

TRANSPORT



DIGEST

PRESERVING THE PAST FOR THE FUTURE



2016 Transport Trust Awards
Members' Weekend 2016
An innovative raise – or not?

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TRANSPORT DIGEST 123 Summer 2016

THE JOURNAL OF THE TRANSPORT TRUST

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Reviews Editor:
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Publication:
The *Digest* is published at the end of
March, June, September & December.

Press Dates:
Material should be submitted to
the Editor by the last Friday of the
preceding month (see above), for
publication in the next issue, subject
to space.

Published by:
The Transport Trust, First Floor,
Old Bank House, 26 Station Approach,
Hinchley Wood, Surrey, KT10 0SR
Tel: 020 7928 6464

Printed By:
Buxton Press Ltd, Palace Road,
Buxton, SK17 6AE.

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ISSN: 1351 038X

*Every care is taken to ensure the
accuracy of the information in the
Transport Digest, but erroneous
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*While the Digest is the official
magazine of the Transport Trust, the
views herein are those of contributors
and not necessarily those of the Editor,
nor of The Transport Trust Council.*



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For the password for the members' section please email the office.

News of the work of Trust members and affiliates would be welcomed
by the Editor.

Front cover: LNER Class A4 No.4464, *Bittern*, visited The Bluebell
Railway for their 'Giants of Steam' weekend on 31st October/
1st November last year and is seen leaving Horsted Keynes bound
for East Grinstead. **Terry Blackman**

FROM THE CHAIRMAN

There was a very good attendance at our AGM and a very good AGM weekend it was too, ably organised by Jon Jolliffe who even managed to persuade the Meteorological Office to change its forecast from "storm and tempest" to "really quite nice". Mike Cook's report appears elsewhere in this edition.

We are on the move – as previously mentioned, our home for the last 20 years or so is being demolished and we are now in the throes of moving to new accommodation in Hinchley Wood, which is one stop south of Surbiton on the line from Waterloo to Guildford. Details of the new location and postal address are given elsewhere but we will be keeping our existing phone and e-mail address.

There have been changes on the Trust's Council of Management. Colin Billington has reluctantly concluded that he does not have enough hours in the day to give everything he wants to do the attention it deserves and so has decided to step down. Mike Sutcliffe is in a similar situation – despite finding good homes for part of his unique Leyland collection, he has felt obliged to guarantee help and advice in their care, and so must reduce his activities elsewhere. Ian Horner has also decided that the time has come to reduce his commitments. Between them Colin, Mike and Ian have contributed more than 50 years of service to the Trust and I would like on your behalf and my own to record our appreciation.

Mike and Pat Batt were part of the enthusiastic party at the AGM, and we discussed their Daimlers, a marque they have owned for several years. Shortly after the AGM, I was tucking into an excellent meal on board a Brittany Ferries' vessel from Portsmouth to St Malo when who should I spy at the next table but Mike and Pat, who were on their way to take part in the same event for which I was headed. The annual Fougères Rally combines the heritage of old cars with the landscape and architectural heritage of Brittany. The event was started 22 years ago by Patrick Rollet, a lifelong car enthusiast who is now president of the Federation Internationale de Vehicule Anciennes. It is a Friday-to-Monday event which is very social, very well organised, and very well catered! To be recommended.

Our Patron, HRH Prince Michael of Kent, presented our awards at Brooklands in early June, on another very fine day – TT events are being smiled upon this year. Details are elsewhere in this edition. Last year we brought to Brooklands the 1911 27½ litre FIAT; this year a 1916 Bristol Scout biplane. What shall we bring next year? If you know of a potential candidate for any of our personal recognition awards, Preservationist of the Year, Young Preservationist of the Year (under 20) or Lifetime Achievement, please do let us know.



The Battmobile, 1955 Daimler Conquest Roadster, of which only 50 were built. www.rallye-fougeres.org

NEWS SNIPPETS

Bodmin Broughs break world record price for a British motorcycle at auction in Stafford

"This is one of the greatest motorcycle discoveries of recent times," said Ben Walker, international director for Bonham's Collectors' Motorcycle Department. "A lot of mystery surrounds these motorcycles, as very few people knew that they still existed, many believing them to be an urban myth. There was a theory that they still existed somewhere in the West Country, but few knew where, until now."

Stored in barns for more than 50 years, the motorcycles were discovered

whole, in parts, and some were partially submerged under decades of dust, old machinery parts and household clutter.

They belonged to the late Frank Vague, who was an avid member of the Brough Superior Club. He acquired the majority of the collection in the early 1960s.

Brough Superior motorcycles are rare, powerful machines of the pre-war era. Dubbed the Rolls-Royce of motorcycles, they're famed as the bike of choice for aficionados such as the playwright George Bernard Shaw, and T E Lawrence, aka Lawrence of Arabia, owner of eight models.

The ex-Hubert Chantrey, 1932 Brough Superior 800cc Model BS4 Project, Registration GY 989, Frame No. 4004, Engine No. M131039, was sold for £331,900 inc. premium.

Another high price was achieved at



the Stafford sale for a 1939 Vincent-HRD 998cc Rapide Series-A Project - Registration GNU 148, Frame No. DV1699, Engine No. V1060, which sold for £270,300 inc. premium.

Yet another motorcycle achieved a high price, the 1929 Coventry-Eagle 980cc Flying-8 OHV, Registration WK 9146, Frame No. 41507, Engine No. KTOR/C/90460, which sold for £163,900 inc. premium.

Brough motorcycles were made in Nottingham and the Industrial Museum in Nottingham displays several items connected with the firm.

Autocar's first test runs

On 17th March, the NER 1903 autocar had a morning's test running on the Great Central Railway. This followed earlier runs in the GCR's Loughborough shed and a run within station limits at Loughborough a week earlier. The engineering team were pleased with the test, which went well, with the only issue being a warm axle box.

The York-built 1903 autocar was the world's first train to be powered by a petrol-electric engine and was the forerunner of today's modern trains. The test was a major milestone in the restoration of this pioneering vehicle, which last moved under power in 1931.

After withdrawal, the body became a holiday home for 75 years before being bought for restoration. The power unit is new, based around a Cummins unit and the chassis is an adapted and strengthened GNR 1920 model. The Trust restoring the autocar has been fortunate to attract several grants, including one from the Heritage Lottery Fund for £531,000 and these have made a significant difference to the project. A loan from the Transport Trust was also gratefully received.

Restoration of the autocar's body is currently taking place on the Embsay & Bolton Abbey Railway. The restoration of the unpowered trailer 'autocoach' is well



advanced and the Trust expects it to run later this year.

One of our volunteers was able to film the morning's test: https://www.youtube.com/watch?v=N99dUPMQar8&feature=em-share_video_user, and the test driver also shot footage: <https://www.youtube.com/watch?v=tONHtVfQ9MA>.

Volunteers and donations to help complete the restoration would be very welcome.

Amendment to the Annual Accounts published in the last *Digest*

On page 16, the statement of financial activities, total funds 2015, resources expended are shown as £41,549. They should have read £46,549. The submitted Accounts were correct.

Richard Norton
Treasurer, The Transport Trust

The Trust is moving!

The Transport Trust's London Headquarters is on the move. From 1st July the postal address will be:

**The Transport Trust, First Floor, Old Bank House,
26 Station Approach, Hinchley Wood, Surrey, KT10 0SR.**

The phone number, email and website addresses continue unchanged.

National Lottery grant boost for last surviving engine roundhouse

Britain's only surviving operational railway roundhouse is set for a major revamp after the Heritage Lottery Fund (HLF) confirmed funding of £1,170,600.

The money will be used to repair and refurbish Barrow Hill Roundhouse in Derbyshire, transforming it into a nationally-important museum.

A new entrance, shop and café will be created alongside high quality new visitor facilities, a dedicated learning and meeting space and a conservation workshop. A wide range of learning, training and skills activities will accompany this, ensuring that the Roundhouse can attract a much wider and more diverse audience.

It is hoped that work will start in the middle of this year and be completed by mid-2019.

Mike Kennedy, chair of Barrow Hill Engine Shed Society, said: "We are delighted by the news of our success. The project will enable us to safeguard the Roundhouse for future generations, and provide the improved facilities that we need to attract a new audience, whilst retaining our existing audience of rail enthusiasts.

"It will also provide us with the expertise and equipment to tell the story of the Roundhouse and its workforce to a wide range of people, particularly local people including families and schoolchildren."

Barrow Hill Roundhouse was built in 1870 for the Midland Railway and houses an operational turntable serving 24 radiating roads or tracks. It was



used to repair and maintain engines and rolling stock for the Staveley Iron & Coal Company. As one of the few roundhouses to survive the transition from steam to diesel engines, it operated until the industry went into decline during the 1970s and 80s.

In 1991, it was saved from demolition by local campaigners with just 48 hours to spare and has since become a popular place to visit, primarily for railway enthusiasts. Now the Engine Shed Society wants to bring in local people as well, many of whom are unaware of what is on their doorstep and its history.

Visitors can currently see a host of rare locomotives and over 4,500 items including tools, lamps, uniforms and photographs.

Many years of service have taken their toll on the main building, and it now requires urgent attention to make it watertight and save the collections from getting damaged.

There is also a pressing need to record the memories of the people who worked at the site, many of whom are now elderly.

Jonathan Platt, Head of the Heritage Lottery Fund East Midlands, said: "As the last surviving operational Roundhouse, Barrow Hill has a unique role in telling the story of the UK's evocative transport heritage. There's no better way to learn about this history than getting up close to the buildings that survive from that time, so we're delighted that thanks to National Lottery players we can support this much needed project to repair the building and enhance visitors' understanding and enjoyment of the site."

HLF previously provided a £96,400 development grant in 2014 to work up plans for the project. Now, following a further application, the full grant has been awarded allowing the major works to commence.

Brooklands Museum's volunteers recognised with the Queen's Award for Voluntary Service for 2016

The volunteers of Brooklands Museum have been honoured with the Queen's Award for Voluntary Service, the highest award a voluntary group can receive in the UK.

Volunteers cover a wide variety of roles vital to the Museum, from stewarding and guiding both adults and school children, to restoration of aircraft and vehicles, research, marshalling at events, painting and gardening.

Over 800 volunteers are registered at the museum, coming from every sector of the community and professional background, and priding themselves on their professionalism, knowledge and enthusiasm. Visitors often comment about how much their visits are enhanced by interaction with them.

The Brooklands Museum volunteers are one of 193 charities, social enterprises and voluntary groups to receive the prestigious award this year. The number of awards given to groups this year is slightly higher than last year, showing that the voluntary sector is thriving and full of innovative ideas to tackle community challenges.

The Queen's Award for Voluntary

Service is the highest award given to local volunteer groups across the UK to recognise outstanding work in their communities. The awards were created in 2002 to celebrate the Queen's Golden Jubilee and winners are announced each year on 2nd June – the anniversary of the Queen's Coronation.

Award winners this year range from a War Memorial Community Trust, providing social facilities for the benefit of the community in Clwyd, Wales, to a club enhancing the community by developing individuals through athletics, in Ayrshire and Arran, Scotland.

The Brooklands Museum volunteers will receive the award from the Lord Lieutenant of Surrey later this summer.

50 year milestone for 'the sportscar that swims'

It may sound like something from science fiction, but one of the Lakeland Motor Museum's most unusual exhibits – an amphibious car built to 'swim' through water – is marking its 50th birthday.

The 'Amphicar' is one of the most unconventional cars ever produced and was marketed as the "sports car that swims". A small flotilla made it safely across the English Channel in the 1960s and one was even driven by the former owner of Belle Isle – the largest of Windermere's 18 islands – making it a regular sight gliding across England's largest natural lake.

The 1966 Amphicar displayed at the Lakeland Motor Museum celebrates its 50th birthday this year. With a top speed of almost 70mph on land, the four-seater convertible could be converted to a seaworthy boat with the flick of a lever. It could then reach ten knots on water, aided by twin propellers and using the front wheels as a rudder.

The vehicle was created by the



German engineer Hans Trippel, who aimed to bring so-called car-boats to the masses with an amphibious equivalent of Volkswagen Beetle. In the end, there was a lack of demand and fewer than 4,000 were ever made.

Edwin Maher, Director of the Lakeland Motor Museum, says, "The Amphicar is the only amphibious mass-produced passenger car ever made and at the time it was revolutionary. However, it didn't sell as well as the German manufacturer

originally hoped and today, examples like the one we have at the museum are highly prized."

He adds, "There are also plenty of anecdotes from local people who used to see one of these unusual vehicles either driving around the Lake District or most memorably, easing through the waters of Lake Windermere. It is hard to believe that our Amphicar is now 50 years old – it certainly was ahead of its time!"

Laxey Mines' 'Wasp' back from overhaul

For the first time since *Wasp* was purchased by the Great Laxey Mine Railway in May 2009, the battery locomotive has undergone a major overhaul.

Wasp was manufactured in October 1973 by Clayton Traction Equipment and was initially owned by C V Buchan &

Co. Ltd of Swynnerton in Staffordshire. The locomotive was purchased from Alan Keef Ltd of Ross on Wye who overhauled *Wasp* prior to delivery to the Mine Railway.

For some months, the volunteers had noticed that *Wasp's* performance was deteriorating and the decision was therefore made in January this year to strip the locomotive and undertake a full service. This work has involved the removal of the battery compartment to access the single motor which drives

both axles. The motor was stripped to remove the armature which was cleaned with particular attention being paid to the commutator.

The driver's footplate is a separate unit which is bolted on to the rear of the locomotive and also supports the small controller. The removal of the footplate proved to be rather problematic as the supporting bolts had rusted. However, this difficulty was overcome, although the removal of the footplate revealed that rust had also affected the metal work between the platform and the main frame of the locomotive. On a positive note, though, this exercise allowed access to the brake mechanism.

Although only employing 48 volts, the controller essentially works in a similar way to those on the Isle of Man Manx Electric Trams – a forward and reversing barrel and a main barrel for controlling the speed. The controller barrel is turned by a handle mounted on the top of the unit with a number of "points" making contact with fingers on the barrel. The entire unit has been stripped and cleaned.

Re-assembly has commenced so that *Wasp* will be supporting the Mine Railway during the operating season.



2016 Transport Trust Awards



ABOVE: The PoY winners' Bristol Scout stands outside the Clubhouse at Brooklands with a Bristol car for company.

BELOW: The YPoY winners' 1918 Paco racing version of a Model T Ford.

This year's Transport Trust Awards presentation ceremony was again held in the Clubhouse at Brooklands Museum in Surrey, with the awards being presented by the Trust's Patron, HRH Prince Michael of Kent.

The **Preservationist of the Year** Award went to a trio of men, brothers David & Rick Bremner and Theo Willford, for the restoration to flying condition of a 1916 Bristol Scout aeroplane, which was also in attendance at the event.

The brothers were inspired by listening to their grandfather's stories about flying in the eastern Mediterranean in the First World War, and whose favourite aeroplane was the Bristol Scout, the favourite of these being No.1264. After he died, they found a few parts in his workshop, probably from 1264.

In 2002, friend Theo Willford



suggested they rebuild 1264. Building started in 2008 and it took to the air for the first time on 9th July 2015. 1264 is the only airworthy Bristol Scout in the world. For the full story, see: <https://bristolscout.wordpress.com/>

The **Young Preservationist of the Year** Award went to brothers Sam & Joe Meakin. The citation reads: "They are the fourth generation of their family to own Model T Fords, their great



grandparents having been founder members of the Model T Register and their father having restored several Model Ts to a very high standard.

Their father's restoration of a 1918 Paco racing version of a Model T was brought to a halt by his sudden and completely unexpected death in 2012. Clearly the part-finished car was just one matter among many which the family needed to sort out, but the way in which it was sorted out is quite extraordinary. While the two brothers were used to watching and helping their father they were not up to the task of completing the restoration unsupervised, and so help was obviously going to be needed.

And help was forthcoming when members of the Ford Model T community came up with the offer to ship the brothers and the car to the USA, where the restoration was completed over several weeks thanks to the skill, knowledge, facilities and hospitality of Model T owners.

The brothers were deeply involved in initial assembly and testing and then taking apart again for painting followed by final re-assembly."

There was only one **Lifetime Achievement Award** this year, and this was given to Derek Osborne in recognition of 57 years' service at Horsted Keynes Signal Box on the Bluebell Railway.



The **Restoration Awards** are judged and the financial awards were made during late 2015 but the certificates are presented at this event. These awards are designed to help towards the completion of (often) personal restoration projects where the input of a modest amount of cash would help move the project onwards. There are four named awards as well as a number of other awards in this category.

The **Ron Wilsdon Award** was presented to Tim Stubbs for his 1942 Sunbeam trolleybus which Sunbeam entered service in Rotherham in 1943. It was given a major overhaul in 1950



before being scrapped in 1954. It was rescued in 2001 after lying destitute for 47 years. 14 years of hard work later and all major work is complete with mainly trimming and painting required.

The **Alan Moore Award** went to Richard Straughan for his 1929 Sentinel DG8 steam waggon, now the only one of its type. Sent for scrap in 1949, it was cut up but not destroyed. Many of the pieces were dispersed amongst those starting the traction engine preservation movement. In 1988, many of the components were brought by the current owner and he then commenced an epic 25 year restoration, overcoming tremendous challenges to both collect



together the components and put the thing together.

The **David Muirhead Award** was presented to the Somerset & Dorset Railway Trust for the restoration of an 1886 Somerset & Dorset Railway First Class Carriage, a rare and historic vehicle, which had become a cricket pavilion in 1930, and was rescued in 1986 by the Trust.



The final named award was the **Peter Allan Award** which was made to Tim Spencer-Peet towards the rebuild of his 1906 Marshall 6nhp compound traction engine which he purchased in 2010, the remains of an engine that had been repatriated from Tasmania. Subsequent inspection revealed that the remains were in fact two engines, a 1906 7nhp and a 1928 S Type. After separating everything, work commenced, and continued, on the 6nhp. This is a superb restoration of a derelict and incomplete traction engine by an enthusiastic, skillful and dedicated couple which continues with most of the work being undertaken in Tim's 7ft x 20ft home workshop. The Awards Panel



was particularly impressed by the way that modern cutting edge engineering techniques were being utilised in the restoration including the casting of a new cylinder block.

Two **Highly Commended Awards** were made. The first went to Will How for his 1955 Lancia Aurelia B20. This car is being restored after years of neglect, and is a rare and lovely car that is undergoing the most thorough nut and bolt restoration where the attention to detail is phenomenal.



The second was to Jeremy Martin for the repatriation and restoration of a 1885 Decauville narrow gauge steam locomotive which was recovered from Peru where it had been in use on a sugar plantation, and restored.



Other **Restoration Awards** went to: **Great North of Scotland Railway** for the restoration of a Full Brake Van. Rescued from a field in 1998, this has been a challenging restoration set against the background of a small group of determined individuals trying to establish a heritage railway. Excellent



work has been completed so far, finding and fitting the correct chassis and with considerable timberwork required.

John Barringer for a 1934 BSA TW34 3-wheeler. This is a rare and pretty car, and it is undergoing an excellent and very thorough restoration by its enthusiastic owner.



Marcus Frieder for a 1930 Alvis 12/50 Tourer. In one family since 1964, this open topped car is now undergoing total restoration. Work is being undertaken virtually exclusively by the owner and a friend.



David Boxall for a 1940 Bedford OY 3-ton lorry which is believed to be the oldest of its type to survive. Full restoration of this early OY, with its plethora of unusual original features, was completed a number of years ago but since then the lorry has been hidden away in dry storage.



Ipswich Transport Museum for a 1938 Dennis Ace Bus. The very first vehicle owned by the Ipswich Museum, this is an excellent example of a pre-war PSV.



Ribble Vehicle Preservation Trust for their 1962 Ribble White Lady Double-Deck Coach, a classic "middle distance" double-deck coach which is undergoing major chassis surgery and a retrim.



John Sawle for his 1930 Foden Steam 'Agritractor', a very thorough restoration of a virtually unique steam road engine, this one is believed to have has the world's oldest welded boiler. Only six were built; two survive but this is the only agricultural version.



Alan West for his 1955 AEC Regent V bus, the oldest surviving example of this model on the road today and the only survivor of the Regent Vs run by South Wales.



Following the presentations and a few words from HRH Prince Michael, a buffet lunch was had before the Prince was asked if he would like to drive an old bus up to the London Bus Museum's site, not far from the Clubhouse. Several of those attending the event availed themselves of the bus trip, followed by a look around the museum.

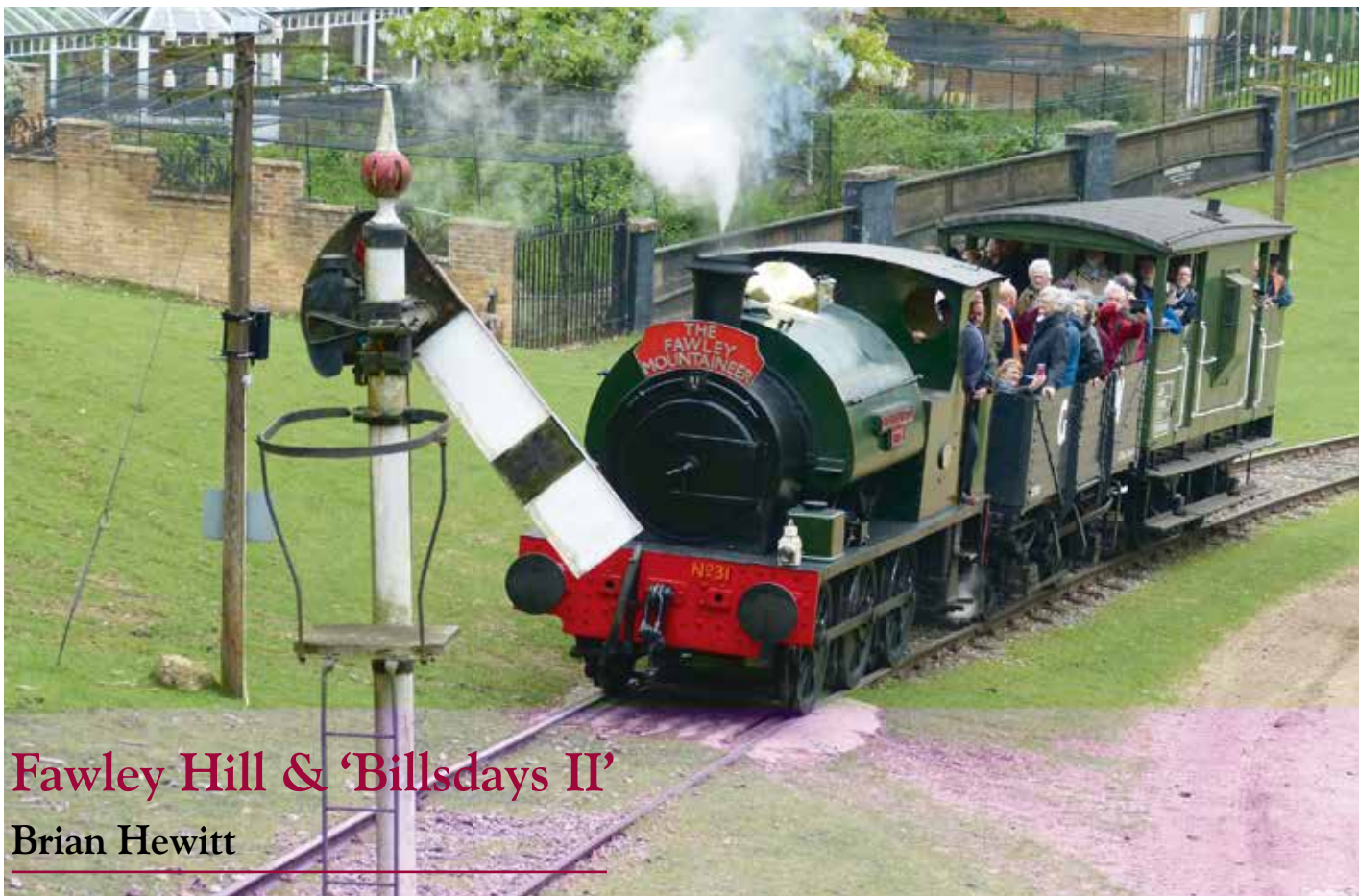
● *Photos of the award presentations are by Alan Newman, except for that of David Boxall which was taken by Will How. Those of the vehicles at Brooklands were taken by the editorial team.*



ABOVE: The London Bus Museum's 1925 Dennis 4-ton bus waits for passengers to board for the short trip to the museum.

BELOW: HRH Prince Michael is given instructions before setting off.





Fawley Hill & 'Billsdays II'

Brian Hewitt

A week after our own excellent TT AGM event at Draycote, Sir William McAlpine's 80th birthday celebrations took place at Fawley Hill, and attracted a large number of visitors despite rather damp conditions on the Saturday. A wide range of military, commercial and private vehicles were on display, as may be seen from the accompanying photos, as well as Sir William's wonderful museum of railway artefacts and the extensive 'O' Gauge railway layout in full operation.

Of course, a great attraction was the Hudswell Clarke 0-6-0ST loco (No.31) with headboard 'The Fawley Mountaineer' which gave exhilarating rides in an open wagon and guard's van on the mile long track, up the steep incline to the reconstructed Somersham station. This also gave the opportunity to see the several species of deer, llama and alpaca in the park, which seemed unperturbed by the occasional

Hudswell Clark 0-6-0ST on the 1:13 gradient – a mile long standard gauge line said to be the steepest in the United Kingdom, passing several reclaimed historic bridges and railway artefacts.

steam loco roaring past.

Parades of tractors and other vintage vehicles were popular, and, of course, the wonderful cavalcade of traction engines and rollers took place as usual, despite the soft going.

However, TT member Alan Baker's keen eyes saw our esteemed chairman Stuart W. lurking near one of the fairground rides.

The day was to conclude with a Rock & Roll evening in the Big Top, and a hot-air balloon event, but we were unable to stay so late....



Sopwith and Fokker DR1 triplane display.



Thames Valley Traction 1955 Bristol 'K' No.748 and Brighton, Hove & District 1939 AEC Regent I buses.



'Ironhenge' – pillars from the old undercroft of St Pancras station, London – plus camels.

Fowler B6 steam crane engine No.17212, Wolverhampton Wanderer, carrying the name of the late Len Crane on the canopy.



The line-up in the parade included Aveling & Porter tractor 'Peterborough Gas Co. No.1', Fowell No.103, Cromwell, Clayton & Shuttleworth No.43187, Atlantea, and Foster Wellington tractor new build Johnboy.

The canopy legend John Murphy's Proud Peacocks' denotes a former owner of Ian & Gary Howard's 1920 Fowler showman's engine, Renown, being lapped (several times!) by a Model C Stanley Steamer.



Master Fred – No.2163, is the oldest Foster traction engine, dating from 1896.



A burst of steam envelops onlookers as Hudswell Clarke No.31 arrives at the summit!

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Dear Editor

I am sure I am not the first person to point this out but I was surprised to see a reference in the article on the Battle of Jutland (p8) to 'HRH King George V'. This should have read 'HM King George V'. There seems to be an increasingly common trend to refer to the Monarch as His or Her Royal Highness instead of His or Her Majesty.

Paul Ross

(You are absolutely right, of course, Paul. Poor editing by yours truly. –Ed.)

Orkney Roller

Dear Editor

Angela and I have just returned from a birding cruise around the Scottish isles and while on Papa Westray, we spotted this early oil engine roller near a farm – it was an Aveling & Porter machine with the number R9882A stamped on one side. It would be interesting to know more about its history. The pictures were taken on 25th May.

Nigel Smith
Southampton

This appears to be an Aveling & Porter Q Type diesel roller, dating from the late 1920, and would be fitted with a Blackstone oil engine. – Ed.



Midland Hotel

Dear Editor



As a native of Morecambe, I read with interest Allan Lloyd's article entitled 'Morecambe's White Marvel' in the Spring issue of *Transport Digest*. There is a very important piece of the hotel's history which Allan does not mention.

During the Second World War, Morecambe's Midland Hotel became an RAF hospital dealing particularly with air crew who suffered burns or other skin problems. My late father, Dr Frank Cliff MD MRCP, a Morecambe GP and the LMS Railway's Morecambe & Heysham Medical Officer, was regularly called into the hospital as he was qualified in dermatology.

Father's surgery was attached to the house where I was born and brought up. Often injured airmen from the Midland Hotel turned hospital would be brought to the surgery by appointment. Also, some of the RAF medical officers would come to discuss patients' treatments. Mother used to provide cups of tea for RAF patients and medical officers alike. I met, as a boy, some of these patients often seriously disfigured. I recall one of the RAF Medical Officers. A New Zealander, my brother and I called him "Big RAF" he was so tall.

During the school holidays I would occasionally accompany father on an afternoon's visit which sometimes included calling at the Midland Hotel/RAF hospital. Needless to say, I was never allowed in and had to sit in the car in the hospital car park awaiting father's return. That is the nearest I have ever got to visiting the iconic building on Morecambe's promenade.

Rev. Alan Cliff
Rhyl

Old Digests available

I have a box of old TT *Digests* from No.37 Spring 1992 which I need to dispose of as I need the space. It seems a shame to bin them when someone would find them of interest. Free if collected from Northampton area or I can freight at cost.

Maybe a mention in the next *Digest*, if space?

Alastair Inglis
01604 862 369

Members' Weekend 2016

This year's AGM and Members Weekend, organised by Jon Jolliffe, was held in the Midlands, and based at the Draycote Hotel near Rugby. 52 members and partners attended. Mike Cook reports.

The programme commenced on Friday afternoon, 13th May, with a visit to the British Motor Museum at Gaydon, located between Warwick and Banbury. The site is on a former RAF base used in WW2 for training Wellington pilots. In the mid-1950s, Vickers Valiant V-bombers operated from Gaydon. Adjacent to the museum is the Jaguar Land-Rover design, research and development centre. The museum's vehicle collection is based on the British Leyland heritage collection, now much expanded. We were given a guided tour of the new annex which houses workshops and the reserve Jaguar collection on the ground floor, and the general reserve collection on the first floor. Work was being done on the Rover-BRM gas turbine car raced at Le Mans in the mid-1960s by Graham Hill, Richie Ginther and Jackie Stewart. Shortly before the museum closed at 5.00pm, the car was wheeled outside by a team of technicians, and a few of our members were fortunate to see and hear the turbine engine being started and run up, although the car was not driven.

After hotel check in, a coach ride was taken to Braunston near Daventry, on the junction of the Grand Union and Oxford canals. There is now a large marina with dry dock facilities. A Historic Narrowboat Rally is held annually at Braunston at the end of June. Our evening meal was taken at the canalside 'Boathouse' pub/restaurant nearby.

Our Saturday morning visit comprised a guided tour of the Wythall Transport Museum, south of Birmingham. Constructed with Heritage Lottery funding to replicate a Midland Red bus garage, the museum houses more than 90 buses dating from 1905 to the 1980s. It also has the world's

largest collection of battery-electric milk floats and similar vehicles. Outside, we saw period Birmingham bus stop shelters, and examples of the green Bundy clocks (named after their American inventor), formerly used with a key by drivers to record their departure times.

After lunch in the fine Regency town of Leamington Spa, we travelled to Baginton (Coventry Airport) to visit two museums, the first being the Electric Railway Museum, founded by volunteers in 2007, one of whom acted as our excellent guide. An 0-4-0 loco, built by English Electric in 1935 for Spondon Power Station, was running under battery power on a short length of demonstration track. A key exhibit is a mid-train tilting power car from the prototype Advanced Passenger Train, built in 1979. Four 500hp electric motors, mounted within its body to reduce unsprung weight, drove the axles through Cardan shafts.

Next door is the Midland Air Museum with its collection of some 60 aircraft, predominantly military jets. Many are kept outside, and are showing signs of deterioration. The sad remains of a F-4C Phantom II are being used for spares. Parties of up to six were able to climb inside Avro Vulcan XL360, where a knowledgeable museum volunteer explained



Members view the reserve collection at the British Motor Museum. Note the James Bond villain's green Jaguar XKR with Gatling gun... Brian Hewitt



The Rover-BRM gas turbine car has work done on it (above) before it was taken outside for an engine run (right).





The Draycote Hotel was the base for the weekend.



Just a few of the boats moored at Braunston Marina.



The Bundy Clock was used for recording buses' departure times.



*Members being given a guided tour of Wythall Bus Museum.
Brian Hewitt*



Part of Wythall's collection of electric milk floats. Brian Hewitt

its operation during the Cold War, and the four Vulcan bombing raids on Port Stanley airfield carried out during the Falklands War. In the main hangar, a dedicated display covers the work of turbojet engine pioneer, Sir Frank Whittle, who was born in Coventry.

Back at the hotel, the (non-controversial) AGM was held, followed later by dinner. Tony Hales CBE, until recently Chairman of the Canal & River Trust, gave a fascinating after-dinner address on the history and (very promising) future of Britain's waterways from a senior management perspective.

The first visit on Sunday morning was to Foxton Locks on the Leicester line of the Grand Union Canal near Market Harborough. As well as two staircases, each of five locks, the remains of an inclined plane boatlift can be seen. This was built in 1900 to allow wider boats to bypass the narrow locks. Located in the former boiler house for the plane's steam engine (long gone) is a very modern museum showing the working of the plane by means of an interactive computer-generated display requiring visitors to load wooden 'coal' into a replica boiler.

Our next stop was at Stoneygate in Leicester for the unveiling of a Red Wheel at

a small electric tram depot that has survived, against the odds, since 1904. The ceremony was performed by Trust Chairman, Stuart Wilkinson, and the Leicester City Mayor, Sir Peter Soulsby, himself a former board member of British Waterways, and an enthusiastic supporter of the conservation of Britain's



Battery-powered 'Spondon' loco shunting the crane at the Coventry Electric Railway Museum. Brian Hewitt



Members are welcomed to the Electric Railway Museum.



The APT car at the Electric Railway Museum.



Arriving at the Midland Air Museum.



The Phantom that is being used for spares. Midland Air Museum.

transport heritage. The depot is now leased to the Leicester Transport Heritage Trust (a local charity), who are planning to turn it into a transport heritage research centre for the city. Their volunteers made us very welcome, and provided an excellent buffet lunch that was much appreciated.



Looking up the staircase at Foxton Locks from the midway point. **Brian Hewitt**



Alan Baker recalls a flight in a Lockheed 'Electra'. Only the cockpit remains of this example at the Midland Air Museum. **Brian Hewitt**



The remains of the Inclined Plane at Foxton.

We then moved on to Leicester North station on the Great Central Railway. Standing at the open concourse end of the platform was a 1960s Austin Mini Traveller that had been converted to battery-electric operation by AEI Ltd in 1965. The drive motor operates on 48v from lead-acid batteries weighing 312kg. Maximum speed is 41mph, and the range is about 30 miles. Soon, we boarded a train to Loughborough pulled by a Class 20 diesel loco built in 1961 for service in Scotland. Once at Loughborough, guided tours of GCR's large workshop were available. Amongst the locomotives seen undergoing overhaul were LMS Stanier Class 8F, 2-8-0 (Consolidation), No.48305, built in 1943, and BR Britannia Class, 4-6-2 (Pacific), No.70013, *Oliver Cromwell*, built in 1951. Our return journey to Leicester North was steam hauled by LMS Ivatt Class 2, 2-6-0 (Mogul), No.46521, built by British Railways in 1953.

The last dinner of the weekend on Sunday evening was preceded by a short illustrated talk, given by Trust member Sq Ldr Stephen Robson RAF Rtd, on the development of the turbojet engine by Frank Whittle. This fascinating address marked the 75th anniversary (almost to the minute) of the



Looking down the staircase at Foxton Locks.



The Foxton Lock's 'Red Wheel'.

first flight at Cranwell of the Gloster E28/39 aircraft powered by Whittle's engine. Then following dinner, Stephen gave a detailed presentation on the engineering history of the four-engined BAe 146 regional airliner and its derivatives. It was clear from the questions asked that members had found Stephen's talks extremely interesting. Stuart Wilkinson wound up proceedings by thanking Jon Jolliffe for organising what all agreed had been a very successful and interesting weekend indeed.



Members gather for the Red Wheel unveiling at Stonegate Tram Depot in Leicester.

On Monday morning, before travelling home, several members took the opportunity to visit the Coventry Transport Museum. In the large square outside stands a statue of Air Commodore Sir Frank Whittle, sculpted by Faith Winter. Inside the museum, an exciting simulator ride allows visitors to share Wg Cdr Andy Green's frightening supersonic land speed record-breaking, jet-powered, run in Thrust SSC. Frank Whittle would have been amazed.



The Red Wheel is unveiled.



Detail of the Stoneygate Red Wheel.



Transport for TT members aboard the Leyland 'Titan' PD2. (FJF193). The vehicle was part of Leicester's tram replacement fleet in 1950. Brian Hewitt



The battery-electric Mini Traveller at the Great Central Railway.



Under the bonnet of the battery-electric Mini Traveller.



Members are taken around the Great Central Railway workshops at Loughborough.



In the GCR workshops, the intricacies of the valve gear on Britannia Class Oliver Cromwell are explained to TT members. Brian Hewitt



At Leicester North, members watch Ivatt Class 2 No. 46521 run around the train. The loco once featured in the BBC series 'Oh Dr Beeching', under the name 'Blossom'. Brian Hewitt

Transport Trust awards designs

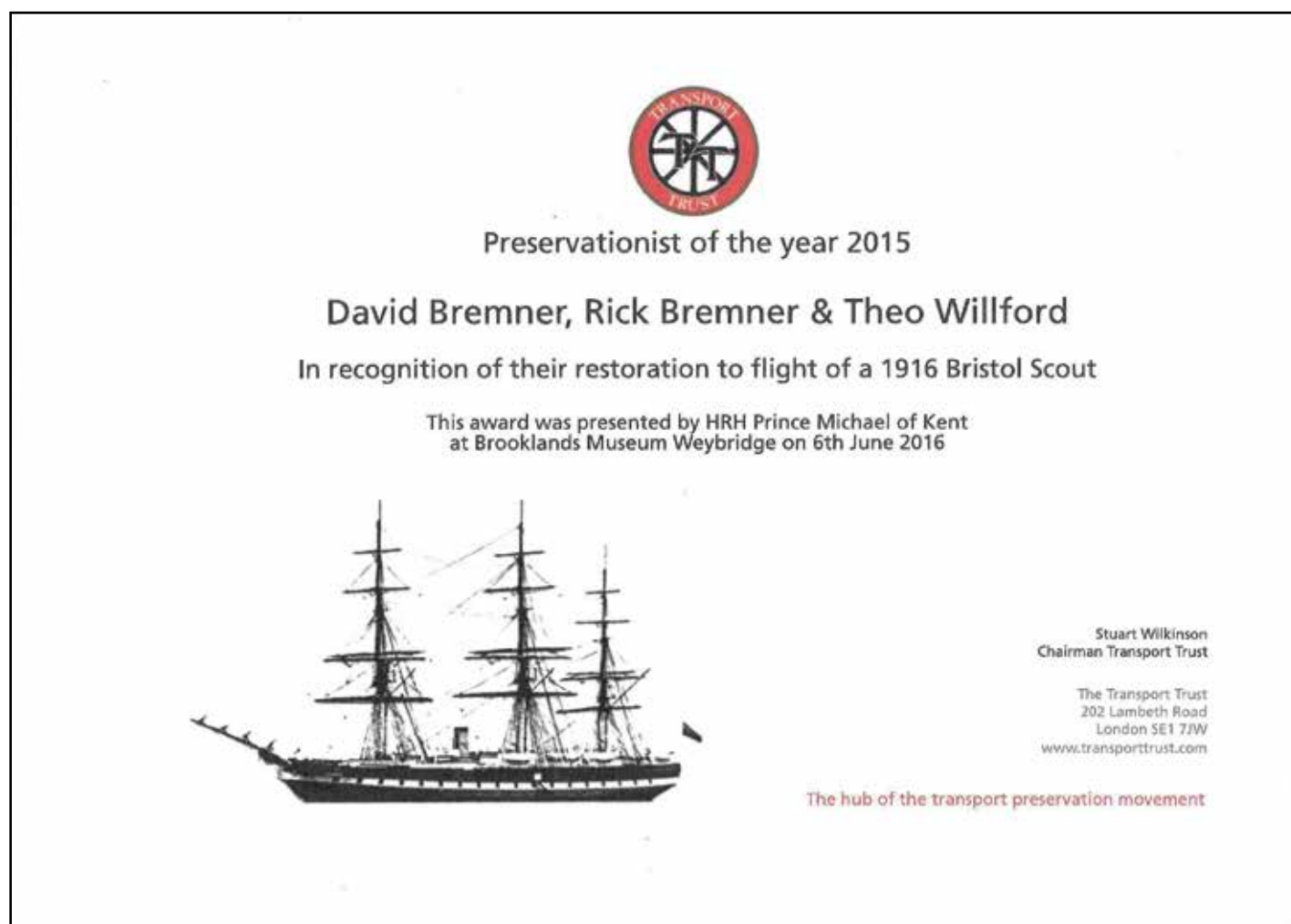
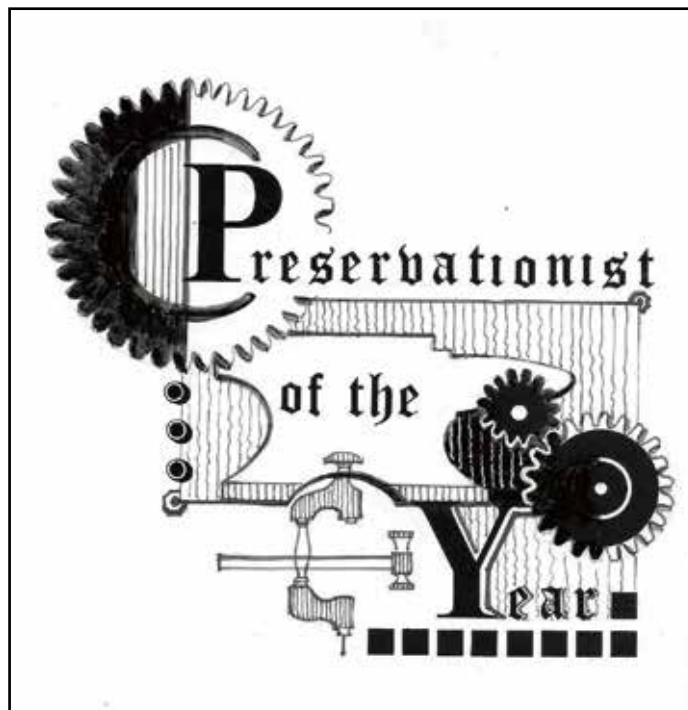
I had often wondered who originated the design for the certificates which we present every year to winners of restoration awards and personal recognition awards. While we were packing up the contents of the Lambeth office, I came across a letter from the artist concerned with some suggested designs. The artist was David Weston, who was a Transport Trust Vice-President until his death in 2011.

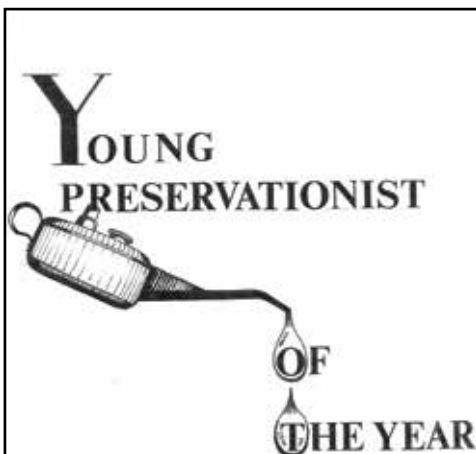
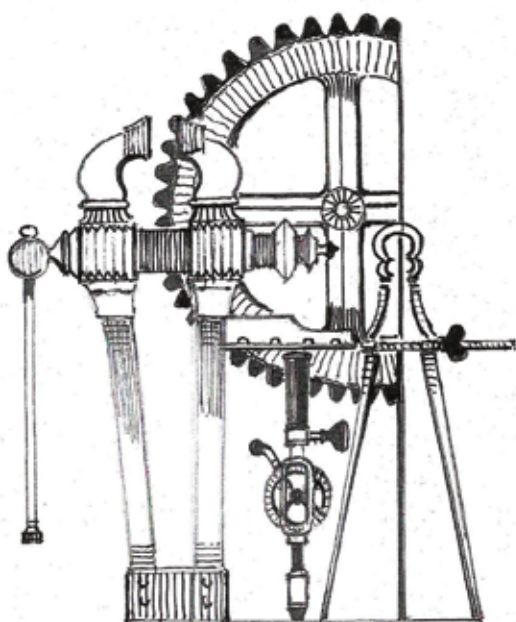
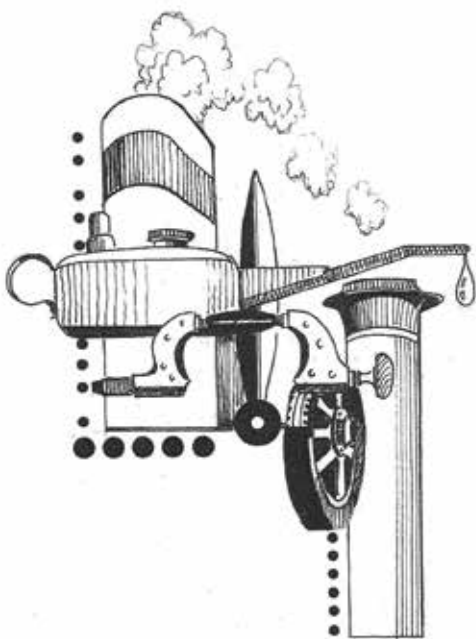
David Weston was born in Belgrave, Leicester, in 1935 to an aircraft engineer father. He first worked as a draper, painting in his spare time. His first gallery and workshop were in Leicester in the late 1960s, and he supported his artistic work by offering a picture framing service.

He made a living painting railway and industrial subjects having been introduced to the subject by John Scholes (curator of the collection of the British Transport Commission in Clapham). In the mid 1970s, he was commissioned to paint a series of 24 large canvasses by Sir William McAlpine on the history of the British steam locomotive, and this was how the link with The Transport Trust came about. The project took three and a half years to complete, and was launched in 1977. He became known as "The Railway Artist" in the 1980s after some of his paintings were accepted by the London Transport Museum.

The sketches which were not chosen are shown here along with those which were chosen, in the format of our current certificates as presented at Brooklands this year.

Stuart Wilkinson





Restoration Award 2015

Ribble Vehicle Preservation Trust

For the restoration of
1962 Leyland Atlantean *White Lady*

This award was presented by HRH Prince Michael of Kent
at Brooklands Museum Weybridge on 5th June 2016



Stuart Wilkinon
Chairman Transport Trust

The Transport Trust
202 Lambeth Road
London SE1 7JW
www.transporttrust.com

The hub of the transport preservation movement



Young Preservationist of the Year 2015

Sam Meakin & Joe Meakin

In recognition of their restoration of 1918 Paco Racer

This award was presented by HRH Prince Michael of Kent
at Brooklands Museum Weybridge on 6th June 2016



Stuart Wilkinon
Chairman Transport Trust

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Editor's Travels

During a busy business trip to the Derbyshire area, I was able to grab a couple of hours to revisit a favourite former industrial site in the North Staffordshire village of Oakamoor.

Now quite a rural village, a large grassed park by the River Churnet was home to first a large tinplate works in the 1700s. From 1790, it became a wire mill before being sold to Thomas Bolton in 1852 and it was here, in 1857, that 60 tons of copper wire were drawn for the first Trans-Atlantic telegraph cable. Sadly it was broken not long after laying but by 1881, Oakamoor had become the most important factory of its kind in Britain. The works closed in 1962 and were demolished soon afterwards.

The site was served from 1811 to 1843 by the Uttoxeter Canal, to be overtaken by the North Staffordshire Railway's Churnet Valley line which opened in 1847 (the station in 1849), with closure in 1963 by Dr Beeching.

The preserved Churnet Valley Railway, which operates from Cheddleton to Kingsley & Froghall and, owns the trackbed to Oakamoor and the track is in situ for much of the route. An extension to Oakamoor is in the railway's future plans.



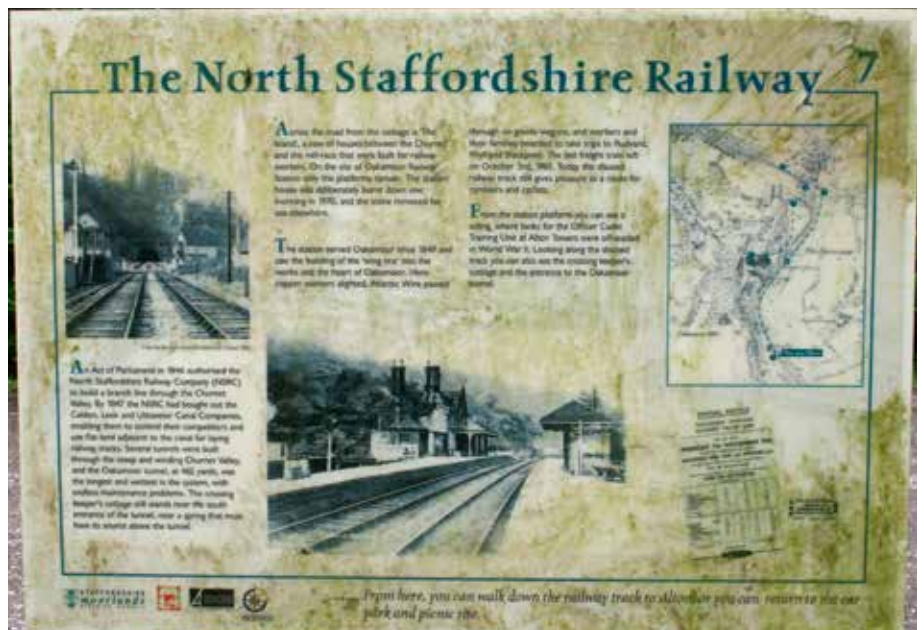
This replica milepost stands alongside the course of the Uttoxeter Canal which once ran through Oakamoor on the way between Uttoxeter and Froghall Wharf.



The former crossing keeper's cottage at Oakamoor was being renovated in June 2016. Trains emerged from the tunnel in the distance to cross the road to Oakamoor Station.



The platforms are all that remain of Oakamoor Station now.



The interpretation board at Oakamoor Station tells all about the railway.



Travelling up to Derbyshire, I stopped at Hatton Locks on the Grand Union Canal, near Warwick for a cuppa before heading further north. This is always a pleasant stop and a short walk to the very welcome cafe just below the top lock of this very impressive flight. It is on this lock that a Red Wheel plaque was unveiled a few years ago, and it still tells passers-by of the importance of this unusual flight of locks.



Returning home, I stopped for a break at the Grand Union Canal again, but this time north of Leighton Buzzard where I found the ex-LMS Railway "Railway Boat" No.9, *Ajax*, moored up. *Ajax* was built in the 1930s by W J Yarwood & Sons, originally as a horse-drawn boat, used for short distance between railway interchange depots and other canal locations. It was subsequently sold and later converted to its present form. It is fitted with a 1980s Russell Newbery DM2 engine, although the design dates from the 1930s.



Finally, a couple of visitors to the Hollycombe museum this year: firstly members and vehicles from the Trojan Owners' Club, and



secondly, the museum was the start point for a veteran car run, one participant being this superb 1903 Darracq.

An innovative raise – or not?

Brian Gooding



The end of the Grand Western Canal at Tiverton Wharf. This is now part of a linear country park owned by Devon County Council. Much of the grassed area to the left near and beyond the boat was the top of the lime kilns.

Friday 17th June saw the realisation of a long held minor ambition of mine – to find a unique survivor of one of those grand canal projects that never lived up to the expectations of its promoters.

I was spending a few days on the Devon/Somerset border and took the opportunity to refresh myself with the southern end of the grandiosely-named Grand Western Canal whose terminus is on a hill overlooking the centre of Tiverton.

The original plan for the canal was to link the Bristol and English Channels but, as is so common with these projects, it only ever ran between Tiverton and Taunton, the section to the limestone quarries at Westleigh being opened in 1814, the route to Taunton not being completed until 1838 by which

time the grand plan had been abandoned. The coming of the Bristol & Exeter Railway took much of the trade away and the section north of Lowdells was closed in 1865. The limestone trade continued on the southern 'Devon section' until the 1920s when a major leak led to the damming off of a section near Halberton.

The canal gradually fell out of use and in the 1960s a plan to use the bed as a linear landfill site and possible route for a road galvanised local support for preserving the canal. As a result, Devon County Council bought the canal in 1971 and declared it a Country Park.

Many of the structures from the canal's heyday can be



Below the canal are the preserved remains of extensive limekilns.



The short section of canal leading to the lift, as seen from the entrance to the site.



The remains of the Nynehead Boat Lift. The stone walls were part of the caisson chambers while to the fore were the locks at the entrance to the chambers.

found in the 11½ mile long Country Park, which of many are protected by Grade II listing, including the Tiverton Basin and Waytown limekiln complexes, 15 road bridges over the canal (designed by John Rennie) and the 40m long Waytown Tunnel. Regular horse-drawn passenger boat trips operate over the southern part of the canal from Tiverton basin.

Not much of the long closed northern section survives but one spectacular relic was the one I had wanted to see for a long time – the remaining one of no less than seven boat lifts (and an inclined plane) that had been built on the canal. Designed by James Green, these were unproven and were not successful at first and this led to long delays in opening the

canal. However, they were the earliest lifts to see commercial service in the UK and predate the Anderton Boat Lift by nearly 40 years. The lifts had two caissons for lifting or lowering boats but there were problems and the canal company called in engineer W A Provis to survey the works and he identified the remedial work needed so that the canal could be opened.

Of all these structures, the only one that can be seen is the remains of the boat lift at Nynehead, just north of Wellington. I had known of this site for many years and I had never really looked that hard for it but, thanks to the internet and Google Maps, I was able to not only pinpoint exactly where it was but how to find it and, with the ability to virtually travel along the



This sign explains the workings of the boat lifts and that at Nynehead in particular.

road, I knew what to look out for!

The first landmark was to find 'Wharf Cottage', a fairly good giveaway when looking for a canal! I was able to park a couple of hundred yards further along the road, and the walk back gave the chance to see where the long-closed canal once crossed the line of the road immediately to the north of the cottage. Across the road, a pedestrian gate and path leads into what at first looks like a field but a bit further along the line of the old canal can be seen, this section being in water, although it is only about 100 yards long. However, at the end of it stands a still impressive red sandstone structure, the Nynehead Boat Lift, my ultimate quest.

Although quite derelict, it is possible to see the main structures of the lift and the subsequent upper level of the canal. Of course, all the machinery has gone but at the bottom level it is possible to see the foundations of the entrance locks and the caisson chambers though sadly much of the stonework for the lock walls and the entrance to the chambers have also long gone.



The view from the top of the boat lift into the caisson chamber and locks. Beyond the 'bridge' the canal continues for a short distance.

It appears that the boats were lifted in the caissons by water transfer, with cables holding the caissons running over large pulley wheels at the top of the lift.

After looking at the remains of the lift from ground level,



Access to the top chamber of the lift is via the old channel over the aqueduct. Note the iron sides to the channel.



The upper chamber, looking back towards the aqueduct. Here boats would have waited to go down the lift.



Looking through the aqueduct towards the railway bridge.



The iron plate in the middle of the aqueduct arch.



The elegant canal aqueduct as seen from below. The boat lift top level is to the right.

a path up the side of the bank beyond enabled me to look at the top chamber which is accessed through a gate over an iron-lined, ornate single arch aqueduct. The aqueduct was built in an ornate fashion at the insistence of the then owner of Nynehead Court and close by is a similarly ornate bridge that carries the Bristol & Exeter Railway. Beyond the aqueduct, the line of the canal can be seen on an embankment with the railway only a matter of yards away, although the line of the canal quickly swings away through a right angled bend, no doubt this awkward line being again at the behest of the landowner.

Standing on the top of the lift, the extent of the structure is obvious, albeit ruinous, and it was easy to imagine the wondrous structure that this must have seemed when



The view from the top of the boat lift towards the bridge under the Bristol & Exeter Railway, another attractive structure, though less so than the canal aqueduct.

first built. Today all we can do is to try to work out what the different bits of masonry did.

The next task was to walk back to ground level and then under the aqueduct to admire the stonework. Iron plates were clearly visible in the top of the underneath of the arch, no doubt to keep water in the canal. A walled track once ran through both the railway bridge and the aqueduct. The railway end is closed off but beyond the aqueduct, the land opens out into parkland with a permissive footpath.

This is an interesting relic from the early days of mechanised transport and is well worth a visit.

For more on the Nynehead and other lifts, I would recommend a look at: <http://www.rchs.org.uk/trial/6-1%20Boat%20lifts%20GWC.pdf>.



The canal once ran just to the left of Wharf Cottage which is across the lane from the boat lift.



Sad Story of a Motor Enthusiast

H A Field

Young Ethelred was only three
Or somewhere thereabouts, when he
Began to show in divers ways
The early stages of the craze
For learning the particulars
Of motor-bikes and motor-cars.
He started with a little book
To enter numbers which he took,
And, though his mother often said
'Now, do be careful, Ethelred;
Oh, dear! Oh, dear! What shall I do
If anything runs over you?'
(Which Ethelred could hardly know,
And sometimes crossly told her so),
It didn't check his zeal a bit,
But rather seemed to foster it;
Indeed it would astonish you
To hear of all the things he knew.
He guessed the make (and got it right)
Of every car that came in sight,
And knew as well its m.p.g.,
Its m.p.h. and £.s.d.,
What gears it had, what brakes, and what –
In short he knew an awful lot.

Now, when a boy thinks day and night
Of motor-cars with all his might
He gets affected in the head,
And so it was with Ethelred.
He called himself a 'Packford Eight'
And wore a little number-plate
Attached behind with bits of string,
And cranked himself like anything,
And buzzed and rumbled ever so
Before he got himself to go.
He went about on all his fours,

And usually, to get indoors,
He pressed a button, then reversed,
And went in slowly, backmost first.
He took long drinks from mug and cup
To fill his radiator up
Before he started out for school –
(It kept, he said, his engine cool...);
And when he got to school he tried
To park himself all day outside,
At which the Head became irate
And caned him on his number-plate.

So week by week he grew more like
A motor-car or motor-bike,
Until one day an oily smell
Hung round him, and he wasn't well.
'That's odd,' he said; 'I wonder what
Has caused the sudden pains I've got.
No motor gets an aching tum
Through taking in petroleum.'
With that he cranked himself, but no,
He couldn't get himself to go,
But merely buzzed a bit inside,
Then gave a faint chug-chug – and died.

Now, since his petrol tank was full,
They labelled him 'Inflammable,'
And wisely saw to it that he
Was buried safely out at sea.
So, if any time your fish
Should taste a trifle oily-ish,
You'll know that fish has lately fed
On what remains of Ethelred.

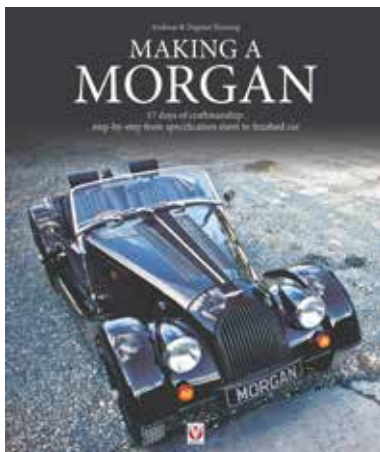
(H A Field contributed several items to Punch from 1924 to 1931.)

Books

Making a Morgan

Andreas Hensing

Published by Veloce, price £40, obtainable from bookstores or direct from Veloce on 0305 260 068. ISBN 978-1-845848-73-6.



James Gilbert of the Morgan Motor Company raises the interesting point that some 90% of Morgan four wheel cars that have ever been made are still operating. Thus, sustainability is an important factor in the manufacture of their cars.

Ash trees provide the wood from which the 96 shaped timber parts form

the frame on which the Morgan is based. More Ash trees are planted by their supplier to renew the stock in Midland forests.

You won't see many robots in their Malvern factory either; skilled craftsmen and ladies contribute expertise and experience to the cars' production. Many of the workers have enjoyed long periods of service and Morgan have instituted an apprentice training programme to ensure the skills are maintained.

17 days to make a Morgan is a fascinating read by a Morgan enthusiast. We are taken from the paper order sheet to road test and completion.

We peer over the shoulders of the crafts people and their specialities, from chassis to frame, from sheet metal to assembly, electrics to paint and trim. Even the dashboard has a final finish that wouldn't disgrace a grand piano.

Along the way, we have interesting vignettes of the workers' background, experience and skills learnt over many years. You don't see mobile phones dotted about either; if a problem does arise, the workers talk to each other, help where it's needed and take an immense pride in their section of the car being built.

Tucked away in the pages is a history of the Morgan Motor Company, a rundown of the models produced over the years,

from three wheels to four and back to three, and a peek into the future in respect of quality improvement and propulsion. The magic of a Morgan is well summarised.

A car for enthusiasts built by enthusiasts, a workforce who are proud of the hand-built motor cars that they produce and who have a keen eye to the company's future.

'Making a Morgan' is a great read.

David Burke

New Medway Queen book

A new book chronicling the time the paddle steamer *Medway Queen* spent on the Isle of Wight has been published by author Richard Halton, with all profits going to the Medway Queen Preservation Society.

Published to coincide with the 50th anniversary of the opening of the ship as a night club at the Island Harbour Marina, much of it is based on the personal memories of those who worked on the ship or enjoyed the entertainment on board. Many of the photographs come from the same people.

The latter pages briefly detail the return of the ship to the Medway and its subsequent rescue and rebuild, its rededication in July 2013 at Albion Dock in Bristol's Floating Harbour.

It is well illustrated with both black & white and colour photographs and our editor helped with its design and printing.

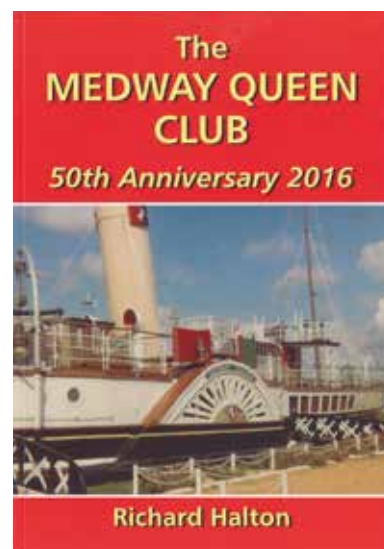
The book is available from the Medway Queen Visitor Centre, the website:

www.medwayqueen.co.uk or direct from:

Richard Halton, 21 Lakeside, Earley, Reading, RG6 7PG.

The price is £8.40 including UK p&p.

(Cheques payable to R Halton.)



USA tanks on S&DJR



Mid-June saw an event held at the preserved Shillingstone Station on the former Somerset & Dorset line which is currently home to two ex-Yugoslav Railways' USA Class 0-6-0T engines. They carry the numbers 30075 (seen here) and 30076, continuing the series of USA Class tanks once operated by the Southern Region of British Railways. **Brian Gooding**

EDITOR'S RAMBLINGS

When I first drafted this column, I thought this issue might arrive a little later than planned, the delay being partly to include a report on the 2016 Transport Trust Awards, but also my own workload involving two urgent trips away this month, but despite it being late at the printers, they have turned it around very quickly. Being out of the office, while enjoyable and a change from looking at the four walls of my lovely office, does mean I have less time for putting the *Digest* together.

I am writing this on the longest day of the year – and it does feel like it – with not only work pressures but the interminable news items on the forthcoming referendum, which will be history by the time this reaches you. Whichever way the vote goes, there will be interesting times ahead.

One of the advantages of being on the road means that I meet interesting people and visit interesting places, not all subjects for this publication, but I have tried to include snippets of the more relevant ones in this edition. It never fails to impress me that we have so much of historical interest in this country and I always try to visit as many such places as I can, be it transport or industrial history, for often the two are closely linked.

In the last two weeks, I visited the lovely Staffordshire village of Oakamoor with its lovely railway crossing keeper's cottage and industrial remains. You have to know what you are looking for, though here a useful trail with interpretive signs helps for without these I would not have noticed, for example, in the wall of a pub, the blocked up arch through which a canal once ran! Or the grassed open area that was once a factory. I also met a gentleman near Worksop who will be 90 this July and who has owned a steam traction engine for 60 years this year; he has probably owned the same engine the longest in preservation. I had hoped to drop in to Barrow Hill on that visit but times didn't tie up, sadly. Returning from that trip, I spent an excellent Saturday at the Shuttleworth Collection at Old Warden, not to see the aircraft but the volunteers who look after their Clayton & Shuttleworth steam engine and agricultural collection. The museum also has an extensive vehicle collection, including two buses once owned by Mike Sutcliffe. If you haven't been, I recommend an early visit.

Last week I visited the village of Exminster (south of Exeter) where a Morgan dealership also has a road steam side. It was the latter that I went to see but had I had the money, I would have been tempted to come away with one of their Morgan cars. They are lovely, as many of you will know!

Staying a few days in Tiverton, I was able to reacquaint myself with the Grand Western Canal which terminates here. The remaining section of this canal is a linear country park, popular with locals and tourists alike, and a horse-drawn trip boat is always very popular. On the derelict northern section (over the border into Somerset) are the remains of one of the oldest canal boat lifts in the country, at Nynehead. I had wanted to see this for a long time and was able to call by on this occasion; I was not disappointed, but ruinous piles of old stone blocks excite me!

On my way home, I called in at Shillingstone Station, once a stopping point on the Somerset & Dorset Railway. The station has been restored and a short section of track laid. There are no trains running here yet, but there are plans. The group running the site are all volunteers and they have achieved a lot so far with very limited resources. The occasion was a 'Steam

Up Weekend', though the steam was provided by a selection of road steam engines visiting for the weekend, some coming a fair distance under their own steam to attend. A supporting cast of lorries, cars and other machines made for a good weekend, the sort of event I enjoy more than a rally, to be honest, for the atmosphere is much more relaxed and you can catch up with friends, some not seen for some time.



It must be remembered that those bringing exhibits to such events do so to support a worthwhile cause and do so at their own expense, but that is true of much of the transport preservation world; they are great supporters of charities and, in that way, are unsung heroes.

This year's Awards ceremony was interesting again. I always enjoy the atmosphere at Brooklands and there is a lot for people to see and enjoy at the museum. The weather was kind again this year which is always a bonus. The winners were again very worthy and I am always amazed by the efforts of the top award winners – the Preservationist of the Year and the Young PoY. This year was no exception and these people have done fantastic work, involving many long, and no doubt frustrating, hours of toil. This is also true of the Restoration Award winners who presented a whole raft of interesting and difficult projects, not all completed but well on the way, turning often derelict vehicles, sometimes with many parts missing, into beautiful works of art. I am full of admiration, knowing how difficult and time consuming it is to keep any old machine in working order.

With this magazine, you will have received four books of raffle tickets with some fantastic prizes. Please do sell these to your friends or buy them yourselves as the proceeds help to fund the Restoration Awards.

Finally, may I remind members that this magazine is not meant to write itself! I am grateful to those who have contributed this time, but I would welcome articles or other items for future issues. The cupboard is getting very bare, so I look forward to hearing from you all soon.

Brian Gooding



An example of what can be done with very little to start with: Richard 'Turbo' Vincent's lovely Foden steam lorry Freddie was built from the boiler, all other parts being sourced or made by Richard.

THE TRANSPORT TRUST (Founded 1965)

The Transport Trust campaigns for and promotes the restoration and preservation of Britain's immensely important transport heritage in all its forms, on land, in the air and on water.

Since 1965, the Trust has been preserving Britain's heritage through

- restoration grants to individuals or groups to fund specific projects
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- loans at advantageous rates to restoration groups
- promoting a co-ordinated voice for transport preservation to government, and advising Heritage Lottery Fund
- identifying and marking sites of historical transport significance
- a visits programme for Trust members to transport venues in UK and mainland Europe
- a high-quality quarterly journal, and managing a regularly updated and informative website www.transporttrust.com

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For more details, please contact the head office of the Trust (see below).

The Digest is published quarterly and is free to members and affiliates.

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Advice

The Transport Trust's wide range of contacts in all aspects of transport heritage and in other areas of preservation is a valuable resource which can be accessed to provide specialist advice for owners, preservers and restorers.

Loans

The Transport Trust makes financial loans for qualifying projects. Application should be made to the Trust's Treasurer.

The Transport Trust is a charity.

The preservation of all that The Transport Trust safeguards for the nation is dependent on your support.

Legacies

The Transport Trust is very pleased to accept legacies and can assist donors in making Will changes, if necessary. Past legacies are the main reason we can operate our successful Award programme and thus secure the benefits the awards bring to both the winners and their projects.



ABOVE: Further to the cover picture, this is another shot of Old Warden-based 1945 de Havilland DH89A Dragon Rapide about to land after another short sortie from the aerodrome.

BELOW: Part of the Shuttleworth Collection are these three items, all made by Clayton & Shuttleworth in Lincoln. The chaff cutter in the foreground had just been restored and was being tested on the day of my visit, 11th June this year. The living van was also a recent restoration, while the engine, No.46817 of 1914, started life as a steam roller with WW Buncombe Ltd of Highbridge, Somerset, and was bought from them by a previous owner with the front roll missing, so he converted it to traction engine form. Both: Brian Gooding

