

NENE VALLEY RAILWAY



1960's Weekend

Saturday 26th April & Sunday 27th April 2008

An all British

“GROOVY”

Weekend

EVENT GUIDE

Welcome to the 1960's Weekend

On behalf of the Nene Valley Railway I would like to welcome you to our 1960's event, the second year that the Nene Valley Railway has held such an event.

The sixties was a decade in which major changes took place in society; the arrival of the Beatles changed the music scene forever, more and more people were able to afford a car and the mini skirt was the height of fashion along with flower power. This decade also saw a major change in the way our railways operated.

The steam locomotive was on its way out and all would be gone by the end of 1968, in were the new order – the diesel and electrics. Many railways were to close to passenger and freight traffic.

This weekend marks that changeover, using steam and diesel locomotives from the period – indeed the diesels that replaced steam have now been replaced themselves and have gained their own following and are being preserved.

I would like to thank everyone who has helped me to ensure that this event has come together, in particular the exhibitors, some having travelled long distances in order to share their displays with you.

Two final words - Enjoy yourselves

Neil Boden (Event Organiser)

Music

During the weekend "Don't Look Now", will be performing in the platform area by the turntable at Wansford. The band has a large repertoire from the 1960's including:

1960

Stuck On You - Elvis Presley
Georgia On My Mind - Ray Charles

1961

Hello Mary Lou - Ricky Nelson
Stand By Me - Ben E. King

1962

Unchain My Heart - Ray Charles
Can't Help Falling In Love - Elvis Presley
Good Luck Charm - Elvis Presley

1963

From Me To You - Beatles
Twist & Shout - Beatles

1964

I Saw Her Standing There - Beatles
House Of The Rising Sun - Animals
A Hard Days Night - Beatles
You Really Got Me - Kinks
Eight Days A Week - Beatles
I Feel Fine - Beatles

1965

How Sweet It Is - Marvin Gaye
Don't Let Me Be Misunderstood - Animals
Ticket To Ride - Beatles
King Of The Road - Roger Miller
Help - Beatles
Satisfaction - Rolling Stones
Like A Rolling Stone - Bob Dylan
My Generation - The Who
Sound Of Silence - Simon & Garfunkel

1966

My Girl - Otis Redding
Yesterday - Beatles
Wild Thing - Troggs
Paint It Black - Rolling Stones
Homeward Bound - Simon & Garfunkel
Sunny Afternoon - Kinks
Nowhere Man - Beatles
Here There & Everywhere - Beatles
Mustang Sally - Wilson Pickett

1967

Hey Joe - Jimi Hendrix
Waterloo Sunset - Kinks
Hi - Ho - Silver Lining - Jeff Beck

Red House - Jimi Hendrix
A Whiter Shade Of Pale - Procal Harum
Brown Eyed Girl - Van Morrison
Love Is All Around - Troggs
Daydream Believer - Monkees

1968

Dock Of The Bay - Otis Redding
Black Magic Woman - Fleetwood Mac
Jumpin' Jack Flash - Rolling Stones
Need Your Love So Bad - Fleetwood Mac
Mrs Robinson - Simon & Garfunkel
Hey Jude - Beatles
All Along The Watchtower - Jimi Hendrix
Back In The U.S.S.R. - Beatles

1969

Where Do You Go To My Lovely? - Peter Sarstedt
Get Back - Beatles
Boxer - Simon & Garfunkel
In The Ghetto - Elvis Presley
Born To Be Wild - Steppenwolf
Honky Tonk Women - Rolling Stones
Space Oddity - David Bowie
Something - Beatles
Leaving On A Jet Plane - John Denver

For more information on the band visit their website at

<http://www.dontlooknow.co.uk/>

Goods Train

In between the passenger train service a goods train or Travelling Post Office train will operate between Wansford and Orton Mere.

Watch, either at Wansford or Orton Mere, how the footplate crew and guard shunt the brake van from one end of the train to the other to ensure that the brake van is always at the rear of the train. Other vehicles in the train should include three covered vans and three open wagons, which is a typical representation of the local goods train, which would have trundled between stations, dropping off or collecting a wagon or two at each of the stations it passed.

The goods train in use shows how commodities were moved in the past, often in small loads between the various country stations. Nowadays only large trains are hauled on the mainline between major yards and shipping terminals.

The goods train departs from Wansford at 10:45, 13:35 and 15:00 and from Orton Mere at 11:28, 14:18 and 15:43.

PLEASE NOTE: No passengers can be carried on the goods train

Travelling Post Office

Almost everyone has heard of or seen the **Night Mail**, with its evocative poem by W. H. Auden:

"This is the Night Mail crossing the border,
Bringing the cheque and the postal order,
Letters for the rich, letters for the poor,
The shop at the corner and the girl next door.
Pulling up Beattock, a steady climb,
The gradient's against her, but she's on time."

The NVR is one of only a few railways that can recreate these scenes and during each day the Travelling Post Office set of coaches will make one round trip to demonstrate how mail used to be exchanged while the train was moving. If you take a close look at the coaches you will notice that one of them has a net on the side and also some metal arms (known as traductor arms). These items of equipment enable the coach to collect and dispatch leather mail bags whilst the train is moving and this will be demonstrated at a location called "Sutton Cross", which is located about half a mile from Wansford. Access is only possible on foot to see this exchange, but it is well worth the walk to see.

Directions: From Wansford station building, cross over the road and head towards the river bridge, which has a footpath across it. Cross over the river and go down the steps on the other side and follow the path that runs along side the railway line. After about a quarter of a mile there will be a gate that will give access to the view area, which is about 200 yards beyond the gate. Please allow approximately 20 minutes walking time. The exchange of mail will take place at around 13:10, so please be in the viewing area by 13:00.

PLEASE NOTE: No passengers can be carried on the Travelling Post Office train.

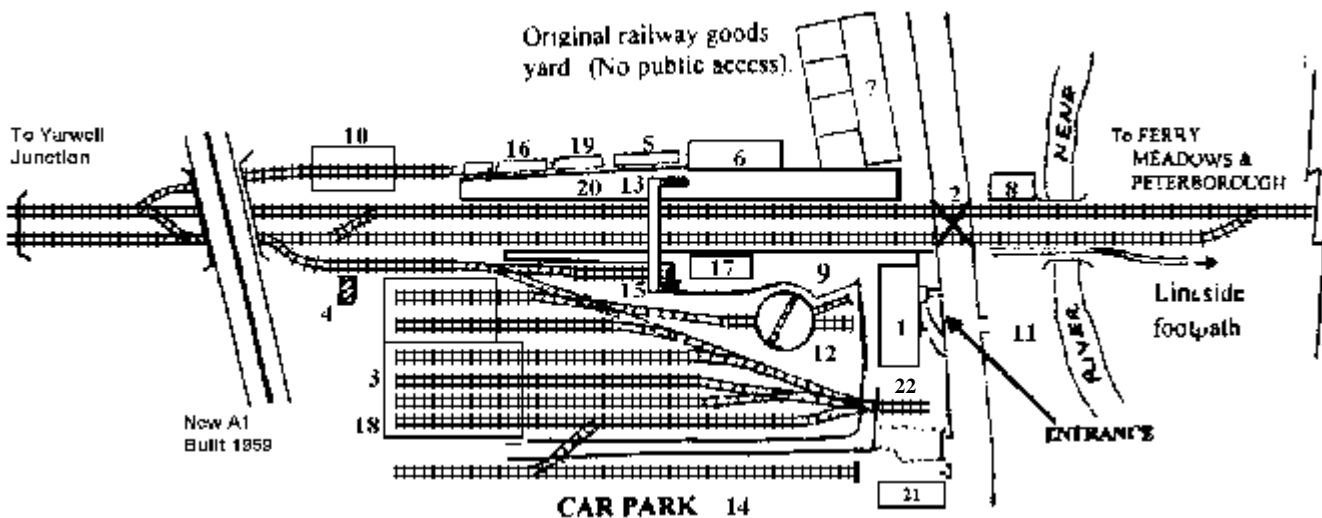
Passenger coaches in use over the weekend

The rake of coaches in use this weekend is formed from our preserved selection of British Railway's standard "Mark 1" coaches, which were built from 1951 until 1964.

The coaches range from compartment stock, open stock and brake vehicles

Where to find the attractions

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Shop, Booking Office, Café & Toilets 2. Level Crossing 3. Locomotive Shed 4. Coaling area & Water tower 5. Model Railway 6. Original Station Building (Privately owned, no access) 7. Original Railway Cottages (Privately owned, no access) 8. Wansford Signal Box (opened 28th April 1907) 9. Turntable viewing area 10. Carriage Shed (Not open) 11. Picnic Area 12. Turntable (Demonstrations will occur during the day) 13. Footbridge | <ol style="list-style-type: none"> 14. Car Park 15. Platform 1 16. Second Hand Bookshop
Friends of M30272M TPO Group 17. Barnwell Building 18. BR(M) TPO M30272M
Undergoing a major rebuild 19. Southern TPO, 4920. 20. Museum & Exhibition siding 21. Jubilee Playground
An area for the kids to let off steam 22. Platform 5 – Shire horses |
|---|--|



Shire Horses

The railways still used horses in the 1960's, with the last recorded working being 40 years ago on 21st February 1967 at Newmarket.

The railways used to own thousands of horses, including large stables, which were used for moving goods to and from the various stations as part of the "door to door" service offered to the public and business alike.

These shires will be attending both days and will normally be found in the next to the café on platform 5 at Wansford. The team who look after the horses will be more than happy to talk about the horses and how the railways once relied them upon heavily.

The horses will also be wearing various LMS and BR Railway Harness and Brasses.

John Beesley Stand

J. Beesley will be in attendance, by the turntable, during the weekend to enable you to purchase authentic footplate items. Ranging from overalls to oilcans, hats to shovels there will be something on John's stall that will suit everybody from Loco Driver to the enthusiast.

Locomotives in use over the weekend (subject to availability and requirements)

S&D 8F 2-8-0 - 53809

This class of locomotive was introduced in 1914 for use on the famed Somerset and Dorset Joint Railway (S&DJR), with Derby building the initial six locomotives. A further five were built in 1925 at the Darlington works of R. Stephenson & Co, including 53809. The locomotive spent its entire working career based on the S&DJR, where it would have worked alongside the NVR's own 73050, which was based on the S&DJR from 1954 until the early 1960's.

53809 was withdrawn from traffic in June 1964 and made its way to the scrapyard of Woodhams, in Barry, South Wales. The engine would remain here until sold for preservation in 1975 when it was moved to Kirk Smeaton near Doncaster for restoration work to commence. This was then completed at the Midland Railway Centre at Butterley to allow the loco to take part in the Rainhill Cavalcade of 1980.

53809 remains based at Butterley, from where it is visiting to take part in this weekends event.

Sulzer BR Type 2 (Class 26) – D5301

This engine was built by the Birmingham Railway Carriage & Wagon Co. in 1958 and was initially allocated to 34B (Hornsey), in North London. The loco ended its days at Inverness in 1993 after 35 years work and was purchased for preservation at the Lakeside & Haverthwaite Railway, in Cumbria, from where the loco is visiting us.

Austerity 0-6-0ST - 2183

This Austerity design of loco was a powerful 0-6-0 saddle tank built to a wartime austerity design that latterly saw service as No. 15 on the industrial Wemyss Private Railway in Fife, Scotland.

The loco, which is owned by Andrew Goodman, is a Hunslet-designed Austerity 0-6-0ST, one of 13 subcontracted to Andrew Barclay and one of only three of the Andrew Barclay-built examples to survive, it has just completed an extensive overhaul and very recently passed its boiler examination.

During the weekend the loco will haul one of the goods trains and act as station pilot at Wansford.

English Electric Type 4 (Class 40) – D306 “Atlantic Conveyor”

D306 was one of 20 Class 40's built in 1958 by Robert Stephenson and Hawthorn at their factory in Darlington, although a total of 200 of this type were built for BR.

By 1978 the loco was among a handful of Class 40's that still hadn't been repainted into Corporate Blue and yellow. During her last works overhaul at Crewe in September 1978 it was decided to paint the loco in Brunswick green with full yellow ends. D306 then became a favoured loco on railtour and other special passenger workings for many years, including taking part in the 'Rocket 150' celebrations at Rainhill, in May 1980. She was withdrawn from BR traffic in April 1983 and was bought by Gerald Boden, in March 1984.

Initially D306 was taken to the GCR where it was named "ATLANTIC CONVEYOR", in memory of the Cunard cargo ship and those on board who lost their lives in the 1982 Falklands war. The loco gained worldwide attention in a brief film career. Cleverly disguised as D326, the loco was used in a re-enactment of the 'Great' Train Robbery for the hit movie "Buster". D306 left the GCR for the Nene Valley Railway on 21st February 1990.

Locomotives in use over the weekend (subject to availability and requirements)

Brush Type 4 (Class 47) – 1971

This loco was built in 1965 at BR's own Crewe works and was initially allocated to Haymarket, near Edinburgh and ended its days working for one of the privatised rail companies, Frieghtliner, working from the town it was built in – Crewe.

Upon withdrawal the loco was purchased by Neil Boden, who moved the engine to the NVR for overhaul in 2007. The locomotive has been given a major bodywork overhaul, as well as some mechanical work and has been repainted in the corporate livery of Rail Blue, which was introduced in the mid 1960s.

BR 5MT Standard 4-6-0 – 73050 “City of Peterborough”

This engine is not available for this weekend, due to firebox repairs not being completed.

73050 was built at Derby and emerged on 14th April 1954, being sent to London to take part in the International Railway Congress Association Exhibition at Willesden. In preparation for this event, 73050 was given an exhibition paint finish, and was therefore in immaculate condition when it took its place on Bath shed. The loco was to remain at Bath until March 1964 when she was transferred away. She finished her BR working life in 1968, at Patricroft, Manchester.

Following withdrawal from British Rail service, the Rev Richard Paten purchased 73050 for £3,000, its scrap value in 1968. It arrived at Peterborough under its own power on 11th September 1968, one full month after the end of steam on BR!

In 1971 73050 was moved to a new home at the British Sugar Corporation's Peterborough factory sidings and so the beginnings of the Nene Valley Railway was born. The locomotive was named 'City of Peterborough' on 28th August 1972 and was donated to the Peterborough City Council in 1973. The engine completed a major overhaul in 2005, which should see it operate for another ten years.

Things to watch out for (at Wansford unless specified)

09:15	Train departure for Peterborough	14:00	Shunting of the goods train at Orton Mere
10:25	Train departure for Peterborough	14:25	Train departure for Yarwell Junction
10:45	Goods train departs for Orton Mere	14:30	Bus departs for Sacrewell Farm
11:10	Shunting of the goods train at Orton Mere	14:40	Train departure for Peterborough
11:30	Bus departs for Sacrewell Farm	14:40	Shunting of the goods train
11:35	Train departure for Yarwell Junction	15:00	Goods train departs for Orton Mere
11:50	Train departure for Peterborough	15:25	Shunting of the goods train at Orton Mere
11:50	Shunting of the goods train	15:30	Bus departs for Sacrewell Farm
12:10	TPO train departs for Orton Mere	15:50	Train departure for Yarwell Junction
12:30	Bus departs for Sacrewell Farm	16:05	Train departure for Peterborough
13:00	Train departure for Yarwell Junction	16:30	Bus departs for Sacrewell Farm
13:10	Exchange of mail using the TPO, at Sutton Cross	17:15	Train departure for Yarwell Junction
13:15	Train departure for Peterborough	17:30	Bus departs for Sacrewell Farm
13:30	Bus departs for Sacrewell Farm	17:30	Train departure for Peterborough
13:35	Goods train departs for Orton Mere	18:40	Bus departs for Sacrewell Farm

Other attractions to be seen this weekend

Second Hand Bookshop on Platform 4.

Our well stocked second hand book shop offers not only a wide selection of railway related books but also a selection of other titles including novels. All the surplus income from this bookshop goes to the continued restoration work on TPO M30272M.

Real Ale

A selection of Real Ales will be available from our bar on the train.

Turntable at Wansford

Locos will be turned throughout the day, so listen out for announcements at Wansford.

Pump Trolley

Our recently restored pump trolley, which dates from 1907, is now on display on the platform at Wansford. This vehicle can be viewed alongside the turntable.

Wansford Signalbox

The signalbox at Wansford is one of the largest preserved signalboxes in the country that is still in its original position. It was built in 1907 to replace three smaller boxes at Wansford and last year celebrated its centenary.

Vintage Bus Service

A free vintage bus service will operate between Sacrewell Farm and the station at Wansford station. This free service will be operated by RM2213, a London Transport AEC Routemaster bus built in 1964 and operated in London until 1998. Passengers are only carried at the discretion of the driver or conductor. No food or drink may be consumed on the bus.

Sacrewell Farm	dep	11.00	12.00	13:00	14:00	15:00	16:00	17:00	18:00
Wansford Station	arr	11:10	12.10	13:10	14:10	15:10	16:10	17:10	18:10
	dep	11:30	12.30	13:30	14:30	15:30	16:30	17:30	18:40*
Wansford Village		11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:45
Sacrewell Farm	arr	11:45	12.45	13:45	14:45	15:45	16:45	17:45	18:55

* Guaranteed connection with last train

About us

We hope that you have enjoyed the event and have had an insight into the operations of the Nene Valley Railway. If you feel that the time you spent with us was enjoyable and that you could help us to operate the railway then please become a member of the NVR and come and join in. You don't need to have any special skills (although it helps) as training will be given, the only requirement is that you want to enjoy yourself.

Nene Valley Railway
Wansford Station
Stibbington
PETERBOROUGH
PE8 6LR

Registered Museum : 1636

Tel: (01780) 784444
Fax: (01780) 784440
Talking Timetable: (01780) 784404

TPO website : www.tpo.org.uk
NVR website : www.nvr.org.uk

NVR is a Registered Educational Charity : 263617

1960's WEEKEND - TIMETABLE

STOCK		MK1	MK1	Goods	MK1	TPO	MK1	Goods	MK1	Goods	MK1	Goods	MK1	MK1
Loco					B / D		D / A		A / D		C / D		D / A	
Wansford	Dep.				11:35		13:00		14:25		15:50		17:15	
Yarwell Junction	Arr.				11:40		13:05		14:30		15:55		17:20	
	Dep.				11:44		13:09		14:34		15:59		17:24	
Wansford	Arr.				11:49		13:14		14:39		16:04		17:29	
Loco		A	B	C	D	E	A	B	D	E	D	A		
Wansford	Dep.	09.15	10:25	10:45	11:50	12:10	13:15	13:35	14:40	15:00	16:05	17:30		
Ferry Meadows	Dep.	09.30	10:40		12:05		13:30		14:55		16:20	17:45		
Orton Mere	Dep.	09.35	10:45	11:04	12:10	12:29	13:35	13:54	15:00	15:19	16:25	17:50		
Peterborough NV	Arr.	09.40	10:50		12:15		13:40		15:05		16:30	17:55		
Loco		A	B	C	D	E	A	B	D		D	A		
Peterborough NV	Dep.	09.55	11:02		12:27	12:53	13:52		15:17		16:42	18:05		
Orton Mere	Dep.	10:01	11:08	11:28	12:33		13:58	14:18	15:23	15:43	16:48	18:11		
Ferry Meadows	Dep.	10:06	11:13		12:38		14:03		15:28		16:53	18:16		
Wansford	Arr.	10.20	11:27	11:47	12:52	13:13	14:17	14:38	15:43	16:03	17:07	18:30		

Notes:

Locos: A = D5301, B = D306, C = 2183, D = 53809, E = 1971

Please note that no passengers are carried in the goods train or Travelling Post Office coaches.
The first letter is the leading locomotive, if followed by / indicates others on rear of train.

Turntable demonstrations take place at 11:40, 12:50, 14:00 & 15:20

Information correct as of 21st April 2008

Please Note: Attractions, Displays and Timetables may change at short notice before the event. The Nene Valley Railway cannot be held liable for any change to the programme, no matter how caused. The Nene Valley Railway will endeavour to provide the items listed wherever possible.