



Tea Tree Gully Gem & Mineral Club Inc. (TTGGMC)
Clubrooms: Old Tea Tree Gully School, Dowding Terrace, Tea Tree Gully, SA 5091.
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**April
Edition
2016**

"Rockzette"

Tea Tree Gully Gem & Mineral Club News

In This Edition...	President's Report	Meetings, Courses & Fees.
<ul style="list-style-type: none"> Diary Dates Stop Press President's Report. Club Activities. Meetings, Courses & Fees. Member's Mineral Purchases. 'Shell Grotto' Article. General Interest - Workshops. General Interest – 'Flying Scotsman', Handy Hints, and Nancy's Travel Poem. Members Notice Board 	<p>Hi All, Don McColl is doing a presentation on, Harts Range, N.T.; hope you all can make it. Apologies from Janet, Mel and myself for the April meeting as we will be on our way to the Canberra 'Rockswap'. Cheers, Ian.</p>	<p>Meetings Club meetings are held on the 1st Thursday of each month except January: Committee meetings start at 7.00 pm. General meetings - arrive at 7.30 pm for 8.00 pm start.</p>
<p>Diary Dates</p>	<p>Club Activities</p>	<p>Faceting (times to be advised) <i>Course 10 weeks x 2 hours Cost \$20.00.</i> <i>Use of equipment \$1.00 per hour.</i></p>
<p>2016</p> <ul style="list-style-type: none"> Saturday 16th - Sunday 17th April, 2016. - Canberra Rock Swap, Exhibition Park in Canberra (EPIC), ACT. Friday 29th April – Sunday 1st May, 2016 - Murraylands Gem and Mineral Club Inc. - Palmer Rockarama 'Crystal and Craft Fair' and 1st May, 2016, 'South Australian Metal Detecting Championships' – both held at Collier Park (Palmer Oval) Palmer SA 5237. 	<p>Competitions Competitions have been suspended indefinitely and are currently replaced with members showcasing an interesting part of their collection.</p> <p>Field Trips No fieldtrips planned during Summer months.</p> <p>Library Librarian - Augie Gray There is a 2 month limit on borrowed items. When borrowing from the lending library, fill out the card at the back of the item, then place the card in the box on the shelf. When returning items, fill in the return date on the card, then place the card at the back of the item.</p> <p>Silver Craft Friday mornings - 9 am to 12 noon. Cost \$20 for new short course attendees. All are welcome.</p> <p>Tuesday Craft Tuesday mornings - 11 am to 2.30 pm Faceting, etc. All are welcome. Contact Doug (08 7120 2221) if you would like to learn faceting.</p> <p>Wanted - The faceting group occasionally has members wishing to buy a 2nd hand faceting machine & accessories. Could anyone with one not being used please contact: Doug Walker 0871202221 or Russell Fischer 0417083227</p>	<p>Lapidary (Tuesday mornings) <i>Course 5 weeks x 2 hours Cost \$10.00.</i> <i>Use of equipment \$1.00 per hour.</i></p> <p>Silver Craft (Friday mornings) <i>Course 5 weeks x 2 hours Cost \$20.00.</i> <i>Use of equipment \$1.00 per hour.</i></p> <p>While some consumable materials are supplied by the club, trainees must supply any additional requirements.</p> <p>Trainees who use the club equipment (for example, magnifying head pieces, faceting equipment, tools, etc.) must return them to the workshop after usage. Trainees are also encouraged to purchase and use their own equipment.</p> <p>In the interest of providing a safe working environment, it is necessary to ensure individuals using the workshops follow the rules set out in <i>Policy No. 1 - 20/11/2006</i>.</p> <p>It is necessary that <i>Health and Safety</i> regulations <u>are</u> adhered to at all times.</p> <p>Trainees must ensure: that all work stations are left in a clean and tidy state; that all rubbish is removed and placed in the appropriate bin; and where applicable, machines are cleaned and oiled.</p>
<p>Stop Press</p>		
<p>Meeting Presentations</p> <ul style="list-style-type: none"> Thursday 7th April, 2016 – Don McColl – 'Harts Range, N.T.'. 		<p>The Tea Tree Gully Gem & Mineral Club Inc. will not be held responsible or liable for any person injured while using the club machinery or equipment.</p> <p>Club Subscriptions \$25.00 Family. \$20.00 Family/Pensioner. \$15.00 Single. \$12.50 Single/Pensioner. \$10.00 Joining Fee.</p>
<p>The Tea Tree Gully Gem & Mineral Club Inc. is not and cannot be held responsible or liable for any personal injuries, loss or damage to property at any club activity, including, but not limited to, meetings, field trips, all crafts and club shows. An indemnity is to be signed by all participants before each and every field trip activity they attend.</p>		



Top view of Anatase and Quartz, Kharan Province, Baluchistan, PAKISTAN.



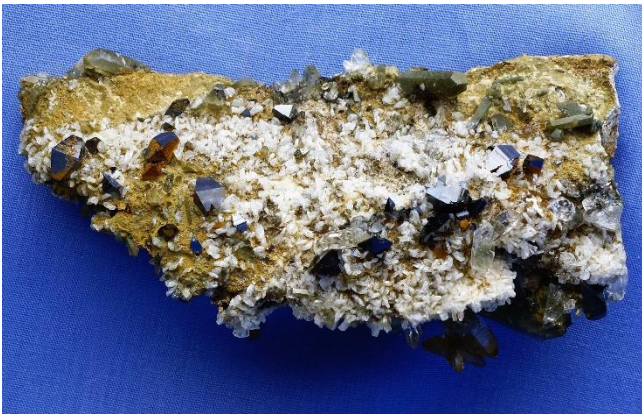
Underside view of Anatase and Quartz, Kharan Province, Baluchistan, PAKISTAN.



Quartz var Rose, Pitorra Mine, Galileia, Minas Gerais, BRAZIL.



View 1 of Anatase, Pericline and Quartz, Kharan Province, Baluchistan, PAKISTAN.



View 2 of Anatase, Pericline and Quartz, Kharan Province, Baluchistan, PAKISTAN.



Quartz with Mud Inclusions, Zard, Kharan, Baluchistan, PAKISTAN.



Quartz with Chlorite Inclusions, Diamantina, Jequitinhonha Valley, Minas Gerais, BRAZIL.



Quartz var Chalcedony, Imilchil, Er Rachidia Province, Meknes-Tafilalet Region, MOROCCO.

Contributed by Doug Walker...

Shell Grotto, Margate, Kent, England.

Buried deep underground in small English town of Margate, Kent; is a grotto shrouded in complete mystery. Adorned with 4.6 million shells and 70ft of winding underground passages leading to a rectangular chamber, this shell grotto is undoubtedly a remarkable site to behold.

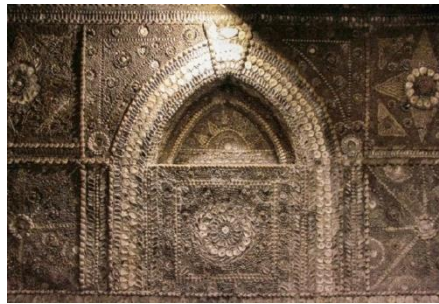
Story has it that in 1835, a labourer was going about his usual field work, but when he struck the soil with his spade, it sank into the earth. The farmer realized that he was standing on something hollow, but was unable to see anything from the surface. Word spread around town, and a local school teacher volunteered his young son, Joshua, to be lowered into the hole with a candle. Upon emerging from the mysterious cavern, Joshua described rooms filled with hundreds of thousands of carefully arranged shells.



The Shell Grotto is adorned with symbols mosaiced in millions of shells, symbols that celebrate life as well as reminders of death.



The shell grotto hosts a passage, a rotunda and an altar chamber.



The shells in the grotto, include scallops, whelks, mussels, cockles, limpets and oysters, all of which can be found locally. However, the flat wrinkle shells must have been brought in from elsewhere.



With so much intricate detail, on a rather large scale, one question still remains, who built this underground cavern?



Shrouded in mystery, some believe that the grotto once had religious significance - primarily due to the vaulted ceilings and altar spaces.



Nobody knows how old the grotto is, but some theories about its origin date its constructions as far back as 3000 years ago.

Another theory holds that the grotto was created as an aristocrat's folly sometime in the 1700s. This proposed explanation is validated by the fact that shell grottoes were actually quite popular in Europe in the 1700s, especially among the wealthy. The only catch to this theory, though, is that the grotto's location was on farmland - a land that had never been part of a large estate where follies would have been satisfied.

Others believe that it may have been used as an astrological calendar in the past.

There are those also, who say that the grotto must somehow be connected with the Freemasons or the Knights Templar.

Others believe that the grotto may date as far back as 12,000 years ago, maintaining that it is connected to a mysterious Mexican culture.



Continued next page...

Shell Grotto, Margate, Kent, England.

Continued...

Its mystery has left people completely stumped, so much so that in the 1930s, some had held séances, in the hopes of contacting the spirits of whoever built the grotto.

Right now, it seems, we will not discover the truth behind this mysterious shell grotto. The age of the shells could be determined through carbon dating according to the Shell's Grotto website, but it's a pricey process and other conservation issues are currently being prioritized.

One thing is clear though, the arrangement of the shells must have taken countless hours of painstaking work.



Unfortunately, many of the shells in the grotto have faded over time, losing their lustre through water damage. In its early days, it would have been full of dazzling colour. This recreation shows what they might have looked like at the time, and with over 4.6 million shells, it surely must have looked astonishing!



Since its discovery, the Margate Shell Grotto has been opened to the public, first by Joshua's father, the school teacher. In 1835 he quickly bought up the land and began renovating the grotto to make it suitable for visitors. Two years later, in 1837, the grotto had been opened to the public for the first time, and still enjoys visitors today.

Extract taken from:

https://en.wikipedia.org/wiki/Shell_Grotto,_Margate

[Shell Grotto, Margate, England. - Official Site](#)

Contributed by Doug Walker...

Classic Council Complaints

"My bush is really overgrown around the front and my back passage has fungus growing in it."

"He's got this huge tool that vibrates the whole house and I just can't take it any-more."

"It's the dog's mess that I find hard to swallow."

"I want some repairs done to my cooker as it has backfired and burned my knob off."

"Their 18-year-old son is continually banging his balls against my fence."

"I wish to report that tiles are missing from the outside toilet roof. I think it was the bad wind the other night that blew them off."

"My lavatory seat is cracked. Where do I stand?"

"I am writing on behalf of my sink."

"Will you please send someone to mend the garden path. My wife tripped and fell on it yesterday and now she is pregnant."

"I request permission to remove my drawers in the kitchen."

"50% of the walls are damp, 50% have crumbling plaster and 50% are plain filthy."

"The toilet is blocked and we can't bath the children until it is cleared."

"Our lavatory seat is broken in half and is now in three pieces."

"I want to complain about the farmer across the road. Every morning at 6.00am his cock wakes me up and it's now getting too much for me."

"The man next door has a large erection in his back garden which is unsightly and dangerous."

"Our kitchen floor is damp. We have two children and would like a third so please send someone around to do something about it."

"I am a single woman living in a downstairs flat and would you please do something about the noise made by the man on top of me every night."

"Please send a man with the right tool to finish the job and satisfy my wife."

"I have had the clerk of works down on the floor six times but I still have no satisfaction."

"This is to let you know that our toilet seat is broken and we can't get ABC2."

Contributed by Doug Walker...

The Jury

In a criminal justice system based on 12 individuals, here is a jury of which to be proud.

A defendant was on trial for murder. There was strong evidence indicating guilt, but there was no corpse. In the defence's closing statement, the lawyer, knowing that his client would probably be convicted, resorted to a trick. "Ladies and gentlemen of the jury, I have a surprise for you all," the lawyer said as he looked at his watch. "Within one minute, the person presumed dead in this case will walk into this courtroom." He looked toward the courtroom door. The jurors, somewhat stunned, all looked on eagerly. A minute passed. Nothing happened. Finally, the lawyer said, "Actually, I made up the previous statement. But you all looked on with eager anticipation. I, therefore, put it to you that you have a reasonable doubt in this case as to whether anyone was killed, and I insist that you return a verdict of not guilty."

The jury retired to deliberate. A few minutes later, the jury returned and pronounced a verdict of guilty. "But how?" inquired the lawyer. "You must have had some doubt; I saw all of you stare at the door.

The jury foreman replied: "Yes, we did look, but your client didn't."

Diamonds

My husband, being unhappy with my mood swings, bought me a mood ring the other day so he would be able to monitor my moods. We've discovered that when I'm in a good mood, it turns green. When I'm in a bad mood, it leaves a big red mark on his forehead! Maybe next time he'll buy me a diamond. Dumb!

Diamonds

Bill meets Doug shopping at the mall and sees he has a small gift wrapped box. "It's my wife's birthday tomorrow." Doug said. "Last week I asked her what she wanted for her birthday." "And???" Bill asked. "Well, she said, 'Oh, I don't know just give me something with diamonds in it.'" "So what did you get her?" asked Bill. "I bought her a deck of cards!!"

Gems

Roses are red, violets are blue. No gemstone in the world is as shiny as you.

**Club Meeting Presentation
Thursday 3rd March, 2016.**

Alan Harris – ‘Antique’ breech loading rifles 1846 to 1869 – new display and presentation.

Early last year, with the help of Ann and John, Alan arranged a display of ‘Antique’ muzzle loading rifles which had been converted to breech loaders, during the years 1866-67. Examples from the U.S.A., Gt. Britain, Belgium, France, Italy, Switzerland and Austro-Hungary were discussed.

For this presentation, a selection of purpose made ‘Antique’ breech loading rifles were introduced, comprising models dating from 1846 - 1869. These particular patterns of rifle were soon to be superseded by later models in the 1870/80’s.



Kym and Ian watch as Alan prepares his display of antique rifles.



Alan placing his rifles into model/year sequence.



Collection presented.



Alan’s presentation.

Try the following hyperlinks for more antique rifle information...

<http://www.nramuseum.org/gun-info-research/a-brief-history-of-firearms.aspx>

<http://www.fulmersantiqueguns.com/listing.asp>

<https://www.joesalter.com/category/Antique-Longguns>

http://www.gunsinternational.com/guns-for-sale-online/rifles/springfield-rifles-antique.cfm?cat_id=367

<http://merzantiques.com/catalog/sell/collectible-old-rifles-and-carbines>

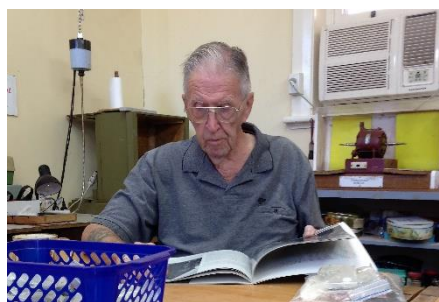
**In the Faceting/Lapidary Workshop
Tuesday, 15th March, 2016.**



Russell focused-in on meet points.



Russell trimming rough from a quartz crystal.



Doug sorting faceting rough and looking through a booklet commemorating the centenary of Glenside Hospital 1870 – 1970.

Diamond saws are a girl’s best friend.

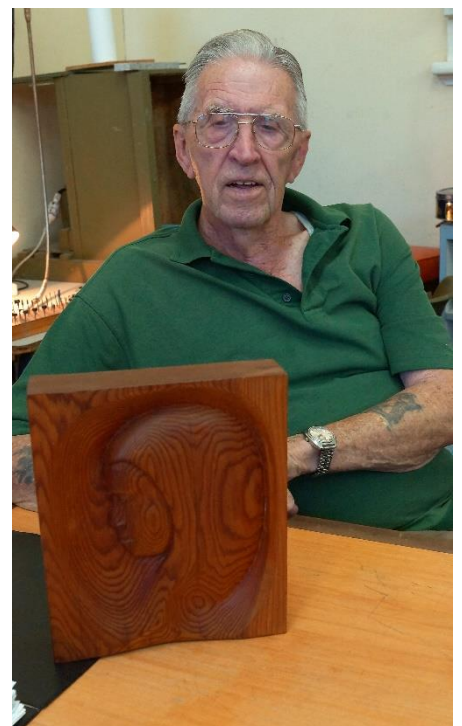
The rear end of a trilobite is called a trilobutt.

Contributed by Augie (14/03/16) ...



20.8 cm. double terminated Quartz with Rutile inclusion, Brazil.

**In the Faceting/Lapidary Workshop
Tuesday, 22nd March, 2016.**



What a superb carving by Doug Walker in Western Red Cedar.



Russel, Wendy, Gwen and Ian.

**In the Faceting/Lapidary Workshop
Tuesday, 22nd March, 2016.**

Continued...



Russel engaged.



Wendy, Gwen, Doug and Irene discussing Gwen's holiday buy.



Ian having a closer look.



A closer look still. Do you think it looks a bit organic? Edible maybe? It's actually Ametrine Quartz...note the Citrine like and Amethyst like colorations.



Rodrick in the machine room.



Rodrick and Barry not distracted.



Doug assisting Irene.

Contributed by Doug Walker...

Priceless???

The light turned yellow, just in front of him. He did the right thing and stopped at the crosswalk, even though he could have beaten the red light by accelerating through the intersection.

The tailgating woman behind him was furious and honked her horn, screaming in frustration, as she missed her chance to get through the intersection.

As she was still in mid-rant, she heard a tap on her window and looked up into the face of a very serious police officer. The officer ordered her to exit her car with her hands up.

He took her to the police station where she was searched, fingerprinted, photographed and placed in a holding cell.

After a couple of hours, a policeman approached the cell and opened the door. She was escorted back to the booking desk where the arresting officer was waiting with her personal effects. He said, "I'm very sorry for this mistake. You see, I pulled up behind your car while you were blowing your horn, giving the guy in front of you the finger and cursing at him. I noticed the, 'What Would Jesus Do' bumper sticker, the 'Choose Life' license plate holder, the 'Follow Me to Sunday-School' bumper sticker, and the chrome-plated Christian fish emblem on the trunk, so naturally I assumed you had stolen the car."

Contributed by Doug Walker...

1915

In 1915, either your parents or grandparents or great grandparents were living during this time period. This will boggle your mind! What a difference a century makes! Here are some statistics for the Year 1915:

- The average life expectancy for men was 47 years.
- Fuel for cars was sold in chemists only.
- Only 14 percent of the homes had a bath.
- Only 8 percent of the homes had a telephone.
- The maximum speed limit in most cities was 10 mph.
- The tallest structure in the world was the Eiffel Tower.
- The average British wage in 1915 was £15 per year! A competent accountant could expect to earn £800 per year. A dentist £900 per year. A vet between £600 and £900 per year. And, a mechanical engineer about £2000 per year.
- More than 95 percent of all births took place at home.
- Ninety percent of all Doctors had no university education...instead, they attended so-called medical schools; many of which were condemned in the press and by the government as "substandard."
- Sugar cost two pence a pound.
- Eggs were 10 pence a dozen.
- Coffee was five pence a pound.
- Most women only washed their hair once a month, and, used Borax or egg yolks for shampoo.
- Canada passed a law that prohibited poor people from entering into their country for any reason.
- The Five leading causes of death were:
 1. Pneumonia and influenza
 2. Tuberculosis
 3. Diarrhoea
 4. Heart disease
 5. Stroke
- The American flag had 45 stars.
- The population of Las Vegas, Nevada was only 30.
- Crossword puzzles, canned beer, and iced tea hadn't been invented yet.
- There was neither a Mother's Day nor a Father's Day.
- Two out of every 10 adults couldn't read or write and, only 6 percent of all British pupils went to university.
- Marijuana, heroin, and morphine were all available over the counter at local corner chemists. Back then chemists said, "Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach, bowels, and is, in fact, a perfect guardian of health!" (Shocking?)
- Eighteen percent of households had at least one full-time servant or domestic help...
- There were about 230 reported murders in the ENTIRE U.S.A.! In 2014 this figure had risen to 14,249.
- In the UK the murder rate in 1915 was 1420. In 2015 it was 537.
- I am now going to forward this to someone else without typing it myself. From there, it will be sent to others all over the WORLD all in a matter of seconds! Can you imagine what it may be like in another 100 years?

Thanks to Augie for sending me a hyperlink to current internet activity about the ‘Flying Scotsman’. You have renewed my interest in the locomotive, and as a result, I have elected to share this interest with newsletter readers; particularly those who may have an interest in steam trains of the past (and the present, in this instance).

Most of the details have been copied from Wikipedia, the free encyclopedia. However, the picture gallery at the end of the article has been extracted from videos of our personal experiences with the ‘Flying Scotsman’ steam locomotive in 1988/89. Also, try the hyperlinks to three personal videos, involving the ‘Flying Scotsman’, that I have uploaded to YouTube for other enthusiasts to enjoy. See pages 4, 5 & 6 of 6.

LNER Class A3 4472 Flying Scotsman

From Wikipedia, the free encyclopedia: *This article is about ‘Flying Scotsman’ the Steam Locomotive; for ‘Flying Scotsman’, the train service, see [Flying Scotsman \(train\)](#).*



The ‘Flying Scotsman’ in 2003.

Type and origin

Power type: Steam
Designer: Sir Nigel Gresley
Builder: Doncaster railway works
Build date: 1923

Specifications

Configuration: 4-6-2
Gauge: 4 ft 8 ½ in (1,435 mm) standard gauge
Driver Wheel Size: 80 in (2,032 mm) diameter
Length: 70 ft (21.34 m)
Height: 13 ft (3.96 m)
Loco weight: 96.25 long tons (97.79 t; 107.80 short tons)
Cylinders: 3

Performance figures

Maximum speed: 100 mph (160 km/h)
Tractive effort: 29,385 **lbf** (13,329 **kgf**; 130.71 **kN**)

Career

Operators: London and North Eastern Railway
Class: A3
Numbers: 1472 (1923), renumbered 4472 (1924), renumbered 502 (Jan 1946), renumbered 103 (May 1946), renumbered 60103 (1948).

Career Continued...

Official name: *Flying Scotsman*
Retired: January 1963
Restored: 1968, 2016
Current owner: National Railway Museum.



The LNER Class A3 Pacific steam locomotive No. 4472 Flying Scotsman (originally No. 1472) was built in 1923 for the London and North Eastern Railway (LNER) at Doncaster Works to a design of H.N. Gresley. It was employed on long-distance express trains on the LNER and its successors, British Railways Eastern and North-Eastern Regions, notably on the 10am London to Edinburgh Flying Scotsman train service after which it was named.

The locomotive set two world records for steam traction, [1] becoming the first steam locomotive to be officially authenticated at reaching 100 miles per hour (160.9 km/h) on 30 November 1934, and [2] then setting a record for the longest non-stop run by a steam locomotive when it ran 422 miles (679 km) on 8 August 1989 while in Australia.

Retired from regular service in 1963 after covering 2,076,000 miles (3,341,000 km), Flying Scotsman gained considerable fame in preservation under the ownership of, successively, Alan Pegler, William McAlpine, Tony Marchington, and finally the National Railway Museum (NRM). As well as hauling enthusiast specials in the United Kingdom, the locomotive toured extensively in the United States and Canada (from 1969 to 1973) and Australia (from 1988 to 1989). Flying Scotsman has been described as the world’s most famous steam locomotive.



History

The locomotive was completed in 1923, construction having been started under the auspices of the Great Northern Railway (GNR). It was built as an A1, initially carrying the GNR number 1472, because the LNER had not yet decided on a system-wide numbering scheme.

Flying Scotsman was something of a flagship locomotive for the LNER. It represented the company at the British Empire Exhibition at Wembley in 1924 and 1925. Before this event, in February 1924 it acquired its name and the new number of 4472. From then on it was commonly used for promotional purposes.

With suitably modified valve gear, this locomotive was one of five Gresley Pacifics selected to haul the prestigious non-stop Flying Scotsman train service from London to Edinburgh, hauling the inaugural train on 1 May 1928. For this the locomotives ran with a new version of the large eight-wheel tender which held 9 long tons of coal. This and the usual facility for water replenishment from the water trough system enabled them to travel the 392 miles (631 km) from London to Edinburgh in eight hours non-stop. The tender included a corridor connection and tunnel through the water tank giving access to the locomotive cab from the train so that the driver and fireman could be changed without stopping the train. The following year the locomotive appeared in the film *The Flying Scotsman*.



While the Great Western Railway locomotive GWR City of Truro had previously been unofficially timed at running in excess of 100 mph (160.9 km/h), 4472 became the first steam locomotive to be officially authenticated at this speed on 30 November 1934, driven by Bill Sparshatt and running a light test train. It earned a place in the land speed record for railed vehicles; the publicity-conscious LNER made much of the fact.

Continued next page...

LNER Class A3 4472 *Flying Scotsman*

History Continued...

The locomotive ran with its corridor tender between April 1928 and October 1936, after which it reverted to the original type; in July 1938 it was paired with a streamlined non-corridor tender, and ran with this type until withdrawal. On 22 August 1928 an improved version of this Pacific type, classified A3, appeared; older A1 locomotives were later rebuilt to conform. On 25 April 1945, A1-class locomotives not yet rebuilt were reclassified A10 to make way for newer Thompson and Peppercorn Pacifics. *Flying Scotsman* emerged from Doncaster works on 4 January 1947 as an A3, having received a boiler with the long "banjo" dome of the type it carries today. By this time, it had been renumbered twice: under Edward Thompson's comprehensive renumbering scheme for the LNER, it became No. 502 in January 1946; in May the same year, under an amendment to that plan, it became No. 103. Following nationalisation of the railways on 1 January 1948, almost all of the LNER locomotive numbers were increased by 60000; No. 103 became 60103 in December 1948.

Between 5 June 1950 and 4 July 1954, and between 26 December 1954 and 1 September 1957, under British Railways ownership, it was allocated to Leicester Central shed on the Great Central, running Nottingham Victoria to London Marylebone services via Leicester Central.

All A3 Pacifics were subsequently fitted with a double Kylchap chimney to improve performance and economy. This caused soft exhaust and smoke drift that tended to obscure the driver's forward vision; the remedy was found in the German-type smoke deflectors fitted from 1960, which somewhat changed the locomotives' appearance.



Preservation

In 1962, British Railways announced that they would scrap *Flying Scotsman*. Number 60103 ended service with its last scheduled run on 14 January 1963. Proposed to be saved by a group called "Save Our Scotsman", they were unable to raise the required £3,000, the scrap value of the locomotive.

Alan Pegler

Alan Pegler, who first saw the locomotive at the British Empire Exhibition in 1924, in 1961 received £70,000 for his shareholding when Northern Rubber was sold to Pegler's Valves, a company started by his grandfather. When *Flying Scotsman* was due to be scrapped Pegler stepped in and bought it outright, with the political support of Prime Minister Harold Wilson.



Flying Scotsman wearing its British Railways livery and numbering, equipped with double chimney and smoke deflectors.

Pegler spent large amounts of money over the next few years having the locomotive restored at Doncaster Works as closely as possible to its LNER condition: the smoke deflectors were removed; the double chimney was replaced by a single chimney; and the tender was replaced by one of the corridor type with which the locomotive had run between 1928 and 1936. It was also repainted in LNER livery. Pegler then persuaded the British Railways Board to let him run enthusiasts' specials; it was at the time the only steam locomotive running on mainline British Railways. It worked a number of rail tours, including a non-stop London–Edinburgh run in 1968, the year steam traction officially ended on BR. In the meantime, watering facilities for steam locomotives were disappearing, so in September 1966 Pegler purchased a second corridor tender which was adapted as an auxiliary water tank; retaining its through gangway, this was coupled behind the normal tender.

Pegler had a contract permitting him to run his locomotive on BR until 1972. Following overhaul in the winter of 1968–69 Harold Wilson's government agreed to support Pegler running the locomotive in the United States and Canada to support British exports.



Flying Scotsman ready for US tour c1969

To comply with local railway regulations, it was fitted with: a cowcatcher, bell, buckeye couplings, American-style whistle, air brakes, and high-intensity headlamp. Starting in Boston, Massachusetts, the tour ran into immediate problems, with some states increasing costs by requiring diesel-headed-haulage through them, seeing the locomotive as a fire-hazard. However, the train ran from Boston to New York, Washington and Dallas in 1969; from Texas to Wisconsin and finishing in Montreal in 1970; and from Toronto to San Francisco in 1971 — a total of 15,400 miles (24,800 km).



Flying Scotsman at San Francisco's Fisherman's Wharf, March 1972.

Government financial support for the tour was withdrawn by Prime Minister Edward Heath's Conservative government in 1970, but Pegler decided to return for the 1970 season. By the end of that season's tour, the money had run out and Pegler was £132,000 in debt, with the locomotive in storage at the US Army Sharpe Depot to keep it away from unpaid creditors. Pegler worked his passage home from San Francisco to England on a P&O cruise ship in 1971, giving lectures about trains and travel; he was declared bankrupt in the High Court in 1972.

William McAlpine

Fears then arose for the engine's future, the speculation being that it might remain in the US or even be broken up. After Alan Bloom made a personal phone call to him in January 1973, William McAlpine stepped in and bought the locomotive for £25,000 direct from the finance company in San Francisco docks. After its return to the UK via the Panama Canal in February 1973, McAlpine paid for the locomotive's restoration at Derby Works.



Flying Scotsman at Carnforth in 1982 with original single chimney and without the later German-style smoke deflectors.

Continued next page...

LNER Class A3 4472 *Flying Scotsman*

William McAlpine *Continued...*

Trial runs took place on the Paignton and Dartmouth Steam Railway in summer 1973, after which it was transferred to Steamtown (Carnforth), from where it steamed on various tours. In December 1977 'Flying Scotsman' entered the Vickers Engineering Works, Barrow-in-Furness for heavy repairs, including an unused replacement boiler.



Flying Scotsman at Seymour railway station, Victoria in 1989, equipped with electric lighting and air brakes for operation on Australian railways.

In October 1988 *Flying Scotsman* arrived in Australia to take part in the country's bicentenary celebrations as a central attraction in the Aus Steam '88 festival.

The event organisers had been interested in having LNER A4 No 4468 *Mallard* visit, however due to the 50th anniversary of 4468's world record high speed run it was unavailable and 4472 was recommended as its replacement.



'*Flying Scotsman*' on the Nullarbor heading west on its journey to Perth, West Australia.

During the course of the next year *Flying Scotsman* travelled more than 45,000 kilometres (28,000 miles) over Australian rails, concluding with a return transcontinental run from Sydney to Perth via Alice Springs in which it became the first steam locomotive to travel on the recently built standard gauge Central Australia Railway.

Other highlights included *Flying Scotsman* double-heading with NSWGR Pacific locomotive 3801, a triple-parallel run alongside broad gauge Victorian Railways R class locomotives, and parallel runs alongside South Australian Railways locomotives 520 and 621.



'*Flying Scotsman*' double-heading with ex-NSWGR Pacific locomotive 3801.



'*Flying Scotsman*' parallel running with ex-Vic Rail locomotives R761 and R707 between Melbourne and Albury, Victoria/NSW.



'*Flying Scotsman*' parallel running with ex-SAR Pacific locomotive 621 a little south of Salisbury, South Australia.



'*Flying Scotsman*' parallel running with ex-SAR locomotive 520 a little south of Salisbury, South Australia.

Its visit to Perth saw a reunion with GWR 4073 Class *Pendennis Castle*, which had been exhibited alongside *Flying Scotsman* at the 1924 British Empire Exhibition. On 8 August 1989 *Flying Scotsman* set another record enroute to Alice Springs from Melbourne, travelling 679 kilometres (422 miles) from Parkes to Broken Hill non-stop, the longest such run by a steam locomotive ever recorded. The same journey also saw *Flying Scotsman* set its own haulage record when it took a 735-ton train over the 490-mile (790 km) leg between Tarcoola and Alice Springs.



'*Flying Scotsman*' at Cadney Park (North of Coober Pedy) on its journey to Alice Springs.

Flying Scotsman returned to Britain in 1990 and continued working on the mainline until its mainline certificate expired in 1993.

4472 then toured preserved railways. To raise funds for its upcoming overhaul it was returned to BR condition with the refitting of the German style smoke deflectors and double chimney, and repainting in BR Brunswick green. By 1995 it was in pieces at Southall Railway Centre in West London, owned by a consortium that included McAlpine as well as music guru and railway enthusiast Pete Waterman.

Tony Marchington

Facing an uncertain future owing to the cost of restoration and refurbishment necessary to meet the stringent engineering standards required for main line operation, salvation came in 1996 when Dr Tony Marchington, already well known in the vintage movement, bought the locomotive, and had it restored over three years to running condition at a cost of £1 million, a restoration which, at the time, was recognised as the most extensive in the locomotive's history. Marchington's time with the *Flying Scotsman* was documented in a documentary, the Channel 4 programme *A Steamy Affair: The Story of Flying Scotsman*.

With *Flying Scotsman's* regular use both on the VSOE Pullman and with other events on the main line, in 2002, Marchington proposed a business plan, which included the construction of a "*Flying Scotsman Village*" in Edinburgh, to create revenue from associated branding. After floating on OFEX as *Flying Scotsman plc* in the same year, in 2003 Edinburgh City Council turned down the village plans, and in September 2003 Marchington was declared bankrupt. At the company's AGM in October 2003, CEO Peter Butler announced losses of £474,619, and with a £1.5 million overdraft at Barclays Bank and stated that the company only had enough cash to trade until April 2004. The company's shares were suspended from OFEX on 3 November 2003 after it had failed to declare interim results.

Continued next page...

**LNER Class A3 4472 *Flying Scotsman*
National Railway Museum**

With the locomotive effectively placed up for sale, after a national campaign it was bought in April 2004 by the National Railway Museum in York, and it is now part of the museum's National Collection. After 12 months of interim running repairs, it ran for a while to raise funds for its 10-year restoration.



Flying Scotsman at Leamington Spa, Warwickshire UK, October 2005

In January 2006, *Flying Scotsman* entered the Museum's workshops for a major overhaul to return it to Gresley's original specification and to renew its boiler certificate; originally planned to be completed by mid-2010 if sufficient funds were raised, but late discovery of additional problems meant it would not be completed on time. In October 2012, the Museum published a report examining the reasons for the delay and additional cost. The locomotive was moved in October 2013 to Bury for work to return it to running condition in 2015. On 29 April 2015, *Flying Scotsman's* boiler left the National Railway Museum to be reunited with the rest of the locomotive at Riley & Sons E (Ltd) in Bury. The bay in which the locomotive was being refurbished was on view to visitors to the NRM but the engine was rapidly dismantled to such an extent that the running plate was the only component recognisable to the casual observer. Early in 2009, it emerged that the overhaul would see the loco reunited with the last remaining genuine A3 boiler (acquired at the same time as the locomotive as a spare). The A4 boiler that the loco had used since the early 1980s was sold to Jeremy Hosking for potential use on his locomotive, LNER Class A4 4464 *Bittern*.



In the Museum's workshops in 2012 for restoration.

Return to service

The overhaul was completed in January 2016 and testing began on the East Lancashire Railway on 8 January 2016. *Flying Scotsman* was originally going to haul its inaugural mainline train called the *Winter Cumbrian Mountain Express* from Manchester Victoria to Carlisle on 23 January, but it was not ready due to faulty brakes. The first mainline run, pulling the *Winter Cumbrian Mountain Express* from Carnforth to Carlisle, took place on 6 February. An inaugural journey from London King's Cross to York in traditional green livery ran on 25 February. *Flying Scotsman* will be making special tours throughout the UK in 2016.



Flying Scotsman on inaugural route 25 February 2016: Kings Cross to York.

Trainspotters Dilemma

<http://www.itv.com/news/2016-02-25/flying-scotsman-bad-luck-for-one-trainspotter/>



You wait for a train and then two come along at once. That's the unfortunate truth for one unlucky person hoping to catch a glimpse of the *Flying Scotsman*, who was left disappointed after his view was blocked by a Virgin train.

Ryan Allen from South Yorkshire had been hoping to see the well-known locomotive as it made its inaugural journey from London up to York and it looked like he had found the perfect vantage point.

But just as the *Flying Scotsman* steamed into view, it was immediately masked by a Virgin train heading in the opposite direction.

"I had a feeling this would happen", Mr Allen tweeted wryly.

However, his tweet paid off as Virgin have now offered to fly him to the US by way of an apology.

Janet's, Allen's, and Mel's First Australian Adventure with LNER Class A3 4472 '*Flying Scotsman*'.

[Train Enthusiasts Video Diary 1988-10-25](#)

The standard-gauge, steam locomotive 4472, the "*Flying Scotsman*", was brought to Australia from Britain for the 1988 "Steam and Transport Spectacular" (an Australian Bicentennial activity - Aus Steam '88)

The "*Flying Scotsman*" hauled enthusiasts' train trips to Albury, New South Wales, and to Seymour, Victoria, from Spencer Street Railway Station, Melbourne, Victoria.

This video clip recorded some scenes of a day trip to Albury on Tuesday, October 25th, 1988. It includes the "*Flying Scotsman*" being shunted around the yards at Albury Railway Station yard and reversing onto the turntable while a large crowd witnesses the action.

The clip commences at the Sunshine Railway Station, Melbourne, Victoria, and concludes early on the return trip from Albury.



'*Flying Scotsman*' arriving at Sunshine Station where we joined the train.



Booked passengers waiting to join the fully booked train.



Enthusiasts lean out of most windows with an array of cameras to capture the sights and sounds of a very special event.

Continued next page...



A special feature of ‘enthusiast train trip’s is the opportunity for photo stops where passengers disembark either during a watering stop or for a run-by photo/video opportunity.



The opportunity to get a photo free from people wanting to pose in front of the loco or being an ignorant ‘gunzel’ wandering back and forward in everyone’s view, or standing just in front of the loco in a catatonic daze, is often an ongoing challenge to one’s patience on these trips. Note the size of those driving wheels...built for speed.



Priority remains with commercial traffic...enthusiast train activities are squeezed in between, which means more photo opportunities. Watch this scene on the video and you will see the typical ‘gunzel’ wander in front of the loco and almost into the path of the freight train...all in front of the cameras.



Train enthusiasts are seen all along the route waiting for the moment when the train speeds past...the fastest we have ever travelled on a steam hauled train (we were told, unofficially, just under the loco’s limit).



Tight curves allow the opportunity to photograph/video the full length of the power unit. Note the extra water being carried.



There is constant danger on these trips from passing freight trains, both to spectators on the ground and to those with heads, arms and shoulders protruding out the windows. These latter practices are no longer permissible on these trips.



The driver pulls on the whistle...tiny and barely audible compared to our traditional Australian steam whistles.



LNER No: 4472 BR No: 60102 Serial No: 1564



Allen (left) gets in close to see much; smell the smoke, oil and coal; and feel the heat and vibrations made by the engine’s sheer weight and movements. The engine’s whistle was tinny sounding and lacked any volume.



Turned and ready to re-join the train for the homeward journey back to Spencer Street Station, Melbourne, VIC.



Last service-stop as the sun sets – we arrive back at Sunshine Station some time later in darkness.

Janet’s, Allen’s, and Mel’s Second Australian Adventure with LNER Class A3 4472 ‘Flying Scotsman’.
[Train Enthusiasts Video Diary 1988-10-28](#)

On 28/ 10/1988, we visited the "Flying Scotsman" on static display at the Spencer Street Railway Station, Melbourne, Victoria, to see it close-up, to listen in on the train talk, and to pose with the locomotive.

The legendary steam locomotive, "Flying Scotsman" 4472, was the first to reach 100 mph (160km) and was brought to Australia for the 1988 "Steam and Transport Spectacular" (an Australian Bicentennial activity - Aus Steam '88).

Continued next page...

Janet’s, Allen’s, and Mel’s Second Australian Adventure with LNER Class A3 4472 ‘Flying Scotsman’.

Continued...



Allen and Janet both get into the posing act.

Janet’s, Allen’s, and Mel’s Third Australian Adventure with LNER Class A3 4472 ‘Flying Scotsman’.

Continued...

[Train Enthusiasts Video Diary 1989-08-27](#)

The legendary steam locomotive, The Flying Scotsman 4472, the first to reach 100 mph (160km) was shipped to Australia October 1988 to participate in the Bicentennial of Australia celebrations. **On 27/08/1989 it was in Adelaide, South Australia**, where it participated in parallel runs with Steam-Ranger pacific steam locomotive 621 between Keswick and Salisbury (4472 on standard gauge line and 621 on broad gauge line). The Flying Scotsman then proceeded to Alice Springs to continue its Australian tour to Perth, West Australia, and return.



Allen in the driver’s seat listening intently to the fireman’s anecdotes about ‘The Flying Scotsman’; the train and the service.



Some of the array of gauges.



The fireman endeavours to inform each person’s inquiry.



Allen poses in front of the ‘The Flying Scotsman’.



Flying Scotsman on a parallel departure from Keswick with 621.



About to pass 621.



The Flying Scotsman on a winning streak.



621 leads the Flying Scotsman as they head on toward Salisbury.



These Chidda spectators are soon to be sandwiched by two trains.



621 drops back from the lead.



The Flying Scotsman without its train at Keswick Terminal.



Allen watches as the FS passes under the Henley Beach Rd. Bridge.



Allen cheering passengers on the parallel running 621’s train.

The common binder clip can be useful for much more than clasping pages...



When studying, making notes, and/or maintaining a home office, it does not take long before there is quite a collection of assorted size clips. And, soon you may have some not being used any longer. Well, you can put them to other uses. Have a look at these snippets taken from an internet video. Try some; and maybe develop some new uses of your own.

Cable Tidy

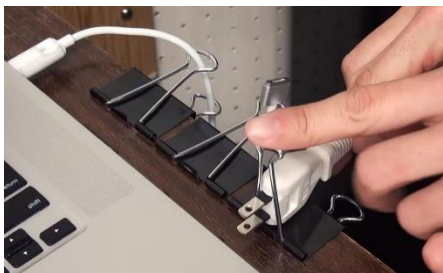
Untangle that array of cables that you must have for power and accessories for your device (pc, laptop, pad, even your phone). And, have them handy at the side of your desk.



First, clamp the clip firmly to your desk, then thread the cable through both handles. Turn the plug so it will not fall through the handles when not in use.



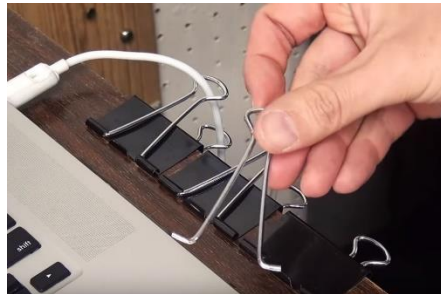
Next, pull the cable forward and insert into your device as required, then rest the cable on your clip handle when not plugged in..



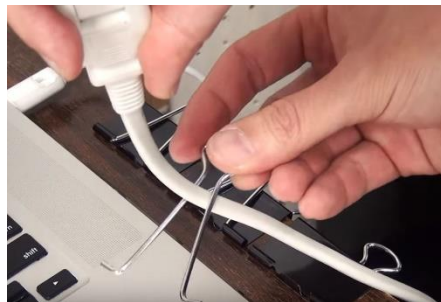
Oops! Too big! Don't be put off though!



Squeeze the sprung wire handle together so that it can be removed from the black spring clip.



Thread cable through spring wire handle.



Re-insert spring wire handle into spring clip.



Bottle tidy/holder in the fridge.



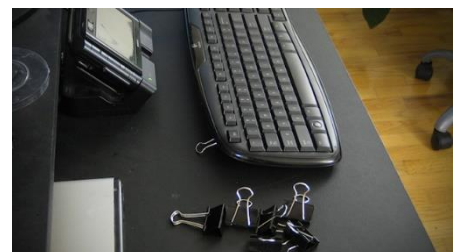
Razor Safety Cover



Money clip.



Toothpaste squeezer/holder.



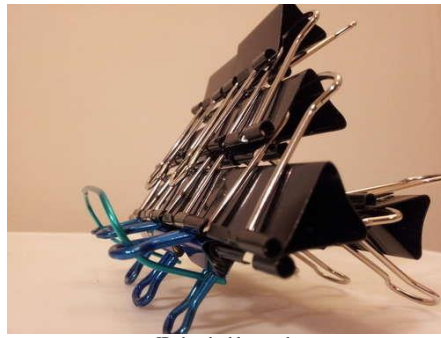
Replace broken keyboard legs with clip wire spring handle.



Smart Phone Dock



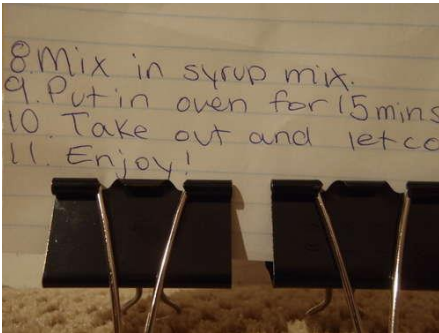
Move over Ikea.



iPad and tablet stand.



Clip together a dress and choker.



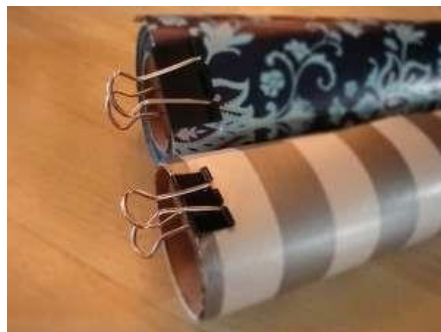
Recipe card holder.



Secure bike gear.



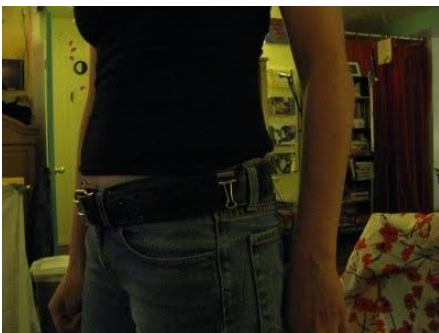
Ceiling mop.



Wrapping Paper Organizer.



What else can you do? You can design robots, animal, human, etc. Just like the pictures below and in the next column...



Fashion statement.



Our Expo Holiday – September 1988 – Nancy Lymn.

Early one morning in September 88,
We left Adelaide for Brisbane and the great Expo State.
We travelled all day for fourteen long hours,
Through the country of sheep, of cropping and cows.



Now Gary is our driver,
In charge of our nice clean bus.
With 42 happy passengers,
He really excels in looking after us.



First night we spent at Parkes,
Then, early next morning on our way.
We passed through Coonabarabran,
As we headed for Surfers where we will stay.



Now Gary was jinxed on the highway one day,
With semis to pass on that winding road way.
He missed some sheep that wandered out too,
But he drove that bus safely as only he knew.



The fabulous Chevron will be our home,
For the next six days, as the coast we roam.
The views from our windows, so great to see,
Of the tall lofty buildings and the wide blue sea.



A cruise to Stradbroke Island,
Is how we spent this day.
With speed boats roaring past us,
And the skiers leaving lots of spray.



At the Currumbin Bird Sanctuary one morning,
The parrots were there by the score.
Eating their honey and breadcrumbs,
Flying off and returning for more.



We made our first trip to Expo 88,
And the exhibits we visited were really first rate.
The Twilight Parade and the fireworks so bright,
Brought an end to this our first night.



A boat cruise up the river,
To see luxury homes by the shore.
But I think I'd rather live in my own home,
It's comfortable, with a friendly front door.

Our Expo Holiday – September 1988 – Nancy Lymn – Continued...



Then off to the Sea World,
With its dolphins, seals and whales.
And those crazy skiing pirates,
Telling lots of treasure map tales.



A day along the Sunshine Coast,
Right up to Noosa Heads.
Then the Ginger Factory, Big Pineapple and Busy Bee,
Before returning to Surfers and our beds.



A great day in the Hinterland,
Way up in the mountains so high.
With the water tumbling over the waterfalls,
And the rain forest reaching way up to the sky.



Another big day at Expo,
Where we walked 'till our feet got so sore.
We learned about other countries,
How about we visit them and learn a little bit more?



A night out at Parkes RSL for tea,
To say thanks to Gary for a job well done, see.
The thought of work brings many a frown,
but holidays are over when we reach Adelaide town.



After ten happy days we are now heading home,
We will remember this trip wherever we roam.
We've made lots of friends who I hope we'll see more,
Perhaps they'll come a knocking at my friendly front door.

Nancy Lymn.





DEAR DIAMOND,

WE ALL KNOW
WHO IS REALLY A
GIRL'S BEST
FRIEND.

YOURS SINCERELY
CHOCOLATE CAKE

Member's Noticeboard

For Sale
GEMMASTA GS.10
10 Inch Power Feed Saw
Complete with - Board, Motor and Hood
Excellent Condition
Price New - \$3,100
For Sale - \$1,400
Contact Tony Bailey at 0400293057

Useful Internet Links

2016 Australian Gem & Mineral Calendar: [Gem & Mineral Calendar](#)
Adelaide Gem and Mineral Club: [AGMC](#)
AFLACA-GMCASA: [AFLACA-GMCASA](#)
Australian Federation of Lapidary and Allied Crafts Association (AFLACA): [AFLACA](#)
Australian Lapidary Forum: [Australian Lapidary Forum](#)
Broken Hill Mineral Club: [BHMC](#)
Enfield Gem and Mineral Club Inc: [EGMC](#)
Flinders Gem, Geology and Mineral Club Inc: [FGGMC](#)
Gem and Mineral Clubs Association of South Australia: [GMCASA](#)
Metal Detectors - Garrett Australia: [Garrett Australia](#)
Metal Detectors - Miners Den Adelaide: [Miners Den Adelaide](#)
Metal Detectors - Adelaide Agent for Garrett Australia: [Shell Lap Lapidary Supplies Pty Ltd](#)
Mineralogical Society of SA Inc: [MinSoc](#)
Murraylands Gem and Mineral Club Inc: <http://www.murraylandsgmc.org.au/>
NQ Explorers: [NQ Explorers](#)
Prospecting Australia: [Prospecting Australia](#)
Shell-lap Lapidary Supplies: [Shelley's Lapidary Supplies Pty Ltd](#)
Southern Rockhounds: [Southern Rockhounds](#)
The Australian Mineral Collector: [The Australian Mineral Collector](#)