



The Locomotive & Carriage Institution

ANNUAL REPORT 2010

Welcome to the first Annual Report of the new Millennium. This I hope will become a regular feature again for the Institution, and one that has clearly been missed by many members. I am uncertain of when the last edition was actually published, but clearly it was many years ago.

The format and content in this issue is a trial, and subject to favourable comments (or others) I will attempt to produce a publication to your liking. After all, it is YOUR Institution.

In previous years the Annual Report was produced in December. However, as our educational year runs from September to May, I aim in future to compile it after the AGM in May in order to provide a complete round up.

For those that attended our AGM at Seaton, you will be aware that the position of Assistant Secretary was left vacant. However, I can now confirm that Alan Hughes has agreed to take on the role, and was co-opted on to the Council at the June Council Meeting.

*Institution Secretary:- Stuart Smith.
20 Clonmel Close, Caversham, Berkshire, RG4 5BF
E-Mail:- smithstuart@btinternet.com Tel:- 0118 947 1838*

From The Chairman

The 2009/10 season has been another complete success; the Institution goes from "Strength to Strength", with great presentations (all with good attendances), and a good variety of trips and visits too.

Several years ago, when I first took over as General Secretary, a member commented that he did not see a future for the Institution - well with the membership increasing and now at 317, I feel the future is bright. So as we enter the period leading up to our Centenary, there are very positive signs on all fronts. The Council has some great plans for 2011, including a Charter Train in Switzerland at the end of April, commemorative badges and other items, plus several events here in the UK that are still being finalised.

Here I would invite all members to go out and recruit one NEW member. Lets have a really hard push to increase membership and prove that member wrong on the future of the Institution.

It is a pleasure to be your Chairman and I assure you of my continued commitment to the Locomotive and Carriage Institution.

Members Summer Day Out

Wednesday 4th August 2010 – at The East Lancs Railway

Return steam hauled train journey from Bury (Bolton Street) to Rawtenstall.

Travel to Manchester Piccadilly, then take the 'Metrolink' Tram direct to Bury.

Enjoy great company and superb scenery, with hopefully, glorious summer weather too.

Please see the June issue of our Newsletter for full details and booking arrangements.

Trips and Visits

During the past year your Institution has offered many different visits, some of which are as follows – The National Railway Museum, Bombardier Derby Works, The Crich Tramway/National Tramway Museum, Lynton & Barnstaple Railway, Manchester Science Museum, The Ashford Railway Library, Carnforth Station Visitor Centre, two trips to West Somerset Mineral Line and the Peak Rail Walks. Also offered was an evening cruise aboard The Waverley Paddle Steamer from the Millennium Pier to the QE2 Bridge.

Additionally, the Charters Helvetica tours to Switzerland in September & April (organised by our Chairman) were again well supported by members.

Whilst space prohibits including write-ups on all the trips we featured during the past 12 months, those that attracted the most interest are found included within this report. In addition, some photos have also been included where available.

A special 'short notice' trip was organised on 10th April to the Bombardier Works in Derby for our Vice-President Willi Frauenfelder during his visit to the UK. Fortunately, we were able to secure a few extra places for the trip, and a 'names in the hat' draw took place at the April Meeting to decide the lucky participants.

The trip gave members the opportunity to see various different units being constructed at the same time. These included, S Stock for London Underground, Class 377/5 units for First Capital Connect and Class 378's for London Overground.

Two trips were run to the West Somerset Mineral Railway (16th May and 17th October). Starting from Williton station, the trips visited the remains of the Mineral Line that once used to transport Iron Ore from the Brendon Hills down to Watchet Harbour. The ore was then shipped across the Bristol Channel to the furnaces in South Wales. Many of the remaining buildings and structures of the line are located on private land, and these tours are the only ways to view them legally! A full report of the trip can be found within this report.

On a pleasantly warm Tuesday 25th August, members and guests travelled on the 08.55 St. Pancras to Derby service, changing there onto the 10.50 to Matlock – and arriving at 11.26. However, either the bus time (12.02) had changed or it was running late, as we did not leave Matlock until 12.35. Most members used their free bus passes for the pleasant 34-minute journey to Crich, which made up for the late departure.

On arrival at Crich (as a group a suitably reduced entry charge was negotiated) each member was handed an old (pre-decimal) one penny coin which we were informed must be handed to the conductor on our first tram ride in exchange for a ticket which entitled the holder to free travel on the trams.

The tram fleet numbers some 50 trams (excluding works trams) dating back to 1873 – "Oporto 9" from Portugal, which in its long life has been hauled by mules, steam and electric. There were sufficient trams in service on the day to provide a frequent service for the public. The tram rides provided spectacular views over the Derwent Valley especially on entering open countryside at the Glory Mine halt.

The workshop gallery provided a safe means of viewing the restoration work of the vintage trams.

For a refreshment break, The Red Lion public house, which was rescued from demolition in Stoke-on-Trent and re-erected at Crich Tramway Village, provided meals and excellent locally brewed Real Ale. Members enjoyed all the facilities and attractions at the Village and made their departures at various times and by different routes – some walking down the hill to Whatstandwell station and some by bus to Matlock. Thence by train to Derby to connect with trains to their destinations.

The Peak Rail Walks were organised in conjunction with the Branch Line Society and took place on 12th April and 19th September. Taking in parts of the old Midland Railway route through the stunning Peak District National Park the two trips quickly filled up. An added bonus was the chance to walk through the 'locked' tunnels that once formed part of this important route.

These walks are being repeated again in 2010 due to unprecedented demand for places.

Details of the Charters Helvetica tours on 12th and 13th September 2009, which were supported by 35 of our members, can be found on the following links –

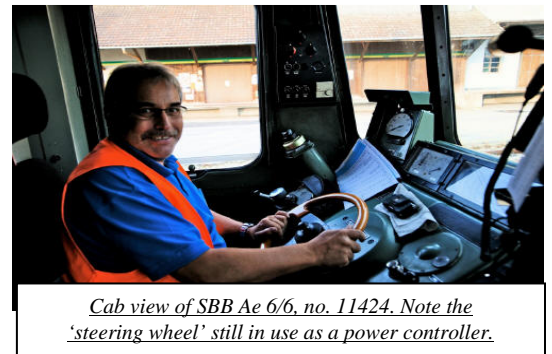
<http://www.sixbellsjunction.co.uk/00s/090912ch.htm>

and <http://www.sixbellsjunction.co.uk/00s/090913ch.htm>

The second Charters Helvetica trip of the 'educational year' was from the 23rd – 25th April 2010 and was again well supported by our members. This trip included a visit to the sprawling docks complex at Basel, the Gotthard Base Tunnel Works and several other freight only and secondary routes. Of other interest was the use of a private loco along the recently re-opened line to Ramsen and through to the Swiss/German border, plus travelling over the dual-gauge routes around Luzern. Over the three days, 16 different locomotives hauled the trains. A full review of the three days is available via the following links –

<http://www.sixbellsjunction.co.uk/00s/100423ch.htm>

<http://www.sixbellsjunction.co.uk/00s/100424ch.htm> and <http://www.sixbellsjunction.co.uk/00s/100425ch.htm>



Cab view of SBB Ae 6/6, no. 11424. Note the 'steering wheel' still in use as a power controller.

Photo (by Percy Drummond) - Cab rides are readily available throughout the Swiss tours, and provide an excellent insight in to the role of a driver – not to mention superb 'drivers eye views'. This picture depicts our regular driver, who actually volunteers to work the special trains.

The most supported visit in the UK was to the Lynton & Barnstaple Railway on 8th October 2009. The trip started from Tiverton Parkway station and took in the remains and history of the line. A round trip on the newly restored 1 mile route was also included, as was a ride down the Lynton Cliff Railway. A full review on this trip (including photos) is included elsewhere within the report.

Several walking trips (led by Ivor Berry) took place in the latter part of the season, with Clee Hill, Tavistock Junction and Tollesbury Pier amongst the locations visited. The walks are varied in many aspects, but nothing too strenuous is involved, and all have railway content – mostly old remains or such like. Usually a stop for lunch at a local hostelry is included in the day's activities.

If you have any ideas for future walks to 'former' railway locations, then please contact either myself or Ivor Berry with the details.

Looking ahead to April 2011, the Institution, which has long ties to Switzerland, will be running a special commemorative train in conjunction with Charters Helvetica to celebrate our Centenary. The train will depart from Interlaken Ost and take the famous Lotschberg Pass Route down to Brig. The return journey will feature an Institution Luncheon including a presentation speech by our Vice-President Willi Frauenfelder. It is expected that the tour will conclude with a depot visit at Spiez, the main depot of the BLS. Further details to follow!

Lynton and Barnstaple Railway Visit

Text: Peter Lindop

Photos: Brian (Percy) Drummond

On Thursday 8th October 2009, Twenty-two members and guests met at Tiverton Parkway Station, on what turned out to be a very warm and sunny day, almost entirely cloudless! Here Martyn Babb, of The Blue Motors Co., with his 1985 Mercedes 23-seater mini-bus, greeted us. The rare Plaxton Mini Supreme body has good panoramic windows, but not necessarily a lot of legroom to stretch out! Our first destination was Barnstaple, just under an hour away via the A361. The road has been improved in places, using part of the former GWR line.

The 19 mile Lynton and Barnstaple Railway was finally opened on 11th May 1898, with a gauge of 600mm, 1ft 11½ in. The engineering of the line, and the construction cost was far above what Parliament was told in the Bill! It struggled to make money, and although the Southern Railway made improvements after they took over in 1923, it closed as long ago as the 29th September 1935. Within a year, the line had been lifted, most of the stock and fixtures sold off.

We started our coverage of the line at Barnstaple Town Station, at mid-day. It is still intact, and is now used as a school.

The adjoining signal box was used by the L&B Society at one time as an exhibition gallery, but has now incorporated into the school. The former route could be seen as we went through the town, but putting the track back now is surely impossible, with buildings now on most of the track bed, and level crossings required across busy main roads. The main workshops/offices were at Pilton Yard; the wooden engine/carriage sheds were burnt down in 1992.

At the first station, Snapper, two coaches were surprisingly left to rot following closure, rather than being sold off at the Auction. One was later acquired by the Ffestinoig Railway, rebuilt, and is still in service; vandals eventually burnt the other out. A few years ago some society members armed with metal detectors had a hunt around the vegetation, and were able to retrieve hinges, handles and fittings! Maybe one day the coach could be rebuilt?

As we headed out along the country lanes, Martyn gave us a good running commentary, pointing out the former line and various features. At Chelfham, the huge 8 arch curved viaduct (70 ft high, 132 yards long) dominates the area, with its white brickwork shining in the sun. About 10 years the owners, the British Rail Property Board, carried out a major repair. The L&B Society gave around £20,000 to get the parapets replaced (easier when the scaffolding is already there!). In return the viaduct will be sold to the Society for £1 when the time comes to relay the track. The Society has set up a separate company to look after the former track bed and buildings. As land comes up for sale, or the owners grant it to them, it is bought. By renting it back out, such as for farmland, or holiday accommodation, then an income can be generated until the time comes to restore the tracks. The buildings and land around Chelfham Station being a good example of this.

We then made our way through Bratton Fleming (passing a small industrial estate, where one unit was used for several years for restoring rolling stock), to Blackmoor Gate station for lunch. The old station buildings have been extended, and converted into a pub and restaurant. As we had made our choice earlier in the day, and the order phoned through, we didn't have long to wait. Especially helpful on a busy schedule like we had! When reopened, the tracks will have to take a slightly different line, in front of the old station, and away from the awkward road junctions. Suitably feed and watered, we retraced our steps to Bratton Fleming. The station is about half a mile lower than the village, down a steep hill, not good for loaded returning shoppers! A railway bus service was started in 1928, with half the area for seats, the other half for goods, like milk churns. But it unfortunately soon had to be stopped, the GWR buying the vehicles.

Leaving Bratton Fleming, we continued on narrow winding country lanes until we joined the track bed. In the severe winter of 1948, several farms were cut off. So the Milk Marketing Board helped pay for the old track bed to be converted into a road, which involved lowering an embankment to provide a wider base. This level road was more suitable for road tankers (and more guaranteed) than the narrow, twisty, and hilly country lanes.

After a look around (some had a cup of tea!), we boarded the last departure of the day. 0-4-0 steam locomotive "Sid" and three coaches formed the 15.45. Most were able to get in the rear carriage, where one of the Society members gave us a short talk. Public train services started running again in May 2003. At present the line only goes for about one mile, to a temporary station at Killington Lane, where there is a platform, run round line, and some sidings. Alongside could be seen part of the cutting, and where the road bridge will have to be replaced. The next extension will be from here south, on the original line, to Blackmoor Gate, 3 miles away.



Left – 'Sid' backs on to our train at Woody Bay.

Right – A superb view across the Somerset countryside. (If you look hard enough, Wales can be seen in the distance).



Then it was back on the train for the return to Woody Bay Station, a fine two storey building. A carriage/engine shed, and other buildings have been built here. Another quick look around, and then it was back aboard the Mercedes, we continued towards Lynton. Martyn continued with his excellent commentary as we went, the former line keeping close to the roadways. At Lynton we stopped outside the former station and goods shed. Both buildings are now in residential use, but keep the same appearance as when the railway was open. This station is poorly situated, on the edge of the town, and higher up. We drove round the corner to the area of the proposed new station, nearer the town centre. Continuing, we came to the top station of the Cliff Railway. Most got out, a couple stayed on the bus for the steep road trip down to Lynmouth.

The Cliff Railway opened in 1890, and is a very green operation. A tank on the top car is filled with water, from reservoirs filled by the West Lyn River a mile away. Water is drained from a tank on the bottom car, which becomes lighter, and so gets hauled up the railway by the heavier, descending top car! The railway is 862 feet long, the top station 500 feet above the lower. The brakes incorporate a forerunner of the Deadmans Handle used to this day. Wonderful views were had on this sunny afternoon, looking along the coastline, with the tallest cliffs in Europe in the distance.

Then it was back on the bus again, time now getting on, about 17.00! Passing through Lynmouth, water levels and sights were pointed out relating to the tragic floods of 1952, when 34 people died, due to the huge volume of rainwater that came rushing through the town, two rivers and their tributaries combining to meet in Lynmouth. We took the winding A39 out of town, fortunately not meeting any lorries or coaches on the way. A fine wooded gorge, with the East Lyn River running through it.

Then it was out across Exmoor, starting with the B3223 to Simonsbath. The vast open area, at times an unfenced road, looked spectacular on this sunny afternoon, but on a cold bleak day/night, a different situation! We continued, speed picking up, where possible, with the aim of getting the 18.16 from Tiverton Parkway to Paddington. But there are not many dual carriageways in this part of the world! We slowed in/near Bampton, looking at where the old GWR station and line (to Barnstaple) had run. Time getting on, our only hope was the train running late, but as we neared Tiverton we annoyingly saw the First Great Western HST pulling away from the station – bother, missed it!

For much more information, the Lynton and Barnstaple Railway's website is www.lynton-rail.co.uk, several books and magazine articles have been written over the years. A good book I obtained on the day was a recently enlarged edition by the Surrey Support Group.

This is a line I've always wanted to see, and we certainly explored it well today! Thanks for a wonderful day out go to Martyn Babb (Blue Motors) for his enlightening commentary during the day, and his Mercedes/Plaxton mini bus, and Brian Ashfield (L&CI) for organising it. And the weather as well, hardly a cloud was seen all day.

Perfect!!

Meetings and Speakers

Our season of speakers started as usual in September with the Presidential Address being given by Nick Agnew. This included a wide variety of issues, including "The Institution - The Future", a personal insight into the issues that are currently on the horizon for us.

On the 6th October, we welcomed Geoff Hobbs from TfL, who spoke about the London Overground Network and the various changes taking place at the company. This included the new Class 378 EMU's which are currently being delivered, and the differing routes that have been inherited with the shake up of the franchise map in London and the South East.

An account of the lecture, written by Peter Lindop

Geoff started off the talk by going through the five routes that London Overground Railway Operations Limited (LOROL, known as Overground) are responsible for: - Richmond-Stratford (The North London Line), Euston-Watford Junction, Gospel Oak-Barking, Willesden Junction-Clapham Junction (The West London Line), and The East London Line (currently being extensively rebuilt/extended).

NATURE OF CONCESSION

TfL awarded this to LOROL, for 7 years, starting from 11th November 2007 (with a possible 2 year extension). LOROL is a joint venture between MTR (Hong Kong Metro) and D.B. Schenker. The concession aims to address eight objectives, all of which are measured. They include Improving the Passenger Experience (quality of stations, security, train performance and reliability), increase revenue, introducing new rolling stock, integrating The East London Line into the system, and a 2012 Olympics plan.

Some of these areas have already been met: - revenue growth up 18% in first year, stations improved (see below), 6 new trains in service to date (again, see below).

OVERGROUND IN NUMBERS

In this section, Geoff showed how the situation is improving (either slightly or in large percentages) from Silverlink days (pre Overground) to current. Charts and graphs from Network Rail, Passenger Focus, as well as LOROL were used. Mystery shoppers have been used to see/report what is going on. Ticket gates have been widely installed, reducing ticket less travel/fraud loss, and increasing security.

STATION IMPROVEMENTS

This is being carried out in four stages. Phase 1 was completed in November 2007 (work was started by TfL before the concession started), seeing ticket gates installed and other smaller works. Phase 2 was an initial round of cleaning and repairs, completed summer 2008. Phase 3 has recently started, station refurbishments. Headstone Lane is the first one. Phase 4 will be remodelling, which is currently planned to be several stations on the North London Line, and the Crystal Palace route (a joint TfL/Network Rail venture).

NEW TRAINS

Bombardier is building a fleet of 54 electric 3 or 4 car electric units at Derby, at a cost of £260M. For various reasons, delivery is behind schedule.

At present only 6 have entered service, following the Stakeholder Preview at Willesden Junction on 3rd June 2009. The Class 378's feature wide walk-through connections between vehicles, a first on Network Rail. More standing area allows more passengers to be carried per train, but with a loss of seating.

Eight new Class 172 2-car diesel units (also built by Bombardier) will be delivered during 2010, to replace trains on the Gospel Oak-Barking route.

PLANNED INFRASTRUCTURE

Network Rail are carrying out major works between Camden Road and Dalston, to improve train frequencies, line capacity and allow modern higher freight containers on the route. Stations will be rebuilt, the two/three track railway will become four (most of the way), with turnback sidings and freight loops installed. All this work does bring bad news though, a large amount of line closures during 2009/2010, but a new timetable from January 2011.

Major work is also being carried out on the Gospel Oak-Barking line.

More capacity is required at Clapham Junction – but how? Reinstating Platform 1 is the obvious answer, however the trackbed now houses a large amount of signalling equipment, which would be “awkward” to move! Or perhaps doing something in West Yard? This question still requires an answer!

A lot of this work is part of The Olympic Legacy, with funds from Network Rail, Department for Transport, TfL, and the Olympic Development Agency.

NETWORK EXPANSION

The East London Line is currently being rebuilt, from its days with London Transport. Extended north on the old Broad Street line to Dalston Junction, and Highbury and Islington. Routes south to Crystal Palace and West Croydon, with 10 stations transferred from Southern operation. The final extension to Clapham Junction has now received its funding. The first new electric train ran through from New Cross to Dalston on 5th October. Taking 10 hours, as numerous checks and tests were carried out. Service trains will be much quicker!

Imperial Wharf Station opened on 27th September 2009.

THIS WEEK'S NEWS

The first train was in New Cross Depot. 10 stations transferred from Southern (along the West Croydon route). Work started on Highbury and Islington Station. Design work on ELL Phase 2 to Clapham Junction started.

Geoff finished by showing some photographs of the new Dalston Junction Station, aerial views of the Shoreditch area, and New Cross Gate Depot.

For the 3rd November, Gordon Pettitt talked about his latest interest - The High Speed Railways of the World.

This proved a fascinating talk, which included a plethora of statistics and facts from numerous countries around the world.

One of the most amazing facts (to me anyway) is that the UK has more High Speed Rail 'kilometres' than the USA.... and who says that the Yanks are the best at everything?

In December, our speaker should have been Adrian Shooter, but due to other commitments, we welcomed instead Allan Dare, the Chiltern Railways Business Development Manager. Mr Dare more than proved a worthy 'stand-in' and delivered a speech about the future upgrades of the Chiltern Route. Also mentioned was the new route between Bicester and Oxford due for opening in late 2011.

Meetings and Speakers (continued)

Into the New Year, and John Tilly was our guest on 5th January.
Formally of the HMRI, he has recently set up his own organisation, Señalización Ltd.

On the 2nd February, Christian Wolmar gave a presentation entitled "The History of World Railways".

Later that month we held our AGM at The Seaton Tramway. On Tuesday 23rd February, 53 members made the journey down to Devon, on what turned out to be a very enjoyable and productive day. Included in the day was a run over the full length of their operating line - and even the section directly into the depot.

2010 marked the first year that our Annual General Meeting has been held outside of January, and the Council's decision on this seemed justified by the numbers who attended. The main reason for the change was tied into the bad weather generally around in early January (as witnessed by those attempting to get to The Middleton Railway in Leeds last year).

In fact, the corresponding date this year was just as bad as last year, with heavy snowfalls across most of the country.

For next year, we hope for a glorious sunny day, as we move our AGM to the month of May.

Back to the programme of speakers, and on the 2nd March we welcomed Mark Allatt, the Chairman of the A1 Loco Steam Trust – the owners of 60163 "Tornado". This turned out to be one of the most well attended speakers in recent years (if not all time).

Entitled 'The Tornado Story: from Dream to Steam', the illustrated talk covered the epic story of how a conversation in a pub turned into a generation long struggle to build a steam locomotive from scratch, by asking members of the public to donate 'the price of a pint'.

Tornado Raises a Storm in St. James's Park

The A1 Steam Locomotive Trust, a registered charity, built Peppercorn class A1 Pacific 60163 Tornado at its Darlington Locomotive Works to haul charter trains operating on Network Rail. Fitted with additional water capacity and the latest railway safety electronics, Tornado is fully equipped for today's main line railway. The class A1's were designed by Arthur H Peppercorn for the London & North Eastern Railway and 49 were built in 1948/49 by British Railways. However, following the dieselisation of the railways, all were scrapped by 1966. The project to build a new Peppercorn class A1 was launched in 1990 and after 18 years of planning, construction and fundraising, the £3 million locomotive was completed in August 2008. Following tests and trials, first on the Great Central Railway, Loughborough and thereafter on the Network Rail main line based out of the National Railway Museum, York, Tornado hauled her first main line passenger train on 31st January 2009. Tornado was named by TRH the Prince of Wales and the Duchess of Cornwall at York station on 19th February 2009. Funds to build Tornado have been raised through deeds of covenant, donations, commercial sponsorships, (principal sponsor, William Cook Cast Products Ltd) commercial loans, and a Bond issue. The Trust is still seeking to raise funds to repay the outstanding £600,000 borrowed to complete her construction.

Tornado starred in an episode of 'Top Gear', first shown in 2009 and watched by over seven million people, racing a 1949 vintage Jaguar XK120 car and Vincent Black Shadow motorcycle from London to Edinburgh, with presenter Jeremy Clarkson on the footplate. The new £3m Peppercorn class A1 pacific steam locomotive was built over almost 20 years by The A1 Steam Locomotive Trust, a registered charity, at its Darlington Locomotive Works. Frequently headlined in the press and on TV, No. 60163 Tornado was the subject of a BBC documentary 'Absolutely Chuffed, The Men Who Built a Steam Engine' broadcast Christmas Eve 2008 on BBC2 and now available from the Trust on DVD. The locomotive was officially named Tornado by HRH the Prince of Wales and the Duchess of Cornwall in February 2009 and has since entered service.

Mark Allatt, Chairman of The A1 Steam Locomotive Trust, commented: "Tornado has had a hectic first year of main line operations stretching right across the country. The talk will take the audience back to the National Railway Museum where the story of her construction started with the discovery of the surviving drawings of the Peppercorn class A1's right up to the present day. The locomotive is performing flawlessly and the Trust is working hard to pay off the remaining £600,000 of the loans taken out to complete the locomotive.

On April 6th we had an '11th hour' change of speaker. Due to political reasons our planned speaker from the Department for Transport had to withdraw his services at lunchtime on the day of the meeting. Fortunately we were able to call upon one of our members, Joel Kosminsky, who gave an excellent talk about the Integrated Control Centre at London Waterloo, entitled "Waterloo Station - Sunrise to Sunset".

Our final presentation of the year was on 4th May, when our Chairman Alan Spencer gave a very informative lecture on the Lickey Incline and the railways around Bromsgrove. This was very much a personnel, although very informative and historical, insight into his time spent as a fireman and secondman at Bromsgrove, with many photos taken by Alan himself in the pre-diesel era of the 1960's.

2009/10 Presentation Attendance Figures –

September – 21, October – 25, November – 34, December – 37, January – 23, February – 34, March – 46, April – 27, May – 32

Institution President:	Nick Agnew. Contingency Planning Manager, TFL.
Vice President:	Willi Frauenfelder. Driver's Manager, BLS Switzerland.
	David Kirkland. Retired, formally Thames Trains.
Chairman:	Alan Spencer. Retired, formally Victa-Westlink.
Vice Chairman:	Paul Gumbrell. (Associate Member).
	John Lunn. Driver, London Overground.
Institution Secretary:	Stuart Smith. Driver, First Great Western (HSS).
Membership Secretary:	Peter Lindop. West Coast Traincare.
Treasurer:	Brian Ashfield. Retired, formally Railtrack Southern Zone.
Newsletter Editor:	Michael Anderson. Retired, formally South West Trains.
Website Manager:	Tom Chaffin. Principal Programme Engineer, Network Rail.
Ind. Financial Advisor:	John Barrett. Retired, formally BR Intercity.
	Martin Cresswell. W.S Atkins.
Council Members:	Ivor Berry. Retired, formally Balfour Beatty.
	Brian Drummond. Retired, formally Silverlink.
	Jack Hart. Retired, formally BR Network SouthEast.
	Frank Hegarty. Retired, formally BR Network SouthEast.
	Ian Naismith. Retired, formally BR Network SouthEast.
	Bernard Tipping. Retired, formally South West Trains.

The Institution Council

Members of the Institution Council pose in front of our chartered steam train at the 2009 AGM, held at the Middleton Railway in Leeds.



Our Previous Loco - 47584

To celebrate our Centenary next year, we are hoping to arrange for a locomotive to be named for the event.

In view of this, here is the original write up on 47584 by Peter Lindop, with some additional details that have since come to light which I have added myself.

And as for those nameplates.... We are still searching!

On the 13th December 1995, Class 47/4 number 47 584, was named "THE LOCOMOTIVE & CARRIAGE INSTITUTION" at a ceremony held at Bristol Temple Meads Station. The then General Secretary, John Lunn, performed the honours. It was painted in the Rail Express System (RES) red livery. The circular plates were approximately 22" diameter. Following the unveiling, a West of England Centre meeting was held at Bristol Bath Road Depot, with a talk given by Charles Belcher (Managing Director, RES). Members later went to a reception at the local BRSA club.

The loco ran all over the country hauling various trains, not just RES, until being withdrawn in April 2000. After this time, it went to Wigan Springs Branch Depot for storage and component recovery. Official disposal is shown in the records as at Booth's of Rotherham in October 2002, although photographs show the body on a flat wagon at Wigan, with large parts of the sides cut away.

The loco was built at the Brush Falcon Works at Loughborough (works number 537) and it entered traffic on 23rd October 1964, carrying the number D1775. Throughout its life, it was really an Eastern Region loco, having been allocated at various times to Immingham, Tinsley and Stratford Depots. These were interspersed with brief periods at Bristol Bath Road and Crewe Diesel Depots.

In May 1974 it was renumbered 47180. It was later converted to a Class 47/4 and renumbered 47584 in December 1980. Between May 1979 and October 1993 it carried the "County of Suffolk" nameplates.

Before it's demise, it was officially allocated the number 47735, although it is doubtful it ever received them.



Throughout its 38-year life, the following liveries were carried by the loco – Dual Green, BR Blue, Intercity (Mainline) and Rail Express Systems.

Our nameplates were retained by EWS at the time of disposal for safekeeping. Both have now been sold, but does anyone know their current whereabouts?



1 – On the 9th August 1997, our loco powers through Dawlish whilst on hire to Virgin.

2 – By April 2001, much of the body side had already been turned into razor blades!



3 – What might have been!!

Nearly 7 years after being cut up, 47596 masquerades as 47584 at the Mid-Norfolk Railway in March 2009.

All the photos contained within this article have been taken from external sources with permission. My grateful thanks are expressed to those concerned.

1- seawallthrash.fotopic.net
3- Jim Sellens, Sheffield

2- Mark Shipman
4- Railway World Archive



4 – 47584 passing Dalwhinnie on 4th April 1998 with an Inverness bound 'Enterprise' service.



West Somerset Mineral Railway Visit

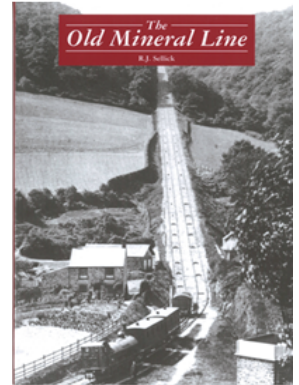
Text: Stuart Smith

Photo: Courtesy of WSR

From Williton station, the bus took us first to Washford WSMR (West Somerset Mineral Railway) station, where we viewed a bungalow that has been built on the site on the former station. Traces of the track-bed can still be found in places here. Continuing through Torre, we reached the village of Roadwater where the station is now a private residence hidden away behind several other properties. Although we were only using a small coach (the same as in the Lynton & Barnstaple trip) the roads were still a bit of squeeze in some places, and we had a tight manoeuvre to reach the old level crossing where the two original gates are still located. However, they did take quite a bit of finding as they are totally covered and hidden by ivy.

The track-bed from here is now part of a tarmac road, although there is little trace of it once it turns into a rough track. This leads all the way to the old Combe Row station, although this part was not explored on this occasion, which was a shame as it was situated at the foot of the ¾ mile 1 in 4 Brendon Hill incline.

From here we continued along some very narrow country lanes to Luxborough Road station. It was described as "utterly derelict" in 1911, and 99 years on very little has altered - although the remains still stand today. The station at Gupworthy was not visited, although we were told that it is still inhabited and much unchanged from its heyday. A visit was made to the Langham Hill Iron Mine where conservation work has been undertaken on the pithead, which includes a short section of track along the WSMR formation. Next it was on to the Brendon Hill Incline, where from the top, the restoration of the Engine House structure was viewed. This substantial structure is worth seeing alone. The actual incline itself has recently been transformed into a footpath, and across the road is the 'never-opened' Brendon Hill passenger station, which survives completely. As it stands on private property, permission to view it must be sought first. The next call was to Watchet Harbour where the station and goods shed can still be found. On the harbour itself, a short section of original WSMR track has been uncovered after years of being covered over with concrete, and is currently being restored as a harbour-side feature. This will be completed sometime during 2010 it is hoped. From Watchet we made our final road journey to Minehead, where we transferred back to Bishops Lydeard on the last service train of the day.



Our final 'link to the past' was seen on the returning steam train at Kentsford occupation crossing. This is situated around half a mile west of Watchet station and here the GWR and WSMR had a one-day temporary connection laid in 1907, and possibly again in 1911, for locomotive transfer purposes. Apart from this short section of temporary track, the West Somerset Mineral Railway was totally isolated from the rest of the railway network.

Photo – The illustration to the right is taken from the front cover of the excellent book by R.J Sellick, which is a perfect accompaniment to the trip.

Lickey Incline Visit

Text: Colin Brazier

On Tuesday 14th May, ten members travelled to the West Midlands for a visit to the Lickey Incline, following the recent talk by Alan Spencer. Unfortunately, illness prevented Alan from joining us, but we decided to go anyway and followed his instructions as best we could.

Those of us from the South joined 1G10 09.03 Euston to Birmingham New Street where we joined the rest of the party for the run on the Cross City Line to Barnt Green, leaving on 2R25 10.18 Four Oaks to Redditch.

We duly arrived at Barnt Green and after a look around the station we headed to the bus stop in the village - a row of shops and a wooden shelter complete with a notice advising that horses are not allowed in the gardens.

Bus 145 arrived and we boarded for the short run to Blackwell Post Office. We alighted there and walked down Station Road to the site of the old Blackwell Station which closed in 1965.

The station has been demolished but there are still some cottages alongside the track and a path, from which it was possible to photograph a Class 170 coming up the incline and a Voyager going down.

This was where the plan went slightly awry. It mentioned a pub lunch but there was no sign of any food (or a pub for that matter) in the village.

At about this point the bus returned, going over the railway just as an oil train appeared. We went to Barnt Green, where there is a fish and chip shop and also a pub doing very nice lunches.

Suitably refreshed, we then got on the bus again back towards Blackwell, which was the same vehicle we had already been on twice, much to the amusement of the driver, who must have wondered what on earth was going on!

This time however we continued on the bus to Bromsgrove although by then it had started to rain. The possibility of a train was investigated but there are only a couple of trains per day from Barnt Green direct to Bromsgrove.

Bromsgrove railway station is quite a way out of town in Aston Fields (in fact one bus driver did not even know Bromsgrove had a station) and required a further bus ride to get there. From there we could see the bottom of the incline and also the crossovers that used to lead into the locomotive shed.

Nowadays the station is very basic, but is in line for enlargement and hopefully electrification in the not too distant future.

All in all quite an interesting if rather damp day out, although Alan was missed to add the historical narrative. By the way, the fence at Blackwell he mentioned in his talk IS still there.

Members Summer Day Out

Wednesday 4th August 2010 – at The East Lancs Railway

Please see the June issue of our Newsletter for full details and booking arrangements.

2010/2011 Syllabus Programme

2010:

Tuesday 7th September

Nick Agnew. President, Locomotive & Carriage Institution.
Presidential Address.

Tuesday 5th October

Les Greer.

The Restoration of BR Standard 9F, 92212.

Tuesday 2nd November

Mark Hopwood. Managing Director, First Great Western.
First Great Western.

Tuesday 7th December

Jim Connor. Editor, London Railway Record.
London's Disused Underground Stations.

2011:

Tuesday 4th January

Sean Murray. Senior Project Engineer, Network Rail.
Reading Re-Modelling Scheme.

Tuesday 1st February

Anthony Coulls. Senior Curator, National Railway Museum.
Railway Vehicle Collections at the NRM.

Tuesday 1st March

Mark Smith. The Man in Seat Sixty-One.
Travels by Train through Europe.

Tuesday 5th April

Brian Halford. Station Master, Spa Valley Railway.
25 Years of the Spa Valley Railway.

Tuesday 3rd May

Michael Foster. Retired Inspector, British Transport Police.
The Royal Train – An Illustrated Presentation.

Venue and Times.

All meetings start at 6pm, except the AGM, and are held at our regular venue: -
District Room (Room 727), 7th Floor, London Underground Headquarters, 55 Broadway, London, SW1.

This is directly above St James Park London Underground station (District and Circle lines) and is approximately a ten-minute walk from Victoria Underground/National Rail station.

Any changes to the above will be displayed on the Institution website or sent to those members with e-mail addresses. Please make sure the Membership Secretary has your current e-mail address.

During the year other events and visits will be organised. In addition, there may be one or two Seminars. Please check the website or contact the Institution Secretary for further information.

Members with Safeguarded Rail Travel can obtain an Educational Free Pass to attend the above presentations.

2011 Annual General Meeting

Full details to be announced in due course.

Hear the stories from the first half of our Centenary Year ----- Have your say on the Institution's future.



*(Our 2010 AGM was held at the Seaton Tramway in Devon. The day also included a private tram ride along the former L&SWR line).
Photo – Stuart Smith.*