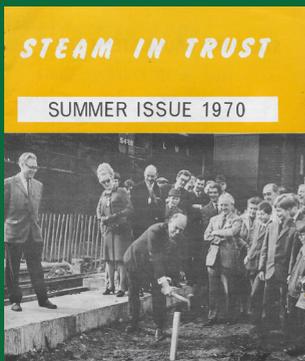




# 50TH ANNIVERSARY ISSUE SUMMER 2020

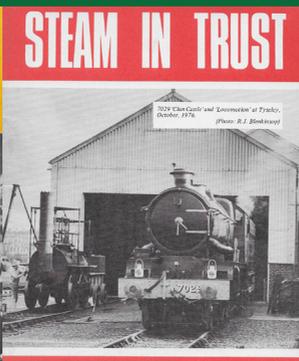


The journal of the  
STANDARD GAUGE STEAM TRUST

**Steam** 25p  
in trust  
AUTUMN 1983



The magazine of the Birmingham Railway Museum

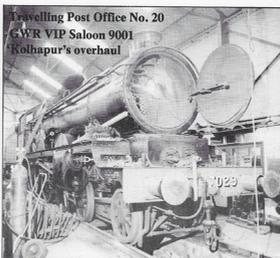


Progress Report  
Steam Specials 1977  
Tyseley's Future Projects

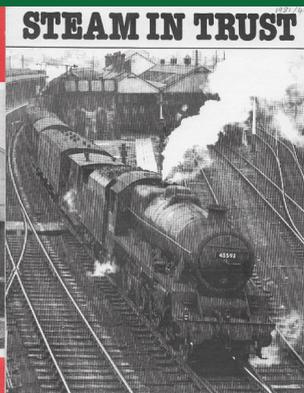
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**25P**



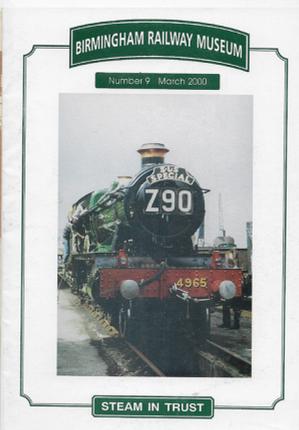
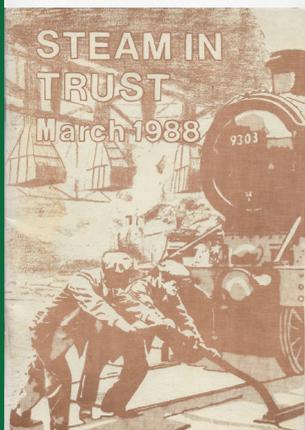
VOL. 5 NO. 1  
SPRING 1984  
**45p**



The magazine about Birmingham's Railway Museum



The magazine of the  
Birmingham Railway Museum



## 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

### Privacy Statement

We at the Friends of Vintage Trains take your privacy very seriously. We will store your data securely and will not distribute, for profit or otherwise, your personal details outside the Friends of Vintage Trains.

If you no longer wish to receive any printed or email communication from the Friends, please contact us asking to be removed from the postal and / or email list and we will update our records immediately. Please include your membership number, if available, with your request.

## Vintage Trains Charitable Trust

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

Registered Office:  
670 Warwick Road  
Tyseley  
Birmingham  
B11 2HL  
Email: [office@vintagetrains.co.uk](mailto:office@vintagetrains.co.uk)  
Telephone: 0121 708 4960  
[www.vintagetrains.co.uk](http://www.vintagetrains.co.uk)

### Trustees:

Michael Whitehouse - Chairman  
Vic Michel - Deputy Chairman  
Michael Gilbert  
David Keay

## Vintage Trains Community Benefit Society

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

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Vic Michel - Deputy Chairman  
Robin Coombes - Secretary  
Michael Gilbert  
Richard Cadge  
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David Keay

## Vintage Trains Ltd

Train Operating Company, registered in England as company No 10436785

Directors:  
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Michael Gilbert  
David Keay



# 50TH ANNIVERSARY OF THE FRIENDS OF VINTAGE TRAINS AND 'STEAM IN TRUST'

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## Editorial

The closing paragraph of my editorial for the previous issue, wishing readers “a free-steaming and well-oiled 2020 with gauge glasses full and a clear road ahead”, now reads like a bad joke, given the disaster that has since swept the world and brought virtually all heritage steam activities to a halt. The arrival of the pandemic in 2020 is particularly unfortunate for the Friends of Vintage Trains, who were hoping to celebrate the 50th anniversary of their organisation. Meeting at the AGM, enjoying social events, working together as a team on excursions and in the volunteer gangs, going out on special trips to other heritage railway sites - all those activities that make FoVT such a friendly, sociable and useful organisation have been stopped and we do not know when they will be able to resume.

Under the present trying circumstances, it's very easy to become disheartened. With that in mind, and knowing that 'Steam In Trust' is the one benefit for our members which can continue during lockdown, I have endeavoured to make this 50th anniversary edition as upbeat, entertaining and informative as possible. Inevitably, there's quite a lot of looking back rather than looking forward, given the uncertainties about the future (in the short term at least), but I hope you will enjoy my potted history of the Friends and 'Steam In Trust', with contributions from former Chairman and member no 1 Ron Whateley and the indefatigable Jeff Robinson; Les Ross's funny, generous tribute to the team at Tyseley Locomotive Works within the story of the rescue and restoration of his eponymous Class 86 electric locomotive; Matt's exciting news about the recent volunteer appeal, with an enthusiastic account of volunteering from recent recruit Peter Jeffs; the launch of the FoVT 2021 calendar (application form enclosed), which knocks the socks off any other heritage railway calendar I've seen; and the historical articles by our outstanding archivists / researchers, Michael Hughes and Robert Ferris. There's even a splash of humour from a budding new cartoonist called Ray Churchill! Thank you to all the above contributors, and to those who provide the less glamorous but equally important information and copy for every issue: Mary McCullough, Peter Brown, Paul Hatton and Geoff Middleton.

Sadly, as in the previous issue, I have to announce the passing of a distinguished member of the Friends: Henry Pinchin, a volunteer since 1992 and Membership Secretary for the Friends for many years, who tackled all his roles with outstanding ability, care and efficiency. Bob Meanley has written a fine tribute to him, and, as was done for Brian Wilson in issue 45, I have reprinted an interview with Henry from a past edition of the magazine. Note that a fund has been set up in Henry's memory to support a specific Tyseley project: details appear in the obituary notice.

Earlier this year, I decided for various reasons, including lack of time, not to continue as editor of 'Steam In Trust'. Then came lockdown, a concerted

campaign of gentle persuasion followed by veiled threats, arm-twisting and outright bribery from Neil Ewart (I may be exaggerating slightly here) and some very kind and supportive comments from members of the FoVT committee and contributors. Another factor which persuaded me to return was the change in the magazine's funding from the start of this year and the committee's view of the consequences for editorial control.

'Steam in Trust' is now funded entirely by FoVT through members' subscriptions. Therefore, whatever the magazine's past history, Chairman Neil Ewart and the FoVT committee rightly regard it as principally a journal and a forum for the benefit of their members and they have entrusted me with full editorial control. I want to continue with the established content, such as reports from TLW and VTL, the success stories, the fundraising drives and the smiling faces of award winners. But there should also be room for our members to express views, make suggestions and engage in informed, intelligent debate about the policies, present conduct and future plans of the charities and companies they are supporting, both financially and through volunteering.

We do not, of course, have the last word: that belongs to the directors, trustees and managers of those charities and companies who make the decisions. But we should at least have a say, and this magazine can be a forum and a voice for those who hesitate to fire off an email or letter to authority figures they barely know or have never met. For this issue, I have provided an article of my own, wearing my shareholder / donor hat, in a new section called 'Viewpoint'. Your feedback on this would be very welcome, and I encourage our members to write letters and articles on matters relating to the VT group that concern them, whether it's to say that they've got it absolutely right and are doing a fantastic job, or to question strongly the direction they are taking.

We are, after all, the Friends of VT, and good friends don't hesitate to offer, not just praise and support, but also advice and even admonishment when they feel it's in the best interests of their beloved.

At this point, I believe I'm supposed to say, "Stay safe" - an imprecation that always makes me feel like going out and getting legless. Instead, I'll wish you all good health and good cheer in these extremely difficult times.

*Mark Snee*

Editor, Friends of Vintage Trains  
[editor@friendsofvt.org.uk](mailto:editor@friendsofvt.org.uk)

## CHAIRMAN'S REPORT

First, the Friends committee and all involved with Vintage Trains hope you are keeping well and we are looking forward to the time when we can be together to see and smell steam again. During this difficult period the VT group has been making detailed plans for restarting the VTL steam business, but at the moment we simply do not know when this will be possible. However, rest assured that we have no intention of packing it all in once the crisis is over.

In the meantime, I would like to thank you all sincerely for continuing your support. Your subscriptions are hugely important, since they allow us to carry on producing and posting out Steam in Trust. We also intend to proceed with social events for members as soon as possible. These will be free and you will be welcome to bring a guest at no extra charge.

I would also like to express my appreciation of your committee. They all had the chance to escape early this year but all opted to continue until the next AGM. This gives us continuity which really helps. We looked at some of the key roles and each of these now has someone designated to take over if the incumbent is indisposed.

The ever-changing world of Coronavirus restrictions is affecting us all and, whilst there are signs of some limited return to normality, the possibility of holding a large event is likely to elude us for some time yet. We at the Friends of Vintage Trains feel that, given our particular age demographic, it would be wholly irresponsible of us to put our members at risk by holding our Annual General Meeting in 2020. We hope you will understand, therefore, that with much regret and a heavy heart we have cancelled this year's meeting, provisionally pencilled in for September, with the hope that we can get back on track again in March 2021. We do love the opportunity of meeting up with many of our Friends at the AGMs and it is particularly disappointing as 2020 marks the 50th anniversary of a Friends organisation, under different guises, at Tyseley.

If any member has a question or concern please feel free to email via the contact form on our website <https://friendsofvtr.org.uk/> and we will ensure that you get a response.



*A new sign for Tyseley Locomotive Works,  
funded by the Friends*

During the lockdown we haven't been idle and one of the ideas we had was to produce a calendar for 2021 which we are delighted to say is now on sale. It is unique to the Friends of Vintage Trains and features photographs taken by three of our members. It is A4 size so will fit neatly on a kitchen or office wall and costs £6 plus post and package: see page 7 for further details, and the separate order form which is enclosed with this issue. Our next scheme is to produce some attractive greetings cards and postcards. All the monies will go into the Friends account to help us improve the benefits of membership and support projects at Tyseley.

One such project which we have just sponsored is the manufacture of a new TLW sign to go out on the main road at Tyseley, as the previous one was unreadable owing to vandalism.

Another is the Pullman car restoration programme: we have committed a significant sum towards this vital project, payable once work starts.

All heritage railways are going to face huge difficulties getting going again and we do not know how long it will be before passengers return in sufficient numbers to generate the revenue needed for the railways' survival. But perhaps there is a lesson to be learned from the experience of the Great Western Railway during the First World War. In the summer of 1916, when thousands were dying on the Somme, seasonal holiday traffic out of Paddington was so huge that extra trains had to be provided. The Cornish Riviera left daily in three sections carrying an average of 1,400 passengers. Throughout that period excursion traffic so taxed the staff that clerks were called in as emergency porters. The demand only dropped when austerity bit and many trains throughout the system were cancelled.

A different era and a different crisis. But this does indicate how much we all welcome some light relief and also the opportunity to follow our hobbies and interests. So I am confident that our passengers will come back. If sensible procedures are devised and implemented there is every reason to believe that there will be more demand than we can deal with for the initial period of activity.

In conclusion, I am sure we would all like to wish every organisation involved in steam and heritage railways the very best. In my opinion, we are not in competition and now, more than ever, we should try to support each other in any way we can, ensuring the survival of as many as possible in the decades to come.

*Neil Ewart*

Acting Chairman, Friends of Vintage Trains

## UPDATE ON SOCIAL EVENTS AND THE WEBSITE

Due to the current Covid-19 restrictions the Friends have had to postpone all social events, including the Annual General Meeting, until further notice. Our website will carry regular updates on the socials and the AGM as the situation develops, and we will notify all members when we are able to reschedule the AGM.

The web site at <https://friendsofvt.org.uk> is constantly updated with the latest news from the Friends and we recommend visiting this site for the latest developments. The site carries a wide range of information, including:

- The range of benefits, including the social events, offered by the Friends to its members.
- Activities of the Friends at events such as the annual Warley Model Railway exhibition at the NEC.
- Information about Friends-specific sales items such as the 2021 Calendar which is described in detail elsewhere in this issue.
- Other publications such as a regularly updated stock list, a downloadable leaflet, membership application and renewal forms and other contributions from members of the Friends - any contributions are welcome.
- The range of volunteering opportunities and projects, including how to become a volunteer with Vintage Trains and examples of volunteer support for some projects. Offers to volunteer in a wide range of areas are welcome; a railway background is by no means required for many of the activities.
- Examples of how the Friends are making a substantial contribution to restoration projects being undertaken by Vintage Trains, for example a recent donation of £10,000 towards the restoration of Pullman Parlour Car 353.
- Links to associated local organisations such as the Birmingham Heritage Forum.

If you have any suggestions for future activities, or have any general questions, please use the Contact Us form on the website - we are always pleased to hear from our members.

## LOCKDOWN LIFE WITH THE FRIENDS

In spite of the current restrictions affecting our volunteers, work of all kinds is going on behind the scenes. As you can see from the adjacent photo, it's wash day with a difference at Sharon Salter's: no clothes, underwear, dishcloths, sheets or pillowcases drying on the line, but Vintage Trains catering coffee pots! Sharon and Mary McCullough are half-way through a project to give all of them a thorough clean while the pots are sidelined by the suspension of VT excursions, with Mary picking them up from Tyseley in crates for both of them to work on. And in case you were thinking that there surely aren't that many of these pots, we can tell you that Sharon has cleaned 26 of them so far!



*VT coffee pots drying on Sharon's line, and the pristine five crated up ready for return to Tyseley*

## NEW MEMBERS

A welcome notice for all new members since the spring issue of the magazine will appear in the autumn edition No 47

# FRIENDS OF VINTAGE TRAINS 2021 CALENDAR

## Preview, where and how to buy

The Friends are pleased to offer a bespoke 2021 calendar for sale, with all proceeds going towards the Friends' mission to support mainline steam for future generations.

The calendar is month-to-a-page A4 size, spiral bound along the top (short) edge. Each page features one or more of Vintage Trains' steam locomotives in action or around the Tyseley turntable, a brief Steam Fact related to the locomotive and an In This Month paragraph highlighting a railway-related event that occurred in the same month in the past. For example, the April page reflects on the April 1869 replacement of the Great Western's broad gauge track between Oxford and Wolverhampton by standard gauge, and the August page on the Great Train Robbery of 1963. This combination of photographs of the Tyseley collection, some information about each of the locomotives and the monthly historical

snippet makes it an interesting and unique calendar for all steam and railway enthusiasts, either for themselves or as gifts. When Vintage Trains are able to resume operations, the calendars will also be available for sale on the trains and at events such as the Open Days.

A gallery of the cover and each page of the calendar can be found online from the Friends' web site at <https://friendsofvt.org.uk> by following the 2021 Calendar link from the menu; there is an online order form linked from this page. Calendars cost a very competitive £6 each plus postage and packing; full costs are given on the order page. All proceeds are going towards the Friends' mission to support main-line steam for future generations, so please consider purchasing one (or more) of these unique calendars in support of the Friends' work.

**STEAM FACTS...**

The Great Western Railway 4900 Class or Hall Class is a class of 4-6-0 mixed traffic steam locomotives designed by Charles Collett for the Great Western Railway. This locomotive was previously identified as 4983 Albert Hall, having been rebuilt in 1962 using parts from both original engines Albert Hall and Rood Ashton Hall.

**IN THIS MONTH...**

Thursday 8th August 1963 saw The Great Train Robbery taking place on the West Coast Main Line at Lechlburn in Bucks.

**AUGUST 2021**

4965 ROOD ASHTON HALL ▲  
Waiting to depart from Stratford with the 1618 Stratford - Birmingham Snow Hill service on the 30<sup>th</sup> August 2015

## WHAT'S IN A NAME?

By Mark Smee, Ron Whateley and Jeff Robinson



In early 1970, the first issue of a magazine about the activities of an organisation called the Standard Gauge Steam Trust (SGST) was published. The editor of this nameless publication, D A C

Harrison, was clearly excited by the response of readers to his new venture and he had some important news for them in the second issue, which appeared in Summer 1970:

“The first edition of ? was received with great enthusiasm and with all the interesting items I have received for the magazine this time, it will need a miniature volume to print them all. However, please keep sending your articles and letters as we can always use them for future issues. You will all be pleased to hear that we now have a name for the Trust magazine, after many suggestions. We have finally decided upon ‘STEAM IN TRUST’, which is rather apt as we are, after all, entrusted to keep the locomotives at Tyseley in the condition to which they are accustomed.”

The same issue also contained news of the birth of the SGST’s supporter organisation, SG Steam:

### **SPECIAL MEMBERS’ OPEN DAY - SATURDAY JUNE 13<sup>th</sup> 1970**

“The response to our efforts to put on a special “Open Day” for members and their friends at the depot on June 13<sup>th</sup> was most encouraging. Almost 200 people turned up to the depot between 2 and 5pm. The majority were local members, but there were a number who had travelled from as far away as Southampton and even Edinburgh!

After inspecting the depot and the present stock of locomotives and rolling stock, there were footplate rides to be enjoyed on ‘Kolhapur’, plus the opportunity to see what had been and what was being done to date within the depot.

At 5pm all interested parties were guided across to the Staff Association building adjoining the

BR depot. At this point, however, the prospects of holding our first meeting of ‘S.G. Steam’ seemed unlikely as no one could find a key with which to let us in. All was not lost as we began our meeting in the open air. It was a glorious evening and for the first half hour, Mr Donald Ray, the Chairman of ‘S.G. Steam’, briefly outlined the intentions of the organisation and copies of the proposed constitution were distributed to all present. Eventually we gained access to the Staff Association building and the meeting continued with Mr P B Whitehouse giving his views and outlining the plans for the future. Mr Ray then invited questions from the floor which Mr Whitehouse answered in a prompt and genial manner.

Mr Whitehouse then went on to introduce Mr Bernard Rainbow as the first Honorary Member, and went on to describe how Mr Rainbow had joined the Tyseley organisation from the early days of 7029’s acquisition, the amount of work he had put into the Trust and the hope that he would be with us for many more years yet.

The meeting finally wound up with the nomination of 12 members to help form a working committee for ‘S.G. Steam’... [and] the constitution was proposed, accepted and carried unanimously.” Here is a list of the officers nominated and elected to the main committee at that propitious meeting:

President: The Rt Rev The Bishop of Wakefield,  
Eric Treacy  
Chairman: D H Ray  
Secretary: I G Davies  
Treasurer: R H G Hoskins  
Vice Chairman and Chairman of Midland Sub-Committee: R Whateley  
Liaison Officer with Management Committee of SGST and Editor of ‘Steam In Trust’: D A C Harrison

One of these distinguished gentlemen, Mr Ron Whateley, our member no 1, is still with us and he has very kindly written to me to explain how he came to be involved:

## 50TH ANNIVERSARY TRIBUTE TO THE FRIENDS OF VINTAGE TRAINS & STEAM IN TRUST

“It all started when I began attending film shows in Birmingham, given by Pat Whitehouse [Michael’s father, PBW] and John Adams, called ‘Railway Roundabout’. At one of these shows in early 1968, PBW announced that he was calling a meeting at Tyseley depot the following Saturday to set up a volunteer workforce and anyone interested should come along. So I thought I would turn up and hear what he had to say.

In those days there was a siding at the side of the LMRCa building with a GWR brake van alongside the adjacent platform, and it was there that PBW explained all his plans for developing the Tyseley site and encouraged those present to join him as volunteers. A few weeks later, a group of us met and formed the first working party, our role being to carry out work on the site under the supervision of Jim Kent, the Chief Engineer, who had a small workforce led by Bernard Rainbow to maintain ‘Clun Castle’ and ‘Kolhapur’.

One of our first tasks was to prepare the site for an Open Day on 29 September 1968, which was jointly organised by the SGST and site owners BR, and I was appointed coordinator for the Trust to liaise with them. We had over 18,000 visitors to look after and at one stage the entrance queue stretched down onto the platforms at Tyseley station! There was an entry fee and about 60 trade stands, catering outlets and other shops, each of which was charged a £5 site fee, but BR staff took all the gate money at the end of the day!”

Two years after the inauguration of SG Steam, Ron was elevated from Vice-Chairman to Chairman in 1972, a position which he held for 13 years before “letting fresh blood take over the role”, as he puts it, but he continued to serve in many smaller roles at Tyseley until 2013.

From the foregoing, you will have gathered that 2020 is the 50th anniversary of both the Friends of Vintage Trains, as it is now named, and ‘Steam In Trust’, which has managed to retain its original, well-chosen title and its A5 format, though there have been many changes in design, content and appearance over the years, as well as breaks in publication (which is why this issue is only number 46).

It is difficult to trace the progress of SG Steam from the pages of ‘Steam In Trust’, since for the first 29 years of the magazine’s existence it was the official journal of both the SGST and the now defunct Birmingham Railway Museum, not SG Steam. Editors during this period included Ivor Davies, Pat Whitehouse, Michael Whitehouse, Richard Cadge and Ian Jelf. SG Steam had its own newsletter and its activities thus received only a passing mention in the magazine.



However, the issue of Autumn 1973 records the organisation’s first change of name to the Birmingham Railway Museum Association, by which time Ron Whateley had become Chairman.

The renaming was understandable, since active members were by then involved not only in workshop tasks under Chief Engineer Jim Kent’s supervision but also in organising and displaying the Museum’s growing collection of railway artefacts, documents and photographs, helping to staff its premises at Tyseley and the never-ending task of tidying and improving the site for visitors. Steam had only returned to the mainline on a strictly limited basis the previous year, so volunteers were not involved in preparing carriages for excursions and staffing them as they are today.

In 1980, the SGST trustees decided to open the Tyseley site to groups of schoolchildren, appointing Brian Wilkinson as Education Officer. From 1982 to 1995, Brian and his colleagues provided a brilliant Education Service at Tyseley, and not just for schools:

“We played host to the blind, mentally and physically handicapped and other disadvantaged groups who were rejected by other venues. They were also some of the gentlest and likeable people we met and they supported each other. I recall with pride the tenacity and enthusiasm of my colleagues as we strove to be the best, and we were.” (From ‘Steam In Trust’, June 2000)

Brian’s role was initially funded by the Community Programme, a scheme set up by the government

in the 1980s to alleviate unemployment. Brian remembered what he called “the halcyon days at Tyseley”:

“When the Community Programme and later Manpower Services schemes were set up there were immediate benefits for the Museum. Dozens of people could be employed to build the site up: carpenters, bricklayers, engineers for loco overhaul, and for work on graphics and displays... Within a few short years the Tyseley site was the place to be, with Steam Days, visits by the Duke of Gloucester and Prince Charles, locomotives on the main line and ‘Thomas’ and other themed events - sadly all now gone. The Visitor Centre was completed and became a real showpiece, the jewel in the crown... The Museum presented a friendly and well-kept image and attracted large crowds.” (ibid)

By 1985, a restaurant named ‘Chuffs’ had opened in an area beneath the coaling stage and there was even a licensed club with a bar on the first Sunday and the second Wednesday of each month. There was an active model railway society on site and the Association organised talks, film shows and many other social activities. At its peak, the Museum was open to the public 7 days a week, which must have placed a huge burden on the active Association members who were helping to run the show: current members who staff the Tyseley Open Days for just two weekends a year will surely sympathise!

Earlier, in 1981, it had become apparent to the SGST’s trustees that the charity’s name no longer reflected the nature of its business accurately, so the Birmingham Railway Museum Trust duly came into being at the start of the 1982 season. At this point, with the names of the charitable trust and its supporting association nicely aligned, those involved probably thought that there would never be a need for further change. Yet only 6 years later in 1988, a new name arrived on the scene, a marketing brand for mainline and off-site operations which would become increasingly important to Tyseley and eventually usurp the status of the Museum as the focus of the BRMA’s activities: Vintage Trains. Furthermore, for reasons unexplained in ‘Steam In Trust’, the BRMA decided to change its name again in September 1989 to the Friends of Birmingham

Railway Museum. (Perhaps one of our longer-serving members can shed light on this.)

Those of you who have read my brief history of Tyseley, ‘Engineering The Impossible’, will know that the early 1990s were financially bleak, with the threat of closure and the dispersal of the Tyseley collection looming. It was at this time that there was a long hiatus in the publication of ‘Steam In Trust’, presumably for lack of funds. Hard times hit the Museum and the Education Service, too:

“...the fortunes of the Museum changed and it had to opt for financial security by concentrating on restoration work rather than public events. For some of us this also meant redundancy and this saw my departure. The volunteer section (the Friends) took over the Education Service... and any remedial work to the infrastructure now rests with the same volunteers, the lifeblood of railway preservation!” (Brian Wilkinson, ibid)

After Brian left, Fred Price of the Friends ran the Education Service with volunteers successfully for several years: for example, 618 school pupils visited during January to June 1997. But a change in school funding arrangements led to a decline in visits and the service was eventually abandoned.

By the time ‘Steam In Trust’ reappeared in the winter of 1998, with Bob Meanley now in charge at TLW and Drive-A-Loco courses generating handsome revenue, the magazine was in the hands of the FBRM and subtitled ‘Journal of The Friends of Birmingham Railway Museum’, with Brian Wilson and Ian Hogarth as joint editors. The revamped journal was a huge improvement on previous incarnations, with high quality paper, professional layout and far more copy. Brian became Chairman of the Friends during his editorship and both he and Ian were very ‘hands-on’ at Tyseley, so they wrote about it with first-hand knowledge, great enthusiasm and commitment: they were arguably the magazine’s best ever editorial team.

In 1999, after a marathon effort by curators Tony Hall-Patch and Ron Whateley, Birmingham Railway Museum was finally granted official museum status, ironically at just the time when its fortunes as a museum were beginning to

## 50<sup>TH</sup> ANNIVERSARY TRIBUTE TO THE FRIENDS OF VINTAGE TRAINS & STEAM IN TRUST



decline. The growth of TLW business made the Tyseley site increasingly hazardous for visitors and fewer volunteers came forward to help maintain the shop and visitor centre. With the BRMT deciding to replace the 'Birmingham Railway Museum' sign with 'Tyseley Locomotive Works' at the site and to phase out use of the former name in promotional material, the FBRM voted unanimously at their 28 April 2001 AGM for a third renaming of their organisation to the Vintage Trains Society. In the ensuing years, access to the shop and visitor centre became more restricted and they finally closed for good in 2009, except for Open Day use. Thus ended the history of Tyseley as a museum, its closure presaged by that 2001 name change, which acknowledged that the Society's future lay in supporting TLW, steam excursions and carrying out site maintenance.

The more recent history of what is now, following its fourth renaming last year, the Friends of Vintage Trains, and that of Tyseley Locomotive Works and Vintage Trains Ltd, will be familiar to most of our readers. I shall leave the last words of this brief account to another former Chairman of our organisation, Jeff Robinson, a member with 40 years' distinguished service to the Tyseley cause:

"My beginning as a volunteer at Tyseley coincided with the 50<sup>th</sup> anniversary of our two older Pannier Tanks – 7752 and 7760, and consequent celebrations. What changes we have seen since then!

I can't hope to list them in proper order, so must write them down as they occur. We have had some notable visitors – both human and mechanical – 'Lion' the star of the film 'The Titfield Thunderbolt', 'Olton Hall', another movie star of the Harry Potter films, replica 'Rocket', 'Flying Scotsman', 'King George V' and a host of more modern (?) engines. The Duke of Gloucester (actual and the engine), Prince Charles, television personality Fred Dibnah and the artist Terence Cuneo. Apologies to all who I have omitted.

We have run our trains to what seems like every possible destination: 'Earl of Mount Edgcumbe' on the Forth Bridge, 'Kolhapur' on a wonderful trip over the Settle and Carlisle both ways, and so on. Bear in mind that none of this would be possible without the stalwart help of a great team of volunteers who have contributed sterling service both on and off site to keep the show going.

One notable step forward was the workshop construction (was it really seven or so years ago?) – it was remarkable how quickly it got filled with work!

Two out of countless engineering jobs deserve mention - more apologies for worthy omissions. 'Defiant' and 'Earl of Mount Edgcumbe' were restored from deplorable condition to become locomotives of which any organisation should be very proud. And the list could go on, but I must mention the transformation of 'Duchess of Hamilton' back to a 'streamliner' with not a little help from the Thursday evening volunteers. More recently, the volunteers have become involved with the total overhaul of the turntable, which was approaching the former condition of



*The magnificent re-streamlining work on 6229 carried out by Bob Meanley / TLW, with much help from Tyseley volunteers. Photo: © Richard Moreton*

the above 'Castles'. Like so much other work (repairing/repainting fencing, waterproofing shed roofs – you name it) all this work is on hold and we are waiting to get back to it.

So much for this 'potted history' – we can only hope that the current situation will soon improve, I look forward to resuming contact with both staff and volunteers and to meeting new ones."

## CHAIRMAN'S REPORT



*It's not always green: 5593 'Kolhapur' on shed at Tyseley. Designed by William H Stanier, this three cylinder 'Jubilee' class locomotive was built for the LMS in 1934. It hauled the train carrying Sir Winston Churchill from Liverpool on his return from the North Atlantic Treaty talks with President Roosevelt in the USA in 1942.*

I hope you, your families and friends are all safe and well in these extraordinary times. I'm pleased to say that our staff and, as far as we know, our volunteers and stakeholder friends are safe, too.

In just a few months we have seen massive change in our lives, so let me explain what we did before and have done since the lockdown began, where we stand today with Vintage Trains and Tyseley Locomotive Works, and describe the steps we are taking to deliver a better and more sustainable future for us as a key player in the world of mainline steam. Many uncertainties remain and it seems that, for at least the rest of this year, we will all be subject to various restrictions affecting our daily lives, particularly with regard to social distancing.

We began the year, before the virus arrived, by reorganising to concentrate on what we know best: running express steam trains as one team.

It became clear last year that the non-passenger work budget was under threat because of an event beyond our control: the abandonment of the coal industry in the UK. This required the freight operating companies to look quickly for new business, largely collecting up the infrastructure work previously available to us in order to mend their own budgets. The new trialling and mileage accumulation movements we operated last year largely secured our budget in 2019, but the prospect for 2020 was not favourable. So, in January, we removed both the income and costs relating to this operation from our budget and reconfigured to concentrate on the steam excursion market, including entertainment.

Our revised business plan showed that we could expect to enter profit during the Commonwealth Games in 2022, if the pandemic permits, but our train operating business still needs to grow.

We plan to increase The Shakespeare Express, The Polar Express and add entertainment trains to our portfolio, but we will need to subsidise our operations for a while longer, especially as a result of the pandemic. This effectively prevents mainline operations in 2020 owing to the impossibility of complying with social distancing rules while carrying enough passengers to generate an operational surplus on every train.

Since the lockdown began, we have:

- furloughed all our staff, except for the General Manager, Finance Manager and two engineers. They are all safe and well and we are keeping in touch.
- asked all our volunteers to stay at home and, where possible, to assist us from there. We are keeping in touch as best we can and, as far as we are aware, they are safe and well.
- un-furloughed Matthew Self, our Volunteer Officer, in late April to assist with home working and the inducting of some 100 potential new volunteers who responded to an April email invitation from Robin Coombes. We are in the process of preparing plans for volunteers to help us develop various projects from home. These include planning the regeneration of the GWR staff club at our Tyseley depot; working on plans to embed The Shakespeare Express within the anticipated national timetable changes which will upgrade services in the West Midlands; establishing a social media team; encouraging participation by the next generation; and engaging generally by video conference.
- been able to carry out some limited commercial engineering work at TLW (see Alastair's report on page 14).

We have devised an emergency budget which assumes a 'worst case scenario': TLW might not fully return to work until October, and we may not be able to run steam trains until Easter next year. We have no borrowings nor debt, a charitable 'war chest' of funds, and we can enhance TLW's emergency budget to ride out this storm. But cash management will be tight so we must concentrate on essentials this year. Sticking to the same plan as before won't work in the 'new normal'. The smart money is on using this downtime wisely, to reshape and to change.

We are regrouping our team, ensuring our stalwarts are included and inviting new people to help us develop faster and better. We have had a magnificent response from over 100 potential new volunteers, many of whom are joining the existing team and helping us drive forward, which is really great news. We are cutting costs, seeking out new sources of revenue and devising an exciting capital development plan. We would like to consult you about these steps and if you are interested in this, please register with us now at [Matthew.Self@vintagetrains.co.uk](mailto:Matthew.Self@vintagetrains.co.uk) so we can be in touch over the coming weeks and, when social distancing permits, invite you to join us to hear more.

Looking beyond the pandemic to a brighter future, Vintage Trains now has a five year safety certificate and five year track access agreement, providing a solid base for our return to the mainline in 2021. We are in good standing with the West Midlands Rail Alliance, Network Rail and the Office of Rail and Road. We now own the working timetabled paths to run our Shakespeare Express to Stratford-upon-Avon, one of the world's 'bucket list' destinations. Our policy of running two such trains each operating day within one staff shift and carrying two sets of passengers makes economic sense. So, with the encouragement of the WMRA and Network Rail, we are planning to increase the number of Shakespeare Express trains and embed them in the national network and its timetable. We have a potential market of millions of local, national and international people on our doorstep. The Shakespeare Line itself carries some three million passengers a year and Moor Street station has an annual footfall of seven million people. Moreover, the Commonwealth Games in 2022 is expected to bring one million visitors in just a twelve week period.

We also have a unique mainline franchise with Warner Brothers for The Polar Express, on which we have carried some 50,000 customers, most of them new to the heritage railway sector and many new to railways generally, all from the heart of a major city. This, and the relationships that we have created, attracted the West Midlands Rail Executive to join with us in an alliance to develop the Shakespeare Line as Britain's pioneer heritage mainline railway, with steam trains running alongside commuter trains and a huge market to

tap. Furthermore, in Tyseley Locomotive Works we have created a globally respected asset which now builds new steam locomotives as well as restoring and maintaining heritage examples.

We are in the right place. We have the right relationships. We have the necessary skills, which we are passing down to the next generation. And we have your highly valued support: you have joined us in partnership on this exciting journey, either as shareholders in our Community Benefit Society, or Friends of Vintage Trains, or as passengers on our express steam trains. **Thank you for that.** Together we will create a mainline heritage railway which runs regular timetabled express steam trains, develop its stations as destinations in their own right, enter the entertainment business to ensure our collection has a future place in society and encourage future generations to continue our path of innovation for themselves.

### *It's not always green...*

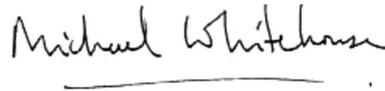
Lastly, but by no means least, it's always great to end with some exciting news! So here goes.

**We have decided to return our LMS Jubilee locomotive 'Kolhapur' to traffic!** Why? Lots of reasons. The team loves 5593 and can't wait to get stuck into her repair, following their magnificent restoration of 5596 'Bahamas'. Her frame, wheels and motion are in very good condition, though they will, of course, need to be thoroughly inspected, and a heavy boiler overhaul will be required. We want to have her back in service for the Commonwealth Games in 2022 - now there's a challenge, but also an opportunity. Many 'Jubilees' were named after Commonwealth countries, so 'Kolhapur' will become our "Commonwealth Peoples' Locomotive". During 2022 she will carry various Commonwealth country names as well as her own and we will use her to celebrate diversity and to tell the story of the railway's contribution to the creation of the Commonwealth, which enabled Birmingham to become the world's greatest manufacturing city. 'Kolhapur' is also more 'gauge friendly' than GWR locos, so will be able to go more or less anywhere...and, of course, she's RED!

But of course we need some money to do this. We think about £60k should be enough for the

locomotive apart from the boiler and about £400k to do the whole job - about half the average cost of overhauling an express steam locomotive. Why? Because the 'bottom end' is in good order. If we raise this money quickly, 'Kolhapur' can lead our participation in the Commonwealth Games. You can find out more and register your interest here: [www.kolhapur.co.uk](http://www.kolhapur.co.uk)

I wish you and your family all the best in the current circumstances - and please stay safe. Like you, we all eagerly wait for the signal to turn green.



Chairman, Vintage Trains Limited

## WORKSHOP REPORT

The workshop was obliged to curtail operations severely in March owing to the Coronavirus pandemic, with all staff apart from me, Dean Morris and Phil Allison furloughed before the last week of the month. We are hoping to start a phased return to normal during June, once a full risk assessment has been carried out and appropriate measures put in place to ensure the safety of our team.

As well as maintaining the security of the works and the Tyseley collection, we have managed to continue with some work, so I have progress to report since the last issue. The boiler of 5043 'Earl of Mount Edgcombe' has been readied for lifting and we have managed to do some firebox repairs with it still in situ, including the replacement of the doorplate flange rivets and retapping of the holes in the copper tubeplate to take new threaded ends, which will be welded to the flue tubes once they arrive on site. Speaking of tubes, the special order from Germany for a set of uniquely-sized small ones for the boiler of 71000 'Duke of Gloucester' has arrived at Tyseley.

The two 'Manors' in the works have received attention: the bogie of 7812 'Erlestoke Manor' has been reassembled and refitted, and we have at last been able to start on 7802 'Bradley Manor', stripping it down in readiness for fitting the new

## TYSELEY LOCOMOTIVE WORKS

cylinders, which have been cast and are ready for machining. Also, we've fitted the new ashpan of 6880 'Betton Grange' and lowered the boiler into the frames.

An unusual and interesting contract which I haven't mentioned before is for work on 'Kingswear Castle' - no, not a GWR 4-6-0, but the last surviving coal-fired paddle steamer in the UK, which provides various river cruises on the River Dart in association with the Paignton and Dartmouth Railway. Although the steamer was built in 1924, its two cylinder reciprocating compound engine is even older, manufactured

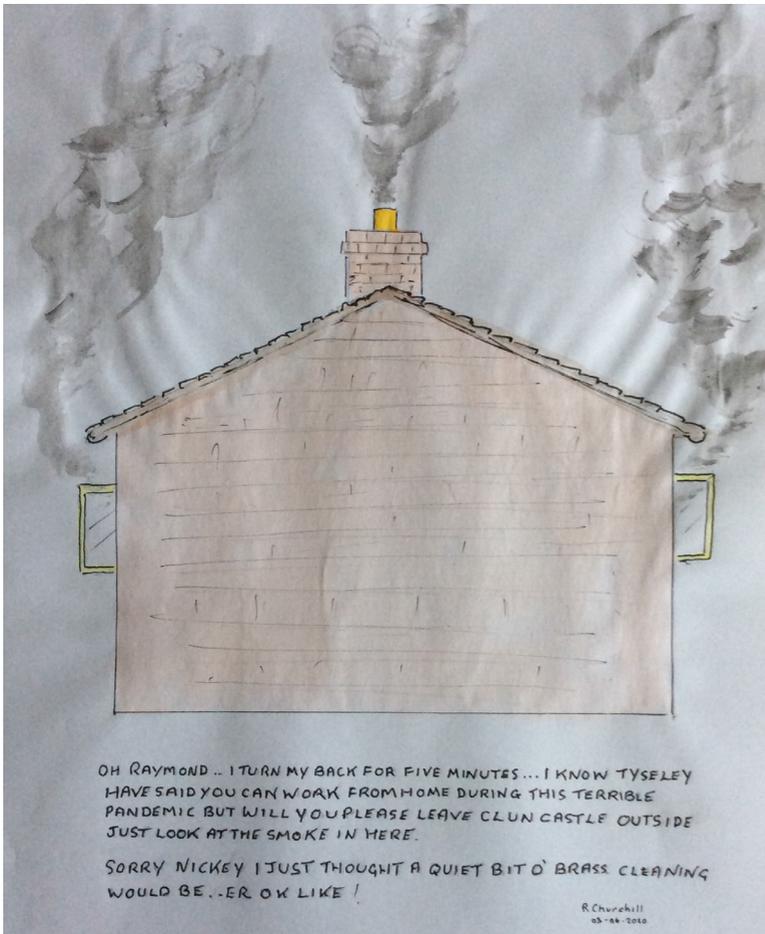
by Cox & Co of Falmouth in 1904 - eight years before the sinking of the 'Titanic'. We have been carrying out work on the valve gear of this engine, fitting new bushes and pins, and repairing the vacuum pump which supplies water to the boiler.

On the carriage front, Mark 2 TSO no 5177 has been receiving attention at both ends, including the renewal of the gangway pillars, repairs to the dragboxes, replacement of the floors and the complete renewal of the steel body end panels.

*Alastair Meanley*

General Manager, Tyseley Locomotive Works

## FROM RAY CHURCHILL



## A TRIBUTE TO TYSELEY FROM LES ROSS



*86 259 'Les Ross' parked in a siding at Rugby station during the coronavirus pandemic, with an uplifting message on the side for passing travellers. Photo: Les Ross*

The date was 27th September 2002 and there I was, presenting my final BRMB radio breakfast show after 26 years. As I was well known as a railway enthusiast, the radio station management had suggested that I did the show as an outside broadcast from the platform 4 waiting room on Birmingham International station. Little did I know that there was an ulterior motive for this, which I discovered at the end of the show when the scheduled 9am Virgin Trains service to London Euston pulled into the station.

For my final goodbye, I was going to jump on the train, tears streaming down my face, and disappear...but boy, was I in for a shock. The electric locomotive on the back of the train (in those days, the loco pushed south and pulled north), number 86 259, was carrying a nameplate: "LES ROSS". Yes, they'd named a loco after me! Quite a privilege for someone who was a mere train-spotter!

86 259 ran for another year on Virgin's West Coast Mainline services, along with 2 or 3 other class 86 locos until their withdrawal in September 2003, when they were finally replaced by the new Pendolinos. HSBC Rail were the leasing company who actually owned the locos, and they decided to

put them in store at a depot in Immingham on the Lincolnshire coast, pending a decision on their future. So, I entered a period of mild depression. The magical year was over! It looked likely that 86 259 "Les Ross" had probably disappeared from the main line forever.

Now, I had been a Tyseley volunteer for several years, and of course, as soon as the loco had been stood down, I found myself in Bob Meanley's office, bemoaning the fact that it was all over. I was hoping for words of consolation from him, but when I asked what he thought would become of 86 259, Bob, ever the hard-headed engineer, replied, "You'll probably be scrapped!"

It was at this point that I thought, "No, this can't be allowed to happen!" I then had a complete loss of rational thought, and in desperation wondered out loud to Bob whether, were I to buy 86 259 from HSBC, we could at least look after the loco at Tyseley. Or, rather, whether HE could look after the loco at Tyseley!

Now you've all heard the old saying, "It's not **what** you know, it's **who** you know". Well, that's not right. The correct saying is, It's not who you know, it's who you know that **knows other**

**people.** Of course, being one of the UK's premier heritage loco engineers, Bob Meanley knows lots of people, one of them fortunately being Dave Morphew, the boss of HSBC Rail!

A phone call was made to Dave, who was sympathetic to my request, but explained that 86 259 was considered to be one of the better stored locos and it might possibly be used again on the Great Eastern line from London Liverpool Street to Norwich, where some class 86 locos were still in service. They weren't sure yet, and would keep me in mind if that didn't happen.

Some months later, they took up an offer from Bob to house the loco temporarily at Tyseley free of charge, with the option to take it back if needed and, if not, to discuss a possible purchase with me, though I knew nothing about this at the time. On the morning of 17th March 2005, 86 259 duly arrived at Tyseley, and was off-loaded and stabled in the sidings down by the signal box. Bob phoned me at home and said, "Do you want to pop down to Tyseley? I've got something to show you."

When I got there and caught sight of 86 259, I felt the same thrill (or was it shock?) as I'd felt two-and-a-half years before at Birmingham International! And it was only a few months later that HSBC Rail said they didn't need 86 259 any more, and sold the loco to me at a very reasonable price. I'm pretty sure it wasn't even as much as the scrap price!

Bob organised a team of people to help with the restoration, starting with a full examination to ascertain the condition of the loco, and they were surprised at just how good it was. The inside was dry, with no significant leakage, and all of the internal gear was intact, with that familiar smell of old electrical equipment. Some damage had been done through the use of forklift trucks to move the loco whilst at Immingham, and there were a couple of broken windows, but nothing drastic.

Having no engineering skills myself, I was given the job of cleaning up the interior. The cabs were in a pretty sorry state. Some joker at Immingham had decided to mix a bag of cement with the appropriate amount of water to create

a small rock-hard mountain, a mini-Matterhorn, right in the middle of the floor in number 1 cab. That took many days of chipping away, and then I laboured to make my lovely wooden cab floor look presentable again. I regularly polish it to this day!

Tyseley volunteer and one of the restoration team members, Dave Fisher, worked for Network Rail, where he had been put in charge of their load-bank class 86 locos. Dave made a great contribution to the overhaul of 86 259, which included reinstatement of the vacuum braking system for compatibility with Tyseley's coaching stock and installation of a second air compressor, as originally provided for back-up in case of failure. Other issues dealt with by the magnificent Tyseley team were the rheostatic brake stacks and their sealing louvres, repairs to the cab roofs which had some corrosion, and renewal of the seals between the cab roofs and the body, which, believe it or not, turned out to be the same type as Austin Mini windscreen rubbers!

Unfortunately, 86 259 had been taken out of service before the On Train Monitoring Recorder (OTMR) had become mandatory, so I had to go out and get a paper round to make the money to buy one. (Only joking...about the paper round, I mean, not the OTMR, that was a legal requirement. And paying for the supply and fitting of the OTMR that way would mean that I'd still be doing the paper round now!)



*"Fading Virgin": 86 259 in the works with its Virgin Trains livery rubbed down ready for repainting in classic Electric Blue*

I mentioned earlier that I attended to the cosmetics of the interior of the loco, the main job being to paint the whole of both cabs, and the corridor connecting them, in Rail Grey paint – and may I point out that 86 259 is 58 feet long, so that's a whole lot of paint! But it was decided that perhaps I shouldn't be let loose on the outside of the loco, so we got hold of the best in the business, Ralph Timmins and his dad, Bob. There was only one livery that was right for the loco: the original electric blue, with flake grey cab roofs, and 86 259 is still the only loco on the whole of the network in that livery. It looks marvellous, even though I say it myself – and my regular polishing helps. It keeps me fit, too!

With the refurbishment complete, we needed to test the electrical circuits. But how? TLW is just over 2 miles from the nearest 25 Kv overhead wires. Well, a chance phone call between Bob Meanley and Steve Blackburn at Crewe Works uncovered the fact that they still had the very transformer used to provide the unusual voltage required for the auxiliary circuits in a class 86 loco. A return phone call confirmed that we could have it if we took it away. Needless to say, it was at Tyseley that same afternoon!

So, we now had the transformer, but we didn't have a big enough power source to drive it. That problem was solved by the offer of help from the depot manager of Maintrain, the next-door neighbours at Tyseley who looked after the mainline service trains. A couple of months later, the familiar whine of class 86 blower motors was heard again, and the compressors were proved to work, as did the newly-reconnected vacuum exhausters. Much of this work on 86 259 was undertaken by Dave Fisher and Rob Sheffield. Other work involved in the restoration was carried out by my friend Richard Thompson.

After towing to Oxley depot by Tyseley's diesel 47 773 for final testing by Alstom, 86 259 was certified fit for traffic. Formalities such as the re-issue of relevant engineering acceptance, approvals for the fitment of the OTMR, and the certification of the loco's maintenance plan were all carried out by Bob Meanley, wearing his admin hat. With 86 259 now live on Network Rail's TOPS system, a trial run was arranged. This was overseen by West Coast Railway's

Andy Taylor, who has become a great friend and supporter of 86 259, and he was the driver on the test run on 6th February 2008 (the day before my umpteenth birthday!). With 47 773 in tow, 86 259 ran from Oxley to Soho, then back along the Grand Junction line, via Bushbury and Stafford, to Crewe, where 47 773 ran round so that 86 259 could lead back south as far as Nuneaton. From there, 47 773 dragged 86 259 back to Tyseley.

The first trip in preservation for 86 259 was on 1st March 2008. It was the Vintage Trains tour from Birmingham to Liverpool. Now, being a disc jockey by profession (if you can call it a profession), I checked in my record charts book and saw that on the day that 86 259 first entered traffic for British Railways, 15th January 1966, the Beatles "Day Tripper" was at number one. The Liverpool connection – get it? So, the excursion became "Les Ross's Daytripper". Since that first run in preservation, 86 259 has completed about 55,000 miles, and it wouldn't have happened without our favourite loco works. It's a proud claim that Tyseley is still the only centre of heritage railway excellence that has restored steam, diesel AND electric locos! Thanks Tyseley!

### *Les Ross*



*Bob and Les with 86 259 bearing the "Les Ross's Daytripper" headboard*

PS For the whole story, may I suggest that you purchase a second-hand copy of the excellent book, "Together In Electric Dreams", subtitled "The story of one man and his electric locomotive". It was compiled by top railway journalist, Andy Coward. You should be able to find a copy on Ebay at anything up to 50 pence.

## VOLUNTEER UPDATE

### From Matthew Self

In April our company secretary Robin Coombes issued a request for volunteers to join Vintage Trains during this difficult time to help secure the company's future. The response was overwhelming, with nearly 100 current and new people volunteering all sorts of skills and experience: people from all walks of life with skills directly related to the railways, heritage preservation, project managers, art, administration, IT - all offered their services to Vintage Trains.

Michael Whitehouse, Robin and myself have held Zoom meetings with roughly 50 of these potential volunteers to explain how we are ensuring that Vintage Trains will survive this terrible time, what we plan for the future and how they can help us. From these encounters we received positive responses from a number of people, who were then asked which department they would like to join and invited to sign up. We were quickly able to create new working groups for different departments such as the Shakespeare Line Project Group and marketing team.

Michael now meets weekly with the Shakespeare Line team to help create our mainline future and we have held several meetings with those interested in marketing, publicity and customer service for everyone to discuss and pool ideas for promoting VT in the future. The next stages will be appointing a leader for this group and creating a marketing plan that those interested in publicity can take forward. We also hope to create an operations team with those offering mainline and heritage skills, as well as a team of younger volunteers to engage with a new generation. The fact that all this is happening at a time when most volunteering has been curtailed is a superb achievement and presages a bright future for Vintage Trains.

We are always looking to expand our working groups, so if you would like to join one, via Zoom meetings for the present, please drop me an email to discuss what interests you and where your skill set fits. Hopefully it won't be too much longer before our onsite volunteering can resume,

boosted by a new team of volunteers with old and new faces all working together to get Vintage Trains through this difficult period and on to a brighter future.

*Matthew Self*

Matthew.Self@vintagetrains.co.uk

### From Geoff Middleton

Due to the current Covid19 situation, our Tuesday Coach Preparation team is currently resting at home. In the meantime, I have asked one of my newer and regular volunteers, Peter Jeffs, for his thoughts on working at Tyseley on a voluntary basis. The result appears below, and I hope it may encourage some of you to come down in the future, when we can resume our normal lives. Meanwhile, stay safe and hope to see some of you soon.

*Geoff Middleton*

"Being a life-long steam enthusiast and a member for a number of years of what is now Friends of Vintage Trains, I was really excited and enthused when I heard of the plans to set up Vintage Trains Community Benefit Society and become a train operating company and wanted to be involved in some way.

I applied to be part of the team of stewards involved on the railtours at weekends, but also wished to volunteer during the week so it was natural to join the Tuesday Coach Working Party alongside some of my fellow stewards. We are a small regular group of like-minded enthusiasts, and our main task each Tuesday is to prepare the train for the next trip, mainly by cleaning the coaches externally and inside.

We meet in the morning in the buffet coach which is our base, and are greeted by our cheery and experienced team leader Geoff Middleton who sets us the tasks for the session, which can be many and varied. During the running season these will always involve washing down and polishing the carriages on the outside, cleaning external

windows, and polishing handles: great fun when the weather is fine, not so good in the Tyseley rain! That's when we move inside.

In fact, preparing the inside of the coaches is a major task whatever the weather: brushing the seats, cleaning the tables, sweeping and mopping the floors, cleaning the windows, freshening, cleaning and stocking the toilets, and generally restocking coaches with whatever is needed for the next train trip. Other jobs include watering up the train for when it is next out and hosing the underneath when it returns. So if you like water and hoses this is the job for you!

The heritage coaches are much admired by the passengers on the trips, so we very much take pride in presenting them as professionally as we can. We do find time for a quick coffee or tea break and a natter mid morning, and there is always some good banter and a great atmosphere both then and as we go about the work.

During the winter period, from early in the new year, I have been involved in a deep clean of all the coaches, starting at the top with the ceiling and lights, working in pairs, down along the

shelving and side walls, cleaning out the window channels, all the upholstery and carpets, and tables and floors as already mentioned. Then the end vestibules and toilets get similar treatment.

Towards the middle of March, just over two weeks or so before the season opener and well into the final stages of preparation, we learnt of the unsettling and concerning news of Covid19 and of course I and all the volunteers were stood down straight away and all activity suspended. So this is where the story temporarily rests. I can't wait to get back just as soon as we are given clearance to continue back to some form of normality, as there will be plenty to do when we are given the green light to get back on the mainline.

There will be new challenges now and a revised way of operating, I am sure, but this is a great activity to be involved in, with a great bunch of people, and one that I would thoroughly recommend."

*Peter Jeffs*

Tuesday Coach Work Party member & Train Steward

### VINTAGE TRAINS NEEDS YOU!

In creating the Vintage Trains Community Benefit Society and our train operating company Vintage Trains Ltd, we set out to be a heritage railway company you could join and be involved in, not a plaything for billionaire businessmen. As our name states, we are a community, with the objective of running express steam trains, and our community is our staff, volunteers, shareholders and passengers. We have developed an inclusive plan to engage with our local community to attract and excite the next generation, to retain the legacy of the steam age and to inspire future engineers and others to develop a love for what we do, to travel with us and to join us. Our Board of Directors is already made up of volunteers, together with train stewards, engine and carriage cleaning gangs coming to us through Friends of Vintage Trains. But we need more help. Below is a list of skills that we urgently need: do you have these skills, can you spare a few hours to help our community?

- General office administration
- Database and spreadsheet creation
- Managing and providing content for social media channels
- Marketing
- Website design, content and management
- Sales skills and/or management
- Customer Management Systems
- Train planning
- Telephone answering
- Onboard personnel for safety and passenger care once services recommence
- Individuals with a business network in Birmingham/West Midlands
- Individuals with a strong rail industry network
- Story telling
- Artwork - particularly illustrations
- Communication and presentation

If you have one or more of these skills and would like to donate some time to help secure the future of Vintage Trains, please contact Robin Coombes ([robin.coombes@vintagetrains.co.uk](mailto:robin.coombes@vintagetrains.co.uk)) or Matthew Self ([matthew.self@vintagetrains.co.uk](mailto:matthew.self@vintagetrains.co.uk)) by email, or through the Vintage Trains office (see page 2 for contact details).

## HENRY PINCHIN



It is with the greatest sadness that we record that our friend and Honorary Member Henry Pinchin passed away at the end of March.

Henry was a real gentleman in every sense of the word, our former Membership Officer of long-standing and a volunteer for many years. He had been involved at Tyseley since 1992 and was a stalwart, never missing a trip.

*Bob Meanley writes:*

“Henry was actually a lot more than that. Hardly a day went past when we did not see him at Tyseley and we missed him very much when his illness took hold. He used to come in every day to collect the post from next door and sort out the stuff for the Friends from our TLW/VT post. He was an interesting man and really a gentleman and a gentle soul. I don’t think that I ever heard him swear and I’m not sure what he made of all the roughneck engineers who did. He had done quite a stint, I believe, on the SVR before he became a VT regular on our trains 20 odd years ago, and his service spanned most of our recent operational history. He used to turn up to supervise the passengers first thing in the morning and would quite often travel for the first part of the journey, getting off at a suitable point, be it Gloucester, Leicester or Chesterfield. He would then catch a train back to Birmingham. Upon our

return to TYS he was invariably back there with the gates open and the lights on during the dark months. He was an essential part of the Little and Large ticket collector show with Bernard Wright during the Shakespeare season. He had an intimate knowledge of the Tyseley area from his days at Bakelite and could still remember all the manufacturers who occupied the various factories during the great days of Tyseley’s industry in the 1950s and 60s. He will be much missed.”

Thanks for your thoughts, Bob, we couldn’t have put it better ourselves.

### Henry Fund

Owing to the present circumstances, we cannot celebrate Henry’s life or his time involved at Tyseley. However we have set up a fund to support a specific project at Tyseley which was such a huge part of his life, and if anyone would like to donate in memory of Henry then you can send your donation to the Friends account at Santander, Account No 36475709, Sort Code 09-01-55, or if you prefer to post a cheque then please make it out to the Friends of Vintage Trains, c/o Friends of Vintage Trains, 670 Warwick Road, Tyseley, Birmingham B11 2HL.

In honour of Henry we have re-printed the ‘Members’ Memories’ interview with him, first published in *Steam in Trust* in summer 2008, on the next page. RIP Henry, our friend.



*Part of the Bakelite factory in Redfern Road, Tyseley, where Henry Pinchin worked for 40 years. The photo was taken in the early 1980s when the factory was in decline. Demolition followed in 1998*

## HENRY PINCHIN

*In honour of the late Henry Pinchin, Ticket Master and former Membership Secretary of the Friends, here is the text of an interview with him which first appeared in the summer 2008 issue of 'Steam in Trust', one of a series of such interviews with long-standing members and volunteers entitled "Members' Memories":*

*How long have you been a Member?*

Since 1988.

*What is your first memory of Tyseley?*

The name 'Tyseley' has had three associations in my life:-

1. Collecting locomotive numbers on Tyseley bridge as a schoolboy.
2. Working at, or associated with, Bakelite Ltd, Redfern Rd, Tyseley for approx 40 years. In the early years this included daily commuting by steam train between Hall Green and Tyseley.
3. Open Days at BRM, Tyseley, in the 60s, leading to all current activities with Vintage Trains. I became a volunteer at Tyseley in 1992 taking bookings for the steam 'Santa Specials' to Stratford and have been involved with ticketing ever since. I have kept the Society membership records since 1993.

*How did you become interested in steam railways?*

Frequent childhood journeys by steam train from Birmingham to Leicester to visit relatives and many steam train journeys to seaside holiday locations.

*What's your funniest memory of steam?*

Observing a steam locomotive passing under a footbridge and blowing the floorboards apart because they were not fixed securely. (Strictly not funny – a serious H & S matter – but it was comical at the time!)

*What's your favourite engine – and why?*

No favourite – GWR preferred. I have always been more interested in railway routes, tickets and stations than the locomotives.

*If you had an unlimited fund, what would you like to do/see at the museum?*

Restore the Roundhouse and lengthen the platform. It would also be good to improve the platform entrance appearance and approach for passengers.

*Generally ....*

*What's your favourite book?*

I'm not a bookworm – non-fiction only – road & rail atlases interest me.

*What's your favourite film?*

Now, none, but in the past, 'The Titfield Thunderbolt' with Stanley Holloway and Sid James. It was a comedy about villagers who took over their local passenger train service when British Railways abandoned it!

*What is your favourite piece of music?*

'Gilbert & Sullivan' operas.

*What is your favourite TV programme?*

Now, none, but I used to like 'Yes, Minister'.

*How do you usually spend your spare time?*

In the past: Photography, Cars, Amateur Radio (G3VPE).

Now: Vintage Trains duties, chasing subscriptions, travelling on public trains, often visiting railway & tramway organisations, keeping in touch with old & new friends, computing.

*Do you have a favourite website?*

[www.vintagetrains.co.uk](http://www.vintagetrains.co.uk) – of course!

## A SHAREHOLDER WRITES

Readers of this magazine will be aware of the management changes that occurred in Vintage Trains Ltd and Tyseley Locomotive Works in early January. Some may have been very surprised at the unexpected departure of two senior figures, particularly since one of them was a long-standing trustee of the Vintage Trains Charitable Trust as well as VTL Chairman. Having contributed a large sum of money to help set up VT's train operating company, I was naturally concerned about the departures and the company's sudden and radical change of direction. I have some questions about these matters, and future plans for VTL, to put to the VT Community Benefit Society directors when the postponed AGM eventually takes place. Other shareholders will, too, I am sure.

In the meantime, I have been gathering information in order to have the fullest possible picture of the course of events. It would also be very useful to know in advance of the AGM what other shareholders think about the changes that have occurred, and to share with them all the facts and non-confidential information at my disposal: we should all be as well informed as possible. Since I know but a handful of my fellow shareholders, the only way to achieve this is to make contact by means of this article. Not all of them subscribe to this magazine, but some do, and others may read it through the Friends' website when it is posted there in due course.

I should stress at this point that there is absolutely no suggestion on my part of any skullduggery or wrongdoing by anyone. My aim, as one of the people who has funded the setting up of VTL, is to know the full facts and the reasoning behind decisions that have been taken, ask questions and then determine for myself whether those decisions were sound and whether future plans for the company are realistic. So the issue for me is about transparency and accountability, consulting shareholders and keeping them fully informed.

I am in the process of preparing a document which will form the basis of my submissions and questions at the CBS AGM, consisting of a factual account of events followed by my own observations and opinions. When it is finished, I will happily send

copies to any shareholders or Friends who are interested. I would also welcome contact from other shareholders who would like to share their ideas and opinions with me. You are welcome to contact me at [editor@friendsofvt.org.uk](mailto:editor@friendsofvt.org.uk).

Another concern I have is about fundraising. Around five years ago, the decision was taken to bring 5080 'Defiant' back to Tyseley and a restoration appeal named 'The Defiant Club' was launched. (Remember that one?) Last year, an appeal for the Bloomer project and a 'Bloomer 670 Club' were set up, and this year we've had 'The Pullman Club' and an appeal to overhaul 'Kolhapur' (name not available at the time of writing, but let's hope it's not 'The Kolhapur Klub'). I'm interested to know the views of my fellow Friends, shareholders and donors about this proliferation of appeals for money, each one laudable in its aims, of course, and to hear their ideas and suggestions for effective planning and execution of fundraising programmes. Again, once I've had some feedback, I intend to write to the VTCT trustees.

I would love to find a fundraising guru for VT of the calibre of Mark Allatt (A1 Steam Locomotive Trust). Is there anyone out there who thinks they could do as well, or better? Maybe you could, and you're one of the people who responded to Robin Coombes's appeal for volunteers. But if you missed it, get in touch!



**Mark Smee**

Note: Any views expressed or implied in the above article are my own. They do not reflect the views of the FoVT committee, nor are they an indication of FoVT policy regarding the issues raised.

## LETTERS TO THE EDITOR

## From Geoff Massey

The recent obituary for Brian Wilson (Steam In Trust issue 45) reminded me of seeing a couple of Standard Britannia 7Ps at Tyseley.

During the mid-late 60s it was common to see a rake of locos going for scrap 'parked' at Tyseley over the weekend. Lined up outside the diesel sheds, most were missing connecting rods, though these were often in the tenders or tied on the running plate. The locos usually bore the shed codes of the surviving North West sheds – Lostock Hall, Newton Heath, Patricroft, Rose Grove, etc. The mix was never the same, classes seen were Stanier Black 5s & 8Fs, a selection of the standard class 4MT, 5MT and 9F – and a couple of Brits.

I've found two photos of Brits at Tyseley, pausing during their final journey, 70011 'Hotspur' and 70049 'Solway Firth'.

Hope this is of interest.

From Dave Collings,  
member no 80*Nearly a Television Star*

Twice in my time at Tyseley have I nearly become a TV star, but not quite.

The first time was in the 1990s when I worked full time at Tyseley Locomotive Works. Fred Dibnah was filming one of his series for TV, 'Steam and Steel' I think, and he came to Tyseley to do an episode.

On the day that the TV crew came, Rob Bridgewater and I were assisting Steve Underhill refit the large boiler tubes in 'Canadian Pacific'. Merchant Navies have big boilers so the tubes are long and heavy: Steve was sliding them through from the firebox end to us in the smoke box; he would then clamp his end and Rob and I were expanding (known as rolling up) our end. The tubes are expanded with a set of conical rollers with a centre screw that pushes them apart using the ratchet head from a socket set, easy at first then needing two of us as the tube got tighter in the tube plate.

A voice said, "That looks like hard work, chaps, can I come up?" It was Fred. He sat watching for a while, then said, "I think I'll get the camera man." Then the Director came and said, "Fred, they've got a loco in steam for you." Fred vanished, end of fame.

The next time was much later when we were taking part in the programme about coach restoration with Peter Snow covering our work on 'Eagle'. This featured the Thursday evening gang. Firstly we were gathered in a group and filmed walking up to the job talking and chatting: that never appeared in the show. At that time my 16 year old granddaughter was volunteering with me, "looking after me", she said, and the cameraman thought that was interesting, so I was asked to do an interview. His first question was, "What do you feel when a job is finished?" I mentioned locomotives and got told, "Don't start again" - threw me straight off, I spluttered and stuttered, so that never got broadcast, either. There is a fleeting scene of Beth and me rubbing down the ceiling at the end of the Tyseley episode: four seconds of fame.

## THE TYSELEY PULLMAN CARS - PART 2



*Figure 1: Internal view of Car 338 (same design and décor as 353) when built. (E.J. Morris Collection)*

*Michael Hughes continues the story of these historic vehicles.*

Car 353, like the other Pullman Cars in the Tyseley collection, was built by Metro-Cammell at Washwood Heath. Built for the Pullman Car Company as Lot 3261, most were delivered to British Railways in 1960. As part of the last batch, Car 353 was delivered in early 1961.

The car clearly shows the pared down, 1960s style, of 'luxury'. It is not as opulent as the earlier Pullman Cars, or the roomier First Class cars. But its similarity to BR's own Mark 1 First Class stock ensured Car 353's survival.

### Parlour Cars

The railway media in 1960 noted the wide windows (nearly a foot longer than in previous Pullman Cars) and the lighter, airier, feel of these Parlour Cars. They had pressure ventilation: cold air was drawn from outside and passed over heated steam pipes or electric elements. The warm air passed out through the sliding windows, or through a gap in the ceiling panels. These panels consisted of an aluminium frame that held a sheet of corrugated Perspex. Each panel was lit by a single De Luxe warm white fluorescent tube. The ceiling lighting was supplemented by tungsten lights under the luggage racks and on the tables.



*Figure 2: N-Gauge Mark 1 Pullman Parlour Car 2nd Class Car 353 – The model, part of the Graham Farish range, is currently unavailable. (Vintage Trains Archive)*

According to the Railway Gazette, “*Special attention has been given to the layout and fittings of the toilets. A new style of washbasin is mounted in a cabinet. The walls of the toilet compartments are lined with laminated plastic panelling.*”

There were 4 decoration schemes applied to the 1960 Pullman Cars. Scheme 3 (Second Class Parlour Car), applied to Car 353, was described by The Railway Gazette as follows:

*“Ceilings are covered in special Warerite grey Finaweave with black lines. Racks are covered in Lanide French Grey and the body walls in special Warerite Grey. The partition end doors are in polished Siamese teak veneer and the tabletops are Warerite Terracotta. The main floor is covered in linoleum with a charcoal background. The gangway between the tables is finished with Wilton carpet of serrated design and colour to suit. Curtains are of Folkweave in gay colours.”*

**Finaweave** was a Warerite product. It was used extensively in the transport industry. Leyland Leopard coaches with Park Royal bodies were fitted with Finaweave.

**Folkweave** is the general term for a loose woven fabric.

**Lanide** was a PVC-coated leather fabric. It was produced by Hunt and Winterbotham Ltd, of Cam in Gloucestershire. After various takeovers and amalgamations, they are now part of Huddersfield Fine Worsteds (Lanide is not made anymore).

**Linoleum** is a floor covering made of solidified linseed oil, pine resin, cork dust, wood flour, and mineral fillers bound to a canvas backing. The higher the quality, the more flexible the material. Linoleum is highly flammable and nowadays is usually replaced with PVC flooring.

**Warerite** was made by the Bakelite Company, which had a research and development laboratory in Tyseley. Warerite was the trade name for a series of decorative plastic laminates.

**Wilton** carpets are still in business. They make commercial carpets from British wool and are still based in Wiltshire.

The seats were covered in green moquette.

The two parts of the passenger accommodation are divided by a partition. This is solid from floor to waist level and then toughened glass to the ceiling. The window ends of the tables are 3

inches away from outer sides. This creates a space for a rack for newspapers, magazines, and so on. Unfortunately, these racks are more often used to stow rubbish! Car 353 was wired for a PA system when built, but it was not fitted till later.



**Figure 3: Pullman Cars carried a number plate attached to the internal partition.**  
(Vintage Trains Archive)

## Car 353

All the seven Second Class Parlour Cars from the 1960 order were converted to standard Open Firsts at York and painted in BR corporate (blue and grey) livery in 1970. Now numbered E353E (ownership and maintenance by BR's Eastern region) our Car ran mainly in East Anglia. In 1980 it was bought by the Steam Locomotive Owners Association.



**Figure 4: Car 353 repainted and renumbered as E353E. Note the all-blue recessed door – and the relatively few ‘No Smoking’ seating bays!**  
(Photograph: H Llewelyn)

In 1994 Car 353 was moved to Basford Hall, Crewe, before moving to the Swanage Railway, where it was named “Melisande”. A year later it was sold to Flying Scotsman Enterprises for a proposed Pullman dining train service between London and Stratford-upon-Avon. The plans were abandoned, and the cars were sold to Birmingham Railway Museum Trust.

**Car 353's identities**

353	1961 – 1970	Pullman Company number
E353E	1970 – 1980	British Railways (Eastern Region) number
99653	1983 – 1984	Private coach allowed to run on British Rail
99353	1984	Amended to reflect original number.

**Vintage Trains  
Pullman Cars**

Nine cars were bought in 2001. The set included 7 Parlour Cars (347, 348, **349**, 350, 351, 352, and **353**), a Kitchen Car (Car **335**), and the Hadrian Bar (Car 354). Vintage Trains decided that, in the travel market of the time, two Parlour Cars and one Kitchen Car would be enough for dining car services (the three cars in bold above). The other six cars were sold to West Coast Railways. In 2001 and again in 2004 there were plans to name the cars after Shakespearian characters. They remain unnamed and without the full Pullman regalia (see Figure 2).



*Figure 5: How the Pullman Cars arrived at Tyseley in 2001 (Vintage Trains Archive)*

**Refurbishment**

Car 353 is currently being refurbished so that Vintage Trains can return to a Pullman dining service with 114 seats once the lockdown is over. Work is needed both internally and externally. External work includes making repairs to the ends of the carriage, which are badly corroded. The Friends of Vintage Trains have pledged £10,000 to support this important work for the future of Vintage Trains.

*Michael Hughes*

**ACKNOWLEDGEMENTS**

*This article was written during the 2020 Covid-19 lockdown. In addition to the VT Archives, and the sources cited in Steam in Trust 45 it uses material from The Pullman Society ([www.thepullmansociety.org.uk](http://www.thepullmansociety.org.uk)), the Southern Railway e-group [www.semgonline.com/coach/pull\\_1.html](http://www.semgonline.com/coach/pull_1.html), and Tyseley News.*



*Figure 6: Inside Car 353 just before the lockdown. Refurbishment work had already started. (Vintage Trains Archive)*

## THE PULLMAN CLUB



We invite you to join the Vintage Trains Pullman Club to support the continued use of our collection of Pullman Cars on the National Rail Network. There are four Pullman Cars in the collection: Parlour Cars 349 & 353, Kitchen Car 361 and First Class Kitchen Car 311 "Eagle".

The immediate objective of the Pullman Club is to raise the funds to return Parlour Car 353 to service in 2021. This will allow Vintage Trains to offer an additional 42 Pullman Dining seats on excursion trains.

*There are several ways you can join and support the Pullman Club:*

- Become a Seat Sponsor
- Sponsor Parts or Materials
- Make a Donation

Seat Sponsors get their own dedicated seat for one year, complete with name plaque. You will be given advance notice of all Vintage Trains Excursions for a first chance to book your own seat.

Annual Seat Sponsorship is available for a minimum donation of £500 for each seat (42 available).

*The following items are currently available to sponsor:*

- Window refurbishment including new seals  
£300 (12 available)
- New Carpet – Sponsor a square metre  
£25 (50 available)
- Repainting exterior £100 (60 available)
- Varnish Interior £100 (10 available)
- Bogie Lift and Overhaul £5,000 (2 available)
- Bodywork Repairs £250 (140 available)

*The following benefits are offered to sponsors:  
Donations up to £250.00*

- Pullman Club Certificate.

*Donations up to £500.00*

- Pullman Club Certificate
- Behind the scenes tour at Tyseley Locomotive Works
- Invitation to Pullman Car 353 launch at Tyseley Locomotive Works

*Donations above £500.00*

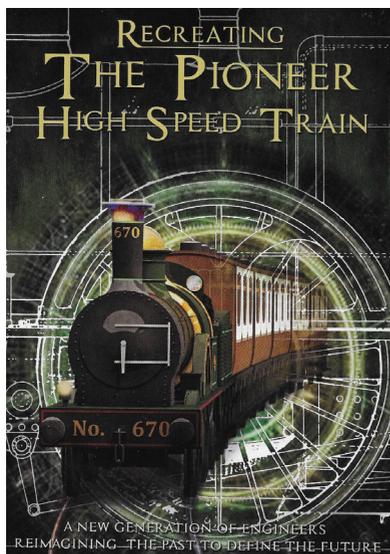
*All of the above plus:*

- Your name on a plaque in the vestibule of Car 353
- Invitation to Tyseley Locomotive Works Open weekend



*TV personality Peter Snow marvels at the restoration work carried out on Pullman Car 'Eagle' by TLW for the 2018 programme 'Great Rail Restorations'. The photo inset at top right shows the state of the bodywork before refurbishment.*

## BLOOMER APPEAL UPDATE



*Vintage Trains is constructing a working reproduction of the locomotive which hauled the pioneer standard gauge high speed train in the 19th century, using some of the original parts from the 1850s. The locomotive will be the only working example in Britain with a 7 foot single driving wheel. We wish to complete it in time for the introduction of HS2.*

*Tyseley Locomotive Works will complete the design and manufacture of the Pioneer High Speed Train in our workshops. We invite you to sponsor the next generation of engineers and apprentices, and the parts they will need, so they can learn for themselves how to recreate one of the missing links in our railway heritage and operate the train for public enjoyment.*

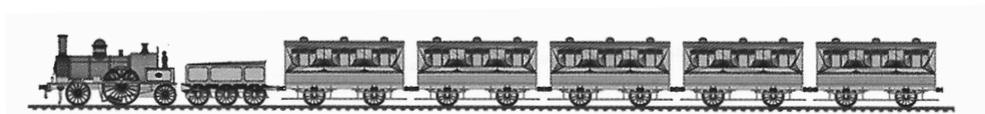
*Initially, we will complete the 'Bloomer' locomotive to operating order. We expect to need around £300,000 for this work, including sponsorship of students and their supervision, testing, trials and approval. Then, when further funds have been raised, we will build a reproduction train to accompany the locomotive.*

*If you wish to support the appeal, we are currently looking for sponsors of the following parts:*

- Chimney base - £1,200
- Copper chimney cap - £2,500
- Brass numbers for chimney - £350
- Whistle - £500
- Whistle valve - £600
- Whistle operating lever - £250
- Regulator handle - £450
- Reverser handle and latch - £650
- Smokebox door handles - £350
- Brass beading for driving splashers - £500 - 2 required
- Brass spectacle plate windows - £250 - 2 Required

To sponsor one of these parts, go to [www.VintageTrains.co.uk/Bloomer](http://www.VintageTrains.co.uk/Bloomer) or contact the appeal at the Vintage Trains Charitable Trust, details on page 2.

More parts will be available for sponsorship in due course.



## UNCERTAIN TIMES: AN INFLUENZA PANDEMIC

*Looking at Great Western Railway obituaries from 100 years ago*

In 2020 we find ourselves in the midst of a world pandemic, so I thought I would see how the Great Western Railway managed during a previous pandemic which had swept over the world in a series of waves during 1918 and 1919. I should first of all say that the Spanish Flu of 1918 was not the same as COVID-19. Although similar in that it was an airborne virus that caused respiratory failure, this strain of influenza appears to have been more indiscriminate with many more young and fit adults dying. Worldwide the Spanish Flu is thought to have killed more than 50 million people. Within the UK the official death toll was eventually recorded as 228,000 (0.5% of the population).

The exact origins of the 1918 Influenza Pandemic are unknown, but multiple cases had occurred in France before the summer of 1918. Due to the wartime censorship, these were not generally reported and it was only after the virus had spread to neutral Spain that newspapers started to mention 'a Spanish Flu'. After a summer lull, a second wave occurred in Autumn 1918. This wave was more deadly than the first and eventually reached nearly every inhabited corner of the world. It's thought to have been carried to the UK by returning troops and helped in its transmission by large public gatherings associated with victory celebrations.

Only after the end of the First World War did information about the pandemic become publicly available. With no cure available and preventative actions deemed harmful to the economy, the virus rapidly spread through the population. A public health lecture of the time identified that it was advisable to avoid the aggregation of large numbers of people, especially sleeping together, but went on to say:

“The same problem has arisen in connexion with crowded trains, trams and omnibuses. These, doubtless, are prolific sources of infection, but the service cannot immediately be increased, and meanwhile the vast army of workers must not be impeded by the regulations as to overcrowding of

vehicles in their efforts to go to work and to return home, and I have no hesitation in recommending the Local Government Board to advise police authorities to this effect.”

It is difficult to identify the number of Great Western Railway employees who died as a result of the influenza pandemic. The obituary columns in the Great Western Railway Magazine give some insight, but these do not consistently record the cause of death. It appears that Tyseley avoided the worst of the pandemic. The names of three Tyseley members of the Great Western Railway Enginemens and Firemens Mutual Assistance Sick and Superannuation Society were recorded in obituary columns of the January 1919 issue. They died at the height of the second wave of the influenza pandemic in November 1918, but the cause of death is not provided:

*Mr WT Tunstall on 2nd November 1918, age 40*

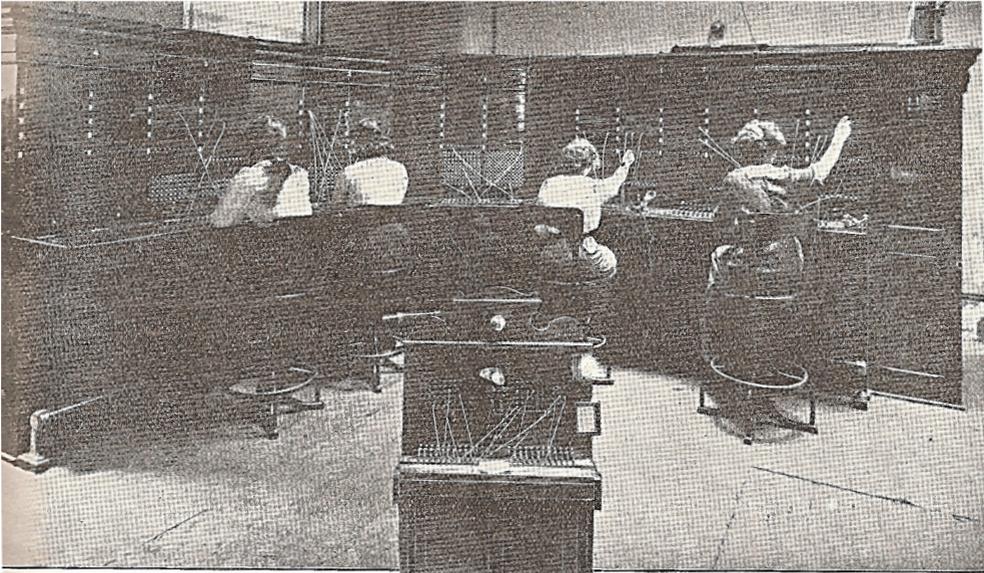
*Mr W Parker on 7th November 1918, age 75*

*Mr G Probert on 15th November 1918, age 81*

More enlightening are two paragraphs in the obituary columns which describe what had occurred to the female staff working in the Paddington Telephone Office. Early in 1913 a modern telephone switchboard was installed at Paddington, replacing three separate switchboards. This new telephone switchboard comprised seven operator positions. One position had initially been reserved for future demand, but in a matter of months this position was required. On 8th April 1914, the quantity of telephone traffic at Paddington was recorded – 14,485 daily calls, compared to 5,126 in October 1913. The photograph opposite showing the new telephone switchboard had appeared in the Great Western Railway magazine of March 1913.

The December 1918 magazine obituary columns reported:

*With much regret we record the death of two of the operators in the Paddington Telegraph Office – Mrs Nellie Gwendoline Slocombe, nee Shaw, passed away on November 7th, and Miss Ellen Louisa Hazell on October 24th.*



New Telephone Switchboard at Paddington.

Inset the former Switchboard.

*Mrs Slocombe joined the National Telephone Company's service in 1908 as an operator, and was transferred to this Company's service on February 9th 1912. She was a skilful operator, and her charming character endeared her to all. The tragedy of her death was enhanced by the fact that she was married only recently.*

*Miss Hazell joined the service in 1911 and was first employed as a telegraph operator. She was subsequently transferred to the telephone room, and was an operator of sterling worth. Two deaths coming with such tragic suddenness naturally cast a gloom over the telegraph and telephone staff and deepest sympathy of all was expressed to the relatives.*

Then in the February 1919 magazine the following appeared:

*The influenza epidemic has taken a full toll of victims from the Paddington Telegraph Office staff. In our December Issue we recorded the loss of two telephone operators and we regret that a third – Miss Elsie Annie Lewis passed away on February 4th after an illness of only a few days. Miss Lewis joined the service in March 1909 and recently acted as assistant supervisor. She was a*

*most conscientious worker, and from a business standpoint her never failing courtesy, tact and genial temperament combined to make her an ideal telephonist. Socially she was extremely popular and she will be sadly missed by her colleagues, many of whom attended the funeral.*

## Robert Ferris

Volunteer Archivist

### APPEAL FOR CONTRIBUTIONS

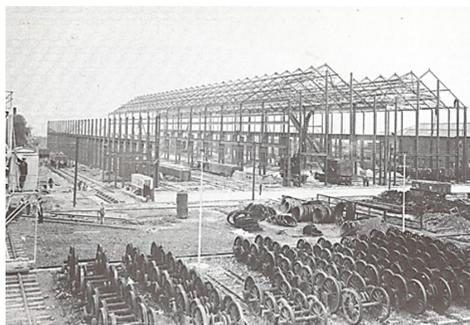
To increase the diversity and depth of coverage in 'Steam In Trust', I am very keen to receive contributions from our members, CBS shareholders, trustees and VT employees with something to say about the past, present and future of the Vintage Trains group of charities and companies. Photographs are also very welcome. Please send your articles, letters and photos to [editor@friendsofvtr.org.uk](mailto:editor@friendsofvtr.org.uk), or write to me, Mark Smee, c/o the Vintage Trains office at the address on page 2.

## UPDATE ON THE 6 TON TRAVELLING HAND CRANE No 438

Over the winter volunteers have continued the restoration work on hand crane No 438. Painting is nearing completion, with only the raised portion of the jib awaiting its black coat. The replacement hardwood timbers for the folding platforms have been cut, drilled and fitted. The replica ownership/number plates adorn the solebars using the original drillings. A search is now underway for the original lifting chain that was removed in October 1981 for testing.



Slowly the crane's operational history is also being revealed. We had already established that it was built at Swindon at the end of 1888 specifically for the GWR Wolverhampton Division (Civil) Engineering Department. The Divisional Headquarters was at the Stafford Road Works in Wolverhampton, while Tyseley Depot was one of several depots located within this Division.



Our research shows that travelling cranes were involved in the construction of the new Locomotive Repair Shop at Stafford Road Works in 1931. An official Great Western Railway photograph shows a travelling hand crane (left) and a larger powered type (right) within the building's steel frame, surely assisting with its construction.

In addition, Peter Tatlow (an ex-BR civil engineer and author of several books on railway cranes) recently confirmed that crane No 438 was recorded at the Stafford Road Works on 13th August 1936. At some stage it moved to South Wales and after nationalisation it was attached to a new match truck, which had been converted from a covered van (Iron Mink) originally built for the Rhymney Railway in 1913. The pair were photographed by Peter Tatlow at Radyr in 1970 and were among the five 6 ton travelling hand cranes (Nos 236, 237, 238, 438 and 440) listed in the British Railways (Western Region) Rail Travelling Crane Diagrams issued in March 1974. The crane and accompanying match truck were purchased from British Railways in June 1979 when located at Llantrisant Depot.

Our research into No 438's history continues and we will report further in due course.

*Robert Ferris*

Volunteer Archivist

## IN THE WORKS

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.

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	Erlestoke 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	

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## TYSELEY STOCK LIST

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.

**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

Please note that this list is maintained by volunteers and may not be complete at the date shown.

### 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

	Henry	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	
71480	p Fred	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	

## STOCK LIST

### 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 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

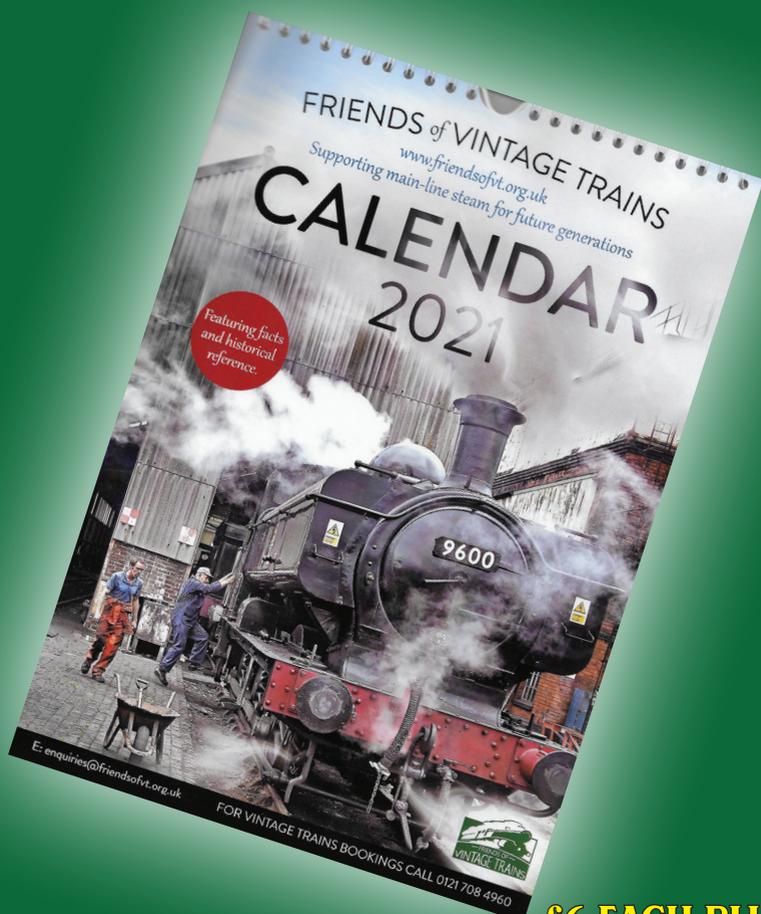
311	Eagle	Mk1 Pullman Kitchen First	1960 Metro Cammell	From NRM
335	Car No 335 : 99361	Mk1 Pullman Kitchen Second	1960 Metro Cammell	TY01
349	Car No 349 : 99349	Mk1 Pullman Parlour Second	1960 Metro Cammell	TY01
353	Car No 353 : 99353	Mk1 Pullman Parlour Second	1960 Metro Cammell	TY01
1201		Mk 2RFO	1973/74 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	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
9101		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 Derby

For Sale \*

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