



STEAM IN TRUST

THE VINTAGE TRAINS MAGAZINE

ISSUE 44 - AUTUMN 2019

Express Steam Trains Engineering A Future For Everyone

Vintage Trains Charitable Trust

Registered in England:
 - as an educational charity, No 1040904
 - as a company limited by guarantee, No 02848449

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Registered as No 7668 with the Financial Conduct Authority under the Co-operative and Community Benefit Societies Act

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 Michael Whitehouse - Chairman
 Robin Coombes - Secretary
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Vintage Trains Ltd

Train Operating Company, registered in England as company No 10436785

Directors:
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Friends of Vintage Trains

Membership of the Friends of Vintage Trains is open to all and details can be found at <https://www.friendsofvt.org.uk>, where an application form can be downloaded.

Alternatively, details and an application form can be obtained from: The Membership Secretary, Friends of Vintage Trains, 670 Warwick Road, Tyseley, Birmingham B11 2HL.

The benefits of membership of the Friends are: reduced admission fee to Tyseley Open Days, reduced fares on the Shakespeare Express, and regular newsletters, including 'Steam In Trust'.

The subscription rates are:

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Senior (60+)	£15	£52
Senior partners (2)	£26	£100

Friends of Vintage Trains - Committee

Chris Schroeder - Chairman
 Neil Ewart - Deputy Chairman
 Mary McCullough - Secretary
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 Sharon Salter

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If you no longer wish to receive 'Steam In Trust', or any other publication by Vintage Trains, please send an email to tickets@VintageTrains.co.uk stating that you wish to be removed from the postal and/or email mailing list. We will update our records immediately.

If you do not have or do not wish to use email, please telephone the Vintage Trains Ticket Office on 0121 708 4960, stating your name and postcode, and again we will update our records immediately.

You have the right to withdraw your consent at any time.

Autumn 2019

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Front cover image: A key aspect of Tyseley Locomotive Works' operation is its apprenticeship scheme, run in collaboration with local colleges, helping to ensure that the engineering knowledge and skills of the steam age are passed on to future generations. L to r: Henry Frasi (Aston University), Jake Marrow (independent young recruit), Edward Peach-Robinson (formerly of Solihull College), Mitchell Reynolds and Connor Sutcliffe (South & City College, Hall Green). All are currently engaged in contract work for the firm. In the background are new-build 6880 'Betton Grange' and 4936 'Kinlet Hall'. (Photo: Robin Coombes)

Rear cover image: 7029 'Clun Castle' arrives at Gloucester station for the 'Gloucester Goes Retro' festival on 24 August 2019, with a lady in suitably 'retro' attire looking on from the opposite platform.

Editorial



Welcome to the Autumn 2019 issue of 'Steam In Trust', the first to be designed, printed and posted to subscribers by Inprint of Crewe. By using finer paper, they have produced a magazine with more pages than previous issues without increasing the postage cost. They also charge very competitive rates for their services. At the time of writing I have not, of course, seen the result, but I hope subscribers will be pleased with the magazine's appearance and the increase in content. I am very grateful to Robin Coombes, who provided most of the photographs and carried out crucial administrative work to enable the change.

As well as the usual official reports and news items, you will find two historical articles rather than one and increased coverage of Friends of Vintage Trains (FoVT) events and activities, for which I would like to thank Paul Hatton, Sharon Salter, Mary McCullough and Geoff Middleton. A new feature in this issue is the letters page, which I hope will continue: do please write in with your memories, thoughts, ideas and opinions on all things Tyseley-related.

One article in the last issue which was received with particular enthusiasm was Ray Churchill's, so I'm pleased to say that he's back again, this time with accounts of some of his favourite trips earlier this year, grumbles about diesels, and an admission that even a driver of his vast experience is not infallible. Modern safety equipment such as the TPWS adds significantly to the cost of running steam engines on the main line, but it is most definitely a blessing.

The well-known railway magazine editor and journalist Gary Boyd-Hope has contributed a history of G J Churchward's 'County' Class 4-4-0s, briefly resident at Tyseley depot until the last was withdrawn there in 1933. He also describes the plans of the charity he leads, the Churchward County Trust, to recreate one. Readers may have seen the frame plates for this locomotive at the summer Open Weekend, TLW being contracted to assemble them.

I welcome articles of interest to our readers from enthusiasts, even if they are not trustees of our charities, members of FoVT or employed by the VT group, but please note that we do not accept advertising, nor do we actively promote fundraising for schemes other than those of the FoVT and the VT group of charities and companies.

Unfortunately, I must finish on a sad note. Chris Schroeder, Chairman of FoVT, has had to step aside from his role temporarily owing to illness, with Deputy Chairman Neil Ewart taking over for the time being. I hardly need to say that Chris, a true gentleman, does a marvellous job as Chairman and I'm sure readers will join me in thanking him for his dedication and wishing him the speediest possible recovery.

Mark Smee

Mark Smee
Editor, Friends of Vintage Trains
editor@vintagetrains.co.uk

IMPORTANT: RECEIVING 'STEAM IN TRUST' FROM 2020

'Steam In Trust' is primarily the magazine for members of Friends of Vintage Trains (FoVT), whose subscriptions pay for the cost of producing and mailing the magazine. Since the Vintage Trains Community Benefit Society (CBS) was formed, shareholders have also been receiving the magazine as a goodwill gesture, with the CBS paying a proportion of the production costs.

From January 2020, the CBS will be unable to continue funding this benefit, so shareholders will no longer receive a paper copy of 'Steam In Trust' automatically.

If you are a shareholder, but not a member of FoVT, and would like both to receive the 'real' magazine and to support its production for the benefit of all concerned, we respectfully ask you to join FoVT. This costs just £20 per year, or £15 for seniors: see page 2 for full details of membership rates. You will not only be funding the magazine but also supporting FoVT in its mission to offer voluntary and financial assistance to the VT group.

Shareholders who do not join FoVT will no longer receive 'Steam In Trust' by post, but electronic copies in pdf format will be made available to them.

The Friends of Vintage Trains are delighted to welcome the following new members in 2019:

187	Mr	Chris	Byant	20.01.19	Rowington	Coventry
186		J	Cope	20.01.19	Wealdstone	Harrow
751	Mr & Mrs	AM&H	Rogers	12.02.19	Llanbedr D.L. Ruthin	Denbighshire
752		W	Hall	12.02.19	Beeston	Nottingham
753		M	Grindley	12.02.19	Penley	Wrexham
754		R	Lloyd	12.02.19	Penley	Wrexham
755		M	Morris	12.02.19	Llansamlet	Swansea
756		P	Young	12.02.19	Lydeard St Lawrence	Taunton
757		J	Foster	12.02.19	Hitchin	Hertford
758		J	Chivers	12.02.19	Taunton	Somerset
759		R	Hiscox	12.02.19	Minehead	Somerset
760		S	Rowbotham	12.02.19	Farnham	Guildford
761		T	Luts	12.02.19	Minehead	Somerset
762		W	Kovacs	12.02.19	Llanelli	Swansea
158		D	Corker	23.02.19	Drumnacochit	Inverness
173		P	Castell	19.03.19	Sheldon	Birmingham
178		T	Evans	25.03.19	Twickenham	Middlesex
183		B	Green	04.04.19	Brierley Hill	West Midlands
185		JT	Kavanagh	04.04.19	Rednal	Birmingham
192		R	Keeling	04.07.19	Shirley	West Midlands
193		D&P	Brookes	04.06.19	Welford on Avon	Coventry
206	Mr & Mrs	MJ	Humphries	15.06.19	Hockley Heath	West Midlands
227		S	Heynes	04.07.19	Sutton Coldfield	West Midlands
229		R	Watson	04.07.19	Bromsgrove	West Midlands
233			Wasley	04.06.19	Gretton	Cheltenham
236			Simcox	22.05.19	Thurcroft	Rotherham
254	Mr & Mrs		Lycett	26.08.19	Rugeley	Walsall
263	Mr	J	Arrowsmith	27.08.19	Quinton	Birmingham
132		PJ	Smith	15.09.19	Stechford	Birmingham
201		PJ	Swains	05.09.19	Hampton Magna	Warwick
282	Mr	R	Westwood	12.09.19	Olton	Solihull
30	Mr	D	Chick	29.09.19	Solihull	Birmingham

Fof VT CHAIRMAN'S REPORT



Since the last edition of 'Steam in Trust', summer has come and gone, I am writing this report with the rain pouring down and the road outside looking like a river, but it has been a good summer for Friends of Vintage Trains.

Members have been working as stewards on all the Vintage Trains Limited (VTL) excursions over the summer months, including one run for the Branch Line Society with top-and-tailed class 20 diesels which covered a lot of mainline running in the West Midlands as well as freight only lines, loops and dead-end branches. The Shakespeare Express ran on alternate Sundays through the summer season and a new feature was the presence of William Shakespeare and some of the characters from his plays on the trains. The 2019 season will end with steam hauled trains to Bath and two to York.

If you use, or travel through, Tyseley station you may have noticed that the flower beds on platforms 3 and 4 have been planted with flowers. This is the first sign that the agreement between VTL and West Midlands Railway to adopt Tyseley mainline station is bearing fruit. Excuse the pun! FoVT are going to play a significant part in this project, from being members of the management team to providing opportunities for members to volunteer for hands-on work.

The Friends held their first social event on 12 September which was attended by over 80 members and their friends. Paul Hatton reports on Bob Meanley's talk 'Looking Back' on page 25. It was agreed by everyone there that it was a great success and our thanks go to our guests Bob Meanley for giving such an interesting talk and Les Ross for his role as chat show host. I must

also thank the members of the committee for their hard work in organising the evening. Work is well in hand in planning next year's social evenings and AGM, dates for which you will find below.

As usual the Friends will have a stand at the Warley Model Railway Exhibition but it will be a little bit different from previous years. Instead of having a small stand we will have one of the largest in the show with a special appearance of the Tyseley 'Bloomer' replica locomotive. The aim is to help raise funds for the Bloomer project and to provide an attractive focal point for promoting VTL's future mainline excursions. Our stand is located towards the back of the hall from the entrance. If you are at the show please call in and say hello: you will be very welcome.

Don't forget that The Friends of Vintage Trains have launched a new web site at <https://friendsofvt.org.uk> with up-to-date information about all that is going on. Please have a look at this new site and pass on the web address to anyone else who may be interested.

Chris Schroeder

Chairman
Friends of Vintage Trains

Dates For Your Diary

Friends of Vintage Trains AGM:

Saturday 4th April 2020. Doors open 10.30

Social Evening:

Thursday 14th May 2020. Doors open 18.30

Social Evening:

Thursday 3rd September 2020. Doors open 18.30

The venue for these events is Tyseley Working Men's Club opposite Tyseley Depot, and we plan to have speakers at all of them.

THE POLAR EXPRESS™ AND WINTER EXCURSIONS



Photo: Robin Coombes

Following a hugely successful 2018 season and the clamour for its return, THE POLAR EXPRESS™ will steam into the heart of Birmingham once again from Friday 22 November. Ours is the only one running on the main line from a major city centre in the UK and all key actors and suppliers are Midlands-based.

2019 sees some changes, with the full theatrical performance taking place on the train and running for over an hour. Also, there is just one premium class, ensuring that everyone receives a bell from Santa and THE POLAR EXPRESS™ ceramic mug, plus a one-between-two THE POLAR EXPRESS™ tote bag to carry the gifts home. And of course, there's hot chocolate and cookies for all!

Starting and finishing at Moor Street station, this year's performance delivers the same magic and charm of the 2004 motion picture, theatrically re-created entirely on the train so that the whole

family can immerse themselves in the sights and sounds of this classic children's tale.

THE POLAR EXPRESS™ runs 4 times every day on the following dates:

- from Friday 22 until Sunday 24 November
- from Friday 29 November until Sunday 1 December
- from Thursday 5 until Sunday 8 December
- from Thursday 12 until Sunday 15 December
- from Thursday 19 until Sunday 22 December

Tickets cost either £29 or £49 per adult / child, depending on the day and time of travel, with children aged 3 and under (one per adult) travelling free if accompanied and not occupying a seat. Note that 22 trains have sold out at the time of writing, so be quick if you want to book.

Please visit www.thepolarexpressbirmingham.com for more information, to book tickets and to purchase merchandise.

VTL is also offering three pre-Christmas excursions:

- Bath Christmas Market - Sunday 1 December
- The Christmas White Rose (York via Tamworth) - Saturday 14 December
- The Christmas White Rose (York via Nuneaton, Leicester and Ilkeston) - Saturday 21 December

Please visit the VT website at

www.vintagetrains.co.uk
or call the office on
0120 708 4960

for further details and booking.



Photo: Phil Waterfield

VINTAGE TRAINS LTD - OPERATIONS REPORT

As it is nearly a year since the company ran its first train, it is perhaps an opportune moment to reflect on the first year of Vintage Trains Limited, a period during which it was crucial to build our competence and capability. So we have worked hard to use every opportunity we can to carry out training. Over the winter and the spring we added to the national pool of firemen, heritage stock guards and converted drivers to heritage diesel traction (classes 20 and 47).

However, perhaps our greatest challenge was to create a new steam driver, an aim which we accomplished in September when Martyn Fake was qualified by DB assessor Jim Smith after several months of tuition under Ray Churchill. This was a major achievement and reflects well on the professionalism and dedication of both Ray and Martyn. Of course, it is only the start of the journey: we need to maintain the momentum and bring other people into the training mix over the next year. We now have several guards who are gradually spreading their geographical coverage.

We have employed a driver / trainer for our ancillary operations and to work in our training centre, and a training centre manager to run our expanding training activities, providing training directly and facilities to other companies. We have supported no fewer than three other operators by supplying train crew over the year and we aim to further this activity.

Whilst train crew are a very important part of the business and central to the operation, there are backroom activities without which we would run no trains, so we have had to build a team with the relevant experience and knowledge. These activities include train planning, where Phil Allison has established a small expert team, and delay attribution and performance management, which is a complex area. It is not widely understood that many tasks in train operations are not a function of scale – that is to say, it doesn't matter if you run 1 train a day or 300, the same tasks have to be carried out for each one. Furthermore, these many tasks are often spread

across a good number of teams with specialist knowledge. We are very fortunate that we have some very adaptable, flexible and knowledgeable personnel and we have been able to draw some other great people into the business.

As we approached our one year milestone, two further key milestones were achieved. One was our first insurance renewal, which was a bit more complex than renewing your home insurance, given that we had to secure £155m-worth of public liability cover! The other was Safety Certificate renewal as our first was only valid for a year in accordance with the ORR's recent policy. Safety Certification is the process by which the ORR scrutinises an operator's arrangements for operating safely and the certificate is an essential requirement for getting (or retaining) a passenger licence and obtaining a track access agreement with Network Rail.

Then there is the rolling stock. The TLW fleet has been the backbone of our charter operations in the first year. To this we have added coaching stock hired from Riviera and, more recently, class 20 diesel engines, which add to our resources and coverage: we used them for our first diesel-hauled charter over the summer, in conjunction with the Branch Line Society. We also had 'Bahamas' return to Tyseley to operate a number of charters for us. Each of these stock hires requires a round of assurance activity and exchange of documentation.

Looking forward, VTL has a very busy autumn ahead. As I write this, four VTL drivers are in training on the 'Multi Purpose Vehicle' fleet owned by Network Rail and operated by Balfour Beatty in our region. For the next three months we will be providing a driver every night to operate a water jetting circuit (removing leaf mulch from the rails) that meanders around the West Midlands from Kings Norton. This work is a good fit for VTL and a very useful source of income. Following on from the mileage accumulation work with the class 230 battery EMU with which VTL began operations last autumn, the testing and commissioning of class 230/2 diesel / battery hybrid trains is now underway. We are going to operate the Polar Express once again in November and December as well as some longer distance charters for the Christmas markets which will ensure a busy winter period.

With the benefit of a full season behind us and our updated commercial knowledge, next year's plan is starting to take shape and the Operations function is planning its recruitment and training to suit – whilst continuing to adapt to the new opportunities that come our way when we least expect it.

Ian Lake

Operations & Safety Director
Vintage Trains Ltd



Our Class 50 No 50 033 'Glorious', currently on loan to the Kidderminster-based Class 50 Alliance and superbly repainted by them as part of the loan agreement.

VT / WMRE: A GAME-CHANGING NEW PARTNERSHIP by Michael Whitehouse

West Midlands Rail Executive, the regional railway authority, have invited us to partner with them as they value what we do and wish to ensure express steam trains continue to run in the region for the long term, particularly on the Shakespeare Line to Stratford. We seek to develop this together as Britain's premier main line heritage railway, so that franchise and heritage trains can run seamlessly in the timetable for the benefit of the community. Of course, everyone has an eye towards the 2022 Commonwealth Games to be held in the City, but not only that: this is a project for long term sustainability for main line steam in the region. Andy Street, the Mayor, is fully supportive and a CBS shareholder himself.

In 2021 the timetable for West Midlands Railways will be enhanced to provide a 7-day-a-week service (i.e. abandoning the Sunday timetable). The plan is to create Shakespeare Express paths from then which can be used daily as market conditions require. This will enable us to augment the service and forward sell to the national and international market which plan considerably ahead. At present, running only on summer Sundays, we cannot do this and neither can we run on weekdays as there isn't sufficient platform capacity in the City. The plan is to create this capacity, most probably at Moor St from 2021. Of course, should HS2 go ahead, then this will be wonderful! Bear in mind that the Shakespeare Line currently carries **3 million** passengers per year and Moor St station currently has an annual footfall of **7 million** people.

By involving all the stations and communities along the Shakespeare Line, we can reach out to all the diverse communities which make up Birmingham: the City centre, the post-war migrants now living in Bordesley, Smallheath and Tyseley, the suburbs of Hall Green and Shirley next to 'Lord of the Rings' Sarehole Mill (Hobbitland), Henley in Arden (where the first migrants came to market in Birmingham in the 12th century) and, of course, the internationally famous town of Shakespeare's Stratford itself. Lots of opportunities to join up tourist centres and tell fascinating stories.

Of course, this is just the beginning and the statement of intention. However, as a TOC, we are now included in stakeholder meetings planning network enhancements and timetables. We have already been included in the Moor St station development group and we are a founder member of the Heart of England Community Rail Partnership which will cover the Shakespeare Line and the Coventry to Nuneaton line. The journey to secure main line steam in the region for the future has begun.



Mayor of the West Midlands Andy Street with Cath Bellamy, Managing Director of Vintage Trains Ltd.

To view the WMRE's report on the visit of 'Clun Castle' to Moor Street to launch the new partnership, go to

www.tfwm.org.uk/news/?page=5

WORKSHOP REPORT

The Tyseley Collection

7029 'Clun Castle', which continues to perform reliably on the main line, is due for its annual exam and re-certification on 30 October. The overhaul of 5043 'Earl of Mount Edgcumbe' has begun with the boiler, which we are preparing to lift from the frames: the smokebox has been stripped of the main steam pipes and superheater elements and we are removing the boiler tubes. Parts have been ordered for new superheater elements and the new wheel tyres have arrived at Carnforth from Ring Rollers, SA.

4965 'Rood Ashton Hall' is now 'out of ticket' and awaiting the start of its 20-year overhaul. Our Class 47 diesel No 47 773 continues in service, as does Pannier Tank No 7752, which is on loan to the West Somerset Railway, although it returned to Tyseley to grace the autumn Open Weekend in its new GWR green livery.

Work on the replica 'Bloomer' No 670 is resuming as funds permit and the locomotive will form the striking centrepiece of the VT stand at the Warley Model Railway Exhibition in November.

Maintenance work to VT coaches has included completing painting and renewing brake blocks on Mk 2 Club Car No 5198, renewing the vacuum hoses on this coach and Mk 2 TSO No 5157, and repairs to their doors, frames and electrical equipment. Annual No 7 exams have been carried out on 35470, 96100, 99349, 9101 and 5215; 5191 has had a No 4 exam. The floors at the ends of Kitchen Car 99361 have been levelled and repainted, and failed double glazing units in 5198 and 9101 have been replaced.

We have started looking for a way to renew the upholstery of Mk 1 Pullman Car No 99349 without taking it out of traffic for very long, and to that end we are removing some of the seats from No 99353 to check that the fixings are the same. These seats could then be reupholstered and swapped with worn seats from 99349 in between trains requiring this coach. We are also preparing to swap the bogie wheelsets of Kitchen Car No 99361 with the pair we have overhauled, as mentioned in my last report.

TLW and VTL are collaborating on a phased plan of coach upgrades for the next 6 to 9 months that will greatly enhance both the kitchen facilities and passenger experience on board our train:

- Two TSOs with original blue upholstery will be brought up to Club Class standard with new red sprig-and-octopus moquette, carpet and curtains, together with a new central storage area
- Mk 1 Pullman Parlour No 99349 will also be reupholstered in blue maple leaf moquette with carpet and curtains to match the Pullman Kitchen Car and 'Eagle'
- Mk 1 Pullman Kitchen No 99361 will have repairs carried out to the kitchen area
- The former cage area in the Buffet Car No 9101 that is currently used for storage will be upgraded and modified to include an airline-style trolley store, freezer / refrigeration units and a large plating-up area to support the existing Pullman kitchen
- Mk 1 BFK No 17018 will be cleaned and the brake area cleared to install a private bar and gift shop
- All the regularly used coaches will receive a deep clean and, where practical, have the vestibule and toilet walls / floors re-varnished or re-painted as appropriate

Third Party Work

The fitting of the new firebox tubeplate to the boiler of 71000 'Duke of Gloucester', mentioned in my last report, is now finished and we have cut the threads in all the flue tube holes, with machining of the flue tube ends now underway. The small boiler tubes are of a size which is not currently stocked anywhere in Europe, so we have had to place a special order with the mill in Germany where they are made. The wheels have returned from the South Devon Railway so that our coded welder can build up all the axle seating surfaces with weld, prior to machining to fit the re-machined / new axles back at the SDR. We have also re-routed and improved the cylinder lubrication pipework. Meanwhile, 71000's tender has been lifted from its wheelsets for examination of the roller bearings: unfortunately, like those of the driving wheelsets, these require replacement.

We are also manufacturing new pistons and cylinder covers for this locomotive.

We have two ‘Manors’ on site - but not the same two covered in the last issue. 7822 ‘Foxcote Manor’ departed Tyseley following completion of its bottom end overhaul and piston replacement, returning to the West Somerset Railway for a successful summer season of operation. However, the Severn Valley’s ‘Bradley Manor’ suffered a piston rod failure and consequent cylinder damage while on loan to the WSR in July, so 7802 is now with us for repairs. Meanwhile, work on 7812 ‘Erlestoke Manor’ continues: with the grinding of the frame horn blocks and machining of the axleboxes completed, we are starting to assemble the axleboxes on the wheelsets in readiness for re-wheeling the locomotive. We have advised the owners of remedial work required to the crankpins of the driving wheelsets, and begun assembling a new tender frame for the locomotive, with the main frames upright and riveted ready for fitting the drag boxes.

The boiler of GWR 2-6-2T No 4555 has passed all its hydraulic and steam tests successfully, and that of 6880 ‘Betton Grange’ is now complete, with all tubes fitted and internal steam pipes and water feed trays either repaired or renewed. For 6880’s frames, we have ensured that the valve gear fits properly, carried out modifications to the brake gear and manufactured vacuum and injector feed pipes.

After completion of the work on 34053 ‘Sir Keith Park’, as described in the last issue, the locomotive appeared in steam at the autumn Open Weekend and returned to Swanage on 1 October, minus its tender. We are now contracted to remove the tender wheelsets and renew the spring hanger brackets. Sister engine No 34070 ‘Manston’ has had all the tubes and steam pipes stripped from its boiler and the streamlined casing and cab removed in readiness for a visit from the boiler inspector, to agree the scope of works required. We have also provided Southern Locomotives Ltd with a quote for refurbishment of the axleboxes and motion. Once all repairs to 34070 have been completed, we will pair it with 34053’s tender for testing.

Following a delay in the supply of tubes for the

boiler of BR Standard Class 2 No 78019, we are currently carrying out the retube and a specialist welder has executed some extra work on the copper tubeplate flanges.

The frame plates and frame stretchers for new-build GWR ‘County’ Class 4-4-0 No 3840 ‘County of Montgomery’ arrived on site earlier this year and we are preparing a quotation for assembling them for the Churchward County Trust. We have also received orders from the Furness Railway Trust for the manufacture of two piston valves and a driver’s brake valve for 4979 ‘Wootton Hall’.

Finally, an update on the Tyseley turntable. As visitors to the autumn Open Weekend will have seen, the whole rotating structure has been lifted from its pit, shot-blasted and painted in primer, with dismantling and repair of structural and mechanical parts being undertaken by Andrew Goodman. Now that they are exposed, it is apparent that the ends of the main beams require work in addition to that which was originally planned. The end carriages have been removed and dispatched to Morgan Engineering, who have already manufactured replacements and will use the old ones as templates for drilling the mounting bolt holes.

Alastair Meanley

General Manager,
Tyseley Locomotive Works



*Tyseley turntable raised from the pit and in primer following shot-blasting.
(Photo: Richard Herington)*

INTRODUCING MATTHEW SELF

My name is Matthew Self and I am the new Volunteering, Education and Community Manager for Vintage Trains. My interest in



heritage railways was sparked when, aged 19, I was asked what I wanted for my birthday, to which I replied, “a driver course on the Great Central Railway”, my parents both having taken one in previous years. The experience was one that I will never forget as it became the catalyst for my eventual arrival at Vintage Trains.

In the next few months I decided that I wanted to volunteer at a heritage railway when my university summer holiday began. I came across the Rudyard Lake Steam Railway, a 10¼” gauge railway in Staffordshire. I began at the very bottom, assisting with cleaning engines and small projects, but it didn’t take long to progress to being a driver.

The next two years were split between university and railways as in February the following year I began volunteering at the East Lancashire Railway as a cleaner. Upon graduating from the University of Birmingham my attention turned to finding a job and it just so happened this coincided with a change of ownership at Rudyard. The new owner, Simon Clarke, was after an Operations Manager and I successfully applied for the job. Over the next three years I was made General Manager and given full control of the miniature railway. I was

extremely fortunate to start my working career in a place I enjoyed so much with a superb group of volunteers. I decided after these three years to look for the next step and came upon the position at Vintage Trains. A few months later and here I am as part of this extraordinary team.

Having come from a relatively small operation I was initially concerned about how I would fit into the organisation. I have, however, been extremely fortunate in that Vintage Trains has a truly wonderful team of volunteers who have been so welcoming to me since my arrival. Their dedication and hard work throughout Tyseley’s preservation history has been paramount to making Vintage Trains what it is today. It is a real privilege to be working with these volunteers - from those who steward the trains and are our public face to the many who work behind the scenes keeping both stock and site maintained for others to enjoy.

My role sees me focusing across three different areas: volunteering, education and community. Volunteering is key to this organisation, so I plan to ensure that those who give their free time get the enjoyment they deserve. I will also aim to expand our volunteering by creating new roles and seeking out more people who are interested in helping us. For Vintage Trains to succeed, volunteers must play a vital role and feel they are part of the team, working alongside our staff.

Community and educational programmes are also crucial to the future of Vintage Trains. For the community, I and the volunteers have begun by adopting Tyseley station, aiming not only to encourage more volunteers to help us with the project but to create somewhere we can directly connect with the community through the work we do to improve the station. In conjunction with this I shall be creating educational programmes to engage with schools and teach future generations about the past, so that they may one day decide to join us as volunteers, staff or apprentices. With all this in mind I am very much looking forward to the future and the challenges that lie ahead.

Matthew Self

Volunteering, Education & Community Manager
 Matthew.Self@vintagetrains.co.uk
 0121 708 4960

LEGACY APPEAL by Michael Whitehouse

As a charity, Vintage Trains Charitable Trust is reliant for capital funds from two sources: any surplus generated by our operating companies, and gifts or grants. Fortunately, we are lucky enough to receive both which have underpinned our survival and progress for the last fifty years, but it is always a fine line. Virtually all the surplus income generated by Tyseley Locomotive Works goes to enable the operating items in our collection to keep on working. Over and above that we are dependent on gifts and grants to develop. We are currently taking external professional advice on how we should approach long term capital funding so we can realise our aspirations. We have developed a long wish list and prioritised it. Of course, this includes keeping our operating fleet working, but it also includes maintaining and improving our depot. Additionally, we must also prioritise our educational charitable objectives to reach out to new audiences who, as time marches on, will become less and less directly connected with the history and skills we seek to preserve, so we will need to increase our efforts to include future audiences.

Our ability to move forward in developing anything depends on people's time, skills and cash.

We have been very fortunate over the past year or so to have been given three legacies from individuals who have admired what we have achieved to date and want to help us. This is very much appreciated. Two of these legacies have been non-specific in their objectives which allows the trustees discretion in how they should be spent on development. We have determined to spend the whole of one of these legacies on commencing our community plan. Initially, this has enabled us to employ Matthew Self as our Volunteer, Education and Community Manager and will also enable us to undertake necessary repairs and desired initial improvements to the GWR staff club adjacent to our site entrance, which has now been offered to us by Network Rail. In time, this building will form a very suitable community centre with potential multiple purpose usage and we are now discussing plans to take this forward.

One substantial legacy of £500,000 is for specific purposes: locomotives and our turntable. This legacy has arrived at a very opportune time as our turntable is in need of major work. We have now been able to award a contract for its complete refurbishment. As you can imagine, a working turntable is pivotal to our continued existence, not just for Open Day demonstrations, but for turning our locomotives for railtour use, workshop activities - and it is also useful to our friends at West Midlands Trains. We are most grateful for these funds. The balance will be spent on enabling 5043 *Earl of Mount Edgcumbe* to be fitted with new wheel tyres and for its boiler and firebox to be refurbished for a further 20-year life. This relieves TLW from the need to fund the work, so enabling it to concentrate on upgrading our train of carriages and also our day-to-day workshop tools and equipment. Should there be funds remaining from this legacy, we will put them to repairing a second locomotive.

How individuals decide to bequeath their estate is a very personal matter. Clearly, priority goes to family, but often people like to make bequests and sometimes these are made to charity. The size of the bequest is not the key issue as every single one is important and helps development. We do not spend bequests on subsidising any aspect of our business, only on development so that there is some tangible outcome which can be seen and measured. If any of you are considering leaving our charity a legacy, a bequest is easy enough to set out in your will. All that is necessary is to specify Vintage Trains Charitable Trust and set out the desired sum of money or percentage of residual estate you desire to give. We can always assist with providing specific wording on request.

Contact:

**The Legacy Team, Vintage Trains,
670 Warwick Road, Tyseley,
Birmingham B11 2HL**

or email us:

www.vintagetrains.co.uk



Photo: Robin Coombes

Vintage Trains is a living legacy from the generosity of many people and corporations who have willingly given their time, skills and money to enable express steam trains to continue operating and the skills of the steam age to be passed on to future generations.

Please remember us in your Will and be part of our express steam train legacy.

VOLUNTEER REPORT: THE TUESDAY MORNING COACH GANG

We meet every Tuesday at Tyseley from 0830 to 1300 hrs, volunteers being welcome any time within that period, and our headquarters is normally in the Buffet coach, which is usually stabled in the coach rake on the Number One Platform line.

Our primary task is cleaning, washing and polishing the outside of the coaches, with extras like brasso-ing or hosing down underneath, restocking the coaches for trips, filling the water tanks and anything else we can put our hand to, which all helps Vintage Trains to keep our trains out on the mainline.

We only have a small regular crew with the odd person turning out when they can manage it: as is often said, every little helps. We intermingle the

work with tea or coffee and sandwiches which we bring with us, and of course there is lots of chatting. We have recently lost a couple of the regulars, due to changes in their circumstances, but have had a few new lads joining us, which is most welcome.

If you think you would like to come down, no matter how often you can make it, then just ask for Geoff Middleton, who will introduce you to the gang, or contact Matt Self, the VT Volunteer Coordinator, at Tyseley on 0121 708 4960 or Matthew.Self@vintagetrains.co.uk.

Looking forward to meeting you,

Geoff

THE AUTUMN OPEN WEEKEND..



Ensuring that 7029 looked its best for the big day. Photo: Robin Coombes



l to r: Councillor Zafar Iqbal, for the Tyseley and Hay Mills Ward, VTCT Chairman Michael Whitehouse, and Councillor Shabrana Hussein for the next door Sparkbrook & Balsall Heath Ward, standing beside 15" gauge Atlantic 'Sutton Flyer' from the renowned Sutton Miniature Railway. Both councillors have pledged their support for VTCT's community plan and Zafar is interested in working with us on our adoption of Tyseley station. Photo: Robin Coombes

IN PICTURES

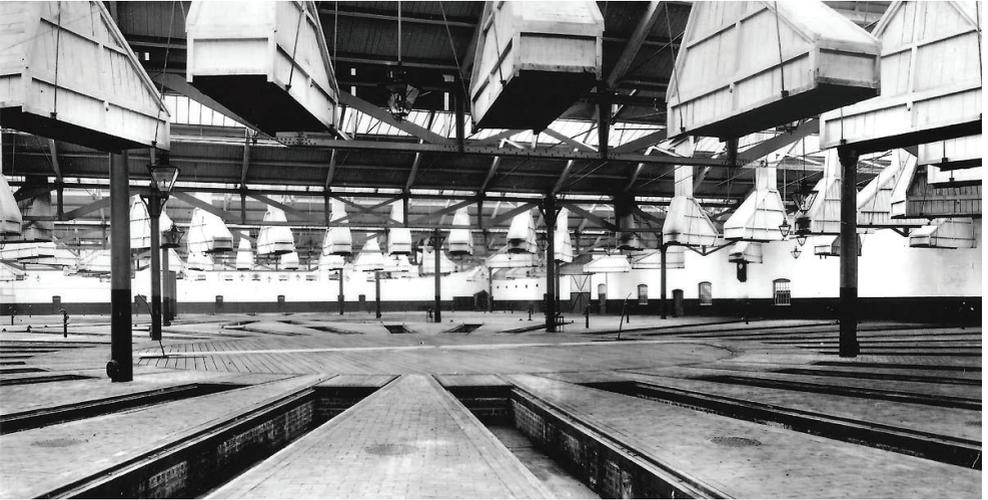


*We're off! 'Count Louis' declares the event open, breaching the tape held by Paddington Bear and VTCT Deputy Chairman Vic Michel, with Chairman Michael Whitehouse at the regulator.
Photo Robin Coombes*



Volunteer Richard Herington, who took this photograph, spent both days on the footplate of 'Defiant', explaining to young enthusiasts such as these how a steam locomotive works. Armed only with a plastic bucket and his persuasive charms, he collected £91.93 for The Defiant Club in the process.

THE TYSELEY TURNTABLE



When the Great Western Railway's Tyseley Locomotive Depot (TYS) opened in July 1908 there were two turntables inside the running sheds, contained in a single building measuring 220 ft (67.0m) by 360 ft (109.7m). The shed nearest the main line was designated the passenger shed and the adjacent one was the goods shed. Each was centred on a turntable with 28 roads of varying length radiating out in a star pattern. Both were manually operated, but provision had been made to adapt them for electrical operation and we believe that this was carried out in 1934. Their diameter was 65 ft (19.81m) and they were a centre-pivot, under-girder type with the turntable pit fully decked with timber boards. Each engine platform of these turntables weighed about 40 tons and was balanced on a centre-post which revolved on a cup and ball bearing in an oil bath. The point of contact between the ball and cup was less than 1.5 square inches (9.7cm²), but allowed a balanced load of 175 tons to be pushed round by a single man. The turntables had a circular track, or race-rail, around the edge of the turntable pit, but this only acted as a guide rail and was not designed to carry any load.

With the introduction of heavier and longer locomotives, such as the Castle and King classes, issues arose with centre-balance turntables. The need to balance the weight on the centre point meant that very long, unevenly spread loads

might not fit within a turntable's diameter, and the foundation requirements to underpin a single concentrated load point and the substantial supporting girders needed for the engine platform were expensive. Alternative designs which were cheaper to construct were therefore investigated. One by a Dutch engineer, M Mundt, used a strengthened outer race-rail to support some of the load on the turntable platform. By distributing the load across three points, the load on the centre pivot was roughly halved, to a maximum of 108 tons for a 65 ft turntable. This arrangement also allowed the girders of the turntable platform to be reduced in size, which meant a shallower turntable pit was possible. With improvements in steel technology, the centre pivot cup-and-ball arrangement was replaced with a ball-bearing ring, spreading the load over a greater surface area and thus reducing wear.

Although Mundt turntables had a bar at each end of the platform to facilitate their being pushed around by hand, it was generally only used when the turntable was empty. Any unbalanced load on the platform greatly increased the effort required, so the turntables were provided with mechanical winch gear, operated by two people using removable windlasses. In addition, a 6 hp electric motor which could fully rotate the turntable in two minutes was mounted under the platform. A clutch allowed the motor to be disconnected

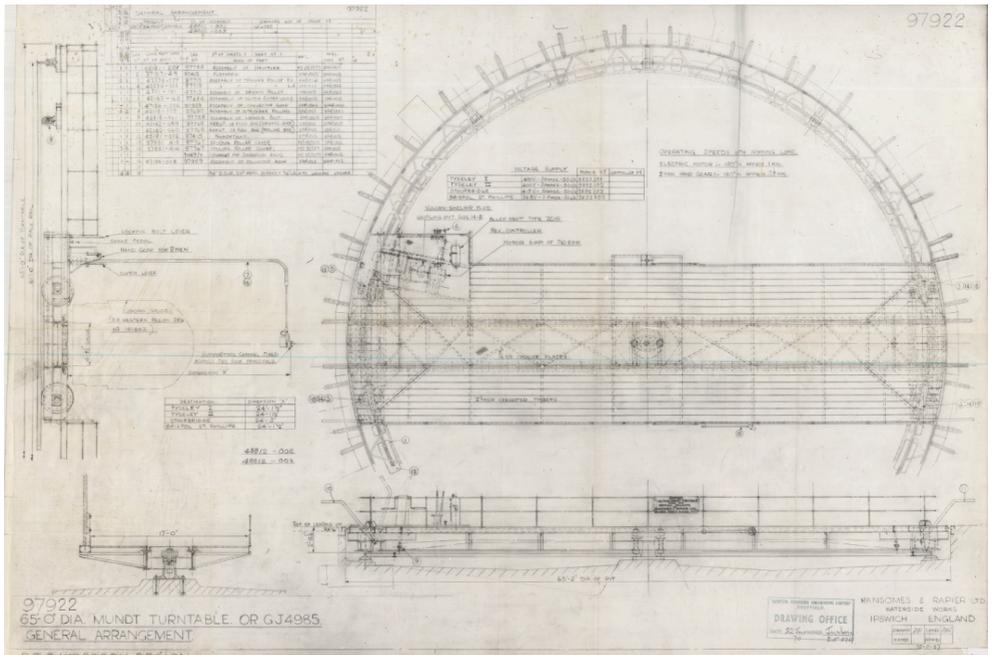
from the drive mechanism when manual turning methods were being used.

The original turntable in the passenger running shed at TYSELEY was replaced by British Railways in the spring of 1959. On 1st December 1954, the British Transport Commission (BTC) had issued a programme for the modernisation and re-equipment of Britain's railways. This envisaged the wholesale replacement of steam motive power with either electric or diesel locomotives, but they anticipated that it would take some time. Thus a number of locomotive sheds where steam locomotives were to remain (mainly those with locomotives allocated for freight services) were earmarked for modernisation.

In 1957, British Railways (Western Region) placed order GJ 4985 (contract No.1114-M&E) with Ransome and Rapier Ltd of Ipswich. This was for four 65 ft Mundt turntables, to be installed as replacements for existing centre-balance types

power available at each location. A second (later but undated) drawing detailed the race-rail construction (Dwg No.97415) and substituted the turntable at St Phillips Bristol Depot with Reading Depot. One of these Mundt turntables was installed in the passenger running shed at TYSELEY, while a second was installed at Reading, but it is unknown what happened to the other two.

Considerable care was needed during the installation of Mundt turntables as it was critical that the load on the platform was shared correctly between the centre pivot and the race-rail. This required the race-rail to be perfectly level. The rail's curved sections had diagonally cut joints, each being supported on a specially extended chair with a maximum design load of 36.5 tons. Typically turntables were pre-assembled at the manufacturer's works, where they were tested to 125% of their design load. Various acceptance tests were then carried out after installation on site. In 2018, Vintage Trains was contacted by



at the following locomotive depots: Tyseley (x2), Stourbridge and St Phillips, Bristol. A General Arrangement drawing dated 25th November 1957 listed these sites, giving the details of the electric

Mr D Webb. He had worked in the Crane Section of the Drawing Office at Swindon in 1959 and remembers travelling to Tyseley to witness the acceptance tests on the new Mundt turntable. He

saw two Castle class locomotives arranged head-to-head on the turntable and a length of piano wire stretched taught across the pit to allow the deflection of the platform girders to be measured at several points.

In the same year that the turntable was installed, a review of progress of the Modernisation Plan resulted in the speeding up of the end of steam motive power. Many unprofitable lines, stations and services were closed and this reduced the number of steam locomotives required. The TYS steam allocation gradually reduced and then, in September 1963, the goods running shed was demolished and a corrugated steel sheet wall erected to protect the remaining shed. Finally, in November 1966, TYS was officially closed by British Railways and the passenger running shed eventually demolished in 1969, leaving the Mundt turntable exposed to the elements.

From 1966, when '7029 Clun Castle Ltd' was formed, their namesake locomotive found a home at Tyseley. Initially the preservation group negotiated with British Railways for use of their facilities, including the right to store their locomotive in the passenger running shed. After they had set up a registered charity, The Standard Gauge Steam Trust, a long term lease for the site was obtained from British Railways. Work then started to transform the derelict site: Tyseley volunteers cleared the pits around the turntable of debris and repaired them, re-laid the brick floor paving around them on the existing ash base and cleared the drainage pipes from both the turntable pit and the examination pits. Years later,

in 1993, the track was removed from the main roads over the two ash pits on either side of the turntable, with the pits then being rebuilt and the rails re-laid.

The electric power for the Mundt turntable's motor had originally come from a rotary joint in the running shed roof. With the shed building demolished, there was no electric power and the turntable could only be turned using the hand winch gear. This situation lasted until 1994, when the increase in operations at Tyseley prompted Bob Meanley to propose the reconnection of the turntable's electric drive mechanism. The motor was removed for examination and overhaul by Dowding & Mills, the control electrics were refurbished and, where necessary, components were replaced. A new power cable was routed to the turntable and a collector system provided at its base to supply the motor.

The turntable has been an ideal platform to show off the preserved locomotives at the regular Tyseley Open Days. By 2018 it required major refurbishment and its use had to be restricted, but, as readers of this magazine will know, a generous £0.5m legacy allowed the refurbishment to start during the summer. The photograph shows the turntable platform raised out of its pit at the start of August 2019, and we hope that this 60-year-old survivor will be back in full working order next year.

Robert Ferris
Volunteer Archivist



NICE WORK IF YOU CAN GET IT

by Ray Churchill



Every now and again a job will crop up that I really look forward to and it has happened on several occasions this year. First were the two trips to Ironbridge in June. I was really looking forward to them as it was a bread an' butter route for us at Bescot delivering coal to the Power Station. Of course we have been since then with the two Panniers and that was very enjoyable, but this was to be with 7029 'Clun Castle'. Gorra be a first ain' it?

We couldn't go into the Power Station for not only is it closed but the Albert Edward bridge giving access is in poor condition and the railway has been truncated at a point well short by a sleeper chained across the rail. I was disappointed that we were not allowed to go nearer to Chunes Crossing which is quite near to the bridge. No doubt though this was for safety's sake. We were hauled down there by our trusty Class 47. On re-starting I asked our diesel driver to put his controller to the 'on' position as dragging a 112-ton dead weight on top of our train weight up this steep gradient was asking a bit too much. Normally I hate having to drag a diesel behind any of our trains and I hope in future our management will have more faith in the steam locomotive and leave the blessed thing at the Depot. This was a job where we couldn't do without it though. We started back and 'Clun' went away steady and sure footed. To hear the steady 'woof woof' of that double chimney going up that valley almost brought the tears to my eyes and there were plenty of people to witness it. I've never known how steep it really is, no doubt there would have been a gradient profile in Lightmoor Signal Box but I never had occasion to go in

there. I only ever gave up or received the single line token between there and Madeley Jcn. Later on we did another run. Smashin', I really enjoyed that job.

Two days later saw me, Trainee Driver Martyn Fake, Fireman Alastair Meanley, Guard Phil Allison and Steam Operations Manager for the day Mike York head off to Keighley to fetch 45596 'Bahamas' back to Tyseley. She rolled into the station in good time. Martyn would be doing the driving as he signed the route, it would also be more practice for him. When Martyn told him we were ready to go, the signaller said he knew nothing about us! Now we had to go through the rigmarole of getting Control to sort it out. After a short while they did and off we went.

On the rare times I've been in the Leeds area I've always found the plethora of lines there fascinating and I'm glad I've not got to learn that place. It wasn't until we got to Moorthorpe that I started to recognise names of places that we pass en-route for York, although I don't actually sign the 'road' past Chesterfield, and when we got there I used the occasion to refresh back to Tyseley.

Next came a job where we worked a train to Oxford, de-trained all our passengers and went empties to Bicester COD, another job where the diesel was needed. Off we went back down the same line picking up passengers en-route and headed off down the Thames Valley, passing through Reading with its ultra-modern station and signalling, on through Slough (Horlicksland and Mars Bar country) and eventually passing Southall Depot where, when I worked for West Coast Railways, I very often started or finished a job. Next up Hanwell where, bearing in mind we're barely 8 miles out of Paddington, we turned left and headed towards Greenford and on to South Ruislip where I got relieved by DBC Driver Graham Ward and I joined my wife Nickey in the train for the rest of the job.

Since then we've had the Summer Open Weekend where I worked the 'Brum - Dorrige Shuttles'

and a Worcester evening diner with 45596 'Bahamas': oh what a delight to work that job with no restrictions and a lovely evening to boot! We've had a pair of English Electric Type 1s, or class 20s, or 'Choppers' even, come to Tyseley for us to play with. Which has meant us Drivers have had to be re-trained. They are a fairly basic and simple form of traction compared with today's modern diesel but the owner has implemented extra things to be done during prep and disposal that were never done in their proper working days and it is these extras that will have me reaching for the headache pills when next I have to work one.

Next came a job I always look forward to, the 'Hereford' with Bahamas. Don Quixote here was excited at the thought of having a tilt at Llanvihangel Bank with this engine. It was wonderful to run without restrictions, through Hartlebury at full tilt instead of the 10 mph with 'Clun', and because of this it looked as though we might arrive at the Worcester water stop five mins early for the first time instead of late. I ought to have known better: at the penultimate signal we were held just over a train length away from the water supply while the signaller had an empty unit out of the middle road in the station and we arrived late, causing us to overstay our watering time once again. Never mind, off we went and when we got the other side of Gloucester we eventually ran alongside the Severn Estuary, and with 'Bahamas' I was on the right side to view it. It always takes me back to when I was at Bescot and we regularly came down here en-route to Llanwern Steelworks, Newport or Cardiff.

At Maindee East Jcn we turned right and headed north. It's a good climb to Pontypool Rd station some nine miles away and we were almost there when we were brought to a shuddering halt. With the engine blowing off and the noise reverberating off the high embankment I had failed to hear the AWS warning horn for the 50 mph through the station. No one heard it except Alastair, who thought he did but did not get to it in time and it dumped the brake. You only have 2.4 seconds to do it.

While we waited to get the brake back I reported to the signaller at Little Mill and he was fine about it. When we did start I asked the diesel for a push

to get us back up to speed quickly as we were not yet over the top and I did not know what sort of a margin we had, but I had dispensed with his efforts just before Little Mill box around a mile away. We hit the bottom of Llanvihangel Bank at full tilt and went over the top at 51 mph, very good I thought. All too soon we arrive at Hereford where I am relieved by DBC Driver Graham Ward. Since leaving the Depot at Tyseley we have clocked up some 160 odd miles.

While I was training on the 'Choppers' the other Thursday one of the Thursday gang was painting the fence on our Warwick Rd station. Years ago I was a member of the Thursday gang but my remit was fettling up loco parts for the 'Earl'. Both the Tuesday and Thursday gangs do many things over the whole spectrum of Tyseley and without their help the place would gradually fall into disrepair and cost a lot of money to rectify, yet these people do it free and for nothing, as the saying goes. I do wonder if people fully realize the magnitude of their input.

Now I'm going to make a request. I would respectfully like to ask our top brass to club together and provide a meal for our volunteers as a gesture of appreciation of their work. It doesn't have to be expensively upmarket, I remember 'yonks ago' (that's Black Country speak for 'years back') we went to the Toby Carvery not far away. Just a simple meal, people can buy their own drinks as is usual, I think it would certainly be a very nice gesture... Oh dear, when the 'suits' read this they'll have me secreted away to some sub-shed in Outer Mongolia and you'll never see or hear of me again. Just hope they've got some steam out there... a couple of ex-Dinorwig or Penrhyn Quarry Hunslets would be just great. See you next time... I hope.

Editor's comment: Don't worry, Ray, we'll come and visit you out there! Thanks for your kind thought for all us volunteers, on and off site, but I reckon that finding a mutually convenient date and shoehorning the whole volunteer army into the 'Toby' would be a logistical nightmare that would defeat even the VTL Ops team! Anyway, a little bird tells me that Cath Bellamy may already have something up her sleeve that'll put a smile on our faces...

VISIT TO FAWLEY HILL - A VOLUNTEERS' DAY OUT

One of the joys of volunteering is sharing a love of our hobby with like-minded enthusiasts, and such an occasion was a chance for a group of active volunteers from Tyseley to accept an invitation—only steam day at Fawley Hill, near Henley-on-Thames, the private estate of the late Sir William McAlpine. So, on 26 May we duly ventured there by coach. The estate was built by Sir William in 1960 and features a restored Victorian railway station and steam railway, an animal sanctuary and other such delights as 'Ironhenge', composed of columns removed from the undercroft of St. Pancras Station. The railway has the steepest standard gauge track in the world and is cared for by a group of enthusiastic volunteers, a bit like ourselves! There are also two O-gauge layouts in the museum tended by an O-gauge group as well as the volunteers.



Upon arrival at Fawley we spotted our name on the announcements board, a nice touch, and were warmly welcomed by the Fawley Hill volunteers. Sir William followed in the footsteps of his great-grandfather, 'Concrete Bob', as Sir Robert was

affectionately known due to the construction projects his company was involved with. During his lifetime in construction, Sir William rescued an amazing array of artefacts which would otherwise have been lost, things such as the flagpoles from the twin towers of the old Wembley stadium, saved for prosperity by him and this enterprising family.

Sir William worked at the depot in Hayes, Middlesex, which also housed the McAlpine industrial locomotive and wagon fleet, and it was during a discussion with a foreman that he learned that the company's last steam locomotive was going to be scrapped. "Send it home," he said, a phrase he was often heard to say, and so Hudswell Clarke 0-6-0ST No. 31 was transferred to Fawley Hill. That led to the laying of a short section of track and the start of the construction of his remarkable private railway that is nearly a mile long and contains a 1-in-13 gradient. Over the years, he added the GER railway station from Somersham, a Midland Railway signal box from Shobnall Maltings near Burton upon Trent and a footbridge from Brading, Isle of Wight.



One of our lucky band won the chance to ride on the footplate of the saddle tank engine as it meandered around the estate, among the llamas, wallabies and deer, and up that amazing incline. A photo of Sharon Salter at the helm is duly included here: I think she had a very memorable experience.



The museum rooms have a wonderful, eclectic mix of antiques and memorabilia well laid out, from milestone markers to classic cars and petrol cans - not to be missed, though Les almost did, which I think he would have regretted ...

We are indebted to Lady McAlpine and her team of volunteers for allowing us to share in the delights of Fawley, a truly magical place - it was a real treat.



Being a volunteer at Tyseley is very rewarding in itself. We are helping to keep our steam heritage alive for future generations, and whilst we can't promise trips like this all the time, we do do lots of exciting things and visit many interesting places, so if you would like to join our happy band, please get in touch with Matt Self via e-mail

matthew.self@vintagetrains.co.uk
or telephone
0121 708 4960.

We would love to hear from you!

Mary McCullough
Secretary, Friends of Vintage Trains

FRIENDS OF VINTAGE TRAINS SOCIAL EVENING WITH BOB MEANLEY AND LES ROSS by Paul Hatton

The Friends of Vintage Trains held its first social evening, for members only, on Thursday 12 September at the Tyseley Working Men's Club. We were delighted that Bob Meanley, who had recently stepped down as managing director of Tyseley Locomotive Works after 20 years in the role, had agreed to give a talk entitled **Looking Back**. Les Ross, who is well known for his time at BRMB, joined us for the evening and was in discussion with Bob after the talk, with audience involvement encouraged. A finger buffet was included in the evening.

Bob gave a wide-ranging reflection on his time in engineering in general and especially his involvement with Vintage Trains and Tyseley Locomotive Works. The theme of transport ran through his talk, which opened with a picture of a very young Bob on a tricycle, through various cars he has owned, and in some cases mostly built and/or (highly) tuned, including an original Mini,



Photo: Sharon Salter

to the heavy engineering that has made Tyseley Locomotive Works so successful and widely respected in the heritage steam industry. Bob also described his son Alastair's career with Tyseley Locomotive Works from a young age and, in this context, discussed the current challenges facing those who are embarking on a career in engineering and the satisfaction to be gained when such challenges are faced and overcome.

Following a refreshment break for a complimentary finger buffet with the bar open for drinks, Bob and Les were in conversation. This was wide-ranging and thought-provoking as well as being entertaining. Topics included challenges facing the wider heritage railway industry, the current style and substance of modern apprenticeships, and, once again, the difficulty in finding experienced and skilled people to work in engineering in general and heritage railways in particular. It finished with a lively discussion on the merits and future, if any, of HS2.

About 80 people were at the social and gave very positive feedback, with enthusiasm expressed for future Friends of Vintage Trains social events. A raffle was also held with a first prize of a signed, limited edition, framed print of a traditional steam train station scene; this raised £180 which made a substantial contribution towards the cost of hiring the room for the evening.

Further socials will be held after the Friends of Vintage Trains AGM on Saturday 4 April 2020 and on the evenings of 14 May and 3 September 2020. Any suggestions for these and future events are welcome: please see the Contact Us page on the Friends website at

<https://friendsofvt.org.uk/>

or call

0121 708 4960

FULL CIRCLE: THE REBIRTH OF A GWR 'COUNTY' CLASS 4-4-0 by Gary Boyd-Hope

In November 1933 Tyseley shed had the somewhat dubious honour of withdrawing the last of George Jackson Churchward's 'County' class of 4-4-0s – No. 3834 *County of Somerset*. Soon afterwards the locomotive was sent to Swindon Works for scrapping, bringing the curtain down on one of the Great Western Railway's (GWR) most enigmatic yet maligned classes.



The last of the original 'County' class 4-4-0s No. 3834 *County of Somerset* stands forlornly outside Swindon Works shortly after its withdrawal from Tyseley shed in November 1933.

RAIL ARCHIVE STEPHENSON

The original 'Counties' have been the subject of much ill-informed speculation over the years, often being branded as unsuccessful owing to their relatively short lifespan. It is true that they were nicknamed Churchward's Rough Riders owing to a tendency to be a little lively when travelling at high speed, but they nevertheless put in a number of fine performances. The well-known locomotive correspondent O S Nock recorded the class travelling at speeds well into the 80s, and even went so far as describing them as "excellent locomotives on the road." In fact, by the time *County of Somerset* was withdrawn it had clocked up 1,003,593 miles in a little over 29 years' service. Not bad for an allegedly unsuccessful type!

However, when No. 3834's fire was dropped at Tyseley for the last time, it would have been fair

to say that the 'County' 4-4-0 story ended there. Or did it?

You see, the 'County' story is about to come full circle and Tyseley depot, which saw the last of the original 40 locomotives withdrawn, is soon to commence work on erecting the frames of the 41st example – No. 3840 *County of Montgomery*.

The 'County' set

The 'County' 4-4-0s were conceived as part of Churchward's grand plan to equip the GWR with a range of standardised locomotive classes. The first, No. 3473 *County of Middlesex*, emerged in May 1904 with the remaining nine (Lot 149) – all named after English and Welsh counties – following over the next five months.

The locomotives owed much to American design practices, and were in effect a shortened version of Churchward's 'Saint', sharing the same cylinders, bogie and 6ft 8½in coupled wheels, but carrying the Swindon No. 4 boiler. They were equipped with lever reverse and steam brakes, the brake levers being carried ahead of the driving wheels with the pull rods suspended outside the wheels. Bogie brakes were fitted as standard, but later removed.



Churchward 'County' 4-4-0 No. 3829 *County of Merioneth* of the 1911/12 batch is seen at an unknown location circa 1922 in the condition which the new No. 3840 *County of Montgomery* will be turned out when completed.

RAIL PHOTOPRINTS

The new 4-4-0s must have proved their worth as in 1906 a further 20 (Nos. 3801-3820) entered traffic. The first 10 of this new batch were named after Irish counties to acknowledge the GWR's growing links in the country, with the remaining 10 reverting to the English/Welsh counties. These differed from their predecessors in having vacuum brakes, with the brake gear working behind and inside the driving wheels.

The 'Counties' were used extensively on GWR services over the Shrewsbury to Bristol line (the North to West route), which was shared with the London & North Western Railway (LNWR) north of Hereford. At that time the LNWR was responsible for the maintenance of this section of the route and would not permit the use of 'Saint' 4-6-0s over the line. The 'Counties' were therefore ideal for this role, and similarly for running over the Midland Railway line between Standish Junction and Yate, over which the GWR had running rights, owing to weight restrictions over Stonehouse Viaduct that precluded the use of 4-6-0s.

In 1911/12 the final 10 'Counties' (Nos. 3821-3830) were constructed, incorporating a number of design changes such as screw reverse, top feed and superheating, and the incorporation of curved steps to the running plate to soften the angular 'high-stepping' appearance of the earlier batches. The centre line of the cylinders was also dropped by 2½in to bring them in line with the driving wheel centres.

Unfortunately the introduction of Charles Collett's 'Hall' class in 1928, and the lifting of weight restrictions on the joint lines, ultimately sounded the death knell for the 'Counties'. The class managed to cling on to the Bristol-Birmingham expresses until 1930, but once the LMS declared that it was willing to allow 4-6-0s over Standish Viaduct their days were numbered. Withdrawals began in 1930, with most working their last trains the following year. Nine made it into 1932, five of which continued in service until 1933, with No. 3834 being the last - of the original locomotives, at least.

A new 'County'

The origins of the *County of Montgomery* project go back to 2005 and the Great Western Society's

(GWS) 'Three Counties Agreement' with Vale of Glamorgan Council. The agreement saw ownership of Hawksworth 'Modified Hall' No. 7927 *Willington Hall*, Prairie Tank No. 4115, Churchward 2-8-0 No. 2861 and 2-8-0T No. 5227 transferred to the GWS, so that parts from the locomotives could be used in the re-creation of a number of GWR types that had failed to make it into preservation. First amongst these was to be an example of Frederick Hawksworth's 'County' class 4-6-0s, plus a Churchward 'County' 4-4-0 and one of the so-called 4-4-2T 'County Tanks', and finally a '47XX' 2-8-0. In relative terms the 'County' 4-4-0 offered the most straightforward of the projects owing to the availability of so many expensive components and patterns. These included the Swindon No. 4 boiler from No. 5227, plus bogie wheels, axleboxes and a tender chassis from the other inherited locomotives, while the pattern used to cast the coupled wheels for Didcot's 'Saint' No. 2999 *Lady of Legend* could also be reused.

However, the project never really progressed beyond the proposal stage, and while the construction of the Hawksworth 'County' No. 1014 *County of Glamorgan* and '47XX' No. 4709 have made considerable progress at Didcot and Llangollen respectively, the 4-4-0 idea simply remained a statement of intent. After a strategic review the GWS board eventually concluded that the 'County' 4-4-0 would be one project too many for the foreseeable future, and the scheme was formally dropped. This came as a huge disappointment to your author, who subsequently began working independently on a proposal to realise the 'County' dream in a way that would allow the GWS to fulfil its 'Three Counties Agreement' obligation to Vale of Glamorgan Council, while taking the pressure off Didcot to see it through. It was argued that if the 'County' was ever to be built it would need to be constructed away from Didcot and with a large degree of independence from the GWS, possibly by a stand-alone organisation.

Subsequent discussions proved to be very productive and a proposal was put before the GWS board in November 2017. The result was the unanimous agreement to support the formation of an independent organisation to take on the 4-4-0 project and see it through to completion.



'County' No. 3826 *County of Flint* leaves Paddington with a Down slow train in 1924.
W V WISEMAN/RAIL ARCHIVE STEPHENSON

The Churchward County Trust

The Churchward County Trust Ltd (CCT) was registered with Companies House in January 2018 as a wholly independent not-for-profit company (Limited by Guarantee). Although affiliated to the GWS, the CCT is entirely self-governed and self-financing, being reliant upon public donations, subscriptions, sales and sponsorship to achieve its goal. Full charitable status was awarded earlier this year.

The goal is to construct the 41st member of the 'County' class using a combination of original GWR components and brand new, purpose made material. The new locomotive – *County of Montgomery* – will therefore be built to the design of the 1911/12 batch with curved running plates, as immortalised by Hornby in 1929 when No. 3821 *County of Bedford* was added to its

'No. 2 Special' range. Fast-forward 90 years and the class still forms a part of Hornby's RailRoad range of OO scale models today.

The CCT already has a head start thanks to the availability of key components that were set aside for a 'County' by the GWS. These include:

- Swindon No. 4 boiler currently on No. 5227 at Didcot.
- Two 3ft 2in diameter wheelsets (plus horns and axleboxes) for the bogies.
- Four axleboxes
- Eight hornguides.
- Four spring hangers.
- Four brake hanger brackets.
- One reversing lever.
- A Churchward 3,500 gallon tender frame

In a fabulous gesture of goodwill the GWS has agreed to donate these parts to the CCT now that it is a charity, and furthermore, a number of patterns made for the GWS' re-created 'Saint' No. 2999 *Lady of Legend* will also be made available including that for the coupled wheels. Such availability of parts brings the overall costs down considerably, and as such the new 4-4-0 could feasibly be completed for £1million.

In November 2018 the main frame plates were cut by TATA Steel at Wednesfield, followed in early 2019 by the myriad frame plates that make up the various cross members/stretchers, front bufferbeam, rear wear plate and racking plate. The main frame plates were drilled and machined during the spring and delivered to Tyseley Locomotive Works (TLW) where the frames are to be erected. The order for the front-end extension frames has been placed, and these should reach TLW early in the New Year.

The decision to award the contract to TLW was an obvious one from the CCT's perspective. The quality, workmanship and reliability of the Tyseley steam fleet speaks volumes, and what Bob and Alastair Meanley don't know about GWR locomotive engineering between them is probably not worth knowing.

The initial aim is for TLW to erect *County of Montgomery's* frames as a Phase 1, after which Phase 2 will (subject to continued funding) look at turning the frames into a rolling chassis. The CCT is grateful to the advice given by both Meanleys, and looks forward to a long and productive relationship with TLW as the new

locomotive takes shape.

In spite of how well a 'County' 4-4-0 would look hauling Vintage Trains' 'Shakespeare Express', the CCT has no plans for No. 3840 to run on the main line. Instead it will ply its trade on preserved railways, and the CCT has an 'agreement in principle' with the Gloucestershire Warwickshire Steam Railway (GWSR) for the locomotive to eventually be based and run there, subject to contracts. This would give *County of Montgomery* a historically appropriate home as the original 'Counties' regularly worked over the route with Bristol to Birmingham expresses until the early 1930s.

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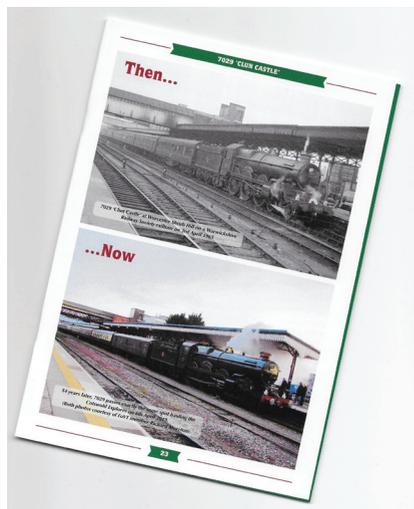
Editor's Comment

I'd like to thank Gary for contributing this history of the 'Counties' and their connection, past and present, with Tyseley. While we applaud the CCT's initiative and wish Gary and his team well, the inclusion of his article does not represent an endorsement of their project by FoVT, nor a special recommendation to donate to their appeal. Our priority is always to support VT group projects such as The Defiant Club and 'Bloomer' appeal, and many readers will be aware of other TLW-based schemes of equal merit, such as The 6880 Society and The BR Class 8 Steam Locomotive Trust.



County of Montgomery's frame plates on display at Tyseley Locomotive Works on 22 June. CHURCHWARD COUNTY TRUST

LETTERS TO THE EDITOR



From David Mawdsley:

“Thank you for the great summer issue of “Steam in Trust”. Ray Churchill’s account of the Oxford trip on 6th April was most interesting, as were the photographs on the inside back cover of “Clun Castle” at Shrub Hill in 1965 and 2019. Those photographs were the highlight for me, as I was a passenger on both occasions.

The 1965 run was the return leg of an excursion from Birmingham to Swindon – out via Banbury and Greenford, returning via Oxford and Worcester. We had left Oxford 23 minutes late because of delays between Swindon and Didcot, where new signalling was being installed. Despite the late start we reached Worcester within a minute of right time.

The 57 miles from Oxford to Worcester were run in a mere 25 seconds over even time, despite a TSR of 50mph between Moreton-in-the-Marsh and Blockley, and a severe signal check approaching Evesham. The latter brought to an end the high speed descent from Campden to Littleton & Badsey at an average of 76.1 mph.

Those were the days before sections of double track had been “stolen”, before platforms had mysteriously gravitated towards the track, and

before clearances under bridges had suddenly shrunk. Oh that it were possible to recreate those days now! But thanks for the memories.”

From Sharon Salter, our Train Manager, a personal appreciation of the FoVT Social Evening on 12 September:

“Bob Meanley talked through the history of not only Tyseley and its own stock but what Tyseley works had restored by showing slides that gave an insight into Bob’s long history working with steam trains, and.....the odd slide thrown in of his pride and joy, a Mini that he had tuned up... just a little. There was the odd family shot of Alastair his son in the pram, Alastair was sitting on the side, probably cringing a little but with a smile showing support and was probably beaming inside with pride at having such a skilful engineer as his Dad. The whole evening had all that attended glued to the screen and Bob had everyone’s attention. What a memory to recall people’s names, their jobs, where he met them, what they had worked on and the numerous drivers leaning out of the locos he had met along the way.

It did bring back such good memories of times I shared with my late husband visiting the railway at Tyseley, also our own Mini that my husband also tuned up. Ours was in British Racing Green, 907 KOL, which was our courting car, it took us on our weekend away after our wedding, and many family holidays. Darrell had changed the engine to a 1300cc, his dad worked at Exquisite Jewellery and got the rocker box cover chromed, which looked like the bees knees when the bonnet was lifted, it even had servo-assisted brakes. I took my driving test in it so it certainly knew how to stop in the test when the book hit my dashboard. Sorry....I digress a little but that’s how events like this bring back such lovely memories.

A fantastic buffet was provided that went down very well followed by lovely desserts. It was a joy to give the 1st prize of the raffle to a family that had brought their teenage son with them, he was thrilled and the picture, a signed print by transport artist Eric Bottomley, is going on his bedroom wall. Overall a thoroughly enjoyable evening and I look forward to many more.”

LOCOMOTIVES AND ROLLING STOCK AT TYSELEY

Notes: From time to time locomotives and stock may be loaned out to other railway centres for static display or to operate services. Main line certified engines may be temporarily stabled away from home in order to undertake mainline duties. Guest Locomotives and rolling stock are included. These may be stabled at Tyseley Locomotive Works for attention or using Tyseley as an operating base, including use on Vintage Trains charter trains. Items marked 'p' are privately owned and not part of the Tyseley collection.

Please note that this list is maintained by volunteers

and may not be complete at the date shown.

Some locomotives and rolling stock may not be on view in areas accessible by visitors to Tyseley Locomotive Works. Visitors are only admitted to the works site on Tyseley Open Days.

BR=BR Power Classification ; P= Locomotives in private ownership.

Coaches in Vintage Trains mainline operational fleet : TY01 = vacuum braked/steam heat/ TY02 = air braked/aircon

GWR Steam Locomotives

No.	Name	Class	Built	Notes/Owner
2885	p	28xx 2-8-0	1938 Swindon	Practical GW Steam
4121	p	5101 2-6-2T	1937 Swindon	On overhaul
4965		Road Ashton Hall 49xx Hall 4-6-0	1929 Swindon	
5043		Earl of Mount Edgumbe 4073 Castle 4-6-0	1936 Swindon	
5080		Defiant 4073 Castle 4-6-0	1939 Swindon	
7029		Clun Castle 4073 Castle 4-6-0	1950 Swindon	
7752		57xx 0-6-0PT	1930 Glasgow	LT No. L94 WSRly
7760		57xx 0-6-0PT	1930 Glasgow	LT No. L90
9600		57xx 0-6-0PT	1945 Swindon	

LMS Steam Locomotives

5593	Kolhapur	5XP Jubilee 4-6-0	1934 NBL	BR 6P5F
670		LNWR Bloomer	1987 Tyseley	Replica, ongoing work

Industrial Steam Locomotives

1	Henry	0-4-0ST	1901 H/Leslie	At Barrow Hill
No 1	Cadbury No 1	0-4-0T	1925 Avonside	
71480	p Fred	0-4-0ST WD 0-6-0ST	1941 Peckett 1945 RSH	(LNER Class J94)

Locomotives in the Works

No.	Name	Class	Built	Notes/Owner
3278	FD Roosevelt	USATC S180 2-8-0	1943 Baldwin	
6880	Betton Grange	68xx Grange	New Build	6880 Society
4936	Kinlet Hall	49xx Hall 4-6-0	1929 Swindon	JJP Holdings
34070	Manston	BB 4-6-2	1947 Brighton	UN rebuilt
7812	Erlstone Manor	78xx Manor	1939 Swindon	EM Fund
7902	Bradley Manor	78xx Manor	1938 Swindon	EM Fund
71000	Duke of Gloucester	8P 4-6-2	1954 Crewe	71000 Trust
08568	St Rollox (D3735)	08 DE 0-6-0	1959 Crewe	A Goodman
	Mike Thomson Engineering :-			
No 65	B+W Engineering	0-6-0T	1929 H/Clarke	W/No 1631
2918	Achilles/Pony/BD No2	0-4-0ST	1912 H/Leslie	W/No 2918
3597	FD&E Co No3	0-4-0ST	1926 H/Leslie	Registered 1968
4588		4575 2-6-2T	1927 Swindon	

Industrial Diesel & Petrol Locomotives

No.	Name	Class	Built	Notes
299099	p	88DS 0-4-0 DM	1950 Ruston & Hornsby	Table Pilot
347447	p	LWS 0-6-0 DM	1957 Ruston & Hornsby	
800	p	0-4-0 Petrol Loco	1920 Baguley	
376	p Princess Margaret	0-4-0 DM	1948 Andrew Barclay Sons	

BR Diesel/Electric Locomotives

No.	Name/ Numbers	Class	Built	Notes
13029	08 021, D3029	08 DE 0-6-0	1953 Derby	
40 118	p D318	40 DE Co-Co1	1961 EER/SH	D318 LTD
47 773	D1755 The Queen	47 DE Co-Co	1964 Brush	47161/47541
50 033	Mother Glorious D433	50 DE Co-Co	1968 EEFV/F	At SVRly

Coaches

311	Eagle	Mk1 Pullman Kitchen First	1960 Metro Cammell	From NRM
335	Car No 335 : 99361	Mk1 Pullman Kitchen Second	1960 Metro Cammell	TY01
349	Car No 349 : 99349	Mk1 Pullman Parlour Second	1960 Metro Cammell	TY01
353	Car No 353 : 99353	Mk1 Pullman Parlour Second	1960 Metro Cammell	TY01
1201		Mk 2RFO	1973/74 Derby	TY02
3309		Mk 2 FO	1973 Derby	TY02
3351		Mk 2 FO	1973/74 Derby	TY02
3416		Mk 2 FO	1973/74 Derby	TY02
5148		Mk 2 TSO	1967 Derby	at Telford
5157		Mk 2 TSO	1966 Derby	TY01
5177		Mk 2 TSO	1967 Derby	TY01
5179		Mk 2 TSO	1967 Derby	Top Bank
5183		Mk 2 TSO	1967 Derby	Top Bank
5186		Mk 2 TSO	1966 Derby	Fuel Sidings 2
5191		Mk 2 TSO	1966 Derby	TY01
5193		Mk 2 TSO	1967 Derby	at Telford
5194		Mk 2 TSO	1967 Derby	Fuel Sidings 1
5198		Mk 2 Club Car (ex TSO)	1966 Derby	TY01
5212		Mk 2 TSO	1967 Derby	TY01
5221		Mk 2 TSO	1967 Derby	at Telford
5300		Mk 2a TSO	1968 Derby	by No2 Platform
5314		Mk 2a TSO	1968 Derby	at Turntable
5420		Mk 2a TSO	1969 Derby	Top Bank
5928		Mk 2 SO	1973 Derby	TY02
9101		Mk 2 BSO (Buffet Car)	1966 Derby	TY01
9496		Mk 2e BSO	1972 Derby	TY02
17018		Mk 1 BFK	1961 Swindon	TY01
17090		Mk 2 BFK	1968 Derby	Top Bank
35470		Mk 1 BSK	1963 Wolverton	TY01
96100		GUV (Water Carrier)	1959 Pressed Steel	TY01
6320		LMS Saloon	1927/65 Wolverton	PRCLT
17015		Mk1 BFK	1961 Swindon	4936 support
17041		Mk 2 BFK	1966 Derby	71000 support

