

JOINTLINE



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Newsline

The Society view

Neil Sharpe

I always find it difficult to write for the spring issue due to the Railway not running for most of the time since the last issue, there is little 'action' about which to report! However, following my last report, I can now at least give some updates.

Members of the Society and the NNR attended the Heritage Railways Awards ceremony in Birmingham on 8 February. Although both projects entered – the restoration of coach 2nd brake 853 and Chris Moxon's Carriage and Wagon blog – in my mind anyway were 'winner's material' but we just lost out to receive a 'Runner Up' certificate for each. Still, second is better than no position at all and credit must be given to both Chris and the JHCF team to receive an honourable mention at this prestigious annual event.

The Y14 returned safely from the Spa Valley and I received a very pleasant 'thank you' note from their commercial manager. Not only did the locomotive perform well for them on their Santas and Mince Pie trains, it also attracted a good number of enthusiasts to see it in action which produced some unexpected extra income. Additionally, it came back

spotlessly clean! The Spa Valley cleaning team must have spent hours on it.

Keith Ashford has successfully negotiated our 2020 hire fees to the NNR and as an additional incentive for them to use our machinery, some extra discount has been given on a sliding scale of steaming days. The more days they hire, the cheaper it becomes. It was alleged that NNR managing director Hugh Harkett was seen smiling and rubbing his hands together . . .

You may be aware that unless we can get an extension on its boiler certificate, the B12 will have to come out of service at the end of the year. This will be the first time we will have to dip in to the 'big legacy' to complete the ten year overhaul. Yes, I could not quite believe that ten years appears to have rushed past us. We will have to see if CME Keith Ashford can wheedle a few extra months running out of it from our insurers.

At last, through what have been some extremely frustrating months, secretary Richard Spicker has completed the lease on our 'new' office, negotiations for which I mentioned last time. A reasonable rent was agreed, but we find that with the new dividing up of the leisure



Chris Moxon, left, and Peter Bedell proudly showing off their certificates at the HRA Awards.

Jackie Bedell

The Blog certificate, below.

Chris Moxon



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Front cover: 90775 The Royal Norfolk Regiment passes Bridge Road carriage sheds on 19 February and is slowing for Holt station. Dennis Greeno

Inside front cover: The programme of gradual rail replacement has continued this winter, see Bob Wright's article on page 18. Terry Day was photographed cutting a rail to length on 15 January. Harvey Smith

Centrespread: The Society's Class 31, D5631, is seen on 23 July 1966 operating the 14.12 Sheringham to Liverpool Street between Newstead Lane and Roughton Road. At this time it was allocated to March depot and was officially a Class 30/2. It was not reclassified to Class 31 until October 1966. Ted Tuddenham courtesy Peter J A Bower and the M&GN Circle

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be restored to working order as part of the steam display there. Given modern insurance requirements, quite apart from the need to certify and maintain the competence of crane operators, realistically it would not have been practical or worthwhile to return it to steam here so it is pleasing that its long-term future is assured elsewhere in the county. Its departure will allow a shunt of the goods train, once the spring gala is passed, to display more of our restored vehicles in the yard where they can be seen more easily by visitors assisted by the provision of interpretation boards to highlight and explain this important aspect of railway history. Railways came into being for the movement of freight and passengers came later!

This year the Spring Gala falls quite early at the end of March but we have already announced the visiting engines which are a wonderful GWR pair to warm the cockles of our managing director's heart – Class 42xx 2-8-0T no. 4270, thanks to its owner Jeremy Hoskin and its home railway the Gloucestershire and Warwickshire Steam Railway, and 28xx 2-8-0 no. 2857 owned by the 2857 Society and based at the Severn Valley Railway. Both are first-time visitors and along with 92203 and 90775 they should make an impressive heavy freight line up. This gala will see the Quad-Art and Suburban sets in traffic as well as the usual range of passenger, goods and non-stop workings so we shall keep our fingers crossed for good weather at the end of the month.

As the Railway emerges from its brief, but busy, period of hibernation and prepares itself to welcome back visitors for the new season, I look forward to meeting you around the line for what promises to be another busy and exciting year.

Weybourne bookshop

John Gorton

With reference to the chairman's remarks in 'The Society's view' on page 00, it is worth adding that none of these results could have been achieved without the generosity and support from you, the members. I would also like to thank those in the Bookshop team, who have worked hard to open the shop on more days



along with their expertise to produce this result.

I am pleased to be able to report that sales of the new publication, *Norfolk's Railways 1967-1994*, have exceeded the production costs by more than £500 so far making a valuable contribution to Society funds. The sales of *Norfolk's Railways 1927-1966* have also picked up again to some extent as a consequence of the new book.

We are still looking for additional help with the administration of our eBay shop, to operate locally to the Railway at home or from the Society's office in Sheringham. If you would like to help I would be delighted to hear from you! My contact details are on the inside back cover.

Weybourne Traction Group

Alex Fowles

It has been a busy few weeks within WTG HQ with plenty going. The diesel element of the Mixed Traffic Gala (12-14 June) preparations are in full flow and we are almost there with our visiting engines. We are thrilled that Direct Rail Services has decided to work with us again and has generously offered a locomotive for the weekend which will arrive *via* the Sheringham level crossing.

Early in February we had a trip to Peak Rail at Matlock in order to go and see Class 25 D7659, 25309 in new money. This is booked as a gala guest, and has been restored to a superb standard. The engine is part of Pete Waterman's collection and is now based at Peak Rail and has only just returned to service after a lengthy overhaul.

We are also exploring the possibility

Weybourne experienced a very brief winter spell on 10 February. Note the chimneys, and Ring Haw's dome, were already covered.

Steve Allen

of a third visitor and discussions are well advanced on a number of exciting engines. From the iconic stud of Weybourne based traction, we are expecting the Classes 20 and 37, as well as the M&GN Society's Class 08 D3935, whatever configurations of DMU are available and, fingers crossed, the Class 31.

As I write this half term has just kicked off, with the DMUs covering the diesel diagrams for February and March, due to the availability of heating, with the locos again working Yellow Friday and Saturdays. Details of running days can be found on the Weybourne Traction Group social media pages, including Facebook, Twitter and Instagram, and also on the WNXX Interactive forum.

Youth Development Club

Richard Laxen

The NNRDYC's meeting dates for the remainder of the year are as follows:

- 18 April 2020 – Teams working at Holt and Weybourne
- 16 May 2020 – Teams working at Holt and Weybourne
- 20 June 2020 – Teams working at Holt and Weybourne
- 18 July 2020 – Teams working at Holt and Weybourne
- 15 August 2020 – Teams working at Holt and Weybourne
- 19 September 2020 – Teams working at Holt and Weybourne
- 17 October 2020 – Teams working at Holt and Weybourne

21 November 2020 – Vegetation Clearing Weybourne
 12 December 2020 – Christmas Party.
 The running of the model railway at Weybourne station will be a regular meeting activity.

Parents assist the trained supervisors for which a rota is kept. The running of the club is down to the efforts of a lot of people which has enabled it to become very successful. I would like to thank everyone for their continued assistance.

Locomotive mileages on the NNR

Dennis Greeno

Where appropriate, the following figures include use on the line to Cromer but not miles accumulated when on hire to other railways.

The steam locomotives' mileage figures for 1 February 2019 to 31 January 2020 are as follows:

76084	.....	6,128
90775	<i>The Royal Norfolk Regiment</i>	.....
		3,968½
8572	.....	3,037¼
92203	<i>Black Prince</i>	.....
		2,753¾
564	.....	2,019¼
53809	.....	1,482½
80078	.....	153
9466	.....	152¼
419	.....	57
<i>Thomas</i>	.....	54
<i>Percy</i>	.....	34

Wissington and *Ring Haw* were not used on the NNR.

The figures for diesels in the same period are:

Car 51228	.....	5,001¾
Car 51188	.....	2,729¼
D6732	.....	2,025¼
20227	<i>Sherlock Holmes</i>	.....
		1,447½
33063	.....	93½
33202	.....	77½

Cromer signal box

Rose King

As on the NNR, so at Cromer signal box – inhospitable winter is track laying time. The cattle dock at the back of the signal box site has long had a length of rail alongside it. This is not original (the cattle siding had disappeared by the 1960s), but does follow the line of one of two sidings which were at one time behind the signal box. The other is now the lawn. This track is not exactly at the level of the original. The buffer stop, which never vanished having been cemented into the wall at the end of the dock, does not quite align with the new track. However, this time we were more concerned with the other end of the track. There is a boarded crossing from the lawn to the steps on the cattle dock, but the properly laid track ran very little further than that. There was a plan to get it close to the eastern boundary fence.

Vestigial track already in place this winter consisted of two pieces of rail with sleepers and chairs at either end. In November all the ballast was dug from under this rail and laid on a tarpaulin on the boarded crossing. In December the track was properly laid and gauged, though the chairs have not yet been bolted to the sleepers. Most of these chairs are Great Eastern and require four bolts while the few LNER chairs need only three. At the February working day, the track was reballasted and we hope to have the chair bolts fastened fairly shortly.

In other news, the M&GN fence at the back of the cattle dock has had a few coats of Ronseal applied. This can only be done when it is not raining: rain makes wet Ronseal run off like melted chocolate.

The operating room door which faces due east – the signal box site is protected from every wind except east – is rotten at the bottom. It was taken off in January and a considerable amount of soggy wood filed off the bottom, but it still sticks in damp weather. More to be done when the door has dried out, which does not look like any time soon. We have minor problems with the locking room and permanent way hut doors but these are more protected from the weather.

We are keeping up to date with news of Cromer station building. At present this is not too cheerful. Councillor Tim Adams of Norfolk County Council applied to have the station building listed, but was rejected by Historic England whose requirement for station buildings appears to be that they predate Brunel. Attempts are being made to contact the lessees of the building to ascertain their intentions with it. The Norfolk Community Rail Partnership is about to put up new signage on the station, and replace the rusty old cycle shelter. They would like to make use of the station building, but it is not part of the railway estate and so they have no influence.

Working days (non-working visitors also welcome) are usually the first Saturday of the month, but are varied to suit the workers. For more information, contact Rose or Mike, 01263 514135 or uk012429@gmail.com.

Friends of Black Prince

Edmund Crosthwaite

The engine played a large part in the winter running, including the Norfolk Lights Express trains which resulted in a lot of stunning photos. It then took a well earned rest at the start of 2020 while we planned our Friends of *Black Prince* activities for the year.

First, though, a look back at how we have done since starting the group. In 2019 we raised £14,742.80 for the

This photo shows Cromer signal box volunteers (left to right) Allan Coe, John Hodgkinson, Mike Baker and Mike Hoggarth laying the extension track in the cattle dock siding on 1 February.

Rose King



Steam, diesel and model railway

Society-owned steam locomotives

Keith Ashford

LNER B12/3 8572

The B12 has been brought out of winterised storage and a number of planned maintenance work items undertaken and completed. These have included the complete stripping of both injectors and overhaul and the fitting of a new seat into the left hand combined injector steam valve and clack box which matches the work carried out last year on the right hand clack box. The Westinghouse air pump has been swapped with the previously overhauled green clad pump which has been re-instated.

The engine underwent its annual Part 1 cold boiler exam on 21 January 2020 and it passed with flying colours. The in-steam Part 2 examination followed on 10 February and, again, no problems were identified with our boiler inspector.

The remaining winter works to be carried out are:

- Checks and adjustments to main axlebox/horn wedge clearances
- Undertake the annual 'C' exam.

8572 was rostered as the lead engine over the February half term week.

Technically, the B12's boiler insurance certificate expires in early November as insurance companies take the start of the ten year certification period from the date of the last hydraulic test. With 8572 this was in November 2010. However, I will be making an approach to our insurance company during the year to see if it would consider an extension to the use of the engine given that the locomotive did not actually re-enter traffic until early 2012. There are no guarantees that an extension will be granted, but it will be worth the effort to explore.

GER Y14 564

The Y14 returned from its hire period at the Spa Valley Railway where the locomotive was much appreciated and was well looked after. It did experience a couple of mechanical dramas, the first being the failure of the right hand small end bearing in the connecting rod. It had been



reported as having a possible faint tapping sound from somewhere between the frames immediately before leaving the NNR but it had not been possible to pin-point the source. The Spa Valley Railway was instructed to closely monitor the running of the engine which was diligently done and as soon as it was reported the tapping had developed into a knock from the small end of the engine was stopped for closer examination. It was then found that the small end bronze bush had evidently been starved of adequate lubrication for some time due to a plug tail trimming being fitted too tightly restricting the flow of oil. Spa Valley Railway staff were provided with a detailed engineering drawing of the bush and they sourced a piece of bronze from the Bluebell Railway which they undertook to machine and fit. Fortunately the gudgeon pin surface was not harmed by the lack of oil.

The second failure was just before the end of December when the left hand injector steam valve spindle thread reached the end of its life rendering the use of the injector unsafe. Given that this occurred just prior to the New Year weekend, it was not worth attempting the machining of a replacement spindle so the locomotive was sidelined, and *Ring Haw* stepped into the breach to provide the motive power over the final weekend of operation.

564 (and *Ring Haw*) arrived back at

It is 17 February and 8572 has come off shed and will soon be off to Sheringham for the day's first steam service.

Steve Allen

Sheringham on Tuesday 7 January and were moved to Weybourne the following day. The Y14 was immediately winterised and planned maintenance work is now underway. These jobs will include:

- The replacement of the left hand connecting rod little end bearing (this had also apparently started the early signs of tapping). The bush has now been replaced
- The manufacture and fitting of a new left hand injector steam valve spindle. At the time of writing this work was virtually complete
- Replacement of piston rod and valve spindle gland packings
- Review and check the 'C' exam information carried out at the Spa Valley Railway
- We are also taking the opportunity to replace the copper steam pipes from the injector steam valves to the first union joint in the cab as the copper is just starting to show signs of localised thinning.

The newly fabricated brackets for the engine mounted parts of the Whitaker tablet exchange equipment have been trial fitted and the fixing holes drilled in the tender front plate.

Some further work is needed with strengthening plates to brace the tender locker platework and shims

will be made to set the alignment of the operating arm to ensure it slides smoothly in the guides before the assembly is finally bolted in position.

WD Austerity 90775 *The Royal Norfolk Regiment*

The WD was held in reserve as the back-up to the standby engine for the Norfolk Lights Express and in the event was not needed.

Generally, the engine should only require routine maintenance over the winter together with a change of cylinder oil grade to SCO800 and the fitting, at last, of the draw-bars we had forged a couple of years ago.

The engine was available for use during the February half term.

Hudswell Clarke 1700 *Wissington*

With the return of the retired wheelsets, work has been re-engaged to complete the machining of the axleboxes, following the correction of alignments to the horn guides.

The optical alignment apparatus has been set up to allow precise measurement of the horn guide edges to be established so the individual axleboxes can be machined to give correct lateral positioning in the horn guides. The axlebox bronze bearing inserts have been white-metalled ahead of being machined. The new set of six brake block castings have been delivered from East Coast Castings.

A specialist firm of rail approved examiners has been engaged to carry out selective non-destructive testing (NDT) on the axles, crank pins, coupling rod ends and connecting rods as a routine check.

John Howard has been quietly working away each week to tidy up the paintwork around the engine. It is now looking more likely that the engine will be rewheeled and re-assembled in March or April given the current workload in the depot with ongoing winter maintenance.

Society-owned diesel locomotives

Neil Sharpe

Class 31 D5631

It really is looking like we are now on the final furlong with what has seemed to be an endless restoration project. The Law of Sod seemed to apply to quite a number of jobs which

'appeared' whilst attending to others. The locomotive should be ready, however, for operation for the main season. We have also decided, whilst it is still in the works, to fit a coolant pre-heater, similar to the one Alistair Barham has fitted to his Class 37. The engines are very similar so we at least have a good idea as to how it all goes together. This will alleviate wear on the engine at start up which, as you may well know, is the time of greatest engine wear.

We are also treating it to an engine oil change. As it has been sat so long the current lubricant may well have degraded and we do not want this oil circulating. I asked how much oil we would need. Apparently slightly more than in your average motor car – 750 litres or thereabouts!

Class 08 D3935

Our 08 shunter is still acting as Sheringham pilot but has been on the 'naughty step' with a burned out contactor, preventing power take up. Shunter guru Phil Ward has borrowed a similar one from the Class 31 to get the shunter back in action. Unless anything else has occurred unbeknown to me, the loco is running well. The trip work mentioned in the last issue appearing to reduce the smoking issue.

NNR-based and visiting locomotives

Keith Ashford

BR 9F 92203 *Black Prince*

At the time of writing the engine is still winterised, but is next in the queue to be brought into Works for dewinterising and a general, routine check over.

It not anticipated, at this stage, that there will be too much found necessary, however we are planning to remove the new right hand rear cylinder cover after the gala to get to the bottom of the small steam leak that has persisted despite a new cover being cast and machined last year.

BR 7F 53809

Problems are still being experienced in getting the required distribution of weight across the axles. The spare sets of springs have been load/deflection checked on a test rig provided by the owners, and these springs then fitted

to replace selected existing springs all to no avail.

It would now seem that the root cause of the problem is the positioning of the various long and short spring suspension links that connect the springs to the engine chassis and pairs of springs.

It would seem that it was custom and practice by Derby Locomotive Works to make weight adjustments to engines, with this type of rigid bar suspension links, by either lengthening or shortening the links. It would seem that the links are not now in their correct locations, following its last overhaul in 2016 and prior to arriving at the NNR, so we are working with the owners to try and deduce where each link should now be fitted to obtain the correct weight distribution.

In the meantime, the boiler has been drained and washed out in readiness for its annual Part 1 examination, which we will do once the weight distribution has been corrected.

Hunslet 1982 *Ring Haw*

Ring Haw returned in early January from its lengthy hire to the Spa Valley Railway and has been immediately withdrawn for a full overhaul. Whilst the locomotive is still part way through its ten year boiler certificate, a number of the boiler tubes started to fail while it was away on hire. These were blanked off with the agreement of our boiler insurer.

Mechanically the engine is in a tired condition and significant replacement of platerwork to the bunker and the water tank are also needed.

It is planned to undertake the overhaul as a volunteer project, with the formation of a 'Friends of *Ring Haw*' group to spearhead fund raising.

Class 03 D2051

Out of traffic.

Class 03 D2063

Off site undergoing bottom end work and gearbox repairs.

Class 08 D3940

The locomotive is approaching completion of its overhaul. It requires final painting to be completed and then testing.

NNR Engineering Oliver Monday

'Energie' 0-6-oT no. 507 *Jacques* boiler
Boiler work on the locomotive has been completed at the NNR. The boiler passed its hydraulic and steam tests and has now been returned to the customer in Luxembourg to be fitted in its frames.

LBSCR A1X class 0-6-oT 32670
Bodiam

The wheels and motion of the 'Terrier' locomotive have been dismantled and inspected by the customer and their inspector. We have been instructed to carry out NDT on the axles, coupling rods, connecting rods and crank pins so these have been cleaned and prepped ready for testing. When the results come back, we will await further instruction from the customer.

BR WC class 34010 *Sidmouth* boiler
Scaffolding has been erected around the upside down *Sidmouth* boiler whilst it is situated in the staff car park. This will allow work to continue on the firebox and barrel. Patches have been removed in each of the inner firebox sides, as well as all four foundation channel corners. The combustion chamber tube plate has been removed and a replacement pressing delivered from South Devon Railway Engineering has been marked out ready for the tube holes to be drilled.



BR 3F class 47493 boiler

Work has started up again on the 'Jinty' boiler from Butterley. The smoke tubes have all been beaded in the firebox and are in the process of being beaded on the smoke box end. The longitudinal stays have all been caulked and jointed and work is being done on the washout plug holes to get the boiler ready for completion.

Bagnall 0-6-oPT no. 2613 *Brookfield* boiler

We have had a recent delivery of the boiler outer shell and the copper firebox of Bagnall works no. 2613, named *Brookfield*. This boiler requires extensive outer shell repairs, with all four sides needing replacement. The copper firebox is in the boiler shop for repair work as well.

This standard gauge 0-6-o Pannier tank locomotive was originally intended for use on narrow gauge track in the Turkish coalfields. However, it was needed for use during the Second World War so was redesigned to standard gauge. When the conflict was over, it was sent for shunting at Stoke on Trent in the Admiralty Stores. This later became the Brookfield Foundry which is where the locomotive got its name. After the closure of the foundry, the engine was sold on *via* auction and was restored thanks to the East Essex Locomotive Preservation Society, which keeps the locomotive at the Mangapps Railway Museum in Essex.

Far left: The scaffolding around the *Sidmouth* boiler makes it safer and easier to work on.

Far left bottom: After a successful steam test, no. 507 *Jacques*' boiler has been transported back to Luxembourg.

Left top: Remedial work is being done on the 'Jinty' copper side stays. If they are beyond repair, they are drilled out, as can be seen. .

Left above: 47493's throat plate was lifted off of the boiler and stored safely so that datums can be taken from it at a later date.

Left: Most of the stays have been completely removed from the firebox end of the 'Jinty' boiler, with some yet to be removed.

All Oliver Monday



Carriage & Wagon Chris Moxon and JHCF Nigel Scarlett

This last quarter Carriage and Wagon has caught up on exams and progressed our ongoing overhauls, but with services soon to get underway there will be running repairs.

Mk1 SK W25189

This is the coach currently in for Bronze level overhaul that did end up taking quite a bit longer than first anticipated – six months in total. It has been a priority in recent months to see W25189 through to completion so we can have it back in service for the main season given that we will be a vehicle down on ordinary service sets (more on that later). The big news is its out-shopping in BR Western Region chocolate and cream livery! This was requested by the coach's owner who wanted the vehicle returned to its 1962 colour scheme. Indeed, W25189 is the only Mark 1 on the NNR that can authentically carry this livery.

To get to this point required a large effort in the usual areas of bodywork preparation, sanding and filling, to get a reasonable smooth finish, although only being a Bronze overhaul we were cautious in how many cans of worms we opened up! Despite this however, we had a very presentable exterior on which to build up the layers of paint. Given it was the exterior paintwork and poor appearance that forced this vehicle into works in the first place, it was pleasing to see the gloss paint flowing and the vehicle's respect restored! In a truly Cinderella fashion, the coach has now transformed from one of the least liked and ugliest on the Railway to a real head-turner. It is hoped that its stand out colours and compartment interior will prove a hit with the public when first used at the March steam gala, and the bonus is two GWR locomotives are scheduled to appear! We have also released W25189 with brown end doors and gold lettering on the end of the coach as part of a new policy for all of our vehicles which, up until now, have had cream doors and white lettering. This was due to fresh research showing that Mark 1 coaches had brown doors and gold lettering before 1963, so we have decided to switch to that earlier era as

it better represents the period before the Midland & Great Northern system was axed. In addition to the repaint work, a large number of smaller tasks were also completed to bring the coach back to operational status. The badly corroded/distorted emergency passenger communication apparatus at the end of the coach was refitted on new metal mounts, as were the inter-vehicle lighting jumper cables. Further background is on pages 17 and 27.

Mk1 BCK E21224

The Gold overhaul on this coach has become the main priority now as it is required for the Cromer set in the summer and as a substitute brake vehicle so that we can work on the main service set brake coaches in the later half of 2020. A big push has been made on getting the exterior of the vehicle complete to the stage where we can start the process of paint preparation and the painting itself. This has included the completing of the door hanging which required the full rebuilding of the two Holt end vestibule doors. The last of the window glass has also been fitted to the brake area along with various smaller items such as corridor connection bellows and repaired sections of gutter. We are now in a position to start the sanding work.

Internally, things are also progressing. At the Holt end, the floor is now screwed down along with the hardwood surround that sits in the doorways and is a common source of wood rot. In the adjacent toilet, the restored Formica panelling has been pinned back in place which has allowed the varnished window surround to be fitted. New hardwood beading is being made and varnished to complete the walls. Along the centre of the carriage, the wooden veneered panels and trim are now all fitted to the five passenger compartments. This will allow the luggage racks to be renetted and fitted in due course. The wood panelling in the side corridor is still to be fitted but should be progressed soon now the compartments are as advanced as they are. Inside the luggage van area the painted wooden planking is all



Top: The painted roof of W25189.
Chris Moxon

Above: Chris Moxon, left, applying the top coat and Brian Ashby paints the lining.
Both Steve Allen

Below: E21224's inside planking in the luggage area and an exterior view of the newly fitted glass window.
Both Chris Moxon



installed and the remaining original ceilings stripped of old paint ready for repainting. The other areas of ceiling, which are being made new, have been cut to size and await fitting.

Mk1 TSO E4521

Limited progress has been made on our Silver overhaul apart from metalwork repairs. These have gone well at the Sheringham end of the

Thirty years ago – spring 1990

Gerald Thomas

Issue no. 68 sports a striking cover. Signalman Bob Thorpe stands on the balcony of 'Wensum Junc' signal box ready to hand over the token to the crew of *Ring Haw* as it 'storms past with the first of the Santa Specials' which is complemented by a really attractive rich reddish-brown colour scheme. The issue is so jam-packed with material that I hardly know where to start and what to leave out. This is partly due to the sheer diversity of material it contains because it also gave notice of the up-coming 29th General Meeting of the Society. The programme for this consisted of a 12.30 AGM special from Sheringham with buffet lunch offered, the meeting at 2.30, talks, videos and a photographic competition at 3.30 and tea at the Youth and Community Centre at 4.30. One hopes there were not too many untoward 'Any Other Business' intercessions!

The editor used his column to make an impassioned plea for a comprehensive clear-up of what he describes as the 'eyesores' around the Railway. While Sheringham had been tidied up, more of these seemed to be appearing at Weybourne every week:

Eyesores, I hear you cry! They're useful spares! You know that, and I know that, but all the public can see is junk . . . We have even gone so far as to spoil previously tidy locations. A good example of this is the 'junk/ spares' . . . dumped (sorry, stored) just beyond bridge 302 at Weybourne.

He then goes on to to have 'a real good ol' go' at the way Weybourne was being presented:

The whole "step back back to the past" image is wrecked by unsightly things, such as the broken plastic seats and tacky formica topped tables on the platform. The public toilet facilities are almost non-existent . . . and . . . primitive, as any man who has used the gents at Weybourne can tell you.

At this point I must interject. I wonder if the editor had ever visited the gents on the platform on the GCR's Rothley station at this time – I should not think they had been modernised since the station was built and were a real eye-opener and 'step back into the past!' To continue:

Even minor thoughtless actions can ruin the image, like burning the station rubbish during the day up wind of the platforms which means that the passengers have to stand in a cloud of obnoxious plastic smelling fumes while waiting for the train'

As an ex-stationmaster at Weybourne I can understand his frustration with that one, as similar things were still occasionally happening

in the early 2000s. On the opposite page he has included an encouraging picture taken from close by the toilets captioned 'We are starting to get it right'. It shows Class 11 no. 12131 and English Electric no. 10 standing in platform 1 in a pristine station!

Sadly, there were three obituaries. Eric Rimmer, who with his wife May had become regulars at Weybourne having come from the Talylyn, John Short, described as a stalwart of the Carriage and Wagon department and Dr Ian Allen. As well as a very well known railway photographer, Suffolk GP Dr Allen had been a member and one of the original trustees of the Society and a friend contributed a page-long tribute further into the magazine.

There were very full reports on the state of the locomotives, rolling stock and station developments. There was also a list of the coming year's provisional programme which included Thomas & Friends, Easter Egg specials, Trail & Rail Day, model railway exhibition, vintage bus and commercial vehicle rally, and *Dad's Army* and Halloween evenings.

There were two items that caught my attention. First, was a Great St Trinian's Evening Outing. This was going to be another of our successful crime trains, the plot revolving around a gang of bank robbers trying to smuggle their loot out of Sheringham station by train. Unfortunately for them passengers include a party of St Trinian's girls on their way to a sports meeting. David Williams was appealing for at least 30 'actors and actresses' who should be at least 16 years old. The second event was a Ladies Day, with, as it sounds, as many of the roles as possible being held by the ladies. A lady volunteer contributed a list of what and what not to do in order to escape the wrath or ridicule of the menfolk, with examples along the lines of 'a signalman would rather receive the train staff than your handbag', and 'if you're asked to check the vacuum, do not look for the Hoover'. She noted how often, despite five year's experience as a diesel railbus driver she would still hear 'Oh no, a woman driver' comments from male passengers, who would then attempt to make things better by telling her on arrival that 'for a woman she'd done okay'. The accompanying advert shows a drawing of a locomotive with potted plants on the running plate and below the smokebox, a big bow hanging from the chimney, parasol in the cab, afternoon tea tray on the cab roof and a row of frilly underwear on a line to the chimney! I wonder if we would get away with either of these in today's more sensitive climate.

The BR Western Region auto buffet

Steve Allen



Mention was made on page 17 of the conversion by BR of a part of W25189, a 64-seat TSO Mk1 coach, for an auto buffet using vending machines. The set up comprised of six machines for wrapped snacks and confectionery, one for cigarettes and two for bottled, cold drinks. The accompanying pictures, by BR Western Region and courtesy of Nigel Teulon, show how the installation looked.



A compendium of illegalities Part one

Adrian Vaughan

This article is written using information from the Norwich and Spalding Railway Act of Parliament, from the NSR directors' meetings minutes, the first six years of which have not been preserved. Other vital information I have taken from Mr Charles Hanslip's complaint to the Court of Chancery alleging serious illegalities perpetrated by the directors of the NSR.

The original title of the Norwich and Spalding Railway was, in 1852, the 'Wisbeach (sic), Sutton Bridge and Spalding Railway'. The registered originator of the project was Samuel Massey Cross and the law firm of Hanslip Manning and Conworth was appointed as Solicitors to the intended railway company. Charles Hanslip, resident at 2 Bedford Row, Middlesex, an Officer of the Court of Chancery was the appointed lawyer to the company. The original intention was to get from Spalding to Wisbech and there to cross the Nene and with running powers over the Eastern Counties Railway (ECR) to Magdalen Road Junction (Watlington today) and northwards to a new, eastwards, curve from the site of what later became King's Lynn, Exton Road sidings to join the ECR to Dereham, Wymondham and Norwich. Hanslip was a man of considerable optimism. The ECR would have made expensive objections in Parliament to trains from the Great Northern Railway having the right to run over its rails to Norwich.

Mr Hanslip set out to gain the financial support of the wealthiest people of the district and beyond. He felt it very important to have the Eastern Union Railway (EUR) as an ally. He contacted John Chevallier Cobbold MP, chairman of the EUR, asking for his moral

support in Parliament when the Bill for the railway was debated. Cobbold was the wealthy owner of the synonymous Ipswich brewery and of ships trading out of the town's docks to the Far East. When negotiations were opened with the EUR the name of the project was changed to 'Norwich and Spalding Railway' (NSR).

Cobbold, with EUR directors Edward Stillingfleet Cayley, William Warwick Hawkins and the EUR's accountant, Charles Lock Webb, were appointed provisional directors of the proposed railway joining previously appointed local men. Peter Bruff, resident engineer of the Eastern Union Railway, and a pupil of the great civil engineer Joseph Locke MP CE, became the engineer of the NSR. The London and County bank, which had done much to fund the EUR, was available to lend to the NSR.

The EUR men brought with them the EUR solicitor, William Manning Kitton. Hanslip and Kitton were appointed as joint solicitors to the NSR. The EUR contingent of directors and solicitor were the only men amongst the provisional directors who were experienced in getting an Act of Incorporation and of running the resulting railway. Kitton was a wily manipulator, the directors from the EUR were compliant. At the suggestion of Kitton, Cobbold appointed his cousin George Smart Chevallier as company secretary. The scene was set for a 'cuckoo-in-the-nest' situation. Hanslip began to realise there was an 'inner circle' and he was not a part of it. As an Officer of the Court he was alarmed at such secrecy and did all he could to keep in touch with events.

Engineering work did not delay construction, the delay was caused by shortage of money and the answer to that was to borrow. From the outset the NSR was saddled with debt. Before a Bill for an Act of Parliament could be considered, Parliamentary Standing Orders required the NSR to deposit of £12,702 7s 0d in the Bank of England. That sum was a 'hostage' to be forfeited to the Crown if the promoters of the railway got the Act and then failed to build the line. Parliamentary Standing Orders required that the deposit was cash subscribed by shareholders, money, capital, actually subscribed to the NSR. The NSR did not have that amount of money. The London and County bank loaned to the chairman of NSR, Josiah Wilkinson and two directors Edward Stillingfleet Cayley MP and Peter Sers, £12,750 worth of '3% Consols'*. A false list of



Joseph Locke
(1805–1860)
Wikimedia Commons

* Consolidated Annuities, a form of British government stock.

subscribers was made up as 'proof' that the money had been subscribed by shareholders.

The Act of Parliament fraudulently obtained by the NSR received Royal Assent on 4 August 1853. The Act authorised a railway from the Great Northern at Spalding to Sutton Bridge with junction at Long Sutton for a continuation of the railway to a terminus on the west bank of the Nene at Wisbech. The powers to build the railway would lapse on 4 August 1858.

On 1 January 1854 the EUR was taken over by the ECR and the ex-EUR men could now give their undivided attention to the NSR. They set out to build the line as a profitable speculation for themselves according to solicitor Hanslip. The shareholders never gave permission for anything. The half yearly shareholder meetings were usually, but not always, held in London after being advertised in one or other of the obscure newspapers. The company Minutes frequently record that the directors went to the meeting place, waited the required hour and as no-one had turned up, closed the meeting. The Board of Trade did not question the directors when they did not send, from 1853 to 1856, the company's accounts. According to Hanslip those that were sent in were false because the heavy debts of the company were omitted. Not even the original costs of obtaining the Act, amounting to several thousand pounds, had been paid by 1863. The company's auditor was Peter Dawson. He was not an accountant but the book keeper employed by the NSR.

In 1857 Kitton found a wonderful way to obtain services on promises - Provisional Bonds. The NSR bound itself to pay those who accepted these bonds the sum of money printed on the bond plus five per cent interest and guaranteed 'as soon as practicable to give in exchange legal mortgage bonds under the Common Seal of the Company.' The people or companies taking up these promises paid no money but supplied materials and labour: contractors, engineers, parliamentary agents and others willing to provide services. The Parliamentary Agents Dyson & Co accepted these bonds as full payment for their services. Contractor George Wythes was issued with £18,000-worth of these bonds. It was his men who built the line from Spalding to Holbeach and would build it to Sutton Bridge.

Charles Hanslip believed the issue of Provisional Bonds was illegal under the NSR's Act on four counts:

- 1 The bonds were not security for money loaned to the NSR.
2. One half the capital for building the line had not been raised.
- 3 The bonds were issued without the sanction of the shareholders.

- 4 There was no 'minute' recording the directors 'resolution' to issue them. The bonds were signed by two ex-EUR directors: J C Cobbold and William Hawkins. Edward Cayley was, by 1857, deceased.

Hanslip knew he was being pushed out and that the affairs of the company were in the hands of the incomers from the EUR. He had just one director as an ally, a local man Adderly Howard (who would become chairman of the Local Board, Long Sutton in 1861). On 13 September 1858 he wrote to Kitton protesting about the bonds. Hanslip included Howard's letter in his submission to the Court of Chancery:

Dear Sir, I am not at all satisfied with the manner in which the affairs of the Company are carried on and with the studied neglect with which us country directors are treated. I hear of Bonds being given as security for debts owed by the Company. You know they are not legal as they are given without the knowledge or consent of the Directors constituting the Finance Committee. Every member has a right to be present at the meetings and to have a voice in the proceedings and I am advised that until a certain sum has been paid by the shareholders we have no power to borrow money.

That last piece shows that Mr Adderly became a director with no knowledge of the law concerning his railway.

The Provisional Bonds were always intended to be a secret. They were never reported in the company accounts to the Board of Trade. When Hanslip found out about them he asked the board of directors to show him the accounts of the bonds and was refused. He asked the company secretary, Chevallier, and was refused. By early 1859 Hanslip had discovered enough of the illegalities of the directors to circulate a warning letter to all shareholders.



John Chevallier
Cobbold (1797-1882)
The Cobbold Family
History Trust

An afternoon trip to Yarmouth Beach Part three

Ray Bullock

At the end of the last article we had just departed Corpusty for Saxthorpe station. We return to our journey running into the next station which is:

Aylsham (North)

This station has a very high signal box with, I believe, 21 steps up to it. In the summer a porter assists the signalman taking the tablets to the catcher apparatus or to give manually to the train crews. Our tablet is exchanged by hand with the porter and clears us to North Walsham.

It is around here that the Norfolk accent is very prominent. I know this is true because my ancestors originated in this area and around Felmingham and I believe there are still some of the name of Bullock there. There was a workhouse there in the 1800s and two of my ancestors both boys under 15 were sent there. One porter used to announce the stop as 'Ayllshaaaam' in that rich accent which only a true Norfolk countryman has.

The station is always busy even though there is another in the town. Engines could obtain water here which, in the summer time, helped Melton Constable considerably as the latter has problems with its water supply during those months.

A brief stop, or so it seems, and we are off again, the familiar pattern of noise and oscillation starts up. My back starts to ache with the constant firing up as does my legs and

I know Jack is feeling the strain, what with tugging open and closing the regulator which is shoulder level, having to heave that very long reversing lever to shorten the cut-off, plus having to 'pole'* the engine at several stops would tax the strength of men 30 years younger than he. I cross his side to assist him with that lever and it tells on me and I am much younger than him.

The miles go by and the never ending work for the fireman of shovelling coal expertly into the firebox, sometimes through the flap and sometimes with the door open and putting on the injectors, left one mainly, but the right one about every ten minutes so the cab floor can be hosed down with water to keep the dust at bay. And the constant severe oscillation means the cab floor is never still but it is not long to our next stop which is the intermediate station of:

* To get the loco started, the driver has to exert all his strength to pull the lever back into reverse after I first open the cylinder cocks to let steam out of the cylinders and close them. Then my driver would pull open the regulator so the engine moves slightly backwards, about half a revolution of the wheels, then he would lift the ratchet on the massive lever and it would fly into forward gear down to the stop, probably taking the driver with it, but that does the trick and the engine now moves off.

Aylsham North station. The high signal box is plainly visible and beyond it the water crane can just be made out. A locomotive looks as though it has just finished shunting. D Thompson/William Marriott Museum



Felmingham

It is called an intermediate station as it is in the middle of a block section. There is just the one platform and only a few passengers daily plus a small siding with facing points against Down trains, so all goods for the station had to be taken forward to North Walsham and returned with the goods train the next day. Off again to our next stop which is:

North Walsham

I put the tablet into the despatcher as we pass the distant and keep an eye on it till we give it up as we run into the station and receive a fresh one for the next section. This town has two stations. The other one is fairly close by and its lines run to Norwich and Cromer and there is a rail link between the two stations at Antingham Junction. Our approach to the station is a short but very steep rising gradient of 1 in 64. Any goods train of reasonable length, which had the home board against it, stopped a fair way back so as to get a good run at the gradient or would stall and have to set back a good way to have another run at it.

The station was a very busy one dealing with various varieties of goods and heavy quantities of coal. Quite a few passengers board here including many children of various ages who are travelling home from school to their homes in villages along the line.

Off we go again with the usual processes repeated and a large hole is now appearing in the tender coal gate so I thrust my shovel as far in as I can and give it a quick twist to displace



the coal there which drops and causes a large amount to also drop. This is the only thing I can do to make the coal drop down as I cannot get into the tender as the front is completely covered with sheet steel and the coal hole gate opens inwards and is only about 2ft 6ins high. We still have a fair way to go yet with eight more stops before we get to Yarmouth. The miles go by and soon we are approaching our next stop whose distant signal has just come off and is:

Honing for Worstead

As the box is at the stopping end of the platform I will be exchanging tablets manually with the signalman.

This station is about half-way between Melton and Yarmouth and its unusually long title is on account of covering the village of

Felmingham station is seen looking towards Aylsham .
Julian Hanwell/William Marriott Museum

A Yarmouth service is entering North Walsham station with five passengers on the platform waiting for it to stop. The goods yard is to the right of the photographer.
William Marriott Museum



A civil engineer comes to Norfolk: Charles Nicholson CE

Part two: Yarmouth 1880–1882 and later career

Doug Watts

In Part One (*Joint Line*, winter 2019–20), we considered civil engineer Nicholson's early life and his time in Great Yarmouth from 1876 to 1879. The story now continues from 1880 onwards. By 1880, and possibly as early as 1878, Nicholson had moved from Britannia Terrace in Great Yarmouth to 4 Norfolk Square. Norfolk Square was first laid out in 1875 as part of the northern extension of the resort area of Yarmouth. He took up residence in one of three newly constructed houses in what was clearly planned to be a terrace of typical mid-Victorian large town houses. The terrace was never completed and the three distinctive properties are now sandwiched between housing of a later period. One of the three properties was still awaiting a family in 1881. In his new property, Nicholson lived with his wife and two children supported by a parlour maid, house maid, cook and nurse. The size of the household suggests Nicholson may have had access to some income over and above his railway salary. This new home was very close to the Yarmouth and North Norfolk Railway's (YNN) Beach station (see map opposite). It was much closer to the station than Britannia Terrace

From 1880 to mid-1882, he continued as secretary, engineer and general manager. He

also continued in his role as engineer and secretary of the Lynn and Fakenham (L&F) although, as was suggested in Part I, these were very much nominal roles. Importantly, he was not the general manager of the L&F. The L&F was heading east and opened to Fakenham in 1880 and on to Melton Constable and Guestwick in early 1882. The YNN continued to head west from Martham (the end of the line in 1879) and Yarmouth saw a new and permanent station opened in January 1880. This station was some yards south of the temporary station buildings opened in 1876. January also saw the opening of a further stretch of line from Martham to Catfield. In July 1880 the final stretch of the original GY&S plan was completed when the line reached Stalham.

The new Yarmouth station was a marked improvement on its temporary predecessor. The formal inspection of the new facilities was on 16 January and the terminus opened the following day. The *Norwich Mercury* published on 21 January noted the new structure was:

far from pretentious in its general aspect, but it affords a great amount of accommodation, which will be appreciated by the public. The waiting rooms are spacious, and when furnished will afford a great deal of comfort to passengers,

The permanent Yarmouth Beach station opened in 1880 (in white) in which Nicholson had his office. It survived until closure and is seen here in BR days. The brick built constructions are of a later date. The windows of the refreshment room overlook the main entrance, close to the telegraph pole. Graham Kenworthy Collection



especially in regard in contrast with the little shanty which has hitherto served as a station. The platform is of considerable width as well as length. And... the new building has been designed for the present and future requirements of the company. In celebration of the opening, flags were displayed at the new terminus, as also from several houses in the vicinity.

As we saw in the last issue, parts of the 'little shanty' survive in Melton Constable today. Not only did passengers get new facilities, Nicholson was also able to take up an office in the station premises

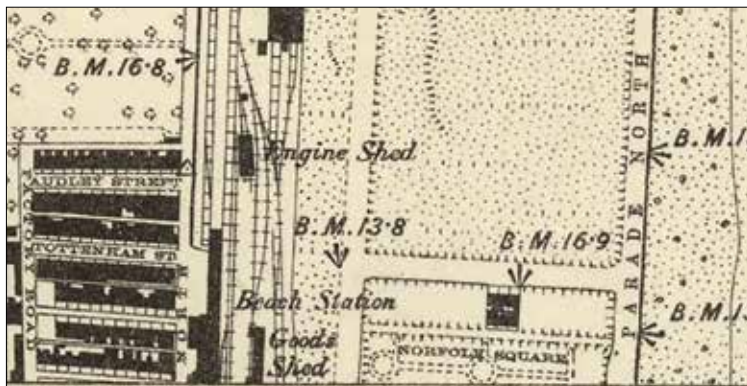
The following Saturday (24 January), celebrations continued and were reported in the press the following week:

The station master and other employees were entertained on Saturday evening at the New Station . . . The entertainment took place in the Board Room, which was draped with flags and other accessories . . . The arrangements were carried out under the direction of Mr C E Nicholson Secretary of the Company and were of a most complete character . . . [after the dinner] the remainder of the evening was devoted to conviviality and good fellowship. Several toasts were given to the healths of the Directors and success to YNN, being received with acclamation.

The final section of line to North Walsham opened in June 1881 and yet again, Nicholson as general manager of the line, was able to attend a celebratory dinner, this time at the Kings Arms Hotel, North Walsham. Wilkinson, the driving force behind the expansion of the YNN/L&F and Nicholson's mentor (Part 1), was also present at the dinner.

The construction of the link between the L&F and YNN was authorised in August 1881 and, at the end of the month, 'the company [had] already staked out the line between North Walsham and Melton'. Local observers, in late 1881 noted optimistically, that in a 'few months the Lynn and Yarmouth lines which are now only seventeen miles apart' will be joined. As the tracks of the L&F and YNN were being extended and moving closer together, Nicholson was becoming responsible for an operation of increasing size and of increasing geographical spread. However, his only managerial role was on the YNN.

In addition to his wide ranging railway duties, he continued his social activities in the town where he made further appearances on stage for the Great Yarmouth and Gorleston Dramatic Society and, in recognition of his Irish roots, he helped organise at least one function for the Irish Relief Fund to provide help for the poverty then being experienced in his home country.



Above: Norfolk Square, six inch map, surveyed 1884. Southern boundary is edge of map sheet. Houses 2-4 shown with 4 on the left of the block. The map shows the Beach station after a later (post Nicholson) 1882 extension. The southern half of that station shown on the map is the northern section of the 1880 station.

Ordnance Survey, National Library of Scotland

Left: Present day 4 Norfolk Square, now Albemarle Street, with the bins outside. Dennis Greeno

An uncertain future

However, his future in Yarmouth was looking increasingly insecure as Wilkinson's plans to amalgamate the YNN and the L&F were developed. The first attempt, begun in 1880, failed but the L&F was permitted (by an Act in 1881) to make agreements with the YNN regarding 'the working, use, management and maintenance of their respective railways and undertakings.' Then, not unexpectedly, in November 1881 the L&F published an Eastern and Midlands Railway Bill which sought to amalgamate the YNN and L&F operations. The E&M would own and operate the two Norfolk lines. The E&M was also to take on ownership of two lines west of Lynn (from Peterborough to Sutton Bridge and from Bourne to Lynn) but the services on those lines would be operated by either the GNR or MR and not the E&M. It was the proposed combination of the YNN and the L&F into one company which was to be problematic for Nicholson.

From the beginning, the L&F felt the amalgamation was 'in the bag' and began to put in place an organisational structure to run