



Issue 29

8<sup>th</sup> October 2020

Dear all,

We have had a week of getting out while we still can, and it has just disappeared.

We made a couple of visits to garden centres locally, because we needed a new nonstick large frying pan but somehow we came out with a new set of saucepans as well, Lorema claimed it was a special offer so it was a good deal but it was still three times as much as a new frying pan!!

Couple of health visits, one to get a flu jab and one to pick up some new glasses, back to seeing the road signs again!

We went to afternoon tea at Alexander House Hotel on Tuesday courtesy of friends, very nice and well managed for social distancing.

However we had to cancel a couple of afternoon teas outside because of the rain and so we skyped instead.

I guess we wait and see what next week brings.

I have to apologise to Andrew Ellis for a senior moment when I left his part 4 off last week.

Hope you enjoy the 29<sup>th</sup> Edition.

Keep safe

Mike W.

## **Brief club house NEWS**

Guess what, I may be able to say in the next issue the scaffolding is up, so pray it doesn't rain too much.

If you want to take your loco out it needs to be soon before we seal the engine shed door again.

I went up the clubhouse on Monday and stood and watched (still have to watch what I lift) the team clear out the Garden shed and have come away with my dear old Agila car full of old oil drums and rotten wood for the tip.

The point, having removed the boards last week and painted them, is now shining brightly with a coat of new paint on the steel work.

We have had good interest in the Myford so if you want to make an offer for it you need to be quick.

I spent a couple of hours up the club on Wednesday morning with Andrew S to clear an area around the Myford of material removed from the loft so that we can get it out and the Boxford in its place.

Thanks as always to the team of helpers and the security team.

**Mike W.**

### **Mike P.'s musings No.27**

I did not include any pictures this week of our Monday gang, although we found some jobs to do! I did a little gardening, Roy, Graham and John G. put an extra coat of bitumen paint on the point steelwork. Mike W. also joined us to help clear the rubbish that had been hastily tucked away in the gardening shed at the beginning of the lockdown! Roy needed to get to his track and sleeper stocks, and we also wanted to use a few gardening tools that were at the back, behind a lot of heavy concrete and old burner bins!

Also, now, the weather is changing, and the leaves are falling. We, the older gang, appreciate Tom taking on the organization of leaf clearing, with the younger gang!

I thought I would conclude my list of the locos that have passed my way, by mentioning the last three 5" gauge steamers to receive the "monkey gland treatment", as LBSC used to call it. That is, a bit of TLC, or a rebuild or paint job etc.

I obtained the B1 from Brian Taylor. He built it and ran it for many years until boiler problems, wear and tear set in, and then "Big Boy" construction took up his time. He stripped the B1 down at the end of a day's running, the chassis

went under the bench and the boiler went back to Swindon boilers for a repair to a leak on the foundation ring.

When I took it on, the chassis was derelict and covered in swarf and grime. The boiler was in a box, as it had come back from the repairers, and there was a large container of grimy bits, like a kit without instructions, just as Brian had pulled it all apart many years earlier. The wear in the axle boxes was enormous, axle holes were oval by about 18 thou. due to ash and grit from the fire. So, wheels off, work on axle boxes, horns, new axles, cylinder valve bobbins renewed etc. Anyway, after about a year's work, it all came back together and started pulling passengers again. I had a lot of fun with it, and now it is still in the club and has been running for 16 or so years since the renovation. The new owner has given it a splendid new paint job, something Brian always forbade me to do, so I didn't.

The NBR Atlantic, I purchased on a whim as a project.



I parted with the cash on the basis that it had a new 4 year southern federation boiler ticket on it. However, if I had known how many faults it had, I probably would have "passed" on the purchase. Several times, I threatened it with being sold on ebay. Ha,ha. Initially, I had 3 "A4" sheets of faults to rectify, including loose wheels on axles, eccentric rods of different lengths, etc. etc. Perseverance paid off, and it has run mostly trouble free for many years now. Setting the bogie and trailing springs quite lightly means it is very nearly a heavy 0-4-0, hence, its happy hauling 10-12 people.

I found a photo with both the Atlantic and B1 working together.



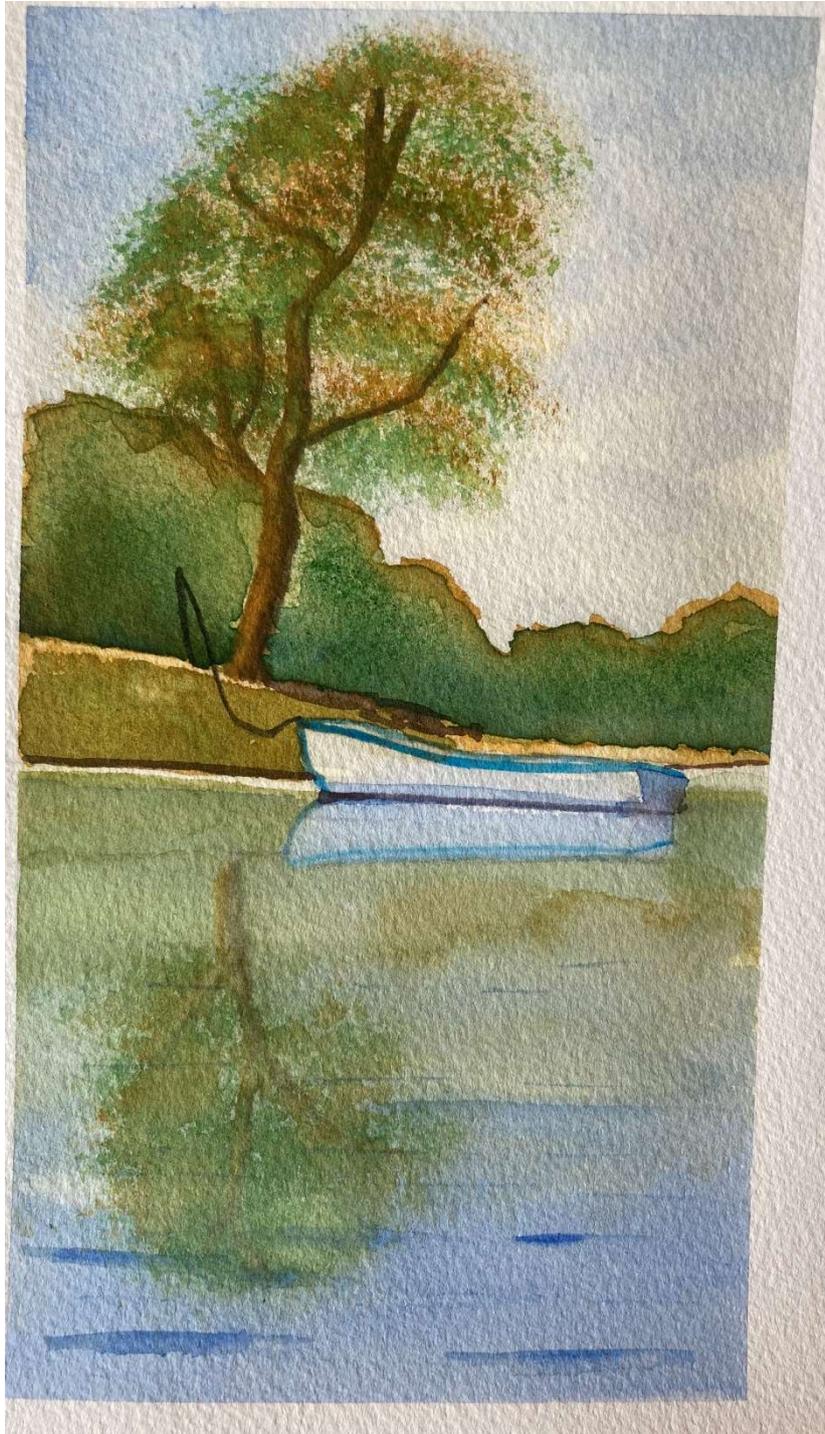
Nick and I have run them on many double heading occasions, and, as both have large driving wheels, they are well matched. (Photo by Linda Chen)  
It occurred to me, that if we should ever be able to run socially distanced trains next year, long trains such as this would be the best way to space out passengers. Just a thought!



Lastly, I stripped down, cleaned up and repainted the Gresley 01 2-8-0 known to us all as "Martlet", when it was owned by Ray.  
Dan gave me a hand to spray it up one hot august. Not ideal spraying conditions, but with a bit of work with T-cut, it turned out really nicely. (Photo by Ray)

**Andrew Ellis**

My latest painting completed last week.



## Part 4

I had worked for British Rail for several years and the Bluebell for six. I was a Signaller,



a Guard, a Booking Clerk and had worked on the station at Sheffield Park throughout that time. It was still with great surprise that I was asked to become a Station Master. At the time it had to be approved by the Directors

and carried a lot of power and responsibility over daily operation including adding to the length of the train. I was also the youngest they had had at that time being 28.

While I worked at Paddington I met many celebrities as one would do at a mainline termini. Most were very normal and perfectly pleasant people. Others were very sure of their celebrity and some very like characters they played.

One who sticks in my memory who I didn't technically meet but saw close up was Tony Blair. I arranged staff to meet and greet his entourage. I think this was just before that General Election when he came to power. I do remember his trade mark grin and waving from the doorway of the train to the crowd.

In my career I have had involvement with HM the Queen twice. At Paddington I was asked to arrange the staffing for her to board a train. She joined at platform 1 opposite the main entrance from the carriage road. It all passed in a flash. The car arrived and she walked to the train. We held the door for her and she boarded and the train left. All timed to perfection.

That was all behind me though. I was leaving what I had joined as British Rail's Intercity Great Western through Great Western Trains (a management and employee buyout in which we bought shares and which gets forgotten by history books, although it went private first at the same time as SWT but ran its first train a few minutes later) to First Great Western which bought all of our shares and funded my year as a Trainee Driver.

I went to Waterloo in my suit to meet the Driver Managers at what was now Southwest Trains before going for my year long training to become a Train Driver. In those days DMs were quite fierce. I remember knocking on the door, going in and being asked "What the #### do you want?" Thankfully we aren't quite like that anymore.

Having grabbed uniform, I was told to go to Basingstoke Training School the following day. My class was made up of several retired soldiers, (one of whom had stood guard at Buckingham Palace several times as a Grenadier Guard), a railway Guard from Wimbledon a couple of people from assorted professions, a young guy who was very sure of himself had a bit of a swagger and who used to constantly wear aviator shades and one lady which was still rare then but not so anymore at most depots.

Our trainer was Ernie Randall who had worked on steam. He always came to work in a smart suit and then changed into less smart clothes before teaching us, even if we were just doing classroom things.

One of our first lessons was track safety. I had done this before as a Guard together with lifting and dropping buckeye couplings, which had to be done again. Anyway as part of track safety we went out and crossed the railway line and then stood next to the SW mainline as an express went past. I have never got used to that but perhaps that's my inner self-preservation instinct.

Our main traction class was the slam door trains (400 series) which included VEPs CIGs and CEPs (Kent Coasters). The old boys used to say they hated driving the Kent Coasters because they thought that the motors under the cab sent out magnetic fields that made you sterile. Most of us liked them because it was possible to hear what the motors were doing and whether the wheels were spinning on greasy rails. The other types had their motors under the Guards van in the middle of each multiple unit (4car train) and were less easy to hear but you could still feel. As Ernie used to say "You do 75% of driving a train through yer bum"

I remember Ernie showing us the wiring diagram and the air supply diagram and wondering how I would possibly remember all of that but like the rule book (which is about 3 inches thick) we managed it with daily repetition over months of training.

One of our days out was to the old Necropolis station at Waterloo where we practiced putting a short circuit bar down. It was next to a substation so easy to reset. The idea was, for those who don't know, that if you needed to urgently shut off the juice (750V third rail) you would place a piece of metal (thankfully attached to a big wooden stick) between the juice rail and a running rail and thus cause a short circuit. When this happened it caused an arc so everyone had to look away and caused a huge booming sound inside the substation.

Another exercise was padding up. Drivers don't do this anymore. If we needed to isolate the train equipment from the juice rail due to a fault of some sort or if we needed to change a fuse, we had to lift the shoes that touch the juice rail off of it to isolate them from the juice making it safe to touch bits of kit that normally had 750 V running through them. As you can imagine we were all pretty nervous and when we were asked if we were happy to touch a shoe fuse, we all thought long and hard before we did and in my case made a double check. The young chap I mentioned earlier thought it was great fun to shout bang as the lady member of the class touched it. Strange he didn't do that with the ex-soldiers. He was never

popular after that. One interesting exercise was to try padding up with newspaper. We normally used thick wooden paddles to lift the shoes and to rest them on above the juice rail but a dry sheet of paper was enough to isolate the train from the electricity.

As we progressed we had exams to pass and you got two chances with each. Fail a second time and you were out, pass and your pay increased slightly. During my rules exam a very stern faced old instructor scowled at me across a table and for 6 hours without a break asking me questions. Every so often he would say "Are you sure!?" I passed first time but I left with blisters on my fingers where I was rubbing them together.

For my traction exam I went with a different instructor to be examined on train preparation, fault finding and equipment identification. He was another old steam man and because I was a Bluebell man we got on very well. He took things apart for example the cam shaft on a 455 to explain how it all worked. This helped me visualise what was going on.

After this I was sent to Waterloo to meet a Driver Instructor who would stay with me while I built up 400 hours driving including darkness. On my first day I went to the Train Crew Supervisor who told me to be ready to run because Barry was always late. Sure enough he was late and we had to run for the train to avoid it being late. He was a lovely chap and had 7 years' experience. I spent time familiarising myself with the routes and building practical handling experience. It wasn't too eventful and eventually he would sit and read the paper or go to sleep while I drove. I did whoever have an embarrassing moment where I couldn't get power at Waterloo. He asked "Is the Drivers Reminder Appliance on?" When it was on it shone red but in those days didn't show very well in bright sunlight. It was very sunny and I thought I had switched it off. We called for an engineer. He came down with his tools ( a hammer and a tube of superglue) and a cigarette hanging from his bottom lip walked in and pulled on the DRA switching it off. I hadn't set it. Well that was a lesson in stupidity that I stored away for use in later years. Barry was upset at the time but we were fine after that.

On my final exam day I had to meet Ernie Randall and drive him around mostly on routes I was familiar with. After driving Ernie around and being asked various questions we went back to Basingstoke where I signed a piece of paper, he gave me a Driver's EP key and shook my hand. I was a Driver but had no route knowledge.

I had to go out with various Drivers to route learn. I would walk up to the cab, show my authority form and ask to join them. One of them was another steam man. I had seen him at Waterloo. He was huge, had hands

like shovels, a pencil moustache and a deep gravelly voice. He was clearly well respected and a big character. I was fairly nervous but after I mentioned Bluebell we got on really well.

I spent a couple of years at Waterloo after passing out as a Driver when I saw an advert for Gatwick Express. The Waterloo Drivers were quite dismissive but I often used it and walked from Victoria or vice versa and knew several of the guys there. They also still had the class 73 locos but were testing the class 460s. I put in for the job, met the head of Operations who asked me a load of rules questions then a couple of other managers who told me "I will love it here." So it seemed to have gone well.

Soon after I moved to Victoria GEx. I often swapped into the shunt turns because a lot of the Drivers hated them but I enjoyed practicing the fine control using power and brakes that I had been taught. We used to shunt the Pullman coaches for the Venice Simplon Orient Express at Stewarts Lane depot and also half restored wagons steam locomotives as well as our own Mark 2e coaches. We had to be careful with the Pullmans. One Driver (thankfully not me) stopped roughly and broke a load of glasses which had been on the tables. I was requested to help re-rail a Bullied pacific (Clan Line I think). The track had split under it in the depot. The owners, support crew, multiple managers and the re-railing gang were watching as I pulled the loco using a 73 an inch at a time while they adjusted the packing under the wheels. On another occasion I was asked to pull the VSOE to Victoria again using a 73. The booked loco had broken down. So I suppose I can say I drove the Orient Express?

While I was at Gatwick Express, before Southern took it over and it still had kudos we carried many celebrities and VIPs. The highlights have to be the King of Greece and HM the Queen. I also carried Tony Blair and shortly before he became Prime Minister, Gordon Brown however I wasn't impressed. As usual at Gatwick during the 20 minute turnaround time I used to meet and greet on the platform. While there GB ran past followed by his entourage, then he ran past to the front of the train and then again to the back. Finally he ran past to the front and boarded. It was quite comical. They ignored all offers of help. We all looked at each other after they went and said "And he wants to be Prime Minister". Charles Kennedy was a regular and used to sit with the staff and chat. He was very friendly and I think enjoyed the company and normal everyday conversation rather than politics. Others include Michael Palin (who I thought wasn't as jovial as I imagined him to be) and Alan Whicker. Our regular passengers often used to come and speak to us at the end of the journey both at London Victoria but when we still had 73s at Gatwick to comment on the journey or general matters usually relating to the railway.

While I was at GEx the government decided that it would be better to amalgamate the franchises on the Brighton mainline in order to make rebuilding London Bridge and other projects easier to manage. Sadly this meant that Gatwick Express was brought under Southern (our competitors) management and they seemed from our point of view at least to systematically dismantle every good practice we had and destroy our reputation. We saw our regulars disappear and stopped having VIPs. First on board staff were reduced and then made redundant or reallocated to ticket barriers and offices and then they were dispensed with. Southern later realised apparently that they had made a mistake as GEx was the only profitable part of the company but was now losing money but it was too late.

After these changes the Drivers started looking at other companies and after chatting to a freight Driver who conducted me back from West Hampstead with a 73 (after it had rescued a 319 Thameslink unit) I thought freight would be interesting.

After looking at depots, terms and conditions and of course pay I ended applying for and joining a new freight operator called Colas Rail Freight, twelve years after joining Gatwick Express. They had won several contracts and buying 8 class 70 locos as well as acquiring more class 66s. We mostly worked out of Hoo Junction near Gravesend near the Thames estuary. There was a beautiful view dropping down into the depot but it was bleak in the winter. Our main work was moving Network rail wagons between depots following or in the build up to engineering work. We carried rails, ballast, spoil, equipment and cranes usually. My favourite wagons were coalfish. They only had operating brakes on two wheels on diagonal corners and had instanter couplings (a three link chain that could be adjusted for shunting or travelling) which meant that they had to be driven gently or the coupling could snap with a snatch of the train. This happened to two colleagues. The trick was, when going downhill toward an uphill gradient to slow the train down and have the brakes released so that you could take power to get the couplings taught before climbing the gradient. The problem was that the brakes were the old automatic air brakes similar to the old slam door trains. The change in air pressure took time to work from one end of the train to the other whereas modern trains are all electrically controlled (and dull as dishwater). If you got it all right you felt nothing. If you got it wrong there was a snatch in the train that threw you out of your seat if you were lucky or broke the train in half if it wasn't your day. You had to drive properly and plan ahead and that was the fun.

While I was still training I went with another Driver to South Wales to collect a pair of 56s and take them to Swansea. We picked up a steel train and then popped into Newport to add some more before travelling back to

Acton. The train carried on with a new Driver to the docks at Tilbury. Severn Tunnel was a challenge because of the gradients. Even on full power we dropped to 15mph. We certainly drew onlookers in the middle of the night though.

One eventful journey was from Eastleigh back to Hoo on the return trip. I had a trainee freight Driver who was a passed passenger Driver (the opposite progression to the old days). Climbing the gradient into Virginia Water my locomotive which was a 66 wasn't giving me any traction power although the engine was running and I had Amps. I tried everything I could think of, phoned the engineer who went through what I had tried and a few other things. We even tried pulling out the circuit boards, shuffling them about and putting them back like Mr Scott on the Starship Enterprise but no good. Luckily I was towing a dead engine which fired up easily and it was decided to swap the engines over. This meant travelling 5 miles to Staines at 5 mph pushing the now dead leading engine so that we could use the loop there to run them round each other and put them back on the train. I put the trainee in the lead engine with a mobile phone and told her how to apply the emergency brake. I leant out of the rear engine checking signals as we went. Sadly this was postponed because a train had hit a horse ahead and we had to wait from 2300 to 0200 before it was all sorted out. At Staines we had to walk nearly  $\frac{1}{4}$  mile to the rear of the train to apply the handbrakes on the wagons. By the time we had done all of this it was getting on. Control kept checking if I was ok but the reality was that there was no one else available. Besides I was running on adrenaline and loving it. I also knew that it meant I would be off the following day and knew I then had several rest days. By the time we had rearranged the train, coupled it up, carried out a brake continuity test (to check the brakes were working all the way to the back of the train after messing about with the brake pipes) and driven back to Hoo it was 08:00, 21 hours after we had left. My accomplice said later that that was the best day of her railway career. It certainly had plenty of practical application of the rules and procedures.

We did lots of possession work including the London Bridge station rebuild, Waterloo platforms 1-10, Waterloo international and worked Network Rails track monitoring train. I had a lot of south west and south central route knowledge so I was a specialist for trains in this area. I also knew 73s so was rather handy. Later I had to learn 37s which meant a week on Barry Island but I rarely drove them. They were a bit of a problem as no two were the same. Isolation cocks were hidden in very strange places. It was a case of looking for the escaping air and guessing which isolation to operate.

After nearly 5 years Colas were looking less favourable. The work was fun but we were losing contracts. We were well known for our can do attitude and helpfulness in possessions. Network Rail project managers knew us by

first names. Sadly though the freight world is highly competitive and has tight margins. Anyway I didn't like the direction things were going and the M25 was becoming ever more less appealing. I had had my 50<sup>th</sup> birthday and perhaps that is a time for reflection. I thought about what I had enjoyed so far, what was possible and where I wanted to be at retirement. As I have said, I feel that passenger trains are pretty dull nowadays after the novelty factor has worn off (apparently even on Eurostar according to a friend) and I had enjoyed mentoring in the past and at the Bluebell. I didn't want to do much travelling to work.

I found an advert for Competence Development Managers with Southern and after a night shift I showered, put a suit on and headed to Brighton for an interview which was a bit of a good cop bad cop routine. Anyway I got offered the job a few days later, to look after Redhill depot which is a depot of quite experienced Drivers who have been left to their own devices for years so in some cases are very resistant to the new manager telling them how to drive trains (despite having more longevity and experience than all but two of them. Years ago we would be Driver Standards Managers or Traction Inspectors but it's all about developing Train Drivers skills and ironing out the problems. We have an on call incident attendance and evidence gathering role and carry out classroom training and also the week long Trainee Driver final exams. I have been in the role for two years and I have seen some positive results from some Drivers, have had a few conversations with some and passed a few trainees out. It seems that I have come full circle in some ways but I am still in reflective mode away from work which finally got me to join your merry band after several years of planning to do it. I feel that life is about learning and so what better way to learn new things than to join a model engineering club.

Answers to my little quiz:-

- |                          |                     |                                     |
|--------------------------|---------------------|-------------------------------------|
| A) George Stevenson      | (Rocket)            | 2) Glass cucumber straightener      |
| B) Alexander Graham Bell | (telephone)         | 3) Tetrahedral kite to carry people |
| C) Clarence Birdseye     | (frozen foods)      | 1) Whale tagging device             |
| D) John Logie Baird      | (television)        | 5) Insulated socks                  |
| F) Eugene Rimmel         | (non-toxic mascara) | 4) Toilet cleaner                   |
| G) Hiram Maxim           | (Maxim gun)         | 6) Flying Rockets fairground ride   |

**News From Afar - 7 Oct.**



**Spring Flowers**



**Mystery Object.**



This may not be what it appears to be. See answer last page.



Pictured right. Its not that Tuesday was wetter than usual, but!

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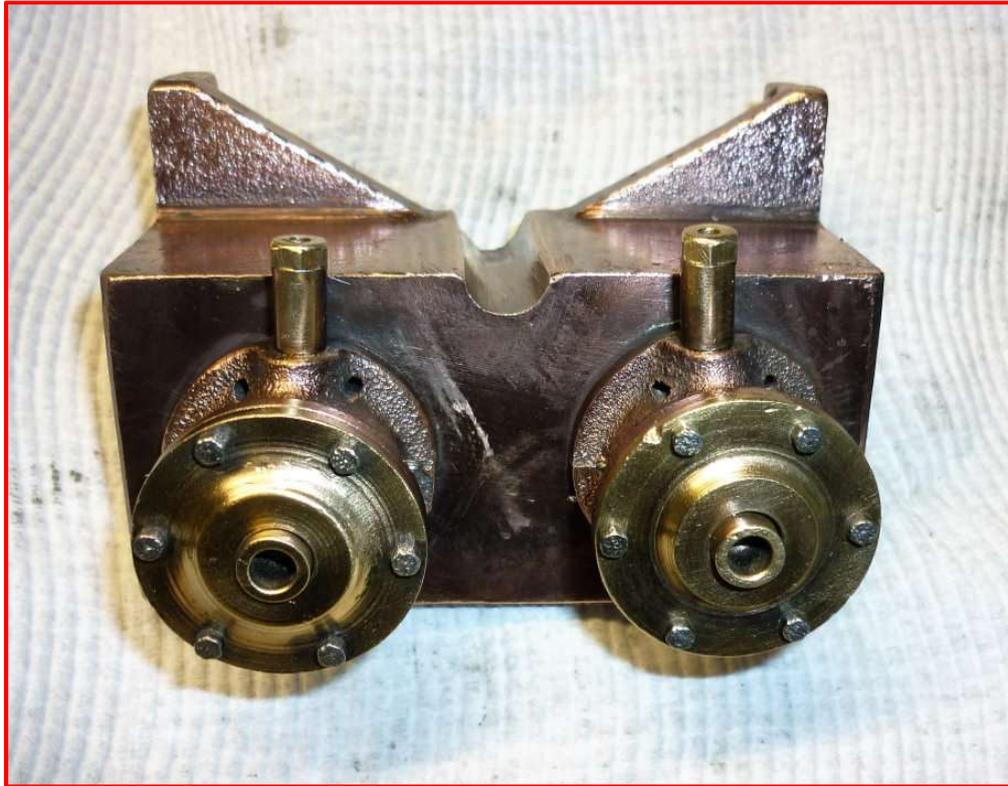


'Nathan Six Chime' now mounted awaiting air supply.

Shown under my own Four Chime Variant.



***More cleaning by electrolysis.***



They looked black as though they were all steel or cast iron before I started.

A couple of seconds with a wire brush changed my mind. Part of the 36 Class braking system I am told.

**Ground maintenance Work - Monday 5 Sept.**



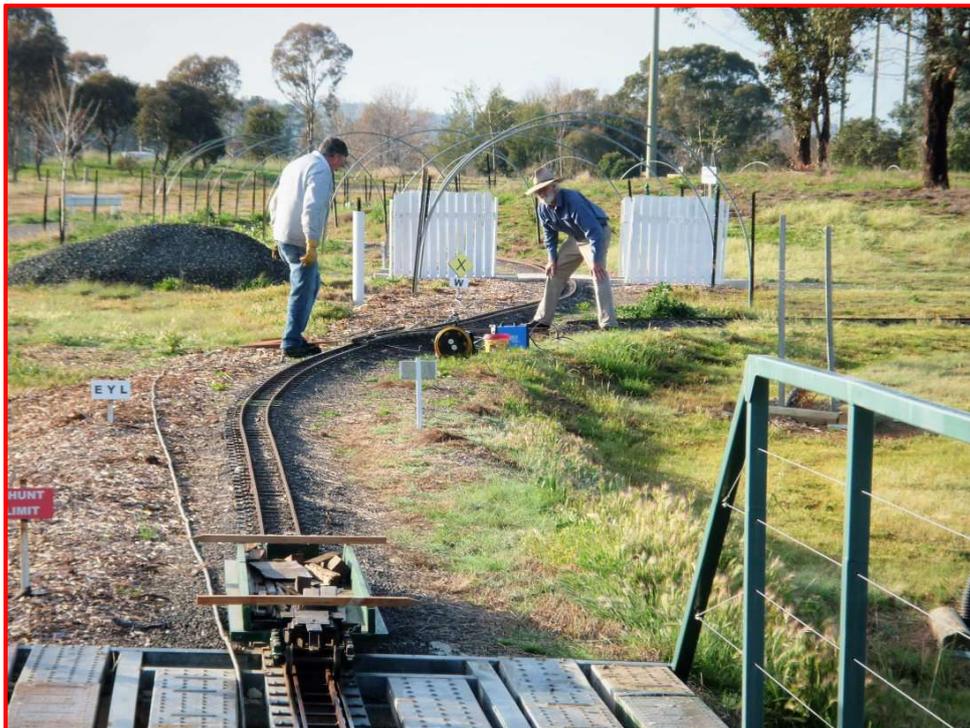
Greg Z with his favourite object and task. Only 13.5 acres to go Greg.





Yours truly getting to grips trying, without too much swearing, to remove a piece of old carpet that the 'ride on' found in the grass.

***Some 5 inch track work.***



Months ago, how many I forget, a set of points was removed where Trevor (left) and Ivan are standing. This was to allow the track to be straightened for a better approach

to the level crossing, as the right turn to the inner loop, with an immediate left turn approach to the crossing was causing 'issues'.



Making sure the alignment of the new set is correct before welding it all back together again.



The boot of my car with a normal load of 'stuff' for a work day

...

***From the 24 September.  
A bigger steamer.***



Happy to be back on board the Paddle Steamer Enterprise, what do you think? The museum is hoping to slip the paddler sometime in November for a periodic maintenance. As it has been 'off limits' for some time due to the 'Covid' issue and not steamed for over six months, I suggested that it may be prudent not to take the trip to the slip without one or more test steamings, the first static at the jetty, to ensure that all was working as it should. Better to fail at the jetty than out in the lake. The risk assessment issues were sorted and the test steaming carried out without any major concerns. A few minor leaks disappeared when everything warmed up. Now ready for the next one, out on the lake, soon I hope.



***A Mystery No More.***

Part of a fern ready to unfurl.



***Stay well.***

***David - Canberra - 7<sup>th</sup> October 2020***

## **Special Trains – Hover Train RTV 31**

I first saw the Hover Train when I was attending Cranfield in the mid 70's on a course on electric motor control. The unit was not operational and had been brought to Cranfield following the cancellation of a tracked hovercraft project that had been in progress since the early sixties.

The idea had been to develop a cost effective, tracked hovercraft, high speed intercity train capable of going over 200 mph which combined the use of two British inventions, the hovercraft and the linear induction motor.

Back in those days at high speed over 140 mph the current trains suffered from a phenomenon known as hunting oscillation which forced the flanges on the sides of the wheels to hit the rail with increasing frequency, dramatically increasing the rolling resistance.

It was discovered that riding on a cushion of air at high speed over 140mph required less energy to move a given vehicle than the same vehicle on steel wheels.

In the initial stages the selection of a power source was crucial as the hovercraft has no contact with the running surface. Normally they were driven by a large propeller which came with several problems including speed of acceleration away from a station.

At the same time this research was going on an Eric Laithwaite had been developing the Linear Induction motor at the university of Manchester. He had built a small demonstration unit by 1961 and by 1962 he was starting to consult with British Rail on the use of the concept on high speed trains on conventional rails.

The Hover Train team had become aware of the linear induction motor concept and came up with a design that looked like the fuselage of an airliner with two decks running on an upside down T section track. This track design proved inadequate and the development from this stage was fraught with many problems which became more severe as the speeds increased. Various structures were tested and finally a test track was built in the 1970's in the fens at Earith in Cambridgeshire.

The RTV 31 first test train ran on the 7<sup>th</sup> February 1973 and even though it was only a 1 mile track they finally achieved a speed of 104 mph.

During this time work was also going on to develop the Advanced Passenger Train system (APT) which would run on rails which meant that the government was now supporting two high speed train systems.

A report was made on both systems and the recommendation came out in favour to support the APT project.

The timing and the availability of both projects were considered in the report and although new raiing would be needed for the APT it could be ready for service much quicker. At best the Hover Train would be available for real testing late on in the 70's and even once proven the train could not go into service until a complete guideway system had been constructed. The Hover train project was finally cancelled as a part of wide budget cuts in 1973. The RTV ended up at Cranfield University where I saw it being kept in the open and there it stayed for more than 20 years. In 1996 it was donated to Railworld.



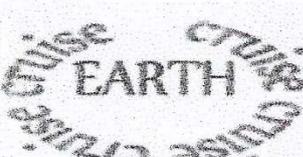
You can now see all that remains of the tracked RTV 31 hovercraft train test vehicle at the Railworld Wildlife Haven near Peterborough and you can get a glimpse of it as you pass on the East Coast Line.

**Mike W.**

**Puzzle Corner.**

**Lorema's last week's Challenge:-**

Dingbats of phrases answers.

<p><b>GOOD</b></p> <p>FOOD LOOKING</p>	<p><b>GMADEB</b></p> <p>MADE IN GREAT BRITAIN</p>	<p><b>Polmumice</b></p> <p>MOTHER-IN-LAW</p>
<p><b>i√i</b></p> <p>RIGHT BETWEEN THE EYES</p>	<p><b>Q♂♂♂E2</b></p> <p>3 MEN IN A BOAT</p>	<p><b>Reawithson</b></p> <p>WITHIN REASON</p>
<p><b>roforkad</b></p> <p>FORK IN THE ROAD</p>	<p><b>XQQME</b></p> <p>EXCUSE ME</p>	 <p>SIPPING COCKTAILS</p>
<p><b>ALLworld</b></p> <p>IT'S A SMALL WORLD AFTER ALL</p>	<p>ABCDEFGHIJMO PQRSTUVWXYZ</p> <p>MISSING LINK</p>	 <p>ROUND THE WORLD CRUISES</p>
<p><b>KNOW it NO</b></p> <p>NO TWO WAYS ABOUT IT</p>	<p>Frock → 9 9 9 9</p> <p>DRESS TO THE NINES</p>	 <p>TIP THE WATER</p>

## Lorema's this week challenge.

Name the city:-

1	Most westerly city in Australia	
2	Where the Titanic was built	
3	The St Valentine Massacre took place here	
4	City formally known as Bombay	
5	Largest city in Brazil	
6	Home of the Broncos NFL team	
7	The Romans called it Eboracum	
8	The Famous Spanish riding school is here	
9	Birthplace of Oscar Wilde	
10	Where Lazio play their home games	
11	Known as Abertawe in Welsh	
12	Administrative capital of South Africa	
13	Formally known as Leningrad	
14	Where can you find Graceland	
15	La Scala opera house is here	
16	Name translates to "Fair winds" in English	
17	UK home of the Walker Gallery	
18	Home of the opera house designed by John Utzon	
19	The battle of Bannockburn took place here in 1314	
20	The capital city of Nigeria	

**My thanks go to all who keep sending me the material.**

**If you have something for the NEWS please contact me**

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