



# The Friends of the National Railway Museum

**Briefing 62**

**South of England Group**

**June 2011**

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

## **CAMDEN HERITAGE WALK**

Peter Darley, of the Camden Railway Heritage Trust, gave a presentation to the Group in February this year. Peter has offered to lead a guided tour for Group around the area to see some of the sites he included in his talk.

The walk will start on 5<sup>th</sup> October, at 11:30 and will take about 3 hours. The walk uses road-side and canal-side paths as well as the off-street area of Camden Market. There will be a pub lunch at the Lansdowne, a historic pub near the trail end, that served railwaymen in the early hours coming off shift. It now does good lunchtime food/snacks and has a dining

room above the bar.

Peter says how much he enjoyed giving the talk to the Friends and looks forward to meeting members again. He recently gave a talk on the Victorian Working Horse. Naturally, this focused on the Camden area of London as an example, but if any members have any images or information on horses working on the railway anywhere in the country, he would welcome the opportunity to share them in preparation for a follow-up talk.

To join the walk, please contact Les Butler (address on rear page), who will provide further details closer to the date.

## **MEMBERS' EVENING**

The annual members' evening took place on 11<sup>th</sup> April. Ian Harrison made use of the A/V system to show some of the videos of recent rail-tours hauled by National Collection locomotives.

Mel Draper showed excerpts from a CD holding all past editions of the Briefing, Group visit reports and lectures given to

the Group. The CD is a complete record of everything which has ever appeared on the Group's web site with bonus material in the form of additional photographs of our summer visits going all the way back to 1993. Copies of the CD were distributed to those present. Anyone else who wants a copy should get in touch with Mel – contact details on last page.

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# GROUP SUMMER OUTING

## 1 - FNRM AGM, YORK

As usual, most of those taking part in this year's summer outing met at the NRM in time for the Friends' Annual General Meeting. A report on this will appear in the next edition of *The Review*, so will not be repeated here. Afterwards, Steve Davies gave a fascinating insight into his plans for the Museum. While it was disappointing that NRM+ did not get the necessary financial backing, this is not stopping developments. Indeed, while we were there, work was on-going in the Station Hall which Steve described as being turned into a fitting representation of a main-line terminus. We saw photographs of some of the movements of stock, which will produce a better display of the Royal Trains, and representative passenger and goods trains. The new Art Galley is already open in the old lean-to area next to the Station Hall. This is now a high-standard display space, with full environmental control, and has a rolling programme of original paintings from the collection. The next stage in the development of this part of the Museum will see a new entry area, giving direct access to the Station Hall and avoiding the "blockage" created by the shop. There will be the welcome return of a locomotive, probably *Wren*, at the entry to give visitors a taste of what is to come. Later on, there will be new audio-visual displays installed in the Station Hall which will be carefully designed to complement, rather than compete with, dad, or granddad's, own guided family tour. This development programme is an example of Steve's approach to managing projects in bite-sized phases, rather than the big-scale NRM+. He also wants to see better use of hands-on simulation so visitors get an experience of the past and present railway. These are being developed in

association with the Japanese railway museum with whom the NRM is twinned. It should see the removal of "that dreadful spaceship" in the Great Hall.

Steve also has plans for the South Yard, with the aim to make it a publicly-accessible area where main-line steam and preserved diesel locomotives can be seen being serviced during their stopovers at York. To achieve this, he has the vision of a half-roundhouse and turntable. This will also provide more space to store the National Collection under cover and avoid the NRM being forced to loan out a lot of its stock. The NRM will still loan out exhibits but this will be better controlled, and concentrated at fewer sites, so the NRM has a greater presence, thus getting more publicity and reducing the effort involved in the NRM's oversight responsibilities. West Coast Railway Company will remain a key partner in the movement of locomotives and operation of trains, and a new MoU has just been signed.

*Flying Scotsman*, the flagship of the NRM, will be based at York, where around three-quarters of its tours will begin or end. It, along with other locos from the collection, will be used on shuttles to and from Shildon. An experimental service will run on 17<sup>th</sup>/18<sup>th</sup> and 24<sup>th</sup>/25<sup>th</sup> September this year, leaving from the South Yard. The latter dates will connect the LMS Gala at York with a NER event at Shildon. If successful, investments at York and Shildon will make the service easier to operate. More locomotives running on the main-line, requires more trained staff to look after them. Despite staff recruitment bans caused by government cut-backs, Steve has corrected the situation where there were more admin staff in the marketing than there were engineers in the

collections division.

Steve included much more in his talk than is covered here and, indeed, he described some developments in confidence, which are still to be made public.

## **2 - SUMMER OUTING, SKIPTON**

After the FNRM AGM at York, we made our way to the Rendezvous Hotel at Skipton. Those going by car found the A59 closed at Blubberhouses Moor with a long (and badly signposted) diversion via Otley and Ilkley. When we all finally arrived, we enjoyed an excellent dinner, during which, our Chairman unveiled the nameplate "*John Wesley*" from HST power car 43103 which he had acquired from Derek Brown, ex-BR Research Centre, Derby "for a consideration" which will go towards the 34051 appeal. The nameplate will be loaned to Methodist Church House in London and we will bring you news of the unveiling in due course.

The following day we made our way to Embsay. To maintain the theme from the previous day, the road authorities had decided to close the centre of Skipton, with a further diversion; they went one better this time, and didn't put up any diversion signs! However, we managed to find our way to Embsay in time for the

10:30 departure, with the notable exception of our Group leader, Les Butler. We had use of the 1913 LNWR Directors' Saloon, which is partially restored. A trip along the line to Bolton Abbey station followed, behind GWR N° 6619, unfortunately in the rain. Not wishing to squelch our way 1¼ miles to Bolton Abbey itself, we re-boarded the train for the trip back to Embsay, by way of the turn round at Bow Bridge Loop, where the track-bed, but not the track, joins the NR line from Skipton to Rylstone quarry. On arrival at Embsay we found our Group Leader on the platform waiting for us. A quick browse in the station bookshop saw several of the group depart with useful items. By this time the weather was clearing up. We decided to drive up to Settle. On arrival, we made a brief inspection of the station but found that the signal-box, and refreshment room, only open on Saturday. However a quick stroll into town allowed us to have a very pleasant sandwich platter lunch at the Lion's Den pub. By now, the weather had much improved and there was even a bit of blue in the sky. We moved off by car across the moors to Malham, to enjoy a walk up to the Cove followed by a refreshing tea. All that was left was the 8 mile drive back to the hotel at Skipton for another excellent meal.

## **OUTREACH REPORT**

7<sup>th</sup> May saw us attending the South West Hertfordshire Model Railway Exhibition at the Queen's School, Bushey. This year we were in one of the rear classrooms of the school, conveniently located next to the door, enabling us to unload directly from the car – certainly one of the easiest indoor pitches we have ever had. We had a steady stream of customers and continuing interest in the special edition NRM "00" gauge models.

Our next outing will be to the Banbury

Model railway show on 25<sup>th</sup> September.

Our presence on the steam excursions hauled by National Collection locomotives has been a bit disappointing due to the unavailability of suitable services. There has only been one, hauled by *Oliver Cromwell* to Skegness from Kings Cross on 9<sup>th</sup> April. Unfortunately, the prospects do not seem good in the short term for more trains, but we will, of course, keep seeking out suitable opportunities.

# EMBSAY & BOLTON ABBEY RAILWAY



Embsay Station



Bolton Abbey Station



Inside the 1913 LNWR Directors' Saloon



A spare seat for our leader!



Exterior of the LNWR Directors' Saloon



## FLYING SCOTSMAN UNVEILED



The unveiling of *Flying Scotsman*, in war-time black livery, took place at the NRM in front of an invited audience on 27<sup>th</sup> May. Phil Brown was there to record the event.

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## GB IV



45305 and 70013 on the down Great Britain IV at Dawlish 23-4-2011 - photo Philip D Hawkins



70013 GB IV girls - Crew Change for *Oliver Cromwell*



GB IV 61994 - *The Great Marquess* at Kyle of Lochalsh



GB IV black 5s - 45407 and 44871 at Perth

## GB IV ODYSSEY

The first surprise was to find 60019 *Bittern* transformed into 4492 *Dominion of New Zealand*, in garter blue with valances and the second tender to match. She looked magnificent (although the valance trim seemed a bit too prominent).

The benefit of the second tender was demonstrated when the water stop at Grantham had to be aborted because the tanker driver couldn't find the yard! We just carried on to York. As ever, she ran beautifully, topping Stoke Bank at 58mph and then achieving mid-70s between Grantham and Bawtry. At Tyne Yard she was exchanged for 60007 *Sir Nigel Gresley* for the run to Edinburgh. Once into her stride north of Newcastle *Sir Nigel* also ran in the mid-70s apart from the pull up to Grantshouse, with an on-time arrival at Waverley station.

Day 2 brought 46115 *Scots Guardsman* to take us to Inverness via Aberdeen. It was a surprise to head east out of Waverley and round the "Edinburgh circle". Apparently limited clearance under the wires in the Mound Tunnels bars steam from travelling the direct route to Haymarket. I hadn't ridden behind a Scot since the days of Holbeck Scots on the *Thames-Clyde* and *Waverley*. With severe gradients and speed restrictions there was little scope for fast running, but 46115 put up some sterling performances on the hills. On the single lines north of Aberdeen we lost a little time waiting for other trains to pass but arrived in Inverness just 5 minutes down.

Day 3 was unusual in that we had a bus ride first. Inverness to Wick! It had not been possible to path a train both ways on this line so we had steam going south. In fact, this was good because the coastal road has some fascinating views. Two Black 5s (45407 and 44871) were the motive power. We caused some

indignation in the Scottish press for allegedly having started a fire near Forsinard. Several hatching birds got incinerated and the headline was "The Frying Scotsman". Ah well.

Day 4 started at 6.30am from Inverness behind 61994 *The Great Marquess* to Kyle of Lochalsh. An overnight shower had made the rails greasy and whilst we got round the nasty reverse curve at Fodderty with no problem it was a different story at Garve. Here the gradient is 1 in 50 straight off the platform end. The greasy rail brought 61994 to a stand on the bank and it took some first rate driving to get us on the move again. There were no problems on the return run once the rail had dried out.

Day 5 was a run down the Highland main line to Glasgow behind the two Class 5s. If you look carefully at the photo you will see a change of headboard to "Riley's Whisky Chaser".... not too sure what Mr Dobbins thought of that!

For day 6 we had 46115 once more but over her former stamping ground of the G&SW main line and then Carlisle to Preston over Shap. For a brief moment there were three steam locos standing at the south end of Carlisle station as the two 5s were following us to Carnforth. On the climb to Shap it was hard to believe that this was only a Class 7 loco up front. I made it 41miles in 41 minutes from a standing start to Shap summit with a speed of 48mph at the top and, shall we say, the high seventies through Tebay.

A change to GW power at Preston on day 7 gave us 5029 *Nunney Castle*. Initially down the main line to Crewe and then through Shrewbury and the Welsh marches to Newport and the Severn Tunnel to Bristol. After running slow line to Standish we got the road and it must have been amazing to stand on Wigan and

Warrington stations and hear the shrill GW whistle as we tore through in the 70s. *Nunney* found the banks a bit more of challenge, dropping to 21mph at the top of Llanvihangel but was still 9 minutes early at Temple Meads.

Day 8 brought our very own *Ollie* into the fray. After the alarms on her Skegness trip it was a relief to see her fit and well again. With 45305 on the front as well we had Class 12 power to get us to Penzance. Like all the other days, the weather was glorious and it was high tide as we ran along the sea front at Dawlish. The two locos made short work of the Devon banks with 55mph at Whiteball

and 46 at Rattery. We arrived in Penzance 35 minutes early!

The final day was a GW amble from Bristol to London via Westbury, once again behind 5029. After being held at Reading for 16 minutes for no apparent reason, and switched from fast line to slow line and back again on the way in to Paddington, we arrived about 15 minutes late, but after the most perfect steam experience I've had in this country. Great Britain V starts on 7 April next year! (And if you want to get an idea of the trip look up GB IV on *Youtube*).

*Ian Harrison*

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## WINSTON CHURCHILL - GETTING IT TOGETHER

As you know, the South of England Group has been asked to take the lead in raising the £35,000 that is needed to put 34051 *Winston Churchill* back into respectable order. Although she is currently on public display in the Museum her appearance leaves, shall we say, something to be desired.

On 9<sup>th</sup> April there was a dinner-dance held in Station Hall alongside 34051 to launch the appeal. This raised the somewhat incredible sum of £10,700 – largely from the “sealed bids” for such attractions as a ride through the Channel Tunnel – in the cab of a Eurostar!

That was a superb start, but we still have a way to go. In order to keep the ball rolling we are distributing handouts, like the one enclosed, on all the trains where we are operating our sales stand. Hopefully these will bring in a fairly constant flow of donations. We have bought virtually all the remaining stock of “*Southern Region Engineman*”, the book written by Jim Lester who was the fireman of 34051 on 30 January 1965 – i.e. the funeral train. These are on sale at £12 each and include a signed book-plate. You can get one from George Rutter.

We have had a new postcard of 34051 produced and a fridge magnet with the same photo (the splendid Colour Rail one of 34051 ex-works at Eastleigh in 1963). These are selling well on trains.

We are commissioning a new painting of 34051 from Philip Hawkins. It will feature 34051 on a west-country express at Battledown flyover. Philip has a two-year backlog of work so prints should be available in time for the 50<sup>th</sup> anniversary of Sir Winston's funeral.

There have been thoughts of an auction of donated items of railwayana in aid of the appeal. This might be through a dedicated event or by asking a friendly auction house to deal with items on our behalf.

And I am talking to Paul Atterbury (of the *Antiques Roadshow*) about ways to raise the profile of the appeal and perhaps also of railwayana.

If you have ideas, we should be delighted to hear them – contacts on the back page.

And don't forget that we need your donations – money, objects or anything else!

*Ian Harrison*

**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>**