



The Friends of the National Railway Museum

Briefing 81

South of England Group

April 2016

Vice Presidents – Sir William McAlpine Bt., FRSE, FCIT, FRSA; Richard Hardy

CHANGES TO THE BRIEFING

You'll notice that this edition is slightly larger than usual. Although this is mainly because there is more to report, it is also a reflection that we are making some changes to its production. Normally, there are four Briefings per year, but as from this edition, it will only come out twice a year, around April and November. This is for two reasons. Firstly, the cost of postage. This has increased substantially over the last few years. Most of the costs of distribution are now accounted for in postage stamps. Producing mailings twice

a year, will halve those costs. Secondly, a lot of my time, as editor, is taken in printing, collating and stuffing the envelopes. While the two editions will be slightly larger, there is still a major saving in my time.

I hope you will understand these changes and, if you can help in any way - providing copy for inclusion in an edition, or simply providing your agreement that I can e-mail your copy, rather than mail it, please get in touch with me, Mel Draper.

NORTH EASTERN RAILWAY ASSOCIATION

David Wallace, Publicity Officer for the Association, has extended an invitation to FNRM members to attend their meetings in London. The next is on Saturday 23 April at the Model Railway Club Rooms, Keen House, Calshot Street, London N1

9DA at 1400 hours, when Ian McInnes will be speaking about 'Steam in Northumbria'. Their next meeting is in November; details will be included in the next Briefing. For further details, contact David at davidwallace4712@yahoo.co.uk

CONTENTS

CHANGES TO THE BRIEFING.....	1
NORTH EASTERN RAILWAY ASSOCIATION.....	1
THE INAUGURAL TRAIN - TRIALS & TRIBULATION.....	2
PROJECT WAREHAM.....	5
CONFERENCES.....	7
FUNERAL TRAINS.....	10
AGM & NEW YEAR SOCIAL.....	11
MEMBERS' EVENING.....	12
ROY BELL AND DOROTHY BROWN.....	12
POSSIBLE CHANGE OF VENUE.....	13
RUSHDEN HISTORICAL TRANSPORT SOCIETY.....	13
OUTREACH.....	14
FORTHCOMING EVENTS.....	16

THE INAUGURAL TRAIN - TRIALS & TRIBULATION EXPERIENCE OF ON-TRAIN SOUVENIR SALES

The 05:10 ex-Peterborough pulled into platform 1 at Kings Cross on time at 06:29 and, somewhat bleary eyed, I de-trained. This was the platform, from which *Flying Scotsman* was due to depart in just over an hour. The platform was already filling up with NRM staff, train crew, and reporters/cameramen. Tom Kolisch, who had volunteered to help me with the on-board sales, despite paying for his seat on the train, was there to meet me. There had been a tremendous number of e-mails before the run, each containing snippets of information on what to do, meet, say, use, etc., as well as the 'is it on/is it off' messages. I was reasonably confident it was 'on' as I'd seen the locomotive and its support coach pass Finsbury Park the previous evening on its up positioning run.

Sure enough, at 07:20, the train was drawn into the station by a DBS Class 67 to sit alongside a Virgin Trains Class 91 set sporting the *Flying Scotsman* train name. All the staff and press, of course, made an immediate bee-line to the top of platform 1 to see 60103. We followed, accompanied by Rob Tibbets, train manager, in order to board the support coach to find our sales stock and trolley. This was all piled up at the locomotive end, effectively blocking the vestibule and access to the tender corridor. Rob suggested that it would be better for the trolley and stock to be in the brake carriage at the rear of the train but, with only 10 mins to departure, we left it as it was.

There was no time to do anything else prior to departure, so I joined two of the crew in the leading compartment until departure and Tom went to take his seat as a fare-paying passenger. The platforms were now full, not just with the press but all the regular commuters who use Kings

Cross, most breaking their normal frantic run for the tube to watch the icon depart. Just as the train was starting, the chief steward came along seeking the meal menus and route handouts. I helped him to go through the boxes in the vestibule and managed to find two cardboard boxes close to the bottom of the pile with these handouts – the relief on his face was very evident!

I was trying to tidy things up when we entered Gasworks Tunnel and everything steamed up – the windows had been opened by the video crew for their microphones, and my windows (specs) closed immediately. I couldn't see a thing! Knowing the route and its tunnels, there was no point in attempting anything until Potters Bar, so I sat down to watch the thousands of people lining the trackside and filling all the station platforms. Having restarted work, I'd just sorted out the boxes when everything when black and steamy again – I'd missed Welwyn Viaduct and we were now in the tunnels.

After my glasses had recovered, I realised that it would be impossible to build up the trolley where it was, as a TV crew case had been put across the corridor. The only way was to carry the trolley carcass, glass shelves, and stock over the case, then assemble the trolley and display in the corridor connection from the support coach to the rest of the train.

Shortly after we departed Peterborough, Tom had finished breakfast, and reported that the catering staff had just about finished clearing up, although the corridors were still blocked with the press. Nevertheless, we decided to distribute the price lists and FNRM membership leaflets as a means of scouting out the problems. To quote Philip Benham, the press were making a good demonstration of the best

Twickenham scrum! To the “normal” passengers we explained that there were no stocks of Ties or Shoe-Shine kits (try saying that 100 times!) and that the FNRM loco book was a snip at only £9.95, rather than £19.99 as printed.

We were then ready to start selling. The first problem was to get the trolley out of the support coach, over the corridor connection footplate, round the adjoining coach's door vestibule and into the seating area. It soon became clear that the small wheels on the trolley meant that it was impossible to push it across the connection footplate, without disturbing the stock, dislodging the smaller items and upsetting the propped-up *Flying Scotsman* plaque and books. The photo shows what happened when we attempted this – it took a good few minutes to retrieve the spilt items and re-position the stock, all this time we were blocking access through the corridor connection. For all future inter-coach transfers, we lifted the trolley bodily over the corridor connection.

That said, once we were inside the seating area, the trolley was relatively easy to manoeuvre, and there was sufficient space available for the thinner members of the catering crew, reporters and passenger, to squeeze by. On other occasions, we temporarily moved the trolley to the mid-coach vestibule, which gives more space for passing. Items still kept falling off the trolley, either when people squeezed by, when we caught the edge of a seat, or if we disturbed the displays when trying to retrieve an item for sale. Several customers wanted to see what was meant by the *Flying Scotsman* weather station, cocktail kit and moustache grooming kit, (I kid you not!) - only a few bought them.

We had an electronic credit/debit card machine which worked fine, other than in the wilds of the Yorkshire countryside

north of Eggborough. Many still preferred to buy by cash and, boy, were they generous – many telling us to keep the change (pounds – not pence!) as a donation to the cause.

The Inaugural Run was unusual in having a large number of press on board, who effectively blocked two of the coaches. This required some diplomacy to get the trolley through – although we did manage to sell a few items to the press-corps! This would have been bad enough, had we only to attack the problem once but, with the spare stock in the support coach, at the front of the train, we had to make repeated passes through the VIP/Press coaches in order to restock.

The result was that it took us longer than anticipated to get to the fare-paying passengers at the rear of the train. In fact, it was only because the train had been delayed by trespassers on the line, that we managed to get to the last two coaches at all. In order to stand a chance to cover these coaches, I left Tom with the trolley coming down the penultimate coach, while I grabbed an armful of the more popular items (scarves, pin-badges, pens, coins and the books, and started working from the rear coach forward. Inevitably people wanted things I didn't have with me, so I had to leave the items on their table while I went back to Tom in the next coach. The passengers were very understanding about the difficulties (all blamed the press!). Even so, I'm sure we didn't manage to see everyone in the last two coaches before we arrived at York.

One amusing incident (at least to me!) happened when we had the last trespass incident near Doncaster. There were two British Transport Police officers on board, mainly to provide VIP protection. I got to know them during my trips up and down the train and even tried to sell them a teddy bear! The train had just stopped, we were starting the penultimate coach, and

coincidentally, I was about to return to the support coach to retrieve some more stock. The BTP officers decided to go to the front of the train to try to “escort” the trespassers into custody - quote “I’m going to do them this time for obstruction!” I followed them, which was convenient for me, as they went through the press-corps in a way I’d never have tried. With much encouragement from the passengers, we got to the support coach, and I showed them the connection, via the corridor tender, to the loco footplate. The response was “we’ll never get down there with all this stuff (the body armour) on!”. Perhaps the LNER hadn’t anticipated the need for “knights-in-armour” to get through the tender.

At York, we arrived at platform 9. We had the trolley at the rear of the train. Tom had to go back to his seat to retrieve his personal property. Meanwhile, I got the trolley into the second kitchen car and then asked one of steward to help me get it down onto the platform, so I could push it along the platform back to the support coach. The next problem was that barriers had been placed across the platform to separate the fare-paying passengers from the VIP and press. While the suggested route for the “normal” passengers, via platform 8, was possible, I wasn’t going to try manoeuvring it over that undulating route (I’m aware of the problems from my regular trips to York). I had to wait until the VIPs had left, and the public dispersed, at which point I asked one of the stewards to pull back a barrier so I could pass along the platform. I was met by Sam Pilkington, from the Science Museum, and Tom, and together we lifted the trolley back into the support coach.

We had understood that the support coach was going to accompany the loco to the NRM. We were a little surprised to be told that it would stay with the train. But it was then too late to remove the trolley,

so we left it on-board. When we returned to the station later in the afternoon, we expected the support coach to be in the same position, i.e. it would be at the north (trailing) end, for the trip back. It was surprising, therefore, to find it at the south (leading) end, attached to the brake coach. Had we known that, we would have left the trolley in the brake coach, since we were virtually next to it at the end of the sales run. After a sprint along the platform, we found the support coach, with the trolley and stock, but all the doors were locked. We managed to find a train steward who used his coach key to unlock the door closest to the trolley and stock, and we quickly unloaded the lot, keeping back a little for the south-bound trip – especially the wall plaques, which customers pre-ordered - and for the upcoming land-based shows.

After departure I returned to the customers who had been unable to pay using their credit-card of the down journey and successfully completed the transactions. I then returned to Tom and enjoyed a (free) dinner – there was plenty available because most of the press and VIPs had left at York. One of the stewards helpfully searched me out to tell me that a couple of passengers in the leading coach (which had been the last coach coming north) wanted to buy a souvenir. I went back and sold another pin badge and wall plaque.

Despite the above problems, everyone on board seemed happy. We had no complaints from passengers, other than missing things such as fridge magnets, postcards and greeting cards, and requests to be contacted about a video of the event. I was even offered a glass of champagne from one of the customers. Back at Kings Cross, I said farewell to Tom and the crew and made my way to Platform 9 to re-trace part of the journey back north, tired but elated at the success.

PROJECT WAREHAM

Frank Roberts, manager of the project to join the Swanage Railway to the national network, join us on 8 February. He nearly didn't make it as the railway had suffered storm damage that day to some of its fencing and electrical cable trunking.

Frank has been a volunteer on the Swanage Railway since 1983, and worked with Amey signalling and BR, having 23 years of experience in telecommunications. He is therefore well qualified for his current project.

The Swanage branch was a late comer to the UK railway scene, opening in 1885. It survived and, indeed was essential in the two World War, but ultimately succumbed to the Beeching Axe, closing in 1972. All track was then removed, apart from the stub leading to china clay workings and the BP oil field. The preservation group took over the line and opened a limited service from Swanage to Herston Halt on Good Friday 1984. Since then, there have been steady extensions to the infrastructure and services, although the facilities at Swanage are still very limited – only a 49ft turntable and a listed goods building remaining from the original.

The Swanage Railway is now a very busy line, linking the seaside with historic Corfe Castle, and a major park & ride facility for the region, with a turnover in 2014 of £2.5M. Connecting it to the national rail network at Wareham, itself a busy main-line with extensive commuter traffic, is no easy task. It involves not only substantial telecommunications and signalling integration, but also running stock acceptable to the safety regulators for operating on the main line.

As part of the preparation for developing a working arrangement into Wareham, Frank and his team visited the North Yorkshire Moors Railway, the only line which currently has a timetabled running arrangement with Network Rail and a

Railway Operating Company. While there are lessons to be learnt, there are also significant differences – the NYMR to Whitby service operates on a much less intensively used line than that at Wareham, and also the latter is electrified and now has modern signalling.

The Poole to Wool resignalling scheme was the stimulus to look to establish a permanent link to the Swanage Railway. Purbeck Community Rail Partnership, a group comprising local government and industry (including South-West Trains), was supportive. The result was to release funding to support many of the enabling activities. The whole project comprises three elements: infrastructure upgrade (permanent way, embankment strengthening etc); rolling stock improvement; and legal (including safety system approvals).

On the latter, Dorset County Council own most of the land on which the line is built, other than Swanage station. A key requirement in order to release the various grants was for the council to release the whole of the line to the Swanage Railway on a long-term lease. Even so, there are other restrictions, such as much of the countryside through which the line runs being a Site of Special Scientific Interest (SSSI) – so they can't afford to have lineside fires! Securing the lease on the line also allowed the company to apply for a Transport & Works order from the government, and this was personally handed over by Claire Perry, Parliamentary Under Secretary of State for DfT on 15 February last year.

£1.86M had been secured from the Coastal Communities Fund to upgrade the Railway's DMUs for main-line running. This involves the refurbishment, at Eastleigh, of a three-car Class 117 and single-car Class 121. The Chiltern line have a number of similar units which they

are also refurbishing. Indeed, the Swanage is grateful to Chiltern for initiating the work to inspect both their and Swanage Railway's DMUs' wheel-sets – all failed! This resulting in Chiltern identifying a contractor willing to rebuild them. They secured supplies of new bearings from the USA and new axles from South Africa. Swanage piggy-backed on these contracts to have their own units' wheel-sets similarly repaired. Even so, this meant they needed to find some £200k for the work, and it has resulted in a delay to the overall project. The original plan, agreed with Dorset County Council and the Coastal Development Fund, was to have 50 days of operation in 2016 and 90 days in 2017, however this has slipped by about a year. The Class 121 single unit should be returned from Eastleigh in August this year, with the rest following. This will allow some testing to take place and the trial service to start next year.

On infrastructure upgrades, £3.2M was made available from local government to enable Network Rail to replace track in the area, including fitting replacement points to the Swanage branch, and extend their block signalling project to incorporate a link from Corfe Castle box on the Swanage Railway to the Regional Operating Centre at Basingstoke. This also involves the installation of two token machines at Wareham (for both platforms) and electrical links to Corfe Castle Box. As part of Network Rail's general safety improvements, the foot crossing at Wareham station needs replacing. However, planning permission for a replacement bridge was refused – despite the ORR insisting the crossing must be removed – so much for “joined up government”!

Permanent way improvements include installing continuous welded rail and 3 miles of new fencing along the line. The

sidings and interchange oil tanks at Furzebrook are now decommissioned as the oil now goes by pipeline and the gas by road tanker. All the trackbed needed to be removed, due to clay contamination, and relaid to modern standards. In addition one of the embankments at Furzebrook needs additional reinforcement. This work has been helped by Network Rail using their infrastructure train to deliver, and tip, foundation and ballast directly to where it is needed. The use of continuous welded track, although meaning the loss of “clickety-clack”, does have the advantage of requiring a lot less on-going maintenance than bullhead track – something which is important when working through the SSSI areas where access to the trackbed is extremely limited.

The Norden road-rail interchange and level crossing is a major sub-project. £500k has been provided from the BP Legacy Fund towards this work. The interchange replaces the old restricted site at Swanage, allowing easier access for visiting locomotives and movement of rolling stock. It has required the removal of some 2200m³ of spoil. Again Network Rail has been very helpful, this time in providing wagons. The interchange was the only part of the project which required planning approval, as it lies partly outside the original railway footprint. One requirement of the permission is that removable fencing has to be fitted to secure the site and only allow access when road-rail movements are taking place. The level crossing here, the original having been mothballed many years ago, also needed to be upgraded and re-located. They were lucky on two scores. The first was that ORR agreed to its replacement, something they tend to resist these days, preferring replacement by bridge. The second was that the Swiss company, Schweizer,

offered to install the new level crossing as part of their attempt to enter the UK rail market. Some changes in their off-the-shelf supplied equipment was necessary in order to meet ORR requirements, but such knowledge and experience was what Schweizer were seeking from the project. Initially the new crossing will be monitored by local staff, but ultimately it will be controlled from Corfe Castle. The crossing has now been fitted, the road resurfaced by Dorset District Council and it should all be commissioned shortly, assuming the ORR grant a new level crossing operating licence. Overall this has been a massive project for a preserved railway. There have been inevitable problems causing delays. There is still plenty to do, however the end is in sight. Risks remain, such as the DMU

refurbishment, the granting of the level crossing order, the issue of a main-line safety case and passenger operating licence, and getting staff trained so they can be issued with competence certificates. Next year also sees a new franchise for the South-West Trains area, so it is important that the project is completed and good relations are in place with the current incumbent before any changes happen. At this stage, Swanage Railway can't commit to more than a trial service into Wareham as additional money is needed to build the necessary maintenance facilities to support a full service. Also the business case for such an investment needs to be justified by the experience of the trial. We wish Frank, and his team, well.

CONFERENCES

There are three conferences which may be of interest to members.

New Uses for Old Railways **21 June 2016** **at the NRM York.**

This is an international meeting, organised by the Institute of Railway Studies, York, and the University of Lisbon, Portugal. It looks to discuss the challenges and opportunities of closed railway tracks, and builds on similar conferences held elsewhere in the world during 2011, 2012 and 2013. Registration fee is £45 plus VAT per person, which includes documentation, lunch, coffee breaks, parking, Wifi access and admission to the Museum during open hours. For registration, see <http://www.intua.pt/>

Railways and Warfare. **10 September 2016** **at the NRM York**

This is the annual archives day conference run by the National Railway Museum, in conjunction with the Friends of the NRM. The purpose of the conference is to explore how railways and conflict have interacted in the past. Keep an eye out in the Review for registration details.

Finally, we have our own conference:

Railway Work, Then and Now **24 September 2016** **at the National Archive Kew**

jointly run with the Friends of the National Archives, London Transport Museum Friends and the South West Railway Circle. Presentations will illustrate how the jobs on the Railway have changed over time. Registration details will be available shortly, either by contacting me (Mel Draper) or at: <http://www.nationalarchives.gov.uk/get-involved/friends-news-events.htm>



Dorothy Brown on Green Arrow



Roy Bell in relaxed pose



South of England stand at Leamington Spa & Warwick Model Railway Exhibition

RUSHDEN TRANSPORT MUSEUM & RAILWAY

Right: Aveling & Porter 2-2-0 tractor *Blue Circle*



Below left: Two views of the station buildings with Real-Ale Bar (top) and Museum (bottom)



Class 121 "bubble-car", Yorkshire Engine 0-4-0DM and FNRM stand.



Andrew Barclay 0-4-0ST Edmundsons departing with train



Gresley Buffet Car No 24279 of 1937

FUNERAL TRAINS

Our scheduled speaker for 14 March, Antony Ford, couldn't make it. We were lucky to meet Nicolas Wheatley at the Leamington Spa and Warwick Model Railway Exhibition, who volunteered to fill the gap. Coincidentally, Nicolas has known Antony Ford for some time, as he has helped Nicolas with his research. Other help has come from Dr Brian Parsons, an expert in high-status funerals, and Robin Edwards.

Nicholas' interest in the subject was stimulated when he came across a book on the Brookwood Necropolis Railway, which ultimately led him to gaining a degree from Bath University. He is now completing a MSc dissertation on funeral trains.

Although it could be a depressing topic, Nicholas entertained us with some light-hearted anecdotes. For example, the only claim to fame of the Achill and Mulranny railway in Ireland was that its first and last trains carried the coffins of local accident victims (not caused by the railway though!).

In England, coffins made up a surprising amount of railway traffic, with daily occurrences between 1840 and 1988. They could be carried in all kinds of vehicle, including normal goods vans. Many railways had special vans for these purposes. The Midland had four "hearse vans" built in 1888 as replacement for earlier ones. Clearly there was enough business to justify the investment. At stations, special "coffin containers" were sometimes used, to make it less obvious what the cargo was to the normal travelling public. An example of such an LNER item is at the NRM, with examples from other railway companies being held at Horsted Keynes and Didcot.

The charges for transporting the coffin, occupant, and accompanying mourners,

differed slightly between the companies, although there was a certain degree of standardisation, no doubt stimulated by the Railway Clearing House. Charges covered both full and empty coffins, the latter often being delivered from the factory, such as that of Ingall, Pasons, Clive & Co at Harrow, to local undertakers by train.

Nicholas showed some photographs of early funeral trains, such as a horse-drawn hearse at Euston Station and mourners at Cinderford in the Forest of Dean. High status funerals, such as that of Gladstone (June 1898), Dr Thomas Bernardo (September 1905), and repatriation of the remains of war heroes Edith Cavell, Captain Charles Fryatt and the "Unknown Warrior", all involved major railway aspects. In the case of the latter three, the same van was used to transport the coffins and it is now preserved at Bodiam station on the Kent and East Sussex Railway.

Bearing in mind our support to the commemorations last year, we spent some time reviewing Winston Churchill's funeral. Nicholas showed some less-familiar photographs of the train being serviced at Hanborough, and its return, headed by D1015 *Western Champion*. We also saw the subsequent travels of the hearse van to the USA, the uses it was put to while over there (finishing up as a store at a golf club), and its repatriation to the Swanage Railway, before its recent restoration at Shildon and display at York. Nicholas continued by examining the railway involvement in some other major funerals. For Queen Victoria, her private saloon was stripped of furniture to be used as her hearse between Paddington and Windsor, and GWR locomotive 3373 was specially renamed '*Royal Sovereign*' for the event. When King George VI died

at Sandringham in 1952, his funeral train, hauled by a new “*Britannia*”, was routed into Kings Cross, rather than the more obvious route to Liverpool Street. This was to avoid the ceremonial administration that would have been required for a sovereign (alive or dead!) to travel through the City of London. We also saw the railway arrangements for the funerals of more humble people, such as those who died in the Quintinshill and R101 Airship disasters. Nicholas finished by noting that funerals also took place on other rail systems, not

just the nation's railways. Dudley Tramway, for example, arranged a funeral cortège for Martin Cadman, one of their motor-men, in 1910, using a specially build hearse van; it was re-used ten years later for another funeral. There are records of similar events at other places in the country, including Halifax and Blackpool.

We thank Nicholas for stepping in at such short notice, especially as this was the first time he has delivered the lecture on the subject.

AGM & NEW YEAR SOCIAL

Twenty members were present on 11 January for the meeting. As we had just received notification of Roy Bell's death, see separate item, we began by holding a minute's silence. Ian Harrison then reviewed the past year, noting the excellent meetings organised by Jeremy Moore, our outreach work with the stand (absent any excursion trains), the Briefings and website. We also had a trip to see the reserve Science Museum store at Wroughton, though it was disappointing that not all available spaces were taken. Our fund-raising had been focussed over the past three years on the cosmetic restoration of 34051 *Winston Churchill*, which allowed the locomotive to take centre-stage at York over the last year. The fund benefited from income from limited-edition print sales of the specially commissioned “ACE at Battledown” painting by Philip D Hawkins, and more recently a greeting card featuring the same image. Income from both is now being routed to general funds, the special restoration fund having closed. Mel Draper gave an update on the FNRM team's work at the National Archives, although with the death of Roy we are now one member down.

Ian noted some of the issues facing us in 2016. These include maintaining our

fund-raising efforts by the stand and by participating in sales on the anticipated runs by 60103 *Flying Scotsman*, and 70013 *Oliver Cromwell*. We also need to find a permanent home for the collection of slides donated by Brian Gilliam, following completion of the index. We look forward to the joint conference with the Friends of the National Archive and London Transport Friends later in the year – see separate item. We also intend to investigate the possibility of a trip for members on the new service from Marylebone to Oxford - when the line gets fully into the latter city.

The formal election of members to the committee was then held. George Rutter and Jim Baldwin were both re-elected. Jeremy Moore had decided to step down due to domestic pressures, but Chris Heaton was newly elected, thus maintaining the number of committee members. Jim picked up Jeremy's work in arranging the evening lecture programme. Roger Smith gave a review of the Group's finances, which remain in a very healthy state. The contributions to the *Winston Churchill* restoration fund had been controlled from a ring-fenced line in the main FNRM accounts, so had little effect on the Group's funds. He drew attention to the transfers to and from FNRM

Enterprises, which is the means by which we manage sales in order to stay within the requirements of the Charity Commission.

While members were refreshing

themselves with the food and drink, we viewed videos of the events over the last year including recent images of *Flying Scotsman* being unveiled to the press at Bury, East Lancashire Railway.

MEMBERS' EVENING

11th April was when we invite members to share some of their material with others. We started by admiring an image of the new Philip D Hawkins proof painting which has been commissioned by Ian Harrison. This shows the scene in the late 1950s between Gasworks and Copenhagen tunnels at Kings Cross. Prototype *Deltic* and A4 No 60003 *Andrew K McCosh* are on the main lines underneath the North London Line bridge, while J52 No 68846 (ex GNR 1247 – a.k.a. "Captain Bill Smith's engine") is shunting on the goods line. Limited edition prints are soon to be available signed by Peter Townend and Richard Hardy. Incidentally, both Peter and Richard have recently been appointed as Honorary Life Members of the FNRM. We then viewed a video of the York Theatre company performing their play "In Fog and Falling Snow" at the NRM last year, while their theatre was being refurbished.

Jim Baldwin showed his photographs of the inaugural run of *Flying Scotsman* on 25 February. Jim had been invited both the this event, and the earlier first run at Bury, to provide the media with informed commentaries. You may have heard him

on the BBC TV Breakfast programme as the locomotive and train backed into Kings Cross to sit alongside the newly liveried namesake Virgin Class 91. Jim showed some of the VIPs on board the train, including Sir William and Lady McAlpine, Alan Pegler's Daughter, and Ron Kennedy (one of the original drivers of the locomotive). Jim also had photographs of the arrival of the locomotive at the NRM to a welcome of bagpipes and speeches. Finally we saw some of the new *Flying Scotsman* (the train) exhibition inside the NRM, including a number of rarely seen advertising posters, together with some of the pieces Jim has loaned to the NRM including the cow-catcher, bell and headlight used by the locomotive while it was in the USA.

Mel Draper showed a short video illustrating how the new model of *Coppernob* was made. This is now operating on the Group's outreach stand and attracting a lot of attention - but not resulted in any sales of the "Time for Coppernob" books yet.

We finished with a viewing of a video of railways in the 1960s.

ROY BELL AND DOROTHY BROWN

We are sorry to report the deaths of two of the founder members of the South of England Group.

Roy Bell died on Saturday 9th January 2016 at the age of 83.

Roy, who lived at Farnham Royal near Slough, had been an active member of the Group since its inaugural meeting in January 1992. From that date he served

on the Group's committee until health problems forced him to stand down at the 2012 AGM. As well as his FNRM interests he was a keen follower of all aspects of London Transport. Roy was always available to help on the sales stand whether it be at model railway shows, on excursion trains with a Museum locomotive at the head or at

outdoor events. He donated his large collection of Colour Rail slides to the Group which were sold at auction for Group funds.

He owned an immaculate white "Split screen" Morris Traveller which he often took to classic car events, also earning him special parking treatment at several railway outdoor events. For the last three years he had been an active member of the team at the National Archive, Kew, for a joint project with the NRM which is cataloguing some of the records coming from the British Transport Heritage Collection.

Dorothy Brown died on on 6 March 2016 at the age of 92.

Dorothy came from a railway background as her father worked for the NER, and later LNER & BR. She had an affinity for *Flying Scotsman*, the locomotive, being just a few months younger. She was

a regular attender at the evening lectures and AGM until mobility problems made it no longer feasible for her to make the long climb to the meeting room. Like Roy, Dorothy was an active member of the Group, helping with the Outreach stand at many events. She was present with *Rocket* at Weeting in 1993 and with *Green Arrow* at Quainton Road in 2002. On both occasions, her friendly persuasive nature resulted in her being invited onto the footplate. She also helped with the distribution of the Briefings. She received her Gold Award for 15 years service as a NRM volunteer in 2008. Away from railways, Dorothy was a member of the Bedford bowls club.

Group committee members attended both funerals, and we send our sincere sympathies to Roy's widow Heather and family, and to Phil Brown and his sister, Barbara.

POSSIBLE CHANGE OF VENUE

Those of you who attend the evening lectures will have noticed that the attendance number for many of the events have outstripped the seating capacity of Marylebone Station Manager's Conference room, and we have had to "borrow" chairs from nearby offices. Also, I'm sure I'm not alone in realising that as the years move on, the trek to the top of Marylebone Station seems to get longer. The committee is therefore investigating alternative venues which are larger in capacity and more accessible for the less sprightly amongst us.

The main benefit of the current arrangement is that, thanks to the generosity of Chiltern Railways, the room is provided free of charge. We have looked at several alternatives in the area but none, so far, have proved suitable, being either only accessible via staircases, or too expensive. We will explore alternatives in the Marylebone area, as it seems to be a location which is relatively easy to reach.

Should we find a suitable replacement, we will ensure that ample notice given to everyone before we move.

RUSHDEN HISTORICAL TRANSPORT SOCIETY

As reported in the Outreach section, below, we attended the Society's Mixed Transport weekend on 9th and 10th April at their base at Rushden Station. The Society was formed to preserve local transport items and records. Since 1978, it has organised the Rushden Cavalcade, now attracting over 1,000 traction engines

and vintage vehicles. In 1984 it acquired the old Midland Railway station buildings at Rushden and used it as a base to reopen part of the line for public train rides in 2009. This is operated by the associated Rushden, Higham and Wellingborough Railway. It has gradually extended this and is now in the outskirts of Higham

Ferrers, half a mile from Rushden. Extension to the west is not possible as the bridge over the High Street was removed after closure.

While relatively small by preserved railway standards, it packs a lot in. The Mixed Traction weekend featured a two coach train and brake van rides, operated by two class 31 diesels, No 31206 and 31289, 0-4-0ST *Edmundsons* (Andrew Barclay No 2168 of 1943), and a Yorkshire Engine Company 0-4-0DM shunter. They had hoped to have Aveling & Porter 2-2-0 tractor engine *Blue Circle* operating, but it still needs to undergo a final steam test. Its restoration was delayed due to the late delivery of boiler tubes from Germany. Nevertheless, it was on show in light steam for the event and the 1926-built engine curiosity attracted a lot of attention. They expect it to be operating at future events later in the year. Half of the 1893 station building has been converted into a small museum covering the development of road and rail transport and its impact on the local population. As you will gather, the railway was a late-comer to the area, primarily established to service the local shoe-making industry - there were over 30 manufacturers there at one time, now dwindled to three. Most of the rest of the building is devoted to the real-ale bar, which is open to visitors on event days, and has a reputation for the quality and choice of its range. It won the

CAMRA National Club of the year in 2010 and is also home to probably the most famous station cat in the country!

Other refreshments are available from the restored buffet coach, LNER No 24279 built in 1937 to a Gresley design. It has had substantial attention to its wooden body frame members and to its interior and exterior.

The station boast not one, but two signal boxes, recovered from other sites, and is gradually getting them into working condition – currently hand-signalling and single-token working are in operation.

The Society has aspirations not only to extend the line a further half-mile to a new halt in Higham Ferrers, but to acquire the substantial goods shed at Rushden. This is located opposite the station and would provide valuable under-cover storage and restoration space but rail access could be a problem – one of the main connecting roads to the A6 bypass being located between the station and the shed.

A worthwhile place to visit, should you be in the area. However, if you plan to come by train, the nearest station on the national network is at Wellingborough, notorious for having the most expensive connection with London in the area - £45 standard off-peak return, compared to just £14.60 to Bedford, only 15 miles up the line. Further details on the Society at www.rhst.co.uk

OUTREACH

Since the last Briefing, we have attended the model railway exhibitions at Biggleswade, Leamington Spa and Alexandra Palace. Of these, the one at Leamington Spa was the most interesting as it was held in a new venue, the Leamington Spa College, having been previously held at the Stoneleigh showground. While we were positioned in a good spot, on a slight dais opposite the main entrance, others were not so lucky,

especially those on the first floor which had limited lift access. Clearly the organisers will have learnt some lessons. We had a good show there, as well as at the other two events, still riding on the publicity of the return of *Flying Scotsman*, and selling a good number of the new FNRM book and other mementos of the locomotive.

Our next event was a little different, being the Mixed Transport weekend at Rushden

Museum. We were outside, so used it as an opportunity to test the gazebo for when we return to Rushden for the Cavalcade over the Bank Holiday weekend 30 April to 2 May. This will be the first time we have attended a, predominantly, traction engine rally since the Great Dorset Steam Fair in August 2012, when we were accompanying 34051 *Winston Churchill*. It will be interesting to see how we do in the absence of a NRM locomotive (if only *Flying Scotsman* were there!). We then return to model railways at the South West Herts event at Queens School, Bushey on 7 May, before rounding off the

first half of the year at the Tyseley Works Open Weekend on 25 to 26 June.

If you wish to help with any of these events, please get in touch with Mel Draper.

Also, if things go to plan, the group will be providing the sales and information service on the *Flying Scotsman* tours which start in the South of England. A list of the current planned tours is below, though with the problems faced by West Coast Railways, these are subject to change. If you wish to help on board with any of these, please get in touch with Ian Harrison (contacts on the last page)

FLYING SCOTSMAN

21 May	Paddington to Salisbury return
21 May	Salisbury to Southampton circular
25 May	Victoria to Cambridge to Ely
25 May	Ely to Norwich circular
28 May	Paddington to Bath
28 May	Bristol to Taunton circular
1 June	Victoria to Chilterns circular
1 June	Victoria to Surrey Hills circular
4 June	Victoria to Kettering to York
5 to 8 June	Cambrian Coast tour
15 June	Euston to Holyhead (to Ireland)
18 June	KX to York to KX
23 June	(ex Ireland) Holyhead to Euston
25 June	Victoria to York

OLIVER CROMWELL

(this engine is one of a pool, so we may find any of the following hauled by a different locomotive from the pool)

2 July	Paddington to Worcester to Paddington
16 July	Paddington to Bishop's Lydeard return
23 July	Paddington to Bishop's Lydeard return
27 July	Victoria to Weymouth to Waterloo
3 August	Victoria to Weymouth to Waterloo
10 August	Victoria to Weymouth to Waterloo
13 August	Paddington to Bishop's Lydeard return
17 August	Victoria to Weymouth to Waterloo
27 August	Paddington to Bishop's return
3 Sept	Paddington to Bishop's Lydeard return
7 Sept	Victoria to Weymouth to Waterloo
17 Sept	Paddington to Bishop's Lydeard return

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>