

## NRM Stock spot - where are they now? GNR J52 0-6-0ST No 1247

Last edition's stock spot looked at the Drummond T9; by co-incidence, the GNR J52 No 1247 was built in the same year - 1899 - so we shall have a twin centenary!

1247 holds a very special place in preservation history because she was the first privately preserved standard gauge locomotive in Britain - and her saviour was none other than our Honorary Vice-President, Capt. Bill Smith. If you want to learn more of the story, read his marvellous book, "1247, Preservation Pioneer". Copies are available from George Rutter (see below for address)

1247 was built by Sharp Stewart in Glasgow to the design of H A Ivatt. Allocated works number 4492 and running numbers GNR 1247, LNER 4247, BR 68846, she worked in the King's Cross area most of her life. Interestingly, she was "plant pilot" at Doncaster when the late Bill Harvey was an apprentice. Bill Smith's book recounts how, in preservation on the North Yorkshire Moors Railway, 1247 was not steaming too well. Bill Harvey arrived for a "day out" and recognised the problem as incorrectly set valves. He got some overalls on and reset the valves, giving her a new lease of life! She ended her working days as shed pilot at Kings Cross 34A (Top Shed) and was bought by Bill from there on 7 May 1959. Peter Townend (who spoke to the Group last year) was shedmaster at the time and had something of a hand in ensuring that 1247 was in as good a condition as possible when Bill took charge!

Following purchase, Bill was able to use 1247 to haul specials on the main line, largely around the Hitchin-Bedford area, but with a memorable sally from Marshmoor on the GN main line to Sheffield Park along the entire Bluebell Line. Eventually, the need for a permanent home had to be faced and 1247 moved to the Keighley & Worth Valley Line on 6 March 1965. She also worked on the North York Moors Railway and other lines before being presented by Bill to the NRM in 1980; the first loco to be presented to the NRM by a private individual in working order. Since then she has seen occasional forays to various preserved lines, including the North Norfolk in 1993.

In early September this year, 1247 moved again; this time to the East Somerset Railway at Cranmore. Although she has a boiler ticket until 2000, she needs some attention, including a new set of tyres and repairs to her bunker and smokebox saddle. The ESR will undertake these items in return for running her on their services.

Because of 1247's special status, the Group's Committee believe we should adopt her as our "mascot" - what do you think?

## Friends Visit Isle of Wight Steam Railway

Sunday 9th July, saw a party of fifteen Friends and associates assembled on the 09.25 ex Waterloo train, comprised of a Wessex electric set, and travelled down the old LSWR line to Portsmouth Harbour. The weather was glorious, the sun shining and the seas calm, which is probably why the crowds followed us, and we found the WIGHTlink catamaran service to Ryde full. An enforced 1 hour wait for the next service allowed us to contemplate the pros and cons of modern high speed ferries compared to the "pack-'em-in" paddlers!

Despite this slight setback, we made Smallbrook Junction in plenty of time to catch the 13.40 train, comprised of Class 02 No 24 Calbourne and her train of vintage carriages, to Wootton. The party established itself in the saloon of No 6369, an 1887 built Ex-LDCR fourwheeler, splendidly rebuilt at Havenstreet Works in 1993. On arrival at Wootton the party divided into smaller groups and went their various ways, some taking the motor coach tour before returning to Havenstreet to see what the Railway's headquarters has to offer, and what a delightful place that is. Others returned direct to Havenstreet and then spent some time at Ryde or elsewhere on the island. All returned to the mainland and home having had a very enjoyable day out in good weather and good company.

## Forthcoming Events

### 13 November - Douglas Padgham

"Clan Line - A new Era Begins"

Douglas recounts the story of the restoration of the engine and its recent conversion to air breaking

### 8 January 1996 AGM and evening social

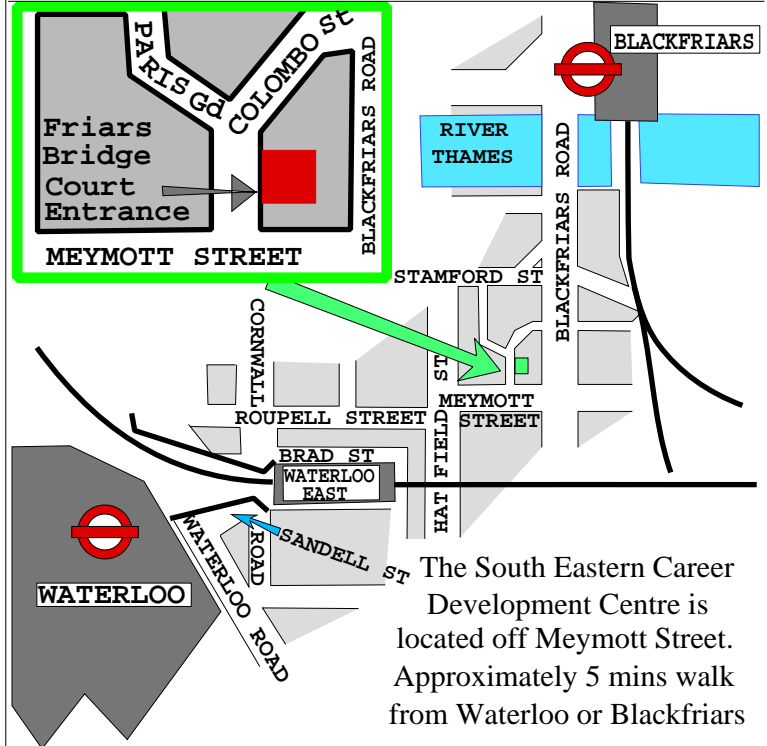
The annual get together of Friends in the South - bring your slides, video or cine along.

### 18 March 1996 - Peter Featherstone

"The Midland Railway Trust"

Peter describes the operation of this respected centre of railway preservation which has been the home to several National Collection exhibits at various times.

All the evening events are held at the South Eastern Career Development Centre - see map below - starting at 19.00 (doors open at 18.30 with light refreshments).



## "Sir Lamiel" Outings

The Friends have come to an arrangement with the 5305 Locomotive Association, who look after the Museum's SR King Arthur Class locomotive 30777 "Sir Lamiel". When the locomotive is making outings on the main line, we have the opportunity to man the sales stand (actually an ex-airline trolley) to sell the 5305 Locomotive Association materials and ours. In this way, our group can bring attention to the locomotive's place in the National Collection. This is an example of the support the Friends can give the collection, and which is warmly welcomed by Andrew Scott (see over). Our first outing with '777' was on 17th September when she broke the "steam ban", running from Reading to Eastleigh via Andover and Salisbury. The train went forward to Bournemouth behind an Electro-Diesel. After turning and refuelling at Eastleigh, Sir Lamiel reversed to Bournemouth and hauled the train back to Reading. We took around £250, equally shared between 5305 Locomotive Association and ourselves. Other planned outings are (subject to agreement with Railtrack):

29 October - Clapham - Yeovil - Weymouth

26 November - East Croydon - Didcot

Several people have volunteered to man the stand; if you want to join the list, please ring Ian Harrison on 01256 26081

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