



# The Friends of the National Railway Museum

**Briefing 60**

**South of England Group**

**December 2010**

**Vice Presidents – Alan Pegler OBE, FRSA; Sir William McAlpine Bt., FRSE, FCIT, FRSA**

## **AGM AND NEW YEAR SOCIAL**

The AGM and New Year Social will take place at our usual venue, Marylebone Station conference room on Monday 10<sup>th</sup> January at 19:00. We hope that the event isn't troubled by the bad weather and transport disruption we had last year. As usual, there will be a buffet with seasonal refreshments for which there will be a charge of £8. There is no cost for just attending the AGM if you are not taking the refreshments. A booking form is included with this copy. Please post this, with your payment, to Roger Smith, our Treasurer.

Our constitution calls for some members of committee to stand for election. This year it is the turn of Ian Harrison. Alan

Gosling and Les Butler. All are willing to stand again.

Les Butler, our outings coordinator, has now made provisional arrangements for next year's summer outing. This will take in the FNRM AGM in York. We then head off to the Yorkshire Dales to stay at a hotel near Skipton. A trip and tour round the Embsay & Bolton Abbey Railway follows on the Sunday. If you wish, you could stay on to visit more of the Yorkshire Dales. The outing will be on 18<sup>th</sup>-19<sup>th</sup> June. Please put the date in your diary and, if you are interested, fill in the enclosed for and send to Les or bring it to the AGM.

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## **THE WANDERING TORNADO**

Two Rogers, – Dye and Aves – standing in for Mark Allatt and representing the A1 Locomotive Trust, presented us with an imaginative take on the celebrated “Top Gear” run (apparently Mr Clarkson really did fire the loco for about an hour!). Some clever people had re-cut the video and dubbed parts of the soundtrack of the 1954 film “Elizabethan

Express” onto it – and very effective it was.

As is well known *Tornado* was built because all 49 Peppercorn A1s were scrapped and over a quiet beer some people said “let’s build one” – in 1991. So it became “an A1 for the price of a pint” (at the time, your scribe thought the beer was doing the talking!!). We all

know the outcome – the triumphant steaming in 2008 leading to the first main line passenger trains last year. And huge amounts of public interest thanks to clever use of the media and Royal involvement.

The final bill is around £3 million plus an immense amount of volunteer effort. The money has been raised from supporters via donations and a limited “bearer bond” loan. There is no commercial finance.

The loco was built at North Road Works, Darlington using around 1100 original drawings from the NRM, all scanned and then “touched up” where bits were missing or illegible. Various aspects of the original were amended to suit modern operating conditions, including electric lighting, revisions to the tender (no scoop!), brakes (air and vacuum) and cab layout to include OTMR, AWS etc. The loco also has two whistles: apparently Network Rail didn’t think the LNER pot whistle was loud enough so she has a chime as well (mounted just inside the offside smoke deflector). (What about 4472?).

After completion the loco was run-in on the GCR where the twin track is cleared for 60mph running. Then to York for “secret” mainline tests in Autumn 2008. So secret that platforms were packed with people at around midnight! Following

the formal unveiling on 8<sup>th</sup> December 2008 by Mrs Dorothy Mather (Arthur Peppercorn’s widow) she was named by Prince Charles on 19<sup>th</sup> February 2009. As we know, she has run many tours since then including the “Winton Train” commemorating the actions of Sir Nicholas Winton in rescuing Jewish children from Prague in 1939.

And are you wondering why she is wandering? Well apparently *Tornado* has no home base. North Road is not rail-connected so she goes where she is needed. A new support coach has been acquired to provide back up, but is needing a great deal of work to make it fit for use. The Trust has very sensibly decided that she will not normally go anywhere that is not rail connected – large locos and low-loaders do not mix!

As we know, 60163 has had her problems recently – very reminiscent of those we had with *Lord Nelson* – and which have been put down to fairly rapid thermal cycling in the boiler. Having spent two years in her “nationalised LNER” livery she is about to be repainted into Brunswick green, to remind those of us not quite old enough to remember apple green of the days when A1s took the Yorkshire Pullman to Leeds and Harrogate. Don’t get me going ... the tears are in the eyes...

*Ian Harrison*

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## WINSTON CHURCHILL PROPOSAL

The South of England Group has taken responsibility for raising funds for the ex-SR locomotive 2C1 151 (BR 34051) *Winston Churchill*. It was taken into the National Collection in September 1965 on withdrawal from service. In the intervening period she has been stored in various locations, but not restored to “running condition” and has suffered the ravages of time. She was taken into the National Collection because she exhibits in full the innovative ideas of Oliver

Bulleid (chain driven valve gear, Boxpok wheels, thermic siphons, high pressure boiler, spacious and well-lit cab, air-smoothed casing) that were to make his locomotives unique in Britain. And, of course, she was named in honour of arguably Britain’s greatest Prime Minister in the sequence of locomotives honouring Battle of Britain heroes and squadrons. She hauled the funeral train of Sir Winston Churchill on 30<sup>th</sup> January 1965. With *Mallard* and *Duchess of Hamilton*,

the locomotive completes the story of streamlining in Britain (but as we know, MN, WC and BB locomotives were not streamlined...merely "air-smoothed"!).

34051 was based at Salisbury shed (72B) for most of her career. Undoubtedly her moment of fame was in working the funeral train of Sir Winston: on that day she became a national icon.

### **Proposal**

The proposal is to restore 34051 cosmetically to a high standard in keeping with her iconic status. At present she presents a rather sorry sight, the cab being particularly poor having been cannibalised for instruments and controls and being generally unkempt. The work is likely to involve

- Replacing missing parts and panelling
- Cleaning and re-assembly
- Full re-paint (livery to be decided)

On re-exhibition the loco is likely to will probably have spells in Station Hall and the South Yard development as well as possibly at Shildon. Current estimates for this work are of the order of £35,000.

### **Raising the money**

It is proposed to raise the cost of refurbishment as follows:

- A national appeal through the general media
- Requests for grant aid from FNRM (including SoE Group)
- Appeals through the specialist press
- Fundraising events: A dinner on 11<sup>th</sup> April 2011 to launch the fund (the loco should still be available). A themed "antiques roadshow" and sale of donated items and a similar event at Chartwell

### **Relaunch**

The aim should be to have the locomotive ready for a relaunch on 30 January 2012 – the 47<sup>th</sup> anniversary of Sir Winston's funeral.

### **And Another One**

You should also have a flier in this Briefing for an appeal being raised by the Mid-Hants Railway towards the restoration of SR N° 925 *Cheltenham* which has recently moved from the NRM to the railway.

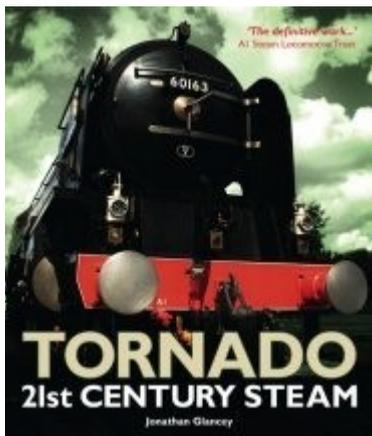
*Ian Harrison*

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## **OUTREACH REPORT**

The outreach stand was out to the Tring & District Model Railway Exhibition at Ashlyns School Berkhamstead on 9<sup>th</sup> October. On 24<sup>th</sup> October, the stand supported *Lode Star* at Tyseley. Activity was very brisk when the stand attended the Warley Model Railway Show at the NEC, Birmingham on 20<sup>th</sup> & 21<sup>th</sup> November. The show was opened by NRM Director, Steve Davies, who spent some time on the stand, together with Trish Bolton, Projects Manager for the NRM retail department, i.e. shop. Trish had arranged to pick up the latest batch of *City of Truro* OO gauge models from Backman. You will recall that these are special editions, only on sale through the NRM. The latest version features the loco

in its post-1912 guise with black running frames and bearing the number 3717. This is the livery it is currently running in on the Gloucester & Warwickshire Railway. Interest in the model was substantial and we sold 15 models over the two days. Together with the sale of Railway Company crests and other FNRM/NRM material we clocked up record sales, some £3700. Our next outings will be to the East Bedfordshire Model Railway show on 12<sup>th</sup> February and the Festival of Railway Modelling at Alexandra Palace on 26<sup>th</sup> to 27<sup>th</sup> March. On-going problems with *Oliver Cromwell* mean that we have not been out on steam excursions of late. Perhaps better luck in the New Year.



Some of the photographs used in the Tornado presentation. The top one says it all. Below left is Dorothy Mather, widow of Arthur Peppercorn. Below right, Steve Davies enjoys the view from the cab. Bottom, a proud group of A1 Trust support staff in front of the loco.



## LITTLE & LARGE



Bill Kay (he's the one on the left) was recently on a site visits of the Ferromex line between Leon and Celaya in Guanajuato State, Mexico, also taking in the remaining bit of the Guanajuato branch.

*Photo: Bill Kay*

## MOTHER & DAUGHTER



*Lode Star* and her big sister, *Nunney Castle* at Tysley. *Lode Star* attended an open day as part of her transfer to York from Swindon. The outreach stand was in attendance.

*Photo: George Rutter*

## BOSS & VOLUNTEERS



The stand attended the Warley Model Railway show at the NEC on 20<sup>th</sup> & 21<sup>th</sup> November. Here, NRM director, Steve Davies chats to those manning the stand.



And then admires the moving model *Rocket* and the NRM and FNRM material on display.

*Both photos: Margaret Rutter*

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## A SEASONAL GIFT

We have stocks of the NRM 2011 Poster Art calendars published by Judges'. These feature 12 NRM historic railway posters. The price is £7.00 each including postage & packing. You can obtain them from Ian Harrison (see rear page for address).

Please enclose a cheque for the appropriate amount made payable to FNRM South of England Group.

If there are any left, you may be able to pick one up at the Group's AGM on 10<sup>th</sup> January.

## MONSTER MOVES

Twenty Two members and guests were present when Andrew Goodman of Moveright International addressed the group at its November meeting. Andrew described some of the challenging jobs he has undertaken.

One of his first jobs was a GW 2-8-0. This was the first engine out of Barry and was removed using a Foden Steam Lorry. He was then working with an insurance company, with a link to railways through help he provided to the B.R. Staff Association at Birmingham. Another early job was at the Churnet Valley Railway, Cheddleton, where he abstracted an L.M.S. 4F. This was challenging as it was in an isolated spot only accessible down a twisting country lane. He had to do the job in two stage – first the tender came out to be transferred to a second low-loader, then the first went back to collect the loco. Even with full rear wheel steering, it was still tricky and several trees had their branches removed along the way.

It's not all railways. Another job was to transfer some ex-Hong Kong trams from Southampton to Birkenhead. The paperwork said these were 17 ft high and without bogies 16 ft 6 ins. When they arrived and were measured, they turned out to be 19 ft 6 ins high! By coincidence, the Royal Navy were also moving a gun turret that day, so they tagged on behind and made use of the special clearances, such as using the right-hand carriageway round the Newbury bypass as that had higher bridge clearances. It was then a winding road north via Bristol, Birmingham, and Wolverhampton.

Aircraft also sometimes need moving by road. A Phantom F4 had been donated by the USAF to an air museum at Coventry and needed moving from Upper Heyford. The plane was 28 ft 6 ins wide, even with the wings folded, and the Department of

Transport were not happy! It took Andrew several weeks to convince them that he could do the job. By that time the trees on the road to the airbase had grown and there was only 25 ft clearance – at least until they passed through! The route involved travelling along the M4, which the police closed specially for them in the early morning.

The international part of the name dates back to 1981, when he was asked to repatriate an 8F from Turkey and, shortly after, a USA dock tank from Poland. The latter was described as being only 35 tons tare. The low-loader was passed for this load, but shortly after the scheduled start, Andrew received a call from the driver to say he had gone through all the spare tyres. Andrew crammed 12 spare tyres into his Ford Granada and set off to rendezvous with them. In the subsequent journey to the port in Belgium they managed to get through all the tyres. Arriving in UK, when the loco was unloaded they found the side tanks were still full of water – so much for 35 tons!

Turning to the NRM, he has recently moved the SE&CR 4-4-0 from within the Station Hall. Unfortunately it was on a line with no immediate external access and had to be moved laterally to the next line using an improvised traverser. This and Duke of Sutherland's saloon were then to be moved to Bo'ness. Andrew's link with the NRM goes back many years, he was involved in the movement of *Agenoria* from the Science Museum to York.

One of the strangest moves was of a Grade II listed granary from Andrew Lloyd Webber's house to the Viabes Museum. They were refused permission to dismantle the building for the move, so it had to go in one piece. On the back of that experience, they have moved a number of other delicate buildings. One

such followed a telephone call from Chicago. This didn't involve a trip across the Atlantic, but an American who wanted a barn at his house in UK shifting so he could have a better view of the countryside. They got a follow-up call a few years later when the new owner wanted it moving again - it's now probably the most travelled barn in the country!

Moving such sizeable loads does involve some interaction with the police. Normally cooperation is good, but not always so. One such occasion was at Kennford just past Exeter on the A38. They were moving a J94 and had carefully calculated the positioning of the loco so that it was just within the vehicle's axle load. This didn't convince a rather zealous policeman who had them move to a weighbridge where one of the axles was found to be over the limit. Despite offers to correct this by moving the engine a couple of inches along the trailer bed, he wasn't having it, and refused to allow them any further until another vehicle came. Andrew thought nothing more about it until 5 months 29 days later when a summons appeared in the mail (there is a 6 month legal limit). Following a full discharge with costs awarded to them, he found out that the policeman involved was having a bit of a vendetta against heavy transport. Another near miss with the police came when he was collecting a Class 14 diesel-hydraulic loco which could only be picked up in the very early morning. He arranged with the pub landlord that the house alarms would not be set so he could creep out before dawn. Unfortunately, habit prevailed and when he open the from door everything went off. Luckily he managed to get away before the police arrive as he doubts they would believe he was breaking out with a bag full of tools – hammers, crow-bars etc.!

In 1989 he had to take the decision whether to carry on with his job in the insurance industry or move full time to heavy haulage. What tipped it was securing a contract from BR to move rolling stock around the Loch Ness bridge which had been severely damaged in floods. While this was excellent business, he didn't have a suitable trailer. A ring round showed that there was a second-hand trailer in Turin. It was too wide for Italian roads so had to be moved on its side on another trailer. It took a further 2 days and nights to service and refurbish it ready for the start of the BR contract.

Andrew described other incidents when moving engines and rolling stock, too many to described in full here. Many involved extracting the item from seemingly impossible surroundings, such as a Class 08 at Fowey Docks sandwiched between the staff tea hut and shed, neither of which could be moved. He did it, following his company motto "There's always a way". In fact, in all his time, he has only refused one job. That was in 1992, to bring back an 8F from Baghdad, just before the start of "Desert Storm". Another storm, though, nearly cause problems. He was ready to load an engine onto a DFDS ferry at Esbjerg, Denmark, but heavy seas prevented the sailing. Finally, the captain decided to go but only if Andrew's load was put at the stern so that if the storm got worse, the engine and trailer could be pushed over the side!

Not surprisingly, he is still kept busy. He has even worked with the film industry, providing support for the James Bond and Harry Potter films. His connection with the NRM continues, though, as was shown by the recent move of *Woolmer* to the Milestone's museum. And we are likely to see his company involved in many more such heavy, yet delicate, moves.

**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>**