

Southport Dramatic Club



The Titfield Thunderbolt

27th January - 4th February 2012
7.45pm

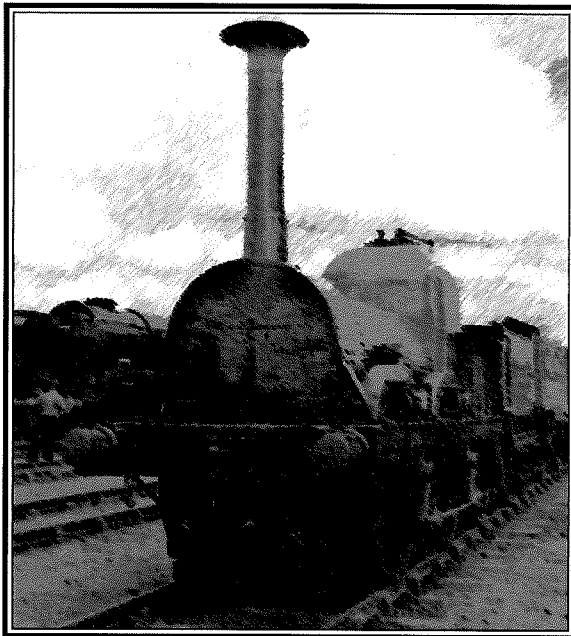
BRITISH RAILWAYS ANNOUNCE
THE CLOSURE OF THE
TITFIELD - MALLINGFORD LINE

IMPORTANT NOTICE

The passenger train service between Titfield Station and Mallingford Junction will be permanently withdrawn on and from Saturday, the 21st June, 1952, and accordingly the public is hereby given notice of closure.

VERY IMPORTANT NOTICE

An alternative passenger Omnibus Service will be operated by Crump and Son Road Transport Company (incorporating the Titfield Road Transport Company) servicing the area formerly covered by the railway.



A play by
Philip
Goulding

Based on the
original Ealing
comedy
screenplay by
T. E. B. Clarke

Directed by
Les
Gomersall


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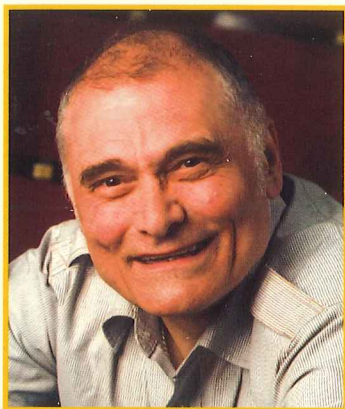
Director's notes

Good evening ladies and gentlemen.

It is perhaps fitting that in the Queen's Diamond Jubilee year our first play of 2012 is set in the year of her coronation - 1952.

This was also the year in which the popular musical "Singin' in the Rain" and the iconic western "High Noon" graced the big screen.

On the downside it was the year British Railways announced the closure of the Titfield to Mallingford Junction rail line. Over the past few months tonight's cast have been working tremendously hard to illustrate the folly of this totally inappropriate misguided decision.



Les Gomersall
Director

Before entering the auditorium this evening I hope you will have noticed the memorabilia on display throughout the theatre to remind us all of the "romantic days of steam" My grateful thanks to all who have contributed to these memories.

I cannot of course miss the opportunity of thanking my cast and crew who have given their all to make your evening both entertaining and enjoyable.

Thank you also to you our audiences without whom none of this would be possible

So sit back, relax and laugh along with us as the residents of the small village of Titfield take on the might of British Railways to keep the Titfield to Mallingford Junction line open.

Have a safe and pleasant journey"

Les Gomersall
Director





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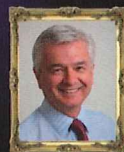


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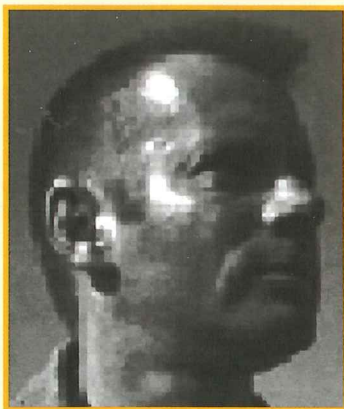
Huyton
0151 489 6161

Liverpool (city)
0151 227 4545

Philip Goulding

Philip Goulding was awarded an Arts Council Theatre Writing bursary in 1995. His original stage plays include *Beneath The Waves* (1993), *Then He Kissed Me* (1993), *Different Animal* (1995), *Went Down To The Crossroads* (1997), *Kid* (1994) and *Waiting For Elvis* (1998).

His adaptations include *Beauty & the Beast*, *Alice in Wonderland*, *The Pied Piper* and *Toad of Toad Hall* (1995, 1996, 1997 & 1998), a new version of Nikolai Gogol's classic comedy *The Government Inspector* (1997/1998), and stage adaptations of T.E.B. Clarke's



Philip Goulding
Author

Ealing Comedy *The Titfield Thunderbolt* (1997) and Thomas Hardy's classic novel *The Mayor of Casterbridge* (1998).

He was joint first prize winner in the 1988 Radio Times TV Drama Awards, and his screenplay *Keeper* was shown on Channel 4 in 1990. His poetry has been published in various anthologies, including *Outposts*, and *Faber's Hard Lines 3*. His radio plays *A Fat Man Eats The Moon* (1994), and *The Dilemma* (1995) have been broadcast on RTE (Dublin).

Some steam locomotive expressions mentioned in the play, and their everyday definition:-

“Platelayers”

- workers responsible for the maintenance of the track

“Petticoat pipe”

- collected steam and gases from the fire to go out through the chimney

“Firebox Throat Plate”

- holds boiler tubes which heat the water in the boiler

“Stuffing Gland”

- a seal for the steam piston rod

“Big Brass End”

- same as the big end in a car but much bigger

“Engine Bark”

- the noise made when the engine worked hard e.g. when first setting off from a platform after picking up passengers



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75th Anniversary of the Little Theatre



The year 2012 marks the 75th anniversary of the opening of the Little Theatre in Southport. Two foundation stones for the building of the theatre are situated outside the front entrance bearing the date: 24th October 1936. The Southport Visiter reported that at the opening ceremony bouquets were presented, including one to the Mayoress by current member Margaret Hill.

The idea for building the theatre had arisen only 12 months previously. A key move was to involve the Liverpool and Victoria Friendly Society in constructing the theatre shell, which was rented by SDC from them at a low economic rent. The Club had to raise funds to decorate furnish and equip the theatre. This cost a third more than the building construction and involved major efforts by the fundraisers. The building was completed and then equipped within a further year leading to the first performance of the first production on 30 September 1937. The play was *Dear Brutus* by J M Barrie and the programme ran to a prodigious 72 pages. The plaque commemorating the opening is by the entrance to the lift outside the foyer and lists 44 founder members who each donated £50 (over £10,000 in present day values).

Whilst the theatre got off to a good start, the outbreak of war shattered hopes of continuing. Professional theatres in many areas were closed, where the Government considered the danger of air attacks was too great. Amongst these was a successful Repertory company in Sheffield run by producer/director Geoffrey Ost, (his son Roger and wife are current members). The end result was an agreement to rent the theatre to them for 8 weeks from September 1939. After a shaky start the repertory company found new audiences from the influx of Government Departments into the area and ended up staying for 7 years.

So it was only in 1946 that the Club could recommence staging amateur performances. Initially the problem was, rather naturally, a dearth of experienced performers and producer/directors. It was decided that some risks had to be taken but mitigated by the use of professional producers for the more demanding plays. The first play was *Dear Octopus* by Dodie Smith, which opened on 19th November 1946; this was a great success and played to full houses, re-establishing the Club's reputation in the town. Six full length plays were presented that season, the first for eleven nights, three for 9 nights and the 2 of an experimental nature for 3 nights.

Since then the Southport Dramatic Club has continued to present plays to a high standard and to open the theatre for use by other amateur societies by sublet; in 1947 these comprised The Southport Garrick Players, the Sphynx Players, The Loretto Dancers, The Welles Dramatic Society and the Wharfedale Players. Subsequent milestones were the creation of the Bar in 1980, the installation of the lift and major refurbishment in 2000 and the purchase of the freehold of the theatre in 1996.

It is noteworthy that the founding of the SDC in 1921 coincided with the start of the BBC, whilst the opening of the Little Theatre was in the same year as the start of their television service. The steady progress of SDC is impressive considering how societies may wax and wane and the presence of other professional theatres in the town in earlier years. The SDC has a fine tradition and reputation, which current members can be justly proud to uphold and promote. There is always room to improve and an on-going need for new members to reinvigorate our activity. We are especially aware of the need to increase our resources of Member Volunteers to support the performing members. Anyone interested in helping should contact our Administration Manager Vena Walker tel: 01704 530460.

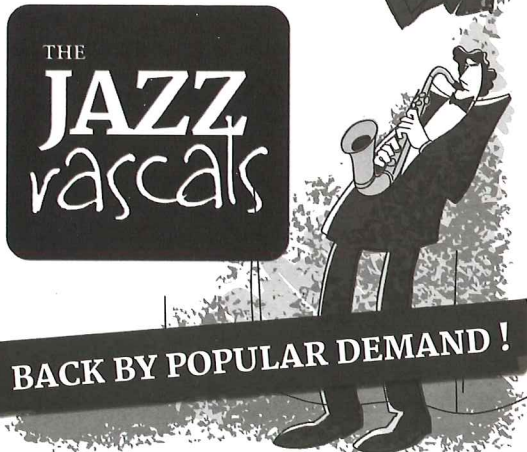
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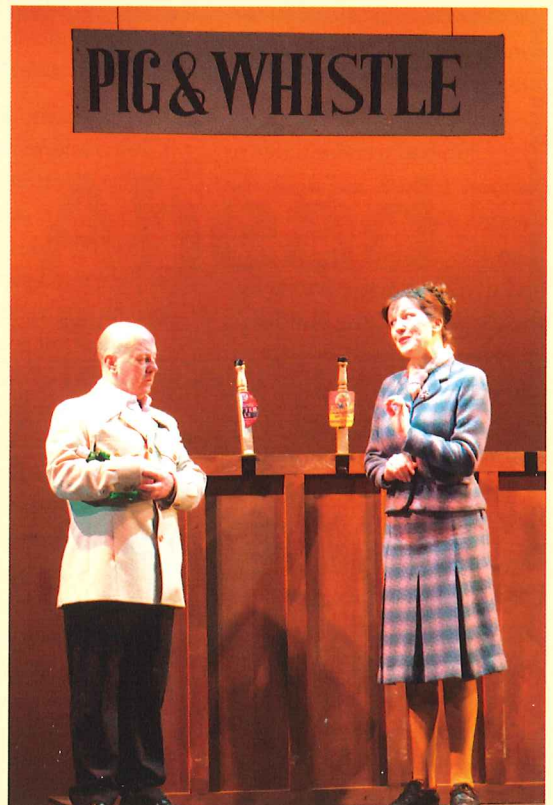
BACK BY POPULAR DEMAND!

Saturday 18th February 2012

8:30pm at the Little Theatre Bar

Little Theatre, Hoghton Street, Southport, PR9 0PA

Tickets only £5 on the door, however we recommend
booking in advance due to limited numbers call
Doreen on 0151 531 9562 to reserve yours!



Synopsis of Scenes

The play takes place in 1952.

ACT I

- Scene 1 Introduction
- Scene 2 Titfield Railway Station
- Scene 3 Down Country Lanes / Mungo's Farmyard
- Scene 4 Titfield Railway Station
- Scene 5 The Vicarage
- Scene 6 The Pig and Whistle Public House
- Scene 7 Titfield Railway Station
- Scene 8 The Village Hall
- Scene 9 Titfield Railway Station / On the Train / On the Bus

ACT II

- Scene 1 In the Countryside
- Scene 2 On the Train
- Scene 3 The Pig and Whistle Public House
- Scene 4 Near the Engine Shed
- Scene 5 The Vicarage
- Scene 6 Titfield Railway Station / On the Train
- Scene 7 Mallingford Station

The Tittfield Thunderbolt



Philippa Hipwell

Lady Edna Chesterfield



Jim Longworth

Mr Blakeworth
Sam Weech



Lucinda Green

Clifton
Joan Weech
Miss Coggett

cast in order of appearance



Ted Bullen

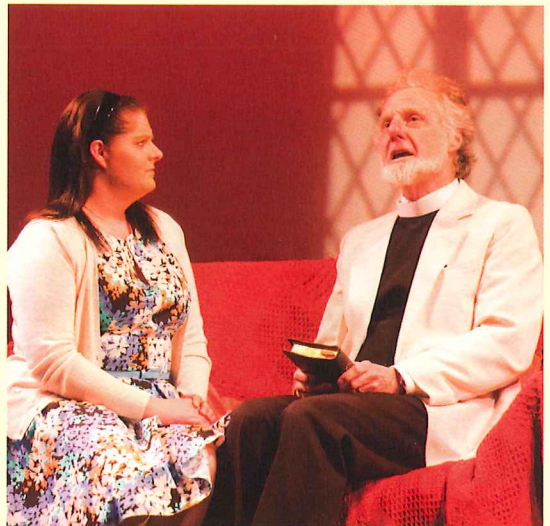
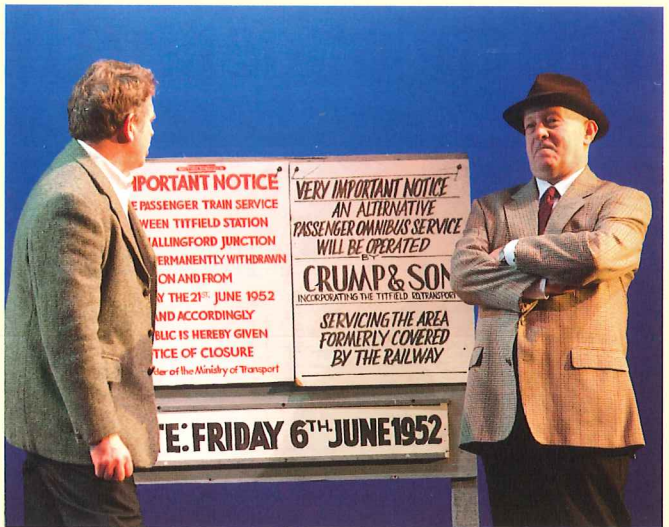
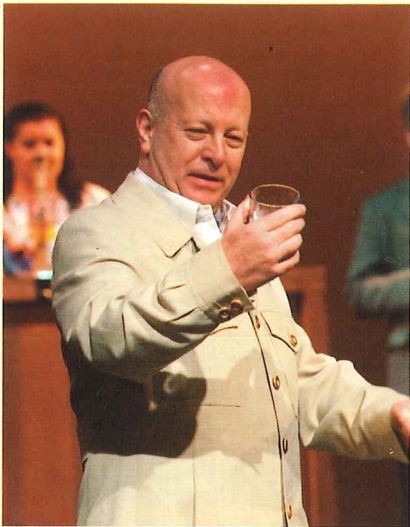
Mr Valentine
Vernon Crump
Mr Clegg



Brendan Gillow

Dan
Harry Crump
Mr Ruddock
Mrs Bottomley
Sergeant Wilson





Staging

Director	Les Gomersall
Prompt	Sheila Furlong
Properties	Lynn Gosling & Barry King
Backstage Assistance	Kate Hargreaves & Jim Donaldson
Wardrobe	SDC Wardrobe Team
Stage Manager	Philip Hutchinson
Deputy Stage Manager	Lindsay Haywood
Assistant Stage Manager	Adrian Roberts
Lighting Design	Alan Gosling
Sound Design	Chris Ratcliffe
Set Construction	SDC Construction Team
Scenic Artist	Bob Jessamine
Photographs	Fletcherhill Photography
Programme Editor	Jacquie Bolshaw
Programme Content & Research	Publicity Committee
Programme Layout and Design	Mitchell & Wright (Printers) Ltd

Also assistance from Members of the SDC Youth Theatre

Acknowledgements

The Director would like to thank:

Meresyside Transport for the loan of the bus steering wheel, Brian Orrell for the loan of photographs and for information provided and Paul Budgen for Railway Memorabilia

Music in this production

Rhythm on the Rails - Charles Williams

Seaside Special - Jack Coles

Wagon Lit - Sydney Torch

Running off the Rails - Clive Richardson

Dixit Dominus - Monteverdi

The Sorcerer's Apprentice - Paul Dukas

Romeo & Juliet - Tchaikovsky

A Transport of Delight - Flanders & Swann

Slow Train - Flanders & Swann

Freight Train - Rusty Draper

Have a Drink on Me - Lonnie Donegan

Cumberland Gap - Lonnie Donegan

Barwick Green - Arthur Wood

(The Archers Theme)

There'll Always be an England - Ross Parker & Hugh Charles

Land of Hope & Glory - Edward Elgar (Lyrics by A.C. Benson)

Cathy Milner

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The Little Theatre - Home of the Southport Dramatic Club.

The SDC wishes to ensure that all our patrons enjoy a comfortable, enjoyable and safe visit to our theatre. We should be grateful for your co-operation in helping us to achieve this. Please note the following:

- Should you arrive after the performance has started, you will be guided to your seats when a suitable opportunity occurs.
- At the end of the performance, exits will be open at both the front and back of the auditorium.
- First Aid assistance is regularly provided by volunteers from the St. John Ambulance Brigade. Should you require help, please advise our stewards on duty in the Foyer.
- Patrons with hearing impairments should note that the auditorium has an Induction Loop System for your assistance. Hearing wands are also available from our stewards.

Designated Premises Supervisor,
Alan Newport



The Lion (0-4-2)

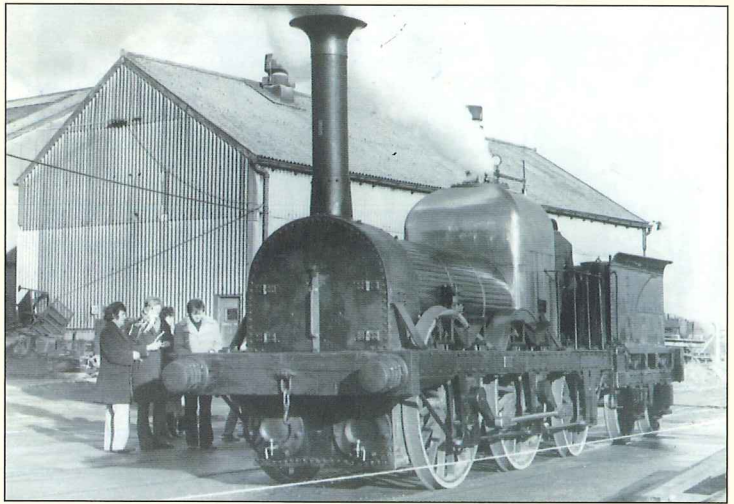
LION WAS THE LOCOMOTIVE USED IN THE FILM THE TITFIELD THUNDERBOLT. IT WAS ORIGINALLY BUILT BY TODD KITSON & LAIRD OF LEEDS IN 1838 FOR THE LIVERPOOL AND MANCHESTER RAILWAY.

Vulcan Foundry was approached in the early eighties with a view to restoring LION to its former glory in time for the 150th anniversary celebrations of the Rainhill Trials.

Vulcan readily agreed, it being a project they could identify with. After some thought the task was placed in the hands of Apprentice Training Superintendent, Albert Waterworth and his Technical and Graduate apprentices.

His first job was to find space within the works to carry out the task without disrupting production. Deciding upon a long disused pattern-makers shop, work commenced.

LION was carefully dismantled and all the parts examined for scrapping or refurbishing. Working drawings were drawn up and manufacture began, and with it the problems.



This photograph shows LION outside the Pattern Shop in preparation for its test run. In the photograph left to right are – Albert Waterworth (Apprentice Superintendent), Rev. Nial Meredith (Works Chaplain), Ian Thompson (Centenary Committee). Photograph supplied by Albert Waterworth.

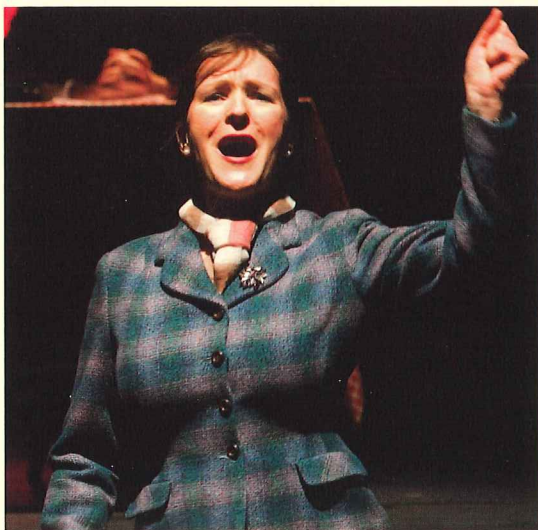
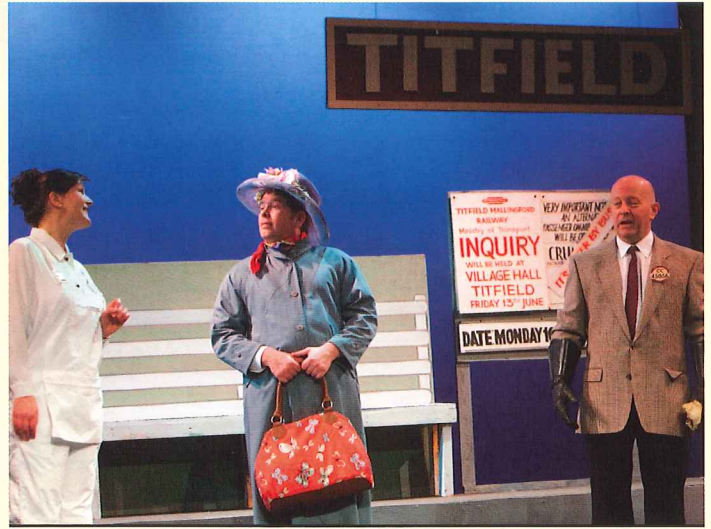
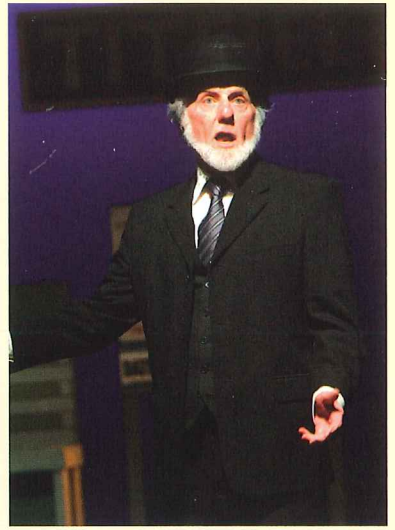
Vulcan could no longer produce some of the parts due to trades associated with steam locomotives having “died out”. However, after much seeking, small companies were found who could. Soon all parts began to come together and with it other problems.

In erecting LION, skills that couldn't be learned from books and that needed experience were called for. This was overcome by inviting several veteran former employees to be advisers on the project and give the younger men the benefit of their experience.

These men, including my father, all had fifty years or more service with the company and were well received.

Having taken several years to complete LION was first steamed and test driven on 20th January 1980.

With grateful thanks to Eric Rimmer for providing the information on LION's restoration.



The Beeching Cuts

(extract from Wikipedia)

The **Beeching Cuts** or the **Beeching Axe** are informal names for the British Government's attempt in the 1960s to reduce the cost of running British Railways, the nationalised railway system in the United Kingdom. The name is that of the main author of *The Reshaping of British Railways*, Dr Richard Beeching. Although this report, published in March 1963, also proposed new modes of freight service and the modernisation of trunk passenger routes, it is remembered for recommending wholesale closure of what it considered little-used and unprofitable railway lines, the removal of stopping passenger trains and closure of local stations on other lines that remained open.

Closures of unremunerative lines had been ongoing throughout the 20th century. Numbers increased in the 1950s, as the Branchline Committee of BR also looked for uncontentious duplicated lines as candidates for closure. Approximately 3,000 miles (4,800 km) of line had already been closed between nationalisation and the publication of Beeching's report. After publication, the closure process was accelerated markedly.

The report was a reaction to significant losses that had begun in the 1950s as the expansion in road transport began to attract passengers and

goods from the railways; losses which continued to bedevil British Railways despite the introduction of the railway Modernisation Plan of 1955. Beeching proposed that only drastic action would save the railways from increasing losses in the future.

Successive governments were more keen on the cost-saving elements of the report rather than those requiring investment. More than 4,000 miles (6,400 km) of railway and 3,000 stations closed in the decade following the report, a reduction of 25 per cent of route miles and 50 per cent of stations. To this day, Beeching's name is unfavourably synonymous with mass closure of railways and loss of many local services. This is particularly so in parts of the country that suffered most from cuts.

At its peak in 1950, British Railway's system was around 21,000 miles (34,000 km) and 6,000 stations. By 1975, the system had shrunk to 12,000 miles (19,000 km) of track and 2,000 stations; it has remained roughly this size thereafter.

In retrospect, many of the specific Beeching closures can be seen as very short-sighted. Many of the closed routes would now be heavily used, possibly even important trunk routes. The Settle-Carlisle Railway was threatened with closure, reprieved and now handles more traffic (both

passenger and freight) than at any time in its history. The Great Central Main Line, the last trunk route built in Britain until the opening of High Speed 1 in 2007, was intended to provide a link to the north of England with a proposed Channel Tunnel. It was built to the wider Continental loading gauge and constructed to the same standards as a modern high speed line, with no level crossings and curves and gradients kept to an absolute minimum. This line closed in stages between 1966 and 1969 after just 60 years of service, 28 years before the eventual opening of the Channel Tunnel rail link. Since the opening of the Channel Tunnel and High Speed 1, there has been discussion about "High Speed 2" linking the tunnel to the North of England and Scotland. While this route would have been served by a simple extension of the closed line's original function, it would now be very difficult and expensive to construct as much of the former GCML route has been levelled or built on.



Margaret Mann
Director

NOW IN REHEARSAL

Emma

24th February - 3rd March

Adapted from Jane Austen's novel
by Gordon Glennon

Many members of our audiences will have read Jane Austen's books and seen the numerous adaptations of her work on film or television. The latter have varied tremendously in terms of authenticity. Some stories have been Americanised, others have been not true to Miss Austen's intentions.

We have assembled twelve very talented actors who are working enthusiastically to bring the characters to life, together with an array of beautiful period costumes and an appropriate set. "Emma" is a delightful play, full of wit, humour, romance, drama, some jealousy and gossip- in fact- a very human story.

We can't promise you Colin Firth or Kate Beckinsale, but we do have our own handsome young men, a plethora of very pretty ladies and some excellent gentlemen of a reputable vintage! So, forget the winter weather and current economic uncertainties and be transported back to the elegance, charm and ordered society of the early nineteenth century.

We look forward to welcoming you to the Southport Dramatic Club's production of this timeless classic .

Brain Teaser

Question 1:

In which year was the Beeching Report published?

In 1950 there were 21,000 miles of track and 6,000 stations.

Question 2:

How many miles of track were there in 1975?

Question 3:

How many stations in 1975?

Answers on page 19

COMING SOON
to the Little Theatre
Home of the Southport Dramatic Club



<p>SDC Production</p> <p>24th February - 3rd March 2012</p> <p style="text-align: center;">Emma</p> <p>A play by Gordon Glennon from the novel by Jane Austen Directed by Margaret Mann</p> <p>Box Office Opens: 20th January 2012 at 11.00am</p>	<p>SDC Studio Production</p> <p>5th - 9th June 2012</p> <p>SDC's Bar/Studio Production</p> <p style="text-align: center;">To Be Announced</p> <p>Box Office Opens: 28th May 2012 at 11.00am</p>
<p>Too Friendly Theatre Company Production</p> <p>8th - 10th March 2012</p> <p style="text-align: center;">Absurd Person Singular</p> <p>By Alan Ayckbourn</p> <p>Box Office Opens: 1st March 2012</p> <p>Advance bookings 01704 227245</p>	<p>Maghull Musical Theatre Company Production</p> <p>13th - 16th June 2012</p> <p style="text-align: center;">Jekyll & Hyde</p> <p>Book and lyrics by Leslie Bricusse Music by Frank Wildhorn By arrangement with Josef Weinburger Ltd</p> <p>Box Office Opens: 6th June 2012</p> <p>Advance bookings 01695 632372</p>
<p>SDC Youth Theatre Production</p> <p>20th - 24th March 2012</p> <p style="text-align: center;">Our Day Out</p> <p>A play by Willy Russell Directed by Stephen Hughes-Alty</p> <p>Box Office Opens: 12th March 2012 at 11.00am</p>	<p>Old Hall Brass Production</p> <p>17th June 2012</p> <p style="text-align: center;">An Evening of Music with Old Hall Brass</p> <p>Advanced bookings 01942 715684</p>
<p>SDC Production</p> <p>13th - 21st April 2012</p> <p style="text-align: center;">Proscenophobia (Stage Fright)</p> <p>A "who-dunnit" thriller by Bettine Manktelow Directed by Hilary Thomson Sponsored by Master Lock & Safe</p> <p>Box Office Opens: 6th April 2012 at 11.00am</p>	<p>Loreto Bamber Dance Academy Production</p> <p>22nd - 23rd June 2012</p> <p style="text-align: center;">Dance Summer Show</p> <p>Box Office Opens: 21st June 2012</p> <p>Advance bookings 01704 538351</p>
<p>SDC Production</p> <p>4th - 12th May 2012</p> <p style="text-align: center;">The Dangers of Tobacco</p> <p>A comedy written and directed by Alistair Hewitt Sponsored by Mitchell & Wright Printers Ltd</p> <p>Box Office Opens: 27th April 2012 at 11.00am</p>	<p>Southport Spotlight Musical Theatre Society Production (Formerly S.A.O.S.)</p> <p>30th June - 7th July 2012</p> <p style="text-align: center;">The Producers</p> <p>Book by Mel Brooks and Thomas Meehan Music and Lyrics by Mel Brooks by arrangement with Josef Weinburger Ltd</p> <p>Box Office Opens: 25th June 2012</p> <p>Advance bookings 01704 228936</p>
<p>Birkdale Orpheus Society Production</p> <p>26th May - 2 June 2012</p> <p style="text-align: center;">The Sound of Music</p> <p>Music by Richard Rodgers Lyrics by Oscar Hammerstein II By arrangement with Josef Weinburger Ltd</p> <p>Box Office Opens: 19th May 2012</p> <p>Advance bookings 01704 564042</p>	

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Southport Dramatic Club

LITTLE THEATRE
75th
ANNIVERSARY 1937 - 2012

Emma



A play by Gordon Glennon
from the novel by Jane Austen
Directed by Margaret Mann

24th February - 3rd March 2012
7.45pm


LITTLE THEATRE
Home of the
Southport Dramatic Club

Box Office Opens: 17th February 2012 at 11am

Box Office Tel: (01704) 530521/530460

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