

**Steam Passenger Trains in the British Isles, 1951:** The “News” of July 11, 2011, told of my first trip to the U. K. in 1951. Most U.S. railroads had abandoned steam locomotives on passenger trains by that time, but Britain’s trains remained almost 100% steam-powered. For me, that was a tremendous bonus for what was otherwise an interesting business trip.

My business in London in 1951 was centered around Friends House on Euston Road. A block away was the busy Euston Station, one of about eight such stations serving the large metropolis. While I did not take a train from Euston, I was in the station several times, especially during the busy late afternoon commuter traffic. Soft coal smoke with its rich aroma was everywhere, and local trains serving cities and towns to the north of London were leaving continuously from the several passenger platforms. Great little paperback railroad books showing steam passenger trains at high speed could be bought for less than a dollar (U.S.) at the news stand in Euston Station.

I had business in Southampton and also in Oxford. I rode a train from Waterloo Station to Southampton, stayed at the Polygon Hotel there, then took a cross-country route to Oxford, changing at Reading, and finally back to London, arriving at Paddington Station. All segments of this trip were steam-powered, of course. Back in London, I visited the Festival of Britain, where, a feature of the transportation exhibit was one of the latest British Railways’ Pacific-type (4-6-2) passenger locomotives, all spit-and-polish. The English loved their steam engines.

After a journey north in a rental car, about a week later I was in York, 188 miles from London’s King’s Cross Station and took the train from there to Edinburgh, 205 miles, along the scenic North Sea coast. Waiting on one of the many parallel platforms for the northbound train from London, I soon saw a streamlined Pacific with about 12 cars in tow drift into the station right on time. My coach was about halfway back in the train, and the scenery for most of the trip was superb. Traveling over the former London & Northeastern Railway’s main line (route of the Royal Scotsman), a passenger could view three sides of the huge Durham Cathedral as the train rounded a horseshoe curve and get many scenic views along the low cliffs that lined the North Sea. Like during World War II on the New Haven Railroad’s Coast Line from New Haven to Westerly on the New York-to-Boston run, the large fast-turning drive wheels with their side rods could often be seen from the windows of the coaches behind. A brief pause at the busy junction of Newcastle-on-Tyne was the only stop on this 200-mile journey, and the 120 miles from there to Edinburgh was run off in two hours flat. This was steam railroading at its best!

The longest cantilever bridge in the world at that time was the Firth-of-Forth railway bridge a few miles outside Edinburgh, built in 1890 and christened by Edward, Prince of Wales (later King Edward VII). One of the Sherlock Holmes stories involved an adventure on this bridge. I went by bus and ferry to Dunfermline on the north side of the bridge and rode a southbound train across the famous structure, pulled by a blue, oddly-streamlined 10-wheeler (4-6-0). Finally, I took the train from Edinburgh to Glasgow in preparation for my trip home from Prestwick Airport. A portly Scottish woman, with whom I shared a compartment along with others, thought I looked hungry, so she offered me a homemade crumpet from her knap-sack. It was quite good.

**Work Report:** On Tuesday, November 3, 24 interested people were on hand for the “Evenings at the Museum” program on Model T Fords, presented by Bill Schwoebel and Lou Mandich. It was a highly informative presentation, followed by lighting the gas and kerosene lights, successfully starting the

Model T on the first attempt and giving rides around the grounds on an Indian summer night. Including the work session that also took place, the following 17 volunteers were on hand: Steve Bryce (in charge), Brent McDougall, Anne Cleary, Rose Ann Hoover, Dave Leon, John Bacino, Jerry Novak, Ted Kamen, Jeff Pollock, Dennis Dragon, Bob Stransky, Tom Marshall, Richard Bernard, Pete Parlett, Jerry Lucas, Bill Rule, and Ed Paschall.

Locomotive 401 was cleaned from its runs on November 1, and track adjustments were made near the turntable. The leak in the steel tender tank was studied, but it was decided to wait until after November 28 to make a good repair. The boilers were filled on Stanley car Models 71, 87, 725 and 740.

The Cretors popcorn machine, having proven itself for successful operation on October 25 and November 1 after its restoration, was moved to the museum, and the '37 Packard was brought to the upper garage for more running board restoration and brake light problems.

On Thursday, November 5, seven volunteers were present, viz: Steve Bryce, Jim Personti, Ted Kamen, Bob Jordan, Jared Schoenly, Dennis Tiley, and Tom Marshall (in charge).

The running boards on the '37 Packard were studied and cleaned further for painting and installation of new rubber covering. A wiring diagram was found in the owner's manual for attention to the brake lights and the direction signals, the latter having been added about 35 years ago. The master cylinder for the brakes was located prior to replacing or rebuilding. The new vaporizer for the Model CX was brought for inspection by Jim Personti, prior to welding for its completion.

The remainder of the tubes in the new boiler for the Model 735 were swaged and the fitting holes drilled in the bottom head, after careful measurement from the old boiler. A new ¼" tap was required to finish this job (which was completed on Friday, 11/6). The springing on Locomotive 401 was checked to make sure all is in place after the derailment on 11/1 (it looked fine). A pattern was made to install linoleum or vinyl around the new toilet in the shop. We are still hunting for a remnant -- we need a piece 30" x 48".

Over the weekend, the tapping of the fitting holes in the bottom of the new boiler for the 735 was completed, and the top head was done as well after careful measurements. Three 1/8" tappings and one 3/8" on the top were required. Thanks to Bill Rule, Jerry Novak obtained a new covering sample for the Packard running boards, provided by a man who makes these identical to the originals.