



# The Friends of the National Railway Museum

**Briefing 28**

**South of England Group**

**December 2002**

**Vice Presidents - Captain Bill Smith VRD, RNR; Alan Pegler**

## SUMMER OUTING FOR 2003

Following the success of this year's summer outing and the 25th anniversary dinner, plans are being considered for our summer outing in 2003. We are conscious that it is not always easy for members in the south to attend the AGM, especially as the travel up to the event takes considerably longer than the event itself. The committee is therefore considering combining the visit to the NRM and Friends AGM with a lunch on the North Yorkshire Moors Railway and some other entertainment. The suggested plan is:

**Saturday morning, 28 June.** Travel to York.

**Saturday afternoon.** Attend FNR M AGM with some free time to tour the museum both before and after the formal presentation. (There are plenty of other attractions in York for partners to do should they, for some unaccountable reason, not be interested in railways. These include many museums, the Minster or river trips.)

**Sat evening.** Brewery tour and buffet supper.

**Sunday, morning  
29 June.** By coach to Pickering for buffet lunch in the special dining saloon on the North Yorkshire Moors Railway during a return trip from Grosmont to Pickering.

**Sunday afternoon** Coach return to York and disperse.

It is possible that we could arrange alternative attractions on the Saturday evening if the visit to the York micro-brewery is not available. Costs for the week-end are estimated as £140 per head. This would include hotel costs, the brewery tour (or alternative) and buffet supper, lunch and travel on the NYMR and a coach from York to Pickering and return. Options would be the AGM lunch and extra nights, either Friday or Sunday. On top of this would be the cost of your travel to York, currently £45 return by GNER standard class weekend return from London.

We would like to get an indication at our AGM in January of the interest in the trip to York so that we can finalise plans and make firm bookings. If you can't get to the AGM but would still like to take part in the trip, please drop a line to Philip Brown (address overleaf). Should there be sufficient demand, we will contact those interested in the early New Year with firm details and price.

## HAMPSHIRE AND DORSET TOUR 30<sup>TH</sup> MAY TO 2<sup>ND</sup> JUNE 2003

In addition to our above proposal, a tour is being developed by our colleagues in the north to depart York on Friday 30<sup>th</sup> May, which you may also wish to join. The schedule involves staying in Southampton and incorporating rides on the Exbury Gardens Railway, the Isle of Wight Steam Railway, the Mid-Hants Railway, the Swanage Railway and the Moors Valley Railway at Ringwood and returning to York on Monday 2<sup>nd</sup> June. South of England members could join/leave at Winchester or Southampton.

It is hoped to include dinner on the Swanage wine and dine train. On the new 12 ¼ in. gauge Exbury Garden Railway the train would be driven by Leopold de Rothschild, the creator of the line and a Life Member of the Friends. For members of the party less interested in trains, Exbury Gardens should be at its best, with a mass of colour from the famous collection of rhododendrons, azaleas and other flowering shrubs.

The price from York is likely to be in the region of £200, no doubt this would be reduced for members joining in the south. Further information will appear in the next NRM Review, due out at the end of January, but if you are interested pencil the dates in your diary now.

## OUTREACH EVENTS

The last few months have been a busy period for the outreach stand. As planned, we started on 21<sup>st</sup> September at the Mid-Essex Model Railway show held at Shenfield. As last year, we were in the gymnasium, but the school authorities had discovered asbestos in the corridor linking this room with the rest of the school and exhibition. This meant that visitors had to walk round the outside and, judging by the number who came to our stand, I am sure some people got lost - although I didn't hear anyone fall into the swimming pool!

On 6<sup>th</sup> October we returned to Old Warden for our final visit to this year's airshow. We were inside one of the hangers in view of interperate autumnal weather. As it turned out, the skies were clear and there was a good turnout. The following weekend, 12<sup>th</sup> and 13<sup>th</sup> October, saw us at the opposite side of London for the Farnham & District Model Railway Society exhibition at Aldershot.

Two weeks later, on 26<sup>th</sup> and 27<sup>th</sup> October we were at the Colchester Model Railway Exhibition. You may recall that this was the stormy weekend which saw severe disruption to transport and electricity supplies in the south east. Happily, Colchester seemed to be spared these problems, although the live-steam miniature railway (or more accurately, its passengers) was having problems with crosswinds. We were in the entrance lobby which offered a reasonable amount of shelter - the journey home was a different matter though, with fallen trees and blackouts.

More difficult weather awaited us on 16<sup>th</sup> November for the visit to Royston Model railway show - this time dense fog. Our journey was nothing compared to the stall-holder next to us, who had driven all the way from the Isle of Wight.

We rounded off the Autumn season with our attendance on 30<sup>th</sup> November and 1<sup>st</sup> December for the National Model Railway Exhibition, organised by the Warley Model Railway Society at the NEC, Birmingham. Attendance for the weekend was in excess of 17,500. This was despite other exhibitions at the NEC to attract visitors, including the BBC Good Food Show and the Caged Birds exhibition (those of you who read the Railway Magazine will have seen the advertisement for the latter - I wonder what happened to the advertisement for the model railway exhibition - perhaps it was eaten by the parrots!). The exhibition covered Halls 11 and 12, the latter being where we were stationed. Being further away from the main action may account for our takings being a little down this year compared to last. Nevertheless, it rounded off a very busy and successful Autumn Outreach season.

The photograph shows Philip Brown manning the stand at Old Warden



## NOVEMBER TALK

It was inevitable that it would happen eventually. Over the past few years there have been instances where the lecture programme had to be changed at short notice when a speaker could not make the planned date, but thankfully none has had to be cancelled. Just before the November date our speaker suffered a serious family crisis and was unable to give the planned talk. The committee considered the options and decided that we could "do it ourselves".

Committee members Roy Bell and Ian Harrison presented a selection of slides dating from days of BR steam and the early steam specials. It was quite nostalgic to see the *Duchess* newly restored on "The Limited Edition" and paired with locos like 5407, 5690 and 4472 on the two legs of the "Cumbrian Mountain Pullman". Then there were the "Scarborough Spa Expresses", featuring 5305, *City of Wells*, and 4489. And finally 4468 on those "Mallard 88" trains when she performed so brilliantly - but sometimes with helicopter accompaniment.

The success of the evening has suggested that we should perhaps emulate other groups by running regular "Members Evenings", when members could bring along a small numbers of slides, possibly on a specific theme. What do you think about such a proposal?

For those who were particularly looking forward to hearing about the work of the Railway Heritage Committee, Neil Butters has assured us that once the crisis is passed he will be able to consider an alternative date for his talk.

## BEDFORDSHIRE GANG GO TO THE SEASIDE.

The outreach team of the South of England Group has been supporting *Green Arrow* this summer by publicising the Hertfordshire Railtours "Scarborough Flyer", which is hauled by *Green Arrow* between York and Scarborough. The Bedfordshire gang felt that they should patronise the run, but it was October before we were able to find the time to make the trip.

The day dawned dry as we waited on Biggleswade station for the 0827 WAGN service to Peterborough. When purchasing our tickets to Peterborough, we were told the train was 5 minutes late at Stevenage. By the time it arrived it had lost another minute, losing a further minute by Huntingdon. However, such is the timing of WAGN services that our arrival at Peterborough was a minute early.

A similar effect was noted for the excursion. An initial 10 minutes late was changed to "on time" just before the train arrived - early! This was a good thing because the train was running backwards. As befits an experienced set of travellers, the customers for the excursion had noted where their coaches were expected to be, with "A" at the country end. Hence when the train arrived in reverse order, there was a general scramble as everyone "swapped ends". After running most of the length of the platform (we were in coach B), we jumped into the penultimate coach. Imagine our surprise to find our seats occupied, until we realised that we were in coach C - there was no coach A!

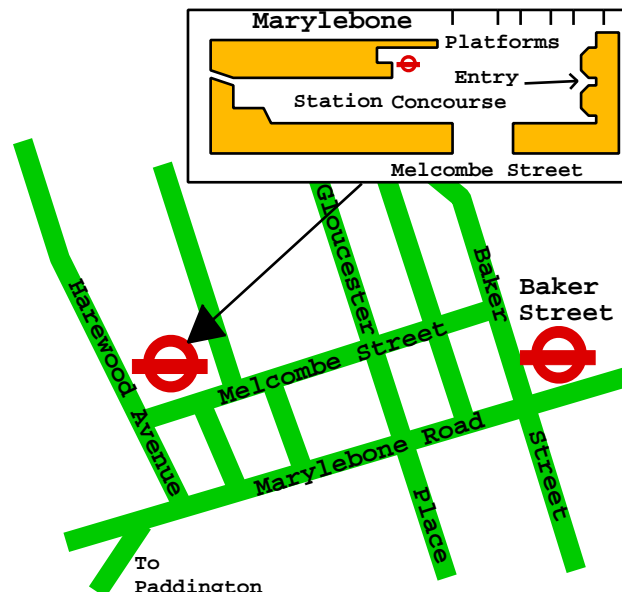
By Doncaster we were running several minutes ahead of schedule and we were held outside York until they could find a platform. The timings gave us nearly 2 hours for lunch in York. Naturally we made our way to the NRM, to take advantage of the FNRM discount in the restaurant. After lunch we had time to see what changes had been made to the collection. Whilst not spectacular, the Warehouse is always worth a visit since David Wright places much effort into getting ever more items out of the "Black Hole" of the Museum store.

Back at the station, "*Green Arrow*" was now at the head of the train. On time we set out across the ECML to the Scarborough branch. As we made our way out through the suburbs, the York sales team swung into action. Ian Smith was on form as he moved along the train selling the "*Green Arrow*" book and his book "Steam Alive". Despite his efforts we resisted making a purchase!

Outside we could enjoy the scenery in the early autumn sunshine. Following our progress on the maps we spotted the now empty trackbeds to Pickering and the remains of the railway bridge at Malton carrying the Driffield to Pilmoor line over the river Derwent. As the railway follows the bends of the river we had a good view of the ruins of Kirkham Priory from three sides.

All too soon we were running into Scarborough. Before leaving the station we took the obligatory photographs of "*Green Arrow*" standing at the buffer stops. The stop-over allowed time to go down to the sea front and one of our number to have a short paddle. We stopped for tea and scones during the way back to the station, where there was time to talk to the NRM staff on the locomotive, to admire the longest platform seat in England, and a quick one in the real-ale bar.

Returning to York we had more opportunity to study the works to prevent a repeat of last winter's floods when the river Derwent broke its banks at Malton. Once at York we had to say goodbye to "*Green Arrow*" as it returned to the Museum. Our EWS class 90 returned us south for our connection with WAGN at Peterborough.



## FORTHCOMING EVENTS

- 13 Jan 2003 AGM and Social\*\*, plus some railway related entertainment.
- 10 Mar 2003 "The Lynton & Barnstaple Railway",  
*Paul Gower*.
- 12 May 2003 "Operating or Wrecking the National Collection",  
*Richard Gibbon, NRM*

The meetings will be held in the Meeting Room at Marylebone Station. Please enter from the door between Upper Crust and W.H. Smith's Bookstall at the east side of the station concourse. The talks commence at 19.00 and there will be a person on the door to let you in from 18.30. If you arrive after 19.00 and find the door locked, please telephone 0771 554 9907. There will be a voluntary collection to help cover the cost - a donation of around £1 to £2 per head, tea or coffee included (\*\* except the New Year social, for which there is a charge - please see item below). Guests are welcome.

## AGM AND NEW YEAR SOCIAL

As noted above, our AGM and New Years' social event will take place on Monday 13<sup>th</sup> January 2003 commencing at 19.00. As usual, there is no charge to attend the AGM, and all members of the FNRM, whether or not they live in the South of England, are welcome. The social will include seasonal refreshments for which there will be a charge of £ 6. Please complete the enclosed form for tickets.

We expect to have various photographic displays of our events during the year, together with some other railway related entertainment. If you have any photographs or memorabilia which you think would initiate a discussion, please feel free to bring them along.

According to our constitution, two members of the committee are due for election. This year it is the turn of Philip Brown and Mel Draper. Both are willing to stand for re-election. If there are any other candidates, please notify the Group's chairman, Ian Harrison, by 6<sup>th</sup> January.

## FRIENDS ITEMS FOR SALE

Two *Cuneo* prints of N.R.M. locomotives mounted but unframed. 10% of the sale price will be donated to the "Lord Nelson" Fund. Both prints are from editions of 850 each which are long sold out'

|                       |                |      |
|-----------------------|----------------|------|
| 'Winston Churchill'   | Published 1990 | £300 |
| 'Duchess of Hamilton' | Published 1992 | £400 |

Could deliver if within a reasonable distance Contact Roy Bell 01753 644311

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