



The Friends of the National Railway Museum

Briefing 53

South of England Group

March 2009

Vice Presidents - Alan Pegler OBE, FRSA; Sir William McAlpine Bt, FRSE, FCIT, FRSA

ANNUAL GENERAL MEETING

17 members and 3 guests were present at the AGM held on 9th January. As usual a selection of festive refreshments was on hand. In past years, these had been prepared by Margaret Rutter, but with their move to Northampton, these arrangements had to be changed and the food came courtesy of M&S - not as good as Margaret's but still quite acceptable.

For the main business, Ian Harrison gave a review of the year's activities, supported by a selection of photographs and a high-speed video demonstration of how to assemble the sale stand. The treasurer's accounts showed that the group's funds were healthy and in good order (unlike some banks these days). The takings at some of our regular events, such as Warley, were lower, perhaps a reflection of the economic downturn. However, these were more than made up by sales on the main-line excursions. It was noted that the group has offered to pay the costs of repainting No 1247 into authentic GNR colours (see article on page 3).

The election of committee members followed. While Mel Draper and Roger Smith were both re-standing and were duly re-elected, Phil Brown had decided that he was unable to continue on the committee. Martin Sixsmith filled the vacant seat and Jeremy Moore was co-

opted as an additional member. Phil was thanked for his long service on the committee, going back to the inception of the group in 1992, and for his excellent organisation of the evening lectures.

Les Butler rounded off the formal session by giving details of this year's summer outing and, having got a show of hands of those expressing interest, took away the action to develop plans for the weekend. (see separate note on page 7)

The evening finished with a video show of a sample of the shots taken by Mark Fry of NRM locomotives on main-line tours. He had produced a series of DVDs of these and members were able to depart with copies at a special discount.

CONTENTS

AGM Report	1
Members' Evening	2
Collection Locos on Main-Line	3
1247 Repaint	3
Outreach Activities	4
New Postcards	5
<i>Lord Nelson</i> update	6
<i>Flying Scotsman</i> update	6
Summer Outing Arrangements	7
Elections to Council	7
Forthcoming Events	8

MEMBERS' EVENING 8th FEBRUARY

Despite the weather forecasts for rain, snow and gales, with the resulting transport disruption, 14 members attended Marylebone Station for our members' evening of slides and videos. Before the main programme commenced, Ian Harrison introduced a selection of photographs of *Oliver Cromwell*, *Lord Nelson* and *Sir Lamiel* provided by professional photographers Matt Allen and Phillip Benham, who had offered them for use in the production of postcards by the FNRM. A straw poll of those present resulted in the selection of 2 photographs of each which are now in the process of being published (see page 5). The cards should be popular on the forthcoming trips on the mainline which are scheduled for these locomotives.

For the first of the main presentations, Roy Bell provided a selection of digital stills of *City of Truro* and *Green Arrow*. The latter was taken during its last period of running on the Severn Valley Railway during 2007. Roy included some shots of the engine at various locations along this picturesque line.

Charles Ferminger followed with a CD loaded with scanned photos from his 1960s tour of Austrian Railways, when steam was still in use on many lines throughout that country. The tour covered a wide range of locations, from narrow gauge country lines to the railway and tram systems in the major cities, such as Vienna.

We then reverted to slide projector for some 35mm colour slides of "The Real 1968". These were taken by Martin Sixsmith during the final few weeks of steam in the North West in 1968. They included shots of the "15 Guinea Special" on the Settle & Carlisle. Martin reminisced about the experience, noting

that there were a good number of specials running at the time and he was virtually guaranteed to get something if he stayed long enough by the line. He was surprised on a few occasions when the specials were running late but regular steam-hauled trains appeared unexpectedly.

Charles Firminger followed with some slides of his 2008 trip round Austria, which included a trip on one of the narrow gauge lines shown in his 1960s tour, even hauled by same steam locomotive! This, of course, was on one of the numerous preserved narrow gauge railways. Nevertheless, it was interesting how similar some of the views were.

The 35mm show closed with Roy Bell presenting two monochrome slides taken as copies of original prints. These were of the prototype *Deltic* on trials in the North West. They had been taken by a friend who was serving as a premium apprentice at English Electric at the time and who had managed to get a trip out on the mainline trials as part of work-experience training.

Ian Harrison closed the evening with a DVD of his videos. This started with the unveiling of the new *A1 Tornado* at the NRM, and included the speech of dedication by Edward Thompson's widow. He followed this with excerpts of locomotives at work on the North Yorkshire Moors Railway, and Bluebell Railway. The evening finished with some lineside shots taken by Ian's friends of *Oliver Cromwell* and *Sir Lamiel* on mainline tours - Ian was on-board at the time with the mobile sales team and rumour is that it was his head poking out of the front carriage of the train!

PSST – FANCY A TRIP ON A STEAM TRAIN?

Our last *Briefing* described our activities with the on-train sales stand. We now know the mainline diary for the first half of the year and are looking for volunteers to help out with the work. You get a day out for free (-ish!) and have the joy of helping people to go home happy with their purchases!

At the time of writing the trips that we still need help with (all behind 70013 *Oliver Cromwell*) are shown by *** in the list below. The list is correct at the time of publication. You should check with the organisers if you intend to either travel on them or to make a special trip to photograph them.

Date	Organiser	Route	Help needed
28 February	RTC	Cleethorpes - King's Cross	
1 March	SD	Paddington - Cardiff	
14 March	RTC	Victoria – Folkestone Harbour – Kent circle	
2 April	SD	Victoria – Bristol return	
13 April	SD	Victoria - Havant - Yeovil	
23 April	SD	Liverpool St - Norwich return	
25 April	PSTR	King's Cross – Lincoln return	
9 May	SD	London – Manchester	***
13 May	RTC	Norwich – Liverpool St	***
6 June	PSTR	Northampton – Shrewsbury	***

RTC=Railway Touring Company - tel 01553 661500

SD = Steam Dreams - tel 01483 209888

PSTR = Past Time Rail Ltd - tel 08718 714119

If you would like a day out please let Ian Harrison know as soon as possible. It

will be on a first-come basis. Contact details on the back page.

1247 REPAINT

As noted in the AGM report, the Group has earmarked funds to restore N° 1247 back into authentic GNR colours. The repainting is being undertaken at the NRM's Locomotion out-station at Shildon by self-employed traditional sign writer Phil Anderson, and museum volunteers Chris Potter and John Shiel. The engine needs to be stripped of its old BR livery before the painting starts, and it is all done by hand. The exercise commenced on 16th January and is expected to take around eight weeks.

Our past Vice President, Captain Bill Smith, preserved the locomotive direct from BR service in 1959 and had the engine painted into GNR colours. However, during the 1990s it was painted into BR black livery, something Bill was not happy with. The repaint will bring "The Old Lady", as Bill used to call her, back to its original livery. We hope that there will be a small ceremony to celebrate the completion of the work in late March or April, prior to the engine going back on display at Locomotion at Shildon.

OUTREACH ACTIVITIES

The outreach stand attended the East Bedfordshire Model Railway Exhibition at Biggleswade on 14th February. The snow had departed and it was quite a pleasant day which seemed to attract the crowds, since the event seemed busy all day, unlike past years when the afternoon was always much quieter. Awareness of steam trains and the exhibition may have been helped by the fact that *Tornado* had past through Biggleswade only the week before. We were in our usual position near to the stage in the main hall, attracting a reasonable degree of attention. While our takings were a little lower than

last year, which were boosted by second-hand videos, they held up well in this economic downturn. In addition to the usual publicity on the Museum, we also distributed news and the appeal for "Steam Our Scotsman" - see page 6.

Our next event will be the London Festival of Railway Modelling. This takes place at Alexandra Palace on the weekend of 28th-29th March - the weekend when the clocks go forward - so we must be approaching summer, finally! We are also exploring a few other events over the coming months.

Meanwhile, our on-train activities will continue - see previous page.



Outreach Stand at East Bedfordshire Model Railway Exhibition

NEW POSTCARDS OF FAMOUS ENGINES AT WORK

The South of England Group of the Friends have commissioned another six postcards to join the FNRM series which has been in production for a few year. The new postcards will be in the same series numbering and form part of

FNRM Enterprises product line. They should be available from the outreach stand shortly. All these photographs were taken by Matt Allen. A further photograph of *Oliver Cromwell* by Phillip Benham is also in production.



Sir Lamiel



Lord Nelson



Oliver Cromwell

LORD NELSON - WHERE IS SHE NOW?

In a word, at Ropley, on the Mid-Hants Railway. The locomotive was moved from Carnforth by road on 12th February and arrived at Alresford covered in frost, see

<http://www.watercressline.co.uk/mhn.htm>

Since then she has been checked over and, on 19th February, worked a very gentle train one way over the line - before it was realised that there was insufficient oil in the hydrostatic lubricator and they couldn't get the filler plug out! (One reason why long mainline runs are tricky).

However, after all its recent problems and travels, it's nice to see the engine back in the south. In the meantime the NRM and ERPS are in discussion with the MHR with a view to forming a new operating agreement which will see the loco housed at the MHR and operated jointly by the partners. This will enable the loco to operate on both the Watercress Line and the main line thus fulfilling the operating requirements of the NRM and Heritage Lottery Fund. Hopefully she will be back on the mainline in the not too distant future.

FLYING SCOTSMAN UPDATE

You may have noticed the recent circular to 4472 Club members that the firebox inner and outer front plates of the original A3 boiler are in a poor state and will require a good deal of extra work to repair them. This will add at least another sixteen weeks to the restoration project and a further £66,500 to the cost. To help with these and other costs, and to build up funds for the rest of the restoration, the Museum launched a "Steam Our Scotsman" appeal on 25th January - a very apposite date since it is Burns Night. The appeal is a follow up to the 2004 "Save Our Scotsman" appeal which funded the purchase of the locomotive. The new appeal aims to raise £250,000.

On 11th February at the NRM, TMB Artmetal launched a new product line in support of the latest Scotsman appeal. This is being created from metal recovered from the engine firebox during its restoration and converted into silicon-bronze to allow casting, meaning that the final composition contains about 50% ex

Flying Scotsman metal. This is a similar process to that used in the creation of the cufflinks you will have been advertised in the *Review*. The new product is a cast bronze sculptured model of the *Flying Scotsman* locomotive and tender, 24 inches long and 11 inches high, weighing in at 30kg (*I know it's mixed currency, but I'm just copying the advertising blurb - editor*). It depicts the engine in its 1930 form with single chimney and right-hand drive. The cab roof is removable to reveal a wealth of detailed instrumentation within as well as the driver and shovel-wielding fireman. The downside - the cost at £15,000 to £20,000 apiece. It's hardly pocket money, but we are assured that a "substantial contribution from the sale of each custom-made sculpture will be donated to the Appeal". I'm not too sure how our Vice-Presidents will take this, but there is also the offer for the purchaser to have the sculpture coloured to their own personal taste, from bronze-brown to green, or even pink! (*I think I need a large Scotch after copying the last bit - editor!*)

SUMMER OUTING ARRANGEMENTS

Les Butler, our outdoor events co-ordinator, has finished arrangements for this year's summer outing. Every alternate year (and this is one of those) we have a weekend to take in the FNRM AGM and a railway visit in the locality. This year, we will be visiting the East Lancashire Railway, based at Bury. The AGM is on Saturday 20th June at the NRM and details will be in the Spring edition of the *Review*. The AGM will start around 14:15 and, if past experience is anything to go by, finish around 16:00.

We will then travel by train across the Pennines to Manchester, where we are booked in with the Britannia 4-star hotel, located about quarter mile from Piccadilly station. This is a recently refurbished Grade II listed building, steeped in history. It was once the cotton industry's most famous warehouse, being opened in 1858 as the world's original "cash and carry"! We are booked into the hotel for dinner and bed & breakfast. The cost of two people sharing a double room is £114, and a single room is £69.

On Sunday 21st June we will depart by tram for a trip through the Manchester city-centre streets and the old Victoria Station (also recently refurbished into its L&YR glory) for Bury. There we will have a conducted tour of the locomotive works followed by one or more trips

along the line - the above prices include the cost of a day-rover ticket on the ELR. Sunday lunch will be available at cost in the "Platform Restaurant/Bar". For those of you who don't know the line, it runs up the valley from Bury to Ramsbottom and Rawtenstall, and east to Heywood, over what can only be described as a hump-backed bridge over the Metrolink Tramway. The last train of the day arrives back at Bury at 17:05, and it takes around 40 minutes to get back to Piccadilly station.

As usual, you will need to make your own travel arrangements by train to York, between York and Manchester and return from Manchester - the complications of the various discounts makes it virtually impossible these days to organise group travel at anything like a decent price. However there are some good bargains around. For example, Grand Central service to York from Kings Cross is currently advertised at £34 one-way, and Virgin from Manchester at £65.10. Ask your local railway booking office for advice.

A booking form is enclosed for the summer trip. Please return the form to Les Butler (address is on the form) as soon as possible and not later than the end of March. Enclose a cheque for the cost of your hotel booking.

FNRM COUNCIL ELECTIONS

You may have noticed an insert in the last edition of the *Review*, notifying you that candidates are being sought to serve on the FNRM Council. Our own George Rutter, who has served on Council for a good number of years, is willing to stand for re-election for a further 3 years. He

looks for support from SoE members if there is a contested election. A postal voting form will be distributed shortly - probably with the May *Review*. Those attending AGM, possibly as part of our Summer Outing, detailed above, will be able to exercise their voting rights at the time.

FOR CURRENT LIST OF FORTHCOMING LECTURES

See the Diary section of the web page at:

<http://www.nrmfriends-south.org.uk/Diary.html>

FOR CONTACTS IN FNRM SOUTH OF ENGLAND

GROUP:

See Contacts at main index:

<http://www.nrmfriends-south.org.uk/index.html>