



The Locomotive & Carriage Institution

ANNUAL REVIEW 2011

CENTENARY YEAR

As we move into 2012, it is only right that we take another look back at our Centenary year. This report aims to provide an overview of the events and celebrations from the past 12 months – a year in which we can all be proud of what was achieved. We certainly spread word of the Institutions' endeavours to the far reaches of the railway network – and those parts we didn't quite reach, hopefully our newly christened Class 66 locomotive might just get to instead.

The past 12 months have seen the Institution visit a whole host of varied locations as part of our educational programme. The depot & works visits attracted much interest, with Central Rivers, Derby, Eastleigh & Hornsey all featuring. The latter also gave members the opportunity to operate the driver training simulators. Our Members Day Out was a joint visit to the recently re-opened Ecclesbourne Railway in Derbyshire and the nearby Steeple Grange Light Railway. A 5-day railway adventure to Scotland was also organised, which even took members up into the Cairngorm Mountains!

Undoubtedly the highlight for many was the naming ceremony at the Nene Valley Railway. GBRf locomotive, 66716, now proudly carries our 'Centenary badge' after a short ceremony at Wansford station. Following the event, members were invited to take a ride behind her in the railways impressive continental rolling stock.

Following on from this, we utilised "Sarah Siddons" for a special railtour on the Metropolitan Line. Over 160 members and guests were aboard the special train, in which we raised over £1100 for the Railway Mission.

During the year we joined forces with PLEG (Preserved Locomotive Enthusiast Group) and arranged visits to several minor railways. These being, Ruislip Lido, Royal Victoria (Netley) and Eastleigh Lakeside. Although not our normal type of destination, the visits took advantage of having our members in the area on other trips, and so made a logical add-on. It is hoped that more of these may take place in 2012. Several walking trips were organised during the year, as was a visit to the Waterloo ICC and a visit to the Victoria Tunnels in Newcastle. Regrettably, the planned visit to the Network Rail CC at Milton Keynes was cancelled due to operational difficulties.

As well as the excellent programme of events offered, the list of speakers attending at St. James's Park was also as impressive. Several respected & high profile names from within the railway industry gave informative presentations on their 'chosen subject'.

Judging by the numbers of members attending the visits and presentations certainly proves that we got things right for 2011, and therefore, I, along with other members of the Council, will be working to make 2012 just as interesting and educational.

However, let us now also look back beyond 2011, back to the time when each of us joined the Institution.

Certainly there will be those who use the proverbial 'rose-tinted spectacles' and claim that the Institution was more active and more user-friendly in the past. Although note must be made, that today the railway industry is a totally different place to the one of just 15 years ago, and virtually worlds apart from the one in existence 100 years ago! Yet despite the varied programme of activities and presentations we are still able to offer today, there are those that say we are stagnant and offer little in return for the membership fee.

So despite totally rebuffing this statement, I ask, "what are you prepared to contribute to move things forward"?

Although I can only claim to have a handful of years 'service' within the L&CI, I got a brief glimpse of what took place in the previous decades whilst searching through the archives. For those unaware, a history book has been compiled to celebrate our anniversary and all members who attended the AGM in Derby received a complimentary copy as a thank you for supporting the fixture. For those members that wish to purchase them, copies are available from myself at just £1.00 each.

Following the decision by our former Vice President, Willi Frauenfelder, to stand down at the last AGM, we have sought to find a suitable replacement for the position. During 2011 we were pleased to announce that Mark Hopwood, Managing Director for First Great Western accepted our invitation to join the Institution Council. Having someone of this calibre involved and associated with the Institution is vital to our continued success, and is something we hope will continue for the foreseeable future.

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From the Chairman

Always first on the Agenda, I would like to wish every member a happy & prosperous 2012.

As we leave 2011 behind it wouldn't be right to not look back on a fantastic year for the Institution. With thoughts of our Centenary Year now behind us, we can all be very proud of our achievements in the past 12 months.

I would like to especially thank those that were instrumental in the work involved in the naming of the GBRf Class 66 in May on the Nene Valley Railway, then at the AGM at Derby in the refurbished locomotive Roundhouse, the Ecclesbourne Valley Railway & The Steeple Grange Light Railway, where we were able to use our L&CI Headboard for the first time. Thanks go to member Malcolm Pym in producing this fine headboard for the Centenary.

There were also some joint events with the PLEG organisation, all of which helped spread the good work done by the Institution. It is hear that I must pay tribute to our Secretary for all his hard work – this in a year that he has been involved in a depot move and a house move to the West Country. Stuart's determination to fill the year with presentations, events and visits is appreciated by all those members who have taken part.

Our work as a Council now continues into the next 100 years, with some great speakers still to come and already events and trips on the drawing board. These include the AGM in May at the Yeovil Steam Centre, a further Simulator event - this one at TPE at York, and hopefully further joint events with PLEG.

My best wishes to you all.

Alan Spencer.

Summer Members Day Out

Review: Alan Spencer
Date: Wednesday 27th July 2011

36 members and guests made their way to Derby station. For some members, it was the third time in as many months – the AGM and the Derby Works visits having taken place during May and June.

Concern was expressed as to whether the 10:50 Derby - Matlock would produce a two car train, as quite often these trains would run with just a single Class 153 unit. There were about 120 customers on the platform already, many taking the day trip during the school holidays to Matlock Bath, a popular watering and eating-place for 'East Midlanders'.

After the 7-minute journey to Duffield, members crossed the footbridge and boarded the 3-car DMU heading for Wirksworth. The train was well filled (*see note below*) with other day-trippers, most likely as Wednesday is currently the only midweek day that the Ecclesbourne Railway operates.

Following a chat with the driver, we were allowed to mount our new Centenary Headboard to the front of the unit, and at 11.10 we set off towards Wirksworth (8.5 miles) through the rolling Derbyshire countryside on the edge of the Peak District National Park.

At Wirksworth some members opted to walk into the village for a drink and lunch at the local hostelrys, although a large percentage of the group carried on to Ravenstor and the short walk to the Steeple Grange Light Railway.

So at Wirksworth, a quick change to the second waiting DMU, (formed of Test Car IRIS 79900 & 55006) for the 5-minute run to Ravenstor (½ mile up a 1 in 27 incline). Here, the 18 members of the group took the steep footpath up to the Steeple Grange Light Railway. Although the line is not usually open midweek, the staff had opened especially for us and we were rewarded with an all line visit. We were also able to photograph ex-Horwich Works Loco ZM32 with our new Centenary Headboard on its buffer beam.

The Steeple Grange Light Railway is, unusually, 1'6" gauge, and uses ex-industrial rolling stock. It is constructed on the track bed of the strangely-named "Killer Branch" off the Cromford and High Peak line near Wirksworth, and offers rides to the general public.

Taken from the Newsletter of the EVR

More records broken as we achieved the best weekday results in our entire career. Today's public passenger services were incredibly well supported with significant numbers boarding at Duffield via East Midlands Trains.

Some 146 passengers travelled on the 11.10 Duffield to Wirksworth, including a group from the Locomotive & Carriage Institution, and a party of retired railwaymen lead by Peter Taylor.

'66716' Naming Day

Review: Stuart Smith
Photos: Brian (Percy) Drummond & Stuart Smith
Date: Saturday 14th May 2011

In what was undoubtedly the highest profile event of our Centenary year, some 45 members and guests, (along with a further group of invited personnel from GBRf and the railway press), journeyed to Wansford station on the Nene Valley Railway to witness the naming ceremony of 66716.

Most members opted to arrive at Wansford via the NVR service train from Peterborough, which was hauled by Class 31, D5526.



66716 stands at Wansford station prior to the naming ceremony.

A pre-naming 'get together' was held in the hospitality suite at Wansford station, where refreshments had been laid on by the railway.

At 12:30pm, we returned to the platform to find that 66716 (kindly supplied by GBRf), had been moved into position at the eastern end of the station, underneath a very impressive signal gantry with no less than 4 somersault semaphore signals on it.

The ceremony was performed by John Smith (Managing Director, GBRf) and Nick Agnew (President, L&CI) on a sunny, yet slightly breezy afternoon, and prior to the unveiling, both men gave speeches: - Nick Agnew giving details on the history of the Institution, whilst John Smith spoke about the history of GBRf, a company that has grown from very humble beginnings to become one of the leading railfreight carriers in the country.

Fittingly, both men 'pulled the cord' to reveal the Institution's Centenary nameplate on the side of the locomotive. The wording reads "LOCOMOTIVE & CARRIAGE INSTITUTION CENTENARY 1911-2011".



Following the unveiling ceremony, Cris Rees, Nick Agnew & John Smith pose for the cameras.



On its first working after naming, 66716 runs round the train at Peterborough (NVR) prior to returning to Wansford.

Following the unveiling, John Smith presented the Institution with a model of 'our' engine, which had been very kindly donated by Bachmann Models, and which involved some frantic last minute work (in fact, right up until the early hours of that morning) to ensure that the livery and other such details were correct.

In return, both John Smith and Cris Rees (General Manager, NVR) were presented with books from the Institution as a token of our appreciation.

As part of the celebration, 66716 was used to haul one of the service trains on the railway, and members of the Institution travelled in a reserved coach at the front of the train from Wansford to Yarwell Jct, then through to Peterborough (NVR) and finally back to Wansford.

Members also took advantage of the rover tickets offered at reduced prices by the Nene Valley Railway, and travelled on the steam service, hauled by Class 4F, 44422. During the journey, our Chairman commented that he had actually worked on this exact loco whilst working a 'pick-up freight' from Washwood Heath to Bromsgrove back in January 1965.

For the record, sincere thanks need to go to Peter Lindop (Membership Secretary) for the vast amount of work he put in during the months leading up to the naming. This concluded with him being present whilst the nameplates were fitted to the locomotive on the afternoon prior to the naming day.



LMS Fowler Class 4F, number 44422, stands at Wansford station with a rake of TPO stock.

Meetings & Speakers

January

Our Centenary year opened in superb style. 41 members attended to listen to Sean Murray, Network Rail Senior Project Engineer (Track), expertly describe the various stages of the mammoth project to re-model Reading Station. The initial phase of the project has just been completed over the Christmas & New Year period during a 10day shutdown of the entire railway.

Reading station is one of the busiest in the entire country. Some 2200 trains run daily on the Western Region, with 528 (roughly a quarter of the daily total) using the current station layout, which includes just four through platforms! 214 of the daily services are First Great Western 'High Speed' services.

The problem - Not enough through lines and platforms, which ultimately causes delays and backlogs either side of the station. Many trains reverse at the station as part of their journey, particularly Cross-Country services to/from Southampton and Bournemouth. For each of these, there are the associated conflicting movements when entering and leaving the station. Heavy freight trains cross the entire formation of tracks at both Reading Westbury Line Jct and Reading West Jct, which generally stop all other movements for the duration.

The solution - 4 new through lines. 6 new platforms. A new Northern entrance to the station. Re-opening of the Southern tunnel (The former 1940's connection to the Huntley & Palmers factory). A new depot for FGW local trains on the north side of the Relief Lines. A 1.8km elevated mainline. A new Eastern chord for trains arriving from Oxford Road Jct. A new 100metre long footbridge and platform entrances.

The cost - £850 Million.

The timescales - December 2010, Relocation of signalling to the brand new Thames Valley Signalling Centre at Didcot and the replacement of Caversham Road bridge. (This first stage was completed on time over the Christmas & New Year shutdown).

Dec 2011, Opening of a 3rd platform (12-car length) for SWT services. May 2013, new platforms and relief lines on the north side of the station. Improved capacity. Feb 2014, new depot opens. July 2015, 1.8km long grade separated mainline opens. April 2016, West Country grade separated route opens.

Major factors - Network Rail have taken occupation of the former Post Office land adjacent to the station until 2014 for use in storage and construction. Caversham Road Bridge (Replaced Dec 2010) measuring 18metres x 30metres. This was constructed adjacent to the railway and 'wheeled' into position. Clearances as small as 25cm had to be worked with whilst manoeuvring the bridge into place. A short video of the process was shown, which even in freeze-frame images was hugely impressive. Vastern Road Bridge (being replaced in February 2011), allows for a third platform to be constructed for use by SWT services to/from London Waterloo.

The elevated Mainline is to become 7metres above present track levels as it heads westwards away from the station on the impressive new "flying alignment". The current (single file) Cow Lane Bridge is to be replaced as a double road underpass at the end of 2011. Much of the work connected with road bridge replacements has been done through good working practices with Reading Borough Council and other agencies. A decision has been made to use axle counters throughout the whole station area, with lessons having been learnt from previously schemes at Bournemouth, Port Talbot & the Severn Tunnel area.

As part of the overall project, future developments have had to be integrated into today's plans - Scope for IEP, Crossrail and Western Electrification. In regards to the latter, provision has already had to be made for electrification structure clearances.

Some of the limitations on the project are The Reading Festival, Olympic Games, Royal Ascot, and other major sporting events in the region! All of these need to be taken into consideration when disrupting the train services during future stages of the remodelling work.

To conclude the presentation, we were shown an 'artists impression' ariel DVD of the entire new station layout and surrounding tracks. Captured from the air, the vast amount of work to be undertaken across the 3mile work site was clear to see and will ultimately make Reading a much more efficient and user friendly station.

February

From the 'modern' topic last month, the clock was turned back for February, with Anthony Coulls, Senior Curator at the National Railway Museum, giving an informative presentation on their Railway Vehicle Collection.

The presentation begun with a brief overview of Anthony's' career history, and amongst the many places listed, he has worked through various positions at the Severn Valley Railway, Locomotion at Shildon and the NRM to get to where he is today. In addition to his current role, he is also a volunteer fireman on the Talylllyn Railway.

The National collection hosts some 300 vehicles, most of which are at York, with around 70 at Shildon, and a further 70 or so on loan to other railways and museums. The reasons for the spread are that it allows more of the collection to be on public display and also to allow more vehicles to stay undercover (thus being better maintained and less prone to damage or deteriorating further).

Taking the last point alone, the ATP-E spent long periods of time outside, and with it being 'experimental', it wasn't designed for longevity and so suffered as a result. Fortunately work is in hand to bring the train back to life, and a new exhibition feature is being planned to showcase the train with the public being able to walk through the gas-turbine power cars.

When Shildon opened, many said that it would only house the 'unloved' locomotives from the collection. This was never true, and today such items as the Sterling Single, 4468 'Mallard' and the replica 'Rocket' are on display there. With its Network Rail connection (from the Bishop Auckland Branch), Locomotion is perfectly set up for swapping exhibits between there and York.

Meetings and Speakers

(continued)

The presentation was backed up by dozens of photographs, depicting various locomotives - from the Replica Rocket to Flying Scotsman, and from a Class 52 'Western' to the Class 71 Electro-Diesel. The latter of which is about to through a major overhaul at Eastleigh Works to enable it to run under its own power again (albeit within the confines of the works).

The Museum is keen to stress that conservation is very much part of their remit, although the idea that they keep everything in running order (as regularly gets suggested to them) is totally impossible for both financial and time constraint reasons. Furthermore, some of the oldest exhibits in the national collection just wouldn't 'work' today.

Retaining heritage skills is a vital role too, and the NRM is all too aware that those people with specialised knowledge are now few and far between, and so passing this on to the next generation has to be done now before the knowledge and skills are lost forever.

Although the locomotives are the main attraction within the museum, they also house a sizeable collection of other railway items. Cranes, wagons, and other non-glamorous items make up an essential part of the museum. Of note is that during its peak, British Rail had a fleet of over 11,600 HAA wagons - and so retaining one for the collection was considered 'a must'.

An interesting fact is that no coaches were part of the collection prior to 1968!

The restoration of Flying Scotsman is well underway, with several photos of the process being shown. Hopefully it won't be too long before she steams again. Another recent project saw the return to steam of the replica Rocket. In the future, work will take place on 55002 "KOYLI" and the streamlined 'Duchess', to hopefully return them both to full working order.

Major restoration work is often contracted out, as the amount of manpower is limited at York. Ian Riley's at Bury, The Appleby Museum and Eastleigh Works have all undertaken major projects on their locomotives in recent times.

With the gradual decline in locomotives in the UK, the museum finds itself thinking about multiple units, and the need to preserve an example or two. However, with this comes a problem - space! The NRM already owns a 2 HAP 'EMU' (no. 4308), but imagine the dilemma of where to keep a 9 or 10 vehicle High Speed 125 set!

The museum is never far away from controversy. Issues such as the authenticity of certain paint liveries, the streamlining of 6229 "Duchess of Hamilton", and what locomotives actually to retain (and display) all surface their heads on a regular basis.

Like anything, there are contrasting times for the museum. A glorious sight is seeing one of their steam locomotives pulling a fully laden 12-coach charter train through fabulous countryside on a superb sunny day, whereas the recent sight of the bent con-rod from the 'Green Arrow' wasn't one of the better days! Both of these aspects are part of railway preservation and risks do have to be taken. Can anyone honestly say that they would like to see the whole collection "stuffed and mounted", and never turn a wheel again?

Several of the museums future plans were revealed - including mention of running an enthusiast style trip between York and Shildon with both steam and diesel traction.

One of the latest developments for the NRM was assisting with the set up of the Sierra Leone Railway Museum. A support group has been formed, and Andrew Scott (Director of the NRM) travelled to witness the opening ceremony.

As the presentation finished, members asked a variety of questions, of which Anthony drew on his experience to answer.

March

In March we welcomed "The Man in Seat 61" - or to be more specific, Mark Smith, owner of the website, The Man in Seat 61.

Turn the clock back a few years and his career was somewhat different: a Station Manager at Canon Street & London Bridge, a Customer Relations Manager for two different train companies and then working at the Department for Transport.

The website has a basic concept - to inform intending passengers how to get from A to B (or C, D, E....) the easy way; something that official railway websites fail to do!

Individual pages give the best possible travel options for the journey, including what to see, the services on-board, the type of accommodation offered and much more.

Pictures tell a thousand words, and often provide reassurance that nightmares do not lay ahead for the uninitiated traveller!

The most popular pages are about trains to Italy, The Netherlands, France and Spain. The least 'hit' are those for Andorra and Albania!

The London - Istanbul pages were demonstrated, although the train today takes a somewhat different route from the one portrayed in the classic film Murder on the Orient Express. Fine food and scenery is very much prevalent, with no sign of a curled up sandwich - 1970's British Rail style!

Originally just covering European destinations, the pages now cover much further afield, with travel to Thailand, Malaysia & Singapore and China being most popular. The 6th most popular section is for the Trans-Siberian route, which can be taken as part of a two-week rail journey from London to Singapore via Moscow and Beijing.

Meetings and Speakers

(continued)

The type of person using the website has changed since its introduction. No longer is it just rail enthusiasts or those with a fear of flying, today it attracts those wanting a better type of service than airlines offer, or those not wanting the additional hassles that busy airports provide. Another factor is linked to 'carbon footprints' and the need be more conscious of the environment. A typical journey from London to Paris via Eurostar produces 90% less CO2 per passenger than on an aeroplane.

The punctuality of low cost airlines (which often aren't low cost after the various surcharges are added to the ticket price) is far worse than the train in general, and they don't offer Wi-Fi and mobile phone usage etc,

'Seat 61' is currently attracting around 1million visitors per month, and at the height of the ash cloud disruption in April 2010, almost 1.4million 'hits' were recorded. 38% of visitors come from the UK, with 14% from the USA and 6% from Australia. The final top tip from Mark was "Never travel without a good book and a corkscrew".

April

42 Members were present for the April meeting, which was delivered by Brian Halford and Terry Mosley, two members of the Spa Valley Railway team. The evening started with a glance back at the closing days of British Rail Operation with historic images of the Tunbridge Wells station and shed at the time of closure. We were reminded that although the shed (75M) closed to steam in 1968 the building had survived remarkably intact and this was to form the main part of the Spa Valley site with agreement with Sainsbury's who had purchased the entire site for partial redevelopment as a supermarket. The station building has also survived, Sainsbury's construction targeting the former carriage sidings and platforms. The Spa Valley team were able to work with the demolition contractors and save material from the site including the magnificent signal gantry shown when still in position.

The railway opened as a preserved railway in 1990 using six track panels and a 0-4-0 Drewry locomotive. Fund raising had produced £800 to support the venture. The preservationists had originally taken a short lease on the old ticket office and waiting room at Groombridge station where some limited restoration was carried out prior to the building being acquired for other use. Although some of the site was sold for housing, agreement was reached where a new station would be constructed beyond the original platforms and the track was slewed to avoid the boundary of the housing area, taking the path of the old passing loop. Like Sainsburys, the railway reached an agreement where the developer built the new platform and again useful salvage was obtained as the changes at Groombridge took place. Although overgrown track remained through to Eridge, in 1991 a small number of items of rolling stock were moved to Eridge and the railway occupied some of the disused buildings. In 1992 an engine made the trip from Eridge to Tunbridge Wells and photographs showed what a feat this must have been. Surprisingly an original whistle board emerged from the undergrowth and it was discovered that some of the rail was a wartime import from the US where 39 feet lengths fitted perfectly into the 40 feet hold of ships!

The continuing vegetation clearance produced another surprise in the form of the foundations of the original High Rocks Halt. The Local Authority refused permission to reinstate the halt but again the railway benefited from a sympathetic party in the form of the owner of a nearby inn who recognising the trade potential, and offered to pay for a new halt serving the inn and located just a few hundred yards from the original. More rolling stock followed in the early 1990s and the acquisition of four Mk1 coaches after rapid fund raising accompanied work by Sainsburys on the renovation of the shed at Tunbridge Wells. In January 1996 the Spa Valley received another benefit in the form of the relocation of the entire North Downs Steam Railway from a windswept hillside near the Dartford tunnel following the loss of that site. This included two ex-Metropolitan Railway T stock cars one of which has been restored for passenger carrying use with work continuing on the other. A number of links with the Underground exist and a very impressive slide showed an ex LU tube gauge rail crane lifting track panels in the Groombridge area. The line between Tunbridge Wells and Groombridge opened in August 1997 using a Hawthorn 0-6-0 tank loco subsequently withdrawn on expiry of the boiler certificate. One of the more interesting vehicles was an ex Tunbridge Wells road sweeper lorry acquired for £50 and adapted for rail use, a purpose it served for nearly seven years.

Bringing the story up to date we saw steam return in the form of pannier tank 7715, better known to some of us as LU L99. Work to restore the link to Eridge started in earnest in 2007/8 and again luck was with the Spa Valley when Network Rail restored much of Eridge station at their own cost. Although NR retain the freehold trains have now returned to Eridge where the second of our two speakers, Terry Mosley, is now the Station Master. Not content with one job, we heard how Terry had initially trained as a ticket inspector, subsequently becoming the person in charge of the Inspectors, the SM at Groombridge, Santa at Christmas and on more than one occasion the Fat Controller during Thomas the Tank Engine weekends! Terry had also introduced 'Forces weekends' which had proved very popular and all this had been accomplished prior to his retirement from full time employment, which had taken place only a matter of weeks before the lecture.

May

The final speaker for the first half of 2011 was one of our own members. Michael Foster addressed the audience in May and gave a superb lecture on 'The Royal Train'. As a former Inspector with the British Transport Police, many of the stories were taken from first-hand experiences.

Meetings and Speakers

(continued)

September

The second half of the Centenary year (although actually the first month of the new educational year) started, as per usual, with the Presidential Address. Nick Agnew gave an informative, yet humorous account of all the relevant matters, giving particular emphasis to the celebration of our 100years.

October

By way of a change, the October meeting was a film show evening. There was a good attendance to see some black and white films brought along by Dave Baker, assisted by Mick Willis, from the SVR, South Eastern Branch.

The first film shown was "General Repair", and loosely followed LMS number 5605 "Cyprus" in about 1938. An examination was made at a depot, with the Shopping Proposal report sent to Euston. Normally the condition of the boiler was the deciding factor. On average this is around 120-130,000 miles. The engine was sent to Crewe Works. Here the loco goes through 6 stages; - 1 stripping stage, 5 refitting stages. All are timed, the loco must move onto the next stage at the appointed time! A board showed "Next move Tuesday 5.20". The works employed 6,000 men, in 19 shops. Various items were seen being removed or refitted, in a way that today's health and safety staff would go crazy over!! Con rods manhandled, large hammers knocking things-right by or at men's heads, someone lighting a cigarette from a red-hot rivet, and many other things!! A chimney flying through the air, men climbing all over engines, without a safety harness in sight! The engine was stripped down to bare frames, and then rebuilt with new/overhauled components. After the 7-day overhaul, it then went through the paint shop (5 days), with new transfers, to emerge ready for many more years' service!

"Engine on the shed" showed many views of the maintenance of a main line locomotive (mainly LMS no. 6170 British Legion) at an engine shed. It arrived via the turntable to be filled with coal and water. Then via the ash pit to the shed. The driver and fireman handed in their tools to the stores, and gave a report to the office. An examination is carried then out. The steam riser lights the fire, and the engine is cleaned. Oil and sand boxes are filled. The engine backs onto a carriage, is coupled up, ready for another train service.

"Power to order", was a 10-minute LMS film made around 1941. Following shots of trains in various locations, it concentrated on the building of a locomotive. Connecting rods, shafts and other items were made, forged from white-hot steel ingots into shape. Frames were made, and the boiler, firebox, wheels, cab fitted. Then the whole lot is lowered onto the driving wheels and bogie. A workman strikes a match, lights a cigarette, and then uses the match to light the fire! Pressure rises on the gauge, and the engine steams out of the shed. For export, it was a Stanier type loco, numbered 56.

A 1956 film "Rhythm of the Rails" was funded by the British Iron and Steel Federation. It started off with various views of the Royal Scot, which has left Euston daily for Scotland for over 100 years. Various other shots included 9F number 92013 wired up in the test house at Rugby. Then it was back to Euston; ticketing, signals cleared following the platform plunger pressed, all in relation to the Royal Scot in platform 13.

To finish, we were shown "Coronation Scot", the LMS 1937 made film to celebration and report on the new express locomotive and service between Euston and Glasgow. It started on 5th July, to mark the coronation on 12th May 1937 of King George VI and Queen Elizabeth. The special press run was on 29th June between Euston and Crewe, using number 6220 Princes Elizabeth. It took 80 minutes, with a maximum speed of 114 mph obtained, and an average of 83 mph on the return! Views shot from a following aircraft have often been shown on television. The driver, Tom Clarke, received an MBE for this remarkable run. The streamlined engine and coaches were painted in blue, with three silver lines along the length.

A fascinating evening, showing scenes that were common place for decades. Today with our health and safety culture, many would be unrepeatable! But at least we have the film to record how things were in "the good old days"!

Thanks go to Dave and Mick for a great evening – old films still being shown on original projectors.

November

For this month we welcomed Sarah Kendall, Business Improvement Director for Arriva (Mainland) Europe. 34 members attended the presentation entitled, "Rail Liberalisation in Europe". This was given from a personnel viewpoint, yet contained a large amount of factual and informative data from the various countries around Europe.

December

In the final presentation of 2011, we welcomed Paul Lewin, General Manager of the Ffestiniog & Welsh Highland Railway. Following a hugely successful campaign to re-open the long-closed line, two unique narrow gauge railways now exist with a fascinating past and an even more exciting future. In 2011, the final section of the link between Caernarfon and Porthmadog was opened, thus enabling passengers to be able to travel continuously for some 40-miles on narrow-gauge steam trains. The fascinating presentation covered virtually every aspect of the challenges that faced the people involved.

2011 Presentation Attendance Figures:

January – 41, February – 33, March – 43, April – 38, May – 36,
September – 24, October – 28, November – 34, December – 33.

Scottish Railway Weekend

Review: Colin Brazier
Photos: Brian (Percy) Drummond
Date: Friday 29th April – Monday 2nd 2011

Eight members went to Inverness for a railway-oriented visit over the early May bank holiday weekend.

We started our visit by leaving Kings Cross on the Highland Chieftain, 1S15 12:00 to Inverness. One member met us in Scotland and a second travelled on the Night Caledonian sleepers, 1S25 Euston - Inverness (see below).

Friday

The first visit was to take 1A48 09:03 Inverness to Kyle of Lochalsh along the very scenic line as far as Plockton for a lunch stop in the village used to film scenes for the TV series Hamish Macbeth.

In my opinion this line's scenery is better than the West Highland line, although perhaps not so well known.

Unfortunately the "beds" were 90 minutes late arriving because of a domestic power failure at Preston, so the member on them had to catch up the party by leaving Inverness on the later train at 13:34 (2H82). This actually gave chance to book into the B&B first and have a look round Inverness, so the time was not wasted.

Once all the party was together a trip was made on 2H82 to the end of the line at Kyle of Lochalsh - now bereft of its ferry to Kyleakin as the bridge to Skye has opened. However, there is a small shop and museum run by the 'friends of the line'.

An added unexpected attraction was the arrival of the paddle steamer P.S. Waverley on a brief stopover on her way to Oban.

The long but enjoyable trip back to Inverness was then made on 2H86 17:15 Kyle of Lochalsh to Elgin service, which is incidentally the only train of the day booked to use the Rose Street curve to go round Inverness then reverse back in to the Aberdeen bound platforms.



Left- The PS Waverley arrives at Kyle of Lochalsh, with the 'Skye' bridge in the background.

Right- Number 828 arrives at Aviemore (Strathspey) with a service from Broomhill.



Saturday

On the Saturday we visited the Strathspey Steam Railway, which has been reopened as far as Broomhill and will be re-extended in due course over the river Spey to Grantown-on-Spey.

Caledonian Railway McIntosh Class 812, number 828, (St. Rollox works 1899) was the locomotive in steam that day. She is preserved in the Caledonian Railway's lovely blue livery.

After a ride on the line, (and a shed & workshop visit) we went back to the main station for a visit by Stagecoach bus 34 to a completely different railway - the new funicular railway which runs up the Cairngorm Mountain, some 10 miles from Aviemore.

The railway is 1.8km long and runs to the Ptarmigan lookout and café just below the summit of Scotland's sixth highest Mountain.

There are two cars (numbered 1 and 2 strangely enough) built in Switzerland by Gangloff, and we managed to travel in them both. The railway is single track with a passing loop half way up. The journey takes around eight minutes.

There are spectacular views across the Cairngorm range from the top, although bizarrely this is also the UK's highest underground station. It was then time to head back to Inverness for dinner.

Sunday

Today we headed to Keith Junction (nowadays just called Keith) on 1A48 09:55 Inverness to Aberdeen.

From there we walked up the hill to Keith Town station, a pleasant stroll of about a mile and half. There used to be a through connection here, but although there is still some track in the car park and the remains of the goods shed, the track beyond there has been lifted. Keith Town station has been completely rebuilt as a copy of the original one that was demolished.

There is a shop and an interesting station building, which is entered from the top storey!!

There was a Class 108 DMU in traffic (53628 & 56223) for the very scenic ride to Dufftown, which has several distilleries, although the complete lack of intermediate habitation does give a clue why the original passenger service was withdrawn. There are no steam locos on the line, but there are however, a couple of industrial diesel shunters and some other DMUs on the line. This also includes the Class 140 prototype sprinter, although this is not in traffic at present.

From the station, we walked to the pleasant town of Dufftown where there was a whisky festival going on for those who wished to participate. Returning back via the same train, and after watching a pipe band at Keith Town, we walked back to the main station in plenty of time line to catch 1H35 18:24 Aberdeen – Inverness.

Monday

The last morning we were up early to catch 1E12 07:55 to Kings Cross, which arrived one minute late after an uneventful 581-mile journey and the end of a fascinating weekend. Thanks to Alan Hughes (Assistant Secretary) for organising this trip.

Sarah Siddons Special Train

Review: Stuart Smith
Photo: Stuart Chapman
Date: Monday 12th September 2011

Following on from the successful event at the Nene Valley Railway where we named GBRf locomotive 66716 as part of our Centenary celebrations, this event was organised with grateful help and assistance of our friends at London Underground. Special mention must go to David Brabham and Andy Barr for the considerable amount of time and effort that they both contributed.

On Monday 12th September, a total of 186 members and guests travelled aboard our Centenary charter train on London Underground's Metropolitan Line. The special train was formed of Metropolitan Railways No.12 "Sarah Siddons", a 4TC set and ex-BR Class 20, 20227. The train made two return trips between Harrow-on-the-Hill and Amersham with members being able to alight and take photographs at each end of the journey during the brief reversals.

For those unaware, particular mention must be made regarding the use of the whole train without any charge to the Institution. Your Council were only too aware of what costs could have been incurred, and we thought it only right to make a donation to a worthy cause - hence the on-train collection.

Through the generosity of our passengers on board, we were able to raise £1119.40 for The Railway Mission. On arrival at Amersham, our President, Nick Agnew, presented a cheque to Humphrey Gillott (Railway Chaplin, and L&CI member) in front of the immaculately turned out Sarah Siddons, which carried the Institutions new headboard during the journey.

In closing, the Institution would again like to thank all at London Underground for their assistance, (including the drivers & on-train stewards), and also to all of the members & guests that travelled aboard the special train with us.

It is hoped that in 2013, we will again be able to utilise this train for a similar type of excursion, although hopefully over a different part of the LUL network. Watch this space!



The photo depicts Sarah Siddons heading the special train through North Harrow on the outward run to Amersham. The new Centenary headboard can clearly be seen on the bottom right hand side of the loco.

Central Rivers Depot Visit

Review: Stuart Smith
Photo: Brian (Percy) Drummond
Date: Thursday 7th April 2011

A group of 12 members travelled to Burton-on-Trent station, then by bus to Barton-under-Needwood, in order to visit the Bombardier Transportation Depot. This ultra modern depot is the leading maintenance facility for voyager trains (Class 220 and 221 DMU's) operated by Arriva Cross Country and Virgin Trains. Opened in September 2001, the depot is equipped with some of the most state of the art technology in the industry, and enables staff to maintain and service around 20 trains per night.

We were privileged to see virtually the whole of the depot during our visit, from the various offices where all the pre-planning and 'decision making' takes place, to the actual heavy maintenance workshops where the repairs and modifications are carried out.

An impressive lifting facility (one that can hoist an entire train set) is also housed within the depot buildings, and we were fortunate to be present to witness this in action.

Despite servicing diesel trains, the buildings are kept meticulously clean, significantly more so than other depots the Institution has visited in the past.

Following our internal tour, we moved outside to view the stabling and fuelling areas. As an added bonus, we were offered the chance to view more of the external operations by taking a few short train rides in the depot 'pet' – 221144. This is now a 2-car set, so formed because the centre cars have been inserted in other voyager sets to strengthen them from 4 to 5-car trains.



L&CI members pose with 221144 having viewed the depot. Our host, Ops Controller, Ian Nightingale (3rd from left) is also pictured.

Regrettably, space prevents the full review of this trip being published here. However, the complete version, written by Tom Chaffin, will appear on the Institution website in the next few weeks.

Derby Works Visit

Review: Stuart Smith
Date: Wednesday 29th June 2011

On Wednesday 29th June, our group met at Derby station for the short walk to the Bombardier Works in nearby Litchurch Lane.

Prior to leaving the station, 4 ex-DRS Class 20 locomotives (now operated by GBRf) were seen departing for the Old Dalby Test Track to collect an S-Stock unit and transfer it to Amersham on the Metropolitan Line. This was a very appropriate train to witness, as the stock it would be delivering had only recently been built at the Litchurch Lane Works.

During the short walk to the works, we noticed two interesting vehicles. One was the ex-San Francisco tram 'plinthed' in an office car park adjacent to the main Birmingham - Derby mainline, and the other was the Networker 'classic' vehicle (number 76112) which is still in existence, despite being many years since it's construction as a prototype.

On arrival at the works we signed in, although we had a short delay (caused by the earlier visit of Margaret Beckett and other local MP's and dignitaries etc,) before being met by Kathryn Lancaster, who is the Internal Communications Manager for Bombardier Transportation.

During the actual visit we were shown the various stages of construction that 'modern' units go through.

At the time of our visit (June 2011), the works were manufacturing several different types of trains- Class 379 EMU's for Stansted Express – Class 378 EMU's for London Overground – Class 172 DMU's for London Midland & Chiltern Trains – 'S' Stock for the Metropolitan Line – '2009' Stock for the Victoria Line.

The frames are delivered to the works by road and indeed several were stabled just inside the security gates as we arrived. They start by going for painting in the dedicated paint-shops prior to being transferred into the assembly buildings.

Once inside the assembly building, we saw the entire construction process in action- that starts with the roof sections. This is done upside down (the roof, not the workers!), to enable the 'many miles' of wiring to be installed. Following this, the air-conditioning units and lighting are installed.

The next stage of the process involves flipping over the roof panels and mounting them on to the side frames. After this, the installation of windows takes place, plus internal panelling, lino flooring (or carpets depending on the type of vehicle).

The process continues with the fitting of doors, which along with the windows, are leak tested using a high pressure test facility. Should any faults or leaks be detected, rectification is much easier at this stage of the process!
The 'doormen' are a highly skilled group of workers, and are apparently very sought after by other teams within the works.

Following this, the remaining internal fixtures are completed.

The wheel-sets come direct from Siegen in Germany, although previously they came from nearby Locotech Works. A sad fact of the modern railway!

The Class 172 DMU's are fitted with Cummins engines.

Each vehicle has a total construction time of 80hours (5 stages of 16hours), and the works are currently manufacturing around 25 cars per week.

There are three traversers located around the works which enable vehicles to be moved between the various buildings, one of these dates from 1935 and was painted by Terrence Cuneo.

On the eastern side of the complex is a 1.4km test track, which allows speeds of up to 40mph to be achieved. The track is equipped with 25kv overhead, and 3rd/4th rail to allow all vehicle types to be tested.
During our visit, one of the new S-Stock trains for London Underground was undergoing testing.

For shunting 'new' trains around the yard, three Class 08 diesel shunters are based on site. Two are in a light blue livery and carry internal numbers (003 & 004), whilst the third has been repainted into BR Green, and carries the number D3849.
In the week or so prior to our visit, the government announced that Derby Works had failed to win the contract for new the Thameslink trains. However, the staff are still confident of winning the deal to build trains for Crossrail, and thereby securing the long-term future of the works.

Our visit concluded with a group photograph in front of some of the stock that has recently being constructed, and which will soon leave the works and be put into everyday use.

A Working Week for 66716

Shortly after it's naming ceremony, several of the Institution members actively followed the progress of 'our locomotive' as it travelled around the country earning its keep. This report gives an account of its travels during a week in July.

Review: Martin Townsend
Photo: Ray Townsend
Date: Monday 18th – Friday 22nd July 2011

Monday 18th July

Worked 4E19, British Gypsum, Mountfield to Doncaster Decoy Yard.
Departed Mountfield at 11.30am, Arrived Peterborough at 4.30pm.
Swapped at Peterborough for another GBRf 66 to complete the working to Doncaster Decoy Yard.



66716 working 4E19, Mountfield to Doncaster Decoy Yard, passes New Kew Junction on Monday 18th July 2011.

Tuesday 19th July

Given a maintenance exam at Peterborough GBRf Depot.

Wednesday 20th July

Departed Peterborough GBRf Depot at 11.22am on a light engine movement to Whitemoor Yard (headcode 0E60).
Departed Peterborough Depot at 11.22am, Arrived Whitemoor Yard at 11.53am.

Left Whitemoor Yard at 6.33pm on a ballast working (headcode 6M28) to Carlisle Yard.
Arrived Carlisle Yard at 2.12am on 21st July.

Thursday 21st July

Departed Carlisle Yard at 4.42am (headcode 6L28) on a returning ballast working to Whitemoor Yard.
Arrived Whitemoor Yard at 2.25pm.

Friday 22nd July

Stabled at Whitemoor Yard.

SULLIVANS DINER

**Run by friendly ex-railway staff. A great place to eat & drink after a fantastic train journey.
Find us directly opposite platform 4 at Penzance station – Open 6 days a week.**

Victoria Tunnel Visit

Review: Brian Ashfield
Date: Friday 14th October 2011

Members travelled to Newcastle Central station, thence by Tyne & Wear Metro to Byker station for a short walk to THE OUSEBURN TRUST'S headquarters. We were welcomed and given a brief history of the Victoria Tunnel: -

The Victoria Tunnel runs beneath the city from the Town Moor down to the River Tyne. It was built in 1842 to transport coal from Leazes Main Colliery to riverside staithes (jetties) ready for loading onto ships. In 1939, it was converted into an air-raid shelter to protect hundreds of Newcastle citizens during World War II. A programme of repairs in 2007/8 was funded by the Heritage Lottery Fund and the Tyne & Wear Partnership - part of the tunnel is now open to the public.

After the introductory talk we walked to the tunnel entrance passing by en route numerous industrial archaeological remains, including a brick works. We were issued with hard hats and entered the tunnel for the walk. We had the benefit of electric lighting in the tunnel (at one point the lights were switched off and a CD was played simulating the sound of the wagons approaching at speed). We were told that during its operating life one unfortunate individual had been trapped in the tunnel and was run over and killed by the wagons. We observed the remains of some of the fittings used during WW2 to attach bunk beds to the walls when local people used the tunnel as an air raid shelter.

We traversed the tunnel to the end and back (1532 yards) during our 2-hour tour. We enjoyed our tour of the Victoria Tunnel and thanks go to Stuart Smith for arranging the tour. Perhaps as this is the only occasion that the Institution has done this type of successful visit, members may wish to consider a visit to the Williamson Tunnels in Liverpool.

A HISTORY OF THE LOCOMOTIVE & CARRIAGE INSTITUTION (1911 – 2011)

Founded in 1911, and known then as the Institution of Locomotive Inspectors & Foreman, the inaugural meeting took place at the Kings Cross Station Institute.

Most, if not all, of the records dating from the 1930's and 40's have been lost over time, and so consequently, very little about the early years of the Institution are actually known in any detail.

Some facts are traceable however. In 1931 the title was changed to The Locomotive & Carriage Institution. Some of the early Presidents were Sir Henry Fowler, Sir Nigel Gresley, R.E.L Maunsell Esq., and W.A Agnew Esq. All of these were prior to 1934.

Adding a slight piece of confusion to the history is a reference on a 1935 visit document, which is titled "Locomotive, Carriage and Wagon Institution of Great Britain".

Several overseas visits took place during the early years of the Institution, with extremely high attendance figures for most of them.

The first International trip on record took place in May 1933, as an educational visit to the Belgian National State Railways. In May 1935, a staggering 100 people journeyed to Switzerland. The following year, 1936, 79 members participated in the 8-day educational tour to Sweden. Certainly the Institution was at its peak during this era.

1936 marked the Silver Jubilee of the Institution, and a Gala Dinner took place on the 19th December at the Baltic Restaurant. The invoice shows 241 members and guests attended the meal, with each person paying 5s 3d. During that year, several day excursions were advertised; Eastleigh Works, The Royal Mint, Viewing the Queen Mary at Southampton and to Woolwich Arsenal.

For the 1938 International visit, 44 members travelled together for a week-long tour of Ireland and Scotland.

In 1939 a visit to Southampton Docks and the Post Office Tube Railway formed part of the syllabus. Several other 'non-railway' trips were also included.

Annual Reports exist from 1936 and 1940 to reveal a few more snippets of information, and then, with the onset of war, details of the history become very sketchy again.

The above is an excerpt taken from the opening page of the history book compiled in 2011 to celebrate our Centenary. Copies of the full version are available from myself at a cost of just £1.00 per book. (P&P included).