



STEAM IN TRUST

THE VINTAGE TRAINS MAGAZINE

ISSUE 45 - SPRING 2020

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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Trustees:

Michael Whitehouse - Chairman
 Vic Michel - Deputy Chairman
 Michael Gilbert
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**Vintage Trains
 Community Benefit Society**

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

Directors:
 Michael Whitehouse - Chairman
 Vic Michel - Deputy Chairman
 Robin Coombes - Secretary
 Michael Gilbert
 Richard Cadge
 Denis Chick
 David Keay (from March 2020)

Vintage Trains Ltd

Train Operating Company, registered in England as company No 10436785

Directors:
 Michael Whitehouse - Chairman
 Robin Coombes - Secretary
 Michael Gilbert
 David Keay

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:

	1 Year	5 Year
Junior (5 - 18)	£8	£35
Adult (19 - 59)	£20	£90
Partners (2 adults)	£32	£145
Family (2+2)	£36	£157
Senior (60+)	£15	£52
Senior partners (2)	£26	£100

**Friends of Vintage Trains -
 Committee**

Neil Ewart - Acting Chairman
 Mary McCullough - Secretary
 Bernard Wright - Treasurer

Peter Brown Robin Coombes Paul Hatton
 Dave Martin Geoff Middleton Jeff Robinson
 Sharon Salter

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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.

Spring 2020

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Front cover image:

Leader of the Pack: 5043 'Earl of Mount Edgcumbe' heads up the locomotive cavalcade at the 29th September 2018 Open Day, with 7029 'Clun Castle', 4965 'Rood Ashton Hall' and 45596 'Bahamas' in train. Photo: Robin Coombes

Rear cover image:

Face Off: LMS Jubilees No 5593 'Kolhapur' and 45596 'Bahamas' confronting the might of the GWR, 7029 'Clun Castle' and 5043 'Earl of Mount Edgcumbe' at the Tyseley turntable, 29th September 2018. Photo: Robin Coombes

Editorial



VTL management structure, I have reproduced it here, together with an update from Michael on the latest developments - see the VTL Report on page 8. Regarding the 2020 excursion programme, members should note that the previously advertised trip to Cheltenham on 11 March and the Easter 'Shakespeare Express' have been cancelled, but the other excursions listed on pages 9 and 10 are still set to run at the time of writing.

As well as the usual news items and reports in this issue, you will find two historical articles, one about the Tyseley Pullman cars, researched and written by volunteer Michael Hughes, and the other, from Robert Ferris, concerning some pigeon transportation baskets found on the Tyseley site, with a little freewheeling (or, should I say, free-flying) fantasy contributed by Ray Churchill.

Very sadly, two of our members have passed away over the last few months, one a former Chairman of the Friends with years of distinguished service, the other a very talented recent recruit to our volunteer group. Their obituaries appear on pages 19 - 21. Members of long standing will remember Brian Wilson with much respect and affection: Mary McCullough tells me that he was a great man with a wicked sense of humour, well illustrated by the fact that he asked for 'Always Look On The Bright Side Of Life' from Monty Python's 'Life of Brian' to be played at his funeral as the congregation left the church.

On a happier note, another long-serving Tyseley figure - I'm tempted to use the word 'colossus' - and another quite recent arrival, who has already garnered much praise from volunteers, were honoured with awards by the Heritage Railway Association at the Burlington Hotel on 8th February: see page 16.

I wish all readers a free-steaming and well-oiled 2020 with gauge glasses full and a clear road ahead.

Mark Smee

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

7029 'Clun Castle' has been very much the centre of attention at Tyseley since it was recommissioned in 2017, so I thought I'd redress the balance a bit by placing a photo of my personal favourite, 5043 'Earl of Mount Edgumbe', on the cover of this issue. Fans of the Earl will be pleased to read in Alastair Meanley's TLW report that work is progressing well on 5043's fully-funded overhaul, so the prospect of seeing Castles double-heading on the main line is edging nearer.

This issue contains the official notice of the Friends of Vintage Trains AGM, to be held at the Tyseley Working Men's Club on Saturday 4th April, together with the minutes of the 2019 meeting as a separate supplement. Please attend if you can: it is your opportunity to talk to the Friends officials who run the show and to have your say. Robin Coombes will be giving a talk afterwards about his passion for steam railway photography, and there are details of further social events within.

For those who have not seen Michael Whitehouse's announcement to Community Benefit Society shareholders of changes to the

CHAIRMAN'S REPORT

As current Chairman of your committee I am able to confirm that we are looking at more ways to help retain existing members of Friends of Vintage Trains and, of course, to attract new ones. Currently you all receive copies of 'Steam in Trust', discounts on the Shakespeare Express and reduced entry fees to Open Days as part of your membership benefits. There are strong indications that the number of 'Shakespeares' running each year will increase and, as announced in the previous issue, free copies of the magazine are now restricted to members only, so your benefits are increasing in value.

Furthermore, following the success of last September's social event where Bob Meanley and Les Ross gave a great presentation, these are now to become a regular feature throughout the year. A number of speakers have kindly offered their services and several dates have been booked with Tyseley Working Men's Club: see below. In case you have not been before the club is situated just over the road from our depot at Tyseley. Full details of later 2020 events will be published in the next issue. These events are part of your membership package, so you are very welcome to attend and bring one guest for free. The Committee hopes that you will support these get-togethers and offer recommendations for future speakers.

A highlight of the last few months was the guest appearance of the 'Bloomer' at Warley Model Railway Show as part of the Vintage Trains stand. Sitting on a low loader she attracted a large number of visitors. Although another £300,000 is required to finally see her in steam the work would only take a couple of years to complete. Compared to many other projects around the world of heritage railways this is a very short time and, once completed, she could be loaned to preserved lines all over the country. What a magnificent sight she would make climbing through Erdington!

Another major event has been the second season of The Polar Express™. We should never underestimate the amount of organisation which goes into pulling the whole experience together. I do not think any of us would envy Ben and

everyone else involved in the weeks leading up to the season.

Finally, thanks to all volunteers who have worked so hard over the last year, and also to those who are unable to commit themselves to coming along to Tyseley regularly but support Friends of Vintage Trains by being members and contributing through their subscriptions.

Neil Ewart

Acting Chairman, Friends of Vintage Trains

SOCIAL EVENTS AND OPEN DAYS

All Social Events will take place at the Tyseley Working Men's Club, 573 Warwick Road, B11 2EX, which is directly opposite our locomotive works. Please do attend if you can: **entrance is free** for FoVT members and one guest per member.

Saturday 4th April

From 12.30pm, following the AGM, Robin Coombes will be giving a talk on his passion for capturing the power of the steam locomotive in photographs.

Thursday 14th May

Railways Around Birmingham - a talk by John Perkin. Doors will open at 18.30 for a 19.00 start. We aim to organise a raffle and would be grateful for the donation of suitable prizes!

Thursday 3rd September

Details and speaker TBC.

Saturday 26th & Sunday 27th September TYSELEY LOCOMOTIVE WORKS OPEN WEEKEND

Full details will follow in the next issue. There will be no June Open Weekend this year, owing to the ongoing turntable restoration and other work to improve the site for visitors.

MEMBERSHIP MATTERS

We apologise to Richard and Elaine Herington, who were accidentally omitted from the list of new

members in the last issue - a belated welcome to you both! We also warmly welcome the following members who have joined since issue 44:

M Halliday, Birmingham
 Peter Mosse, New York, USA
 R Rudkin, Loughton
 Ian & Carol Kay, Knowle
 Michael Campain, Warwick
 R K Spencer, Kings Heath
 Peter Reeve, Leamington Hastings
 Malcolm Arnold, Beenham
 Steve Fox, Rushall
 Rodney Pollock, Grove

John & Jenny Williamson, Laxey, IOM
 Dudley Harrison, Shirley
 Kevin Dudley, Solihull
 Gary Salmon, Droitwich Spa
 John Pearse, Bradford-on-Avon
 John Addenbrooke, Measham
 John Barkham, Ashburton
 Bob Roberts, Solihull
 Wilfred Carey, Toton



Photo: Hugh Wright

Senior Steward Sharon Salter making sure passengers got their bacon baps fresh and hot on The Christmas White Rose excursion, 14th December 2019. Friends of Vintage Trains volunteers like Sharon are the backbone of VT, which couldn't run mainline trips without them. We are always on the lookout for new recruits, so do get in touch if you would like to be part of a friendly team keeping mainline steam alive in the 21st century - see page 2 for contact details.



A polite reminder to members who pay by Standing Order

Subscription rates for members of Friends of Vintage Trains were increased in 2019. Those who pay by cheque or Direct Debit can be asked for or charged the new rate by our Membership Secretary, Peter Brown, but he has no power to alter Standing Orders. We respectfully ask members who pay by this method to check that they have updated their SO mandates to reflect the new rates, so that Peter does not have send out requests for payment of the difference. Thank you for your understanding.

FRIENDS OF VINTAGE TRAINS AGM ANNOUNCEMENT

OFFICIAL NOTICE OF THE 2020 FRIENDS OF VINTAGE TRAINS ANNUAL GENERAL MEETING

The 2020 Annual General Meeting of the Friends of Vintage Trains will take place on

Saturday, 4 April 2020 at the **Tyseley Working Men's Club**,
 (opposite Tyseley Locomotive Works)
 573 Warwick Road, Tyseley, Birmingham, B11 2EX.

The doors will be open at 10.00am (tea/coffee will be served)
 Membership cards must be shown upon entry.

The AGM will start promptly at 10.30am and should finish by 12.30pm. After a short break, Robin Coombes, Secretary of the Vintage Trains Community Benefit Society, will give an illustrated talk about his passion for photographing locomotive power.

The **Tyseley Working Men's Club** is opposite Tyseley Locomotive Works and members arriving by car should park in Tyseley Locomotive Works car park which will remain open until 10.25am.

At this meeting two Committee members will be standing down: Chris Schroeder and Robin Coombes. There will be a proposal to appoint Bernard Wright and Mark Smee to the Committee and for Chris and Robin to advise the Committee on an ad hoc basis as co-opted members in view of their specialist knowledge. If any Member would like to be considered for a post on the Committee please contact the Secretary via e-mail at Secretary@friendsofvt.org.uk or in writing to the Secretary, Vintage Trains Limited, 670 Warwick Road, Tyseley, Birmingham B11 2HL. Applications outlining why you wish to join the Committee should be submitted by 14 March.

Michael Whitehouse will be attending the AGM to give an update on Vintage Trains Limited.

If any Member wishes to raise any other business please submit your item to the Secretary by 14 March.

The Minutes of the 2019 AGM are enclosed and are subject to approval at the meeting.

The Annual General Meeting is your opportunity to have your say in the running of the Friends and we look forward to seeing you on 4 April.

Neil Ewart

Acting Chairman, Friends of Vintage Trains

VINTAGE TRAINS LIMITED REPORT



*7029 'Clun Castle' climbing the gradient at Seer Green, Saturday 15th June 2019
Photo: Malcolm Arnold*

Vintage Trains Limited (VTL), Britain's first charitably controlled and publicly owned Train Operating Company, has completed its first full year of operations. In 2019 it ran 18 charter trains, a revitalised Shakespeare Express series and its second series of The Polar Express™ Christmas programme of 72 passenger trains over 18 days carrying over 23,000 passengers, along with other railway activities in the training and driver hire sectors. Since gaining its operating licences in September 2018, VTL has carried over 50,000 passengers.

2020 sees VTL enter the second phase of its business development, leading with organisational change in its management structure.

Adrian Shooter, Chairman of Vintage Trains Limited, will retire from the business. Adrian's significant experience of rail operations at senior executive level was fundamental in enabling VTL to be granted operating licences for both charter and non-passenger trains from the Office of Rail & Road, following the establishment of safe operating procedures, enabling express steam trains to operate safely over Britain's main lines.

Cath Bellamy, Managing Director of Vintage Trains, will also step down. Cath is a life-long railway professional and established the core structure of VTL, delivering its first year of operation, now underpinned by the recent award

of a 5 year safety certificate and a 5 year track access contract.

Michael Whitehouse, Chairman of the Vintage Trains Community Benefit Society, will assume the position of Chairman of VTL. David Keay will assume board responsibility for Safety & Operations. Alastair Meanley becomes General Manager of both VTL and its sister business, Tyseley Locomotive Works and Ian Bertram takes up a consultancy appointment as Safety Consultant, replacing Ian Lake who is taking up alternative employment in Eire where he now lives. Michael Gilbert remains board member responsible for finance and Robin Coombes is Company Secretary.

Michael Whitehouse said: 'We are indebted to Adrian Shooter, Cath Bellamy and Ian Lake for their very considerable help in achieving the strategic objective of gaining licensed train operating status for VTL and management of the operation in its first year. They are leaving with our good wishes as they pursue their interests elsewhere. We would like to place on record our sincere gratitude for their work'.

'We will now take Vintage Trains into the next phase of its development. We strongly believe in steam operation on the main line and intend to build on the legacy with community engagement and local partnerships'.

STEAM EXCURSIONS & OPEN DAY 2020

The Vintage Trains programme for the first half of 2020 includes an extended Shakespeare Express schedule, a return to the Settle and Carlisle and a full day steam excursion to the West Somerset Railway. 7029 'Clun Castle', the Tyseley Locomotive Works flagship engine, will lead the schedule with surprise guest locomotives in the planning – more information at a later date.

The Shakespeare Express

The return of the SE in 2019 was a resounding success, the penultimate train of the season achieving its highest sales ever. Network Rail have now confirmed the transfer of The Shakespeare Express working timetable paths to us, which means that we can now run trains in these paths on any Sunday of the year. So, to celebrate this and the beginning of the new season under our new management, **we are running two additional Shakespeare Express trains with 'Clun Castle' on Sunday 5th April.** Please contact the VT office to book, but don't delay as they will already have been announced by the time you read this and will probably sell out very quickly. We look forward to seeing you, for breakfast/high tea from Birmingham, or a traditional Sunday roast luncheon from Stratford, or simply a ride in either direction. Of course, if you would like your very own special Shakespeare Express to celebrate a family event, we will now be delighted to discuss arranging one for you!

We will be running the main season of Shakespeare Express trains on Sundays from Sunday 19th July to Sunday 6th September. Whilst this is a 'walk on' service, if you wish to dine with us for either breakfast/high tea or Sunday lunch, pre-booking is essential. We are reintroducing our restaurant car service for these trains.

Prices start from £35 per person standard class with every adult taking a child aged 12 or under free. First class dining is £75 per person (£35 supplement for children dining). The confirmed dates of the new schedule will be published in the next issue of the magazine.

'Clun Castle' back on the Settle and Carlisle – April 18th 2020

One of the most scenic mainline railways in the UK with 72 miles of track, 21 viaducts and 14 tunnels, the S&C line is considered to be the most picturesque route to Scotland. This full day tour will see diesel haulage from Birmingham to Hellifield where 7029 'Clun Castle' will take over for the challenging run to Carlisle and back. The train will stop at Appleby so we can stretch our legs and grab a photo opportunity. Stations served will include Birmingham New Street, Coleshill Parkway, Tamworth HL and Burton Upon Trent.

7029 has been confirmed as gauged for the trip and the train is fully booked with a waiting list, which isn't surprising as it was 1967 when 7029 made her last visit to Carlisle! We are considering a second trip in the autumn, so if you would like to reserve seats pending confirmation, please contact the VT office.

Llandudno Victorian Extravaganza – May 9th 2020

The May Bank holiday will herald VT's return to Llandudno and the Victorian Extravaganza. This very popular trip to the seaside gem that is Llandudno brings us vintage attractions: a fun fair with steam powered rides, veteran, vintage and classic transport on the streets with buses offering rides around the town, all adding to an atmosphere that has been established over 34 years. If you haven't been, you're missing out! **There are only a few seats left** for this trip at the time of writing, so please contact the office without delay if you are interested.

The train will depart from Dorridge, Solihull, Tyseley, Birmingham New Street and Wolverhampton.

The West Somerset Railway – May 30th 2020

It's back to core Great Western territory for 7029 as we head for Minehead at half term. Departing Dorridge, Clun Castle will pick up at



'Clun Castle' passing through Culham Station, 15th June 2019. Photo: Malcolm Arnold

Solihull, Birmingham Moor Street, Snow Hill and Worcester Shrub Hill for the run to Bristol. Following a brief stop, we continue to Taunton, taking the branch to Bishops Lydeard where Clun will be replaced by a WSR locomotive for the run to Minehead.

Passengers will have a full three hours in Minehead before we retrace our steps.

Again, **there are few seats left** for this excursion, so immediate booking is advised.

Tyseley Locomotive Works Open Days - Saturday 26th & Sunday 27th September

Please make a note of the dates in your diary now and we will confirm details in the next issue. We are not holding a June event this year as the major refurbishment of our turntable is still in progress and we wish to ensure that it is finished and available before the next Open Weekend takes place.

New for this season will be a series of **private invitation-only open events** where FoVT

members, shareholders and passengers will be able to go behind the scenes at Tyseley Locomotive Works and meet trustees to discuss development and day-to-day plans. If you would like to be considered for an invitation please contact the VT office to register your interest and we will be in touch with you.

We know that many of you enjoy travelling with us in our Pullman Restaurant Cars for a day out or on The Shakespeare Express. So we are introducing a new Pullman Club which will enable covenantors to have priority booking on seats 'of their own' for a year at a time in return for Gift Aided donations which we will use to improve and upgrade our four Pullmans over time, beginning with Pullman Parlour Car No 335, currently out of service, but on course for a return in the summer. We are preparing a leaflet about this scheme at the time of writing which should be ready by the time you read this: please contact the VT office.

For further information and updates, go to www.VintageTrains.co.uk or call us on 0121 708 4960.

WORKSHOP REPORT

The Tyseley Collection

7029 'Clun Castle' and our Class 47 diesel No 47 773 are currently available for service. The new tyres for 5043 'Earl of Mount Edgumbe' are now in store at Tyseley, stripping of the smokebox is complete, with all the superheater elements and boiler tubes removed, and the loco has been moved into the workshop for final stripping and lifting of the boiler from the frames. 4965 'Rood Ashton Hall' is in store awaiting overhaul, while pannier tank No 7552 continues in service on the West Somerset Railway.

Regarding our coaching stock, apart from general maintenance such as oiling door locks, greasing hinges and lubricating brake gear, we have made improvements to the interiors of Mk 2 TSOs Nos 5191 and 5157 and carried out repairs to their electric train heating equipment. Part of the deal for using our carriages for the Polar Express™ franchise trains was the provision of modern batteries, which we have fitted to 5191 and Mk 2 Club Car No 5198, and we have modified the battery cases on other carriages to suit them. With a view to carrying out scheduled work on brakes in 2020, we have also been overhauling spare vacuum brake cylinders and direct admission valves.

Work continues on the Tyseley turntable, with both new end carriages completed and on site ready for fitting. We've had some new angle sections manufactured and, having drilled them, we are now fitting them to the turntable ready for lifting the new end carriages into position. New locking frames are also being manufactured.

Third Party Work

Boiler work on 71000 'Duke of Gloucester' is at an advanced stage, with welding of the screwed ends of the superheater flue tubes in progress, and we await the arrival of the special order of small boiler tubes from the mill in Germany, manufacture having been delayed by a few weeks. A new crank axle is to be manufactured in South Africa, but this has a lead-in time of 6 months. Our coded welder has completed building up the wheel axle seatings with weld in readiness

for machining and fitting the wheels to the new axles back at the South Devon Railway, and the manufacturing of new pistons and cylinder covers is in progress.

With the boiler of 6880 'Betton Grange' now completed and tested, we will bring it back into the works to fit the ashpan and lift it into the frames. The tubing of BR Standard Class 2 No 78019 is finished and we only have minor firebox repairs to complete before hydraulic testing, probably in early February.

7812 'Erlestoke Manor' has now been re-wheeled and we've started assembling the valve gear. Work on the boiler is progressing well, chiefly repairs to the copper firebox and the renewal of nearly 300 copper stays. Assembly of the new tender frame is almost complete, with the frame stretchers now fitted, and we are turning our attention to brackets for the brake gear and plating for the tank bottom. In contrast, work hasn't yet started on 7802 'Bradley Manor', following piston rod and cylinder failure, as we have been awaiting the result of meetings between all interested parties and insurance company representatives about the scope of work required. An agreement has now been reached for renewal of both cylinders.

Two recent arrivals in the works are 7903 'Foremarke Hall', which is with us for some firebox repairs and re-metalling of the crossheads and coupling rod bearings, and 34053 'Sir Keith Park', which has returned for further repairs. Finally, the two piston valves ordered for 4979 'Wootton Hall' are now finished, with the driver's brake valve still to be manufactured.

Alastair Meanley

General Manager, Tyseley Locomotive Works



Photo: Robin Coombes

VOLUNTEER REPORTS

From Matthew Self

Many jobs were carried out towards the end of the year, ranging from platform fencing and re-roofing to gardening and restoration. As always the volunteers worked hard on these, as well as two notable big projects.

Firstly, as part of the Warley Model Railway event, the Bloomer went on display and in order to get it to a presentable standard the volunteers spent many Thursday evenings and some Tuesdays assisting the hard work done by the TLW team. It was a superb centrepiece for the exhibition at the NEC and a credit to all who had worked to make

it look so good - see the photo in the report on Warley in this issue.

Secondly, the Polar Express™ became the main focus for most of the volunteers towards the end of the year with a tremendous effort put in to make it run smoothly. Volunteers helped to 'prep' the train in the week before each Express whilst the stewards manned the station throughout, helping to manage the 300+ strong crowds awaiting their turn to board. In the Polar shop Nickey and her team surpassed last year's takings with the effort they all put in. It was a truly brilliant team effort which helped the Polars run successfully.



Four Polar Express™ volunteers at Moor Street: l to r Michael Campain, Charlie Baker, Ruth Mansell and Peter Jeffs



*It's not all glitz and glamour on the Polars!
L to r Matthew Self, Neil Ewart, John Turvey, Simon Edmonds, Richard York, Peter Jeffs and Michael Campain taking a well-earned tea break in rather industrial surroundings.*

With the Polars behind us and the new year underway, work continues on the upkeep of the site and assisting with the turntable renovation, whilst in other areas the stewards have begun a deep clean of the coaches and a start has been made on clearing the Visitors' Centre.

Thank you to all our volunteers for your continuing efforts and if anyone is interested in getting involved please contact me via the website or telephone.

Matthew Self

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

Tuesday Stewards Team Report - Geoff Middleton

We are going through a quiet period at the moment after the pre-Christmas rush, what with the bad weather and the lack of tours till the spring. There are some jobs to be done, including some deep cleaning of carriages, minor repairs and adjustments. We have also been sorting out

all the stores and food/ drink stock, tidying and storing Polar Express™ stock and equipment, and Graham Mapp has done his usual job of hosing down underneath all the coaches.

I would like to thank everyone who helped to run the Polars and the Christmas tours, in any capacity: it was greatly appreciated, and made them a great success. New volunteers are always welcome: we can find you work in lots of different departments, so please don't hesitate to contact Matthew Self at Vintage Trains (see above), or me, Geoff Middleton, Tuesday Stewards Team - 08.30 to 13.00, Buffet coach, No 1 Platform at Tyseley.

Neil Ewart comments: The combination of Polars and outings out on the main line naturally resulted in the need to dispose of an extraordinary amount of rubbish resulting from every trip. Geoff and his team plus Jeff Robinson have had their work cut out keeping everything reasonably tidy and hygienic. Evidence of the amounts involved were frequently to be seen piled high on the edge of the car park awaiting collection by the authorities. Thanks to everyone for such a fantastic effort.

HISTORIC TWINNING AGREEMENT WITH INDIA



*L to r: Michael Whitehouse celebrating the twinning agreement with Ramesh Chauhan of Tyseley's Shri Hindu community, his two guests and Jan Bowen Nielsen of West Midlands Trains.
Photo: Robin Coombes*

In New Delhi on 23 November last year, Ranjit Singh Viridi, President of the Indian Steam Railway Society, and Michael Whitehouse, Chairman of the Vintage Trains Charitable Trust, signed a historic twinning agreement between their two organisations with the aim of delivering mutually beneficial joint projects, sharing information and enhancing publicity. The agreement recognises the common heritage shared by the UK and India, including the development of railways since the early 19th century, and pledges to form a cooperative relationship which will drive the creation of exciting and inspiring cultural programmes in both countries, increasing mutual understanding between both their railway heritage institutions and their peoples.

The Indian Steam Railway Society (ISRS) is a not-for-profit society created and registered in New Delhi by serving and retired Indian

Railways personnel and private individuals, who are interested in preserving steam locomotives in India and promoting steam tourism. The ISRS works closely with Indian Railways to promote steam heritage preservation in all possible ways.

Indian Railways, a well regarded, state owned business with the fourth largest network in the world, cares for and runs several historic railway items of international significance, including Railway Museums in Delhi and Kolkata, the oldest working steam locomotives in the world ("Fairy Queen" and "Express", both built in the UK) and famous World Heritage hill railways (the Darjeeling Himalayan, Kalka Shimla and Nilgiri Mountain Railways), all of which are proposed for increased inbound and local tourist development, together with the operation of broad gauge heritage tourist trains around Delhi and elsewhere in India.

From the foregoing, the similarities between the missions of the ISRS and the VTCT are readily apparent: both organisations work to restore, care for and present historic locomotives and rolling stock, supported by important collections of images, archives, railway artefacts and knowledge, for the education and entertainment of the public; and both organisations operate their

heritage collection on their respective national railway networks and on heritage railways to promote national and international tourism.

Here are some of the mutually beneficial projects proposed in the twinning agreement:

- **Vintage Trains Charitable Trust support for the operation of broad gauge heritage trains on Indian Railways, through the exchange of information, best practices, prior experience and provision of consultancy**
- **collaboration on inbound, local and outbound tourism opportunities for both India and the United Kingdom, including working together to facilitate special events, celebrations and increased tourism opportunities**
- **collaboration on the retention of skills, equipment and workshop facilities to enable heritage locomotives and carriages to provide skilled local employment and training/apprenticeship opportunities and secondments for mutual benefit**
- **twinning of the Delhi region broad gauge heritage train with the Vintage Trains 'Shakespeare Express'**
- **twinning one of Indian Railways' famous WP broad gauge pacific steam locomotives with Vintage Trains express steam locomotive "Kolhapur", named after an Indian city as one of the famous 'Jubilee' class locomotives built by the London Midland & Scottish Railway to celebrate the Golden Jubilee of King George V; for the Commonwealth Games, to be held in Birmingham in 2022, the twinning will be celebrated by temporarily renaming the locomotive "India", with the Tyseley Shri Hindu community taking a leading role**
- **twinning of Birmingham-built railway carriages in India with comparative carriages in the Vintage Trains collection, each one carrying an explanatory display and acknowledgement for publicity purposes.**
- **twinning the two Indian Railways 1840s single wheeler tank locos "Fairy Queen" and "Express" (the oldest working steam locomotives in the world) with VTCT's reconstruction of the 'Bloomer'.**

HRA HONOURS FOR BOB AND MATTHEW



Chris Milner, Editor of The Railway magazine, presenting Bob Meanley with his award.

It was a great night for Tyseley at the 2020 Heritage Railway Association Annual Awards, held at the Burlington (formerly Midland Railway) Hotel in Birmingham on Saturday 8th February. Bob Meanley received The Railway Magazine Award for Railway Preservationist of The Year, presented by Chris Milner, RM Editor, in front of an audience of 250 railway heritage sector guests. The citation read:

For an incredible contribution to railway preservation spanning more than 50 years, in particular for the development of Tyseley Locomotive Works and teaching a new generation the necessary engineering skills to keep steam alive.

Joining the table of guests from Tyseley were Nicky Morant, TLW's first apprentice, and Matt Stanton, along with Alastair Meanley – illustrating the generations of engineering skills following Bob and our drive to bring new talent through the TLW business.

In a second accolade, our own Matthew Self, Volunteering, Education and Community Manager at Tyseley, was one of the team from the North Yorkshire Moors Railway (where Matt is a volunteer), receiving the Coiley Locomotive Engineering Award for the restoration of BR single chimney 9F No 92134.

Denis Chick

WARLEY MODEL RAILWAY EXHIBITION

For many years the Friends of Vintage Trains have manned a stand at Warley Model Railway Show, which is held in November at the NEC in Birmingham. We spend a great couple of days surrounded by amazing layouts and very interesting trade stands. The object of going is to advertise our train trips and, of course, encourage visitors to join the Friends and, hopefully, volunteer!

2019 saw a big addition to the stand. The Bloomer was brought out of our workshops and, blinking in the unaccustomed light, it was loaded onto a trailer to become a central exhibit. In the months before many had worked hard to make her presentable to the public, the biggest task being the fitting of the huge centre driving wheelset, and she drew a lot of attention from visitors. Credit was given to Bob and Alastair Meanley and the team from Tyseley Loco Works for their achievement and we were able to say that a final push for funds could see her steamed up and running in just two years.



Volunteers Richard Finnimore and Richard Dovey cleaning the Bloomer's dome

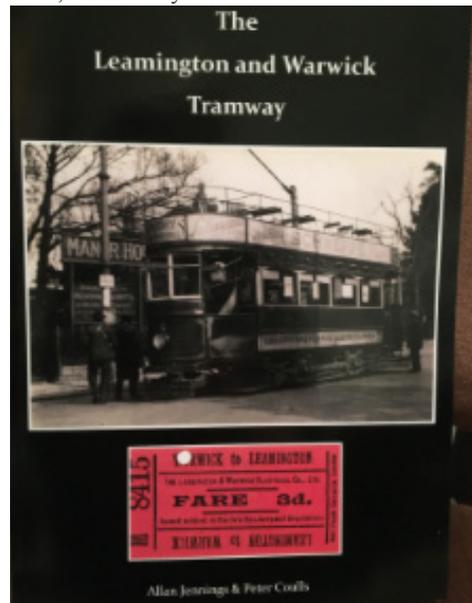
Neil Ewart



The Bloomer on the Friends of Vintage Trains Stand at Warley

The Leamington and Warwick Tramway

Friends of Vintage Trains member Peter Coulls has collaborated with Allan Jennings to produce a fascinating book about the long-vanished Leamington and Warwick Tramway. With first horse-drawn then electric trams, the tramway ran from the centre of Warwick along a relatively short route to Leamington, taking a sharp right turn to follow The Parade and terminate quite close to the LMS Avenue Station. Using a proliferation of pictures, the authors have traced the history of the tramway from its opening in 1881 to 16th August 1930, when the system was closed.



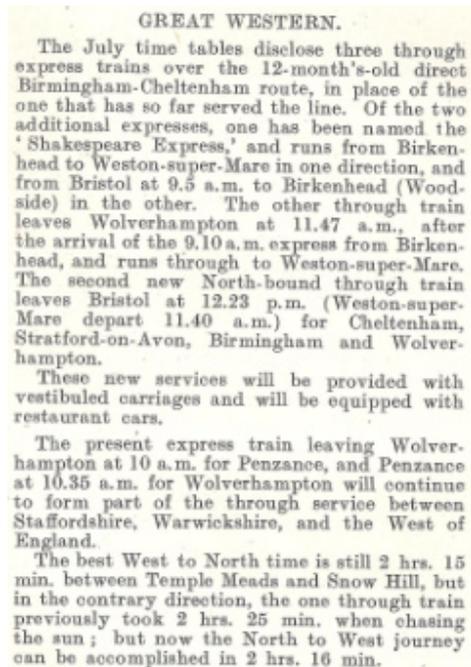
Two of the horse drawn trams still exist. One is being completely restored while the second can be viewed in its original condition at Crich Museum. Both were discovered in a garden near Henley in a fairly poor state but still recognisable as tram cars. Some may remember they were given a home with us at Tyseley before finding a permanent base.

For all those interested in local history relating to transport this book should make a great addition to your collection. It's published by Sydni Books at £15.95 and the ISBN number is 968-1-9161364-0-3



The First Shakespeare Express

Our volunteer archivist Robert Ferris found this article about the GWR timetable in the Railway Magazine of July 1909. Robert thinks that this was probably the first time that the Great Western Railway used the name 'Shakespeare Express' to describe one of its trains - and part of its route was on the same line that Vintage Trains currently uses from Birmingham to Stratford-on-Avon. So you could say that The Shakespeare Express is 111 years old, although there have been a few "minor" breaks over that period!



BRIAN WILSON



had websites and the internet was just becoming established.

In the late nineties, when VTL started running regular Shakespeare Expresses in the summer and other regular steam day trips around the country, Brian became a train steward in the Pullman dining coaches. He did this for several years and was well known to many passengers, until his health prevented him from continuing. He was a prolific photographer and most of his shots finished up, as intended, on the VT website.

We extend our sympathies to his family.

Henry S Pinchin

Editor's note: as a tribute to Brian, below is an extract from an interview with him which was originally published in issue 22 of 'Steam In Trust' back in 2007.

Brian Wilson - Face to Face

How long have you been a member of VTS?

I'm really a fairly junior member compared with some of the regular Tyseley volunteers! I joined in 1993, I think, when Tyseley was the only site offering Drive-A-Loco footplate experience. At that time DAL was being run 7 days per week and celebrity locomotives were being used.

What is your first recollection of Tyseley?

My earliest recollection of Tyseley was when I cycled from home to have a morning's spotting on the Tyseley Bridge. It must have been in the late 1950s. Around 20 or 30 spotters would congregate on the bridge and watch what seemed like an endless procession of trains passing through. It was like our own Clapham Junction! In those days DMUs had arrived, but had not totally ousted steam from the local services. Freight trains were in abundance including iron ore trains for Bilston and cattle trains from Banbury market. It was wonderful to see Kings and Castles charging through. They were 'working' when heading south, but always seemed to be easing off when

Brian Wilson died on 8th November 2019 aged 74 after suffering for many years from Motor Neurone Disease. He had a lifelong interest in railways, having been brought up near the Kings Heath line, with plenty of mainline steam locomotives to see, although the local stopping services had ceased by then.

He joined the Friends of Birmingham Railway Museum in 1992 when he retired from British Gas in Solihull. He soon became Treasurer, then Chairman, of 'The Friends' and guided the change of name to The Vintage Trains Society, in line with the newly-formed company Vintage Trains Limited. His former employment involved computer skills and he developed the first Vintage Trains website, at a time when few companies

heading north as if they had enough momentum to get to Snow Hill without any further effort!

As regards the depot itself, it wasn't until I started visiting Tyseley in the early evenings that I ventured down to 'bunk' the shed. It was fairly easy to do at that time and we used to go down there just after the up Cornishman had been through. They were just quick number-collecting visits, dodging anyone who might be likely to throw us out. My one vivid memory was seeing 4900 'St Martin' parked outside the shed. How I now regret that I was too immature to realise the significance of the engine, other than that Ian Allan said it was different!

How did you become interested?

My parents used to take me to Kings Heath Park (near where the ATV Garden was later situated) and to the closed Kings Heath Station at a very early age. And so it continued as I grew up, culminating in my parents buying a house that backed on to Camp Hill line overlooking the line and sidings between Kings Heath and Moseley stations. My father was always interested in steam and so it was passed on. My younger brother inherited the 'bug' too!

What is your funniest memory?

I can't recall a really funny moment as such. In hindsight, the day when someone spread it around our school that there were "Brits on Tyseley" has to be amusing. Thirty or so lads went down for the evening shed bunk in search of Brits. All we found were three Standard Class 4MT 4-6-0s. Then an unseen railwayman unexpectedly yelled at us and we scurried like ants towards the Warwick Road.

Oh! I did eventually see a Brit on Tyseley. An unkempt 70049 'Solway Firth' was parked outside the shed where I had previously seen St Martin. This was around 1965.

What is your favourite engine?

Undoubtedly the Princess Coronations (to give them their correct class name) are my all-time favourites and 6229 'Duchess of Hamilton' has

to be the favourite as it is the only one I've been pulled by. They are such impressive locomotives, designed for speed and haulage of heavy West Coast trains over adverse gradients. The sheer bulk of the engines is impressive and I've spent many hours at the NRM drooling over 6229 and at the same time thinking how it dwarfs A4 'Mallard'. They may be bulky, but they nevertheless are a very pleasing design.

I have many memories of seeing them speeding through Tamworth Low Level. We referred to them all as 'semis'. However, at that time only a few still retained the sloping smokebox top, and at that speed I didn't notice which ones.

My father recalls seeing streamliners in the Cannock Chase area and how the Coronation Scot looked like a snake picking its way up the Trent Valley. So I'm very pleased that Tyseley is re-streamlining 6229.

What would you do for Tyseley, given unlimited funds?

Putting aside loco & rolling stock restoration, I think I would love to see a roundhouse rebuilt at Tyseley in order to keep more locomotives under cover. Also I would like to see proper carriage sheds enabling the coaches to be kept undercover and enable servicing & cleaning. All to be visitor friendly. I suppose a project similar to the Stratford Steam Centre idea, but based at Tyseley and certainly with buildings in a GWR style.

What is your favourite book?

There is no question about it that 'The GWR Stars, Castles and Kings Part 2 1930-1965' by O.S.Nock is my favourite book. I just love the bits about the development of the increased superheat, the many draughting experiments & improvements culminating in the 4-row superheaters and distinctive Swindon double chimney (with the third orifice!). It is a period that I can relate to. Well, the later part! Whenever I'm confined to bed with flu or other ailment, then that is the book to cheer me up!

JOHN POWELL



Sadly, over the New Year period, John Powell passed away. John was one of our newer volunteers at Tyseley but had already become a great addition to the team. He was skilled in signwriting and in his short time with us had done a marvellous job on the hand crane lettering and

on repainting the turntable signs. Several of us attended his packed funeral service which was a fitting tribute to a wonderful person.

Matthew Self

THE FLYING CLUB AT TYSELEY AND THE PIGEON EXPRESSES

Behind the Social Club was a small wooden lean-to building, now sadly demolished, which bore the name 'The Flying Club'. It can be seen to the left of the telegraph pole in the photo below. This appears to have been home to the Tyseley racing pigeon fanciers, for within the building several traditional wicker pigeon baskets were discovered.

Training homing pigeons to race started in the 19th century. The hobby was particularly popular in the coal mining and manufacturing regions, with circling birds and pigeon lofts becoming an integral part of the urban landscape of industrial Britain. The railway companies catered for this hobby by organising the transportation of large numbers of pigeons to release sites across the country. Special through-train services timetabled at express speeds allowed long distance races to become the norm. The extract shown below from a Great Western Railway notice details eight corridor vans for Pigeon Traffic to be attached to an ordinary passenger train at various stations between Birkenhead and Hereford during the evening of 10th May 1912, for liberation early on the Saturday morning.



Pigeon carrying baskets became standardised and railway vehicles were adapted (or in some cases specially constructed) for the pigeon traffic. On the Great Western Railway in the Midlands, at least two wagons were internally modified with extra shelving to carry pigeon baskets, while externally they were branded 'Return to Stourbridge'. These four wheeled ventilated wagons (running numbers: 1511 & 1542) had originally been built between 1906 and 1909 to carry milk churns (telegraphic code: Siphon C). Detailed procedures for staff were documented, as shown below from the Great Western Railway's General Appendix to the Rules (1936). This reveals that pigeon racing was facilitated by the recording of the release time by railway staff, while bands attached to the returning pigeon's legs were removed on arrival and taken to the local post office for the official race time to be registered.

Although the racing of homing pigeons continues today, with many thousands involved, the sport is no longer as popular as it was in the early 20th century and transportation to the mass release sites is no longer carried out by rail. British Railways had proposed ending the carriage of most livestock (including unaccompanied pigeons) from 1st July 1976, but a parliamentary bill requiring BR to continue accepting unaccompanied pigeons for freight carriage was proposed by Dr E Marshall (MP for Goole) and this delayed the ban.

Robert Ferris

Volunteer Archivist

CONVEYANCE OF LIVE STOCK.

HOMING PIGEON TRAFFIC.

Instructions to Stations from which Homing Pigeons are forwarded.

- (1) The Secretaries of County or Town Federations of Pigeon Flying Clubs can be informed of the arrangements outlined in the Coaching Arrangements Book, and an advice should be sent to the Divisional Superintendent or District Traffic Manager immediately any information regarding a Federation flight is available.
- (2) Senders have the option of consigning at "Owner's Risk," and where this is taken advantage of the staff should see that signature is held to the O.R. conditions.
- (3) Birds should be despatched by the train specified on the label; where no train is shown, by the first available service.
- (4) To facilitate transit, pigeons must be forwarded by through trains whenever possible.
- (5) Baskets containing birds must never be thrown down. If this is done, the pigeons are likely to receive injury by concussion. The staff should be trained to treat the birds with kindness and consideration. Every care must be taken in loading baskets into and out of vans. The baskets should be placed flat on platform trolleys and not overhanging the raised sides, which causes damage. No heavy packages should be placed on top of the baskets.
- (6) When empty baskets are returned to forwarding station, latter should place in safe custody, also examine the labels to see that no baskets belonging to any other station are kept on hand. Empty baskets received without address labels must be immediately reported to L.P.O. and Divisional Superintendent or District Traffic Manager. Description and size, also date and train received to be given in all cases. Loss of or delay to empty baskets not only gives rise to claims, but involves the Company in loss of revenue, and seriously inconveniences the owners, as they are not able to utilise them for training purposes.
- (7) Any instances of overcrowding birds in baskets or failure to collect empty baskets promptly must be reported.

Instructions to Stations at which Homing Pigeons are liberated.

- (8) Where practicable, Station Masters should select one or more members of their staff to specially attend to the liberation of birds. If any of the staff are interested in "Pigeon Flying," obviously such men are most suited to this purpose. A site adjacent to the station, clear of buildings, telegraph wires, moving or standing vehicles should be selected, and all birds to be liberated should be released from this spot. Failure to act in accordance with these instructions may result in valuable birds being maimed or killed.
- (9) Birds going in opposite directions must not be liberated within several minutes of each other or until the released birds have got clear away, otherwise large numbers of birds are diverted from their course and in the case of young untrained birds, many are lost by being carried off by birds flying a different course.
- (10) Guards and others concerned should give special attention to this class of traffic to avoid overcarrying. In the event, however, of any birds being overcarried a telephone or telegraphic advice must immediately be sent to the correct destination and the consignment returned by the first available service; a report must at once be submitted to the Divisional Superintendent or District Traffic Manager. This particularly applies in the case of young birds during the months of July, August and September.
- (11) If weather is unfavourable for flying, birds should not be liberated. If necessary, they should be held until the following morning and sending station advised; it should also be seen that the birds are supplied with water.
- (12) Every endeavour should be made to water all birds upon arrival and before liberation, especially those received from long distances, and particularly in hot weather. Baskets sent long distances are usually equipped with troughs for this purpose. It is not necessary to feed the birds unless they have suffered exceptional delay, even then one, or at the most two, handfuls of corn per basket will suffice. If it is found expedient to hold birds overnight, it should be seen that they are stored out of reach of cats or rats.
- (13) Labels should always be examined carefully before birds are released to see that sender's instructions are complied with, and the name of the station at which the birds are liberated must be stamped on the address label, and the time and date of liberation inserted and initialed by the person effecting the liberation. It should also be observed from what station forwarded, and if any delay has occurred *en route*. Pigeons cannot "home" in the dark, therefore they should not be liberated at such a time that it would be impossible for them to reach their lofts the same day.
- (14) After liberation, the baskets should be emptied of chaff; this, if not done, causes untidy platforms and entails extra work for the staff. Empty baskets must be returned to home stations as promptly as possible.

The editor asked Ray Churchill for his recollections of the Pigeon Expresses, and this is what he had to say:

"I got to work on these occasionally as a young Fireman at Bescot. As far as I can recall I don't ever remember starting one off. In other words I never saw one being loaded up and I never worked one through to its final destination so I never saw one unloaded. We were always piggy-in-the-middle, relieving one crew coming in then getting relief ourselves at some point, the train then carrying on to its final destination with a

fresh crew.

The baskets were usually loaded into BGs (parcel vans) and it wasn't uncommon to see 15 or more vans in a train. Of course if there were only a few baskets they would be put into a single BG or Guard's van on an ordinary passenger train and sometimes this would mean changing trains at some point to get them to where they wanted to be. Each basket would have a label attached with the owner's name and the station of dispatch, to which it would be returned.



The station chosen for their release would have to be suitable: a platform that was reasonably quiet and open to the sky with no obstructions such as telegraph wires or other things they might fly into on being released. On arrival, the dispatchers would unload the baskets onto the platform and when all was ready they would set about releasing them, writing down the time and release location on the label of each basket. Oh dear, what chaos! An old mac and cap were essential, I would imagine, as the pigeons jettisoned any “unwanted cargo” to speed-up their return journey! The baskets would then be reloaded for return.

Today they have all gone off the railway and onto the road: I'm sure we've all seen the big artics with their multi-rack trailers on.

Well that's about all I can say on the subject really but I have sometimes wondered when they were released if they made an immediate beeline for home or if they flew around to get their bearings, or even landed in a big tree until they got it sorted. What follows is a bit of nonsense based on the last idea, so I hope you will indulge me.

Having all parked up in a big tree one of them declares himself squadron leader, notebook and pencil in hand, working out certain formula. Two, four, six un a bit, who dropped Birmingham in the ... mire... No that's not right ... Two, four, six, eight, Mary's at the cottage gate eating cherries off a plate.... Greedy git never offered us wingers any. (By now yow'll 'ave gessed them pigins am from the Black Country). Hmm, the winds blowin from over there an the sun is shinin over here so we've gorra goo thataway. Right yo Tipton Wingers foller me, we'll goo in threes un twos an mek for that stadium known to the 'Blues' an with a slight correction we'll mek that Tipton connection. Yo Wednesbury wingers con foller behind but yow'll arra turn right at the Golden Hind an dow ferget our gaffers ull be lookin bland to clock us in for when we land.”

Ray Churchill

THE TYSELEY PULLMANS

Cars, not carriages

Passengers travelling in Vintage Trains' premier dining cars sometimes ask about the 'carriages' they are travelling in. Thanks to our Archive, and some extra research, there is a lot we can tell them.

The first is that they are 'cars', not 'carriages'. The Pullman Car Company was originally an offshoot of the American organisation of the same name. It then became a British company, then a subsidiary of the Railway Executive. Finally, it merged into BR's Hotels and Restaurants division and became a branding (reduced to "Pullman")

used by British Rail to attract business customers. American terms stuck with Pullman throughout these changes.

The Pullman idea was one of luxury – at a price. 1962 saw the greatest range of Pullman services in Britain, after which the brand declined and finally disappeared in 1978, until revived as a high-end leisure experience in the late 20th century.

People paid for the Pullman service by (a) a supplement, and (b) charges for the 'sustenance' (food) and 'stock' (drinks) consumed on the journey. Typical supplements were:

Leeds to Kings Cross - Pullman supplements (single journey)	1 st Class	2 nd Class	Average weekly earnings
1950	8/- (40p) £12.48	4/- (20p) £6.72	£6
1962	13/ (65p) £13.62	6/6 (32.5p) £6.89	£12
1967	14/ (70p) £12.33	8/6 (40.5p) £7.13	£16
1978	£1.50 £11.45		£63

There are three prices given. The first is the original charged. The second is the equivalent decimal coinage. The third is a *rough* comparison of what that would be worth today (from the National Archives currency converter). The final column gives the average weekly earnings in that year.

The 1960 Pullman Cars

Metro-Cammell of Washwood Heath won the Pullman Company's order for 44 new Pullman cars for delivery in 1960-61. The contract was for nearly £750,000 (£17 million in today's money). The new cars were to replace the stock built by a predecessor of Metro-Cammell in 1928 for the LNER, which ran the Pullman services on the East Coast mainline. All the Pullman Cars in the Vintage Trains collection are from this

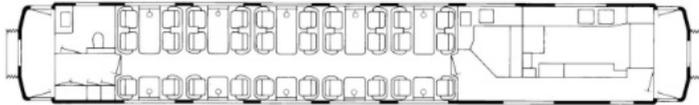
contract (Metro-Cammell Lot No. 3280), and our two currently running Pullman cars worked on services out of Kings Cross in the 1960/61 timetable.

The above 44 cars (21 First Class, 22 Second Class, and 1 Bar) were the last painted umber and cream, and the only Pullmans based on British Railway's Mark 1 coach body. The old 1928 stock went to the Southern Region, and the cars *they* replaced became camping coaches.

Pullman Services from King's Cross in 1960		
Name	Destination	Last Second Class service / Last service
Master Cutler	Sheffield	October 1968
Tees-Tyne Pullman	Newcastle	May 1969, 1976
Yorkshire Pullman	Bradford / Harrogate / Leeds / Hull	1971, May 1978
Hull Pullman	Hull	October 1968, May 1978
Queen of Scots	Glasgow / Edinburgh via Leeds	1964
White Rose	Leeds / Bradford / Harrogate	1967
Talisman	Glasgow / Edinburgh	April 1965
Harrogate Sunday Pullman	Harrogate	1967

Pullman Car Colours	
The traditional Pullman Cars were Umber and Cream.	Umber
It is hard to reproduce paint colours in print, but the illustration shows how umber is a different shade of brown to the chocolate colour used on all Tyseley stock.	Cream
	Chocolate

Pullman Kitchen Car 335 (Second Class)



Main Dimensions+			
Body Length	64 feet 6 inches (19.66 metres)	Weight	41.25 Tons (41,911 Kilograms)
Length over buffers	67 feet 1 inch (20.45 metres)	Width	9 feet 0 inches (2.74 metres)
Height	12 feet 4 1/2 inches	Number of seats	30 1 toilet
Original Decoration			
Ceiling	Dove Grey	Tabletops	Fresco blue
End partitions	English Walnut	Chairs	Blue ribbed
		Carpets	Similar to chairs
Brief History			
Dates	Role	Running Number	
1960 – May 1977	Pullman Kitchen Second	E335E	
May 1977 - 1982	Departmental Chief Civil Engineer's Staff Coach	975584	
1982 - 1985	In Store		
July 1985 – May 1992	Steam Locomotive Owners Association	99335 "Linette"	
May 1992 - 2001	Flying Scotsman Enterprises	99361	
2001	Vintage Trains	335* / 99361#	
+ These are the dimensions given by Metro-Cammell. The plate on the end of the car says 63 feet 5 inches			
* Number carried inside the car			
# Number carried on the solebar (under the car body)			

High-Speed Trains on the East Coast mainline meant the end of separate Pullman stock. The Second Class Pullman cars were retired in 1969 and the final First Class services ran on 5th May 1978. The cars were then scrapped or given new leases of life. Of the 44 built in 1960, 26 are preserved. Four are at Tyseley, two of them are operational.

on balancing Pullman tradition with modern trends. The result was a “dignified following of contemporary trends” using a mix of synthetic and natural materials.

The Pullman cars have exceptional riding qualities thanks to their Commonwealth bogies. These feature a single steel casting with complex spring arrangements to spread the load and balance out the vertical, horizontal, and longitudinal forces that arise as trains travel along tracks at high speed. Although their performance was excellent, the bogies had two major drawbacks: they were heavy (6.5 Tons each), and in-service maintenance was complicated.

The first thing that passengers notice is the vestibule doors opening inwards (the American influence), followed by the roominess of the accommodation. With just 30 seats (Kitchen Car) or 42 seats (Parlour Car), arranged in groups of 2 or 4, the overall impression is one of restrained luxury. The Pullman Car Company employed an interior decoration consultant to advise

Pullman Parlour Car 349 (Second Class)



Main Dimensions+			
Body Length	64 feet 6 inches (19.66 metres)	Weight	38.5 Tons (39,117 Kilograms)
Length over buffers	67 feet 1 inch (20.45 metres)	Width	9 feet 0 inches (2.74 metres) 9 feet 3 inches (2.81 metres)
Height	12 feet 4 1/2 inches	Number of seats	42 2 toilets
Original Decoration			
Ceiling	Grey	Tabletops	Terracotta
End partitions	Siamese Teak	Chairs	Green
		Carpets	Charcoal
Brief History			
Dates	Role	Running Number	
1960 – August 1970	Pullman Parlour Second	E349E	
August 1970 - 1981	First Open	E349E	
1983 - 1992	Steam Locomotive Owners Association	99649	
1992 – 2001	Flying Scotsman Services	99349	
2001 – 2004	On loan to Kent & East Sussex Railway	349	
2005	Vintage Trains	349* / 99349#	
+ These are the dimensions given by Metro-Cammell.			
* Number carried inside the car			
# Number carried on the solebar (under the car body)			

Car 349 became a First Open in 1970. It was repainted in British Rail's corporate blue and grey livery and internal fittings were changed to standard First Class design. From contemporary photographs we know that it worked on services from Liverpool Street station to Norwich.

With the Pullman Car Company and British Rail these Second Class cars ran unnamed. When they arrived at Tyseley there were plans to name them, the various suggestions including female characters from Shakespeare. They remain, however, unnamed.

Eagle, in contrast, being a First Class Car, has always carried the name *Eagle*.

The future

The two cars currently in service will be joined by Parlour Car 335 (Second Class) and First Class Car 311 *Eagle* (which are being restored, as will be described in a future article). They will continue to provide a premier dining experience for Vintage Trains passengers.



This menu was used on all Pullman Services in the run up to Christmas 1962.

Not a croissant in sight!

Equivalent 2019 prices

- 2/6 = £2.65
- 1/6 = £1.59
- 2/ = £2.12
- 9/6 = £10.07
- 10/6 = £11.13
- 1/ = £1.06
- 9d = £0.77



Pullman supplement ticket.

With average weekly earnings in 1962 (before deductions) at £12/- the full meal would have cost about a tenth of a week's wages!

Sources:

Anon. (1960) "New Cars for East Coast Route Pullman Trains" in *Railway Magazine December 1960*
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The earnings and inflation figures were compiled from:

- MeasuringWorth.com
- inflation.iamkate.com
- ons.gov.uk
- bankofengland.co.uk

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.

Locomotives in private ownership unless otherwise stated.

Locomotives in the Works

No.	Name	Class	Built	Notes/Owner
3278	FD Roosevelt	USATC S160 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
34053	Sir Keith Park	BB 4-6-2	1946 Brighton	Swanage Rly
34070	Manston	BB 4-6-2	1947 Brighton	Un rebuilt
7802	Bradley Manor	78xx Manor	1938 Swindon	EM Fund
7812	Erlestone Manor	78xx Manor	1939 Swindon	EM Fund
7903	Foremarke Hall	6959 Hall 4-6-0	1949 Swindon	7903 Ltd
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	

G Middy 21 Jan 2020.

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	Rood Ashton Hall	49xx Hall 4-6-0	1929 Swindon	
5043	Earl of Mount Edgcumbe	4073 Castle 4-6-0	1936 Swindon	on overhaul
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

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

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	
<u>40 118</u>	p D318	40 DE 1Co-Co1	1961 EE/RSH	D318 LTD
47 773	D1755 The Queen Mother	47 DE Co-Co	1964 Brush	47161/47541
50 033	Glorious D433	50 DE Co-Co	1968 EE/VF	At SVRLy

Coaches

311	Eagle	Mk1 Pullman Kitchen First	1960 Metro Cammell	From NRM
335	Car No 335 : 99361	Mk1 Pullman Parlour 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
<u>5157</u>		Mk 2 TSO	1966 Derby	TY01
<u>5177</u>		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
<u>5198</u>		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	In Compound *
5314		Mk 2a TSO	1968 Derby	at Turntable
5420		Mk 2a TSO	1969 Derby	Top Bank *
5928		Mk 2 SO	1973 Derby	TY02
<u>9101</u>		Mk 2 BSO (Buffet Car)	1966 Derby	TY01
17015		MK 1 BFK	1961 Swindon	4936 support
17018		MK 1 BFK	1961 Swindon	TY01
17041		MK 2 BFK	1966 Derby	71000 support
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

G Middy 28 Jan 2020

For Sale *

