

## BRITISH RAILWAYS in BUCKINGHAMSHIRE

The following black and white photographs of railways in Buckinghamshire are available from Hugh Davies, Apartment 8, Caesar's Place, Ockford Road, Godalming, Surrey GU7 1QW. . For current prices and details of many other lists available please see booklet PL. Please always send a large, stamped, addressed envelope and 40p per list. Stamps are acceptable. Postcard size prints are normally available from stock. Larger size prints are only made against specific orders.

All photographs are taken by Hugh Davies and other members of the Railway Enthusiasts' Club (the REC) between 1946 and 1968 and the great majority have never been published. Indeed we shall be continuing to identify negatives, many thousands of them, over the next few years - negatives that have never before been printed, let alone published - so if you don't see what you want here, please keep in touch. What you require may feature in a future amendment or a new subject list.

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New additions in this issue are highlighted in red, and tagged with '#' to aid searching

The following lists may also be of interest:

List IND: for industrial railways (standard gauge)

List LOW: for the West London area

### PRINCES RISBOROUGH AND AYLESBURY TOWN

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
2315C	67767 on passenger train arriving at Princes Risborough	
2316A	42249 and 67667 on trains either side of platform at Aylesbury Town	
2316B	67767 on train in platform at Aylesbury Town	
2316C	2-6-2T 6157 on two-coach train in bay platform at Aylesbury	
2370C	¾ view of coach W179W in down bay platform at Princes Risborough; locomotive uncoupled	1957
2371A	Aylesbury Town: view from down platform looking north, with up train approaching	1957
2371B	5755 in down bay at Princes Risborough with single coach ready to depart	1957
2371C	Ex-GW railcar W16W arriving in the down bay at Princes Risborough (working from Thame branch)	1957
2372A	Ex-GW railcar W16W in the down bay at Princes Risborough (good ¾ view) (5755 on Watlington train behind)	1957
2372B	Princes Risborough station looking toward London from the down end of the down platform: 6960 passing on down fast; pannier tanks in down through and down bay platforms; ex-GW railcar W16W also in bay	1957
2372C	Platform view of down bay at Princes Risborough: view along sides of two branch trains	1957

2401A	Class A3 4-6-2 60104 <i>Solario</i> with the Bradford-bound <i>South Yorkshireman</i> standing at the platform at Aylesbury Town: head-on $\frac{3}{4}$ view	
2401B	Class A3 4-6-2 60104 <i>Solario</i> on the Bradford-bound <i>South Yorkshireman</i> standing at the platform at Aylesbury Town. Good $\frac{3}{4}$ view of locomotive only (taken from above, opposite angle to 2401A)	
2401C	Class A3 4-6-2 60104 <i>Solario</i> pulling away from Aylesbury Town with the North-bound <i>South Yorkshireman</i> : $\frac{3}{4}$ view from track level, showing locomotive and most of the train	
2402A	Class A3 4-6-2 60104 <i>Solario</i> pulling away from Aylesbury Town with the North-bound <i>South Yorkshireman</i> : $\frac{3}{4}$ view looking North from station therefore taken with train going away from the camera	
2402B	The London-end of Aylesbury Town station with BR Class 2-6-4T 80142 arriving with a down local train	
2402C	Class V2 2-6-2 60887 with an up train standing in the platform at Aylesbury Town: $\frac{3}{4}$ view of whole train taken from track level	
2403A	Class K3 2-6-0 arriving at Aylesbury Town with a down train, whilst a V2 2-6-2 stands at the up platform ready for departure. The K3 is 61866 and the V2 is 60887	
2403B	Up train leaving Aylesbury Town, photographed from the platform ends. (V2 60887 is the train engine, though this is at far end and only just visible)	
4555A	0-4-2T 1473 with auto-train at Aylesbury Town (Class B1 4-6-0 61001 <i>Eland</i> in the background)	
5163B	Stoke Mandeville signal box, Met & GC Joint, $\frac{3}{4}$ view	
5841B	Princes Risborough in the snow, with DMU at the down through platform and single unit railcar from Banbury in the up through platform	
N0208A	Princes Risborough station: overall view of the station and trackwork from the North, showing signal box on right; picture taken from the 11.30a.m, ex-Oxford as it crosses over the tracks to gain the Paddington line	11 April 1955
N0208B	0-6-0PT and single coach in the bay platform at Princes Risborough forming the Watlington branch train	11 April 1955
N0208C	0-6-0PT 5424 running round its single coach train at Princes Risborough ready to form a train for Aylesbury	11 April 1955
N0208D	0-6-0PT 5424 running round its train, formed of single coach M6830, at Princes Risborough, preparatory to forming a service to Aylesbury	11 April 1955
N0208E	0-6-0PT 5424 and single coach forming the 12.50pm to Aylesbury Town in the bay platform at Princes Risborough	11 April 1955
N0208F	Looking North from the down end of Princes Risborough station (Aylesbury bay) (right to left) Aylesbury train ready to depart; array of semaphore signals, Princes Risborough North signal box and an 0-6-0PT with a train of ECS	11 April 1955
N0209A	0-6-0PT 5424 with the 12.50pm for Aylesbury Town in the bay platform at Princes Risborough: $\frac{3}{4}$ view from bunker end	11 April 1955
N0209B	View of Princes Risborough station (Aylesbury Bay and up through platform, with steam-hauled passenger train at down platform), taken from the rear of departing train for Aylesbury	11 April 1955

N0209C	View of Princes Risborough North Junctions and signalbox taken from rear of train leaving for Aylesbury, with Watlington branch train standing in the foreground	11 April 1955
N0209D	Monks Risborough and Whiteleaf: platform and shelter viewed from a train	11 April 1955
N0209E	South Aylesbury Halt viewed from a train	11 April 1955
N0209F	Steam-hauled passenger train approaching Aylesbury South Junction from Marylebone via Amersham, viewed from a train from Princes Risborough waiting at the Junction signals	11 April 1955
N0210A	Overall view of Aylesbury Town station viewed from the London end with steam-hauled train in the up bay	11 April 1955
N0210B	Class A3 4-6-2 60049 <i>Galtee More</i> with up GC train arriving at Aylesbury Town	11 April 1955
N0210C	$\frac{3}{4}$ view from track level of Class A3 4-6-2 60049 <i>Galtee More</i> at the platform at Aylesbury Town with up GC service	11 April 1955
N0210D	$\frac{3}{4}$ view from track level of A3 class 4-6-2 60049 <i>Galtee More</i> leaving Aylesbury Town with up GC service	11 April 1955
N0210E	View looking towards London from the South end of the down platform at Aylesbury Town, with A3 class 4-6-2 60049 <i>Galtee More</i> leaving with Marylebone service on the left of picture; also shows semaphore signals and signalbox	11 April 1955
N0210F	Platform view at Aylesbury Town with passenger stock at both faces	11 April 1955
N0211A	Aylesbury Town station viewed from the footbridge with passenger stock in the platform: looking North	11 April 1955
N0211B	Fowler Class 4 2-6-4T 42250 passing through the up platform line at Aylesbury Town: view of locomotive is almost head-on	11 April 1955
N0211C	Fowler class 4 2-6-4T 42250 ready to leave Aylesbury Town with up train for Marylebone; $\frac{1}{4}$ head-on view	11 April 1955
N0211D	Fairburn class 4 2-6-4T 42230 leaving the up bay platform at Aylesbury Town with train for Marylebone	11 April 1955
N0211E	Fairburn class 4 2-6-4T 42230 leaving the up bay platform at Aylesbury Town with a train for Marylebone, photographed going away from the camera; view shows South signal box	11 April 1955
N0211F	Aylesbury Town station views from the South end of the platform showing layout of up bay lines; also 2-6-4T 42250 on up train ready to leave from the island platform	11 April 1955
N0211G	0-6-0PT 5424 in the Princes Risborough platform at Aylesbury Town viewed from chimney end	11 April 1955
N0211H	Aylesbury Town looking north from the South end of the down platform with 0-6-0PT on train for Princes Risborough on the left	11 April 1955
S/N0211J	0-6-0PT 5424 on single-coach train for Princes Risborough in the platform at Aylesbury Town: damaged negative, so there are marks on the prints	11 April 1955
N0212A	0-6-0PT 5424 on arrival in the bay platform at Princes Risborough with service from Aylesbury Town	11 April 1955
N0212B	View from the footbridge at Princes Risborough, looking north, with 0-6-0PT and single coach forming the Watlington branch train in the down through platform	11 April 1955

N0212C	0-6-0PT 5715 with single coach forming the Watlington branch train in the bay platform at Princes Risborough; slight blemish on negative	11 April 1955
N0212D	Princes Risborough: view of the Watlington bay platform line, viewed from the north end at track level. 0-6-0PT 5715 at far end with single coach. Just visible on right are stock of London-bound train in up main platform line; and 0-6-0PT with single coach in down main	11 April 1955
N0215D	Princes Risborough: view from the north end of the up main/Aylesbury branch platform, showing signal box, array of semaphore signals and lines leading away (left to right) to Watlington; Oxford via Thame; Banbury; and Aylesbury	11 April 1955
N0215E	Unidentified 2-6-2T arriving, bunker first, at Princes Risborough with London-bound train: taken from north end of platform	11 April 1955
N0215F	Princes Risborough: view from the up main platform of 0-6-0PT just arrived from Watlington, with passengers detraining	11 April 1955
N0216A	Princes Risborough: view from window of London-bound train of the South end of the station	11 April 1955
N0216B	0-6-0PT with single auto-coach (the Watlington branch train) in the siding on the down side of the London end of Princes Risborough station, near the water tank. $\frac{3}{4}$ broadside view, taken from the window of a London-bound train	11 April 1955
B87/3	Class A3 4-6-2 60059 <i>Tracery</i> approaching Aylesbury Town with an up Great Central main line service	26 May 1956
C78	GWR, GCR and Met & GC Joint Committee notice re Private Road in situ at Aylesbury	2 June 1956
C2289	0-4-2T 1453 in the bay platform at Princes Risborough with the single auto-coach train from Aylesbury Town; head-on $\frac{3}{4}$ close-up view	30 May 1962
C2290	Overall view of Aylesbury Town station, with 0-4-2T 1453 at the platform on left of picture with the single coach auto-train from Princes Risborough	30 May 1962
C2291	0-4-2T 1453 with single coach train at the platform at Monks Risborough; $\frac{3}{4}$ view from track level	30 May 1962
C2292	0-4-2T 1453 with single coach train at the platform at South Aylesbury; $\frac{3}{4}$ view from track level	30 May 1962
C2293	0-4-2T 1453 with single coach auto-train at the platform at Little Kimble; good $\frac{3}{4}$ view of station	30 May 1962
C2387	Stanier class 5 4-6-0 45215 near Princes Risborough with a Marylebone to Nottingham train; $\frac{3}{4}$ head-on view	4 Aug 1962
C2388	4-6-0 6012 <i>King Edward VI</i> with an express approaching Princes Risborough	4 Aug 1962
C2694	View from the platform at Aylesbury Town of Jubilee class 4-6-0 45567 <i>South Australia</i> taking water; $\frac{3}{4}$ view from beside the train looking forward; good atmospheric view. The train is the 12.38pm from Marylebone to Nottingham.	25 May 1963

## MARLOW BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5076A	0-4-2T 1421 and single coach in the platform at Marlow. Photograph taken at dusk, so dull and very little contrast	
5365	WR 0-6-2T with the <i>Riverside Special</i> in the platform at Marlow, ready to depart chimney-first; looking down platform towards buffer stops	
B209/2	0-4-2T 1421 and single coach leaving Marlow	
B209/3	0-4-2T 1421 being serviced outside Marlow shed with its single coach attached; near broadside view	
B209/4	Having been serviced at the shed 0-4-2T 1421 returns to the station to form the next departure from Marlow	
B209/5	Marlow station viewed from the buffer stops end with 14xx 0-4-2T and single coach at the platform forming the next train for Bourne End	
C1209	Marlow engine shed, interior view, looking out through the doors	12 Oct 1958
C1210	The engine shed at Marlow when still in use, though loco absent; looking along the running lines towards Bourne End	12 Oct 1958
C1211	Marlow station, general view, looking from track level alongside loco shed towards the buffer stops; no train	12 Oct 1958
C1212	0-4-2T 1450 propelling the branch train into Marlow station	12 Oct 1958
C1762	0-4-2T 1447 with single-coach branch train at the platform at Marlow; good $\frac{3}{4}$ view	28 Feb 1960
C1763	Same subject as C1762, but taken from position level with coach,	28 Feb 1960
C2015	0-4-2T 1421 with single coach branch train at the platform at Marlow; $\frac{3}{4}$ view	5 March 1961
N0216C	Marlow station: platform view with 14xx 0-4-2T and single coach at the platform: GWR seats, freight stock in yard to right	11 April 1955
N0216D	Marlow MPD, coaling stage and water tank: good $\frac{3}{4}$ view, in use	11 April 1955
N0216E	Marlow station: view looking along the platform towards the buffer stops, with branch train standing at the far end	11 April 1955
N0216F	$\frac{3}{4}$ view of 14xx 0-4-2T and single auto-coach standing in the platform at Marlow, with passengers boarding	11 April 1955
N0217A	$\frac{3}{4}$ head-on view of 14xx 0-4-2T pulling out of Marlow platform with single coach, in order to take water	11 April 1955
N0217B	View from the platform at Marlow of 14xx 0-4-2T (at far end and not visible) pulling out with single auto-coach: good $\frac{3}{4}$ view of coach	11 April 1955
N0217C	$\frac{3}{4}$ view of 14xx 0-4-2T and single auto-coach in the shed road at Marlow whilst the locomotive takes water	11 April 1955
N0217D	Similar to N0217C, but closer; shows only part of coach, but better view of shed (some interior visible)	11 April 1955
N0217E	14xx class 0-4-2T 1450, pulling its one auto-coach out of the yard at Marlow after taking water, preparatory to returning to the platform line and forming the next train to Bourne End	11 April 1955
N0217F	14xx class 0-4-2T 1450, $\frac{3}{4}$ view from bunker end at Marlow	11 April 1955

N0217G	GWR auto-coach being propelled back into the platform at Marlow (locomotive not visible): head-on view taken from the platform; good view of locomotive shed on left of picture	11 April 1955
N0217H	Marlow: looking down the platform towards the buffer stops, with 0-4-2T 1450 waiting for departure at far end: passengers on the platform	11 April 1955

### NEWPORT PAGNELL BRANCH LINE

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4449A	Bradwell station, overall view	
4449B	Partly dismantled water column and brazier at Bradwell station, Newport Pagnell branch	
5337	Wolverton Works 0-6-0ST CD7 with LCGB special train in the platform at Newport Pagnell	28 June 1958
C1053	Webb 0-6-0ST CD7 heading the LCGB special train on the Newport Pagnell branch; head-on $\frac{3}{4}$ view	28 June 1958
C1054	Webb 0-6-0ST CD7 with the LCGB special train on arrival at Newport Pagnell; head-on view from track level	28 June 1958
X257	Newport Pagnell station; good $\frac{3}{4}$ view when still open for passengers, but no train	

### LNWR MAIN LINE: WATFORD JUNCTION (exclusive) to ROADE

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5335	Class 2P 4-4-0 40421 with LCGB special train in the platform at Wolverton, with two Wolverton Works 0-6-0ST's (CD3 and CD6); in the background, in the Newport Pagnell branch platform	28 June 1958
5336	Wolverton No.2 signal box with one of the Works 0-6-0ST's (CD7); with a special train for the Newport Pagnell branch on the left	28 June 1958
5338	Two Wolverton Works former LNWR 0-6-0ST's (CD3 and CD64) in the platform at Wolverton	28 June 1958
5339	Cheddington: LCGB special train in the Aylesbury branch platform on its return from there: signal box in view, looking North from footbridge	28 June 1958
9049	Rerailing 46207 <i>Princess Arthur of Connaught</i> after its involvement in the accident at Heyford when working a Liverpool - Euston express on 21 Sept 1951 ( $\frac{3}{4}$ smokebox end view) - 11.30am	21 Oct 1951
9050	Rerailing 46207 <i>Princess Arthur of Connaught</i> after its involvement in the accident at Heyford when working a Liverpool - Euston express on 21 Sept 1951 ( $\frac{3}{4}$ footplate end view) - 11.30am	21 Oct 1951
9051	Rerailing 46207 <i>Princess Arthur of Connaught</i> after the accident at Heyford on 21 Sept 1951 on the 8.20am Liverpool - Euston express. View shows Crewe (right) and Willesden (left) cranes in action - 11.30am	21 Oct 1951
9052	Rerailing 46207 <i>Princess Arthur of Connaught</i> after the accident at Heyford on 21 Sept 1951 when hauling the 8.20 a.m Liverpool - Euston express. View taken showing the Crewe (left) and Willesden (right) cranes in action - 4.00pm	21 Oct 1951
9237	View taken from the 9.40am Wolverhampton to London (Euston) in Roade Cutting of an oncoming freight train	Jan 1951

B87/1	Princess Coronation class 4-6-2 46250 <i>City of Lichfield</i> with the down <i>Royal Scot</i> approaching Cheddington; $\frac{3}{4}$ view of whole train from overbridge	26 May 1956
B87/9	Cheddington station looking North from the down local line platform	26 May 1956
B87/10	LMS class 5F 2-6-0 42813 entering Cheddington with an up freight train; $\frac{3}{4}$ head-on view	26 May 1956
B87/11	Princess Coronation class 4-6-2 46253 <i>City of St. Albans</i> passing Cheddington signal box with the up <i>Royal Scot</i> ; near head-on view	26 May 1956
B87/12	Cheddington station: view featuring the buildings on the island platform, viewed from the North end of the down slow platform; no trains	26 May 1956
B212/1	WD 2-8-0 90239 entering Leighton Buzzard with a mineral train, viewed from overbridge; train going away from camera	
B212/2	WD 2-8-0 90239 passing the goods yard at Leighton Buzzard with an up mineral train; $\frac{3}{4}$ view	
B212/3	Stanier 8F 2-8-0 48534 close-up $\frac{3}{4}$ view from above near Leighton Buzzard shed	
B212/4	Stanier 8F 48549 near Leighton Buzzard shed; overall view of loco yard and goods sidings	
B212/5	Leighton Buzzard station looking North from the bridge at the South end of the station, featuring the Dunstable branch platform; Dunstable branch train at the platform and loco plus two goods brakes on adjacent line	
B212/6	Leighton Buzzard loco shed with two locos in steam standing outside	
B212/7	BR class 2 2-6-2T 84002 with the Dunstable branch train at the platform at Leighton Buzzard; $\frac{3}{4}$ view of whole two-coach train taken from opposite platform, so an unobstructed view	
C1050	WD 8F 2-8-0 90626 passing Cheddington with a freight train; head-on $\frac{3}{4}$ view	28 June 1958
C1051	Cheddington station viewed from just North of the signal box which is in the centre of the view; on the left of the box is Jubilee class 45583 heading a down express; and on the right, slightly further away, is Midland class 2P 4-4-0 40421 with an LCGB special train off the Aylesbury High Street branch	28 June 1958
C1052	Webb 0-6-0STs CD3 and CD6 at the platform at Wolverton station prior to working the LCGB special train to Newport Pagnell and back; $\frac{3}{4}$ view	28 June 1958
C1055	Locos sorting themselves out at Wolverton, all involved in working an LCGB special train; Webb 0-6-0STs CD3, CD6 and CD7, and Midland class 2P 4-4-0 40421	28 June 1958
X626	Lengthy up freight passing Cheddington station headed by unidentified locomotive; head-on view	

## CHESHAM BRANCH

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
2400B	Class C13 4-4-2T 67420 with the Chesham branch train in the bay platform at Chalfont: $\frac{3}{4}$ view from side of track opposite to platform, therefore shows whole train	1957

5163A	LT 0-4-4T (ex-Met) L48 with the <i>John Milton special</i> at Chesham	
5900	Chalfont and Latimer station with the Chesham branch train in the bay platform (locomotive at far end and not visible)	
5903	Chesham branch train (steam hauled, but locomotive not visible) leaving Rickmansworth	
C74	London Transport steam: loco L48 at the platform at Chesham with the <i>John Milton Special</i> organized by George Lockie; $\frac{3}{4}$ view of train, loco is bunker-first	2 June 1956
C75	Class C13 4-4-2T 67418 (former Great Central push-pull fitted) at Chesham with the regular branch train	2 June 1956
C76	London Transport steam: loco L48 at Chesham with the <i>John Milton Special</i> ; $\frac{3}{4}$ view of whole train; loco chimney-first	2 June 1956
C77	London Transport steam: loco L48 running round its train, the <i>John Milton Special</i> , at Chesham; photo taken from the signal box, with the goods yard in the background	2 June 1956
X555	GC class C13 4-4-2T 67418 with Metropolitan push-pull set forming the regular branch train at Chesham; good $\frac{3}{4}$ view from platform	2 June 1956

#### **MAIDENHEAD (exclusive) to HIGH WYCOMBE (exclusive) via BOURNE END**

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
B110/6	GWR Dukedog 4-4-0 9017 with the REC <i>Severn Rambler</i> special train standing at the platform at Cookham on its way from Windsor Central to Cheltenham St. James via Thame	20 April 1958
B209/1	0-4-2T 1421 arriving at Bourne End with single-coach train from Maidenhead to Marlow	
B212/12	0-4-2T 1421 at Bourne End with the Marlow branch train; $\frac{3}{4}$ view of loco	
C2016	0-4-2T 1421 with single coach near Furze Platt Halt, between Maidenhead and Bourne End on a working from Marlow	5 March 1961
X844 #	Dukedog 4-4-0 9017 heading the REC <i>Severn Rambler</i> from Windsor to Cheltenham St. James through Bóurne End, with the Marlow branch visible on the right	20 April 1958

#### **W.R. MAIN LINE: TAPLOW (inclusive) to LANGLEY (inclusive) via SLOUGH**

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
2919A	Slough station; DMU for Windsor and Eton in the branch platform	1959
2928A	2-6-2T 6123 good $\frac{3}{4}$ view at unidentified location (possibly Southall)	1959
2928B	Unidentified station (possibly Southall) with unidentified 4-6-0 heading Duty 043 on through line, and side view of 2-6-2T 6123	1959
2928C	Unidentified 4-6-0 heading duty 044 past unidentified station	1959
2929A	Unidentified 4-6-0 heading duty 051 past unidentified station	1959
2929B	2-6-2T 6162 with down local train somewhere East of Reading; $\frac{3}{4}$ view of entire five-coach train	1959
7109A	2-6-2T 6106 pulling out of Taplow yard with the Great Western Society stock for the transfer run to Didcot	4 Nov 1967
8263	Ex-GWR railcar W27 in the Windsor branch bay at Slough	



B259/8	Overall view of Slough station from the up end with 4-6-0 4079 <i>Pendennis Castle</i> running through in the up direction light engine	
B259/9	4-6-0 4079 <i>Pendennis Castle</i> in its restored state heading a mixed freight in the down direction through Slough	
B259/10	4-6-0 4079 <i>Pendennis Castle</i> heading a down freight near Slough; broadside view showing loco only	
B259/11	Apoor view of 4-6-0 4079 <i>Pendennis Castle</i> going away from the camera into the evening sun; immediately subsequent to B259/10	
B259/12	4-6-0 4079 <i>Pendennis Castle</i> heading the Ian Allan special train Z40 at unidentified double track location	
C2712	4-6-0 7920 <i>Coney Hall</i> passing Slough with the 10.0am Hereford to Paddington, crossing the 1.15pm ex-Paddington down service	9 Nov 1963
C2713	4-6-0 7006 <i>Lydford Castle</i> approaching Slough with the 1.15pm ex-Paddington	9 Nov 1963
C2714	4-6-0 6935 <i>Browsholme Hall</i> near Slough with the 10.45am Kensington to Cardiff milk empties	9 Nov 1963
C2715	2-8-0 2856 with the 10.55am Acton to Stoke Gifford freight service near Dolphin Junction, Slough	9 Nov 1963
C2716	4-6-0 7025 <i>Sudeley Castle</i> heading the 8.0am ex-Hereford to Paddington passing industrial sidings near Slough	9 Nov 1963
C2717	2-6-2T 6128 with a local freight service near Slough	9 Nov 1963
C2718	4-6-0 5070 <i>Sir Daniel Gooch</i> with the 10.30am Reading to West London Sidings passing industrial sidings near Slough	9 Nov 1963
N140F	WR 4-6-0 1012 <i>County of Denbigh</i> with down train passing Dolphin Loop on the WR main line; $\frac{3}{4}$ head-on view from above	
N405F	Good $\frac{3}{4}$ view of former GWR railcar at Slough station between duties on the Windsor Central branch; unfortunately the number has not yet been deciphered (at the end of the unit)	7 Aug 1954
N406F	Overall view of Slough station taken from the west end of the down main / Windsor line platform looking towards Paddington, with a down train (unidentified 4-6-0) arriving; GWR diesel railcar in siding on right, and single auto-train coach in down bay	7 Aug 1954
N407A	Similar to N406F, but the down train has gone	7 Aug 1954
N407B	Reduced height semaphore signals at the west end of Slough station	7 Aug 1954
N407C	0-4-2T 1411 with two-coach Windsor branch train at Slough; $\frac{3}{4}$ platform view; locomotive nearest camera	7 Aug 1954
N407D	Auto-coach W239W in bay platform at Slough, forming part of a Windsor branch train; $\frac{3}{4}$ view from driving end	7 Aug 1954
N407E	Unidentified 4-6-0 heading an up train (duty 736) entering Slough; $\frac{3}{4}$ view of whole train, approaching camera	
N407F	Close-up view of driving end of auto-coach W239W	7 Aug 1954
N408A	Unidentified 4-6-0 arriving at Slough with an up train; locomotive $\frac{3}{4}$ broadside, going away from camera	7 Aug 1954
N408B	Unidentified BR 4-6-2 heading an up train (duty 735) through Slough; $\frac{3}{4}$ head-on view	7 Aug 1954
N408C	4-6-0 6959 <i>Pealing Hall</i> arriving at Slough with a down train	7 Aug 1954
N408D	0-6-0PT 1411 running round its Windsor branch train at Slough; $\frac{3}{4}$ view from smokebox end	7 Aug 1954
N408E	Similar to N408D	7 Aug 1954

N408F	Similar to N408D, about to couple up to its train	7 Aug 1954
N409A	4-6-0 6922 <i>Burton Hall</i> passing Slough with a down train	7 Aug 1954
N409B	Windsor branch train coming out of the siding at Slough, formed of 14xx 0-4-2T(at far end) and two coaches; driving trailer is W140	7 Aug 1954
N409C	Auto-coach W239W, the inner coach of the Windsor branch train, $\frac{3}{4}$ broadside at Slough	7 Aug 1954
N409D	0-4-2T 1411 broadside on the Windsor branch train at Slough	7 Aug 1954
N409E	4-6-0 5076 <i>Gladiator</i> heading an up train past Slough	7 Aug 1954
N409F	Unidentified 4-6-0 heading an up train (Duty 525) past Slough; $\frac{3}{4}$ view of whole train	7 Aug 1954
N410A	4-6-0 4922 <i>Enville Hall</i> passing Slough with a down train; $\frac{3}{4}$ view of whole train taken from the East end of the station	7 Aug 1954
N410B	Double-headed down train (duty 153) (4-6-0s unidentified) passing Slough, taken from the east end of the station	7 Aug 1954
N410C	4-6-0 5009 <i>Shrewsbury Castle</i> passing Slough with an up train; $\frac{3}{4}$ head-on view	7 Aug 1954
N410D	Slough East signal box, $\frac{3}{4}$ view; in the background is an unidentified 4-6-0 on a down stopping service	7 Aug 1954
N410E	Unidentified 4-6-0 on a down stopping service arriving at Slough (duty 170) with the East signal box on the left of the picture	7 Aug 1954
N410F	Unidentified 4-6-0 on an up express (duty 610) passing through Slough station	7 Aug 1954
N411A	Unidentified 4-6-0 heading an up train (duty 520) passing Slough	7 Aug 1954
N411B	Unidentified 2-6-0 broadside at Slough	7 Aug 1954
N411C	The East end of Slough station photographed from the down parcels platform looking west; shows East signal box and (at far side) 4-6-0 on up train just leaving	7 Aug 1954
N411D	Unidentified 4-6-0 on up train (Duty 620) passing Slough, photographed at the east end of the station, with an up local train beyond	7 Aug 1954
N411E	Unidentified 4-6-0, photographed near broadside, leaving Slough with an up stopping service	7 Aug 1954
N411F	Semaphore signal (one home, one distant arm) at Slough	7 Aug 1954
N412A	BR standard 4-6-2 70027 <i>Rising Star</i> passing Slough with a down express (Duty 171) photographed at the east end of the station; $\frac{3}{4}$ view	7 Aug 1954
N412B	Unidentified 4-6-0 with down train approaching Slough; $\frac{3}{4}$ view, photographed from east end of the down main platform	7 Aug 1954
N412C	4-6-0 5973 <i>Rolleston Hall</i> arriving at Slough with a down train; $\frac{3}{4}$ view	7 Aug 1954
N412D	Unidentified 4-6-0 passing Slough East box with a down train; $\frac{3}{4}$ view	7 Aug 1954
N412E	Unidentified 4-6-0 on a down train at unidentified location between Slough and Paddington; $\frac{3}{4}$ view taken from an up train	7 Aug 1954

### **QUANTON ROAD to BRILL (after closure)**

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
C1076	Site of Brill station on the former Met branch from Quanton Road; little to be seen except a few humps in the grass	20 July 1958

C1077	Westcott station on the former Metropolitan branch from Quainton Road to Brill, long after closure in 1935, and conversion into a residence	20 July 1958
J666	The site of the Brill terminus of the Oxford and Aylesbury Tramroad which ran there from Quainton Road	20 July 1958
J669	The former station building at Westcott on the tramway from Quainton Road to Brill	20 July 1958
J670	The former Station Master's house and platform shelter at Westcott on the tramway from Quainton Road to Brill	20 July 1958

### **AYLESBURY (exclusive) to BRACKLEY G.C. (exclusive)**

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
C1078	Overall view of Quainton Road station looking South; an Aylesbury-bound train has just left, and is just visible	20 July 1958
C2685	View of platform and its buildings at Finmere GC with passenger train at the platform next to photographer	1 March 1963
C2686	View of platform buildings at Finmere GC taken from carriage window of train stopped there, looking in opposite direction to C2685	1 March 1963
C2688	View of island platform at Calvert GC taken from carriage window of train stopped there; long train of low-sided open wagons in loop on left of picture	1 March 1963
J686	Overall view of Quainton Road station	20 July 1958
J687	Quainton Road station area, showing the bay platform formerly used by the Brill branch trains	20 July 1958
J900	BR class 4 2-6-4T 80143 at Calvert with the 8.30pm Brackley Central to Marylebone via Ashendon Junction; head-on $\frac{3}{4}$ view at the platform	7 June 1959

### **QUAINTON ROAD (exclusive) to VERNEY JUNCTION (exclusive)**

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
C1079	Grandborough Road station on the line from Quainton Road to Verney Junction, after track-lifting; platforms overgrown	20 July 1958
J688	Site of Grandborough Road station on the Metropolitan line from Quainton Road to Verney Junction	20 July 1958
J689	The platforms at Winslow Road station on the former Metropolitan Railway line from Quainton Road to Verney Junction, after closure	20 July 1958

### **MET. & G.C. JOINT**

**(See also the London Transport heading in List LON)**

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5900	Chalfont and Latimer station with the Chesham branch train in the bay platform (locomotive at far end and not visible)	
C71	London Transport steam: loco L48 at Clafont and Latimer, viewed bunker-first with the <i>John Milton Special</i>	2 June 1956

**BICESTER (exclusive) to VERNEY JUNCTION (exclusive)**

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
J940	Marsh Gibbon and Poundon station, overall view	4 July 1959

**BLETCHLEY (exclusive) to VERNEY JUNCTION (exclusive)**

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
X257	Topiary at Swanbourne on the line from Bletchley to Verney Junction	

**AYLESBURY HIGH STREET to CHEDDINGTON**

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
4555B	Aylesbury High Street (LNWR) – view along the platform to buffer stops with loaded wagons on platform lines	
5340	LCGB rail tour M969 at Aylesbury High Street, adjacent to the goods yard; head-on view of locomotive 40421	28 June 1958
5341	Aylesbury High Street station with overall roof (no train or other rolling stock)	28 June 1958
5342	LCGB special train M969 in Aylesbury High Street station, headed by 4-4-0 40421	28 June 1958
B87/2	Aylesbury High Street station, terminus of the branch from Cheddington, viewed from the approach tracks looking towards the buffer stops	26 May 1956
B87/4	Platform view of Aylesbury High Street station looking towards the buffer stops end; no people in view, freight stock in platform line on left	26 May 1956
B87/5	LMS class 4F 44072 shunting the yards at Aylesbury High Street	26 May 1956
B87/6	The train crew of the Aylesbury High Street branch freight train standing next to the locomotive (LMS class 4F 0-6-0 44072) at the terminus	26 May 1956
B87/7	Marston Gate station on the Aylesbury High Street branch with the daily freight train at the platform	26 May 1956
B87/8	LMS class 4F 0-6-0 44072 with the branch freight train from Aylesbury High Street, on arrival at the branch platform at Cheddington	26 May 1956
C72	Aylesbury High Street station, terminus of the LNWR branch from Cheddington, looking along the platform towards the overall roof and buffer stops, with wagons sored on the platform line to the left of the picture	2 June 1956
C73	Aylesbury High Street station, terminus of the LNWR branch from Cheddington, looking from the buffer stops outwards, under the overall roof. Opposite view to C72; stored wagons to right of picture	2 June 1956
C1049	Midland class 2P 4-4-0 40421 with LCGB special train M969 ready to leave Aylesbury High Street; head-on $\frac{3}{4}$ view of whole train in station	28 June 1958
X45	Aylesbury High Street station when still open for passengers; view of road frontage (it closed w.e.f. 2 February 1953)	15 July 1952

X306	LNWR class 1P 2-4-2T 46601 bunker-first with the last public service train from Aylesbury High Street at the platform just prior to departure	31 Jan 1953
X356	Aylesbury High Street station after closure to passengers, and beginning to get overgrown; engineers' wagons in the platform line. Looking towards the buffer stops end overall roof.	
X537	Aylesbury High Street station, looking along the platform from the buffer stops end; wagons on line on right; a rather forlorn notice "Park your car at this station" has been left on the platform	

### PRINCES RISBOROUGH (exclusive) to DENHAM (GW & GC JOINT)

<i>Ref number</i>	<i>Description</i>	<i>Date taken (where known)</i>
5937	WD Class 2-8-0 90443 with lengthy freight train passing Beaconsfield station	
B209/6	2-6-2T 6116 standing at High Wycombe station with train (only loco in view) seen from above	
B209/7	A view from Amersham Hill Bridge at the west end of High Wycombe station with a local steam passenger train departing in the down direction; semaphore signal arms in the foreground	
B209/8	4-6-0 6015 <i>King Richard III</i> heading a lengthy up train as it approaches High Wycombe (Duty B10)	
C1072	West Wycombe station, overall view	20 July 1958
C1073	Saunderton station, looking north from the south end; overall view taken from the running lines	20 July 1958
C2578	Jubilee class 4-6-0 45599 <i>Bechuanaland</i> approaching Beaconsfield with an up Cup Final special; head-on view from high bridge	25 May 1963
C2579	Stanier class 5 4-6-0 45335 entering Saunderton with an up Great Central train; also shows signal box	25 May 1963
C2580	Distant view over fields of a 61xx class 2-6-2T with a train near Saunderton on the former Great Central line	25 May 1963
C2581	4-6-0S 7818 <i>Granville Manor</i> and 7827 <i>Lydham Manor</i> double-heading a Cup Final special near High Wycombe; duty Z46; train engine is barely visible; train shrouded in smoke	25 May 1963
J663	West Wycombe station; overall view showing both platforms	20 July 1958
J664	Saunderton station; overall view showing both platforms	20 July 1958
R1935	DMU (Headcode 2B54) at High Wycombe	
R1936	2-6-2T 6134 taking water at High Wycombe whilst hauling a mineral train	
R1937	2-6-2T 6134 taking water at High Wycombe; $\frac{3}{4}$ broadside close-up view	
R1938	2-6-2T 6134 pulling away from High Wycombe, having stopped for water with a mineral train	
R1939	2-6-2T 6134 pulling away from High Wycombe with a mineral train; $\frac{3}{4}$ view of loco (from chimney end, loco hauling train bunker-first, going away from camera) with only loco and first wagon in view. Part of signal box visible over wagon.	
X605	Saunderton GW and GC Joint with 5MT 4-6-0 passing with passenger train; signal box on right of view	

**YOUR HELP WILL BE GREATLY APPRECIATED** -- If you can identify the locations in unidentified pictures in any of my lists (including the above) do please write and let me know. If you are the first with the correct information you will be credited with the price of the print that you purchased. All these pictures were taken about 50 years ago and regrettably we didn't keep notes of all travels at the time. So by helping with identifications you will not just be helping me but all the other users of this service. Many thanks.