



Workington Transport Heritage Trust

The newsletter of Workington Transport Heritage Trust

Reg Charity 1102725 Limited Company 04767337 Visit us at www.wtht.co.uk

WHEELS AND TRACKS

Number 71

October 2010

Success and Failure

Progress continues to be made on a new site for us, with a positive development from a property developer.

A number of events have taken place through the summer – some more successful than others!

We've bought a "new" bus – but had to say no to another that was offered to us.

We were offered steam loco *Askham Hall* by The Beacon at Whitehaven and had made arrangements for its storage before our plans were scuppered by our landlord – but it has found a new home at Threlkeld.

And our Pottery Field yard is now tidier after moving out some stored items.



Askham Hall narrowly missed out on coming to our Lakes Road building; it now sits on tarmac at Threlkeld A Grey

Vision for the Future – Part 3

There's now only 38 months until we have to be out of Lakes Road (21 December 2013).

Richard Edge had presented a report to the directors detailing the 5 short listed sites and giving supporting information on the requirements we need from a site, the potential visitor market and other details.

Since this was presented, these sites have been eliminated from our search:

- Bay 3 at Flimby is no longer available according to Armstrong's Keith Denham.
- The ex Leyland factory test centre is only available to lease, rather than to buy. At an annual rent of £90,000 this is beyond our means.
- The ex High Duty Alloys site is not suitable for our needs.
- Industrial units at Salterbeck have been crossed off the list due to problems with internal height and the limited room for expansion
- The ex Past Times building on Adams Road was too big - and potentially too expensive - for us.

This leaves the Newdale Buildings at Isabella Road and the WTR Reels building near Lakes College as front runners.

The WTR Reels building on Hallwood Rd is a late entrant to the list, after the company transferred production to Doncaster. It is in 3 bays, the largest of which also has substantial office accommodation. Total internal floor area is 13,000 sq ft (plus office space). There is space to extend one bay to increase this to 15,500 sq ft. This compares with 7,000 sq ft under cover at Pottery Field and Lakes Rd combined. There is ample space for car parking. Access to and from the site by buses is easy, with good access to the Toll Bar roundabout at Distington.

Additionally, a grassed area to the side of the buildings gives further room for expansion to accommodate any rail vehicles we may acquire, or a picnic area or nature garden, etc. The sale price was initially £250,000 but mysteriously rose to £400,000 when we started making enquiries.

The two Newdale buildings on Isabella Road, between the harbour and Corus Process Engineering, are owned by Surrey-based property developer Rhymer. They are approx 20,000 and 10,000 sq ft, giving a total of 30,000 sq ft floor area. The insides of these buildings are empty shells. Never having been developed, they are a clean sheet for us to work with. There is lots of space around them to develop a visitors centre and all the ancillary areas we will need.

Their close proximity to the harbour is a positive asset for this site. There are plans to improve the tourist appeal of this part of town which we would hope to fit in with if we moved here.

Denise is currently our contact with the developer, who has responded favourably to initial approaches. Although it is too early for them to quote any specific offer, we are hopeful that progress can be made.

Alongside progressing discussions with the agents for these sites, we are working out funding plans. The first stage in this was a pre-application form which is to be sent off to the Heritage Lottery Fund. This would be our main source of funding, so it is important that we get a feel for how far they would be able to support us.

Another Guest Bus

Barry Cleator's ex Guernsey green Albion single decker bus FAS 982 took up residence in Pottery Field on 5th August. This bus has been expertly restored prior to being bought by Barry and is now used for display at local rallies.

Askham Hall

The Beacon museum in Whitehaven came to us in late July looking for storage space for *Askham Hall*, an unrestored Avonside 0-4-0 steam loco currently at Haig Pit. We said we may be able to store it outside at Lakes Rd subject to Armstrongs agreeing to move some concrete castings. A simple lean-to could then be built to protect the loco from the elements. The three diesel shunters that Haig also wants to move off site were destined for the Eden Valley Railway, but a small Wallis & Steevens road roller would have accompanied *Askham Hall* to Lakes Road.

Agreement had been reached to move it to Lakes Rd at a rent similar to what our guest buses pay, with transport and craneage costs covered by grants. A provisional arrival date of 12th September had been agreed.

Armstrongs Concrete MD Willie Mercer and site manager Alan Robinson kindly agreed to move concrete castings to reveal the rail line along our shed where the loco would be placed. Some site clearance had taken place before we were informed in late August that the decision had been over-ruled by higher powers at Armstrongs.

After having arranged everything with Charlotte Stead at The Beacon, we then had to offer her some options for storage of the loco. Fortunately Ian Hartland at Threlkeld Quarry was able to help. The loco and road roller have found a home there as from 17th September, though they are both currently exposed to the elements. Threlkeld Quarry Museum is home to the Vintage Excavators Trust, now has its own 2ft gauge working steam railway into the quarry, and is well worth a visit.

Unfortunately *Askham Hall* has suffered from neglect, never having had any work done her since being stored outside for many years at Haverthwaite.

So, sadly, we will have to wait a little longer before the arrival of our first steam loco.

147 Comes To Workington

As recorded in July's Wheels and Tracks, Barrow Transport Group's 1950 double decker Leyland PD1 number 147 (EO 9177) moved into Pottery Field for long term storage on 27th June. This edited account of the move comes from BTGs newsletter editor Phil Craig.

The Groups second oldest exhibit, not including George, is about to leave Barrow. The bus is staying as part of the collection but shortage of space, the cost of storage and the fact the bus is a Trust vehicle so is sponsored purely by donations to group funds means that when we were offered storage in a building belonging to the Workington Transport Heritage Trust we jumped at it. This in turn meant a space was freed up in the building to store 72, which had languished outside since arriving from Preston.

147, EO 9177, is a Leyland PD 2 new in 1950 with Park Royal bodywork that was re-bodied by Roe in 1960 including rear platform doors for use on the Barrow-Ulverston via the Coast Road route. After being withdrawn by the Corporation, 147 became a "Berry Bus" working on a fruit farm in Perthshire as transport for the fruit pickers. In the late 70's Phil Cousins bought 147 for preservation by the now defunct Furness Transport Group.

169 was already part of the Furness Transport Group collection that also included the Tow Wagon. In the early 1980's the engine in 169 developed a crack in the block, which is coincidentally what is wrong with 169 now. 169 was on the road and it was decided to transplant the engine from 147, which hadn't had the restoration completed, into 169 to keep that bus running, which it did right up until a few years ago.

Once the decision had been made to send 147 away then came the huge job of preparing for the move. 147 had been used as a storeroom for the large amount of spare parts and assorted junk and all that had to be moved. Thankfully I was busy that day but Dave and Paul rose to the task and the results were quite staggering, giving a view of the lower deck from an angle that hadn't been accessible for a number of years. Previously "junk" had been piled to part way up the window level, on both decks. Given the extremely tight parking in The Shed this must have been a very tricky job.

Next on the list was to actually remove 147 from the building. Given the magnitude of the mission this didn't take place for a number of weeks after the vehicle was emptied. We knew that due to the lack of engine, gearbox and prop-shaft we were going to require a considerable number of helpers. The next time we could muster a suitable amount of people was the day of the RNLI Lifeboat Gala. The big move wasn't planned for that day you understand but, after getting back from running the Park & Ride and having the sales stall at the Gala, we decided that now was the time. This was the biggest bunch of members we had seen at the shed for a number of years so we going to put them all to good use.

First of all we needed to start up the buses that had working engines so we borrowed the "Cowbells". These are jump leads that have metal plugs that fit into a socket in the starter circuit of the more modern buses of our fleet instead of the usual crocodile clips on the battery terminals. These were used to start 105 and 20 by connecting them to 104. 104 plugged in with the Cowbells to start 105.

72 was started with the battery charger but later stalled and needed to be push started across the yard. 169 with it's ailing engine was pushed forward to allow 147 to be pushed out by hand when we finally got to it tucked away in the far corner of the shed. Once 147 was at the door, with James at the wheel, we pushed and let go, leaving Marty to chase the bus down the yard with a large wooden chock for the handbrake.

After a short photo shoot the towrope was attached between 147 and 105, which was to drag the engineless bus around the yard. Once lined up, 105 was unhitched and tucked into the wash bay before a gang of us pushed 147 in its temporary position in front. 169 was then manipulated into the space in the shed corner for its role of store shed. 72 then made it inside for the first time since arriving back in town, followed by 20, 170 and 104.

At the time both Paul McGill and James Taylor were about to start their training with Stagecoach in Lancaster as bus drivers so we felt it on right and proper to give them some practice in being pushed and pulled around in buses with no engines or mirrors.

As always when we have an excuse to move the fleet around there is an amount time spent with buses making circuits of the yard. It's purely medicinal for the buses and not at all anything to do with the fact that we are all cab-happy you understand. The fact that all these vehicle moves, the tidying of the shed floor, the photo shoots and the playing were all achieved in less than two and a half hours just goes to show what we can achieve as a group when we get a party of us together.

A Lynx Mk 2 from Halton

Early last year, Alistair went on a short tour around Lancashire & Cheshire, calling into Widnes to see Halton Borough Council's remaining 6 Leyland Lynx Mk 2s.

Engineering manager Phil Matthews told us that they were expected to come out of service in the summer, but he phoned us some time later to say that they were being kept in service for possibly a further year. Phil called again recently to say that all were now out of service, the last one built was bound for the North West Road Transport Museum at St Helens, but that we could have a choice of 3 of the others.

We were impressed that Phil had remembered us after all this time. He and foreman John Bunting recommended no. 63 (J927 MKC) as being the best of those left, so Alistair called in to see the bus on 13th September as he was passing nearby.

It starts first time, and was in daily schools service until July, but has no tax or MoT.

It's condition looks "reasonable" for a bus of that age, with a clean saloon. They are confident of its mechanical fitness and would have no problem driving it to Workington.

The scrapman had offered £700 per bus less £100 towing fee. But since we are a preservation charity, Phil had kindly offered a bus to us at £500+VAT plus tyres. Like a number of operators, Halton have tyres under contract from Michelin, with an expected cost of around £1000 + VAT to buy these used tyres. Other suppliers quoted from £1213 to £1770 for a set of 6 new tyres.

But they won't put an MoT on it. And we can't use trade plates to drive it home as any vehicle being driven on these must have a valid MoT. They made it clear that the warranty on the bus is as far as their yard gate!

No. 63 is a Mark 2 which fits in with our collecting policy. However, we'd be left with the problem of having to find undercover storage for this or another bus (Silloth used to be around £50/month but we understand that this has now almost doubled to £90). We could put this into service and retire 378 for improvement work.

On reflection, we decided against buying this bus, partly because of the next item.

A Cumberland Country Cousin

To compound our storage problems, a genuine ex Cumberland short *Country Cousin* National appeared on eBay in mid September. CHH 210T is with an operator in Honiton, Devon, and is used on shuttles for the annual Sidmouth Folk Festival, but apparently not a lot of other work. This Mark 1 bus is in a blue and silver livery. It was previously with Chase Buses in the West Midlands, being bought by its current owner in the great Chase sell-off auction in May 2007 where their full fleet of 28 Mark 1 Nationals was sold off after the business had been acquired by Arriva.

When we first saw the bus advertised, the price had reached £770+VAT from 6 bids with 5 days still to go. Even on the final day of bidding, it had only risen to £810. Within the last half hour, though, as is often the case, the price shot up to £1500, with our bid being the highest. This was right on our limit, and was probably only a winning bid because the auction closed before our competitor could put in a higher bid.

Neil Dickinson had managed to see the bus on the auction's final day before we entered the bidding fray, took some pictures and reported that it was in reasonable condition for its age, though a little bashed around the corners due to journeys along country lanes.

Adding on VAT and around £250 worth of fuel to get it back to Workington brings the total cost to around £2,000. A bargain!

Distington Vintage Rally

After a prolonged hot and dry period, the first Sunday of July dawned very wet and windy. The exhibition field was still firm, and most exhibitors turned up. The bus line-up included 231, 431, 550, 556 and Barry Cleator's ex Jersey Albion single decker. There was also Cumbria Classic Coaches ex Bamber Bridge Motor Services double decker AEC Regent on show.

The heavy rain and high winds continued until early afternoon when the sun came out. But by that time the damage had been done and very few visitors ventured out to see the results of the organisers hard work. Most people started drifting away around 4pm, an hour earlier than normal.

Our sales stand which was set up on 556 took a modest £2.50!

We hope for better weather next year.

Silloth Kite Festival

We were invited by toy fair trader Brenda Jackson and member Keith Murfin to attend this 2 day event over the weekend of 24/25 July. We were only able to attend on the Sunday, taking 378 along to park on Silloth green. We were supplied with free tables inside a marquee. This turned out to be useful during the spells of light drizzle in the morning. The marquee had been used for evening events and only housed 3 traders and the bar on the Sunday with plenty of circulation space.

The sales stand took a modest £41.45, giving a £27 profit. Fuel cost an estimated £25. But we got some publicity, and gained a few extra contacts.

Brenda is looking at better planning for next year so she can make better use of the space available and give more publicity to the "modellers" section.

Whilst we were there, we saw Plaxton bodied Leyland Tiger F685 AEL belonging to the Kangaroos Gymnastics display team from Tamworth. The rear bay had been altered to give extra storage space, and the coach looked in need of a little TLC.

Haig Pit vs The World

Pamela Telford of Haig Pit contacted us recently asking if we would be interested in helping them out. *The World* cruise ship was due into Whitehaven on 14/15th August, and the tourist attractions had got together to see if they could provide things to keep the guests and crew from jumping on buses and heading into the Lakes.

We took our two Nationals, though in the event only one was necessary to maintain a half hourly shuttle from Strand Street to the Pit on the Sunday afternoon, with the other left on display at the Pit. Our sales stand was set up in the grounds to catch visitors as they walked up to the main building.

Despite the sunny day, there was just too much competition from the *Made in Cumbria* stalls and continental market on the harbour side, and visitor numbers on the shuttles and at Haig were modest. The sales stand took just £18.

So not one of our better days, but at least we hope to have made an impression on Whitehaven.

Coach trip to Beamish

The day started overcast but the sun came out in the afternoon to give a great day for the 43 travellers who got up bright and early to make the trip to Beamish's Steam weekend. For those that went there were extra treats including traction engines and steam rollers at work, steam train shuttles from the Town station, steam shunting demonstrations in the Colliery yard, and a fully restored steam carousel. As well as trams and replica buses in services, the Aycliffe & District Bus Preservation Society had their 60 year old Bristol K and L types at work. Despite a few last minute cancellations we were able to get extra passengers from our reserve list so that the trip generated a bumper £346 for funds including £46 from Denise's raffle. Our thanks to Andy Bray who drove for no pay, and to those who travelled and who bought raffle tickets.

Liverpool trip

This runs on Sunday 5th December for Christmas shopping etc. There are still a few of seats available at £12 for adults or £11 for seniors and children under 16. Payment will be required in advance in order to secure a place on this or any future coach trip.

Trips for next Year ?

This year we will have been to Glasgow, Edinburgh, Beamish & Liverpool. Suggestions for four trips for 2011 include;

- York for one of the NRM's special events
- East Lancs Railway & Manchester
- Keighley & Worth Valley Railway & Bronte Country
- Sunderland Air Show on 31st July at Seaburn - free entry
- Fleetwood for Tram Sunday & shopping
- Preston for Ribble Steam Railway, Leyland Motor Museum & Shopping

Please let us know if you have any suggestions for 2011 trips, so that we can put our programme together soon.

Calendar 2011

After a gap of several years, we have again found time to put together a full colour calendar. The 2011 edition is now available featuring a different picture for each month. Where available, event dates have also been added to give you a reminder of how you can help to support our activities.

The cost is a modest £6. They are available in the station shop, or can be sent out by post free. Contact us at denise.grey@talktalk.net or on 01900 67389 to place your order.

Membership Matters

We are pleased to welcome these six new members to the group:

David Armstrong, of Altrincham, has given some excellent DRS shuttle pictures.

Gordon Ford, from Whitehaven, is an ex London Underground worker.

Jan Greggain-Peck, from Stainburn, is a train driver for Northern.

Richard Lindsay, from Seaton, is an architect.

Philip Scott, from Barrow, has an interest in preserving vehicles.

Helen Sowerby, from Windermere, has bought a Barrow double decker Atlantean.

49 Club

The latest 3 months results are:

Week	Number	Winner	Prize
26 Jun	3	No winner	
3 Jul	14	No winner	
10 Jul	37	A Grey	£36.00
17 Jul	20	No winner	
24 Jul	27	No winner	
31 Jul	16	No winner	
7 Aug	7	G Wilkinson	£34.25
14 Aug	4	B Kent	£10.50
21 Aug	1	No winner	
28 Aug	27	No winner	
4 Sep	34	No winner	
11 Sep	28	No winner	
18 Sep	3	Still no winner!	Rollover is now £37.50

If you wish to be in with a chance of a win, simply write with your chosen number(s) and a cheque for £13 per number to cover 13 weeks, or £26 for 26 weeks, or £52 for 52 weeks to Denise Grey at the address inside the back cover.

The winner is the holder of the Saturday Lotto bonus ball number. The winner gets 75% of the pot for that week. If there is no winner, then 50% of the pot for that week rolls over to the next week.

RAF Millom Museum

The RAF Millom Aviation and Militaria Museum went into administration and closed during August due to lack of visitor numbers and lack of funding. Based at Bank Head Estate near Haverigg Prison, the museum had recently taken the brave step of opening 7 days a week all year round but the expected visitor numbers did not materialise with the result that the museum got deeper into debt.

The museum had started in 1992 with help from prison staff and ex-service staff, and had grown to cover military history of NW England. The collection of items and vehicles had also grown, but sadly will now presumably have to be broken up and dispersed.

Jurby Transport Museum

On a happier note, the Manx Transport Trust has recently opened its museum at Hangar 230 on Jurby Airfield near Douglas. The museum opened on Good Friday 2010 and houses a fine collection of Manx buses, lorries, trams and other unique exhibits. It is open from 10-4pm every Saturday and public holidays throughout the year, with extra opening times through summer. Admission is free.

The Trust had been working since October 2008 to get planning permission to convert the hangar. A 20 year lease with the Department of Tourism & Leisure was signed in June 2009. The intervening time has seen volunteers cleaning, de-rusting and painting the building as well as restoring vehicles for display. Some vehicles on display are owned by DTL. More information from jtminfo@manx.net

The Daimler Enthusiasts Story

A large collection of vintage spares had been gathered by a Daimler Enthusiasts Club member in Kirkcudbright who died some while ago. His son was clearing out this collection and our late member Jim Harkness worked with him to move a car and lots of spares to the corner of our Pottery Field yard.

Despite lots of negotiations, they stayed here for over a year after Jim died last summer.

But on Thursday 9th September it was arranged that the items would be moved on the back of an artic that was running almost empty from Motherwell to Southampton, only 25 miles away from DEC's base. On the day, more small items were brought from Kirkcudbright and the whole lot sent south on the back of the artic.

But it was only at the last hour, after earlier delays, that the artic arrived 4 hours late at 6pm. We were lucky that David Roper's team were still at work in his yard, so we were still able to borrow his fork lift and Hiab lorry plus drivers.

The car was forked on to the lorry to get it out of our yard then forked on to the road so artic driver Malcolm could winch it on to his trailer. He then found space to fit all 3 axles, the steering columns, engines, springs, carburettors, etc and 4 trays of other components. We were grateful for the help given by David Roper plus his drivers Michael and Tony at Moss Bay Metals who gave up their time and services at no charge.

Christmas Meal

A table has been reserved at The Cumberland Hotel for Saturday 11th December for members, family and friends who wish to join in our annual Christmas social get-together. Start time is 7pm for 7.30pm.

There is a choice of courses for this four course feast, the cost of which is £17 each.

A form is enclosed with this copy of Wheels and Tracks for those wishing to help us celebrate Christmas this way. Please let us know your choices of courses and return the form, with payment, to Denise Grey at 22 Calva Rd, Seaton, Workington CA14 1DF.

Heritage Open Day

Our third annual open day seems to have turned out to be a success. There had been some confusion over the organisation of this year's events, with the town centre manager apparently having taken over from the Civic Trust. Also a number of venues that had opened in previous years chose not to do so this year, but we don't know why this is.

We opened on Saturday 11th Sept from 12-4pm at Lakes Rd, with 5 other venues also putting an effort into the afternoon. We ran a free half hourly bus from Lakes Rd through town to the Helena Thompson Museum.

We estimate that over 100 people visited Lakes Rd to see what we get up to, buy refreshments, check out the sales stand, and have a look around. The free bus also recorded at least 100 passengers on the 9 trips. The sales stand sold £57.35 of stock, the raffle took £24, the refreshments took £29.10, a £12 donation was received, and 3 new members joined. At least 2 members offered to get actively involved as volunteers so we will have to make an effort to welcome them into the fold and encourage them to make the best of their talents.

Hopefully, we can learn from this year to co-ordinate opening times to make next year an even better occasion

2010 AGM Minutes

Our 7th AGM as a Trust was held on Tuesday 21st September 2010

1) 21 members were present, with 2 apologies for absence.

2) Adoption of minutes of WTHT AGM held on 14th July 2009

Proposed as a true & accurate by Peter Cowman, seconded by Derek Woodruff. Agreed.

3) Chairman's Report

John Burrow read out his previously published report. He thanked the secretary, the treasurer, the model rail show organisers and everyone else who had helped us to progress throughout the year, despite the disruption caused by the November floods.

He noted that 3 new guest vehicles had recently moved into Pottery Field, helping to boost our income. These were more easily accommodated by the recent departure of the late Jim Harkness's Daimler car.

John noted that he has withdrawn his letter of resignation as he now wished to continue as a director.

4) Secretary's Report

Alistair Grey summarised his published report and thanked all those who had helped the Trust to make positive progress in the past year. This included a number of regular and potential volunteers in the room. Tony Stalker raised the question of progress on a new building, and suggested we make further enquiries into the Past Times building on Adams Road which had not previously been on our shortlist.

Denise reported that she had had a positive conversation with owners of the Newdale buildings, and hoped for constructive feedback from them regarding an offer. David Dickinson asked if an early move out of our existing buildings would have any implications on existing leases. Denise replied that we should be able to overcome any such problems.

5) Membership Secretary's Report

Jim Osborn reported that the figure in his published report of 58 members, has since risen to 75. This includes further renewals plus new members of which 3 joined at our September open day. Of the 75, 17 are family members.

Jim was pleased to note that membership leaflets are given to station shop visitors. He suggested that membership may further improve if we are able to become involved with more railway based items. It was thus unfortunate that our attempt to acquire *Askham Hall* steam loco was unsuccessful.

6) Treasurer's Report and Accounts for Year Ending 31st March 2010

Denise Grey explained the accounts, identifying the largest items of income and expense.

She was keen to point out that several lots of money had had to be transferred from our savings account to the current account to meet running costs and vehicle purchase. The more money we are able to keep as savings, the better position we will be in to fund a new building.

This was a transition year for accounts being computerised. From the current year, the accounts will be fully computerised.

She thanked Jim for his membership work for which he covers postage costs himself as a contribution to the Trust.

She also thanked Brian Pritchard for his work in auditing the accounts and clearing up some minor errors.

Brian confirmed that the accounts were a true and accurate record of the Trust's finances for the year.

7) Reports of Other Officers

Health & Safety and Website

Neil Dickinson referred to his published reports. It was commented that the website has a professional presentation which gives a better image than some other similar organisations.

Historian's Report

Derek Woodruff referred to his report, adding that his source of railway and bus photographs continues to supply further material which will be useful for future exhibitions and for use as sales materials.

8) Election of Council of Management Members (Directors)

Having withdrawn his letter of resignation, John Burrow asked for the meeting's approval to continue as a director. This was approved on a show of hands.

Alistair Grey retired and offered himself for re-election. Proposed by Derek Woodruff & Brian Pritchard. He was duly re-elected.

Jim Osborn retired and offered himself for re-election. Proposed by Peter Cowman & John Somerset. He was duly re-elected.

Denise Grey offered herself for election, having been proposed by Jim Osborn and seconded by Joe Moore. She was duly appointed and welcomed to the committee by John. All existing officers were prepared to continue in their posts and were re-elected en bloc, proposed by David Dickinson & seconded by Brian Pritchard, agreed by the meeting.

9) Any Other Business

a) **Possible purchase of buses**

Halton Transport at Widnes has offered a bus at £500 + VAT, but with no MoT or tax. Tyres would be payable separately at an expected cost of £1300-1700 inc VAT.

eBay has an ex Cumberland Leyland National *Country Cousin* taxed until December and MoT'd until July 2011. It is based in Devon. Top bid currently is £770 + VAT.

Agreed to decline the Halton Lynx, and bid up to £1500 for the eBay bus.

b) **Carlisle Tram**

John McGinn asked what progress is being made moving the tram to Workington. Alistair said no progress had been made but that we would need to take action soon. Jim Samson expressed an interest in being involved. It was suggested that Tyson Burrige may be persuaded to provide transport.

c) **Leyland Factory** Tony Stalker suggested we contact BBC and Border TV to see if we can get copies of film taken inside the Leyland Factory when it was new.

Model Railway Exhibition 2010

This is "proper" 2010 exhibition, not a February flood relief special! Come along and see a

bumper family show over the weekend of 20/21st November, open from 10am each day. Prices have been held at existing prices of £3.50 for adults, £2 senior, £1 child.

If you have been sent a poster, please feel free to make copies and let as many people as you can know about the show!

Layouts booked so far include:

Boxfile challenge, American HO gauge, by Ray O'Neill Railway Society
HO gauge layout from toy museum by Rod Moore
Bassendale, OO9 gauge by Stuart Bass
Denton Street (new), N gauge by Brian Irwin – also garden railway & computer demos
Lavendar Hill (new), 26ft long O gauge by Les Ward of Maryport Model Club
High Blaithwaite (new) EM gauge by Dougal Hare of Macclesfield
Humber Dock (new) BR steam P4 gauge by Ian Everett
Isle of Man Railways and Laxey Wheel (new) OO3 by Peter Chesner of Millom
Keine Name (new) by Ian Edwards of Furness Model Railway Club
Loch Dour (new) 18 ft long OO layout by Kevin Pearson of Furness Model Railway Club
Midsomer Mardy (new) Z gauge by Kevin & Angela Smith
Mossop Road, EM gauge by Andrew Wright of Horwich
Rederring, OO gauge BR layout by Peter Crichton of Oldham
Spittal (new) 15ft long P4 layout by David Bywater
Squaw Valley Yard (new) American N gauge by Doug Sayles of Barrow
St Georges Quay (new) 14ft long O gauge NE layout by Alan Gray of Gateshead
Tulloch Bridge (new) 20ft long OO gauge layout by Andrew Butler of Cockermouth
Thomas layout for kids to operate, by Philip & Sheila Tuer of Carlisle
Hornby Dublo 3 rail, by David Dickinson of Whitehaven
Hornby Railway Collectors Association, O gauge clockwork by Malcolm McGeorge

Additionally, we have:

O gauge modelling demonstrations by Carlisle & District O Gauge Guild
S4 Gauge modelling demonstration
Airbrush spraying & weathering demo by www.railwaymodels4u.co.uk
Military vehicles & models by Maryport Model Club
Model bus display by Neville Dawson-Smith of Broughton
Model bus display by Stephen Walker of Cockermouth
The Big Tank Model by David Woods

Traders include:

C&M Models
Crafty Hobbies
Bill Dugmore
Lancaster City Models
Triang-Man
Durham Trains of Stanley
Howard Walker
Jacksons of Wigton
Real Box Toys

Support stands include:

Derby Lightweight Preservation Group
Geoff Evison
Eon Visitor Centre van
Northern Rail publicity
Ravenglass & Eskdale Railway
WTHT sales stand

Bits and Pieces

- **World's Best Rail Journeys** In a recent newspaper article, 10 of the best railway

journeys in the world were featured. Along with the lines to Machu Picchu, Darjeeling, Bergen and Darwin, a British line is featured.

“Britain at its wildest, loneliest and loftiest - the Road to the Isles line reaches 411m on its way from Glasgow to Mallaig. After shedding the city, you hug the banks of Loch Lomond, then speed through a drama of waterfalls, castle ruins and mountain flanks. The bleak expanses of Rannoch Moor are so inhospitable that no road dares cross it, and the track had to be balanced on a mattress of tree roots, earth and ashes to get across the peat bogs. Later Ben Nevis rears over the line before you sweep across the 100ft high Glenfinnan viaduct, given new fame by its appearance in the Harry Potter films.

More at www.scotrail.co.uk or travel by the regular *Jacobite* steam train from Fort William to Mallaig & back, www.westcoastrailways.co.uk/jacobite

- **Sidcup Coaches** of south London still runs a well cared for Royal Tiger Doyen, E317 OMG, which was seen in July near London Euston station. Unfortunately it was on the move at the time so we never got the chance of a closer inspection.
- **Solway Viking** 12D Railtours came up trumps with this successful railtour on 22nd May. They have kindly donated £1210 to the Trust from the proceeds of the tour. Our thanks to organisers Alistair Grey, Allan Hedley, Tony Molyneux and Tony Kay.
- **Ladies Driving Event** Richard Edge took 556 for static display at John Wall's second charity event at Sellafield on 3rd July.
- **Salvation Army Talk** Alistair Grey is giving a talk to the Salvation Army at Whitehaven on 15th October.
- **Cockermouth Show** John Burrow & Brian Pritchard attended this show on 31st July, taking buses 431 & 550.
- **Time Sheets** John McGinn has produced first draft of our time sheet analysis for 2009/10. This shows that over 4400 hours of work were recorded, equivalent to almost 2.5 full time jobs.

Further analysis shows that 37 volunteers put in work for the year, ranging from 2 to 421 hours, an average of 119 hours each, equivalent to 3 weeks full time work each.

- **Stagecoach B10 buses** We had been told that Stagecoach had available for sale some Alexander bodied Volvo B10 buses formerly the mainstay of services in West Cumbria. Our contact at their Carlisle office told us that sealed bids were invited for the 2 buses available. We calculated that a bid of £3000+ would have been needed to cover cost of the bus, tyres & VAT. This was deemed to be too costly at present.
- **Moorclose Library** Derek Woodruff recently gave a talk to a group at the library.
-

Railway Station Shop

This has continued to open from at least 10am to 1pm on Wednesdays, Fridays & Saturdays, with other days being worked as volunteers are available.

Our grateful thanks go to our team of volunteers who staff the shop selling refreshments and mementos to rail travellers. In the first 6 months of this financial year, the shop has been open on 87 days and sold £1,000 worth of stock, much of it being refreshments but also with toys and mementos going well.

Boxing Day Free Bus Service

Our established annual Boxing Day free buses will this year run on the Sunday as Christmas Day is on a Saturday. There are no plans to run through to Maryport as last year, but there is doubt as to whether the repaired Workington Bridge will be opened in time to allow us to operate to our normal route and timetable.

If it isn't open in time we will have to use the temporary bridge. But this will incur a time penalty which won't allow us to do the existing full return route within the 1 hour that we need to do to keep to a regular hourly timetable. One option may be to alter the route to run as Stagecoach 46 south of the river (but to include Harrington Victoria Square) and run in a circle as a 47 north of the river.

Once we have a plan in place, we will let everyone know the details.

Battle of the Bus Museum

In May, BBC4 showed a short series of 3 programmes showing problems of life behind the scenes at different museums. The first programme featured the British Commercial vehicle Museum at Leyland. This review from The Guardian is kindly acknowledged.

The big playground scuffle is finally - and sadly - over. Dave and Nick meanly ganged up on Gordon, who went running home in tears to mummy (Scotland). Where are we going to gather round shouting "fight, fight, fight" now?

Here, weirdly: the BCVM as featured in *Behind the Scenes at the Museum* on BBC4. So maybe the stakes are more modest - control of a quaint northern transport museum, rather than a quaint northern European country. But all the right ingredients are here. Two men, both passionate in their convictions, battle for power. The boss - Stephen, an NHS manager by day - is an architect of change. Alan - retired tax inspector and chairman of the once powerful Friends of the Museum committee - sees no reason to change a thing. Coalitions are formed, meetings are held in secret (sometimes inside the Popemobile, the museum's prize exhibit) and reputations are sullied as the tricks get dirtier.

The museum is next to the derelict site of one of Leyland Motors factories, and the parallels are uncanny. Management (Stephen) is at loggerheads with the union (Alan and his committee), and this threatens to undermine the whole future of the company (museum). Orders (visitors) are at an all-time low, and history is painfully repeating itself.

In the end Stephen the moderniser, with his ambitious plans for fundraising and carnival days, prevails. And Alan is nowhere to be seen, banished, left behind, soon to be forgotten. Also missing is his vintage Foden double decker bus with its 36mph top speed.

Who could have known that behind the façade of well polished commercial vehicles was such a story? Filmmaker Richard Macer must have punched the air when the men he was filming started to confide to his camera, to point at the enemy and whisper "arsehole". But he kept his air-punching to himself, and gained the trust of both sides. The result is sensitive and sympathetic. And a joy.

What could have been dull documentary about shiny old buses is moving and entertaining, comic and tragic. It's the story of modern Britain and the death of industry, of change and resistance to change. It's a very human story too - of two stubborn men, both convinced they are right, doing battle. And it's a battle that can have only one winner. There's even an exploding vol-au-vent in the museum café's microwave. What more could you possibly want?

Leeds Lightweights

The December 1983 issue of Railway Magazine carried an article about the "new" class 141 diesel rail buses which were entering service in West Yorkshire. These had bodies built by Leyland at Workington using National bus components. They were the fore-runners of the class 142s still in service with Northern Rail in Lancashire and Yorkshire, and occasionally still seen on the Cumbrian coast line.

Technical data was correct at the time, but modifications have taken place over the years.

Twenty BR class 141 2 car rail buses are due to enter service in the West Yorkshire PTA area on routes radiating from Leeds and Bradford. Unit number 141 001 was handed over by Philip Norman, MD of British Rail Engineering, to John Welsby, Director of BR Provincial Services, in a ceremony at Derby Litchurch Lane on 22nd September 1983.

The BR class 141 is one of a wide range of options available in the lightweight rail bus concept being developed both for BR and the export market. The unit will be available as a basic model, with optional extras available, at additional prices, for such items as more luxurious seating, toilets, alternative heating & ventilation arrangements, air conditioning and so on.

Each four-wheeled vehicle consists of a Leyland National bus body, built at the Leyland bus works at Workington, resiliently mounted on a fabricated steel under frame, built by BREL at Derby works. The two-axle suspension is provided by means of pedestal-mounted single-stage Flexicoil springs damped vertically and laterally with shock-absorbers and controlled longitudinally by resiliently mounted traction rods.

Each vehicle is fitted with a Leyland TL11 turbocharged 200hp engine which drives one axle through a gearbox and final drive connected by cardan shafts. The gearbox is supplied by Self Changing Gears Ltd of Coventry. Maximum speed is 75mph

The underframe of each vehicle is an all steel fabrication incorporating lifting pockets and jacking pads. Crossbars in the designated engine and gearbox areas are positioned to maximise ease of removal of the equipment. The under frame is capable of withstanding 150 tons compressive end load without permanent deformation. Underframes of each 2 coach unit are connected by a coupling similar to those between the permanently coupled flat wagons of Freightliner sets.

The separate body shell incorporates a simple perimeter sub frame with ladder cross-members. The structure is built from standard channel sections of fully-welded construction with a full width sheet steel fire barrier. The bodysides are of all-steel riveted construction and comprise 10 standard bays. After completion at Workington the bodies are sent by rail on flat wagons to Derby where they are fitted to the underframes. Separate crew access doors lead to a full width cab. The driver's seat and desk on the left hand side are of standard Leyland National design, and the cab is fitted with a 3 piece high-impact laminated windscreen. The throttle lever gives a 4 step control of engine speeds with an off position, and controls four electro-pneumatic valves via the gearbox control panel.

Standard Leyland National bus seats are provided trimmed in moquette.

Passenger access doors are double-folding and feature anti-rattle locators at the bases of the doors and security locks which are operated from the inside.

Class 141 rail buses can operate as either 2 coach sets or in multiples of up to 4 sets which could carry nearly 1,000 passengers.

Both Leyland and BREL are hopeful that successful operation of this first series of rail buses will lead to further substantial orders from BR; there is a probable domestic market for some 500 sets, though this has yet to be finalised. In addition, both companies will

capitalise on the increasing interest that the BR order has generated abroad. Export enquiries have already been received from 15 countries plus 3 of the States of the USA.

To follow up these export enquiries, 3 single car units* are to be built, similar to the BRE Leyland rail bus in use on Northern Ireland Railways, one each for demonstration in USA, Europe and SE Asia.

**One of these rail buses is now on the Telford Steam Railway. The owner bought from Embsay & Bolton Abbey Railway where we viewed it several years ago. Though it needed some work on it, particularly on the electrics, it was reportedly sold for a mere £1000.*

We were also offered a fully serviceable class 141 some years ago after they had been taken out of service for £10,000, but we didn't have the money to buy one. The Weardale Railway runs one on its line.

Northern Rail still has over 70 class 142s still in service.

The Railway to Nowhere

With acknowledgements to the Guardian

The last train of the day from Berney Arms leaves Norwich just after 10.30. That's not the 2230 of timetable; it's half past 10 in the morning.. And if that makes this station seem rather unusual, it's nothing to what you find when you get there. The rudimentary platform, with its tiny wooden hut, which could well be labelled "Admit one person" is too short to accommodate even the two-coach train which stops on request on its way to Great Yarmouth. There's a map of the area with a pointer which says "You are here", next to which someone has written: "in the middle of nowhere."

And that's how it feels. There's no road, not even a track. Northwards, there's a path which is part of the Weaver's Way and could take you in time to the north coast at Cromer. To the south, there's a grassy track which leads to the waterside.

A man with very few teeth on my train was contemptuous of my intention to get off at Berney Arms. "There was 16 or so on this train a few days ago and they all got off to go to the pub," he said. "They were going to have to walk $\frac{3}{4}$ of a mile through long grass! What's the point? There are plenty of decent pubs in Yarmouth."

The question "what's the point" has been asked about Berney Arms station ever since its creation in the 1840s. One might assume the pub was the reason for putting it there, but that isn't the case. It's there because Thomas Trench Berney, who owned the land, was ready to sell to the railway company only on the condition that a station be put there "in perpetuity".

So the station opened, with a row of cottages built alongside it, one of whose rooms served as the ticket office. And right from the start, hardly anyone used it; so much so that within a decade the company announced its trains would no longer stop there. What about our agreement? Berney protested. Ah, said the railway company, what we promised was that the station was there in perpetuity. We didn't say that our trains would stop there in perpetuity. So, after much acrimony, it was ruled that one train in each direction should stop there on Mondays, Wednesdays & Saturdays. Berney was paid £250 as compensation.

Now the service is daily again, with 2 trains a day - more on Sundays - stopping on request. Going out, you warn the conductor; coming home, you wave energetically to the driver. The grass path that runs south of the railway (the long grass is a fiction) takes you first to Berney Arms windmill, sometimes open to the public, they say, and then to the

waterside.

So what may one do with the 3 hour gap before the train back to Norwich/ I walk for a while along the Wherryman's Way which follows the river east towards Yarmouth, with boats chugging by and a fine contingent of water birds on their long stalking legs massed on the edge, which dived in domino fashion into the river at the sound of a human approach. Butterflies flit in and out, and above there is the sound of what an ornithological ignoramus like me supposes to be the song of the skylark.

But then beyond the meadows and cropping cows one becomes aware of the A47 highway with the traffic scudding along it, symbolising the kind of world one has come here to get away from. The walk west towards Reedham is better; Little disturbing here but for passing boats and the swoop of a swan making a kind of crash landing.

And there's the pub, all brown and homely inside, but with seats outside where you can watch the activity on the water as the boats dislodge their holidaymaker crews in search of a pie and a pint, and people who look like habitual landlubbers establish their credentials by shouting commands which incorporate such seafarer words as 'ahoy'.

There were two retired railwaymen on the platform at Berney Arms when I got back, who said they'd always wanted to come here. I asked if they knew any other station in England as odd as this one and the only place they came up with was one in Wales. What's the point of Berney Arms station? I'd say it deserves to survive, perhaps even in perpetuity, as a kind of therapy for battered urbanites. But goodness knows what you do if it rains.

* Berney Arms may not be the oddest station. There is Newhaven Marine - you can't buy a ticket, but if you board the daily ghost train you can alight there, but it is impossible to get out of the station.

* Denton and Reddish South are still served by only one train a week - and only in one direction - on the line from Stockport to Stalybridge.

Exhibitions at the Station

Our modest display wall in the station shop continues to attract attention with regularly changing displays. The programme continues with these planned displays:

October & November is an opportunity for publicity for other **local transport groups**.

In **December** we hope to have a display of **local railways at work**.

January & February will have a selection of photos of the **steelworks in Workington** on show. Many of these have been kindly loaned by Edwin George.

March & April showcases the collection of **vehicles owned by the Trust** and other local transport groups.

May & June marks the anniversary of the end of the DRS **flood relief shuttle trains** with a display of DRS photographs - both the shuttles and DRS' other trains. Photographs feature efforts by local railwayman Derek Fry and new WHTT member David Armstrong.

July & August will show some of the **work done by the Trust** including free bus services, open days, model railway exhibitions and community events.

September & October marks the **125th birthday of Workington Main** station and the planned unveiling of a plaque to mark this event.

November & December closes the year with a Christmas **transport miscellany**.

Letters from The Manager

Our historian Derek Woodruff has been given copies of some letters from the "Office of Secretary and Manager, Keswick" of the Cockermouth, Keswick & Penrith Railway, all signed by Mr P Thompson and addressed to J W Pattinson Esq of Richmond Hill, near Whitehaven. All are around 100 years old.

22nd August 1910 Dear Sir,

I am sorry to say that a somewhat serious accident occurred on the line this morning in the neighbourhood of our Flusco Ballast Quarry to the passenger train from Keswick at 9.38am by the breakage of one of the tender springs. The train, just after passing the quarry, was found to have something wrong with it, and the emergency brakes were applied, bringing the train to a stand within a quarter of a mile.

It was then found that the front wheels of the tender had left the rails, and had broken the chairs along the line for nearly 1/4 mile. The train was of ordinary size with one additional vehicle, and well occupied with passengers, but no-one sustained any injuries, except one lady who complained afterwards of having her ankle injured by jumping off the carriage.

The line was necessarily blocked for some time by the derailed tender. It was cleared again at 2.50pm, and the trains then passed in the ordinary way. During the block the passengers were exchanged in trains that were brought to each side of the standing train.

18th October 1910 Snow Blocks

Referring to the conversation at the last Board Meeting on the subject of Snow Blocks, I beg to inform you that Mr Turton has kindly arranged for those of our Directors who can conveniently go to Darlington on Friday, the 28th instant, to meet Mr V L Raven, the Chief Mechanical Engineer of the North Eastern Railway Company, at the North Road Works of the North Eastern Railway Company, Darlington, at one o'clock of that day, when Mr Raven will show the Directors one of the latest Steel Snow Ploughs of the North Eastern Company, and give full explanation of it and its use.

18th August 1911 Directors Circular

I regret to say that, owing to the strike on the L&NW Company's system, we have been drawn into it so far that the working of the traffic over this railway has been entirely suspended, no train having passed over the line during the whole of today.

I am hoping that there may be some improvement tomorrow, and that we may have a partial service, but it is impossible to speak certainly.

Our own staff are entirely free from any contact with the railway unions, and the strike does not therefore affect them in the least.

We have had to meet the emergencies by engaging motor and other forms of conveyance to carry passengers between Keswick and Penrith by road.

22nd March 1912 Directors Circular

The continuance of the coal strike has rendered further reduction in the number of our passenger trains necessary, and from Monday next, the 25th instant, the passenger train runnings will be limited to three trains per day in each direction.

It is also found necessary to alter the times of the trains, owing to main line connections having had to be altered and made later in their arrivals at Penrith.

For your further information, I enclose two copies of a handbill I am issuing very freely from the stations, in addition to posting larger bills with the same information.

Events 2010/11

It is wise to check that events are happening before setting out on your journey.

Fri 1 Oct	To end Nov - Station shop display of local transport groups
Tue 19 Oct	Committee meeting, Cumberland Hotel, 7.15pm
Tue 16 Nov	Committee meeting, Cumberland Hotel, 7.15pm
Sat/Sun 20/21 Nov	Model Rail Show at Moorclose
1-31 Dec	Station shop display of local railways at work
Sun 5 Dec	Coach trip to Liverpool for Christmas shopping
Sat 11 Dec	Christmas meal
Tue 21 Dec	Committee meeting, Cumberland Hotel, 7.15pm
Sun 26 Dec	Boxing Day free bus service
1 Jan 2011	To end Feb - Station shop display of steelworks photos
Tue 18 Jan	Committee meeting, Cumberland Hotel, 7.15pm
1 Mar	To end Apr - Station shop photo display of Trust vehicles
1 May	To end Jun - Station shop photo display of DRS trains at work
1 Jul	To end Aug - Station shop photo display of Trust activities
1 Sep	To end Oct - Shop photo display of 125th year of Workington station
1 Nov	To end Dec - Station shop miscellaneous transport photo display

Who's Who?

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Left: 378 brings another load of passengers to our open day at Lakes Road on a sunny 11th September.

Below right: After a long saga the Daimler Club spares finally made their journey to the south coast on 9th September. The car had to be lifted on to David Roper's lorry to get it out of Pottery Field yard.



Above left: Brian Pritchard's Bristol RE 295 saw daylight when we opened Lakes Road's doors for our open day, with 550 reflected in the windscreen.

Below left: CHH 210T is an ex Cumberland *Country Cousin* short National which we bought on eBay for £1550 + VAT on 25th September. *Neil Dickinson*

Below right: Barry Cleator's fully restored Albion FAS 982 single decker bus from Jersey recently took up residence in Pottery Field shed.

