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Extension 358



PUBLIC RELATIONS & PUBLICITY OFFICER
NORTH EASTERN REGION
YORK

PR 50 SC

11th October 1957

News Editor
Associated British Pathe
Film House
Wardour Street
LONDON W.1

Dear Sir,

I think you will be interested to hear about a somewhat unusual demonstration which is to be staged on Knaresborough railway viaduct on 12th November. The Chief Civil Engineer, North Eastern Region, (Mr. A. Dean, M.I.C.E.) will be testing, and at the same time, demonstrating, a piece of equipment which, so far as we know, is the very first of its kind in the world. The equipment has been designed specially for inspecting and maintaining the undersides of high bridges and viaducts. It is mounted on a railway wagon and all the movements, which are operated hydraulically, can be controlled either from the operator's platform or from the gantry on the railway wagon. There are two booms, 21 ft. and 17 ft. long respectively, and the operator's platform is carried at the end of the second boom. The equipment makes it possible to inspect down to 29 ft. below rail level.

I am enclosing three photographs, two of which show the rail-mounted unit and the other the viaduct on which the demonstration will be staged. You will notice that the setting is interesting from a pictorial point of view and when the unit is actually inspecting the underside of one of the arches it will be quite a spectacle.

It has occurred to me you might be interested to take some shots of the demonstration for inclusion in a news feature, and if so we should be pleased to give you every possible facility. If you wish, we would be willing to arrange for a cameraman to be lowered under the viaduct, subject, of course, to our being indemnified against liability for personal injury, loss, etc.

You will appreciate, I know, that a machine such as this, which is the first of its kind in the world, has considerable news interest and a general press release is not being made until the day of the demonstration. In these circumstances, I know I can rely on you to treat the information contained in this invitation as confidential.

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I should be glad to hear in due course whether or not you wish to avail yourself of the opportunity.

Yours faithfully,

S. W. Kuper

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GW/TB

S.W. Jesper, Esq.,
Public Relations & Publicity Officer,
British Transport Commission,
North Eastern Region,
HEAL.

15th October, 1957.

Dear Mr. Jesper,

Many thanks indeed for your letter of October 11th,
regarding the demonstration to be staged at Knaresborough
railway viaduct on November 12th.

We are very interested in this demonstration and
would like to arrange for our cameraman to be lowered under
the viaduct, as you suggest.

Thanking you,

Yours sincerely,
ASSOCIATED BRITISH-PATHE LIMITED.

GRACE FIELD.
NEWS EDITOR.
PATHE NEWS

BRITISH TRANSPORT COMMISSION

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B.R. 34001/22

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PUBLIC RELATIONS & PUBLICITY OFFICER
NORTH EASTERN REGION
YORK

PR 50 SC

17th October 1957

Miss Grace Field
News Editor
Pathe News
Pathe House
133/135 Oxford Street
LONDON W.1

Dear Miss Field,

I was pleased to have your letter of 15th October and to learn that you would like to arrange for your cameraman to come along to Knaresborough on 12th November and to be lowered under the viaduct.

I will be writing to you again in a few days, letting you have fuller details of the arrangements.

Yours sincerely,

BRITISH TRANSPORT COMMISSION

B.R. 34001/72

S. W. JESPER
Public Relations & Publicity Officer

W. McDONALD
Publicity Assistant

~~H. J. STAINTHORPE~~ J. N. STAINTHORPE
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PUBLIC RELATIONS & PUBLICITY OFFICER
NORTH EASTERN REGION
YORK

PR 50 SC

18th October 1957

Miss Grace Field
News Editor
Pathe News
Pathe House
133/135 Oxford Street
LONDON W.1

Dear Miss Field,

Further to my letter of yesterday's date : I am now able to advise you of the arrangements to be made on 12th November at Knaresborough. The unit will be available on the viaduct from 10.40am to 12.30pm and should extra time be required, arrangements can be made for it to be replaced and operate again during the afternoon.

I would suggest that your representative meet my Public Relations Assistant (Mr. J.N. Stainthorpe) at the Station Master's Office, Knaresborough Station, at about 9.30am. He would then be able to point out the various vantage points for photography and also to explain in detail just what will be happening. The viaduct is only a minute or two's walk from the station.

I do not know what type of equipment you would wish to use and this might be limited by the size of the operator's platform. This is 7 ft. x 2 ft. 10 ins. and has a 3 ft. 3 ins. guard rail all round. In addition to your cameraman it would be necessary for our operator to be on the platform for the purpose of operating the controls. The weight limitation is a total of 600 lbs.

I am enclosing our usual form of indemnity and ~~it~~ should be glad if you would have this completed and returned to me.

I enclose for your information a few general descriptive notes in regard to the unit. If there is any further information I can give, or if I can help in any other way, please do not hesitate to write to me.

Yours sincerely,

S. W. Jesper

105423-X
hW 12

GF/TB

S.W. Jesper, Esq.,
Public Relations & Publicity Officer,
British Transport Commission,
North Eastern Region,
YORK.

21st October, 1957.

Dear Mr. Jesper,

Many thanks indeed for your letter of October 18th,
and our representative will meet Mr. Staingherpe at the Station
Master's Office, Euresborough Station, at 9.30 a.m. as suggested.

I will return the indemnity form to you in a day
or two.

Yours sincerely,
ASSOCIATED BRITISH-PATHE LIMITED.

GRACE FIELD.
NEWS EDITOR.
PATHE NEWS.

X-320F0/10

ASSOCIATED BRITISH-PATHE LTD.

From GRACE FIELD.



To MR. G.J.O. COLLIER

NEWS EDITOR.

ASSISTANT SECRETARY

Please refer to GF/TB

21st October, 19 57.

We enclose herewith Indemnity Form from the British Transport Commission, North Eastern Region, Knaresborough, in connection with a demonstration which we are filming there on November 12th. We will be grateful if you will kindly have this Indemnity Form completed and returned to us in due course.

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Nov. 12.

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S.W. Jesper, Esq.,
Public Relations & Publicity Officer,
British Transport Commission,
North Eastern Region,
YORK.

31st October, 1957.

Dear Mr. Jesper,

Further to my letter of October 21st, I now
have pleasure in returning the indemnity form to you duly
completed as requested.

Yours sincerely,
ASSOCIATED BRITISH-PATHE LIMITED.

GRACE FIELD.
NEWS EDITOR.
PATHE NEWS

105022-X

OVER AND UNDER

New viaduct inspection unit on the North Eastern
Region of British Railways. The first of its
kind in the world.

Necessity is the mother of invention and in this day of railway modernisation, a unit to enable viaducts and high level bridges to be inspected speedily is almost a necessity. Such a unit has now been developed by the Chief Civil Engineer's Department of the North Eastern Region of British Railways in conjunction with Simon Engineering (Midland) Ltd. of Dudley, and Auto Hower Engineering Co. Ltd. of Norton St. Philips, near Bath.

This unit, which is the first of its kind in the world, is mounted on a 52 ft. long railway wagon. It reaches over the side of a high arch viaduct or bridge and two arms, one 21 ft. and one 17 ft. in length, unfold down the side to carry the examiners to a depth of 29 ft. below rail level or to 15 ft. in under the arch. The examiners travel below in a cage on the end of the lower arm and by three simple levers fitted in the cage remotely control movements of the cage under the arch and the wagon on the track above.

So that examinations can be carried out during darkness, floodlights are fitted on the cage and wagon where a unit generating electricity is mounted. Power tools can be operated, to carry out repair work, from plug points on the inspection cage.

The men down under are in telephone contact with the men in the cab on the wagon, using portable field telephones. Information obtained by the examiners can thus be recorded direct on to plans laid out on the table in the cab.

The main power unit is a diesel engine mounted on the wagon driving a series of hydraulic pumps which in turn provide power for the various movements of the unit.

By using this new machine, the Civil Engineering Departments of British Railways will be able to do in hours what in the past could have taken days or weeks.