

THE LONDON & NORTH EASTERN RAILWAY MAGAZINE

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LONDON & NORTH EASTERN RAILWAY MAGAZINE



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PRINCIPAL FEATURES

<p>PICKERING H.M. THE KING'S BIRTHDAY HONOURS "MECONOPSIS" ROLL OF HONOUR</p>	<p>THE WISSINGTON LIGHT RAILWAY MY DAY'S WORK CENTENARY OF FENCHURCH STREET STATION NEWS OF STAFF WITH THE FORCES</p>
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BRITISH RAILWAYS
G.W.R. LMS L.N.E.R. S.R.

ABOUT THE MAGAZINES:

The 'London and North Eastern Railway Magazine' was a staff magazine. Although the GER had become a constituent part of the new LNER in 1923, it continued to produce its own GER magazine until the end of 1926. Our GER Magazine DVDs include the issues up to that date.

The Magazines here cover the period from the start of 1927 until the LNER became part of British Railways at the end of 1947. Each year made up a volume, so there are 21 volumes in all.

Many of the articles were of contemporary railway interest or described parts of the region which the LNER served. For example the 1935 volume included articles about Felixstowe & the Felix Hotel, the Yorkshire Pullman, C.W.S Developments at Pelaw near Newcastle, and Repairing Locomotives in Scotland. All were fully illustrated with photographs.

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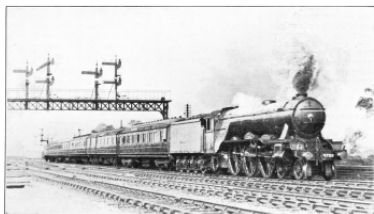
9 items which commenced on November 28, whereby a passenger holding a return bus ticket between Ipswich or Colchester and London can return by rail on payment of a small supplement at the appropriate railway booking office.

East Anglia Herring Fishing.
The herring fishing at Yarmouth and Lowestoft finished about the end of November and the fishworkers had all returned by the first week in December.

It required 14 special trains to convey these from Yarmouth to Aberdeen, and all the trains were worked through punctually.

Christmas Dead Meat and Poultry Traffic.
Trains were the small heavy detachments of dead meat and poultry traffic from the Northern Scottish Area to London and the other provincial towns, for the Christmas markets. Poultry rearing and feeding is being greatly developed by farmers, and, in recent years, there have been notable increases in this particular class of traffic.

Chapman's Menagerie and Circus.
Chapman's menagerie and circus travelled from Hull to Bedford on Sunday November 24. The train conveyed 26 vehicles and was a zoo in itself. A youthful elephant thought it knew more about travel than its mother. It defied all the efforts of the railway staff to entice it into the comfortable elephant van, and eventually mother and daughter



A Summer Memory.

The "Starbuckham Express" (taken by Capt. J. S. Somers, D.M.S. 48206 27211 "36000" Exp.).

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Permanent Way Renewal with Steel Sleepers.
At 41m. between Kemnathout and Girty Stations, Aberdeenshire District.

A concrete renewal for 1,200 yards, with steel sleepers, of Ties Side Bridge & Engineering Company design has recently been carried out.

These sleepers are made in the form of an inverted T 10 in. x 10 in. channel, 8 ft. 6 in. long, with an underside rib 2 1/2 in. x 3/4 in. running along the centre of the sleeper.

Hoops are fixed in the sole of the sleeper for drainage purposes. The 30 1/2 in. cast-iron chairs

each of the adjacent rail lengths being raised at the same time.

Meanwhile the spikes in the chairs of the low leg were removed and the rails and chairs tipped right over to the low end of the sleeper.

The sleepers on the high leg were then knocked clear of the chairs and spikes, the chairs removed from the rail, and the old sleepers drawn clear of the track. The ballast having been levelled down, the new steel sleepers with chairs attached were placed in the positions which has been marked on the rail bed.



Renewing the permanent way with steel sleepers: Aberdeenshire District

are secured in the sleeper by two 1/2 in. diameter bolts, the nut being on the top side of the sleeper.

The method adopted in laying these sleepers was as follows:

The old rails were tipped out of the old chairs and replaced by new 6 1/2 in. British standard rails, metal slips being used to keep them in the correct position when laid up, as the old chairs varied slightly from the steel sleeper chairs.

After this was done, the high leg of a 130 yards length of road was raised by six screw jacks, the

One end of four intermediate sleepers, as well as the joint sleepers, was attached to the rail in the raised position, after which the rail was lowered without difficulty into the remaining chairs.


The next step was to place the low leg rail into its chairs, which was done by eight men, using rail tongs, to each 45 ft. length of rail. The rails were then lifted into their correct level, after which a spread of men shovel-packed the sleepers, the ballast being broken granite.

The three 45-ft. rail lengths were completed,

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The London & North Eastern Company have suffered from the decreased cultivation of grain, clover, turnips and swedes. On the other hand, the lapsing of arable into permanent grass land has been materially arrested in the areas where the cultivation of sugar beet has been developed.

The sugar beet industry was the subject of an article some time ago in the MAGAZINE, and need not be referred to at any great length here. It should be sufficient to state that beet growing has developed one hundredfold since 1914. In that year there were 3,000 acres under cultivation, whilst in the present year the farmers are sowing beet seed on 300,000 acres. During last season when beet was grown on 230,000 acres, the crop was exceptionally good, producing a high yield to the acre, of a root rich in sugar content. The total tonnage



Ely Sugar Beet Factory.

of beet transported to the factories by the London & North Eastern Company during last season approximated to 1,000,000 tons, whilst the coal and coke, limestone, &c., consumed at the factories, and the beet pulp and molasses produced will be in the region of a further 300,000 tons.

The scheme of co-ordinated working between grower, railway company and factory operated again for the fourth season, and ensured comparative smooth working during the months of October, November and December when this crop has to be transported concurrently with other seasonal traffic of a heavy nature. The regulation scheme has now come to be regarded by all parties associated with it as a permanent feature of the industry.

Much publicity, some intrusive and some otherwise, has been given lately to the subject of the potato, and it is appropriate that this article should include some reference to it.

The estimated consumption of potatoes in this country is about 4,000,000 tons per annum,

HOW THIS EXERCISE CAN BENEFIT YOU:

- If your interest is in the LNER itself, in railway or social history generally, or in local history relating to the region, you may wish to **purchase the files of the 21 volumes**. These are available as a professionally copied **double DVD** at what we hope is an affordable price. For GER Society members this is £10, for non-members £15 – still a tremendous bargain, surely? Both prices include P&P. Details of how to order a copy are given below.
- If you are researching your family history, your interest may be solely the **information** we have now made accessible rather than those 21 volumes themselves. To meet your needs far more economically, we are offering a search facility on your behalf – you will find the details on the genealogy page of this web site.

HOW TO ORDER A SET OF DVDs:

You may print out this page, fill in the form below and post it off. Alternatively a letter is perfectly acceptable so long as it supplies the same information.

To Barry Jackson, 14 Quantock Close, Bedford MK41 9EW.

Please send me a copy of the double DVD containing files of the *London and North Eastern Railway Magazine* for the years 1927 to 1947.

- I am a GER Society member. My membership number is (*if you have it to hand*). I enclose a cheque for £10 payable to GERS Publications.
- I am not a member of the GER Society. I enclose a cheque for £15 payable to GERS Publications.

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To help us in our marketing, it would be appreciated if you would indicate with a tick or ticks the main reason(s) you purchased these DVDs:-

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