

R Newsletter R

The journal of the Russell Newbery Engine Owners & Enthusiasts Club

**All Aboard at Statfold Barn
Pumps and Things
700 Mile Trip!
Conversion Project
Autumn Gathering**



WHO'S WHO



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[Kevin McNiff]

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[Colin Bigmore]

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Aylesbury rally attendees - please see the important items on page 16.

Next edition

All contributions for the Summer edition will be gratefully received. Do not worry about format — in true RN fashion the editorial team can cope with [almost] anything!

Please supply photographs as separate JPEG or GIF files.

Copy deadline is 15th June 2016



The Inland
Waterways
Association
Corporate Member

Chairman's Chatter

I met with our President Ian McKim Thompson at the HNBC AGM on 5th March and he was very pleased with the response to the Steam Day in April. He has 51 people attending and I certainly am looking forward to another splendid day out. The time of year suggests we should be changing engine oil and filters and carrying out all those little maintenance jobs ready for the trip to Aylesbury. I certainly am!



Immediately after our Rally, the Canal Museum, Stoke Bruerne Family Festival is being held at the Green by the Museum there; I can recommend a visit if you are heading North (mooring booking form on www.friendsofcanalmuseum.org.uk). This Museum had an RN DM2 on display last time I visited. Not forgetting there is the Braunston Historic Boat Rally on 25th to 26th June where I shall be on the bridge with microphone in hand!

Whilst on Museum matters, this year is the 40th Anniversary of the opening of the National Waterways Museum at Ellesmere Port. The Boat Museum Society are

celebrating throughout 2016 and their main celebrations are on Sunday 3rd July for anyone heading or boating/living in the northern areas of the system. It certainly sounds as though they have a great weekend arranged for that date.

Well, I must get off to the "tip" to dispose of my used oil and filter in a legal manner so I look forward to meeting up at Statfold Barn Railway, Tamworth on 9th April or at the Rally on 9th to 12th June.

Enjoy your boating and have a good road.

Norman



From the Editor

Welcome to the first edition in our new compact A5 format. A few [actually, so very few] members did contact us with feedback on the proposed print size; we hope that you are all happy with the outcome!

Even after the biblical flooding in the winter, storm Katie reminded us that we're not through with bad weather yet. We are now back out on the cut after our winter mooring in Cropredy and it's not so busy as you'd expect for just after Easter, even in Braunston.

There's been a good response for articles and, I'm pleased to note, one from a new member soon to have a DM2 in his boat. Also, check out the latest Rally information inside. Our Away Day is also featured so enjoy this edition!

Kevin



Membership matters

A very warm RN welcome to the following 5 new members, all signed up since the 1st January.

David & Anne Andrew, Church Stretton
Boat being built

Steve Haynes, Caddington, Luton
NB *Dacre* (re-joined)

Martin Ross, Hartlepool
NB *Anonimity 8*

Keith Palibroda, Weirdale, Canada
National DSS powering a Crompton Parkinson generator – KW5 – 115V – 44amp

Colin Bigmore, Muxton, Telford
NB *Arabia*

Rob

A visit to [Vice President] Eleanor Phillips

On Friday the 1st of April (no this is not a wind up) I went to see Eleanor in her new home in Nailsworth. She has moved to a lovely new build retirement type village on the outskirts of Stroud. The whole place is beautifully set out with lots of things organised for the residents, if wanted. There are two bed “cottages” and apartments on the site and it means she is much nearer her daughter Tamsin. Eleanor seems well settled in and happy, she had just returned from her pottery class; which she has been doing for some time before she moved and I know she enjoys very much.

We had a lovely time catching up and talking about Russell Newbery and its members Eleanor loved hearing about the Rally and the BCN trip and told me about some of her and David’s boating.

We had a very nice day together and I shall visit again, now I know how to get there. My sat nav sent me up and down hills and roads I did not know existed as I had programmed in shortest route. Not to be recommended!

Pauline Mitchell

For a crowd of boats - call for the RNR!

Bradley Arm Canal

Lock Restoration Project - Public Meeting

Wilkinson Primary School - Wednesday 23rd March @ 6:30pm



The Bradley Arm is currently the subject of a restoration project supported by local councils, CRT and particularly the local residents.

The flyer left shows how RNR members may have contributed in some way to the value of such a restoration.

The picture was taken on the eve of our visit to the Bradley workshop in 2015!

More Jabsco Tales

Ansty Rose's DM2 had 350 hours on the engine clock when I bought her in 1998, with an aluminium Jabsco pump pulley.

Just after the 2003 rally at Shardlow I had my first wobbling problem with the Jabsco pulley (1485 hours). A squealing noise alerted me to it. The grub screw was loose and the keyway was worn. Not having a spare, I hoped the keyway would provide enough purchase if the pulley was repositioned and the grub screw was tightened. To make sure the pulley didn't fall off I fastened a jubilee clip to the end of the shaft.

All was well for another 1000 hours when I had to replace the pulley. Allister sourced another aluminium one and cut a key way into it; I refitted the Jubilee clip for reassurance.

At the end of 2014 (4578 hours) the pump started to leak badly. After trying to replace seals (the ones in the service kit didn't fit) I decided to replace the pump. It was an obsolete model (21820-2001) by now but I managed to find a new one gathering dust at

the back of a chandler's shelf. The new one's shaft didn't have a key, so as the aluminium pulley was again badly worn and would need to be replaced, my local engineer (John Brady of Lime Farm Marina, where I moor) suggested a taper-locked one. After 200 hours all appears to be satisfactory (just as well; I've lost the jubilee clip!).

Incidentally, for those with similar models, although the pump fitted is an obsolete model the alternate pump (52040-2001) is identical in all but one respect – the foot. The old foot is rectangular with four slots for mounting bolts. The new foot is diamond shaped with two holes for mounting bolts. I would have had to modify my pump's bracket to fit a new model so was delighted to find the spare.

Brian Farrant

Autumn Gathering Alvecote 16th to 18th September

The Autumn Gathering sees us make a return visit to The Samuel Barlow at Alvecote Marina. The date will be Friday 16th to Sunday 18th September. The weekend will be very informal, with the only organised item being on the Saturday evening, when we will have a natter and gather in the upstairs bar with a finger buffet. There will be a small charge of £5.00 per head for the Saturday evening to cover costs. To round off the Saturday evening, we can have an informal musical session, if any of our musicians would like to bring their instruments along.

On Saturday and Sunday mornings, you will be able to enjoy a full cooked breakfast for £5.00 per head plus a £1.00 donation for tea, coffee or fruit juice.

The final booking date will be Friday 9th September, please email me

neilamason@btinternet.com Can you also let me know if you would like the breakfasts.

Some boats will be moored along the marina banking, with others in the layby moored stern on. If any of you would like to moor along the towpath side of the canal, please feel free to do so.

You can arrive at any time from Friday morning, if you are mooring on the marina side. If you intend to moor along the towpath you can arrive at any time, normal CRT mooring rules apply. If anyone will be visiting by car, there is ample parking on site.

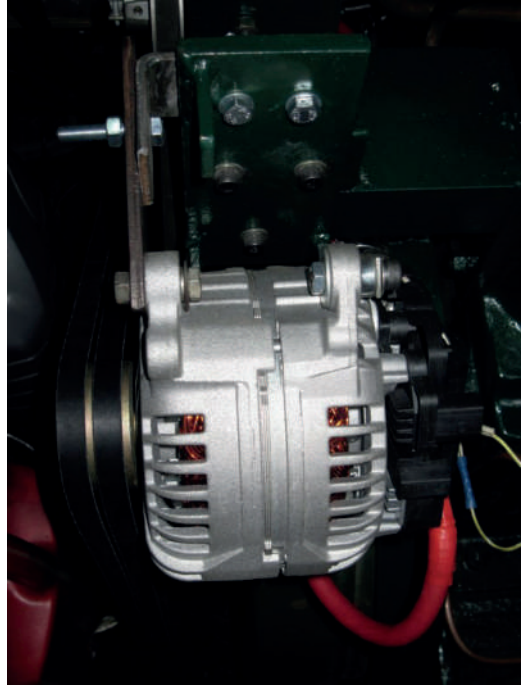
I hope you can make it along for our final RNR event of the year.

Neil

On to the alternator

On *Ansty Rose*, the original fit was a 55amp Lucas Marine alternator. Over the years the battery bank has increased to 440ah, plus starter. The alternator, even with a battery manager to fool it, used to take for ever to charge the batteries and the engine would often be running after I'd finished cruising to top them up. I'd had to have the alternator overhauled a couple of times over the years and when it suffered blown diodes I decided enough was enough; a new alternator was necessary.

Doing some research into the optimum size I proved to myself what I already knew. The 55amp alternator (whilst capable of shoving out just under 70 amps under ideal conditions) was inadequate, not producing its maximum output even when the engine was running flat out! It had a 63mm pulley and was driven by a 300mm pulley by the engine, a ratio of 4.76. See the alternator output (below), taken from the output graph, at various engine RPM:



Engine RPM	315	420	525	630	840	1050
Alternator RPM	1500	2000	2500	3000	4000	5000
Amps	25	37	43	48	53	55

Running the engine at idle only produced a maximum of 25 amps and at cruising about 45 amps. No wonder it was taking forever to put 150 amps back into the batteries!

I decided to fit the largest alternator possible, to recharge the batteries during a normal day's cruising (for me about 3 hours) and in the minimal number of hours at the minimum engine RPM on days when I didn't cruise. I thought I might get away with a 160 amps alternator but after seeing one (huge, and it would require a major adjustment to the mounting bracket and another engine cylinder!) I decided on a 140 amp one.

I went to my local motor electrical workshop taking the Lucas alternator with me and explained the setup, taking care to point out that our alternators were driven in the opposite direction to most auto ones. He was familiar with the Lucas and said a 140 amp

VW/Audi group one would fit with minimal adjustment to the bracket but that it rotated the 'wrong' way. My heart sank, but hearing the 'clang' he said it shouldn't be a problem in our cool engine rooms (relative to the under bonnet temperature of a car). To check he said he'd mount one in his workshop and take temperatures as it ran, first as it should run, then backwards. The differences were negligible so I left with a new VW alternator under my arm, the unsexed up one as he didn't have the enhanced model in stock. He said to try it without the battery manager as it would probably work perfectly well. It does, voltage readings being pretty much what you'd expect for a 4 stage battery charger or battery manager. I do use my 4 stage mains charger when I have a land connection.

At the time the alternator was fitted I had a new 50% larger double 450 mm taper-locked

engine pulley fitted, two belts make it easier for the engine. The adjustments necessary:

1. move the mounting plate 5 mm sideways to position the alternator pulley correctly
2. fit new bracket for the alternator adjuster arm
3. shave 5mm from the cage frame to allow the wider pulley to rotate
4. reposition the tach sensor (the difficult bit was reconfiguring the obsolete tach [are you surprised?]) without a manual!!).

The new fit works as required and the cost has probably been saved already in reduced diesel use! Here are new output figures, taken from the output graph. The new ratio is 7.14

Engine RPM	210	280	350	420	560	700	840
Alternator RPM	1500	2000	2500	3000	4000	5000	6000
Amps	38	85	111	123	137	142	142

You can see that the maximum output at idle is well over the maximum output of the old alternator and over 2/3rds the new alternator maximum of 140 amps, and at cruising RPM the maximum output is achievable - well below maximum engine RPM.

To help the starter & engine turn this huge (to the engine) alternator on the first start of the day, I decompress the engine and turn it by hand with the crank, to get the oil moving and to exercise the pulley belt – for what it is worth on a cold day! - then reset the decompression lever before turning the RPM lever to maximum (reducing it as soon as the engine has 'caught') and turning the start key. I'm sure Russell appreciates the consideration.

Unlike Dave, I cheerfully disposed of the old alternator. I am sure my auto engineer will find a good and suitable home for it!

Brian Farrant

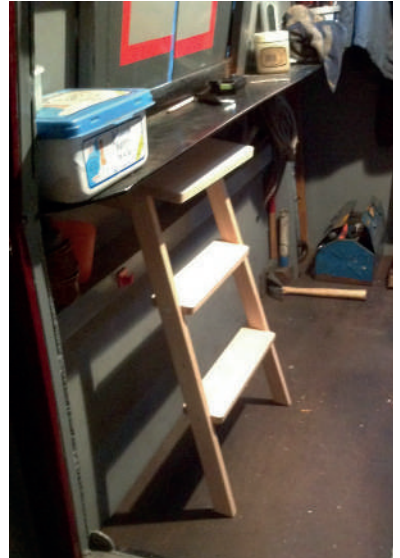
Sign of the age

My age that is! One of the jobs that has been on my 'To Do' list for a long time was to fit a step or two inside the engine room to make for easier ingress and egress through the side hatch. But always other things got in the way. However, last year I realised that I was starting to find the high step up not quite as easy as in the past. So thoughts on step construction were taken seriously.

A month ago whilst in Ikea, I came across the Bekväm folding steps at £27. I thought this would be a good basis from which to start.

In the end I actually only used the front runners and the two shorter steps. I spent an hour of very careful measuring to ensure a correct fit against the tumblehome of the hull side. Then the same again to get a nice snug fit to a mounting block — and they were complete. The user test was very successful, much less strain on the knees!

Since the picture was taken, I've painted the steps bright red to both fit in with our colour scheme and to ensure they are very visible when passing through the engine room.



Andrew

Aylesbury Rally Information — 9th to 12th June

If you are intending coming to this year's rally at Aylesbury and you have not yet sent in your entry form; then please do so now. If you have lost the printed entry form enclosed with the last *News/letter*, you can download one from <http://www.rnregister.org.uk/Rally2016EntryForm-Web.pdf> - we have extended the deadline for bookings to Friday 13th May. Please note that the afternoon out coach trips to Waddesdon Manor or Bletchley Park are fully booked. We still have plenty of room for boats and day visitors. If you are not coming by boat, please submit an entry form with the day entry fees. A convenient hotel is the Aylesbury Central Travelodge, this is on Exchange Street by the town basin.

As the Aylesbury Arm is a dead end, we will all be arriving from the same direction. If the water levels are low, please if possible stagger departures from Marsworth Junction. Most boats will be arriving Tuesday 7th, Wednesday 8th or Thursday 9th. The Aylesbury Canal Society's Circus Fields basin is new, so does not appear on some maps. It is on the edge of town, on the offside of the canal, between Broughton Lock (14) and Oakfield Road (A4157) bridge. There is no access from the towing path to Oakfield Road, so on arrival stop on the offside by the basin bridge. We suggest your first continue through the last two locks to the town basin. Then you qualify for the ACS "I've cruised to Aylesbury" brass plaque. The town centre is a shorter walk from the town basin. To stock up on supplies for the rally period there is a Waitrose supermarket by the

basin. Alternatively stop at the back of Tesco above the last lock - but note that overnight mooring there is not recommended.

However, do not over supply with food. We have a rally breakfast bar offering bacon or egg baps; plus on Sunday only a breakfast bap including sausage and black pudding. On Sunday you can partake in afternoon tea to sustain you though the Register AGM! The big meal is the Saturday evening posh BBQ - for which advance booking is required. No plastic knives and forks this year! Complimentary tea and coffee will be available throughout the rally.

With the afternoon out on Friday, the format of the rally will be a little different this year. The craft sessions will be an opportunity to try your hand at several activities. However as we do not have formal instructors, it is a case of all helping each other. We have talks arranged for Friday afternoon and Saturday afternoon. The main entertainment on Saturday evening is a real treat for avid followers of 1960s music. Make sure you have your dancing shoes to hand!

This year the rally bar will have a wider selection of alcoholic and soft drinks. We are planning on having at least one beer brewed in Aylesbury and a couple more from nearby. For those who like a pint as refreshment on the way, some recommended stopping places are from the north Blisworth: Walnut Tree, Station Road (bridge 49); Great Linford: Black Horse, Wolverton Road (bridge 76); Fenny Stratford:



A full Circus Fields Basin at the opening ceremony in 2015.

[ACS]



A classic English canal scene on the Aylesbury Arm.
[ACS]

Red Lion, lockside (lock 22). From the south: Berkhamsted: Rising Sun, lockside (lock 54). On the Aylesbury Arm Marsworth: Red Lion, Vicarage Road (bridge 130); Wilstone: Half Moon, Tring Road (bridge 3 on the arm).

Because of the size and location of the Circus Fields Basin there is no treasure hunt this year. But instead we have a short quiz on Thursday evening. Keeping your eyes open on the way down the Aylesbury Arm and quick read of the DM series manual might help you with two of the rounds!

Some Aylesbury attractions

Whilst Aylesbury is not known as a great tourist destination, and a lot of the fine 16/17/18th century buildings were demolished in the 1950s and 1960s, there is still plenty to see in the town.

The Bucks County Museum on Church Street incorporates parts of the Grammar School dating from 1598. The museum has a gallery dedicated to Roald Dahl. In the garden is a garage housing a Cubitt car. Cubitt built cars in Aylesbury from 1919 until 1925. Approximately 3,000 cars were built, but a somewhat slow and heavy design could not survive the onslaught from cheap American competition.

In the town centre is the 15th century King's Head, one of England's best preserved coaching inns. Dating back to 1455, the building has many fascinating architectural features, including rare stained-glass windows, exposed wattle and daub and the original stabling for the inn. Owned by the National Trust, the Farmers Bar is run by the Chiltern Brewery as their flagship pub. Try the

Neil will be manning the harbourmaster phone and radio from Wednesday morning. Unless arriving before this, please contact on mobile 07854 040015 or PMR Channel 3 when reaching Broughton Lock or departing the town basin. As entrance to Circus Fields basin is through a lift bridge and moorings are planned, you may have to wait outside the basin for a while.

Finally please do not forget the raffle. Proceeds from this will go to the Wendover Arm Trust and the Buckingham Canal Society. Please donate a suitable prize or two - anything edible or drinkable or useful on a boat are good suggestions. To see first hand how these two organisations are revitalising their respective GU arms, why not cruise to the current limit of the Wendover Arm and stop at Cosgrove for a walk along the Buckingham Arm.

Andrew

PS. For the craft session on Saturday morning please bring an empty Pringles tube or two.

Beechwood Bitter or a wine from the Rothschild estate.

The grade one listed Jacobean mansion of Hartwell two miles southwest of the town was the residence of Louis XVIII during his exile (1810–1814). Bourbon Street in Aylesbury is named after the king. Louis's wife, Marie Josephine of Savoy died at Hartwell in 1810 and is buried in the churchyard there, the only French queen to be buried on English soil. Hartwell is now a hotel run by the National Trust.

However, Aylesbury's most famous association is the white duck. Breeding white ducks became popular in Aylesbury in the 18th century owing to the demand for white feathers as a filler for quilts. Over the 19th century selective breeding for size, shape and colour led to the well known Aylesbury duck.





The house from the garden railway - where it all began 15 years ago

[KmcN]



Steam Loco No.1 "Harrogate", a Peckett built in 1944

[KmcN]



The impressive "roundhouse" in the grain store

[KmcN]



One for Allister! Land Rover Series 2 LWB converted to run on 2ft gauge

[AL]



A few of the usual attendees of the away day trips

[KmcN]



North American "Goose"

[KmcN]

Mid Barn Railway, near Tamworth

Photo Selection

by [Name] and Andrew Laycock



The replica Midland Railway signal box

[AL]



The finale - line of engines all whistling

[AL]



Hodbarrow, the oldest surviving standard gauge Hunslet

[AL]



Baldwin 4-6-0T awaiting restoration

[AL]



Approaching the loco shed, note the triple gauge track

[AL]



Kelvin Valve drop - see story on page 12.

The result of the Kelvin J3 valve drop - the hole in the piston is where the valve stem penetrated and bits of the valve can be seen on it.

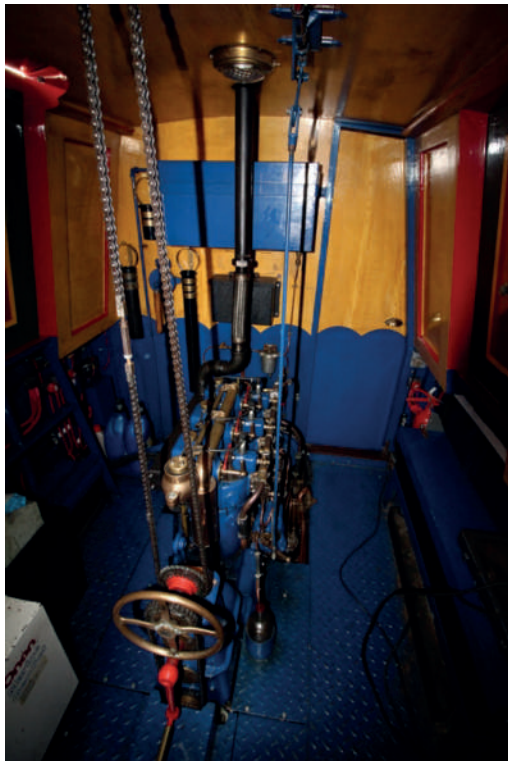
Out with the old ... in with the *slightly* newer

In issue 88 Kevin reported that a chance comment with a member of staff at Cropredy Marina had led to an order being placed for a factory rebuilt DM2 to replace a Kelvin J-series which had been badly wounded. It was subsequently suggested this might make an interesting article for the register newsletter.

Firstly I must declare my long standing involvement with, and affection for, the 'J'. To me one of the most attractive narrowboat engines and because of its petrol start arrangement, one of the most unusual. I'm on my third 'J'. The first was a J2 in a Norton Canes boat called *Tilbury*, the second, a J3, also in a Norton Canes boat named *Resolute*. My current 'J', another 3-cycliner, is in a Roger Fuller boat called *Arabia*. *Arabia* was fitted out by the late Chris Lloyd and his then apprentice Rob Bryan with the back cabin being decorated by the late Ron Hough.

I've owned *Arabia* since August 2010. When I purchased her the engine was running, but in need of some TLC. The engine started and ran reasonably, but with an eye to its future longevity and reliability it was decided to overhaul her in a series of mini projects. The gearbox, petrol start equipment, injection components, water pump and cylinder heads were all addressed in this way. In between, much boating was fitted in during which time she never failed to start or forced me to tie up in the middle of nowhere due to engine failure. In essence the plan was working. An overhaul of the cylinder heads had been successful completed and they worked fine. However, as a result it appeared a new issue had been introduced in that unburnt oil was being carried out through the exhaust creating a sizeable pool on the roof around the engine pipe by the end of a boating day.

Much head scratching and kicking ideas around to resolve this followed. The 'J' has a very simple oiling system, the bottom end being splash fed from the sump oil via a pump and galleries, the top end being lubricated from manually filled rocker cover wells wicking oil down to the valve gear. It was reasoned the rocker wells simply didn't contain enough



Arabia with Kelvin J3 in better days

oil to be the cause of the problem, so attentions turned to the bottom end. During the next 18 months the country was scoured for liners, pistons and rings. I was incredibly lucky to turn up a set of unused original Kelvin liners (there are Indian ones about, but they're made of 'butter') and a set of original Wellworthy rings. However as new Kelvin pistons don't exist I was forced to use the best second hand Hepolite pistons I could turn up.

The bottom end overhaul was duly carried out in late 2015, but on restarting the engine it soon became clear that frustratingly the problem still remained. Various ideas were proposed, one of which was the suggestion that the rings hadn't bedded in sufficiently and that this might be promoted with the use of a running-in oil. The oil was changed and once the running-in oil started to warm up – disaster! The engine ran uncontrollably at revs

beyond its design limits until something broke causing it to seize. As the running-in oil had thinned it was able to go up past the pistons into the combustion chamber in such quantities that the engine literally ran on its own sump oil. Removal of the crank case doors and the rocker covers to ascertain what had happened revealed two valves had dropped. 'J's have a split pin through the valve stem to prevent the valve dropping into the combustion chamber. This had saved one valve, but the other had broken dropping the valve into the cylinder thus causing the engine to seize. [Picture on page 11 Ed.]

Over the following days I had to decide whether to persevere with the 'J' or cut my losses and make a clean start. Difficulty with 'J' spares, pistons in particular, led me to decide it was time for a change - but to what? It had to be a classic/vintage engine, anything else simply wouldn't be appropriate for the boat. The usual suspects were considered and in particular I briefly flirted with the idea of a Gardener LW (what I hear you say). I was well aware of the RN and that they were still in production, but I'd assumed they would be new with an accordingly lofty price. Fortunately, Kevin put me right advising a few factory rebuilds complete with PRM are

available, and with a more comfortable price tag.

Much thought and a visit to the factory followed and a couple of weeks later an order was placed. My rationale was that because brand new engines can still be ordered, all spares must therefore be available. Also with a rebuild I'd have a factory warranty, something that would have been a risk with other options. Further, RNs and Nationals were used in work boats between the wars and thus have a proper canal heritage. The next clincher was the picture of an RN being swung through the engine room side doors of The Old Bovine. As the 'J' will come out that way it would avoid having to cut a roof access in *Arabia*, an intrusive and costly process. Finally, from what I've gleaned, the mutual support between the Register and the engine company appears to do much to ensure the continuance of new engines, factory rebuilds and a spares supply. I wonder had a similar register existed for Kelvins, might their spares situation be different.

In a future article I'll be describing the work to install the new RN.

Colin Bigmore

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2015 Summer Cruise to West Yorkshire (part 1)

My somewhat ambitious summer cruising plan for 2015 was to navigate two restored canals in Yorkshire, the Huddersfield Narrow and Rochdale Canals. Ambitious on two main counts, because it would be the second year during which I had boated mostly on my own since the death of my very sadly missed wife, Julie, and being based in Surrey, on the most southerly waterway on the connected system, it would be a round tour of over 700 miles. It was my 80th birthday at the end of that year, so I wanted to achieve this challenge whilst I was still fit enough to undertake it.

It's often said the best-laid plans often go awry, and so it was with my initial plans for this marathon. The voyage was to be in five sections, the first from Pырford Marina on the River Wey to Braunston Marina, via the Thames and South Oxford canal, over 11 leisurely days; the second from Braunston to Kings Bromley Marina on the Trent and Mersey canal for 7 leisurely days; the third from Kings Bromley Marina along the Trent and Mersey canal to Anderton Marina in 8 days. 29 days for the fourth leg from Anderton via the Bridgewater canal through Manchester, thence along the Ashton canal to connect with the Huddersfield Narrow canal, through Huddersfield, then heading down the Huddersfield Broad Canal to join the Calder and Hebble Navigation to Sowerby Bridge, and there connecting with the Rochdale canal, back through Manchester, along the Bridgewater and Trent and Mersey canals to Kings Bromley Marina. The fifth and final leg would embrace the RNR Rally at Titford Pools, with my usual boating friend, Vince Locatelli, followed by the BCN Cruise, then to Braunston Marina via the North Stratford canal and GU Main Line for dry docking, after which heading back to base on the River Wey Navigation along the South Oxford Canal and the Thames.

I should have started my cruise on the 6th March, but winter repairs to Romney Lock on the Thames due to be done by the 5th December 2014 were not completed until nearly the end of March 2015, so I eventually cast off on Thursday 26th March, resulting in

losing the first month of the 6 months CRT Licence I had purchased. Not only that, I now had to combine the 18 leisurely days of stages one and two of my planned trip into a mad dash of 10 days to Kings Bromley Marina. The only consolation was a friend crewed for me from Oxford to Braunston; otherwise I boated single-handed.



Osney Bridge in Oxford

Stage 3, 8 days from Kings Bromley to Anderton went according to plan after my annual 18 days' holiday in Switzerland, and a short break attending to matters at home. Much less hectic than my earlier mad dash, including a 2-day break at a lovely offside picnic area, called Bramble Cuttings, created by the Broken Cross Boat Club and the former British Waterways from an old clay pit, one hour's cruising from Middlewich.

I left *Bruin* at Anderton Marina, jumped into a taxi to Northwich to catch a train to Manchester for an away weekend there with my Livery Company, being the only one in the party to have come there from a boat. Then it was a quick visit back home by train for 4 days before returning by car to *Bruin* at Anderton Marina to start on the longest planned stage of 29 days, hoping to cruise the Huddersfield and Rochdale canals and connecting links. I say hoping to cruise them, as it didn't quite work out as planned.



*Bramble Cuttings Moorings,
Trent & Mersey near
Middlewich*

Stage 4, with the need to combine stages 1 and 2 into one, now became stage 3, starting from Anderton Marina to which I drove by car to rejoin



Unusual chain arrangement on the Rochdale 9

Bruin. This was to be the longest continuous one of 29 days as described above. Anderton Marina was a long drive from Surrey, necessitating an early rise from home at 04.15, so my overnight stop on board *Bruin* was 12 hours later just before Dutton Lock on the Trent and Mersey canal at the point where the canal was breached in September 2012. The whole embankment had been washed away by the breach, so there were no trees to spoil the excellent view over the countryside towards the River Weaver below. Likewise mooring rings had been provided in the renewed towpath, making this location an ideal mooring spot.

My first cruising day from Anderton was lock free, and the second day only involved a very shallow stop lock at Dutton before joining the Bridgewater canal, after passing through Preston Brook Tunnel. My planned overnight mooring involved a diversion along the Leigh Branch to Worsley, as I didn't wish to moor overnight in Manchester. This did involve a double-crossing of the amazing Barton Swing Aqueduct, which on a voyage some years previously I had been fortunate enough to witness being swung to let a ship through on the Manchester Ship Canal. To see the whole process was an amazing and lucky experience. The next cruising day involved the Rochdale nine locks through Manchester,

where my plans went somewhat pear shaped, as negotiating these difficult locks uphill single handed took a lot longer than expected. There was an ample supply of water flowing over the top and bottom gates of the first lock, and the winding mechanism was amazingly complex involving a set of chains attached to the winding gear to open and close the very heavy gates. Unbelievably it took me around an hour to negotiate that first lock.

Near to the top of the flight I did meet two other boats coming down, one as I was passing through the GAY sector, advertised in large letters prominent on a building alongside one of the locks, the other as I was leaving the incredible underground lock towards to top of the flight. It wasn't until mid afternoon that I reached Ducie junction with the Ashton Canal. I then realised that I wouldn't reach my planned stop over at Portland Basin, so had to find a safe overnight mooring virtually in the City Centre. Incredibly I came across 3 mooring pontoons in a side area just at the start of the Ashton Canal. The area had no access to the outside world, therefore insulated from any possible miscreant activities. I was not interested in exploring that evening, as another early start the following morning was planned.

Norman Woolley

[To be continued]



(Left) Underground lock near the top of the Rochdale



(Right) Secure mooring in Portland Basin

Formal AGM notices

Notice is hereby given that the
Annual General Meeting
of
Russell Newbery Register Property Ltd
will be held at
The Aylesbury Canal Society Clubhouse,
Circus Fields Basin,
Aylesbury
on
Sunday 12 June 2016 at 2.15pm

AGENDA

1. Apologies
2. Minutes previous AGM
3. Chairman's Report
4. Director's Report
5. Presentation of Accounts y/e
31 December 2015
6. Election of Directors
7. Appointment of 'Auditor'
8. Any Other Business

Rob Davies
Secretary

Notice is hereby given that the
Annual General Meeting
of
Russell Newbery Register Ltd
will be held at
The Aylesbury Canal Society Clubhouse,
Circus Fields Basin,
Aylesbury
on
Sunday 12 June 2016 at 4pm

AGENDA

1. Apologies
2. Minutes previous AGM
3. Chairman's Report
4. Director's Report
5. Presentation of Accounts y/e
30 November 2015
6. Election of Directors
7. Appointment of 'Auditor'
8. Any Other Business

Kevin McNiff
Secretary

Important information for Aylesbury rally attendees

To ensure a smooth rally in a busy mooring basin, we and the Aylesbury Canal Society ask all attendees to take note of these items.

The pumpout at the basin will not be available over the rally weekend. Please use a pumpout facility on the GU main line before arrival.

Running engines or noisy generators in the basin is not permitted after 6pm or for extended periods during the day.

If you are mooring for more than two weeks, please pay your mooring bill at the ACS 'Welcome Boat' on the day of departure.

Diesel refuelling is not available to visitors. Gas and coal can be ordered for delivery on Wednesdays or Thursdays.

ACS will allow a few cars to be left at the basin, parked in a specific area and keys left so they can be moved if required – this is at the owner's risk. Keys are locked away!

Please have a copy of your boat's third party insurance certificate with you.

Andrew - on behalf of ACS

Spring Away Day 2016

The fourth annual event was held at the Statfold Barn Railway [SBR] and attended by some 56 RNR members and guests. Starting out as a garden railway around a large lake some 15 years ago, quickly developed into this vast collection of narrow gauge engines and rolling stock.

Dr Ian McKim Thompson, our President along with Betty Dobbs, facilitated a superb day at an amazing private railway close to Tamworth and Alvecote. Eight narrowboats made the journey and were hosted by Alvecote Marina, a "Spring Gathering" to start the boating season.

Owner Graham Lee together with his family, around 70 volunteers, St. John Ambulance and the local police cadet force host an invitation-only event three times per year. This allows the SBR to manage the numbers attending who can walk about the site without the usual restraints of other venues but using the cadets ensure that crossing the tracks is done safely. Another advantage of the day is the restriction on no-one under the age of 15 is allowed, making it even more enjoyable. Graham told me that this decision was made because of the lack of parental control. Health and Safety at SBR is definitely an individual responsibility. Refreshing.

If you "Google" the site, while not fully up to date, the scale of the area can be appreciated. The mainly 2ft gauge tracks are laid out within active seed growing fields, the business of Statfold is production of seed oil for commercial use. Alongside this, there is a comprehensive area housing engineering workshops for this is also the home of the Hunslet Engine Company that Graham

Statfold Barn Tramway

A recent arrival at Statfold Barn is a rare tram car which used to operate on the Burton & Ashby line. This was an unusual tramway, as not only was most of the line across country rather than on streets, it also was operated by the Midland Railway Company. Another oddity was the Swadlincote power house which was fitted with two 240 bhp diesel engines, rather than the more traditional steam power.

bought. The last such engine built was in 1971 for Robert Hudson & Co. Ltd. This Leeds based firm made everything from a single wagon to a complete railway system for the Trangkil sugar mill estate in Indonesia. In collaboration with Hunslet's agent in Jakarta, Graham secured the return of Trangkil No.5 to England. While there, he also visited other sugar mills and set about securing the long term future of many other manufacturer's locomotives; the only criteria being they had to be able to run in steam before shipping since Indonesia had a ban on the export of scrap metal.

The entire site has been built from scratch down to a replica Midland Region signal box. The team of engineers on site provide services to other narrow gauge railway groups as well as traction engines. One of Graham's latest projects is the restoration of a tram which "I can't wait to drive"! On previous trips our attendees have largely been corralled in a small area but such is SBR that we didn't all meet up together at any time.

The SBR Away Day matched Ian McKim's enthusiasm and Betty Dobb's organisational skills in "spades". He is already planning not just for 2017 but also 2018 and from the overviews, these should not be missed! Suffice to say "watch this space". On behalf of us all who were there, thank you both.

Any members involved with other organisations should look at arranging a visit, you'll not be disappointed. RNR certainly want to return!

Kevin

The tramcar was exported to the US and operated on a tourist line in Detroit from 1976 to 2003. Since arriving at Statfold it has been made operational and re-gauged to 3 foot using a truck from a Lisbon tram. Graham Lee hopes to have an operational tram line next year. So another excuse for a return visit!

Atmospherics on the Statfold Barn



Railway in monochrome



All photos on these pages by Andrew Laycock



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