

Rugby Loco; Final Title: TESTING TIME.

The railways are among the nation's biggest coal users. Naturally, they want to know all about where it goes. At Rugby is a big locomotive testing station, where main line engines are put through their paces and their performances assessed.

Up in the control room, technicians keep an eye on the whole layout. The loco is on rollers and is linked with a dynamometer to record the pull. Pounding away at the equivalent of 50 miles an hour, driver and fireman ride on the footplate of Merchant Navy class engine 35022. Every pound of coal to go into the firebox is weighed. On this job it's the fireman who does most of the work, keeping up an even fire throughout the tests. Every shovelful of coal that goes in is recorded by this observer.

Each time he presses the button, a mark is made on a moving band of paper upstairs in the control room. This recording gear analyses all the factors in the engine's performance.

Everything that may affect performance and fuel consumption is recorded —the smoke box characteristics —the evenness and depth of the coals in the firebox. And during the course of the tests, which may last six months on a single type of locomotive, the backroom boys are constantly recording, analysing and codifying their knowledge.

RUGBY -2-

For the men on the footplate it's hot work and it's hard work --"like driving a blinkin' train uphill all day" said the fireman. But it's all in pussuit of the better and more economical use of our coal.

Recorded 3-x-52.

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MINING REVIEW.

Script: "Rugby Loco testing works".

1. STOCK. Ext. Train being loaded with coal at colliery.
2. STOCK. Ext. Train, pulling away from colliery, with its load of coal.
3. STOCK. Ext. Man firing engine of train.
4. Ext. Rugby station, we zip-pan screen left to the loco testing works.
5. Int. VLS - HA. The engine on the testing platform undergoing tests. In b.g. the control and recording room.
6. MS. Int. Man fires engine, as he does so we pan screen left to wheels.
7. Int. CS. Reverse on wheels, with piston flashing towards and away from camera.
8. Int. CMS. Engine driver and cab.
9. Int. LS Engine, with control room b.g.
10. Int. LS Reverse, the engine in b.g., in f.g. the control room operator.
11. Int. LS The platform on which the engine works.
12. Int. MS As above.
13. Int. MS Man in control room at desk, engine speed constant. He looks out picture screen left.
14. Int. LMS The coal is weighed, we pan screen right to coal, further right as man fires engine.
15. Int. LS. Engine.
16. Int. MS. Man fires engine, we pan screen right as another man pushes button. This signals to the recorder, which records number of shovel loads.
17. Int. CU The recorder as shovel loads are recorded.
18. Int. Man at various dials; we pan with him SL as he moves to recorder.
19. Int. Man at recorder.
20. Int. LS Engine, as man moves along platform to steam box meter.
21. Int. MS. Closer as he takes reading. Extra on meter. We pan SR as he moves away.
22. Int. The man enters control room, and moves to another at desk.

- 23. Int. MS Two men at desk.
- 24 Int. IS ~~XXXXXX~~ Engine.
- 25 Int. CS Firing.
- 26 Int. Another angle on firing.
- 27 Int. Control room, man at desk as he watches the engine off-screen left.
- 28 Int. Calculations. } Mix two shots
- 29 Int. Recorder } and hold.
- mix to
- 30 STOCK Ext. Fast train towards camera.
- 31 STOCK Ext. Fast train away from camera, into distant view.

SCHEDULE:

Monday August 11th.

PM. Make electrical hook-up. 440 AC 3 phase.

12th and 13th August.

Film item in day and half.

BHS.
7 July 52.

*BS
Su
Cam
Riff*

I met Ockwell, who is second in command of the station and in charge of work on the test-bed. Before anything else he stated that he must have general approval for our making of an item from R.A. Riddles, Member of the Board of Railway Executive for Mechanical Engineering, before he will move a finger. He thinks this permission should be forthcoming and if it is he is ready to discuss possibilities of filming.

He enlarged a little after a conversation about the B.T.C. film we are making and went so far as to show me over the test-bed.

Ockwell is prepared to go quite a long way in letting us interfere with work on the bed if we on our side work out a tight script and schedule so that the whole operation is planned and planned to fit into a day, he would prefer half a day but I demanded a whole day. The only restrictions are that we must not shoot on the footplate of the engine under test and must not hamper the controller in the control and recording room. We still have good scope for a pleasant and exciting story of a leashed monster being put through its paces. And monster is the word,

There was no engine on the bed when I was there but I have seen one there before. The loco is run into the shed through large doors and onto a moving platform which is also a lift, raising and lowering the chu-chu by about five inches. The platform trolleys down over the test bed rollers and they lower away. Through a draw-bar the loco is linked with ~~all~~ the dynamometer which records pull. A system of hydraulic pumps keeps the loco on the top of the arc of the rollers since any wrong positioning, fore or aft would create conditions of up-hill or down-hill working.

Shots can be obtained of work in the cab from the coal loading platform just behind the engine (where normally the tender would be) We can also shoot from close beside the wheels, pistons and connecting links, where galleries run each side of the bed. From down in the pit some impressive shots looking up at the loco and right through to the control room, which is high up like an over-track signal box.

There are lots of dials, control signals, levers, wheels and handles in the control room. The most fascinating is a Swiss recording apparatus which does everything except RCA push-pull. Little steel balls divide motions ~~xxx~~ into component parts and add two different drives to produce a third. All goes down on a moving belt of paper about thirty inches wide as some dozen squiggly lines which are afterwards analysed to assess the performance of the loco under test. It is the same apparatus as in the mobile dynamometer car, for which it was originally intended.

The assessment of coal used to steam raised and eventually to engine performance is one of their chief questions for investigation, so it is really well within Mining Review's province.

A full loco crew of driver and fireman have to stand by all day though the driver is underworked - he only has to start the motions and get the engine up to the required speed after which it ~~stays~~ stays at that all day without further adjustment - and the fireman is overworked, he has to keep up steam at a rate of steaming exceptionally met with in practice - For instance the performance may be wanted for a whole day on an uphill gradient "It's like driving bloody train uphill all day" said one.

FG/MR

22 January 1953.

Dear Mr. Carling,

Thank you for your letter of January 21st. I am glad to hear that you have now seen the issue of MINING REVIEW containing the story on the Testing Station in the public cinema.

However, if at any time you should want a 16mm print of this story for your own purposes we should always be happy to let you have one.

Yours sincerely,

Francis Gysin.

D. R. Carling Esq.,
Locomotive Testing Station,
RUGBY.

D. R. CARLING,
Superintending Engineer.

THE RAILWAY EXECUTIVE
(British Railways)

Letters to be addressed to
"The SUPERINTENDING ENGINEER"

Telephone:
RUGBY 3456, EXTN:

LOCOMOTIVE TESTING STATION,
RUGBY

My Reference: 70247.

Your Reference: FG/MR

21st January 1953.

Dear Mr. Gysin,

Further to my letter of 17th November, 1952 and yours of 11th November; The issue of 'Mining Review' containing the shots of the Locomotive Testing Station was shown publicly in a Rugby cinema last week and it is, therefore, unnecessary to avail myself of your kind offer to loan us a copy of the film to show privately.

Yours sincerely,

Francis Gysin, Esq.,
Documentary Technicians Alliance Ltd.,
21, Soho Square,
LONDON, W. 1.

D. R. Carling

hk/dmg.

E.R.O. 62125

D. R. CARLING,
Superintending Engineer.

THE RAILWAY EXECUTIVE
(British Railways)

Letters to be addressed to
"The SUPERINTENDING ENGINEER"

Telephone: 61
RUGBY 3456, EXTN: 61

LOCOMOTIVE TESTING STATION,
RUGBY

My Reference: R. 247
Your Reference: FG/MR.

17th November 1952

Dear Mr. Gysin,

Thank you very much for your letter of 11th November and your kind offer to lend us a copy of the film.

I am looking into the question of obtaining the use of a projector, but I am not certain whether this is likely to be 35 or 16 mm.

It is just possible that the management of the local cinemas may consider the film of sufficient topical interest to include it in ~~this~~ normal programme.

As soon as I have further information I will let you know.

Yours sincerely,

Francis Gysin Esq.,
Documentary Technicians Alliance Ltd.,
21, Soho Square,
LONDON W.1.

D. R. Carling

FG/MR

11 November 1952.

Dear Mr. Carling,

Thank you for your letter of November 10th, with reference to the MINING REVIEW story on the Locomotive Testing Works.

MINING REVIEW normally plays in Nuneaton and sometimes in Coventry, but I have not yet been told of the dates. I shall let you know as soon as I hear, but in the meantime, would you care to borrow a 35mm copy which you can arrange to screen locally for your people? If you prefer, I can let you have a 16mm print which you could run at the Station.

Yours sincerely,

Francis Gysin.

The Superintending Engineer,
Locomotive Testing Station,
RUGBY.

jcg/dmg.

E.R.O. 62125

D. R. CARLING,
Superintending Engineer.

THE RAILWAY EXECUTIVE
(British Railways)

Letters to be addressed to
"The SUPERINTENDING ENGINEER"

Telephone: 61
RUGBY 3456, EXTN:

LOCOMOTIVE TESTING STATION,
RUGBY

My Reference: R.247
Your Reference:

10th November 1952

Dear Sirs,

I was very interested to see the preview of the film which was made of the Locomotive Testing Station on my visit to the Studio Film Laboratories on 6th November. As a number of the staff of the Testing Station are interested to see this film, I should be much obliged if you could let me know when and where it is likely to be exhibited in or near Rugby (Northampton, Leicester, Nuneaton, or Coventry).

Yours faithfully,

Documentary Technicians Alliance Ltd.,
21, Soho Square,
LONDON W.1.

D. R. Carling

6th August, 1952.

The Receptionist,
Grand Hotel,
RUGBY.

Dear Madam,

In confirmation of our telephone conversation this afternoon I would like to reserve 3 single rooms and 1 twin bedded room for the nights of August 11th, 12th and probably 13th.

The names of the gentlemen concerned are Mr. Donat, Mr. Somner, ~~and~~ Mr. Long, Mr. Mole and Mr. Spark.

Many thanks,

Yours faithfully,

Pamela J. Brown.

8 July 52.

Dear Mr. Ockwell,

Further to my visit of 1 July, I have pleasure in sending to you our proposed visual script for the Mining Review item on the Loco testing plant. You will notice that the first three and the last two shots will come from our library, and so will not concern us. The number of shots to be taken of the engine are 16, and I have enclosed a plan numbered with the camera positions. I regret the delay in sending this information to you, but as we agreed it is better than sending a script which will need alterations.

It is understood that the maximum period that you can afford, for filming the engine under test, is a day and a half. I am now convinced that it can certainly be done in that time, and that it will make a very good film item.

I should also like to confirm the results of our last discussion when we planned the arrangements. August 12th and the half day on the 13th would suit us for filming, and we should like to make the electrical hook-up on the late afternoon of the 11th.

The maximum load at any time will not exceed 28 Kws, and will lessen as filming progresses. I have been told to ask whether, in addition to the 440 AC 3 phase current, you have any DC, and if so, the maximum load on that circuit?

The arrangements are I think a confirmation of our conversations, and I hope that you will find them acceptable. I wish to thank both you and Mr. Carling for the help given to me, and I trust that I did not take up too much of your very valuable time.

Yours sincerely,

Basil Somner.

H.L. Ockwell Esq.,
The Railway Executive,
British Railways.
Locomotive Testing Station.
RUGBY.

THE RAILWAY EXECUTIVE
(BRITISH RAILWAYS)

D. S. M. BARRIE
Public Relations Officer

222 MARYLEBONE ROAD,

Telephone:

PADDINGTON 1601
EXT.

LONDON, N.W. 1.

49

Our Ref: G.4869.F/17

26th May, 1952.

Dear Sir,

Your letter of the 20th May addressed to Mr. Riddles and asking for permission to film a story at the locomotive testing station at Rugby, has been referred to me. We shall be pleased to give you facilities for shooting at the testing station, and Mr. George Dow, Public Relations & Publicity Officer, London Midland Region, Euston House, Eversholt Street, London, N.W.1. has been asked to make the detailed arrangements for you. His office will therefore be getting in touch with yours in the near future.

Yours faithfully,

DSM Barrie

Francis Gysin, Esq.,
Documentary Technicians Alliance, Ltd.,
21 Soho Square,
W.1.

FG/MR

20 May 1952.

Dear Sir,

In connection with a film investigation which we are making for British Transport Films, one of our people recently met Mr. Ockwell at Rugby.

We should very much like to film a story on the loco test bed for MINING REVIEW a film magazine we make for the National Coal Board, and I gather that Mr. Ockwell is quite keen on the idea. He pointed out, however, that we should approach you in the first instance before we take the matter any further with him.

I should be grateful if you would give this project your consideration. I should be happy to give you any further information you may require.

Yours faithfully,

Francis Gysin.

R.A. Riddles Esq.,
The Railway Executive,
222, Marylebone Road,
N. W. 1.

FG/MR

29 May 1952.

Dear Mr. Barrie,

Thank you for your letter
of May 26, reference G 4869 f/17.

I shall look forward to hearing
from George Dow in due course.

Yours sincerely,

Francis Gysin.

D.S.M. Barrie Esq.,
The Railway Executive,
222, Marylebone Road,
N. W. 1.

"JUSTSO" FORM NO. 103. T. & H. LONDON
THESE VOUCHERS SHOULD BE FILED AWAY IN ONE OF OUR "JUSTSO" P.C. BINDERS.

Petty Cash Voucher.

Date 12/8/52 19

For what required	AMOUNT		
	£	s.	d.
<u>Summer Grand Hotel Puffin</u>			
Screening George 0930 telephone after 10 frank			
<u>1/2</u>			

#6

£

Signature.....

Folio..... Passed by.....

RUGBY POKER TRACK

MINING REVIEW DOPE SHEET.

1 day 27th June, 1952.

TITLE:

PROD. NO:

ESTIMATED DATES: ^{From} Basil Sommer

to

CREW: Investigator: Asst. Dir:
 Director: Asst. Cam:
 Cameraman: Sparks:
 Unit Manager:

TRAVEL: ROAD: GXT/CUV 10 00 Euston persons.
 11. 33 Car Rugby
 AIR: Dep time
 Arr XX time
 RAIL: Dep time
 Arr time
 Sleepers/seats reserved: YES/NO persons.
 Tickets supplied: YES/NO persons.

HOTEL: Name:
 Address: Phone:
 No. of rooms: single double
 From or representative
 Mr. Carling/will meet you at top of
 subway on platform where you disembark

LOCATION: Address: Phone:
 Contacts:
 (state
 posn)

NCB Area designation:

AGM: Phone:
 PRO/Secy: Phone:

Electrician on site:

Power at job: volts phase load
 Cable run:

Local transport to location:

FLOAT: From: to:
 Amount:

over/

STOCK & CAMERA:

ft PLUS-X

ft SUPER-XX

ft HP3

Camera:

Tripods:

Special requirements:

LIGHTS:

SAFETY LAMPS:
arriving

from:

inspected on:

spare bubbles.

MOLES:

5s

2s

pups

bashers

aros

hi-lifts

50% snoots & diffs

ft. cable

PHOTOFLOODS:

sets

spare bubbles.

SPECIAL REQUIREMENTS:

Lights in use from

to

RECORDING REQUIREMENTS:

RUSHES PROCEDURE:

Local ABC

CMA

Indie

LOCAL INFORMATION:

Telephone No.:

RUGBY 2002

THE GRAND HOTEL,
(RUGBY) LTD.

Rugby, 7th August 19 52

The Proprietor presents his compliments to

Miss Pamela Brown and has pleasure

in reserving 3 single & one twin-bedded for

the night(s) of 11th - 13th August

Acknowledgment of letter dated 6th August

POST CARD

THE ADDRESS TO BE WRITTEN ON THIS SIDE



Miss Pamela J. Brown,
of Data Film Co.,
21 Soho Square,
London W.1