



SMOKESTACK



Some railway

England.

history from

Class 33 no 33.201 on the preserved railway at Shackerstone, Leicestershire in the East Midlands. This secondary line was built mainly for mineral and coal transport. Passenger traffic was abandoned in 1930 and the line closed altogether in the late 1960s. Since then part has been reopened as the Battlefield Line. This because it runs through Market Bosworth near Bosworth battlefield where King Richard III met his untimely end. A mixture of old steam and diesel locos run on the line. Ordered in 1957 this class 33 dates from 1960 period and was designed for the Southern region of British Railways.

Your President was at the railway for a special event in September 2022. This was our train.

October 2022

Your President has at RI's request updated the current details of IFRR Directors (there has been no change) and this is acknowledged. You don't need to change your address books!

And now some Convention news. IFRR has not booked a booth but we might think about sharing. I know fellow Director Bruce McNaught intends to attend Melbourne and he is keen to find a railroad orientated potential visit in the Melbourne area. Full size or model railroad. He is contacting VicRail to see if they can help with info packs etc. Can anyone else help with info or ideas? There is plenty of rail interest in the Melbourne tramway/streetcar system so there are possibilities there as I well know from working there in 1981.

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Now on to little bits of other news I receive over the internet. One regular contributor is the Toronto Railroad Museum. Good to be on their mailing list. The mini train rides are over now it is November but there are many other attractions “out of season”.

The popular online lecture series, Railway Ties took a break but there is a further presentation coming up in November. As a result of the pandemic, TRM lost 95% of its earned admission revenue due to lack of visitation. They have loved connecting with their visitors via this virtual event series during this time. The lecture series continues on November 17 for “History of Railways in Toronto”, with Michael Dowbenka.



Volunteers are continuing to work to restore Cape Race coach this fall. A significant amount of the car has already been restored to make it safe to enter, but the passenger compartment areas still require some work. When this phase of restoration is complete, visitors will be able to see both the seating and sleeping configurations of the berths.

If you are visiting Toronto be sure to stop by the museum store in Don Station. Thanks to the help of the Ontario Trillium Foundation’s Community Building Fund, they have been able to revitalize the store.

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A contribution from last year. I really should give up my Rotary Club and concentrate on IFRR! Anyone with more information on this caboose then please let me know. I am not that well up on USA items.



Member Tom Eiff nearly a year ago submitted this caboose pic acquired by one of his Nuttall Group. Moved to WV and set up as a rental. Hope it was successful and apologies for my tardiness.

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A current piece of Americana about one hour away from the President's home

*Photo and notes
by my colleague
in Macclesfield
Model Railway
Group: Mike
Hebblethwaite*



The builders
plate says:

8856

LIMA

LOCOMOTIVE WORKS

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JUNE 1945

Strangely, it is less than an hour away from your President's home in north west England, on the preserved Churnet Valley Railway. This used to run from my home town of Macclesfield through Leek and on to Uttoxeter for Derby. No longer – most was closed to passengers in 1960 with a remnant lasting until 1965. Freight lasted a little longer. A short part is now part of a preserved line running through rather attractive countryside in the Staffordshire moorlands.

So, how did she end up in this part of England? She was built, as above in 1945, and exported to China in 1946 where she worked in the coalfields around Fushun and she gratefully retired in the 1990s. She was, ignominiously, destined for scrapping until Derek Foster swooped in, bought her, and brought her to the UK in 1995 where she was based at the Llangollen Railway. After being 'done up' and returned to traffic in 1998 (in USA Transportation Corps grey livery!) she was put up for sale and was purchased by Greg Wilson. He moved her to the Churnet Valley Railway. You can catch up with more of her history by visiting:

<https://preservedbritishsteamlocomotives.com/usatc-5197>

Another colleague in Macclesfield Model Railway Group, Dominic Emery, is, confusingly, based in Berlin, Germany and is a regular visitor to the USA and other parts of the world. He has very kindly contributed one or two of his latest photos from recent visits. I'll step back and allow our USA members add to the information about them all. There are lots more!



Photo and notes by my colleague in Macclesfield Model Railway Group: Dominic Emery

Cripple Creek CO

Skunk Train, Fort Bragg CA



Just had to show Durango CO. Now I could look up the loco here but how's about IFRR members describing it for us all?

And there's more where that came from! Yosemite Sugar Pine CA, Sacramento CA, Cumbres & Toltec NM, Parrish FL etc etc.

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Correspondence

Annika Engelmann wrote to fellow Director Bruce this summer with a plea that many historic railroads could echo. A growing problem. Perhaps members of IFR could comment from their experiences worldwide?

“I am writing you on behalf of my boss, Roland Richter, who is not only a Rotary member here in Germany but also the Managing Director of SDG Sächsische Dampfeisenbahngesellschaft mbH who operates three steam trains in Saxony, Germany (for further information see www.sdg-bahn.de – unfortunately only in German). I already wrote an email to your president. However unfortunately didn't receive an answer so far...

We have been in contact with IFRR a few years ago and now would like to ask for your help and knowledge. As you might know the coal/carbon market here in Germany is really down and we are now looking for alternative delivery options for coal for our trains. One possible option we are thinking about is Australia, as we have heard quality is quite good. However we have no contact in Australia, neither can we assess the quality.

My boss therefore had the idea to get in contact with you and ask if you can assist with contacts in Australia? Or if you know somebody we could talk to or contact in this regards, who has a certain knowledge and experience? We urgently need to order few tons of coal and it would really helpful to receive more information about quality, recommendations and assessments.

Thank you very much in advance!”

Kind regards from the „Erzgebirge“ Mountains

Annika

New Member

We welcome new member Carolyn Herrick, President, Rotary Club of Hout Bay, Cape Town, South Africa. D9350 Health Outreach Committee Chair. I hope she can give us some South African railway news before long! I do think it would be great to get some contributions from South Africa and its 3'6" gauge railways. Again especially if there is a connection with Rotary.

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Railway Children

I make no apologies for continuing to one of my favourite Charities – the Railway Children. Supporting children in danger of abuse and trafficking from railway stations all over the world.

Railway Children - registered charity no: 1058991

Tel: +44 (0) 1270 757 596

Email hello@railwaychildren.org.uk at any time.

This is my favourite as it combines Railroads with a Charity worthy of Rotary support.
DO think about it and find out more.

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And now a little more about the initial photograph in this issue. Not everything in the President's life is Rotary and he is also a member of a Freemason's Lodge. Out of the blue it was put around his former area in the East Midlands that a travelling Permanent Way Lodge had been established to commemorate the only other Masonic Ceremony that had taken place on railway property exactly 100 years ago. The Masons from Warwickshire arranged a trip on the preserved railway near Market Bosworth known as the Battlefield Line because of its proximity to the Battlefield of Bosworth where King Richard III lost his life. The Good Shed at Market Bosworth station was temporarily converted into a Masonic Temple for a short ceremony. However, the main part of the day was a trip on the line with a fish supper and a demonstration of glass blowing for Masons and

wives and partners. A great day on an interesting railway.



Your President braving the cold at Market Bosworth Station. In the far distance is the Goods Shed temporarily converted into a masonic Temple. More interestingly is our special train. Photo: Enid Bracegirdle.

The inside of the Goods Shed with a memory of a long gone Nuneaton station board.



Our train approaching the station. A good day out.

And some glass blowing afterwards!





And now just a final reminder or two. Melbourne will be upon us before we know it, although it seems far away at the moment. If you are going do let us know. My own helath will militate against it but I know our database Director Bruce is likely to be there. Get to see him if you can. We will have another Smokestack emailed around after Christmas so again let me have any news of Rotary and Railroads that you know about. If you are in Melbourne try both the suburban railways to enjoy the 5'3" Irish gauge and, of course, the vast tramway system> Melbourne never gave up on the streetcar. See the warning on the left!



Photo in 2014 of W class car. Many more modern cars in Melbourne now.

Vic Rail train at Bendigo – a nice day out from Melbourne. Pictured in 2014 after the Sydney RI Convention.

Please contact us if you have any news relevant to IFRR and railroading in general. The Board is aware that any railroad attractions have been closed because of the Pandemic but now there should be more to report. As ever anything historic would be a welcome addition.



In the meantime may we wish you all a Happy Christmas for 2022 and a Peaceful 2023. I intend to issue another Smokestack in early spring 2023.

Let us know your interests and how you want the IFRR to continue. We need to hear from you.

Bob

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