

# *Left Hand Running*

The March 2009 Newsletter of The British Train Society  
www.britishtrainsociety.org

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## **A View From The Footplate**

At our last meeting on February 14<sup>th</sup> I had the sad duty of announcing the death of John Riley at age 82. John headed up the Buffers West group out of Sarnia, Ontario and was a great supporter of our club and model railways in general. He provided a hospitable reception any time we traveled through Sarnia to various shows and activities and we will miss him. With the clubs agreement I have sent a letter of condolence to his wife Iris.

The focus of the meeting was the rehabilitation of our modules for the spring show on March 28<sup>th</sup>. However, there were some business items to cover. George Rowland raised the issue that as a not-for-profit organization we should have formal records of approval when expenditures are made. This was noted and I will address this for future transactions. Our next meetings were scheduled for April 25<sup>th</sup> (D. Buchanan), May 23<sup>rd</sup> (R. Transue) and the annual picnic also at Ralph's place in June. Harry reported that rewiring of the modules was proceeding well but a corner module from John Walsh was missing although this has now been corrected. Test running should occur shortly. Harry said he will be in touch with individuals to coordinate the logistics for delivery and set up as well as manning of the display. Since this will be the last newsletter before the show please organize your calendars so that you can be available for set up on March 27<sup>th</sup> starting at 6pm at Lyons Township High School in LaGrange and for show operation and dismantling the following day. The show starts at 9am and runs till 5pm. As usual we can use the assistance of everyone so if you can help it will be greatly appreciated.

On a personal note I can report that my move went well and am even having some time for thoughts on constructing a new

layout (Donfield 2?) and I hope I can share some thoughts with you if you can make the April meeting. Until then - Happy Modelling  
Don Buchanan

## **John Riley**

We are saddened to note the passing of our good friend, John Riley of Point Edward, Ontario. He died on February 12<sup>th</sup> following a lengthy illness. John is survived by his wife, Iris, sons Howard and Douglas and a trainload of grandchildren. He was



preceded in death by his son Todd.

John was born in England but had been a resident of Point Edward for the past 51 years. John was a very active member

of his community, serving in a variety of areas including fire department, school board and arena commission. We of the British Train Society knew him as a stalwart member of Sarnia's model railway fraternity.

John, together with other model railway enthusiasts in the Sarnia area, had been a most welcoming host to those of the BTS who have traveled to Canada for various events. In spite of declining health, John never missed an opportunity to welcome us. John Riley, railway enthusiast and friend, always made a visit to Sarnia most pleasurable. His presence on this earth has not gone unnoticed. We will miss him.

## **Module Rework Project**

As February comes to a close we are happy to report that all of the modules have now been received and we are moving forward with the renewal of the under module wiring. The Team Leaders have decided to bring power up to each module from below in two places instead of just one. This should really free us from ever having to depend on rail joiners any more. The first loop of ten modules is nearly complete and ready for testing.

We are also painting all of the module legs black for uniformity (some were and some weren't); it's amazing how much more finished a little black paint makes things look. Work sessions are on Wednesday evenings from 6:30 onwards and Saturdays from 1:30 pm. All members and interested guests are welcome to come on out and help

Regards,

Harry

## **Calendar of Coming Events**

March 8<sup>th</sup>, 9:30 am – 3:00 pm  
Great Midwest Train Show  
Wheaton (DuPage County Fairgrounds)

March 28<sup>th</sup>, 9:00 am – 5:00 pm  
All-American Railroad Show  
LaGrange (Lyons Township HS Fieldhouse)

April 25<sup>th</sup>, 1:30 pm  
BTS Regular Meeting  
Batavia (D. Buchanan, 700 W Fabyan Prkwy, #24B)

May 23<sup>rd</sup>, 1:30 pm  
BTS Regular Meeting  
Lombard (Ralph Transue, 82 West Rd.)

## **Dues Due**

It's time for your 2009 dues (\$10.00) and just another reminder to those members who have not yet paid for 2008, please do so as soon as possible.

All payments should be made out to The British Train Society and sent to:

George Rowland  
23428 97th Ave. North  
Port Byron, IL 61275

## **The Fan Trip**

### **First the Facts**

In my twenties, I was part of a social group call "Eighteen Plus". This group met weekly in Kingston, in a back room of "The Compasses", a local pub dating from the 12<sup>th</sup> century. I was the program secretary for about eight years. This group was part of a bigger organization. I don't know if it was all over the county, but it was big in the South of London. We had a monthly club magazine for the whole area, and they were always looking for articles. I was talked into doing something. At that time I had just been on a fan trip, and the thought came to me that I could write a poem describing the trip. This is the result of that thought.

This all transpired, I believe, on a Saturday in June 1972. I don't remember the name of the trip. The theme was to travel behind Southern Region Electric locos. Number 20002 [built 1941] was our loco for most of the trip. It had third rail and overhead pickups and a flywheel driven generator to make it over the third rail gaps. I have heard that it could run for up to five minutes without external power, but have no confirmation of this. We left from Waterloo to Seaford. The route was, Clapham Junction, Richmond, Hounslow Junction, Kew Bridge, Clapham Junction, Factory Junction, Brixton, Tulse Hill, Crystal Palace,

Croydon, Haywards Heath, Lewis, & Seaford. Here a 73 class backed on to rear, and took us Brighton. We had an hour's wait, while our train was transferred to the other side of the station. The 20002 took us along the Coast Line as far as Havent were the train reversed. . We traivailed up the Portsmouth line to Liss, with a 71 class 3000 hp electric loco. Here a preserved steam loco, No. 92203, a class 9F 2-10-0, took us on to the Longmoor Military Railway. There was a problem creating the vacuum brake. At last we were off to Longmoor where we spent about 2 hours.

While we were there, a naming ceremony took place for 92203. It was named "Black Prince". There were other locos in steam including West Country 34023 "Blackmore Vale". 92203 took us back to Liss, and a 71 class again on to Waterloo via Guildford, & Cobham. Our loco was changed again at Guildford with No. 20002 up front again, from Guildford to Waterloo. The delay referred to occurred at Hounslow Junction while waiting clearance from Hounslow Station. I suspect that Hounslow Junction let a slow freight up in front of our train.

### **THE FAN TRIP**

By Martin J. Venn

One Saturday in June 9.08  
A special train at left Waterloo which should not be late.  
Two treble O two is the engine, ten coaches on the train.  
It passed west crossing, and down Windsor Main.

The engine was old, and of signs there was rusting.  
But all the passengers were in here most trusting.  
All down the line photos were taken.  
Surprising people at bridge and at station.

All went well till Hounslow Junction  
Where the signalman looked out with much compunction.

12 minutes we stood on the up curve.  
That man up there has a hell of a nerve.

Off we went till at Grove Park we stood  
Hounslow Loop Line is no ruddy good.  
Through London suburbs we did wined.  
Clapham, Brixton, and Norwood all behind.

Straight down to Seaford we did go.  
Through New Haven Town we had to go slow.

Back up the line from Seaford to Brighton  
A small EDL our sprits to heighten.

One hour we waited, and time to eat.  
Also a chance out fellow passengers to meet.  
Westward from Brighton to Havant we ran.  
Another old engine proving she can.

At Havant we change engines once more.  
All aboard! Hey close that door.  
Now on our way from Havant to Liss,  
With beauty around you cannot miss.

At Liss we espied a cloud of steam.  
And a coal fire, you know what I mean.  
Now on our train in splendor she stood.  
A large steam loco, O doesn't she look good.

Ten driving wheels this loco does own.  
Slipping on hills she never has known.  
Brilliant in splendor, this is her day.  
A name to receive I heard someone say.

17 inches is not quite enough.  
Great clouds of steam go up in puffs.  
At last on our way she steps out in style.  
A sight which makes us give smile after smile.

15 short minutes our journey did take.  
While many on board a film did make.  
Around a sharp curve and over a bridge.  
Longmoor in sight down a short ridge.

Down in a siding, she whistles a greeting  
Blackmoor Vale which we'll soon be  
meeting.  
To this we reply, with a very long blast.  
These are the sounds which have come from  
the past.

The T.V. is here to record the occasion.  
There are so many there, it's like an  
invasion.  
And now the naming is about to take place.  
At the front there is not much space.

Black Prince they have called her, a suitable  
name.  
The sun is out, not a sign of rain.  
A walk to the siding, just down the track.  
To see Blackmoor Vale before we go back.

There she stands all gleaming and bright.  
Puffing up and down for the cameras just  
right.  
Now we must go back, and be on our way.  
This is certainly been a memorable day.

Black Prince takes us from Longmoor to  
Liss.  
Cameras out again, this is to good to miss.  
There in a siding a new engine waits.  
From Liss we leave a few minutes late.

On to Guildford with a turn of speed.  
There again we change our steed.  
Now the last stage of our journey is here.  
The signal is off, the New Line is clear.

Now the old engine which at Havant did  
stay,  
Is on our train for the rest of the day.  
Then Clandon we passed like a flash of  
light.  
A porter there had to take flight.

An old lady at Claygate heard us coming  
The wheels on the track a tune are  
drumming.  
She thinks it's her train, but not this one.  
It's only 300 fans just having fun.

13 more miles to the end of the line.  
Past Hampton Court Junction almost on  
time.  
Surbiton, Wimbledon, Clapham Junction  
and Vauxhall  
Now our speed is not much at all.

Waterloo in sight, the journey ends,  
Our films to processors we must send.  
A very good day we all agree.  
I hope you have enjoyed the trip like me.

British Railways'  
steam locomotive



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