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RUSHDEN HISTORICAL TRANSPORT SOCIETY TRANSPORT MAGAZINE OLDE WHEELS



CONTENTS

Committee Contacts	3
Autumn 2017 message from the Chairman	4
RHTS AGM Notices and Management Structure	7
Buffet Carriage	10
MkI and MkII Carriage News	11
Celebrating 500 years of Royal Mail	12
The Railway – Poem	14
The Future is NOW!	16
Summer Highlights	18
Type 3I has been on a working holiday!	20
The Real Thomas and Friends Engines	21
Retrieval of the purple Ford Model A	22
Real Ale	24
Fire Extinguishing in Rushden	26
Events	28
Hall of Flame	29
Member's Q&A	30
Mailbag	32
Volunteers	33
1911 “Ole Bill” B-Type Motor bus	34
Summer Highlights	36
Goods Shed News and Model Weekend	37
Note from Editor	38
Boilerplate	39



OLDE WHEELS

RUSHDEN HISTORICAL TRANSPORT SOCIETY

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BAR COMMITTEE:

CHAIRMAN: RICHARD COLE TREASURER: DAVE CLIPSTON

**MEMBERS: TONY BOARD, PETE NEWMAN, MICK CARLILE,
TREVOR PRITCHARD, JOHN HYNES, BEV WATSON, CRAIG MCCORMICK**

DEADLINE FOR THE NEXT ISSUE:

All submissions for the next issue should reach editor@rhts.co.uk by Saturday 9th December 2017, ready for it to go to print on Saturday 16th December 2017.

Every effort will be made to include all articles received, they may not appear straight away if space is limited. We are always pleased to accept members' photographs for publication.

Autumn 2017 message from the Chairman

In this issue of *Olde Wheels*, the 245th, we are once again looking forward towards to the end of the year and our AGM but also we look back over the last 3 months or so as there have been a number of firsts for the society over the summer months.

I would ask all members to read carefully the pages giving information about the AGM as there are some important dates that must be adhered to and some changes that hopefully will improve the efficiency of the way that the Trustees carry out the work of the Society.

Driver Taster

As part of the Rushden Week which was the first week of July we organised 2 days of 'Driver Taster Sessions'. Edmundsons ran on Saturday and the WD on Wednesday. These had to be pre-booked starting at 11.00hrs to 16.00hrs. These are much shorter and therefore less detailed than the 'Driver Experience' days that we have also organised and overall it was felt that it would be something to put into our yearly calendar.

This year we didn't enter the Town's Soapbox event as struggled to get sufficient drivers but on the Party in the Park Saturday our stall and vehicles we were again in our usual place on the far side of the arena. It was a warm day and the public once again showed a lot of interest so that we were all kept pretty busy. Thanks to all who helped.

Cream Teas

The first of the summer events advertised in our leaflet was another Sunday Cream Tea with Blue Circle running with the pipe wagon. As the similar event held in June this was again a successful afternoon as was the next one that

was held in August.

With Blue Circle requiring much less coal than Edmundsons and fewer staff required to run the trains these afternoons are proving to be not only profitable but also enjoyable for those involved. Well done Delph and her helpers in the Buffet Carriage and Mick Smith on Blue Circle and Colin and Percy on the train.



MR. JOHN SUGARS,
Chairman, *RHTS*.

Teddy Bear's Picnic

Mark has written about his family's visit to this event later in this magazine. Unfortunately I wasn't available for this weekend but I understand it again was well attended as in previous years.

Afternoon Teas

A number of local groups who can make up a party of between 10 and 24 book the Buffet Carriage for an afternoon tea during the summer months and from the good comments that are made a number of enquiries had been received from other interested people. Due to this, Delph and her team arranged a Sunday Afternoon Tea available to anyone. This is something that may well be repeated next year.

Sausage and Cider

On the Sunday of the 'Sausage and Cider weekend' we took the opportunity to have the Goods Shed open so that the work that has been carried out to tidy, clean and make safe the inside as well as the Yard could be seen. Drawings and photographs showing the possibilities of how this large space could be used were also on display.

Model Weekend

This will go down in the Society's History as being the first event that was held in the Goods Shed in our ownership and a very successful one it was. There is a full report with pictures on page 37 so I will just say that there was a wide range of models for people to see and comments from the exhibitors and

public were all very favourable. Our thanks therefore go to Dave Floyd and Amber for organising it.

Murder Mystery

Sadly this didn't take place as we didn't get sufficient numbers booking a place. We hope to run the evening next year.

Other Groups using our Facilities

We are now finding that other organisations and individuals from the Town are booking to use the coaches and Bar for their own social events. As an example this summer there have been birthday parties, Fish and Chip suppers and barbeques. One of the groups were the guests of our own Town Mayor who had invited councillors and mayors from other councils in the area to the official opening ceremony of the Rushden Feast and then up to the Station. I was surprised to learn that the guests had come from as far away as Newport Pagnell and Peterborough.

Occasions like these help to make more people aware of what we have to offer to the Town and community in general.

Goods Shed

Since June much has been done inside the Goods Shed and Yard by our usual group of working members but also from a few others who have given a lot of their spare time. The yard has been cleared of the debris and the area behind the Shed has been partly cleared of the vegetation and some of the trees that were dead had actually fallen against

Autumn 2017 message from the Chairman *continued*

the Shed. There is still more to do as some of the households with gardens backing onto our land have found it very beneficial to drop their unwanted belongings over the fence. We have now introduced ourselves to all of our neighbours by letter and also explained that we will not tolerate this.

Inside, the 2 offices have been decorated and in the main area of the shed the floor and lower areas of the walls have been thoroughly brushed and unwanted clutter removed and other areas repaired for safety reasons.

Before the building could be used an area of felt on the roof, mainly to the rear, has had to be repaired by a contractor, hence the scaffolding that many of you may have seen over the last few weeks.

Hand Fire Pump and Austin 10

By a very lucky coincidence I was approached to see if we would accept an offer of a hand fire pump that was slowly deteriorating standing outside in a garden. Many years ago it had been saved from the barns of a large house and now the barn where it had languished for many years was also no longer available. We went to have a look at it and it was obviously all complete so we arranged to collect it.

The same family had a 1932 Austin

10 which had again lived in a barn for most of the time. The engine started and it moved under its own power and the body work was completely sound apart from an unfinished part of the sun roof.

The Committee agreed that we should make an offer which was accepted.

Museum

After the delays in opening, the Museum Rooms are now open with some major changes which include a number of new displays. If you live locally you really should drop in and take a look.

Future Events

By the time you receive this issue the Music and Real Ale Festival will have taken place but hopefully there will still be time to make arrangements to visit our LMS Branchline at War Weekend which is now taking place over the weekend 21st and 22nd October.

Finally, and repeating myself, please read carefully pages 34 – 36 where you will find all the information you will need if you wish to stand for election as a Trustee or you want to be able to make a postal vote. If you still have a question to ask please contact secretary@rhts.co.uk

I hope to see as many of you that are able, at the AGM on 6th December.

Yours

JOHN SUGARS,
Chairman, *RHTS*.

IMPORTANT: PLEASE READ URGENTLY

**THE ANNUAL GENERAL MEETING
OF
RUSHDEN HISTORICAL TRANSPORT SOCIETY
WILL BE HELD ON
WEDNESDAY 6TH DECEMBER 2017 AT 8.00 pm
AT THE
RUSHDEN BOWLS CLUB,
NORTHAMPTON ROAD, RUSHDEN**

NOMINATION FORMS for Main Committee and Bar Committee will be available in the Station Bar by 15th November 2017.

A **NOMINATION FORM IS ALSO ENCLOSED** with this magazine.

Please send **COMPLETED NOMINATION FORMS** to the Secretary at the Station.

CLOSING DATE FOR NOMINATIONS plus Agenda items and Resolutions to be put before the AGM is 22nd November 2017.

APPLICATIONS FOR POSTAL VOTES must be made to the Secretary before 15th November 2017

NOMINATIONS ARE REQUIRED for the following positions: (note that the Chairman and Secretary are half way through their 2 year term of office.)

OFFICERS: President, Secretary (Both for a 1 year term only)
Vice-Chairman, Treasurer, Membership Secretary
(each for a 2 year term)

There are **10 FURTHER POSTS TO BE FILLED** on the main committee.

NOMINEES MUST INDICATE 3 choices from the list of Departments which have to be managed.

THESE ARE: RAILWAY; MUSEUM; ROAD TRANSPORT;
CAVALCADE; EVENTS; BAR; CATERING; GOODS SHED.

RHTS ANNUAL GENERAL MEETING 2017

Once again we are approaching the time when it is decided by you the members, who is to run the Society for the next year or two. So much manual work is carried out by volunteers, the results of which can be seen at the station in the form of engines and coaches which have been restored. In addition much work is carried out on the buildings and the environment in general. It is this voluntary work which ensures that the Society is able to continue its operations.

However it is your Board of Trustees or Main Committee which is responsible for seeing that everything is run efficiently and complies with the Law, Charity Commission Regulations, Health and Safety Rules etc.

In the future the Main Committee will be known as the Trustee Committee.

Trustees must make sure that the Charity looks after and uses its money in the correct way and keeps accurate accounts which are independently checked and an annual audit of Trustee skills will be made.

All Trustees have a duty of care which is about acting responsibly, giving enough time to do things properly, using their skills and experience to help the Charity and keeping up to date with laws and rules about charities.

Trustees have a personal liability if things go wrong. If a bad decision is taken which results in a financial problem for the Society, then the Trustees may be personally liable. Whilst Trustees may be insured against such personal liability, if the Trustees act dishonestly or do not follow the rules and laws they will not be covered by insurance.

That's the serious part. But as many of your past and present Trustees will confirm, this can be a very rewarding job. Following a successful cavalcade for example or a well attended weekend event at the station, there is the satisfaction of having met many interesting complimentary visitors, plus the feel good factor of having boosted the Charities coffers.

The Society needs a team of Trustees which can deal with the financial, legal and other administrative requirements which are needed to manage our Charity.

Positions on the Trustees Committee that will need to be filled at the AGM are shown on the AGM Notification poster on page 36.

Please be aware that all Nominees, Proposers and Seconders must have been fully paid up members of the Society for a minimum of 2 years at the time of nomination.

Main Committee

President							
Trustees Committee (TC)							
Chairman, Vice-Chairman, Treasurer, Secretary, Membership Secretary, plus 8 members each designated to represent one of the teams working within the society as below							
Railway	Museum	Road Transport	Cavalcade	Events	Bar	Goods Shed (being developed)	Catering

RHTS MANAGEMENT STRUCTURE

This has been drafted because at the 2016 AGM it was decided a Management Structure should be presented at the 2017 AGM. John Sugars, John Holdem-Eyles, Colin Robinson, Catharine Young and Roger and Gwen Walpole met recently to draw up this draft. In the Constitution point 6.9 states:

'The Main Committee may encourage members to set up Departments to manage the day to day operations of specific interests of the society.'

The title of these departments will be amended or changed at the discretion of the Trustees.

Each of these teams will have a sub-committee and a team leader with a responsibility to work with other volunteers to develop and grow their area. Each team will have a budget set by the Trustee's Committee and will work within that budget. By nominating a team leader everyone in the Society will know who to contact with any enquiries or requests.

It is recognised that the Goods Shed management is still embryonic so needs a great deal more clarification.

PERCEIVED ROLES

This is by no means comprehensive.

President: to promote the Society to the wider community. To attend any meetings as required. To ensure the RHTS is legally compliant.

Chairman: as above. To call and chair meetings of the TC. To ensure communications between teams accurate and timely.

Vice-Chairman: To assist the Chairman

Treasurer: will have the assistance of a paid employee doing basic day to day

recording so freeing up the Treasurer to work at managing the society's funds. To establish a finance group.

Secretary: will be responsible for a paid admin. assistant and will ensure volunteers are contacted and enrolled in assisting the teams. Also work with the magazine Editor. Manage Website & Social media and advertising.

Membership Secretary: Manage membership renewal and enrolment process. Maintain the RHTS database. Pass information to the Secretary re volunteers.

Railway Board: The board will consist of 5 Directors. This team will split into 2 parts, one responsible for operations and the other for the infrastructure. Combined they will be responsible for operating the railway and site maintenance, this will include painting and decorating as well as gardening and environmental issues.

Goods Shed: This will need to be established with a dedicated board of directors and needs further organisation.

Cavalcade: Organise and run the cavalcade.

Events: Devise and organise all events. Work with the museum to ensure co-ordination where possible.

Museum: Manage museum rooms and artefacts. Maintain accreditation. Work with the events team to ensure co-ordination where possible.

Road Transport: Maintain and manage all road transport

Bar: To operate the bar ensuring funds properly accounted for. Work with the Treasurer.

Catering: Provide food and drink as required at events. Work with events team.

Main Committee

NEWS FROM THE BUFFET CARRIAGE

Vicky and I are pleased to be able to report that the Buffet Carriage has had a very successful spring and summer season.

We have been very fortunate in having some new chairs donated for the carriage and have purchased new covers for them which now gives the interior of the carriage a more authentic look and brings it more into keeping with the original Gresley carriage. If you have taken a ride on the train recently you will have noticed that the track side part of the carriage has now been painted in the matching colour making the carriage look very smart. If you haven't as yet had the opportunity to come and have a look please feel free to pop in and visit us.

We are very pleased to say that despite not offering much hot food we are still being well supported by the general public during running weekends and our specials of the day along with our home made cakes and scones are once again proving to be very popular.

We have also been asked to cater for various private functions over the year and would like to say a big thank you to the people who have had enough faith in us to allow us to do this for them. We hope that we did you all proud.

We were honoured to be asked to cater for the Wake of Mary Horn; a wonderful lady who raised much money for the Transport Society including items for the Buffet Carriage. R.I.P. Mary. She will be sadly missed.

Our cream teas and our vintage afternoon teas have proven to be well attended and we have had many requests from our customers to increase the frequency of the weekends at which we offer these services. We are hoping that we will be able to do so in the 2018 running season.

We would not have been able to make this season so successful without the help of our wonderful team of volunteers who have kept the carriage well maintained, painted the outside, baked cakes and scones for us, help prepare and serve cream and afternoon teas, clean and generally assisted us in the Buffet Carriage.

If you are interested in helping out in anyway be it baking, helping prepare food, serving or cleaning in the Buffet Carriage please do not hesitate to contact either Vicky or myself. Our telephone numbers are on the web site; we would be very pleased to hear from you.

As we now move into the Autumn and Winter season, we are looking forward to the Branch Line at War Weekend, Halloween and finally the Christmas activities. We hope to see all of you in the Buffet Carriage at least at one of these events.

DELPH CARLILE



MkI CARRIAGE NEWS

Progress is steady but has accelerated over the past few weeks with Wayne Marlow now working with me on the carriages. David Chambers has completed some repairs to the steel bodywork especially around the windows, and having removed one frame, sealed and bolted it back to the body, all windows on the platform side are now waterproof, allowing woodwork to be fitted to the inside, much of which has been prepared in advance.

The new door is complete and fixed in position, but two other doors await welding repairs.

Eight blinds for Phase 2 have been repaired and are ready for fixing above the windows, this enables new panels to be fitted, the start of repaneling the whole of the interior.

To allow Phase 1 to be used for an event in November, the central lobby will be completed for access, and the tables removed to the Mk2 will be refitted. This will make 32 seats available for functions.

CHRIS MINDHAM



MkII CARRIAGE NEWS

Five new tables are being made to replace those missing from the carriage, and new pull handles have been made to 2 doors replacing worn-out and broken handles.

BUFFET CAR

Northern side now 95% complete, with only minor works to do to the end door, a new window for the door is made and ready to fit. Carriage now looking resplendent in its 'blood and custard' livery.

CHRIS MINDHAM

Continuing on from last issue's feature, celebrating 500 years of Royal Mail – here, part two focuses on buses, vans and their disused underground “Mail Rail”.

1. Mail Rail
2. Bedford HA Van
3. Commer Post Bus
4. Old Leyland Van
5. 1995 Leyland DAF Minibus
6. Mini Van (1960–1983)
7. 1930's Morris Van
8. 1956 Morris J-Type Van
9. 1910 Dennis Van
10. Ford Model T
11. 1962 Morris LD Post Bus





4



5



6



7



8



9



10



11

Photos courtesy of Royal Mail and Postal Museum.

THE RAILWAY.



As I walk around each evening
From the style unto the quay,
I hear the cry of everyone
About the new Railway
That's coming down unto the town
Along the Camel shore,
Then Padstow it will flourish, boys,
As in days of yore.

Shout boys, hurrah, the Railway it is coming,
Shout boys, hurrah, it will be here some day,
Now it is your time lads, keep the ball a-rolling,
I'm sure the first turf will be cut before the
first of May.

When I arrived within this town,
I thought I'd take my stand
And view the beautiful scenery
You boast to be so grand.
There's everything which nature should
Give unto the bay,
And many folks will visit it,
When you have the new Railway.

I have been to foreign countries,
I have sailed the world around,
I tried to find its equals
And I'm sure it can't be found,
Where everything grows spontaneous,
And plenty of fish, they say,
To catch and send along the line,
When we get the new Railway.

Now folks, if you want enjoyment,
Don't hesitate to say,
Whether a marine drive to Trevone,
Or a sail around the bay,
There's plenty of seamen bold
Who will take you around in a whirl,
I'll introduce Tom Edyvean,
Captain of the "Italian Girl."

There's Mr. Thomas Pollard,
An orator of great renown,
He's a possible benefactor,
And always to be found,
He will deliver a flowing speech
Upon the opening day,
And steer first train to Padstow
Along the new Railway.

Now friends, I'm going to leave you,
You've not heard of me before,
I'm only a spectator
Around the Cornish shore,
Some day I will return,
The river I will cross,
And take the first train to Wadebridge,
Me and the Hobby-horse.

(Spectator.)

28/12/1896.

THE FUTURE IS NOW!

3D laser scanning and 3D printing parts - part one

One of the hardships of owning an old car is rebuilding rare parts when there are simply no replacements available. Jay Leno's 1907 White Steamer has a feedwater heater, a part that bolts onto the cylinders. It's made of aluminum, and over the 100-plus years it's been in use, the metal has become so porous you can see steam and oil seeping through. He thought he could just weld it up. But it's badly impregnated with oil and can't be repaired. If he tried, the metal would just come apart.

So, rather than have a machinist try to copy the heater and then build it, he decided to redesign the original using a NextEngine 3D scanner and Dimension 3D printer. These incredible devices allow you to make the form you need to create almost any part. The scanner can measure about 50,000 points per second at a density of 160,000 dots per inch (dpi) to create a highly detailed digital model. The 3D printer makes an exact copy of a part in plastic, which can then be sent out to create a mold. Some machines can even make a replacement part in cobalt-chrome with the direct laser sintering process. Just feed a plastic wire – for a steel part you use metal wire – into the appropriate laser cutter.

Inside the printer, the print head goes back and forth, putting on layer after layer of plastic to form a 3D part. If there are any irregularities in the originals, you can remove them using software. Once the model is finished, any excess support material between moving parts is dissolved in a water-based solution. Complexity doesn't matter, but the size of the object does determine the length of the process. Making a little part might take 5 hours. The White's feedwater heater required 33 hours.

Any antique car part can be reproduced with these machines – pieces of trim, elaborately etched and even scrolled door handles. If you have an original, you can copy it. Or you can design a replacement on the computer, and the 3D printer makes it for you.

People say, "Why not just give the part to your machinist to make?" Well, if the machinist makes it wrong, you still have to pay for it. The scanner allows you to make an exact copy in plastic, fit it and see that it's correct. Even when you take plans to a machinist, it can be tricky. Say the part must be 3 mm thick here and 5 mm there. You get it back and then, "Oh no, it doesn't fit; it's too thick," or "It's too thin." This setup lets you create the perfect part. And you could press the button again and again – and keep making the part – twice the size, half-size, whatever you need. If you have a part that's worn away, or has lost a big chunk of metal, you can fill in that missing link on the computer. Then you make the part in plastic and have a machinist make a copy based on that example. Or you can do what Jay does – input that programme into a Fadal CNC machine; it reads the dimensions and replicates an exact metal copy.

When you work on old cars, you tend to work with old machinery like lathes, milling machines, etc. When someone tells you that you can take a crescent wrench, for example, scan it, then press a button, copy it, and make a new wrench, some guys say, “Well, that’s not possible. You can’t make the little wheel that moves the claw in and out. You’d have to make it in two sections.”

But they’re wrong. You can duplicate the whole tool. They stand in front of the machine and watch a wrench being made, and they still don’t believe it. It’s like *The Jetsons*. George Jetson would say, “I want a steak dinner.” He’d press a button and the meal would come out of the machine, with the roasted potatoes and everything, all on one plate. We may not have the instant steak dinner yet – but Jay’s NextEngine system is like the car-guy equivalent.

If you had a one-off Ferrari engine, you could scan each part and then re-create the entire motor. Right now, he’s scanning a Duesenberg body. It’s a classic example of high tech melding with old tech. There are cars sitting in garages around the world, and they haven’t moved in years for lack of some unobtainable part. Now they can hit the road once more, thanks to this technology.

His 1907 White engine would never have run again because its slide valve (or D-valve) was shot. He built that part, and now the car is back on the street.

Let’s say you have an older Cadillac or a Packard, and you can’t get one of those beautifully ornate door handles. You could go to the big swap meet in Hershey, Pa., every day for the rest of your life and never find it. Or you could take the one on the left side of your car, copy it, use the computer to reverse it, and put that new part on the other side.

It’s an amazingly versatile technology. Jay’s EcoJet supercar needed air-conditioning ducts. He used plastic parts he designed, right out of the 3D copier. He didn’t have to make these scoops out of aluminum – plastic is what they use in a real car. And the finished ones look like factory production pieces.

When he was in school, a friend’s father bought the new Pulsar LED watch. He paid \$2,200 for it. It had a red face; you pressed a button, it lit up and gave you the time. The next year he bought a similar watch from Texas Instruments for \$19.99. Jay went over and showed it to his friend’s dad, and he was so angry!

The NextEngine scanner costs \$2,995. The Dimension uPrint Personal 3D printer is now under \$15,000. That’s not cheap. But this technology used to cost 10 times that amount. And I think the price will come down even more.

These machines are not suited for mass production, but they work well for rapid prototyping. Just as eBay has made many swap meets go away, this machine could eliminate the need to go to eBay for parts. Think about it: What old part do you want to make?

from Popular Mechanics, back in 2009!

Summer Highlights



"Very good and interesting for our grandson. Very enjoyable."

ANON. ★ ★ ★ ★ ★

"This place is a gem in Rushden and always has something going on. Well worth a visit. The young and old will love it."

ANON. ★ ★ ★ ★ ★

"They are always well organised and it is like stepping back in time! Lots of different things to look at and do - ideal for train enthusiasts but great for everyone else too. Definitely recommend."

ANON. ★ ★ ★ ★ ★

"It has a lovely atmosphere and one of our group said it even smelled like a real pub (a good smell!). So, for lovers of beer, welcoming pubs in a heritage railway setting, go and visit if you are in the area. Shall be returning when we can. Fab!"

MARC C. ★ ★ ★ ★ ★

"Fascinating, local, bargain day out. Fantastic bar serving real ales, a decent, beautifully appointed buffet car serving snacks at extremely reasonable prices, gift shop, and model railway set up, in it's own vintage carriage. A brilliant day out for kids of all ages."

ANON. ★ ★ ★ ★ ★

"Recommend a visit to this Station the Staff are all working so hard to making it a great success, thank you very much for an enjoyable afternoon."

MAUREEN B. ★ ★ ★ ★ ★

"Great experience with family and Granny. Were looked after really well, great food and plenty of extra if you wanted it. Will be back again next year."

TRACEY J. ★ ★ ★ ★ ★

"Great, interesting place. Great real ales."

CARL G. ★ ★ ★ ★ ★

"Step back in time at this wonderfully restored railway station"

BRYAN W. ★ ★ ★ ★ ★

Continued on page 36...



RUSHDEN TRANSPORT MUSEUM, STATION APPROACH, NN10 0AW

RHTS
**1940's
WEEKEND**

RUSHDEN TRANSPORT
MUSEUM & RAILWAY



- ▶ Steam hauled passenger trains
- ▶ Civilian and Military vehicles
- ▶ Living history displays
- ▶ Trade stands
- ▶ Real ale bar
- ▶ Hot & cold food available
- ▶ Live 1940s music
- ▶ Memorial service on Sunday

**CELEBRATE THE SPIRIT OF
1940's BRITAIN
IN RUSHDEN**

SAT 21ST & SUN 22ND OCTOBER

10am-4pm. Adults £2, Seniors Citizens £1.50
Children over 5y £1. Re-enactors free admission
All attractions subject to availability

For details contact
secretary@rhts.co.uk



Rushden Historical Transport Society Reg. Charity No. 285535

TYPE 31 HAS BEEN ON A WORKING HOLIDAY!



Dave Chambers' Type 31 has been to the Ecclesbourne Valley Railway, Derbyshire's longest heritage railway, for a working holiday. The loading onto special heavy haulage was quite an event. The engine weighs 107 tons and was driven to the end of our special loading track beside the road. Part of our railway fence was removed to allow the lorry to reverse its trailer to the end of the track. At the end of the trailer, a special ramp was positioned in line with the engine. The back of the trailer was then lowered to provide a slope to match that of the ramp.

Once all was lined-up, a winch cable was attached to the front of the engine and using the winch on the lorry, the engine was pulled up onto the trailer and secured for the journey. The trailer had 10 rows of 8 wheels, has a 150 ton carrying capacity on public roads, but is rated at 300 tons for moving in industrial sites. The tractor unit to haul the load was a M.A.N TGX, 8x4 of 41.68 tons and producing 680 hp. A 'pilot' van leads the load when in transit to warn of the large vehicle approaching. The engine left in March and is about to return.

CHRIS MINDHAM

THE REAL THOMAS AND FRIENDS ENGINES



Thomas was based on The London, Brighton and South Coast Railway (LB&SCR) E2 Class; a class of 0-6-OT steam locomotives designed by Lawson Billinton, intended for shunting and short distance freight trains. Ten examples were built between 1913 and 1916, and were withdrawn from service and scrapped between 1961 and 1963.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★



Gordon is a 4-6-2 similar to the Flying Scotsman, an LNER A3 class locomotive (originally a GNR A1 Pacific).



Edward is based on a mixture of LMS Class 2P 4-4-0 (pictured), LNER Class D20 4-4-0, and Furness Railway 21 class (classified "K2").

★ ★ ★ ★ ★ ★ ★ ★ ★ ★



Fergus is a royal blue railway traction engine; based on our very own Aveling & Porter traction engine, locomotive No 9449 "The Blue Circle".

★ ★ ★ ★ ★ ★ ★ ★ ★ ★



Henry was rebuilt as a British Railways Standard Class 5MT 4-6-0; one of the 12 standard classes of steam locomotive built by British Railways in the 1950s. It was essentially a development of the LMS Stanier Class 5 4-6-0 ("Black Five"). 172 were built between 1951 and 1957.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★



James is based on the Lancashire and Yorkshire Railway "Class 28"; but with a 2-6-0 ("Mogul") wheel arrangement instead of 0-6-0.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Annie and Clarabel are based on London, Brighton & South Coast Railway Stroudley carriages, which are in use at the Bluebell Railway.

Retrieval of the purple Ford Model A

Our mission...take a purple 1953 Jaguar XK120 approximately 160 miles over Cameron pass, through Walden Colorado, to Encampment Wyoming to purchase a purple 1930 Model A Ford from Jesse James. Being somewhat the gamblers that we are, we ignored the advice of many folks, including Jesse, who suggested we would be wise to “trailer” the car home.

We woke up at 3:00am, had some coffee, and assembled what seemed a logical kit of tools and accessories. You can only fit so much in an XK, especially if you opt to carry a spare tyre. Things we thought we might need included: fire extinguisher, tow chains, bailing wire, duct tape, very strong magnets, gas can, oil, water, bucket of miscellaneous tools, and some other stuff.

We packed it all in the purple Jag, and hit the road around 5:30am.



The Jaguar ran great, save for some rattles, and windows that didn't work. A cold drive, but there is NOTHING like a spirited drive in an XK120 up Colorado Highway 14 over Cameron pass, in the fall with the aspens and moose and stuff. We hit Walden right around 8:00 and had some more coffee, and breakfast. 60 miles to Encampment across the Colorado & Wyoming high valley. Beautiful.

We hit Encampment around 9:30. Encampment (pop. 495) sits in the high plains of Wyoming at about 7,500 feet. For those who don't know where it is, it's just outside of Riverside (pop 85), real close to the middle of nowhere. Not a great place to find Jaguar parts. Jesse James was up when we arrived, working in his wood shop. We carefully looked the car over again. It looked pretty solid, a few welds here and there where metal had fatigued, but no serious rust. The motor was rebuilt to some degree about 400 miles ago. It had new tyres, new brakes, new kingpins. Though I'd seen the car once already, and ridden in it, I had yet to ever drive a Model A. I got Jesse to come out and we started it up, and went for a test drive. Cameron pass is 10,276 feet above sea level. Fort Collins is about 1 mile high (5,280 feet or so). Some high altitude motoring in Colorado.

Having never driven a Model A, I thought it drove reasonably well. It had about 30 degrees of free play in the steering. It didn't idle too well. My biggest concern was popping sound from the left side of the engine upon climbing a hill. It sounded like a head gasket leak to me, which concerned me considering the steep passes we would be driving over on the way home. After the drive, we scrutinized the car for another hour. I decided to make an offer—which was accepted. We tightened up the head bolts hoping that would save the gasket, and off we went on a 160 mile journey home. After about 30 miles, we pulled over to check the oil and water. Both cars were down about 2 quarts. Looked like the A was leaking about a quart every 15 miles! The Jag was doing better, leaking only a quart per hundred.

Oil Stop in the middle of nowhere

Another 30 miles and we were in Walden again. We stopped at Napa to buy a case of oil. To my delight, the A had used no noticeable oil since our last stop. There must have been some seals dried out which were coming back to life! We filled up with gasoline, and off we went towards Cameron Pass. Short of leaking a bit of oil, so far everything was perfect. The A motored right along at 45 with room to spare. I have no doubt it would have done 60 had I pushed it. It steered and stopped just great.

Onward towards Cameron pass again. This was the biggest concern for both cars, as it is rather steep, the summit is over 10,000 feet. The Ford did the whole thing in top (3rd) gear, and neither car overheated.

From there, it's all downhill. Home free...unless we decide to take a detour over Pennock pass. Things are going so well at this point, and its only about 3:00pm, we decide that the longer route is a good idea. It does, however, add about 30 miles of narrow dirt roads. The Model A handled them great. The road was, after all, designed for such a car. The Jag was pretty rattley, but also did just fine, as long as I kept the speed up. There were still no door seals in the Jag, so it stands to reason that there would be a little noise...not to mention the dust.

A good part of the reason for the longer route home was to visit some friends who live up there. First stop was at Tom's house. Tom is a true curmudgeon, and a really neat guy. His first car was a Model A, and he had some great advise, stories, and inspiration. He was glad to see it. The next stop was Dave's, for some more coffee.

To be continued...



**From our roving reporter in America, Ronald Fey
and written by Dan Bartmann**

REAL ALE

I switched from lager to real ale when I was 22 (I'm 38 now). Back then, I found lager too gassy and some of them seemed like they were full of chemicals. I felt bloated after 2 pints. Especially Stella Artois, which is what my friends drank 🍀

I noticed that the station bar had won CAMRA National Club of the Year, 2010, and was joint winner of CAMRA National Club of the Year, 2000...

However, I've only just noticed (6-7 months later) all the other awards up on the wall in the station bar! In full, it reads:

1989 Regional Winner (East Midlands)
1998 Northants Winner
1999 Regional Winner (East Midlands)
2000 Joint National Winner
2002 Regional Winner (East Midlands)
2004 Runner up, National Club of the Year
2006 Regional Winner (East Midlands)
2008 Northants Winner
2009 Regional Winner (East Midlands)
2010 National Winner
2011 Northants Winner
2012 Northants Winner
2013 Northants Winner
2014 Northants Winner



Pretty amazing going!!

Now, can someone tell me what “craft ale” is?! Please email editor@rhts.co.uk and I will print your answers in the next issue of Olde Wheels...

Is it just a marketing ploy, to make ale more popular in America, and amongst “*Hipsters*”?

Mark Castro-García



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Higham Ferrers Station

LMS Class 4F 44260 and a grille-less Austin Cambridge ROX 842, together with at least four bicycles at the closed Higham Ferrers station on 19 September 1964. The occasion was a special, "The Cobbler", organised by the South Bedfordshire Locomotive Society and touring the closed Northamptonshire branch lines.

19 September, 1964

FIRE EXTINGUISHING IN RUSHDEN

THE URBAN COUNCIL DEFER PURCHASE OF A STEAMER

The question of the purchase of a steam fire engine came before the Rushden Urban Council on Wednesday night on a motion by Mr C Bates to the effect that the council purchase such an engine for the town.

Mr Bates, in moving the resolution, said the purchase of a steamer had been on the Labour programme for years, but the matter had been put off on account of the want of water. Now they were within measurable distance of a good supply of water he thought they ought to get the steamer. They were told that when they got the new supply there would be sufficient pressure in the pipes without an engine, but he doubted it. A manual engine was all very well for Rushden years ago, but in recent years many important buildings had been erected and conditions had greatly altered. At Wellingborough they had a greater pressure in their mains than in any surrounding place, and yet they were going for a steam engine. In Rushden, within a few years, it was estimated that nearly £200,000 had been lost by fire. The cost of a steamer in work was only about 2/6d an hour as

against £1/11/0 per hour for a manual. The manual would not pump with effect through more than 500ft of hose, whilst a steamer would pump through 3000ft even to a great elevation.

Mr Bazeley seconded the motion, and said the town had one of the most attractive and convenient fire-stations in the county - a station they were proud of. They had every convenience for a steamer, which he believed to be an necessity. It would take some little time to get an engine and it was time the matter was put in hand. He understood the manual engine was purchased about 30 years ago, and the firemen were practically unable to cope with a fire with it. When there was a fire the greatest suffering fell on the workers, who had to depend on charity, and charity was very cold at such times. He considered that a steam engine was necessary, because the absence of adequate provision for dealing with a fire might mean loss of life.



Mr Skinner asked what the steamer would cost the town per year. Mr Bazeley: About £50.

Mr Claridge thought they should be guided in a matter of that kind by the feeling of the members of the Brigade. Personally he did not see any need for hurry, seeing that they had not the water yet.

Mr Knight said he was rather sorry that the motion had not been deferred until after they got the new water supply. The Council had always given the Brigade what they asked for. In six months' time they would know what their water pressure was and if it was not sufficient he was sure every member of the Council would be only too ready to purchase a steam engine. The reason he himself had not pressed the matter forward was that the water supply had not been sufficient. He knew nothing more tantalising than to have an up-to-date engine and not have sufficient water.

Mr Denton said if it could be shown that a steamer was necessary he would be one of the first to agree to the proposal, but he was afraid nine-tenths of the steamer would be for show and one-tenth for utility.



Mr Knight said the matter had been gone into thoroughly by the Brigade, who had, he believed, made up their minds as to what was required. No time, therefore, need be lost after the water was available.

Mr Denton thought if they had a steamer the insurance companies ought to contribute, as it was for their benefit. He himself believed in municipal insurance.

Mr Ballard did not think there could be two opinions as to the superiority of a steam engine over a manual. At the same time, he thought that the water pressure should be tested before they committed themselves to the outlay. If the steamer was needed when they got the water, let them have the best they could get. The working classes, he agreed, suffered

terribly from a fire.

Mr Swindall believed that when they had the pressure in the pipes they would need the steamer as much as ever. If they decided to purchase an engine, they would not be obliged to have it before next April, and the first payment would then come out of next year's estimates.

Mr Bazeley read an extract from a report showing the great value of a steam engine at an actual fire. He hoped they would not have a fire but believed they should be prepared for emergencies. He quite agreed with Mr Denton that the insurance companies ought to contribute to the cost of the engine or reduce their premiums.

Mr Dobbs said he stated on Monday that he was in favour of the purchase of a steam fire engine, and they had had the voice of the ratepayers on the matter, through the election of himself to the Council.

The Chairman thought they were almost taking a leap in the dark if they bought an engine without testing the water pressure.



Mr Bazeley was surprised that Mr Denton was not converted, because surely a steamer would be required if a fire took place at his factory.

Mr Denton said he was much obliged to Mr Bazeley for mentioning that, because it showed that he was not actuated by any personal motive in his opposition. He believed that for a place like Rushden a manual engine was more suitable than a steamer.

Mr Knight moved that the matter be deferred till the pressure in the mains could be tested, with the idea that if the pressure was not sufficient immediate steps would be taken to obtain a steamer.

Mr Ballard seconded the amendment, which was carried by six votes to five. The majority included Messrs Clipson, Knight, Claridge, Denton, Skinner, and Ballard. The minority included Messrs Swindall, Mantle, Bates, Dobbs, and Bazeley. Mr Hornsby did not vote.

Rushden Echo,
10th November 1905,
transcribed by
Greville Watson

EVENTS



Saturday 21st – Sunday 22nd October 2017	Branchline at War Weekend
Saturday 28th October 2017	Halloween Specials
Saturday 11th November 2017	Curry and Whiskey
Saturday 9th – Sunday 10th December 2017	Santa Specials
Saturday 16th December 2017	Brunch with Santa
Thursday 28th December 2017	Mince Pie Specials

For the latest information, see **www.rhts.co.uk** and our *Rushden, Higham and Wellingborough Railway* Facebook Page at **www.facebook.com/Rushdenrailwaystation**



**RUSHDEN TRANSPORT
MUSEUM & RAILWAY**

HALL OF FLAME

© 2016 LTA image © 2002, Peter Jarman



SOLD

996 LTA

c.1963 Bedford RL
J4 / HCB Angus
ex-Devon Fire
Brigade

ENV 150T

c.1978-79 Bedford
TK - supplied new
to Northants Fire
& Rescue Service
and stationed at
Rushden from
1979 to 1993. Then
owned by Unilever,
Sharnbrook until
2004 when it was
donated to RHTS.

289 LTD

c.1960s
Bedford J2
Ex-Lancashire
Fire Service
Water Tender
3294cc
(at the time
of going to print,
I learnt that this
engine has since
been sold)

MYH 182P

Chubb Spearhead
c. 1975



MYH 182P on
duty at Heathrow
in 1976.



MEMBER'S Q&A – ALAN CHAPPELL

LOCATION

We moved to Rushden in 1966, where we stayed until 1980, when we moved to Ross-on-Wye for my work. We next moved to Cambridge & were there until 2011 when we relocated to Melksham in Wiltshire, to be nearer family.

BACKGROUND

I grew up in Bletchley (Shed 1E for the experts) in the 1940/1950s, which at the time was just a small town in North Bucks & is now of course part of Milton Keynes (at that time Milton Keynes was just a tiny near by village, in the middle of nowhere, in fact I went to school with a boy who lived there & could name everyone in the village - that would be a bit more tricky today!).

The only big local employer was the British Rail Carriage & Wagon Works in Wolverton, where they were still building & repairing carriages & wagons at that time. Naturally enough, a good proportion of my immediate family worked there (father - carpenter, brother - sign writer, cousin - french polisher & future father in law - timber inspector & future mother in law - office worker). The railway also employed my maternal grandfather as goods agent at Euston, maternal grandmother as an inspector of ladies waiting rooms(!) & my uncle Bill, who was a signalman at Launton, near Oxford. So railways were always in my blood.

As a schoolboy I was very keen on train-spotting & Bletchley was a very interesting place to be, being on the west coast main line, as well as having branches to Oxford & Cambridge, which bought in quite

a few “foreigners”. My favourite class of loco was, & still is, the 4-6-2 “Coronation” Class (what else!) but I always also had a soft spot for 2-8-0 WD 8F “Austerity” class, hauling long goods trains out of the station & up the incline to London.

Later on, I developed a wider interest in transport history, as well as general industrial archaeology & in the early 1970s became a member of the Northamptonshire Industrial Archaeology Group (NIAG), based in Northampton, which organised regular meetings as well as various site visits during the summer months.

WORKING LIFE

I spent my whole working life in the semiconductor industry (silicon chips) starting with the US company Texas Instruments in Bedford, before moving on to another US company National Semiconductor, initially also based in Bedford then moving to Swindon. Finally I spent my last working years with the Japanese company NEC, with the local office in Milton Keynes, before taking early retirement in 2005. I did just about most things including product engineering, quality, design, technical support & sales. My final role was as a European Sales Manager.

HISTORY WITH RHTS

When Richard Woodcock put a note in the local newspaper to set up an initial meeting of transport enthusiasts at the Rose & Crown, I was very keen to be there. I think the story from then on is pretty well known. At that first meeting, the small group of enthusiasts who turned up, agreed to form a Society focussing on all aspects of trans-

port history. We started off by arranging a number of evening meetings covering many aspects of transport. Somewhere along the line, we thought it would be a good idea to issue a regular newsletter & somehow I ended up as the initial editor & producer (I think it was only because I had enough room to keep the mammoth & ancient Gestetner copier in my house in High Street South). The early copies were very basic typed sheets of foolscap with no artwork of any kind.

Subsequently the idea came up to have a transport Cavalcade. None of us had any background of organising such an event but by hook & by crook we managed to set up the very first Cavalcade, based in Hall Park, which looking back was a truly amazing achievement, particularly as none of us were familiar with either “elf & safety” legislation or the concept of “liability” (perhaps just as well!), although I do recall lots of discussion about the need for ropes to keep the public away from anything with moving parts.

Those first few years of the Society were really exciting as we saw the membership grow steadily (so we must have been doing something right) & the scope of topics for the regular meetings increased & speakers became more professional & the cavalcade quickly became very much more organised.

Having moved out of the area, I have always retained my RHTS membership & have watched the steady & exciting development of little old RHTS. It’s been absolutely incredible to me to see what has been achieved over the years. Setting up

a legal entity was key to enable all other developments to take place. The development of the station has been particularly impressive with the establishment of the bar & the museum becoming ever more professional. The development of themed weekends is also a major step forward in widening the appeal.

Standing back & looking at what has been achieved since that handful of people met one night in a pub is truly mind-blowing & everyone involved should give themselves a very big pat on the back but also keep going with all the various current initiatives to continue widening the scope & influence of “RHTS”.

Since leaving Rushden, I have been back a number of times to visit the station & attend the Cavalcade & never ceased to be amazed by how it has all developed. Now I am based in rural Wiltshire I am very dependant on “Olde Wheels” for my information & I must say how impressed I have been with the standard of that publication since Mark became editor. Well done to him & I look forward to his future editions with anticipation.

OTHER THINGS

Since retiring, I started investigating the family history & surprisingly found a link to Rushden. Maternal great uncle Eustace Kemp (Railway Clerk!) married Clara Harriman (Dressmaker) in St Mary’s Church in 1903 & in 1939 they were living in North Cottage, North Street, Rushden. If anyone has any further information I would be most interested to hear it.

Alan Chappell

POST CARD

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IN
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BRITAIN

This space may be used for Correspondence
in the English Isles, etc.

The Address only to be
Written Here

MAILBAG

This article includes letters to the Editor by post or email. This gives every member the chance to have their say in print, ask questions, or put forward their ideas. Please note, only correspondence relating to RHTS will be considered for publication. It may also be used to publish feedback received from members of the public; where they agree to allow us to use their comment.

editor@rhts.co.uk

As the original editor of the very first RHTS Newsletter, I must congratulate you on the very professional look and content of the current magazine. Things have come a long way since a crowd of us used to crank the handle of the old Gestetner printer on my kitchen table in High Street South, to produce each edition of the original typed Newsletter.

Good luck for the future and I look forward to reading the next edition.

Alan Chappell

We are very lucky to have someone with your background, energy and ideas – the magazine pages are so attractive. I loved the double page aerial shot of the cavalcade (feel free to quote me on that!). Best wishes,

Mel Sweeney

Many thanks for your last issue - really good and informative, looking forward to the new issue already.

Thank you

Philip Bettles

If anyone else is interested in being featured in the Members Q&A in another issue, please contact editor@rhts.co.uk

The Editor

VOLUNTEERS

A sepia-toned photograph of four men in historical uniforms, likely from the 19th century, standing in front of a large building with many windows. The men are wearing dark jackets, white shirts, and caps. They are standing in a row, with their hands on their hips or crossed. The building behind them has large, multi-paned windows and a prominent entrance.

YOUR SOCIETY NEEDS YOU

We desperately need a Minuting Secretary and a General Secretary who can take some of the work off Catharine and John so we are asking for volunteers to step forward to fill these two roles. It could be one or two people. Please send an email to secretary@rhts.co.uk.

1911 “OLE BILL” B-TYPE MOTOR BUS

Last year, the London Transport Museum commemorated the Centenary of the Battle of the Somme. Fought between 1st July and 19th November 1916, it was the bloodiest British battle of the First World War. The bus featured here was commandeered for war service, along with 1,000–1,500 other buses. Commandeered buses were used as troop carriers, converted into ambulances, lorries and carrier pigeon lofts. Drivers and mechanics were recruited too; many never returned.

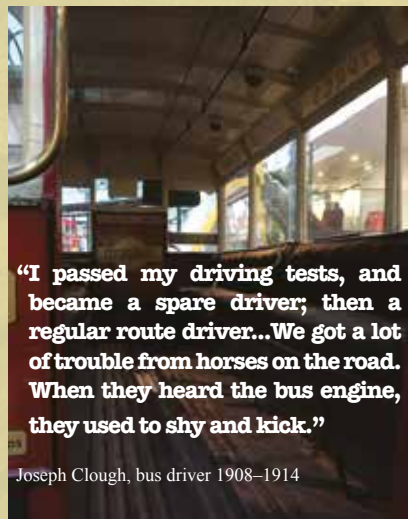
The word *bus* comes from ‘*omnibus*’ which means ‘*for all*’ in Latin

The First World War was a time of hardship; a time when the transport system and its staff supported those on the battlefield and at home.

Transport companies, their employees and customers responded to many adversities, including the loss of family members, friends and colleagues, both in combat and during air raids. Ever since, our transport system has continued to overcome challenges it has faced in times of war and peace.

OUT IN ALL WEATHER

The only protection B-type bus drivers had from the weather, apart from a uniform coat and cap, was driving goggles, leather gloves with long cuffs, and a horse blanket to wrap around their legs. Many had previously driven horse drawn buses, and were used to the exposed conditions.



“I passed my driving tests, and became a spare driver; then a regular route driver...We got a lot of trouble from horses on the road. When they heard the bus engine, they used to shy and kick.”

Joseph Clough, bus driver 1908–1914





In remembrance of the employees who gave their lives, they laid a wreath and paused to reflect on their sacrifice.

When used as troop transport in WW1, this double-deck, open-top bus had capacity for carrying 24 fully equipped infantrymen and their kit.

Purchased by the War Office in 1914 it served in France and Belgium throughout the war. It was used to take relief forces up from rear areas to the front line and returning with battle weary men and sometimes the wounded.

It was repurchased by the London General Omnibus Company in 1919. On 14th February 1920 it was inspected at Buckingham Palace by HM King George V, thus becoming the first bus His Majesty had ever boarded. It worked the streets of London until 1924 when it was handed over to the Auxiliary Omnibus Companies Association, regularly appearing thereafter in Armistice Day parades and at other special events.

Ole Bill is owned by the Imperial War Museum and is on loan to London Transport Museum until 2019 when it will be coming back to them.



Summer Highlights continued...



**"Good, and nice day out...
Really great! Every one
well loves it here"**

ANTHONY R. ★ ★ ★ ★ ★

**"Fabulous beer
and atmosphere"**

ROGER P. ★ ★ ★ ★ ★

**"My favourite place
to drink real ale"**

JOHN N. ★ ★ ★ ★ ★

**"Takes you back
to times past"**

ANON. ★ ★ ★ ★ ★

**"A real trip back in
time, no fancy gimmicks,
proper real ales"**

RONALD M. ★ ★ ★ ★ ★

**"Good real ale...friendly
staff...steam train rides
on event days...train
carriage buffet food"**

ANON. ★ ★ ★ ★ ★

"Fantastic beer"

PETE B. ★ ★ ★ ★ ★

**"Great quirky place. Like
stepping back in time"**

ANDREW S. ★ ★ ★ ★ ★

**"Unique place step back
in time and enjoy"**

MICK G. ★ ★ ★ ★ ★

**"Fantastic place,
some really nice
locomotives running
and friendly people."**

DAMIEN L. ★ ★ ★ ★ ★

**"Quirky place but
every bit worth
joining the club"**

NED. ★ ★ ★ ★ ★

**"Home made scones
were first class"**

TOM M. ★ ★ ★ ★ ★

**"Lovely afternoon out.
Events days are lovely
for kids. Cheap train
rides and crafts."**

ANON. ★ ★ ★ ★ ★

**"A tiny piece of history
hidden away. Great for
an hour, or a whole day"**

STUART H. ★ ★ ★ ★ ★



GOODS SHED – PROGRESS REPORT

Since the society took possession of the building in late June there has been a flurry of activity inside and outside the building. Below is a list of tasks so far undertaken:

- Decoration/re-furbishment of the 2 offices at the bottom of the building
- Creation of a mess room for the community work force in the buildings at the end of the site
- Removal of the storage cages in the top end of the main building
- Repairs to the roof to ensure building watertight
- Provision of new lighting to the main exhibition area of the building
- Removal of rubbish from the car park and goods shed
- Clearing of dead trees and rubbish from behind the Goods Shed.

So far over 30 volunteers have given their time. The number of man-hours provided runs into the 100's so far, this effort will be used as match funding in a number of bids in preparations for funding the repairs and restoration of the Goods Shed. *Catharine Young*



2017 MODEL WEEKEND

The annual 2017 Model show was the first event held inside the Goods Shed since its purchase in June this year. Preparations started in early July with the re-wiring of the lighting and provision of power around the building. Many thanks to David Floyd for this work.

As the weeks progressed the event became larger the whole of the main area was in use. Outside the area was fully in use by the society's exhibits and a narrow gauge railway. There was even some overflow of exhibitors into the buildings and marquee in the main compound.

The weather over the weekend was unpredictable with the occasional downpour, but this Goods Shed is such an asset to the Society we can hold events come rain or shine.

Planning for next year's event is already underway with more room and enhancement to the building allowing a bigger and better show.

Catharine Young

Note from editor@rhts.co.uk



Mark, with youngest son, Ozzy

Today, I spent 3 hours at the station with my 3 kids, for the Teddy Bears' Picnic (Sat 15th July).

It was nice to be able to park at the Goods Shed car park for the first time, and walk straight across and into the platform areas!

We were slightly early and managed to catch the first ride of the day...a green

diesel engine (I think it was a British Rail Class 03) pushing/pulling the MKII BR carriage (kids went free if they were accompanied by a paying adult, plus their teddy).

There was music in the air for the kids to enjoy, a teddy bears' play area and hospital, plus the kids' playground was open.

They had packed lunches from the buffet carriage and sat outside. We enjoyed the model carriage and the teddy hunt. And sheltered from a rain shower in the shop, while making some purchases.

It was thirsty work walking up and down the platforms, so of course, we had to stop off at the bar...fruit shoots for them,

and a nice pint of "Stouty McStoutFace" for me!

Even with the ride out of the way early on, we were still able to enjoy watching other people have their train rides and waving to everyone.

Such a friendly atmosphere with families, kids and dogs! And I was amazed that it kept my 3 happy and amused for 3 hours! We've still got the museum to look forward to again, once it re-opens.

We recently came for the cream teas as well, and enjoyed an open-air ride - being pulled by Blue Circle, that time. ☺

The Editor

Mark Castro-García,
Editor, *RHTS*

BOILERPLATE

© 2017 Rushden Historical Transport Society. Rushden Transport Museum, Rushden Station, Station Approach, Rushden, Northants. NN10 0AW. Telephone: 0300 3023150 Charity No. 285535 Email: secretary@rhts.co.uk | CAMRA National Club of the Year, Winners, 2010. CAMRA National Club of the Year, Joint Winners, 2000. Arts Council Accredited Museum.

We apologise for any omissions or errors. Information is correct at the date it goes to print.

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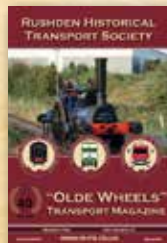
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BACK ISSUES AVAILABLE AS PDFS:



#240 Summer 2016



#241 Autumn 2016



#242 Winter 2016



#243 Spring 2017



#244 Summer 2017



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