

Solstice Walks

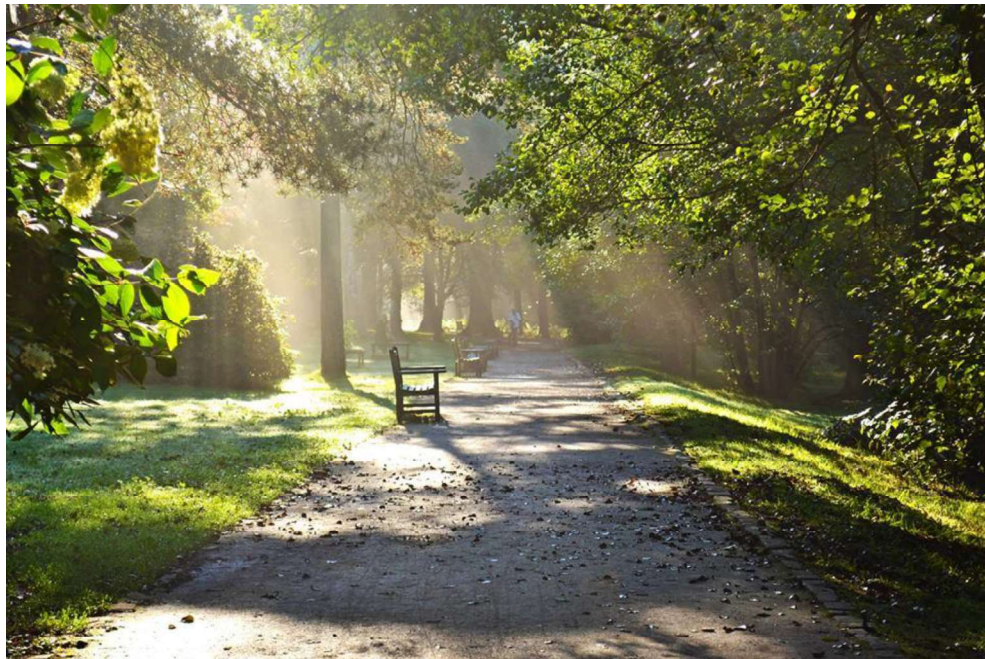
The solstice walks, organised by Malcolm Murray and his wife Lynne, have proved to be a popular event each year. The organisation of these events takes considerable time including visits to the location to be able to advise on parking and arranging for a suitable place to have refreshments and food after the Walk.

Some walks have also included a completion to add hilarity and interest. These have included Boomerang throwing, Photography, quiz and “action”

2016 This Event was cancelled - clashed with referendum vote!

22/06/2017

Summer Solstice Walk and Supper at Shipley Glen.
Followed by supper at The Old Glen House, Baildon.



21/06/2018

Summer Solstice Walk at Woodlesford Lock. Followed by refreshments at the Three Horse Shoes at Oulton.



20/06/2019

Summer Solstice Walk, Bingley Five Rise Locks, with Supper & Quiz at The Chip and Ern Ale House Bingley. Members of Keighley Engineers were invited and several members attended the walk, and supper, which was followed by a quiz by Gordon Toulson.



2020

Event cancelled due to Covid-19 restrictions.

New Build Locomotives

This article is presented as a feature to point out that traditional “proper” engineering skills are still used, even if on a voluntary basis. Young people are encouraged to join in and some are employed as full time apprentices.

We have had two lectures in the past by Mr Keith Crabtree of the A1 Locomotive Trust on both “Tornado” and “Prince of Wales.” To complete all these listed locomotives, computer design programmes have been used because up to date regulations have demanded checks on old designs and modifications made to suit. However forgings, castings and frame plates and sheet metal work are still required, using better materials than originally used. Specialist boiler making skills are still required with registered inspection.

Several web sites can be found for all new build and refurbishment activities.

Llangollen Railway.

(Llangollen faced financial difficulties in 2019/20 and administration in 2021. Construction projects were therefore cancelled and parts removed to other sites)

45551 LMS Patriot 4-6-0 “Unknown Warrior” (now at Butterley West Shed, Derby).

6880 GWR Grange 4-6-0 “Bretton Grange” Completed 2020.

4709 GWR Express Freight 2-8-0 “Night Owl” transferred to Leakey Finders, Hele, Near Exeter.

61673 LNER B17 4-6-0 “Spirit of Sandringham” Transferred to CTL Sheffield.

**42424 LMS 4P Fowler 2-6-4T (Planned)

A1 Locomotive Trust, Darlington.

60163 “Tornado” 4-6-0 LNER Class A1 Completed in 2008.

2007 LNER P2 2-8-2 “Prince of Wales”

(Also one at Doncaster Locomotive Works, 2001 “Cock of the North”)

LNER V4 2-6-2 Start after the P2 is completed

**LNER V3 2-6-2T Start after the V4

CTL Sheffield

72010 BR Clan 4-6-2 “Hengist” (CTL Seal, Sheffield)

Didcot Centre.

1014 GWR County 4-6-0 “County of Glamorgan”.

2999 GWR Saint 4-6-0 “Lady of Legend” Completed 2019.

Teddington.

3840 GWR 4-4-0 “County of Montgomery” Transferred to Tyseley.

Bluebell Railway.

32424 SR 4-4-2 "Beachy Head"

84030 BR 2P 2-6-2T (with parts from a 2-6-0 78059)

West Somerset Railway.

9351 GWR 2-6-0. Completed 2014

Hackworth Industrial Park, Shildon.

1759 LNER (NE) G5 0-4-4T

Tyseley Locomotive Works.

789 GER M15R (LNER F5) 2-4-2T

670 LNWR Bloomer 2-2-2

Whitwell and Reepham Railway

Claud Hamilton 4-4-0 LNER Class D16/2

Great Central Railway, Nottingham

**567 4-4-0 LNER D7 Ex MS&LR

Severn Valley Railway

**BR Class 3MT 2-6-2T

To be determined

**35011 General Steam Navigation build from rebuilt back to original

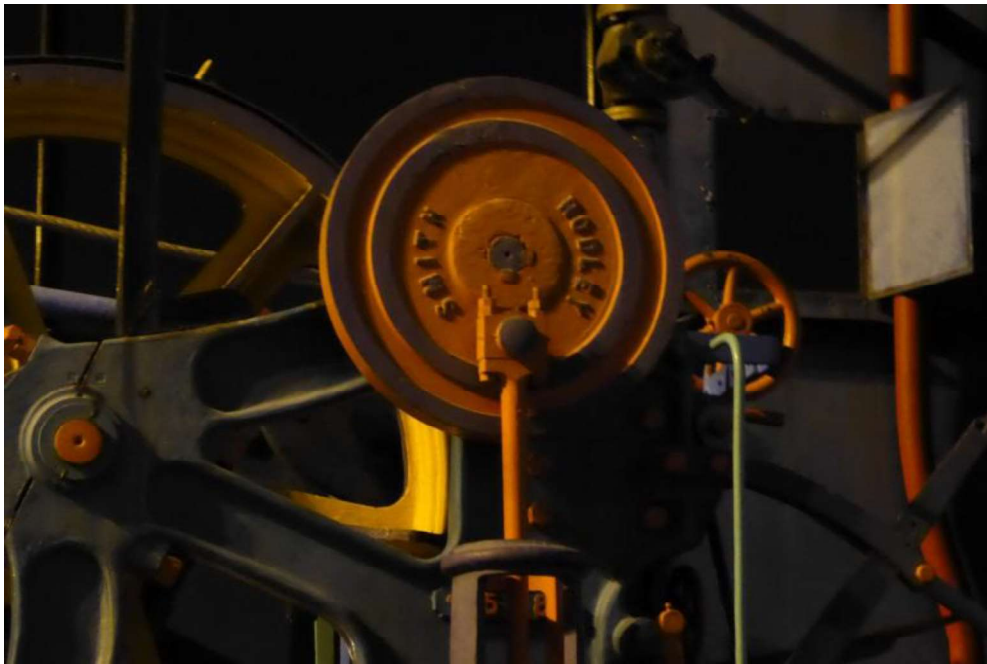
**4-4-0 LNWR George the Fifth class

New Diesel locomotive based on the first British mainline diesel locomotive **LMS 10000** at Matlock, using parts from newer locomotives (Class 59) with the same design equipment. It will not be suitable for main line operation because of newer regulations. Diesel engines of the type first used have been obtained.

Although the above list is for standard gauge UK railway locomotives, there are several locations where narrow gauge equipment is being manufactured, in addition to several hundred locomotives of all gauges being in regular use and subject to controlled maintenance work. The rolling stock such as wagons and coaches are also manufactured and refurbished with carpentry and upholstery skills in use.

The nature of these activities can also be found applied to other subjects of equal complexity, and requiring a similar input of skills, knowledge and regulations. Retired ships and ferries are being worked upon, along with old industrial equipment, buses, trams, traction engines, road rollers, wagons, and cars of steam and internal combustion types there are also very active military preservation activities within sites such as Duxford where tanks, guns, and aircraft are carefully restored.

Some Preserved Subjects



Two views of a preserved Smith of Rodley steam crane on display in Montivedao Dockyard 2018.



Four Leyland Todmorden Joint Omnibus Committee buses as preserved at Hertford show ground in 2018.



Jowett Bradford Van on show at Hebden Bridge Vintage car day.2012.



Several of these retired Blackpool trams are preserved.
Two of the single deck ones are in San Francisco Tramway Museum.



TSS Earnslaw built 1912 by McGregor & Co., Dunedin on Lake Wakatipu, Queenstown, New Zealand.



The only remaining Passenger carrying steam ship in the Southern Hemisphere.



Trident Two at Duxford. Display only.
The first series of aircraft to regularly land fully automatically in service.
Also the fastest subsonic passenger aircraft.



1943 8 seat passenger de Havilland Dragon Rapide.
Available for Hire at Duxford.

A view on buying a car

My next door neighbour had delivered by trailer a brand new car which is parked in view from our front windows. It is a rather nice hatchback, dark blue with four chromed exhaust pipes below the rear door, with a 70 registration plate and a famous German badge with a small "R" to the left lower of the rear hatch door and a similar "R" in the front grill. It was delivered 25th February 2021 and obviously purchased on line with plenty of bargaining, otherwise it would have been delayed a couple of days to get a new registration plate to show. It makes quite a good burbling sound when accelerating past us to turn round. We also have on the Close a Maserati which makes a similar but louder noise, and drives past with electrically opening/closing fabric roof in operation. This could well create some competition!

As the showrooms are not open due to Covid 19 restrictions then buying a car is not so easy as before, and strange to those of us getting on in years, which prompted the writer to examine what would be his reaction. And what should be assessed in a show room which will open April 12th.

Most important, can I and others of similar age and size get in and out of it easily without banging heads, doubling knees and back and having to hold on to prevent falling over? The two above cars fail in this item straight away. When the Victoria Shopping Centre opened in Leeds, Tesla had several cars on display and a very attractive sales girl could not understand why my friend and I said we could probably get in the cars, but to get out would be almost impossible. We may well have enjoyed any help offered!

Can we see out of it forwards, sideways, and to the rear?

Is it comfortable and easy to sit and ride in without being thrown all about sideways and up and down and is boot space adequate.

Are the controls easy to reach, without doubling elbows and knees, and are there switches rather than touch screens which need looking at to use, rather than having not too many fixed and easily remembered positions?

Similarly an analogue clock is much easier to read and glance at rather than a digital one. Automatic gears and 4 wheel drive could be considered.

Are the tyres which are available, substantial in cross section to provide good and comfortable ride and fit for all weathers? Does the car have a spare as the puncture repair sets are no good for a split and will probably have emptied or dried up when needed?

Heating of seats and climate control with rapid demisting of windows is essential. Other more "modern" inclusions such as rear view cameras, speed limiters, cruise control, parking sensors, speed sign recognition and many other of the new driving aids are acceptable but are probably listed in documents included on line. They will need to be explained by a salesman to the older person not used to such things.