kit-bashed by Ian Fuller, is taking shape. The warehouse is more or less completed. The pub, called The Admiral Hawke and is built by Steve Fryer, also features an off license where Ron Shove has been immortalised (see the front cover). The footbridge, MK3, is being completed and will be the 'final' one. The next major task is the buildings on the high street by the station. Clive Peck has scratched-built the distillery building which look excellent.

No news of late on *Scratchwood* from what I have seen. If anybody wishes to get involved in improving the club's N gauge layout, please speak to Peter Kilner.

Wiring on *The Wharf* is still progressing. George Newham has scratched-built most of the structures that will be fitted on the layout and they look brilliant.

The wiring for the point motors on the Universal Fiddle Yard is still progressing.

## **Dartford Exhibition.**

We returned to The Leigh Academy just outside Dartford for our second show at this venue. As this venue is still pretty new to us, we were quick to familiarise ourselves and we had a good weekend. Even though it felt quiet at times, we had a trickle people flowing through the door all day on both days. It felt busy in the car park on Saturday due to the number of people visiting or participating in other things happening on-site, such as Goals Dartford. Thanks to John Johnson for helping me marshal the car park in the mornings on both days and for getting the signs and banners down on Sunday afternoon.



*Welford Bridge.*



*Newbery Road.*

Visitor numbers were about 10% up from last year's show! Final figures for how much the club made over the weekend should be ready for the next issue. Thanks to Janet Jackson,

Judy Maskell, Neil Martin, Fred Jennings and anyone else who helped on the door. We made a profit of at least £1,000 on the club's sales stand. Thanks to Peter Wells and his team. We sold some of the club's limited edition wagons. Thanks to Clive Simpson and anyone else who helped man the stand there. Also thank you to anyone else who helped out on other duties throughout the weekend. The only problem we had, which was beyond our control, was the catering, which was lacklustre, to say the least, compared to last year where I thought it was alright. Hopefully there will be an improvement for next time.



*East Dunnet.*



*Downsview Preserved Railway.*

A number of club members' layouts (all of which were N gauge) were in attendance including Alan Bone's *Hucknall St. Mary*, John Richardson's *Adams Row*, Steve & Maureen Smith's *Scullers Farm*, Scott & Kieron Tregunno's *Rockmount*, Phil Clarke & Clive Swift's *Newbery Road* (exhibition debut) and Neil Rossiter's *Much Whinging*. New photos for some of these layouts will be uploaded to the club's website by the time this issue goes to press. Also attending was the Bexley Philatelic Society, manned by Alan Jackson, and a Chipperfields Circus OO gauge static exhibit, which was my very first exhibit.



*Alder Platz.*



*Scrubbs Lane Yard & The Maltings.*

Well done again to John Jones with assistance from Vinny Zammit at the Foxley Service Centre for raising some more club funds. **Quick Note:** John would like to ask that if anybody has any OO, HO or N gauge locos and other rolling stock that are no longer 'useable' to bring them in. He will 'salvage' them and reuse any components that are still in good order. This will save the club some money, as they will not have to buy or order as many spare parts. It does also save a bit of hassle when it comes to locating and ordering hard-to-obtain spares.

The Leigh Academy is happy with us and one of the caretakers was very impressed with how efficient we were at clearing up on Sunday afternoon. The traders who attend our shows also really appreciate the help we gave them at that time too. A big thank you to those who helped load-up and unload at the clubrooms on Friday afternoon and Sunday evening respectively, and set-up on Friday afternoon/evening and clear-up on Sunday afternoon. Your help is invaluable, and this is proved by the fact that we finished clearing up at just gone 5:00pm on Sunday, which is a new record! Thanks to the school's caretakers, site staff, cleaners and caterers for their cooperation and assistance. Special thanks must go to Paul Plummer for organising yet another great weekend.



*Liss Forest Depot.*



*Adams Row.*



*Much Whinging.*



*Chipperfields Circus Static Display.*



*Elwyn Flats.*



*Belmont Road.*



*Snow In The Glen.*



*Durham Road TMD.*



*Alder Platz.*



*Oak Lane TMD.*



*Gravesdown South.*



*Chipperfields Circus Static Display.*



*Adams Row.*



*Scullers Farm.*



Clive Simpson & Alan Bone.



Alan Jackson.



A view of the Sports Hall.



Another view of the Sports Hall.

Photographs by Michael & Matthew Chipperfield.



And here is one taken by Judy Maskell (copied from the club's Facebook account).

## From The Archives.



Andy Nicholson operating American HO layout *Reliance* at what I believe to be Crayford Methodist Church in the early 1990s. Precise date unknown.



Arthur Adams doing some modelling at Temple Hill, Dartford, 1999.



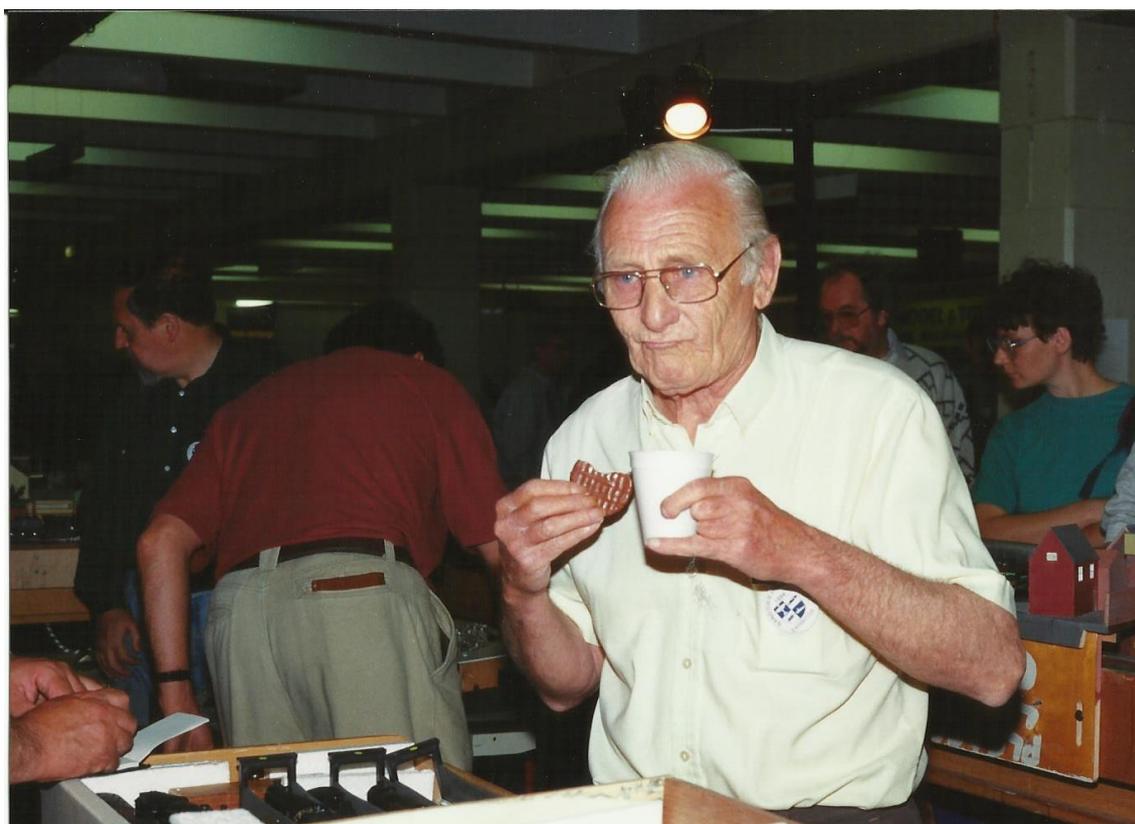
The club's Competition Night, 1994. I recognise Neil Martin, Andy Nicholson, John Muskett, Harry Smith, Arthur Adams and what could be Cyril Martin with his back to the camera, but not the gentleman on the far left.



George Newham watching Harry Smith operating an N gauge layout at Freemantle Hall, Bexley in the late 1990s or early 2000s. Precise date unknown.



The Masters (father and son) with *Hainault Junction* in the Norvic House clubrooms in the 1990s. Precise date unknown.



Bill Murphy having a break from operating *Hainault Junction* at a show at Sandown Park in the 1990s. Precise date unknown.



Paul Plummer and John Jones with an early incarnation of *West Foxley* at Crayford Methodist Church, 1992.



The construction of *Riversdale* in the 1990s. I do not care what anyone thinks, that is a good picture of an ashtray. Precise date unknown.

## **Chipperfield's Railway Roundabout.**

### **Epping Ongar Railway – 30/7/2016.**

On Saturday 30<sup>th</sup> July 2015 I and my brother visited the Epping Ongar Railway (EOR) in Essex. The railway runs on a former section of London Underground's Central Line that closed in October 1994. It is within reach of an all-zones (1-6) Greater London Travelcard, which covers the holder to travel on the Docklands Light Railway, Underground, Overground, National Rail and London Buses. The EOR provides heritage bus links to North Weald station, the hub of their operations, from Epping 'Tube' station. We purchased our tickets for the EOR (£13 a head for that day) from the bus conductor which allows the holder unlimited travel on the railway and the heritage buses all day. You can pre-book your tickets on-line and you must exchange you print-out confirmation at the Ticket Office at either North Weald or Ongar. Our visit coincided with a Real Ale Festival where there were about 60 ales and 20 ciders on tap in a marquee tent at North Weald station. Commemorate pint glasses were for sale for £3 each.



The heritage buses in service at the time of our visit.

A Greenline Routemaster (as pictured above) provided the link to the railway. The seats and the air conditioning (if one could it that) is a lot better than what you get on modern day buses. Motive power on the railway was provided by the sole-surviving Great Northern Railway N2 Tank No. 1744 (on loan from the Gresley Society and is normally based at the Great Central Railway), Class 31 No. 31 438 (which was topping and tailing four BR MK1 coaches with the N2 Tank) and a two-car Class 205 'Thumper' DEM Unit in Network South East livery. Also running, though not in service whilst we were there, was Hudswell Clarke & Co. (Samuel Fox) No. 20 *Jennifer*, on loan from the Llangollen Railway.



No. 31 438 waiting to depart to Ongar.

Trains pass at North Weald allowing passengers to switch trains or disembark. Trains run into Epping Forest stopping about 100 metres short of the end of the Central Line. There is no platform there so trains pause for a few minutes before returning to North Weald. Ongar station has a single platform and a run-round loop, which was occupied by a BR Class 421 unit at the time of our visit (it now surplus to requirements and is for sale at the time of writing). Ongar station is Grade II listed and features a small gift shop, buffet and waiting room. There is also a Finnish 5ft gauge steam locomotive in a derelict state on display on the approach to Ongar station. The signal box is an original Great Eastern Railway structure which was previously situated at Spellbrook. There is no public car parking at Ongar station, but there are a few disabled spots which can be reserved in advance. Blake Hall was the only other station on the route which closed in October 1981, over 10 years before the line did. It had the distinction of being the least used station on the London Underground network. The station building is now Grade II listed and a private dwelling. A short section of the platform has been restored for purely cosmetic reasons and no trains stop there.

North Weald station building is not large so most of the facilities are situated in portacabin-style outlet buildings or redundant carriages, with additional capacity in marquee tents. The footbridge is undergoing restoration so all passengers must cross by the level crossing underneath it. North Weald is where the EOR's engine shed and locomotives are based. There is also no public car parking at North Weald station (despite having a small field there which I assumed was for public parking), but there are a few disabled spots which can be reserved in advance. The EOR recommend that those travelling by road park at Epping station's extensive car park, which has a height restriction and discounted rates at weekends and bank holidays.



No. 1744 waiting to depart to Epping Forest.



North Weald station from the level crossing.

The railway's gift shops at North Weald and Ongar sell the usual sort of items that most preserved railways and museums do (mugs, keyrings, fridge magnets, etc.), plus some new, as-new and pre-enjoyed books, videos, DVDs, a few model railway bits, OO gauge bus models (mostly by Exclusive First Editions) and some Street Level Models card kits of the station buildings and signal boxes at Ongar and North Weald produced exclusively for the railway.



A line of rolling stock to be restored at North Weald.

The railway's home fleet of locomotives, at the time of writing, consist of three steam locomotives, nine diesels and three multiple units. GWR 4900 Hall Class No. 4953 *Pitchford Hall* is undergoing a major overhaul. GWR 5101 Class Large Prairie Tank No. 4141 is currently awaiting overhaul. Hawthorne Leslie 0-6-0 saddle tank No. 3437 *Isabel* is undergoing overhaul. Apart for the Class 31, the other diesels on the EOR include Class 47 No. 47 635 *Jimmy Milne* (out of service), Class 37 No. D6729 (operational), Class 45 No. 45 132 (undergoing a heavy overhaul), Class 25 No. D7523 (undergoing a heavy overhaul), two Class 03 shunters Nos. 03 170 (in yard use only) and 03 119 (out of service), and two Ruston & Hornsby shunters No. D2957 (out of service) and RH398616 (on static display at Ongar station). Apart the 'Thumper' and Class 421 unit as previously mentioned the other multiple unit based on the railway is a two-car Class 117 DMU, which was used extensively on the EOR between 2004 and 2008 and is now undergoing extensive restoration. The EOR also has one of eight surviving (bearing in mind only 10 were built) Class 419 Motor Luggage Vans (MLVs) on site.



The Finnish 5ft gauge engine at the approach to Ongar.



The N2 Tank again, with industrial tank *Jennifer* and the railway's engine shed in the background.



The Author next to the N2 Tank.

In conclusion we had an enjoyable day out at a preserved railway that is still developing having reopened in 2012 after a substantial period of closure for infrastructure upgrades. The railway hopes to in the near future run trains into Epping. The most likely option will be a new station located just up the line from the Underground station. This is subject to negotiations with the relevant parties going successfully. For more details please visit the railway's website (<http://eorailway.co.uk/>). We do recommend visiting what must be one of the most accessible preserved railways in the country.



The 'Thumper' Unit at Ongar.



The MLV at North Weald engine shed.

Written by Michael Chipperfield.  
Photographs by Matthew Chipperfield.

## **Loco Class Review.**

### **The LMS 8F Class.**



No. 48476 at Lostock Hall engine shed, South Ribble, Lancashire just a few days before the end of steam motive power on British Railways in 1968. From Wikipedia.

#### **Quick Stats:**

Designer: William Arthur Stanier.

Builder: London, Midland & Scottish Railway, London & North Eastern Railway, Southern Railway, Great Western Railway, Railway Executive Committee and Ministry of Supply.

Build Date: 1935 – 1946.

Total Built: 852 (137 at LMS Crewe Works, 75 at LMS Horwich Works, 208 at North British Locomotive Company, Glasgow, 53 at LNER Darlington Works, 50 at LNER Doncaster Works, 80 at GWR Swindon Works, 69 at Vulcan Foundry, Newton-le-Willows, 93 at SR Brighton Works, 23 at SR Eastleigh Works, 14 at SR Ashford Works and 50 at Beyer, Peacock & Company, Manchester).

Also Known As: Churchills (the nickname Turkish railwaymen gave to the 8Fs acquired from the British War Department).

Purpose: Heavy Freight.

Wheel Configuration: 4-6-0.

Leading Wheel Diameter: 3ft 3½in.

Driving Wheel Diameter: 4ft 8½in.

Length: 63ft ¾in.

Width: 8ft 7in.

Height: 12ft 10in.

Axle Load: 16 long tons 0cwt.

Loco Weight: 72 long tons 2cwt.

Tender Weight: 53 long tons 13cwt.

Coal Capacity: 9 long tons 0cwt.

Water Capacity: 4,000 Imperial Gallons.

Boiler Pressure: 225lb/psi.

Firegrate Area: Varies between 27.8sq ft. and 28.65sq ft.

Heated Surface Tubes: Varies between 1,308sq ft. and 1,479sq ft.

Heated Surface Firebox: Varies between 155sq ft. and 171sq ft.

Superheater Area: Varies between 215sq ft. and 245sq ft.

Cylinders: Two – Both Outside.

Cylinder Size: 18½in Diameter x 28in Stroke.

Valve Gear: Outside Walschaerts.

Valve Type: Piston Valves.

Tractive Effort: 32,440lb.

Power Class: LMS & BR 7F. Later 8F.

Numbers Carried: It is *very* complicated. Most of the class started off with a LMS number (in the 8000 range) and some originally had either a LNER or WD number (in the 300 or 500 range). Those that ran in LNER service (generally in the 3000 range) were renumbered into LMS numbering system. Those that passed through to BR service had the number 4 added to the beginning of their LMS number. Some saw service (during and after WW2) in Egypt, Iran, Iraq, Italy, Lebanon, Palestine (later Israel) and Turkey where they are likely to have had different numbers. Have a look at [https://en.wikipedia.org/wiki/LMS\\_Stanier\\_Class\\_8F](https://en.wikipedia.org/wiki/LMS_Stanier_Class_8F) for more details.

Axle Load Class: Route Availability 6.

Withdrawn: Between 1960 and 1968 (in Britain).

Disposition: 14 Preserved. 1 being used as a Parts Donor. 23 Lost at Sea. Remainder (believed to be) Scrapped.

Preserved Examples: No. 8151/48151 at Carnforth for Main Line Running.

No. 8173/48173 at Churnet Valley Railway.

No. 8233/307/48773 at The Engine House, Highley, at Severn Valley Railway.

No. 8305/48305 at Great Central Railway.

No. 8431/48431 at Keighley & Worth Valley Railway.

No. 8624/48624 at Great Central Railway.

No. 357 at a site in Cankiri, Turkey.

No. 8274/348/48274 at Great Central Railway, Nottingham.

No. 522 at Camlik Railway Museum, Turkey.

No. 8279/353 at a site in Alasehir, Turkey.

No. 8267/341 at Beersheba Turkish Railway Station, Israel.

No. 8266/340 at a site in Izmit, Turkey.

No. 554 at Bo'ness & Kinneil Railway.

No. 8188/547 at a site in Baghdad, Iraq.

Models: Hornby produce the OO gauge model of the class. Graham Farish produce the N gauge model of the class.

One of the most successful freight steam locomotives of all time and slightly more numerous than the Black Fives, the 8Fs were another success story for their designer William Stanier, Chief Mechanical Engineer (CME) of the London, Midland & Scottish Railway (LMS). Despite the LMS origins, most of the class were not built by the LMS's in-house works or for the LMS and some for that matter were not built to be worked in Britain at all.

The 8Fs came out of the LMS's desire for more powerful motive power. It was suffering because of the legacy of one of its main constituents, the Midland Railway, which had a small

engine policy, meaning underpowered 0-6-0s, such as Fowler 4Fs, were frequently running heavy freight services double-heading. Other pre-grouping locomotive inherited by the LMS such as the London & North Western Railway (LNWR) Class G2A 'Super Ds' were becoming life-expired. Inadequate numbers of early LMS heavy freight numbers such as the 7Fs (built exclusively for the Somerset & Dorset Joint Railway) and the Beyer-Garratts were built and were not as reliable as they could have been. As freight traffic, especially coal, accounted for about 60% of the LMS's revenue, the need for new, larger and more powerful locomotives was desperately needed. The LMS Chairman Josiah Charles Stamp (later 1<sup>st</sup> Baron Stamp) was instrumental in hiring Stanier from the GWR as LMS CME and reversing the small engine policy.

Stanier combined the best features of his mixed traffic Black Fives and that of Churchward's eight-coupled goods engines from the GWR to create a freight engine that became a success straightway. The initial 7F classification was soon upgraded to 8F. Despite the small driving wheels, the 8Fs had a considerable turn of speed that allowed them to haul vacuum-fitted freight trains at 50mph and even passenger services at over 60mph. They were well balanced engines, had a free steaming boiler, excellent mechanics and relatively wide route availability, meaning they ran relatively trouble-free and were comparatively simple to maintain. This was noticed by the War Department (WD), which took over the running of Britain's railways when the Second World War broke out, and the 8Fs became the country's standard freight design in a similar vein to the Great Central Railway's (GCR) Robinson Class 8K 2-8-0s in the First World War.

In the next few years the number of locomotives built to the LMS 8Fs design grew dramatically from 126 by 1939 to 852 by 1946. There would have been more if the WD, the Ministry of Supply and their locomotive designer Robin Riddles had not opted for their own design which prioritised low cost, basic and quick construction over possible lengthy design life. These engines, the WD Austerity 2-8-0s, would number 935 in total had parallel rather than tapered boilers and a steel round-topped fireboxes, not copper Belpaire fireboxes as the 8Fs had. Nevertheless the LMS 8Fs were seen as Britain's 'engine of war' with over 200 built by Beyer Peacock and the North British Locomotive Co. between them for the WD and other 51 requisitioned from the LMS by the WD. These engines were fitted with a number of modifications to suit the working conditions they might come across, such as Westinghouse air brakes, and some were converted to oil-burning.

Some 8Fs sadly never saw action, having been lost at sea when the ships carrying them were sunk by enemy action. Two of them are visible underwater in the wreck of the SS *Thistlegorm* which was sunk by the Luftwaffe in the Red Sea off the coast of Egypt in October 1941 (and was incidentally discovered by Jacques Cousteau in the early 1950s and is now a well-known diving site). Others were more fortunate and proved their worth in the Middle East theatre of WWII, most famously working the supply route between the Persian Gulf and the Caspian Sea (Iran, though neutral, was occupied by the armed forces of the Soviet Union and the British Empire (British, Australian and Indian troops) from mid-1941 until 1946 to secure oil fields (sounds familiar doesn't it?), to secure Allied supply lines and to remove the Shah who was considered too friendly to the Axis powers). Many 8Fs stayed in service of the railways of the countries of the Middle East and Italy after the conflict had ended, and some 8Fs continued working right up to the 1980s in Turkey.

Aside from those built for war use outside of Britain, many 8Fs were built to Government Railway Executive Committee contracts by the GWR's, the SR's and the LNER's in-house works to fill the gaps caused by the wartime shortage of freight engines, meaning the LMS

8F design was one of the few engines to have worked on all of the ‘Big Four’s’ networks. The LNER even acquired 68 for their use and classified them as O6s. 624 8Fs passed through to British Railways’ ownership at nationalisation in 1948. Following purchases and requisitions from the Longmoor Military Railway (LMR) and the British Army’s Middle East Forces (MEF), 666 8Fs ended up in BR’s hands by 1957.

Only the Southern Region did not have any 8Fs on their books and they were seen at work anywhere between Perth and Plymouth. Despite the decline of maintenance standards during this period, the 8Fs continued putting in reliable and efficient performances. Many 8Fs can be operated for long periods with the regulator fully open with a heavy train without any noticeable drop in steaming or performance. Some of the class had balancing work carried out on them, allowing them to work fast fitted freight services and this was indicated by a star below the cab-side numbers.

Withdrawals started in 1960 and a handful continued right up to end of steam on BR in early August 1968. Eight 8Fs are preserved in Britain, including two that have been repatriated, or liberated, from Turkey. Another example, No. 8518/48518, which was the only surviving LNER-built 8F and was part of the so-called ‘Barry Ten’, is being used as a kit of parts for two new-build projects, the GWR County No. 1014 *County of Glamorgan* and the LMS Patriot No. 45551 *The Unknown Warrior*.



No. 8274 at the Gloucestershire & Warwickshire Railway in 2012. From Wikipedia.

## **Heritage Railway Focus.**

### **The Cholsey & Wallingford Railway.**



One of the railway's Class 08 Shunters hauling a train across the Wallingford Bypass in 2007. From Wikipedia.

#### **Quick Stats:**

Length: 2½ Miles.

Gauge: 4ft 8½in.

Opened: 1866.

Closed: 1959 to passengers and 1965 to goods, but most of the route was retained to serve the maltings at Hithercroft Road, south of the original Wallingford station until 1981.

Reopened: 1985, but a full service commenced in 1997.

Owner & Operator: Cholsey & Wallingford Railway Preservation Society.

Also Known As: 'The Bunk' or 'The Wallingford Bunk'.

Depot: Wallingford.

Steam Locomotives: 1 or 2, which are usually hired in for the main season.

Diesel Locomotives: 5.

Rolling Stock: Some GWR and BR MK1 stock, plus various freight wagons and a crane.

Stations Currently Open: Cholsey and Wallingford.

Closed Stations: The original Wallingford station.

Proposed Extension: They cannot really extend their services in either direction.

Car Parks: Wallingford.

Souvenir Shops: Wallingford.

Refreshments: Wallingford.

Toilets: Wallingford.

Disabled Access: Apart from at Cholsey station, it is generally good. There are access ramps to the shop, platform and train at Wallingford.

Access By Public Transport: Get the train to Cholsey and you are pretty much there.

Media Appearances: None that I know of.

Membership Journal: *The Bunk*. Published Tri-Annually.

Official Website: <http://www.cholsey-wallingford-railway.com/>

In the last issue (No. 13, Spring 2016) I wrote about the origins of the Chinnor & Princes Risborough Railway which briefly mentioned the line between Cholsey and Wallingford. If things had worked out for the companies behind Wallingford & Watlington Railway and later the Watlington & Princes Risborough Railway, there would have been route between Princes Risborough and Cholsey via Watlington and Wallingford, therefore creating a link that would have existed between what are now two preserved railways. However financial problems in the 1860s meant this never happened creating two dead-end branches that terminated at Wallingford and Watlington.

The Cholsey & Wallingford Railway (CWR) is more or less a complete branch line running from Cholsey station, which is on the Great Western Main Line between Reading and Didcot, to a new Wallingford station site created by the CWR. The original Wallingford station site and the trackbed leading to it have long since been built over. Inappropriately, a road running over the old station site is called 'Beeching Way'. The new Wallingford station is the headquarters of the CWR and is located at Hithercroft Road, formerly called Old Moor Lane, adjacent to the site of where the maltings were. The maltings, which kept the line open until the preservationist took over in the 1980s, were demolished in 2000. A housing estate now stands on its former site and some additional land for the CWR became available.

The branch was and the services that ran on it were commonly referred to as the 'Bunk' or 'Wallingford Bunk'. The origins of this are believed to have come from a story at the turn of the 19<sup>th</sup> century, when a locomotive due to haul a service from Cholsey to Wallingford did a 'bunk', or in other words, it had left Cholsey station without its train of carriages. Supposedly the engine was uncoupled, without the loco crew noticing, from its train by two mischievous football fans coming home from Reading.

The first proposals for a railway line between Cholsey and Wallingford date back to 1861, as part of the previously mentioned scheme that would have linked Cholsey and Princes Risborough with junctions at each end linking the Great Western Railway (GWR) and the Wycombe Railway respectively. The line opened in 1866 as far as Wallingford and went no further due to the collapse of the bank Overend, Gurney & Co. (they were a wholesale discount bank and were known as the 'banker's bank') in that same year. The bank owed in today's money about £919 million. This caused the severest financial crisis of the 19<sup>th</sup> century and the Bank of England increased its Bank Rate to 10%, meaning it was impossible to raise the funds to continue building the line to Princes Risborough. The Wallingford & Watlington Railway was sold to the GWR in 1872.

In 1892 the GWR re-sited the junction and closed the original interchange station (called Wallingford Road when opened in 1840 and later Moulsoford from 1866) for the branch to Wallingford during the quadrupling of the Great Western Main Line. The new junction is closer to the joint of divergence from the main line. Cholsey station (originally called Cholsey and Moulsoford) dates from this time and has not changed much from when it opened. It has five platform faces, one of which, the bay platform, is used by the CWR for their services which typically run on weekends and bank holidays. Two of the platforms are only used when the relief lines are out of service due to engineering or maintenance work. The other two are used by Train Operating Company (TOC) Great Western Railway (formerly known as First Great Western) for their services, one in the direction of Oxford and Banbury and the other in the direction of Reading and London Paddington. The junction to

Wallingford which was lifted when services to the maltings ceased in 1981 has been reinstated.

The original Wallingford station site was situated about 500 metres away from the present CWR terminus. By 1925 Wallingford had a goods yard consisting of six sidings and dealt with an average of 45 wagons a day. Despite being the terminus of quite a short branch line, Wallingford was well-used by commercial freight firms. For example the local creamery, which was later taken over by the Co-op, had its own private siding from Wallingford goods yard. This allowed milk trains to deliver their produce to London until the late 1950s.

Passenger services on the branch were typical hauled by GWR 14xx Class 0-4-2T engines, running on the 'Autocoach' or push-and-pull principle. The station at Wallingford was a single platform capable of taking 4 coaches and had no run-round loop. After World War Two the branch saw 14 trains running in each direction on weekdays. Passenger services to Wallingford were withdrawn in 1959 (the final day events were filmed by enthusiast Geoff Holyoake), though the line saw some passenger traffic in 1967 and 1968 for carnivals happening in the town. The track to the original station site was lifted in 1969. The structures at the new CWR Wallingford station are 'temporary' portacabin-style buildings. The CWR will erect more appropriate structures, which will be in keeping with the original Wallingford station, at the site when the resources and, above all else, money becomes available.

Considering it started off in life as a failure of a much grander plan in the 1860s, the CWR have not done too much for themselves, bearing in mind they have had to start from scratch when it came to on-site facilities and had to fight for a level crossing at the Wallingford Bypass to stop the line from being severed. There is much to do and, as ever, it is entirely dependent on volunteers. Closer cooperation with their neighbours at Didcot might be the way forward.



The terminus at the Wallingford end of the railway in 2005. From Wikipedia.

## **Model Railway Exhibitions Calendar.**

NB: For EMRS shows (in **bold**), please try to ensure that you are available for some, or preferably all, of these weekends. Help is definitely required between 4:00pm and 7:00pm on Fridays and between 3:00pm and 6:00pm on Sundays. Thanks.

1<sup>st</sup> & 2<sup>nd</sup> October 2016 – Folkestone.

The Leas Cliff Hall, The Leas, Folkestone, Kent, CT20 2DZ.

Saturday & Sunday: 10:00 – 17:00. Adults: £6.50.

8<sup>th</sup> October 2016 – Birchington.

The Centre, Alpha Road, Birchington, Kent, CT7 9EG.

Saturday: 10:00 – 16:00. Adults: £2.00.

**8<sup>th</sup> & 9<sup>th</sup> October 2016 – Wilmington – EMRS (sort of).**

**St. Michael's & All Angels Church & Church Hall, Church Hill, Wilmington, Kent, DA2 7EG.**

**Saturday: 10:00 – 17:00. Sunday: 10:00 – 16:30. Adults: £5.00.**

8<sup>th</sup> & 9<sup>th</sup> October 2016 – Warlingham/Croydon.

Warlingham School, Tithepit Shaw Lane, Warlingham, Surrey, CR6 9YB.

Saturday: 10:00 – 17:00. Sunday: 10:00 – 16:00. Adults: £6.00.

8<sup>th</sup> & 9<sup>th</sup> October 2016 – Dorking.

Oddfellows Hall, 270 High Street, Dorking, Surrey, RH4 1QT.

Saturday: 10:00 – 17:00. Sunday: 10:00 – 16:00. Adults: £4.50.

8<sup>th</sup> & 9<sup>th</sup> October 2016 – Gaydon – Hornby Magazine.

Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire, CV35 0BJ.

Saturday: 10:00 – 17:00. Sunday: 10:00 – 16:00. Adults: £14.00.

9:30 entry for pre-booked ticket holders (Adults: £9.00) on both days.

15<sup>th</sup> & 16<sup>th</sup> October 2016 – Uckfield.

Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex, TN22 1AE.

Saturday & Sunday: 10:00 – 17:00. Adults: £6.00.

15<sup>th</sup> & 16<sup>th</sup> October 2016 – Peterborough – Warners.

East of England Showground, Oundle Road, Peterborough, Cambridgeshire, PE2 6XE.

Saturday: 10:00 – 17:00. Sunday: 10:00 – 16:30. Adults: £10.00.

9:00 entry for pre-booked ticket holders (Adults: £9.00) on both days.

22<sup>nd</sup> October 2016 – Eden Park/Beckenham.

St. John's Church, Eden Park Avenue, Eden Park, Beckenham, Kent, BR3 3JN.

Saturday: 10:00 – 17:00. Adults: £6.00.

22<sup>nd</sup> October 2016 – Chelmsford – **EMRS Attending.**

St. John Payne School, Patching Hall Lane, Chelmsford, Essex, CM1 4BS.

Saturday: 10:00 – 16:30. Adults: £4.50.

29<sup>th</sup> October 2016 – Swanley – Expo Narrow Gauge.

White Oak Leisure Centre, Hilda May Avenue, Swanley, Kent, BR8 7BT.

Saturday: 10:00 – 17:00. Adults: £7.00.

29<sup>th</sup> & 30<sup>th</sup> October 2016 – Carshalton/Wimbledon.

Carshalton Boys Sports College, Winchcombe Road, Carshalton, Surrey, SM5 1RW.

Saturday & Sunday: 10:00 – 17:00. Adults: £5.00.

30<sup>th</sup> October 2016 – Colchester.

Colchester County High School For Girls, Norman Way, Colchester, Essex, CO3 3US.

Sunday: 10:00 – 16:00. Adults: £4.50.

5<sup>th</sup> November 2016 – Angmering – West Sussex N Gauge – **EMRS Attending.**

The Angmering School, Greenwood Drive, Station Road, Angmering, West Sussex, BN16 4HH.

Saturday: 10:00 – 17:00. Adults: £5.00.

5<sup>th</sup> & 6<sup>th</sup> November 2016 – Northfleet/Gravesend.

Northfleet School For Girls, Hall Road, Northfleet, Kent, DA11 8AQ.

Saturday: 10:00 – 17:00. Sunday: 10:00 – 16:00. Adults: £4.00.

12<sup>th</sup> November 2016 – Romford.

Marshalls Park School, Pettits Lane, Romford, Essex, RM1 4EH.

Saturday: 10:00 – 17:00. Adults: £5.00.

12<sup>th</sup> November 2016 – Theydon Bois.

Theydon Bois Village Hall, Coppice Row, Theydon Bois, Essex, CM16 7ER.

Saturday: 10:00 – 17:00. Adults: £4.00.

12<sup>th</sup> & 13<sup>th</sup> November 2016 – Brighton.

Patcham Community Centre, Ladies Miles Road, Brighton, East Sussex, BN1 8TA.

Saturday: 10:00 – 17:00. Sunday: 10:00 – 16:30. Adults: £3.50.

12<sup>th</sup> & 13<sup>th</sup> November 2016 – Tolworth.

Tolworth Recreation Centre, Fullers Way North, Tolworth, Surrey, KT6 7LQ.

Saturday: 10:00 – 17:30. Sunday: 10:00 – 17:00. Adults: £6.00.

19<sup>th</sup> November 2016 – Elham.

Elham Village Hall, High Street, Elham, Kent, CT4 6SX.

Saturday: 10:00 – 17:00. Adults: £2.00.

19<sup>th</sup> November 2016 – Hersham.

All Saints Roman Catholic Church, 13 Queens Road, Hersham, Surrey, KT12 5LU.

Saturday: 10:30 – 16:00. Adults: £5.00.

19<sup>th</sup> & 20<sup>th</sup> November 2016 – Shoeburyness/Southend-On-Sea.

Garons Tennis & Leisure Centre, Eastern Avenue, South-On-Sea, Essex, SS2 4FA.

Saturday & Sunday: 10:00 – 17:00. Adults: £6.00.

**26<sup>th</sup> & 27<sup>th</sup> November 2016 – Broadstairs.**

St. George's School, Westwood Road, Broadstairs, Kent, CT10 2LH.

Saturday: 10:00 – 17:00. Sunday: 10:00 – 16:00. Adults: £4.50.

**26<sup>th</sup> & 27<sup>th</sup> November 2016 – Warley/Birmingham – National MRE.**

Hall 5, National Exhibition Centre (NEC), Birmingham, West Midlands, B40 1NT.

Saturday: 9:45 – 18:00. Sunday: 9:45 – 17:00. Adults: £15.00.

9:15 entry for pre-booked ticket holders (Adults: £13.50) on both days.

**10<sup>th</sup> & 11<sup>th</sup> December 2016 – Knockholt – Garden of England Modelfest.**

Coolings Garden Centre, Rushmore Hill, Knockholt, Kent, TN14 7NN.

Saturday & Sunday: 10:00 – 16:00. Adults: £5.00.

**11<sup>th</sup> December 2016 – Welling.**

Welling School, Berwick Road, Welling, Kent, DA16 1QU.

Sunday: 10:00 – 16:00. Adults: £6.00 (or £4.95 if you wish to pre-book).

**14<sup>th</sup> & 15<sup>th</sup> January 2017 – Pratts Bottoms/Orpington.**

Pratts Bottom Village Hall, Norsted Lane/Rushmore Hill, Pratts Bottom, Orpington, Kent, BR6 7PQ.

Saturday & Sunday: 10:00 – 17:00. Adults: £3.50.

**14<sup>th</sup> & 15<sup>th</sup> January 2017 – Bognor Regis.**

Felpham Community College, Felpham Way, Bognor Regis, West Sussex, PO22 8EL.

Saturday: 10:00 – 17:00. Sunday: 10:00 – 16:30. Adults: £4.50 (TBC).

**14<sup>th</sup> & 15<sup>th</sup> January 2017 – Stevenage – CMRA.**

The Stevenage Arts & Leisure Centre, Lytton Way, Stevenage, Hertfordshire, SG1 1LZ.

Saturday: 10:00 – 17:30. Sunday: 10:00 – 16:30. Adults: £8.00.

**28<sup>th</sup> & 29<sup>th</sup> January 2017 – Longfield – EMRS.**

**The Longfield Academy, Main Road, Longfield, Kent, DA3 7PH.**

**Saturday: 10:00 – 17:00. Sunday: 10:00 – 16:00. Adults: £7.00.**

**18<sup>th</sup> February 2017 – Tonbridge – EMRS Attending.**

The Angel Centre, Angel Lane, Tonbridge, Kent, TN9 1SF.

Saturday: 10:00 – 17:00. Adults: £6.00.

**16<sup>th</sup> & 17<sup>th</sup> September 2017 – Dartford – EMRS (TBC).**

**The Leigh Academy, Green Street Green Road, Dartford, Kent, DA1 1QE.**

**Saturday: 10:00 – 17:00. Sunday: 10:00 – 16:00. Adults: £5.00.**

**And here are some dates for some SRP Toy Fairs and some other events provided by Alan Bone.**

**8<sup>th</sup> October 2016 – Hawkinge.**

Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent, CT18 7FP.

Saturday: 10:00 – 14:00. Adults: £2.00.

30<sup>th</sup> October 2016 – Orpington.

Crofton Halls, Station Road, Orpington, Kent, BR6 8PR.

Sunday: 10:00 – 14:00. Adults: £2.00.

6<sup>th</sup> November 2016 – Dartford.

Dartford Science & Technology College, Lower Heath Lane, Dartford Kent, DA1 2LY.

Sunday: 10:00 – 14:00. Adults: £2.00.

20<sup>th</sup> November 2016 – Herne Bay.

The Kings Hall, Beacon Hill, Herne Bay, Kent, CT6 6BA.

Sunday: 10:00 – 14:00. Adults: £2.00.

11<sup>th</sup> December 2016 – Dartford.

Dartford Science & Technology College, Lower Heath Lane, Dartford Kent, DA1 2LY.

Sunday: 10:00 – 14:00. Adults: £2.00.

17<sup>th</sup> December 2016 – Hawkinge.

Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent, CT18 7FP.

Saturday: 10:00 – 14:00. Adults: £2.00.

18<sup>th</sup> December 2016 – Orpington.

Crofton Halls, Station Road, Orpington, Kent, BR6 8PR.

Sunday: 10:00 – 14:00. Adults: £2.00.

**St Michael & All Angels Church**  
In association with Erith Model Railway Society  
**20th Annual Charity**

# Wilmington Model Railway Exhibition



Stands  
Layouts  
Trade Support  
Raffle  
Refreshments  
Have a Go

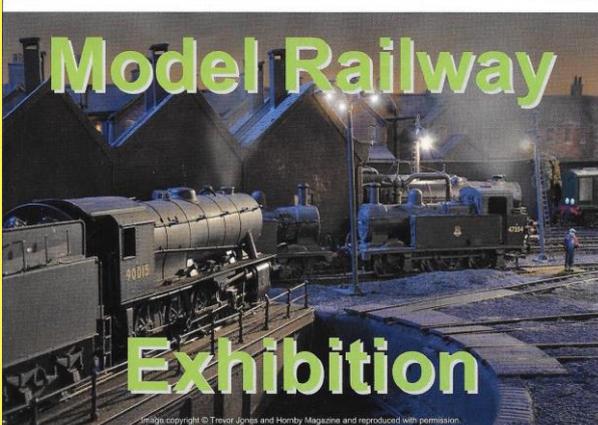
**St Michael's Church Hall, Church Hill**  
**Wilmington, Dartford, DA2 7EG (B258)**

**Saturday and Sunday**  
**8 & 9 October 2016**  
**10am - 5pm (Sat) 4.30pm (Sun)**

**Adults £4, Child/concession £3, Family (2+2) £11**  
Under 5's FREE  
In aid of Demelza Hospice Care for Children, Railway Children, Cherished Memories, & St Michael's Youth Work

PLEASE DONATE - all proceeds to charity  
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# Model Railway Exhibition



**The Longfield Academy**  
**Main Road**  
**Longfield, Kent DA3 7PH**

**Saturday & Sunday**  
**28<sup>th</sup> January 2017**    **29<sup>th</sup> January 2017**  
(10.00am to 5.00pm)    (10.00am to 4.00pm)

Up to 35 Layouts Society Stands	Extensive Trade Support Hot & Cold Refreshments	Demonstrations Static Displays
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Adults £7.00    Children £3.00  
Concessions £6.00    Family (2+2) £18.00  
Under 5's free

Exhibition presented by  
**ERITH MODEL RAILWAY SOCIETY**

Flyers sponsored by  [www.erithmrs.ukmodelshops.co.uk](http://www.erithmrs.ukmodelshops.co.uk)

## **Your Thoughts.**

### **Is one of the proposed artworks to be exhibited outside Birmingham Curzon Street station in bad taste?**

This is a story I read about in a recent issue of *Steam Railway Magazine*, Issue No. 457. One of the five shortlisted pieces of art (though some might say ‘art’) for a £2 million grant to be displayed outside Birmingham Curzon Street station is of two large sculptures of crashed main line steam locomotives, one of which closely resembles ex-LMS Duchess Pacific No. 46242 *City of Glasgow* that was wrecked in the Harrow & Wealdstone tragedy of October 1952. 112 passengers were killed and 340 others were seriously injured in what is still Britain’s worst ever peacetime rail disaster. The models of the proposed sculptures were based on fellow Duchess Pacific No. 46235 *City of Birmingham*. The ‘artist’ Roger Hiorns, who has been nominated for the Turner Prize in the past, is known to have courted controversy, like that of many other contemporary artists. He appears to plead ignorance of any knowledge of the accident and that it is not his intention that the work is that of a train crash. (Cue most people thinking ‘Oh really?’ sarcastically).

Yet it was recently that the similarity in the models and that of the wrecked engine was noticed. An online poll conducted by the *Birmingham Post & Mail* newspaper says that 82% of those that corresponded thought it was that of a train crash. The follow-up issue of *Steam Railway Magazine*, Issue No. 458, has seen a near universal condemnation from its readers of the proposed sculptures. Seeing an artwork of a train accident at a railway station is surely one of the more disturbing things to see before you travel. Not only is it an inappropriate place for it, it is also insulting to those that perished and were injured in the disaster, and the same goes for their descendants. Hiorns, like that of many artists, must be grateful that we have ‘freedom of expression’ and ‘freedom of speech’ in this country. But he, other artists and the Arts Council must be prepared for any backlash they get from others who are exercising their freedom of speech and/or expression to disagree with what they are doing.

A better use of trains in an artwork is featured in one of this year’s Turner Prize nominees. Josephine Pryde’s *Lapses in Thinking* encompasses a Union Pacific diesel locomotive or a Class 66 in DB Schenker livery hauling two box car freight wagons on a track running around the gallery. The public can also ride on this exhibit currently on display at Tate Britain until early January 2017.

Bad taste or modern interpretation? But what do you think? Please pass on your opinions to Michael Chipperfield by emailing him ([mistmama@btinternet.com](mailto:mistmama@btinternet.com)) or in person. They will be published in the next edition of the fanzine.

### **Did You Know?**

The only ‘double decker’ rolling stock to have run on Britain’s railways were the Southern Railway’s Class 4DD units. The SR’s CME Oliver Bulleid designed two prototype four-car units (two motor cars with two trailers in-between them) running off third rail electrical pickups, which were built in late 1949 at the SR’s Eastleigh and Lancing Works. No further units were constructed, but for an experimental class they stayed in traffic for a considerable period of time, entering service once they were built and being withdrawn in 1971. Because of Britain’s restrictive loading gauge, which made two fully separate levels in practice

impossible, the carriages were not double deckers in the true sense. They had alternating upper and lower level compartments making them more like ‘one-and-a-half’ deckers.

Mechanically the 4DDs were sound and suffered from no major issues that usually beset many other prototypes on Britain’s railway in the post-war period. But the compartment design meant in practice they were a failure. The upper deck compartments were cramped and had no opening windows. Getting to the upper deck on the units was through a narrow and short stairway. The equipment used to pressure-ventilate the compartments proved to be troublesome and therefore hardly, if ever, worked properly. Passengers sitting on the lower decks often complained the seats were not as comfortable than on other rolling stock, they had less room and that smells from the upper decks made their commute even more arduous (could be worse, try travelling anywhere by Govia Southern Rail).

The main idea behind the units was to increase the number of passengers they could get on each train without extending the train length and therefore increasing platform length on their routes, which were the commuter routes between Dartford and London Charing Cross. But because there were theoretically 22 passengers (seated, not including anyone standing) to each door on the 4DDs, instead of 10 to 12 (if not more) passengers to each door on other rolling stock, the time spent stationary at stations increased, having a minor effect on other services, but also meant boarding and alighting from the 4DDs, especially from the upper deck, was quite hectic. BR Southern Region decided not to take the concept any further and looked to extending trains and consequently platforms.

Two of the motor cars still exist. One is at the Northamptonshire Ironstone Railway Trust at Hunsbury Hill, where it is being stored, and the other one is at a site in Sellenge, Kent under the care of the Bulleid 4DD Double Deck EMU Group, whose intention is to restore it as an exhibition coach. Ideally these niche items of Britain’s railway history would be part of the National Collection. What are the chances of a ready-to-run model of the units being commissioned? It could happen, especially if a ‘Crowd Funding’ scheme was set up.

## **Disclaimer.**

**The information in this issue was correct at the time of writing and to the best of my knowledge and research.**

**Any opinions or views expressed in the fanzine are solely that of the author(s) and do not represent the Erith Model Railway Society as a whole.**

**If you would like to contribute an article for a future issue of the fanzine, then please do not hesitate to email it to: [mistmama@btinternet.com](mailto:mistmama@btinternet.com) – Michael Chipperfield’s email address. Or alternatively hand it to him the next time you see him. Thanks.**

