



STEAM IN TRUST

THE VINTAGE TRAINS MAGAZINE

ISSUE 47 - AUTUMN 2020

INCLUDES VTL SPRING/SUMMER EXCURSION PROGRAMME

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

Robin Coombes Paul Hatton Dave Martin
Goeff Middleton Jeff Robinson Sharon Salter
Tony Watson (co-opted)

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

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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

Directors:
Michael Whitehouse - Chairman
Vic Michel - Deputy Chairman
Robin Coombes - Secretary
Michael Gilbert
Richard Cadge
Denis Chick
David Keay

Vintage Trains Ltd

Train Operating Company, registered in England as company No 10436785

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



AUTUMN 2020

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Front cover photo: GWR 'Small Prairie' No 4555 and auto tank No 1420 at Shrub Hill station, Worcester, on 18th September 1965. 4555 was bought by Pat Whitehouse, Michael's father, and his friend Pat Garland in 1964. Both engines were destined for the Dart Valley Railway in Devon, but were stabled at Tyseley until the line reopened. They were the depot's first resident preserved steam locomotives and their arrival marked the birth of Tyseley as a heritage steam centre and workshop. 4555 is currently back at the depot for firebox repairs in TLW.

Back cover photo: 7029 'Clun Castle' by Robin Coombes

Editorial

Welcome to the much delayed autumn edition of 'Steam In Trust'. I postponed publication because I wanted to buoy up our readers' spirits with firm news about the resumption of Vintage Trains' activities in 2021, following a period of major change, uncertainty and the misery of the pandemic - see page 10. Dates and details of 2021 excursions were only confirmed in early December, hence the delay, and I must apologise for the late advertising of the Friends' latest offer, a set of five greetings cards featuring some of the photos used in the Friends' 2021 calendar, which was advertised in the previous issue. However, the cards are for general use rather than being specifically for Christmas, so it certainly isn't too late to order a pack: details are on page 7 and an order form is enclosed.

I must thank everyone who wrote to me following my editorial and 'Viewpoint' article in the last issue. The emails I received were all approving, supportive, and expressed understandable concerns about developments at Tyseley since 2017. Between lockdowns, I had a long meeting with Michael Whitehouse and later interviewed him for this edition so that he could answer some of the points that had been raised - see page 15. As many of you will know, Michael is very approachable and will happily discuss Tyseley matters with members of the Friends, shareholders, supporters and customers, so do get in touch with him if you have a question, concern or suggestion. (I'll happily pass on any messages.)

Despite the cancellation of all excursions this year and the two lockdowns, everyone involved in the Vintage Trains group has been hard at work: the trustees of the charities; directors of the companies and the CBS; VTL and TLW staff; the Friends of VT committee; and our tirelessly devoted volunteers. Evidence of their efforts is to be found throughout the pages of this issue, and I can assure you that there is genuine and well-founded confidence among Tyseley people that 2021 will see the renaissance of VTL as a well-managed, harmonious and successful train operating company.

There are many challenges ahead, particularly those outside our control such as the state of the UK economy and the possibility of a Covid third wave after Christmas, so it's vitally important for all of us to work as a team, to be constructive at all times and to deploy our talents effectively to make Britain's only publicly-owned train operating company the success it deserves to be. Volunteer work will be crucial to that success, so I'm delighted to introduce three experts who have stepped forward to lead teams in three important areas: volunteering, marketing and site development - see pages 12 to 15.

The VTL directors have done a remarkable job in assembling a formidable new management team under terms that will allow the company to operate with far lower overheads than was previously the case; the TLW workforce is facing the hard graft of preparing locos and carriages and getting them out on the mainline with renewed vigour and commitment; we have an excellent new caterer lined up for dining trains; Head Steward Sharon Salter has planned deployment for next year's schedule and her faithful team is ready to staff the trains with their usual courtesy and professionalism; the volunteer workforce is standing by to recommence carriage cleaning, site maintenance and other vital work post-lockdown; and other volunteers are rallying round to help with administrative tasks such as ticketing. Everything either is in place, or will be so, for the first trip, the 'Railway Roundabout' with 7029 on 20th March.

Let's get on with the job!



Editor, Friends of Vintage Trains
editor@friendsofvt.org.uk

CHAIRMAN'S REPORT

I sincerely hope you enjoy this latest edition of Steam in Trust and I thank all who have contributed.

After the first lockdown I enjoyed a couple of trips out on the Severn Valley Railway plus a ride behind Les Ross's loco to Carlisle followed by a lovely tour of the Cumbrian Coast courtesy of 6115 'Scots Guardsman'. These outings worked really well and give grounds for optimism for the future of our heritage lines and mainline steam. Obviously there are many obstacles

ahead but the sheer determination amongst all the organisers and staff to keep steam alive was very evident.

Recovery from the effects of the wretched pandemic will require a lot of determination, imagination and willingness to adapt to changing situations. Although volunteers are currently not allowed on site, plans are being made to restart trains during next year so when we get the green light there will be plenty for us to do!

In October it was confirmed that Vintage Trains had adopted the main line station at Tyseley. All the stations on the Shakespeare Line between Stratford upon Avon and Bordesley now have volunteer groups helping to keep them tidy and more attractive to the public. Obviously, volunteers cannot get involved with any major structural changes but I anticipate an increasing involvement in various projects as Covid becomes less of a problem. Once our trains are running again VTL hopes to make greater use of Tyseley Station and we are working with West Midland Trains to renovate the flower beds and then hopefully open up some, if not all, of the platform buildings. All of this will cost Vintage Trains nothing as various organisations have funds available for this type of project.

I must acknowledge the help and cooperation of the Shakespeare Line Promotion Group who in August set up an umbrella organisation, the Friends of the Shakespeare Line, for the many volunteers who have adopted stations. We intend to work closely with them, and to that end I invited Neil Williamson, editor of their magazine 'Shakespeare Line News', to contribute an article to every edition of 'Steam In Trust' with updates on the SLPG's progress with their mission. The first of these articles appears on page 9.

Towards the end of October, volunteers from the adoption groups at all 17 stations on the Shakespeare Line participated in the SLPG's scheme to plant crocus bulbs in the flower beds of all stations in support of World Polio Day. Our member Christine Brown, one of our nine officially registered volunteers for the station adoption scheme, took on the task at Tyseley Station.

On a sad note, I am very sorry indeed to report the death of Peter Brown, Christine's husband and our Membership Secretary. An obituary appears on page 8, and we extend our sincere condolences to Christine and family. The committee is extremely grateful to her for agreeing to take over Peter's role.

Tony Watson, our new volunteer coordinator who replaces Matt Self, takes Peter's place on the committee. Tony has great drive and enthusiasm: we are sure he will be hugely successful in organising and promoting volunteer activities at Tyseley. Matt, whose contract came to an end in October, leaves with our very best wishes for the future, having earned respect from everyone he came in touch with.

We propose to hold our long-overdue AGM on Saturday 27 March 2021 at 10.30am. At the time of writing it seems likely that this will be a 'virtual' meeting rather than a gathering, but we will publish details in the next issue. Social evenings will be organised and advertised as soon as we are allowed to hold them again.

Your committee wishes everyone well and we hope to bring you further positive news in the spring. Please be assured your continuing membership is VERY important to us and Vintage Trains.

With very best wishes for Christmas and the New Year,

Neil Ewart

Acting Chairman, Friends of Vintage Trains



Seen at Stratford Station, the SLPG volunteers who have planted crocus bulbs at every station along the Shakespeare Line in aid of polio research, with FoVT's Christine Brown second from right.

WELCOME TO OUR NEW MEMBERS

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

Peter Tilbury	10 February 2020	Reading, Berkshire
Ian Powick	21 February 2020	Hagley, Stourbridge
Philip Richardson	26 February 2020	Hollywood, Birmingham
Robin Childs	26 February 2020	Stourbridge, West Midlands
Richard & Belle Woodward	11 March 2020	Cradley Heath, West Midlands
Paul Sanders	01 April 2020	St Martin, Paris
Oliver Williams	19 April 2020	Fen Ditton, Cambridge
Paul Williams	19 April 2020	Merdreth, Hertfordshire
Mark James	13 May 2020	Wood Green, London
John Rowbotham	01 June 2020	Newbridge, Wolverhampton
Judith Howard		London

THE FRIENDS ON FACEBOOK

The Friends have added a social media presence by launching a Facebook page and discussion group. The page is at @friendsofvt, and will complement the website at <https://www.friendsofvt.org.uk>, carrying the latest news and updates from the Friends. Click on 'Follow' or 'Like' to hear the latest news and developments from the Friends as they happen.

The *Friends of Vintage Trains Discussion Group* is a private group for members of the Friends who are on Facebook to have discussions on all aspects of the Friends' activities. Being a private group, all posts to it and its membership list can only be seen by members of the group, not by any other Facebook users. Some members of the Friends committee are also in the group and welcome the opportunity to join in discussions between members of the Friends.

To join the group:

- Search for *Friends of Vintage Trains Discussion Group* in the Facebook search bar.
- Request to join the group by clicking on the 'Join' button in the group description.
- To confirm that this request is from a member of the Friends, give your membership

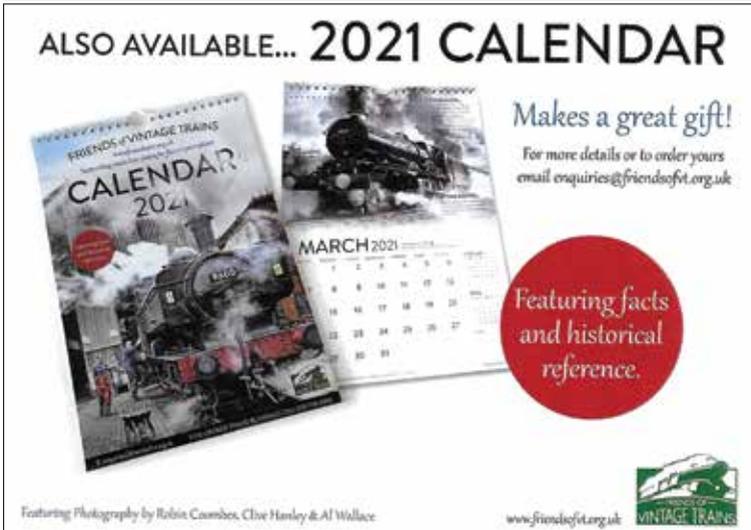
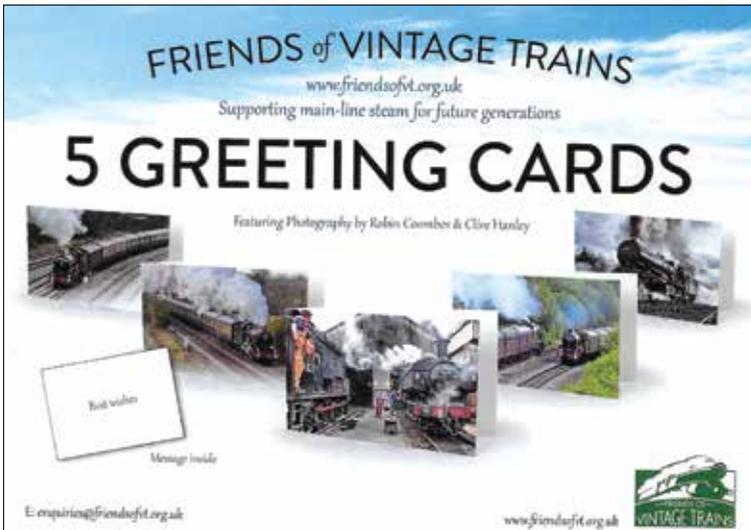
number or house number and postcode when prompted. Although the request to join can be submitted without giving these details, the request will not be approved by the group administrator if they are missing or incorrect. This ensures that group membership is one of the additional membership benefits of joining the Friends and not available to non-members.

- We aim to act on all requests to join the group within 48 hours, although this cannot be guaranteed.

We hope that this social media presence will broaden the appeal of the Friends, providing a new source of information about us as well as adding a new way for members who are on Facebook to hold discussions between themselves and the Friends committee.

Please email facebook@friendsofvt.org.uk if you have any questions or problems with our Facebook presence.

Paul Hatton



In these extraordinary times of Covid restrictions, we have not been idle: as you will have seen in the last issue of 'Steam in Trust', we created a 2021 Calendar and I'm delighted to say that it has been very well received and has sold well. The income generated will be donated to a Vintage Trains project by the committee on your behalf. Note that there are still a few copies remaining if you are thinking of Christmas presents.

Following on from the success of the calendar, we have now produced a set of 5 greetings cards based on photographs from the calendar. An order form is included with this issue but you can also order via the Friends website (www.friendsofvt.org.uk) where

our webmaster has added a tab which will take you to the order page and also the gallery where you can see images of the cards.

The packs contain five assorted cards taken by two of our members, Robin Coombes and Clive Hanley, and have been designed by the son of one of our members so they are unique to Friends of Vintage Trains. They are A6 size (6" x 4 1/4" / 15 cm x 12 cm) with envelopes, and cost £4 plus post and packing. The message inside says 'Best Wishes' and can therefore be used throughout the year. Again, all proceeds from sales will be donated towards maintenance of the wonderful Tyseley collection.

SOCIAL EVENTS



Earlier this year before the first lockdown, some members of the Friends enjoyed a social day out when we went by train to Bristol and met up with Mr Brunel and the wonderful Great Britain. As soon as the wretched Covid dies down I plan to organise similar trips.

They are deliberately kept as uncomplicated as possible. A date and venue is set and a suitable

train chosen, then it's just a matter of turning up and paying your own way. This allows for individuals to sort out any concessions they have in order to get the cheapest fare. Also if someone wants to join in at the last moment or even drop out it's not a problem.

Here's hoping to see some of our members again in 2021!

OBITUARY - PETER BROWN



The railway volunteering world is full of great characters and the Friends are very sorry to report the sad loss of one of them, Peter Brown, who died suddenly in September. Peter joined the Friends in 2011 and was very involved in the Tuesday gang, especially with the gardens within the site. Wearing his distinctive hat, he was very passionate about maintaining and developing this important asset. He joined the Friends' committee in 2016 and volunteered to take on the demanding role of Membership Secretary in 2017. During the Covid pandemic Peter made sure that his wife Christine understood how the membership record system works, and we are very pleased that she has now taken over the role. I am sure I speak for all the committee when I say that we will miss Peter's dedication to his voluntary work and his dry wit in our meetings.

THE SHAKESPEARE LINE PROMOTION GROUP

Around 3 months ago Neil Ewart invited the Shakespeare Line Promotion Group to contribute to future editions of 'Steam in Trust', in the hope that it would bring benefits to both parties. The following article is the first fruit of that collaboration.

I am sure most Friends of Vintage Trains are aware of the SLPG and its aims, objectives and activities so I won't go into detail here. However if you aren't or would like further information, can I suggest you take a look at our website: www.shakespeareline.com.

The topic I would like to cover this time round is station adoption. The great news is that all the stations along the Shakespeare Line between Tyseley and Stratford upon Avon inclusive, together with Bearley on the 'branch' line from Hatton, have now been adopted by friends, volunteers and local organisations from the communities they serve. A great deal of the credit for this happy situation is down to the tireless work in the last few months by our secretary, Fraser Pithie, who with the support of Fay Easton, the Head of Stakeholder & Community at West Midlands Railway, has engaged with several local Parish Councils and potential adoption groups and individuals.

Among the groups who have stepped forward are students from Woodrush High School in Wythall, 260th Birmingham Scout Group at Spring Road and residents at Henley-in-Arden who formed Friends of Henley Railway Station (FoHRS) and have already transformed the platforms and surrounding areas with colourful planting displays. For the time being or until local volunteers can be found, Danzey station is being adopted by the SLPG.

Mention must also be made of Ian Taylor, Station Manager Dorridge/Stratford Lines, who is fully supportive of community involvement and has recently been carrying out a number of safety briefings for the new adopters.

The addition of the latest adoptions to the longer-standing ones at Tyseley (Vintage Trains), Hall Green, Yardley Wood, Shirley and Stratford upon Avon stations has also provided an opportunity for the SLPG to coordinate help, support and funding for all the adopters along the Shakespeare Line. To achieve this aim an independent organisation

named Friends of the Shakespeare Line (FoSL) has been established. We had hoped that it could gain charitable status by becoming a Charitable Incorporated Organisation (CIO), but this proved unachievable. However, more importantly, the Heart of England Community Rail Partnership agreed that FoSL would take the lead on station adoption for the Shakespeare Line at its meeting on 2nd September 2020.

With passenger numbers currently in the doldrums it is becoming even more important to attract leisure travellers onto the trains in order to replace former commuters who are now working from home. To achieve this aim the line needs attractive stations, effective promotion of tourist destinations along the route and pleasant journeys, be it by normal service trains or on the steam-hauled Shakespeare Express.

A number of exciting developments are in the pipeline, some of which are still under wraps. What is on the cards is the transfer of the lease of the station building at Henley-in-Arden from Network Rail to Beaudesert & Henley in Arden Joint Parish Council and FoHRS. This would in turn allow funds to be released to restore the derelict interior for community and passenger use.

Supporting businesses already involved include the team at Earlswood Gardening & Landscape Centre (EGLC), who have adopted Earlswood station and also offered to provide combined Starter Landscape Packs plus delivery to adopters at cost price, in conjunction with free landscaping advice; and Olton-based Sign Service which is sponsoring new information posters along the route.

With the level of Covid-19 infections currently rising during the predicted second wave of the pandemic, the speed of implementation of projects at individual stations obviously depends upon the level of restrictions imposed by Government and local authorities. Let us hope that by early next year an effective vaccine is available to allow everyone to return to 'normal' life, whatever that might be.

Roll on the Shakespeare Line renaissance!

Neil Williamson
Editor of 'Shakespeare Line News'

2021 TRAVEL & ENTERTAINMENT PROGRAMME TYSELEY LOCOMOTIVE WORKS OPEN DAY

*It's full steam ahead for Vintage Trains in the New Year
- website bookings open now!*

FIRSTS AND NEW FEATURES FOR 2021

FIRST SLS special train to Swindon for decades

FIRST 7029 to Scarborough

FIRST Heart of Wales Line

NEW Double headed Class 20s

NEW Online Booking

NEW Free secure parking at Tyseley

NEW High quality Pullman dining with varied menus on most trains



Following the turbulent year that was 2020, we are back where we belong for 2021 – at speed, on the main line. We have enhanced our offer with a high quality dining experience, varied menus, authentic Pullman coaches and record-breaking Castles climbing hills and running at 75mph. Just imagine the chink of cutlery, the smell of freshly cooked bacon and eggs on your great British breakfast plate or sipping a glass of Champagne over a four course dinner, all on a steam-hauled express train!

In 2021 we celebrate the 70th Anniversaries of both voluntarily run railways and the famed Stephenson Locomotive Society special railtours to Swindon, originating from Birmingham and organised by Arthur 'Cam' Camwell, the Midland Branch Secretary of the SLS. These trains became an annual event, sought after by ferro-equinologists as they regularly featured the last of a famous Great Western Railway locomotive class and visited Swindon works, mecca for GWR fans of all generations. Our SLS special is a unique opportunity to relive those days with 'Clun Castle', the last of its class in BR service, firmly at the helm.

2021 offers variety for all. 'Clun Castle' is first out with a tour around the Leicester circle and also visits Cardiff, Swindon and Llandudno. Visiting engines will also be hard at work on old favourites including the Lickey incline, Buxton, Holyhead, Skegness and the Central Wales Line, with many tours having ***no diesel at the rear***.

The schedule below details the spring and summer programme for 2021. For the first time we will focus all our bookings through our website – www.VintageTrains.co.uk. We are already working on trains for later in 2021 so mid-year will see the publication of our autumn and

Christmas programme which includes the return of 'Clun Castle' to the famous Settle & Carlisle line for the first time since 1967. And back by popular demand, our restaurant car trains will take us to several legendary Christmas markets and, of course, there's the fabulous Polar Express for Christmas.

Another highlight of the Vintage Trains schedule for the summer, operating over nine Sundays, is our highly acclaimed Shakespeare Express to Stratford Upon Avon with its well proven formula of blossoming Warwickshire scenery through the window and great value Sunday lunch and afternoon tea options on your table.

This exciting railtour programme is brought to you by our experienced team with the longest established tradition of voluntarily run railways, true pioneers in main line steam now in their third generation. We all look forward to welcoming you on board in 2021!

Below is a summary of the spring and summer programme for 2021 with full details and internet booking available 24/7 at www.VintageTrains.co.uk. ***Please note that we cannot take bookings by telephone, email or post.*** Tickets and seat allocations arrive by email following payment. Further information, including detailed train times (once confirmed by Network Rail) and joining instructions will follow. And don't forget the online Gift Shop where you can purchase souvenirs and gift vouchers, redeemable when booking any tour.

Trains depart from Tyseley Locomotive Works platform (free car parking can be reserved here, subject to availability), Birmingham Snow Hill or Birmingham Moor Street stations. We also pick up and set down passengers at other stations

as specified within each tour description on the website.

Vintage Trains operates in line with Government and Visit England 'We're Good to Go' guidelines on social distancing and deep cleaning.

CLASSES OF TRAVEL

Pullman

A full restaurant car service in our authentic Pullman Cars is included with your ticket. Depending on the tour and time of day this service includes: full English breakfast, three course lunch, afternoon cream tea or a four course evening dinner, all served at your seat together with fine wines, beers, tea & coffee.

Private Compartment in Club

Seating in Club compartments for four people at a premium over the Club fare. Full restaurant car service available, served at your seat.

Club

Seating at tables for two or four people. Full restaurant car service available, served at your seat.

Tourist

Seating at tables for two or four in our Tourist Open carriages originally built for the electrification of the West Coast Main Line. Bacon rolls, buffet meals, light refreshments, wine, beer, teas & coffees can be ordered for delivery to your seat.

THE 2021 SCHEDULE

Tours and dates correct at time of going to press but may change - see www.VintageTrains.co.uk for latest details

Railway Roundabout

*Saturday 20th March with 'Clun Castle'
Birmingham, Coleshill Parkway, Leicester and return*

The Red Dragon

*Saturday 10th April with 'Clun Castle'
Birmingham-Cardiff and return*

Welsh Marches Express

*Saturday 24th April with 'Clun Castle'
Saturday 12th June with 'Bahamas'
Saturday 3rd July with 'Duchess of Sutherland'
Birmingham-Hereford-Shrewsbury-Birmingham*

North Wales Coast Express

*Saturday 1st May with 'Clun Castle'
Birmingham-Llandudno and return*

SLS 70 - Stephenson Locomotive Society Anniversary Special

*Saturday 15th May with 'Clun Castle'
Celebrating the Platinum Anniversary
of Railway Volunteering
Birmingham-Worcester-Swindon-Birmingham*

The White Rose

*Saturday 22nd May with 'Bahamas' & Class 47 'The Queen Mother'
Birmingham-York and return*

Scarborough Spa Express

*Saturday 5th June with 'Clun Castle'
Birmingham-Scarborough and return*

The Midland Bristolian

*Saturday 19th June with 'Duchess of Sutherland'
Derby-Bristol and return*

The Jolly Fisherman

*Saturday 10th July with double-headed Class 20 diesels
20189 & 20206
Birmingham-Skegness and return*

The Buxton Jubilee

*Saturday 24th July with 'Bahamas'
Birmingham-Buxton and return*

The Welshman

*Saturday 7th August with 'Bahamas'
Birmingham-Holyhead and return*

Heart of Wales Explorer

*Saturday 14th August with double-headed Class 20
diesels 20189 & 20206
Birmingham-Swansea-Llandrindod Wells
Shrewsbury-Birmingham*

The Shakespeare Express

*Every Sunday from 18th July to 12th September inclusive
Locomotive will be from pool: 'Clun Castle', 'Earl of Mount Edgcumbe' or 'Bahamas'
Birmingham-Stratford upon Avon-Birmingham*

Tyseley Locomotive Works annual Open Weekend and Volunteer Platinum Jubilee Party

*Saturday 26th & Sunday 27th June
Celebrating the Platinum Anniversary of Railway Volunteering. A TLW extravaganza with up to 5 locomotives in steam: 'Clun Castle', 'Earl of Mount Edgcumbe', 'Duchess of Sutherland', 'Bahamas' and 7752 plus full supporting attractions. Watch the website www.VintageTrains.co.uk for further information.*

UNDER NEW MANAGEMENT: VINTAGE TRAINS LIMITED

Since January this year, Michael Whitehouse, VTL's Chairman and Managing Director, has carried out a complete review of the company's staffing and operations with the help of his fellow directors and external consultants. The result is a revised structure with newly-recruited industry experts who will enable VTL to run steam excursions and other mainline operations more efficiently and reliably than before, but with greatly reduced overheads.

A key appointment is that of David Keay, former Deputy Chief Inspector of Railways at the Office of Rail and Road, who brings a wealth of experience and specialist knowledge to the role of Director of Operations and Safety at VTL. David's team includes two consultants: Nick Edwards as Head of Operations; and Ian Bertram as Head of Safety. Nick started his career in 1979 as a driver's assistant at Exeter and King's Cross, climbing the rail industry ladder progressively to become Operations Standards Manager (Head of Operations) at DB Cargo in 2008, a post he still holds. Ian worked at the ORR with David Keay as an inspector and is now the director of Bertram-Ross Ltd, a firm of accredited railway operations and safety specialists.

Martyn Fake, the first new steam engine driver to qualify at Tyseley (September 2019), will take on the role of Lead Assessor of loco crew and guards, and living legend Ray Churchill will return to the footplate once again next year, with TLW General Manager Alastair Meanley currently in training and expected to qualify as our third steam driver in 2022.

For the finance and administration arm of the business, Phil Sturgeon joined us as Chief Financial Officer in October. Phil was the Chief Executive of the University of Northampton Students' Union for 10 years. He was finance-trained and held finance director / manager posts before adding CEO responsibilities to his portfolio. He brings to our business a strong balance of financial management, organisational and management skills, together with experience of the hospitality sector, having been actively involved in Northampton University's catering and entertainment outlets. Phil will be joined by a Commercial Manager and other administrative staff who will be appointed early in the New Year.

As well as new staff for VTL, we welcome three new volunteers for key roles at Tyseley, recruited following an appeal by Robin Coombes for skilled volunteer help in all areas of the business. The first of these, Tony Watson, is our new Volunteer Coordinator, who is your

point of contact should you wish to join the growing band of volunteers carrying out physical tasks on site and office / creative work in the following areas:

- 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

Contact Tony at tony.watson@vintagetrains.co.uk

VOLUNTEERING

Introducing Tony Watson



I'm Tony Watson and in a moment of weakness I agreed to take over the Volunteer Coordinator duties from Matthew Self.

My day job is as managing director of a commercial utility consultancy based in North Worcestershire which is where I live with my wife Sue and two dogs.

I've always been interested in steam trains, having once had a glorious 3-month holiday in mid-Wales back in the 70s with a summer pass on the Talylyn Railway, going on it virtually every day! Even today I make sure I get at least one heritage railway trip when I go on holiday.

My journey with Vintage Trains actually started as a passenger on the Shakespeare Express about 5 years ago, going on it several times for Sunday lunch from Stratford. That was it – I was hooked on main line steam travel. This led to travelling on the "Italian Job" shakedown trip for 'Earl of Mount Edgcumbe' and other mainline trips on 'Tornado'. (But this isn't the place for that!) Then came along the Vintage Trains CBS share offer which I couldn't resist taking advantage of. I subsequently came to an Open Weekend with my wife Sue and met with Michael Whitehouse on the Tyseley turntable and we were both inspired to become volunteers. Hopefully he doesn't live to regret that!

Due to weekday working commitments I could only volunteer for the Thursday night working group but that provided me with a new-found interest in getting dirty and getting plenty of exercise! Eventually I decided to get involved with Train Stewarding and have since had a great time (though with long hours) meeting passengers and crew and visiting lovely locations.

It was the involvement with such a great bunch of people at Vintage Trains which inspired me to take on the Volunteer Coordinator role – in fact I suppose it should more accurately be called the Volunteer, Volunteer Coordinator role!

My volunteering experience has, I believe, given me an insider's view on volunteering and what it means. I know how important it is to use the skills on offer from people where you can and encourage participation in what we all believe is a worthwhile cause, so I'm on a mission to do just that. It is also vital to keep people informed of what is happening in Vintage Trains and 'Steam in Trust' is a vital tool for doing that. It makes volunteers feel more involved and part of an organisation that they can see is going places.

There are many plans in place moving forward which will require a lot more volunteer involvement over different time periods and rest assured I will be letting volunteers know what they are as and when we are in a position to roll them out. Based on the T.E.A.M. philosophy (Together Everyone Achieves More) we've consolidated the additional team structure within Vintage Trains and are now starting to add to it as new projects come along. With each project having a dedicated team in place and each one talking to the others we can achieve a great focus on the jobs in hand whilst being able to effectively communicate what's going on between teams.

Initially we've been looking at communication between existing active groups within Vintage Trains so we can form a joined-up strategy which will help coordinate opportunities moving forward. These include the various on-site working groups (Site Operations Team), Friends of Vintage Trains, Train Stewards Team, Shakespeare Line Marketing Team, Volunteer/HR Team, Social Club (LMRCA Team), Archive & Exhibit Team and IT. I'm pleased to say that this has started and is already showing benefits. As I write this we are in the process of setting up a team to produce a regular Volunteers' Newsletter, bringing updates on what's going on between the various teams as plans progress. Also in the pipeline are teams for Merchandising and Sales, Fundraising, Open Day Planning and Site Development Planning, to name but a few.

As you can see there's a lot happening behind the scenes, so watch out for more announcements as we progress into what is shaping up to be a busy and exciting time ahead!

MARKETING

Introducing Malcolm Briggs



I answered a number of calls at the beginning of the first lockdown to volunteer for various duties including shopping for sheltering villagers, working on the local community centre and Vintage Trains. After all, what else do you do when your industry (trade shows and exhibitions) has effectively been closed down by the Government?

And then, in a blink of an eye, I found myself running the Shakespeare Express Marketing Volunteer Team, whose role was set as 'increasing traffic on the train to enable VTL to increase the frequency of service, by appealing to a wider range of travellers.'

With a team of 20 on hand, we were quickly able to brainstorm what the service might look like and test it in research with past travellers and people who had never experienced it, thus convincing ourselves that there is a

huge appetite for more services. What we discovered is that different groups are looking for different things and so we picked 5 key markets to target:

1. Families
2. Steam enthusiasts
3. Adult travellers (eg ‘empty-nesters’)
4. Tourists (both domestic and international)
5. Diners

The really interesting thing is that we believe we can satisfy all their needs on the Shakespeare Express, albeit with different offerings in different parts of the trains! So now we are preparing a strategy to see the service through the next 5 years and beyond, designing what the different services might look like and getting to grips with the best way of marketing them. Should be enough to keep us going for a while, anyway.

In many respects, it has been useful having a break in services to enable us to start afresh in 2021 with a new provision. An essential part of each level of service is the catering options and I have also been working with Michael Whitehouse to select an external catering company who, we believe, will be able to cope with the unique challenges presented by preparing food on a train as well as raising the standards and dining options to suit the increased range of service design. The company we have chosen will provide all catering on all trains, with the exception of the Friends-run buffet services.

So what are my qualifications for leading this team, apart from putting my hand up slightly too quickly? Well, heading rapidly towards retirement, I have had three careers in my lifetime: professional banker/marketer; management trainer and consultant. I remember reading, about the time I took voluntary retirement from Barclays Bank in the late ‘90s, that ‘consultant’ was the new term for ‘unemployed’, but it was what we all did then – set up your own company and use the skills learnt within one large employer for the benefit of lots of others.

So, I did just that, training and consulting in marketing for companies like Virgin, Legal & General and the Post Office. Then, in 2002, I went for three days delivering sales training to a company in the exhibition industry and stayed 8 years, learning a whole new set of skills and knowledge that enabled me to set up a new division of my consultancy, designing and delivering exhibition stands and digital marketing.

That’s what I have been doing for the past decade, serving customers as diverse as Deutsche Bank, Colgate Palmolive and Specsavers. All until March 23rd this year when the Prime Minister announced that exhibition halls must close, with some of them being

turned into the Nightingale Hospitals. And, at the time of writing, that’s where we still are.

Fortunately, I also have a number of hobbies to keep me amused, including railway modelling, and if you want to see more, check out the January 2021 issue of Hornby Magazine (on sale 3rd December 2020!)

SITE DEVELOPMENT

Introducing Simon Edmunds



I have lived in South Birmingham all my life and have been a regular user of the North Warwickshire Line for 50+ years. The Tyseley depot has always been a familiar view from the train and indeed I can remember

the excitement of the occasional glimpse of a steam locomotive on the way to and from Moor Street. For a time, Tyseley Station was my even part of my daily commute.

Whilst I have a vague recollection of visiting Birmingham Railway Museum sometime in my childhood, my first proper involvement with Vintage Trains started after attending the Open Day in September 2016 to see the visiting ‘Flying Scotsman’. That felt a good time to get properly involved in heritage rail as a volunteer, so I duly completed my Friends of Vintage Trains membership application and joined the Thursday night working group.

It was always my hope to be involved in the operational side and I jumped at the opportunity to join the Steward team. Over the past 4 years it has been a pleasure to serve the public on numerous excursions, the Shakespeare Express, the Polar Express and Open Days. Every trip is unique and whilst some of the longer excursions to the likes of York and Llandudno can be long and tiring, they are also a lot of fun. No other heritage train journey can beat the joy of travelling at 70mph on a steam hauled mainline service.

I am passionate about what we do at Vintage Trains. We have a great brand, several iconic locomotives

and I know first-hand how much the public appreciate what we do and the services we provide. I also believe that we can do much more to develop our services and become much more of a permanent visitor attraction in Birmingham and the wider region.

In April 2020, I was invited to join the lockdown ‘Thinktank’ group to develop ideas to improve what we do on our trains and onsite. My thoughts to increase volunteer involvement and to create a more useful visitor attraction at Tyseley clearly mirrored the thoughts and aims of the trustees and I was soon invited to become volunteer project leader for the development of the LMRCA building.

I very much see the development of the LMRCA building as ‘basecamp’ for the future development of the site. With little investment, we will have a very useful and flexible space that can be used for passenger facilities for excursions departing from the Tyseley platform, public Open Days, our own social events and external use by the wider community.

We are currently working with Network Rail and WMT to get electricity services reconnected and get the

perimeter fence moved to encompass the building on our site. Once these works are completed and the fly tipping removed, we can then commence work to clear, repair and develop the building.

The LMRCA project will be a great opportunity for volunteer involvement and we already have a small team lined up to start work as soon as we are able to. We will welcome more volunteers once the project properly commences and, with the potential of an Open Day in June 2021, we also have a realistic goal to work to.

These are genuinely exciting times for all of us at Vintage Trains. There is much planning going on in the background that promises great things for the future. I am proud to be part of the Volunteer Team and looking forward to what is likely to be a very busy year in 2021 once we have finally seen the back of the pandemic.

Editor’s note: see page 25 of this issue for a history of the LMRCA building, formerly the Tyseley depot canteen.

AN INTERVIEW WITH VT GROUP CHAIRMAN MICHAEL WHITEHOUSE

Mark Smee: *I interviewed you for the summer 2017 edition of ‘Steam In Trust’, my first as editor, the main topic of discussion being the document ‘Our Vision’ which the trustees had recently launched. I think it’s fair to say that things have not gone entirely according to plan in the ensuing years, so, given the major changes which have occurred since 1 January, the planned re-launch of VTL under new management next year and the Covid issue, I think this is a good moment to take stock of progress and ask you some searching questions. I’ll start with the Tyseley site. Ambitious plans for its redevelopment were set out in ‘Our Vision’, but a trawl through back issues of ‘Steam In Trust’ reveals that similar plans have been put forward over the course of decades. Visions, mission statements and masterplans are all very inspiring, but if nothing actually happens on the ground, interest dies and cynicism sets in. So how are we going to turn our dreams for Tyseley into reality? What practical steps are being taken now to begin the process of improving the site, and how are we going to raise the huge sum of money needed for buildings like the proposed visitor centre - if that’s still part of the trustees’ plans?*

Michael Whitehouse: Our dreams *became* a reality! Implementation of ‘Our Vision’ is certainly going according to plan. We have all the attributes necessary to operate express steam trains on the main line now: locomotives, a train, a workshop and depot, skilled people, a tour operator and an operating licence. Of course, there are lots of things we would like to develop and improve further and we’re working through our plan for those, but they require time and money. Also, sometimes things come in from ‘left field’ to trip you up: whoever thought that a pandemic could be so disruptive? The trick and success is to be fleet of foot, adapt and survive. Lay the groundwork first and then we can build on rock, not sand.

We’re still here some 30 years after British Rail said main line steam would end and that heritage steam would only be maintained until 2000! We have overcome very many obstacles: the end of regular steam in 1968, the BR ban on steam, our operator being suspended and even the pandemic. We never give up and never take ‘no’ for an answer. We have a very strong and committed team. I am grateful to everyone for



community aspirations. The City is keen to work with us to create more jobs in Tyseley and increase our economic contribution from the materials TLW buys and the trains VTL runs. A survey we commissioned shows that all walks of life are interested in what we may have to offer if we open our doors. So we are not wasting our time with the depot vision, indeed, we have started to deliver it, but delivery costs money, requires people and an organised team.

their commitment and support in going the extra mile and would like to use this opportunity to thank them all from the bottom of my heart. We have delivered a massive step change over the last three years.

The trouble is, we always want more. But, step by step, we are delivering more. I don't see interest dying on the ground. In fact, since the major changes we introduced in the spring, I see a lightness of step, smiles and a tremendous willingness emerging to put shoulders to the wheel.

Everything starts with a vision. For our Tyseley depot, this is to ensure that the last remaining 'top 50' depot in the UK remains capable of providing steam locomotives in every day service as it has done continuously since 1908. We are achieving this but would ideally like more and better infrastructure. Of course, as the depot is the reason for Tyseley's existence we must also become more neighbourly and reach far out into the City's young and diverse talent pool. Our contribution to the Commonwealth Games Cultural programme will reward us.

First of all, we devised a masterplan setting out how the site could be developed to house our collection, provide engineering and operating facilities and engage with our community. Second, we discussed these aspirations with important stakeholders: Network Rail, the City of Birmingham, the National Heritage Lottery Fund and the local community, to see if they supported the vision. They do and strongly. The NHLF recognise the depot's national significance and awarded us a Resilient Heritage Grant of £90k to prepare ourselves for delivering the depot vision: improving our governance, establishing a fundraising framework and also a volunteering system, all of which we have done. Network Rail agreed to a new lease for 99 years, fixing the rent and giving us the staff club, an original depot building, so we can move forward to develop our

We started with the turntable, the heart of the depot and the centrepiece of the roundhouse footprint which we still have a dream to reconstruct in the future. With the proceeds of the Clifford legacy we have spent £100,000 completely refurbishing this vital piece of kit and plan for our volunteers to help finish it for a ceremonial recommissioning at our June 2021 Open Weekend. Building a team in this way means volunteers can then go on to improve and develop the roundhouse footprint itself, so that this important piece of industrial archaeology can again be made available for demonstration to the public, together with the staff club as a visitor reception centre and Tyseley Junction station as the gateway to the Shakespeare Line. West Midlands Trains will help us refurbish the staff club and begin renovation of the station. Neil Ewart is our millennial Tyseley stationmaster!

All the above will probably cost in the region of £350,000, all kindly sponsored. We are now working on a further NHLF application to introduce an activity plan at Tyseley Junction station, staff club and depot.

We must be going in the right direction as TLW's heritage engineering facilities have been recognised by the Institute of Mechanical Engineers as akin to the E-type Jaguar and Concorde in terms of technological excellence and their influence on the movement.

So we are steadily moving forward but 'Rome wasn't built in a day'. The foundations and stakeholder support are strong. Now we need to raise funds and recruit a wider volunteer delivery team. We have begun to do both of those two, but the need will always be with us.

MS The unanimous opinion of members who've written to me about VT's fundraising initiatives is that there are too many running concurrently, and that our present focus should be upon those which will be of direct benefit to VTL, such as the Pullman Club, rather than niche projects like the Bloomer. But maybe you have a

different view. What is the trustees' current fundraising strategy, and who is tasked with implementing it? I believe you may have sought professional advice about this...

MW We have indeed taken professional advice and also received views from the NHLF and other stakeholders. The strong advice is that we establish a development funding team with a clear plan and we intend to do this when the time is right, post Covid-19. This will comprise an endowment fund for the Tyseley Collection and depot to assist with development and maintenance, specific projects and general giving: a pretty standard and well trodden path.



We need to concentrate on assets and facilities required for TLW and VTL to be sustainable businesses and we are doing so. We currently spend some £100,000pa on carriages. 7029 has been completely rebuilt. 5043 is mid-way through her 10 year boiler overhaul and our class 47 *The Queen Mother* has been overhauled and repainted with help from the Class 50 Alliance at the SVR. We are preparing to complete our fifth Tourist Second Open Coach, re-introduce our second Pullman Parlour Car to service by March after a major refurbishment and upgrade the entire train to meet ORR requirements for window limiters, door locks and controlled emission toilets; Network Rail are kindly sponsoring the latter. Of course donations to the Pullman Club are more than welcome! Please see www.pullmanclub.co.uk !

The advice we have received differs from your feedback. There are many reasons why people give money to our charity and we propose to listen to them. For example, we have received welcome donations to our small but interesting GWR wagon fleet. Now you may ask why we have wagons at all. But they are

part of Tyseley's history. In earlier times, Tyseley had a huge goods yard on the other side of the main line and we have many stories to tell using our wagons: for example the role our 'Mogo' motor car van played in the development of Birmingham's automotive industry.

We will introduce specific funds for each of our locomotives as they are all dear to our hearts and allow people choice in how they support us. That way, over time we will be able to see 5080, 5593, 7752, 7760 and 9600 back on the main line where they belong. We will also continue to progress the 'Bloomer' as this underpins Birmingham's railway roots and will be invaluable when HS2 arrives. A very wide range of people are fascinated by it, so why not allow them to contribute and enjoy the progress as and when we can?

MS *In the original share offer booklet, it was made clear that the TOC's steam operations would need to be subsidised by income streams from activities such as driver training, route conducting, trialling new trains and spot driver hire. In January, the board decided that the fledgling businesses set up to provide these services by the previous management team had poor prospects and therefore sold them off. This raises the question in shareholders' minds, "So how are steam operations going to be subsidised in the future?" But perhaps the directors have a revised business model for VTL which will allow it to run steam excursions at a profit without support from other activities. VTL's previous management and administrative team operated with very high overheads and I know you have taken radical steps to turn the company into a "lean and mean" business. Can you give some details of the efficiencies and cost savings you and the trustees have achieved and how VTL will operate in future compared to the first year?*

MW We haven't 'sold off' our ability to conduct non-passenger work. Our licence and five year safety certificate permit us to undertake this work and also operate charter trains. However, the trustees were not happy with the projections of the non-passenger operations or driver training as the business was not being developed as necessary to underpin the high overhead costs to undertake it. The steam charter business could not afford to contribute to such overheads as well as carry its own and insurance costs. Faced with this position, the trustees quite rightly decided on change. Over £750,000 of annual costs have been stripped out of VTL and we have designed a train plan which, Covid-19 permitting, is expected to

deliver a surplus in 2021. This will bring us back to the share offer expectations. In my view it is absolutely right to make changes when they are necessary and beneficial, even though they may not be expected. By doing so we have recreated a single and harmonious team, encouraged volunteers to help run our trains and increased our good standing with our national railway network stakeholders by good communication. And what can be better than our operation being run by our community shareholders: it is a world first too!

Our steam operations are expected to return an operational profit in 2021, Covid-19 permitting. Of course, repairs and development won't be met from VTL revenues, but would you expect your £17 admission fees to a National Trust house to replace its roof? That is where our new endowment funds, loco specific funds and Pullman Club will be key partners in our overall plan going forward. And not forgetting the "Mogo" either!

We will have our core team of drivers, firemen, guards and stewards, all as before. We will work with DB Cargo to provide resilience where sensible (just as other TOCs co-operate and pool resources); this means we 'pay as we go' rather than have an expensive 'standing army'. Our team of trustees, consultants and shareholder volunteers have years of practical experience in safety, engineering, operations, finance, law, governance and service delivery. We build relationships, work in teams, communicate well (recognising we all fail sometimes) and have begun to open our doors to encourage our CBS members to help.

We will also be doing some driver training, spot crew hire and helping trial new trains too. But you will have to watch this space for that. There has to be more news for the next edition!

MS *Turning to the concern uppermost in most members' minds at the moment, it's almost certain that VTL will have to run trains next year with some set of coronavirus restrictions in force, at least during the first 6 months. Short of an absolute lockdown, which restrictions would make it impractical or uneconomic to operate our services, and which could be tolerated and managed within the current business plan?*

MW You're right. As with everyone else in the country, we will abide by Government restrictions and advice. If there is a lockdown we won't be able to run. However, we decided early in this pandemic that we would be

wise to wait and see and sit out the early stages. There was too much uncertainty to be sure we would make a profit or even cover our costs. We have been fortunate to receive assistance and help from grants to cover our costs and, of course, TLW has continued in business as usual and is returning a profit.



Apart from The Polar Express, we have designed our entire train plan for 2021 on the basis of one metre social distancing and selling seats in 'bubbles' of two, four or six to keep our passengers safe. Essentially this is 75% of previous capacity, so, where possible, we will augment this by adding carriages. Expect our trains to be longer and expect the 'Shakespeare Express' not to include a support coach. If passengers book in the numbers they have previously, then we will return an operating surplus. We are seeking to be realistic and recommence operations after Easter when vaccinations are now expected to be available and even social distancing could be a thing of the past. We plan to undertake all our testing and familiarisation before Easter so we are ready.

MS *I'm sure many members like me will have been greatly heartened by the news of the very substantial grants awarded to Vintage Trains to help mitigate losses incurred as a result of the pandemic: £49,900 from the National Lottery Heritage Emergency Fund and £194,800 from the government's Culture Recovery Fund for Heritage. Clearly some very hard work went on behind the scenes to secure this money: to whom in particular should we be thankful for their efforts, and how will the money be spent?*

MW These very welcome grants are specifically for costs and expenses incurred to continue the business and return VTL to service. They also enable VTCT to maintain its ‘war chest’ of funds for future needs. Everyone in the management team pulled together magnificently to submit these bids.

MS *In 2017, VT was awarded a National Lottery Fund grant of £90,000 for its ‘Engineering the Future’ project, announced in the Autumn edition of ‘Steam In Trust’ thus:*

“This National Lottery grant will enable the creation of a new volunteering and administrative development infrastructure and deliver a thorough understanding of audience needs. It will create the foundations on which our longer term objectives will be based - strong governance and succession planning, improved volunteer management, robust audience research and extensive fundraising development. In particular, the grant will provide two new full time posts and a whole range of new opportunities to volunteer.”

To what extent have those objectives been achieved, and what tangible, lasting benefits to the VT group have resulted from the grant and those new posts, which have not survived as official, paid appointments?

MW I referred to this earlier and we have achieved all the objectives the NHLF set us which, essentially, make us ‘oven ready’ for the future ‘cooking’. We have created a new volunteer recruitment and induction process, which Tony Watson is now rolling out and co-ordinating with some vigour. We have more new people helping us drive forward than ever before and, as soon as lockdowns end and permit volunteers to return to site, there will be much for them to do!

You have seen some strong governance in the changes to VTL! We are in for better times, Covid-19 permitting. Tony is recruiting volunteers and, in 2021, we will launch a recruitment plan for augmenting the board of trustees. I have covered fundraising research earlier and we will roll out our plan when the pandemic subsides. We commissioned interesting audience research which is worthy of a future conversation and we plan to discuss this with the enlarged team when we are all permitted to get together again. But, essentially, there is a demand for our services, provided we put ourselves in our customers’ shoes and provide what they want and move on from just nostalgia and ‘white males’ hobbies. ‘Vintage’ is currently an ‘in thing’: many people really

appreciate authenticity and different experiences and will pay for them.



A ‘Castle’ on an express train at 75 mph is an authentic experience, ‘The Polar Express Train Ride’ has taught us a great deal about customer experiences, so we have some surprises and experiments to come next year!

MS *There was a major drive to recruit volunteers for all manner of roles over the summer which was very successful and I’m pleased to introduce several of the newcomers in the magazine. Tony Watson, our new Volunteer Coordinator, recently told volunteers that “there is an awful lot going on in the background at Vintage Trains in preparation for a re-start and some big projects in the pipeline which we will need volunteer resources to help with”. Are there particular areas where you would like to have more volunteer help and expertise?*

MW An example of volunteer recruitment success is the establishment of a new marketing development team, under the guidance of Malcolm Briggs, to develop a whole new strategy for The Shakespeare Express. Having completed a significant market research campaign, for example, they have developed a new train schedule, an improved dining offer and a new entertainment offer. But of course there’s more: we need more resource at trustee level so we can become part of our wider community in the region and develop an entertainment business; in the detailed delivery of our trains and, going back to where we started in this conversation, make a material difference to our national asset at Tyseley depot; creating a third operation of community activities at the depot, Tyseley Junction station and along the new main line heritage railway to Stratford. Just email or call Tony, your charity needs you!

WORKSHOP REPORT

The Tyseley Collection - Locomotives

7029 'Clun Castle' is available for service, following the mechanical, cold boiler and in-steam examinations necessary for its SOVC (Statement of Vehicle Configuration), which has to be renewed annually for mainline certification. Its 10 year boiler certificate expires in 2028.



The boiler of 5043 with new tubes alongside ready for fitting.

Much work has been done on the boiler of 5043 'Earl of Mount Edgcumbe' following removal from the frames during the summer. The foundation ring and firehole rivets had eroded heads on the fireside, so they have been removed and renewed, and all of the crown stay nuts have been replaced. Some repairs have been effected to the firebox doorplate corners around the washout plug holes, with bushes welded in to reinforce these areas, and some flange rivets have been renewed. Following completion of these repairs, the boiler had its final examination prior to successful hydraulic testing and we have begun retubing it ready for final hydraulic testing early in the New Year. The ashpans requires repair and we have new parts ready for this, as well as new boiler insulation material. We plan to complete 5043's overhaul in time for it to make an appearance in steam

at the June Open Weekend, and to have it recertified for mainline use in time for the Shakespeare Express season.

47 773 'The Queen Mother' is currently at the Severn Valley Railway's Kidderminster diesel depot, where it has been undergoing repairs to body corrosion. Their engineers have also changed some electrical contactors for No 2 compressor and the water pressure relay, using parts we had in stock, and they have changed the joint on the engine governor for us, which is a difficult job. The last item of work is repainting the locomotive and this is nearly complete.



47 773 'The Queen Mother' during repainting at the Severn Valley Railway diesel depot

GWR pannier tank No 7752 has returned from the West Somerset Railway and we expect to use this loco at the depot in 2021.



Typical Pullman car body corrosion requiring repair before a return to service.

The Tyseley Collection - Carriages

We have received a costed proposal from an external contractor for the fitment of controlled emission toilets which we are reviewing and discussing with Network Rail, and we have agreed a design for a central door locking system, which will be trial-fitted to a carriage in 2021 prior to full rollout. Also, brass bars will be fitted internally to all opening windows to restrict the size of the aperture, as required by the Office of Road and Rail.

Mk 2 TSO No 5177 was fitted with new fibreglass doors at each end on both sides so that it could be moved out of the carriage shed and Pullman car 353 brought in. We have since removed all of 353's drawgear for cleaning / examination and renewal of the main drawbars. Also, the brake cylinders have been removed and pre-overhauled replacements will be fitted under the vehicle following descaling and painting work. Replacement bogies for 353 have been repositioned in the shed ready for fitting.

Having purchased new moquette for the seats in cars 353 and 349, we stripped all the seats from 353 and a contractor has collected them for refurbishment and re-covering, with completion scheduled for mid-January. 349's seats will then follow.

The Turntable

This is finally back in place and operational, following some work to repair and strengthen the structure of the drive end platform. There is still much work to do to reinstate or renew the decking and finish the painting, but this will be deferred until better weather arrives in spring.

Third Party Work - Repair / Restoration

The repaired boiler of 71000 'Duke of Gloucester' has been refitted to the frames and is now being retubed. We are machining the new cylinder covers and pistons and have also been working on the cam boxes, grinding bores in the new cams and renewing bushes and sleeves. We hope to complete the wheelsets once the new crank axle arrives from South Africa, hopefully in December. The tender has already been rewheeled and its brake cylinder overhauled.



The boiler of 71000 back in the frames and undergoing retubing

The scope of work required for 34070 'Manston' has been agreed, and we have already reassembled the refurbished front bogie and refitted it to the locomotive, prior to removing the driving wheelsets for inspection. The completed boiler of BR Standard Class 2 No 78019 is awaiting hydraulic testing.

Numerous GWR locomotives and a tender are currently in the works for attention. The boiler of 7812 'Erlestoke Manor' is complete, following the manufacture and fitting of nearly 300 copper firebox stays and retubing



of the boiler, so we are now preparing it for hydraulic testing. Work on the pistons and crossheads continues. The frames of 4936 'Kinlet Hall' are almost ready for rewheeling while its boiler is awaiting new firebox stays. Meanwhile, 7802 'Bradley Manor' has been stripped in readiness for boiler removal and cylinder replacement, we've manufactured new valve heads and rings, and started making new pistons and rods. Its new cylinder castings should be with us in December. The tender of 5029 'Nunney Castle' arrived recently and we have already stripped it for assessment and removed the dragbox, which requires partial renewal. We're going to build a new Hawksworth tank for it with increased water capacity, using the design produced many years ago for 5043 but with a small modification at the front end. This enables an electrical cabinet to be fitted in place of the driver's side toolbox. Heavy freight 2-8-0 No 2885 continues to receive attention when labour is available, some recent tasks including welding repairs to the firebox doorplate and work on the crossheads and gudgeon pins.



The new Holden F5 frames, with 6880 'Betton Grange' and 71000 visible on the left.

A significant recent arrival is GWR 'Small Prairie' No 4555, which was allocated to Tyseley depot when new in 1924 and returned in 1964 following its purchase from BR in working order by Pat Whitehouse, Michael's father, and colleague Pat Garland. It was the first preserved steam locomotive to be stabled at Tyseley, starting the process which led to the preservation of the depot for steam engines and the establishment of TLW, so it is of great historical significance to us. We fitted a new inner firebox to 4555's boiler when it was last overhauled, but cracks have appeared in the original outer firebox which require specialist welding. Once this is done, we intend to steam 4555 alongside Tyseley's first permanent resident in preservation, 7029 'Clun Castle'.

Finally, pannier tank No 9466 has just arrived from the West Somerset Railway for cylinder liner renewal.

Third Party Work - New Locomotives

As well as the Bloomer, we are involved in constructing three new locomotives:

3840 'County of Montgomery'

My father Bob Meanley has been appointed Engineering Manager of this project. We have been manufacturing frame stretchers for the locomotive, drilling the frame

plates and bolting on horn blocks. The main frame plates should be erected on stands for fitting of the frame stretchers and dragbox before Christmas.

Holden F5 (GER 2-4-2T No 789)

This project has recently benefited from a legacy which has paid for construction of the frames, which are now on stands in the workshop, so the locomotive officially exists. We have manufactured bufferbeam gussets and trays for it and have all the wheel castings on site for machining.

6880 'Betton Grange'

The boiler and ashpan have been fitted to the frames and the smokebox has been drilled and riveted to the barrel. We are manufacturing brass boiler fittings and overhauling both the vacuum ejector and injectors. The main superheater header is under repair and the regulator valve seating is being machined. With the valve in place we will be able to start manufacturing the main steam pipes.

With all the above work in progress and the resumption of VTL excursions in March, 2021 promises to be a very busy and profitable year for TLW, and our team is looking forward to the challenges ahead.

Alastair Meanley

General Manager, Tyseley Locomotive Works

‘LOOKING BACK’ by Ray Churchill

Over the years that I have been involved with Tyseley there have to my knowledge been only two failures, at least that I can remember, but I dare say someone will correct me if I am wrong. The first involved 4965 ‘Rood Ashton Hall’. After working the first trip of the ‘Shakespeares’ we discovered a slow drip of water coming from the firebox crown in the region of the fusible plug. We were a little aghast at this because we knew for certain that the water in the boiler had never dropped to a dangerous level. When you have firemen like Alastair or Deano they would never let things get that bad and I would be keeping a weather eye on things anyway and take appropriate action.

Now it was possible that we could have done the second trip and got away with it, but on the other hand Sod’s Law decreed that if we had done so the rest of the lead in the plug would have given way and then we would have been in dead trouble. We therefore had no option but to cancel the second trip. During the week when the loco had cooled down sufficiently the offending plug was removed for inspection. Alastair said later that the lead had not adhered properly. Over time it had steadily eroded until it leaked.

The second failure that comes to mind involved 5043, I think on its maiden voyage after being brought to main line standard. I can’t remember where it was going now except that I was going somewhere to relieve my colleague Ray Poole. I know the train was skirting Didcot and on round towards Swindon. Any road up, as we say in the Black Country, I was just about to leave home to go to wherever I had to relieve him when I received a phone call from West Coast’s Andy Taylor to go to Tyseley and take the diesel to Didcot as 5043 had failed there. When I got there I ‘backed up’ on the rear and the guard hooked on and I carried on with the job from there. 5043 had been taken on to Didcot shed. If I remember right a valve rod had ‘picked up’ and had done a bit of damage.

Those are the only two instances of failure I recall under the Tyseley banner and that in my book is a pretty damn good track record. Oh lols! I said someone would correct me if I was wrong but I didn’t expect it to be my wife! She just read this bit and said there was a third failure, that we had turned up at Tyseley to go to Oxford with 4965 but it had failed and I drove the diesel all day in my overalls. I could not remember it but she looked through several of her diaries and found

it on the 3rd of October 2015. Funny thing is, my 2015 log book is missing. Oh well, three failures is still very good over the time.

Now for something a little different. My wife Nickey and I enjoy doing jigsaw puzzles and a while back she



spotted one that depicted 46147 ‘The Northamptonshire Regiment’ waiting to depart from Blackpool Central Station with the Tower dominating the background. Nickey is extremely fond of Blackpool so she had to have it. I have to admit I am not so fond of Blackpool: although I’ve been a few times I’ve always had a shovel in my hand, with one exception which I’ll come to in a minute. When she showed me the picture on the box I got quite excited for alongside the Scot was a ‘Black 5’, not just any old ‘Black 5’ but 44873, an ex-Rycroft (3C) engine that came to Bescot (3A but later downgraded to 21B) when Rycroft closed to steam. I’m fairly confident that I would have fired her to Blackpool and back.

So, as I’ve said, I’ve only ever been to Blackpool by steam and the last time I can remember going was in August 2002 when Bill Andrew and I took a charter with 46233 ‘Duchess of Sutherland’ starting from Leicester. I drove the first half and Bill the second, bringing us into Blackpool with me on the footplate. On the return Bill drove first half and me second, based purely on route knowledge: I didn’t sign Blackpool.

Now for that exception. A couple of years ago Nickey took her mother to Blackpool for a few days for her 85th birthday as she was also a fan of the place. I didn’t go with them, not being too keen myself but said I would go to join them on the Wednesday for Mom-in-laws birthday. They were in the Tower ballroom when

I got there and Nickey came out to get me. Mom-in-law wondered where I had sprung from when she saw me. I was pleased to be in the ballroom, having seen it on 'Strictly Come Dancing'. An organist was sitting at the console of the mighty Wurlitzer organ playing some nice music. As most people probably know the organ comes up out of a pit at the start of the session with the organist playing merrily away as it does so. Nickey related an incident that occurred on a previous visit when they were waiting for the organist John Bowdler to come up out of the pit playing away but there seemed to be some delay. After a while, a person came on the stage and said "Ladies and Gentlemen we're sorry for the delay but John Bowdler cannot get his organ up.... Err... Hmmm." A gentle massage of the hydraulics perhaps or a quick poke of the terminals? Whatever they did it came up in the end. They probably forgot to take the handbrake off.

Nickey and I went outside because I wanted to see what had happened to Blackpool Central Station since its closure. I was told at the time they wanted the land for a car park. This was the station we always ran into with excursions, I never went into the North or came in via the South. Well indeed it was a car park, and it was hard to believe that some 14 platforms had occupied this area. Looking south to where the railway came in, this is now a road. My mind was trying to place the shed at Rigby Road and the carriage sidings at Bloomfield Road, also the home of Blackpool FC where the great

Stanley Matthews played during my time. Oh dear, what a sad sight! Hopefully we will go back to Blackpool and explore further.

I had always thought that when I retired from West Coast Railways, I would finish with a Tyseley job, but it didn't work out that way. I actually finished my last two days on 'The Great Britain.' Penzance to Bristol with 46100 on the penultimate day and Bristol to Crewe on the following and last day with Black 5 44871 and that was that.

Or was it? A certain young man by the name of Alastair Meanley was determined that I should make my last trip on a Tyseley footplate, unofficial though it might be. He arranged with Andy Taylor (who rode with us on the footplate) and Driver Ray Poole for me to take the regulator on that popular Hereford job and so I did finish on a Tyseley footplate and then that was that. Until that same young man engineered a move that saw me back at Tyseley after two years of retirement. Gee whiz, he's a force to be reckoned with that lad!

What now I ask? Have I already driven my last train? 'Tis in the lap of the Gods I'd say.

See you next time ...hopefully,

Ray Churchill



A SHORT HISTORY OF THE TYSELEY CANTEEN/LMRCA BUILDING by Robert Ferris

Prior to the Second World War, staff canteens were not generally provided at workplaces. However the wartime government recognized that the sacrifices being made to keep vital factories and infrastructure such as the railways operating during a period of rationing and disruption caused by air-raids meant that better facilities were necessary for the staff's health and welfare. So the Ministry of Food made it compulsory for any factory over a certain size to open a canteen to feed its workers. As a result, factory canteen numbers grew from 1,500 in 1939 to 18,500 in 1945. In 1939 there were only 189 railway canteens in Britain, but by 1944 there were 391, with another 100 under construction and a further 240 planned.

In 1941, the Great Western Railway (GWR) authorized a sum of £132 to construct a small canteen inside Tyseley Locomotive Shed. This was built near the locomotive cleaners' mess-room, against the perimeter wall on the Goods Engine Shed side. In 1942, a further sum of £292 was authorized to improve the accommodation for relief train crew at Tyseley and we know that the house adjacent to the LMRCA building and fronting Warwick Road was converted for this purpose.

As the war progressed a shortage of manpower meant that railway companies needed to employ women in

traditional all-male trades. Previously women had mainly been limited to catering and clerical roles. Initially several thousand women were recruited as porters, but by the summer of 1942, the GWR had 942 women carriage cleaners and a further 141 women working in the Locomotive Department as workshop fitters, crane operators, shed labourers, oilers and greasers. Although a small number of women had been employed as carriage cleaners before the war (19 women in 1929), none had worked in the locomotive sheds.

Washing and toilet facilities in the sheds were basic and unsuitable for a mixed gender workforce. Dennis Herbert started as a Tyseley loco cleaner in 1949 and recalls, *'the washing facilities were a wooden trough in the shed, the trough having a pipe along its length with holes in it through which the water came. To heat the water a steam valve had to be opened.'* This was connected to a stationary engine, which provided the boiling water for washing out locomotive boilers. The toilets were in a separate room with two rows of eight doorless cubicles facing each other.

By 1942 stricter rationing regimes had been introduced across Britain and the small canteen in Tyseley Locomotive Shed was proving inadequate. To resolve



This photograph of the first meal being served at Oxley Sidings Canteen appeared in the Great Western Railway Magazine in 1945. This wartime canteen was a very similar structure to that built at Tyseley. Notice the metal frame windows and exposed steel roof trusses. In the middle of the room is the original central heating – a stove with a stove pipe chimney.

both these issues the GWR authorized £6,050 in 1943 for the construction of a new canteen building adjacent to the Warwick Road. This had full cooking and eating facilities. It also had a bar (it was said the railways operated on beer and tea) and there were separate toilet and washing facilities for men and women.

In 1945, Sir Edward Cadogan KBE, CB, MP (Deputy Chairman of the GWR) officially opened a new canteen at Oxley Sidings and then visited a number of other staff amenities, including the Tyseley canteen. In his speech at Oxley he said that it was the 6th canteen provided on the Great Western system thus far, and nineteen more were in the course of construction. In the canteens already in service, 400,000 meals and over half a million hot beverages were now being served weekly. These establishments had done much towards maintaining the general standard of health among railway staff during the strenuous years of the war, and

he hoped that canteens would play an equally important part in the welfare of staff in the years of peace which lay ahead.

Tyseley Shed closed to steam locomotives in March 1962 and was transferred to the London Midland region in September 1963. After this the shed declined in importance and was finally closed in November 1966. The canteen building continued to be used for its original purpose until October 1964 when it became a Social Club. The main room now had a stage, dance floor and bar. It could also be subdivided into separate function rooms. The Social Club was part of the London Midland Railway Club Association (LMRCA) and operated by the British Rail Social Club Association (BRSA). In 1993 the LMRCA became an autonomous association following the privatization of British Railways. After 75 years the Social Club finally closed its doors at the end of 2018.

WHAT'S IN A PICTURE?

In the last edition of 'Steam in Trust', Mark Smee, Ron Whateley, and Jeff Robinson wrote about the early days of the magazine and the various changes of names over the years. Michael Hughes adds to the story with a note on the Tyseley Archive.

ARCHIVE

Hidden at the back of the Volunteers' Hut at Tyseley is a small room that has, over the years, become the home of the Tyseley Archive. In it there is a collection of photographs, documents, magazines, books, plans, and other printed material that have been collected by, or donated to, the various organisations that have been the custodians of the Tyseley site since the 1960s.

Unfortunately, it has also suffered from benign neglect. The last full catalogue, for instance, was put together in 2006. Material has been added, and taken away, since then. The lack of up-to-date records means that tracking things down has become something of an exercise in detection and sometimes frustration!

PHOTOGRAPHIC COLLECTION

The photographic collection is a case in point.

The records of what we have are incomplete: they only cover the collection up to 2006, though material has been added since. Although most photos are housed in filing cabinets, many are stored loose in boxes or on shelves.

Getting some order to all of this is some task. We have been working on a new electronic catalogue since 2018 and digitising the photos. So far, we have covered over 1,200 images, and discovered some fascinating records of the people and locomotives connected to the Standard Gauge Steam Trust, Birmingham Railway Museum, Vintage Trains, and Tyseley Locomotive Works.

EDUCATION SERVICE

From 1982 to 1995 Birmingham Railway Museum opened its doors to parties of schoolchildren and did outreach work with local schools. We have a collection of slides featuring the Education



Service, but little information about who is involved or when they were taken. For example, all we know about the four images on these pages

is that they were part of a series taken in 1984. Can any readers help?



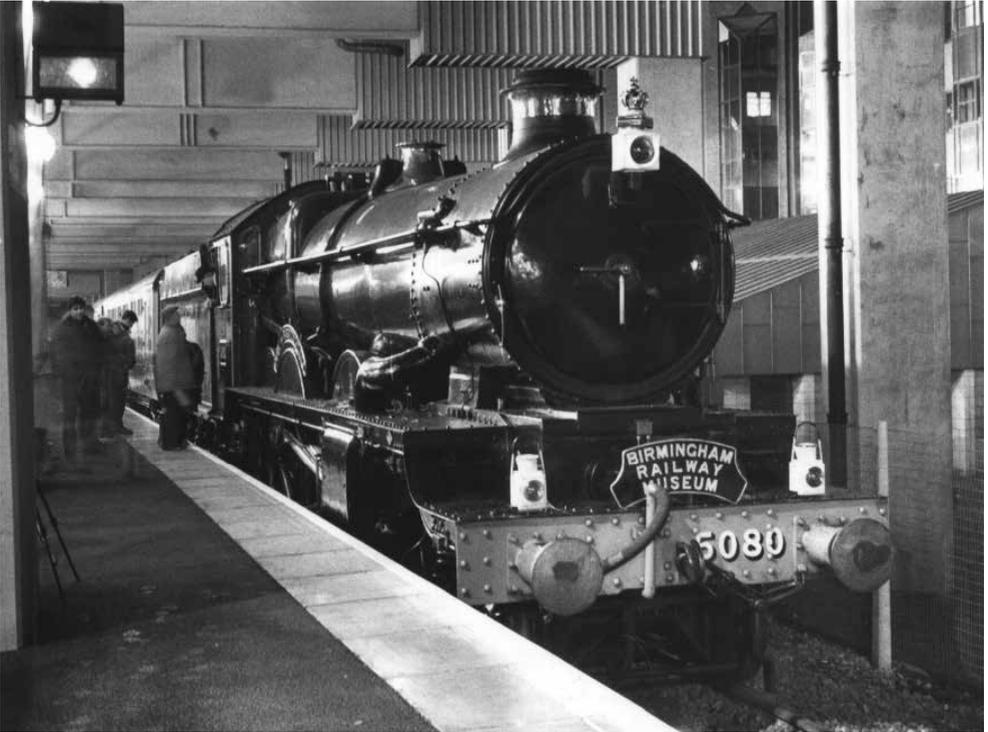
ROYAL VISITS

The Prince of Wales and the Duke of Gloucester were both visitors to Tyseley in the early days. In this photograph, we see the Duke with Michael Whitehouse and the newly restored LMS 'Jubilee' Class 5593 'Kolhapur'. But who are the other people in the photo, who took the picture, and what was the date? (Other images of the restored locomotive are dated 6th June 1968, so was this the same day?) This is actually a scan of a print (we have very few negatives) and the print has been damaged.



Prince Charles visited in 1988 and was photographed with 'Clun Castle' in Snow Hill Station. The caption for this picture reads: "Prince Charles on the footplate of GWR 4-6-0 'Clun Castle' at Snow Hill Station, Platform 1. He is talking to Cyril Bleasdale, LMR General Manager, before the train departs at 12.45pm for Tyseley. This was the first visit of a GWR Castle Class loco to the new Snow Hill station." The date was 14th September and the occasion was the 150th anniversary of the London and Birmingham Railway. The photo was taken by Brian Gosling.





There are a few pictures taken round the same time that are also credited to Brian. Here is one that he took of 'Defiant' in January 1989. The caption on the back of this photo reads: "GWR 4-6-0 'Defiant' at Snow Hill Station on 13th January 1989. The locomotive was renamed 'City of Birmingham' on one side." The loco had hauled the Royal Train of 'Queen Victoria' (ie an actor impersonating her) from Tyseley for the start of the celebrations marking 100 years since Birmingham was granted City status.



But who are these two, carrying the nameplate for the temporary transformation of 'Defiant'? In this case, we know the photographer was Robert Jones, but there is no other information in either the written or the electronic files.

PHOTOGRAPHS

Do you have information that we could use to enhance our knowledge of the pictures that have already been digitised? The information that we want is:

- **Who** is the picture of, and who took it?
- **What** is the subject of the picture?
- **Where** was the picture taken?
- **Why** was the picture taken and what is important about it?

If you think that you can help, contact archive@vintagetrains.co.uk

We are also on the lookout for pictures to add to the collection. The collection policy focuses on pictures related to Vintage Trains; Tyseley shed, works, and station (past and present); Tyseley locomotives; and the wider railway history of Birmingham and the West Midlands. We are interested in pictures of locomotives, people, and railway scenes. Prints, negatives, slides, and digital files, of any size, are all welcome. If you want to keep the pictures, we can make digital copies for the archive and return the originals. Contact archive@vintagetrains.co.uk if you want to donate to us.

To finish with, two seasonal shots. The first shows Kolhapur in LMS livery hauling a Santa Special out of Loughborough on the GCR. It was the 19th December 1992. The original picture is on a medium format transparency, and we know the photographer was John East of Lincoln.



The second is a reminder that the collection is also about people and events. Ray Churchill is on the footplate of Black 5 'Alderman A E Draper'.

This was the 2019 season of The Polar Express and Vintage Trains had hired in the locomotive as 'Clun Castle' was on other duties. The children are the direct descendants of Alderman Draper who rescued the locomotive from his own scrapyard in the 1970s. The loco is still owned by the family and currently based at the GCR. The photo is a digital original and was taken on 24th November 2019.



THE FUTURE

The proposals for the former LMRCA include the possibility of a study room / archive. This, of course, will require resources, both financial and human.

Our Volunteer Coordinator Tony Watson is setting up a working group to plan the new archives and work out financial implications. If you can offer some help, contact tony.watson@vintagetrains.co.uk.

Michael Hughes

'MANORS MAKETH MAN'

Our Chairman and gifted amateur sportsman Neil Ewart shares the passions of his formative years for team games and the 7800 Class

Ask most enthusiasts what their favourite class of loco or railway company is and the chances are it will be one somehow associated with their childhood. I was reared in the wilds of Shropshire and not too far from its county town, Shrewsbury. The engine shed (89A) stabled a heady mixture of ex-GWR and LMS engines. Lines radiated in many directions including the scenic route through Wales to Aberystwyth and the Cambrian Coast.

Once a week a group of budding sports stars, and one very reluctant participant, would leave our school in the middle of the town and trek to the sports field on the outskirts. Invariably two team captains would choose who they wanted to play for them by taking it in turns to pick those they thought would lead them to glory that afternoon. Without exception the two final ones would be the inevitable very fat lad, and me. After he was chosen and play commenced, I would make every effort to keep out of any line of fire, be it that of a hurtling cricket ball or some homicidal rugby player bent on causing maximum injury.

Running alongside the field was the line to Wales and half way through the carnage would be heard the sound of a steam engine working hard as it came up the gradient from Sutton Junction. For as long as I can remember a 'Manor' would burst forth from under a bridge that carried the bypass and then run past heading west. I cannot quite remember how many coaches usually made up the train but I guess around eight or nine. There was often a chocolate cream oddity in the middle which was a form of buffet, but with slot machines instead of counter service. This was The Cambrian Coast Express returning to the Welsh coast.

The Manor would have been from Aberystwyth shed and had hauled the up train to Shrewsbury in the morning. The shed staff were immensely



7812 'Erlestoke Manor' approaching Hampton Loade on the Severn Valley Railway, March 2012.

Photo: Al Wallace

proud of any engine allocated to the CCE and would always turn it out in immaculate condition. They even painted the buffers white for each day's work.

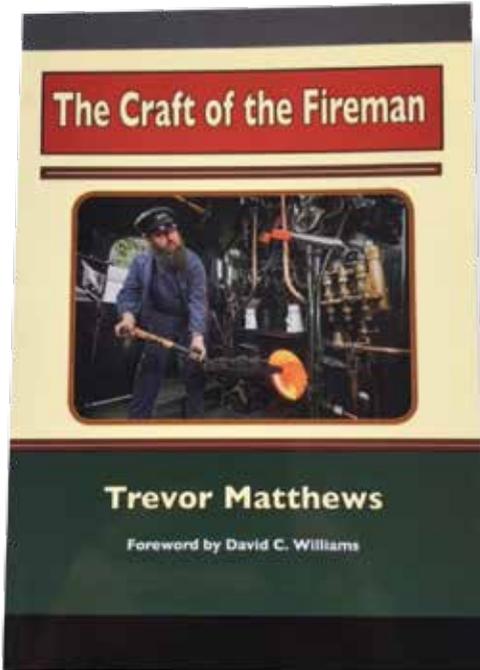
A few moments' light relief and she was gone. This was the early to mid-1960s and steam was still quite common.

Some time later, at the end of my scholastic career, I visited Shrewsbury shed and was greeted by the terrible sight of five Manors all lined up for scrap. What a contrast to the beautiful locos seen so often in the past! But Fate was to smile upon them in the end, since I am almost certain that all five eventually went into preservation, including the two based at the Severn Valley Railway.

These little engines remain my favourite. I once even owned a nameplate from 7829 'Ramsbury Manor'. Sadly, as the bills mounted later in life, I was forced to sell it. I am now left with an 89A shed plate, and I often wonder whether it ever graced one of my favourite locos.

Neil Ewart

'THE CRAFT OF THE FIREMAN'



order to appreciate the important role of a good fireman. You'll also learn what can go wrong, the forces involved in an engine moving at speed, the critical water level in the glass gauge, the effects of running up an incline and coming down the other side, why an engine should not 'blow off', the quality of different types of coal and how to maximise those qualities.

There are 91 pages of text and over 40 illustrations/photographs. I obtained my copy from Amazon, but if you're struggling to get one, try contacting the publisher: Silver Link Books, Mortons Media Group, Media Way, Horncastle LN9 6JR. Here's the ISBN number and price:

ISBN 978 1 85794 567 6
£10.00

It would make an ideal Christmas present, and a big thanks to Trevor for publishing the articles as a book.

Some of our readers will remember that we ran a series of articles in 'Steam in Trust' ten years ago giving a fascinating insight into the task of firing a steam engine, written by Trevor Matthews. I'm pleased to say that those articles have now been expanded and published in book form for all to enjoy.

The book explains in detail how an engine's performance depends on how it's fired. By the time I'd finished reading my respect for the fireman and what he has to do to carry out his job properly certainly increased to a point when you ask yourself who has the most important role on the footplate. If the fireman gets it wrong then there is no fast running and no doubt delays, something we can't afford on the main line today as any incident that holds up other trains will be punished by ever increasing fines.

The book is a bit technical in parts but you have to have an understanding of how coal behaves in

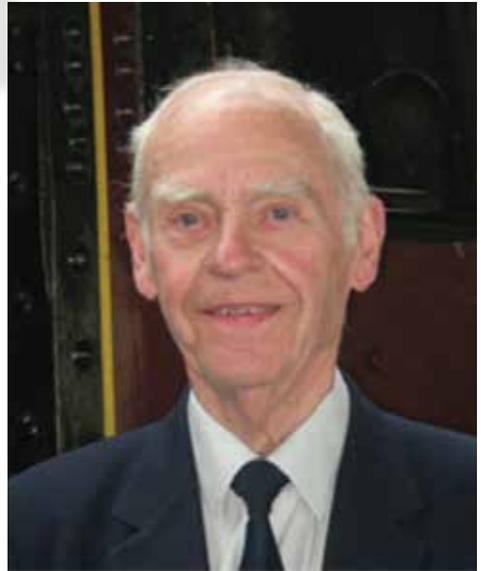


Photo: Trevor Matthews

Dave Martin

TYSELEY'S PECKETT - TRACKING DOWN THE FULL STORY by Robert Ferris



the Tank Engine Days. The early photograph on the left below shows it looking somewhat forlorn in a faded green livery with rods removed and the imprint of a number 6 on the cabside.

After an overhaul at Tyseley the locomotive was turned out in smart Great Western Railway livery and numbered 1 to commemorate a similar 0-4-0ST saddle tank locomotive named 'Hercules' which had worked at Ystalyfera tinplate works in South Wales. Built in 1900 by the same manufacturer (Works No.810), this locomotive was actually never owned by the Great Western Railway, since the latter had already been incorporated into British Railways

when the transfer of ownership took place in 1948, so the livery wasn't strictly authentic.

When I volunteered to become an archivist for Vintage trains, it quickly became apparent that there were items at Tyseley which needed more research to have their history properly documented. Everyone knew the details of our mainline locomotives, but a quick glance at the stock list revealed that Tyseley was also home to several Industrial locomotives. One of these seemed to pose a mystery, with differing accounts of how this popular little 0-4-0ST saddle tank came to be at Tyseley, so it was time to find out more.

In the archive there is information about the permanent loan of the locomotive from the City of Birmingham to 7029 Clun Castle Ltd, the company which owns Tyseley's mainline steam engines, in September 1969. Chairman Patrick Whitehouse persuaded Gerald Cattell, the Managing Director of GEC at Witton, to donate the locomotive and other railway artefacts to the Birmingham Museum of Science and Industry at Newhall Street. From here the locomotive would be loaned to the fledgling Birmingham Railway Museum at Tyseley.



Both these locomotives were built by Peckett & Sons at their Atlas Locomotive Works on Deep Pit Road (between Fishponds and St George) in Bristol. The works had originally been established in 1864 by Fox, Walker and Company, but in February 1880 this partnership went into liquidation. In the following year, the factory was purchased by Thomas Peckett, a Yorkshireman from Wakefield who had moved to Manchester as a child. There he became a manager of a railway wagon works prior to moving to Bristol. Peckett & Sons developed into a successful manufacturer of small industrial steam locomotives, becoming a limited company in 1914. The company struggled in the 1950s as the industrial locomotive market moved to diesel technology and was eventually taken over in 1961. In 1982, the National Railway Museum (NRM) acquired a significant portion of the company's records and in 1999 these were further augmented by collections purchased from the Industrial Railway Society.

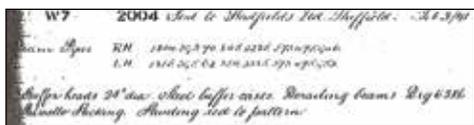


The archive contained references to the locomotive's early days at Tyseley, when it was painted green and numbered '6' in order to represent 'Percy' on Thomas

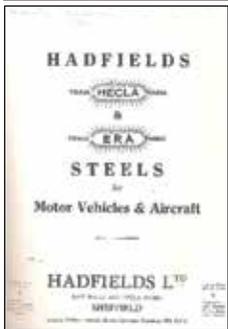
The builder's plate on the Tyseley Peckett shows that it was Works No.2004 manufactured in 1941. Bob Meanley arranged for further research to be carried



out at the NRM, using the Peckett & Sons locomotive order book in their archives. The entry for No.2004 shows that it is of type W7, supplied to Hadfields Ltd of Sheffield on 3 February 1941, and gives details of the buyer's specific requirements such as the original livery (Shunting Red):



Stripping back the paint layers on the locomotive also revealed red paint, so it was repainted in the original authentic livery when last restored at Tyseley and named simply 'No.1', which was the number carried when it was donated by GEC.

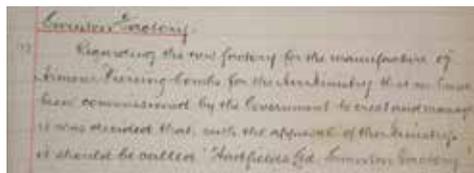


So how did No.1 get from Hadfield's in Sheffield to GEC in Birmingham? A visit to the Sheffield City Archives in 2019 provided the answer. The Industrial Railway Society records showed that the locomotive had come to Birmingham from Swinton in Yorkshire, so information was requested from the Swinton Heritage Society about the former GEC Works in the town. This was built on the site of a large munitions factory, but there appeared to be no direct link to Hadfields Ltd.

Hadfields Ltd had been a large specialist steel manufacturer who patented a manganese steel alloy, which was very hard-wearing and impact resistant. This steel was used to manufacture railway components (wheels and point trackwork), but also

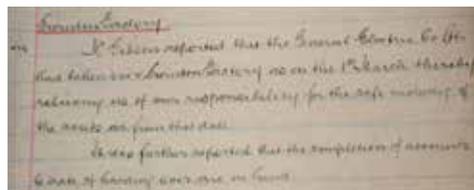
had military applications in armour piercing shells and bomb casings. In addition they produced high quality lightweight carbon steel, which was used to manufacture aircraft components. Hadfields' main works (East Hecla Steel Works) in Sheffield closed in 1983 and is now the Meadowhall Shopping Centre, but fortunately the company's records (including the Board Minute Books) were now stored in the Sheffield City Archives.

The Hadfields Ltd Board minutes showed the following entry on 31st October 1939 (eight weeks after the start of World War Two):



Swinton Factory – Regarding the new factory for the manufacture of Armour Piercing bombs for the Air Ministry that we have been commissioned by the Government to construct and manage. It was decided it should be called 'Hadfield Ltd Swinton Factory'.

The minutes showed that on 15th January 1941 an Agreement was signed with the Minister of Aircraft Production, Sir Archibald Rowlands, relating to the erection and equipment of the Swinton Factory. This was when the factory was completed and the delivery date for the Tyseley Peckett just a couple of weeks later (3rd February) neatly ties in with this. A new agreement was signed on 19th November 1941 to provide 'additional capacity in connection with the supply and repair of aircraft munitions and of war stores and equipment at Swinton Factory.' Seven months after the war had ended, there is a final mention of the Swinton Factory in the minutes in March 1946:



Swinton Factory – Mr Gibson reported that the General Electric Co. Ltd had taken over Swinton Factory as on the 1st March thereby relieving us of our responsibility for the safe custody of the assets as from that date. It was further reported that the completion of accounts to date of handing over are in hand.

So it appears that the Tyseley Peckett was purchased by GEC with the redundant munitions factory at Swinton. The main access to the factory at the time was by a private branch railway from the LNER (ex GCR) line, making rail motive power on the site essential.

After the war unemployment was increasing and the disused factory was starting to fall into disrepair. State aid was therefore granted to help GEC convert 24 acres of the factory into the largest electric cooker manufacturing plant in the British Empire. The first cooker was assembled and dispatched from the GEC Swinton Works on 27th June 1946.

By the end of the 1950s GEC was moving away from the manufacture and supply of domestic appliances and the plant at Swinton was obtained by Morphy-Richards. The Peckett was retained by GEC and it was then that the move to their works at Witton in Birmingham occurred, but it must have quickly been deemed surplus to requirements since its donation to the Birmingham Museum of Science and Industry occurred in August 1959.

Class	W7 (introduced 1938)
Designer	Peckett & Sons Ltd
Location Built	Atlas Locomotive Works, Bristol
Works Build No.	2004
Date completed	3 rd February 1941
First Owner	Hadfields Ltd, Sheffield
Wheel Arrangement	0-4-0 ST (Saddle Tank)
Wheel Diameter	3 foot, 2 ½ inches (978mm)
Wheelbase	5 foot, 6 inches (1676mm)
Length over buffers	21 foot, 7 inches (6398mm)
Boiler Pressure	180 lbs psi
Outside Cylinder Diameter	14 inch (356mm)
Cylinder Stroke Length	22 inch (559mm)
Weight	23 tons, 0 cwt
Water Tank Capacity	920 Gallons
Date Withdrawn	August 1959

Details of the Tyseley Peckett are listed in the table.

Following a short working life of only eighteen years, this locomotive has spent over sixty years in preservation in Birmingham. At Tyseley it has proved

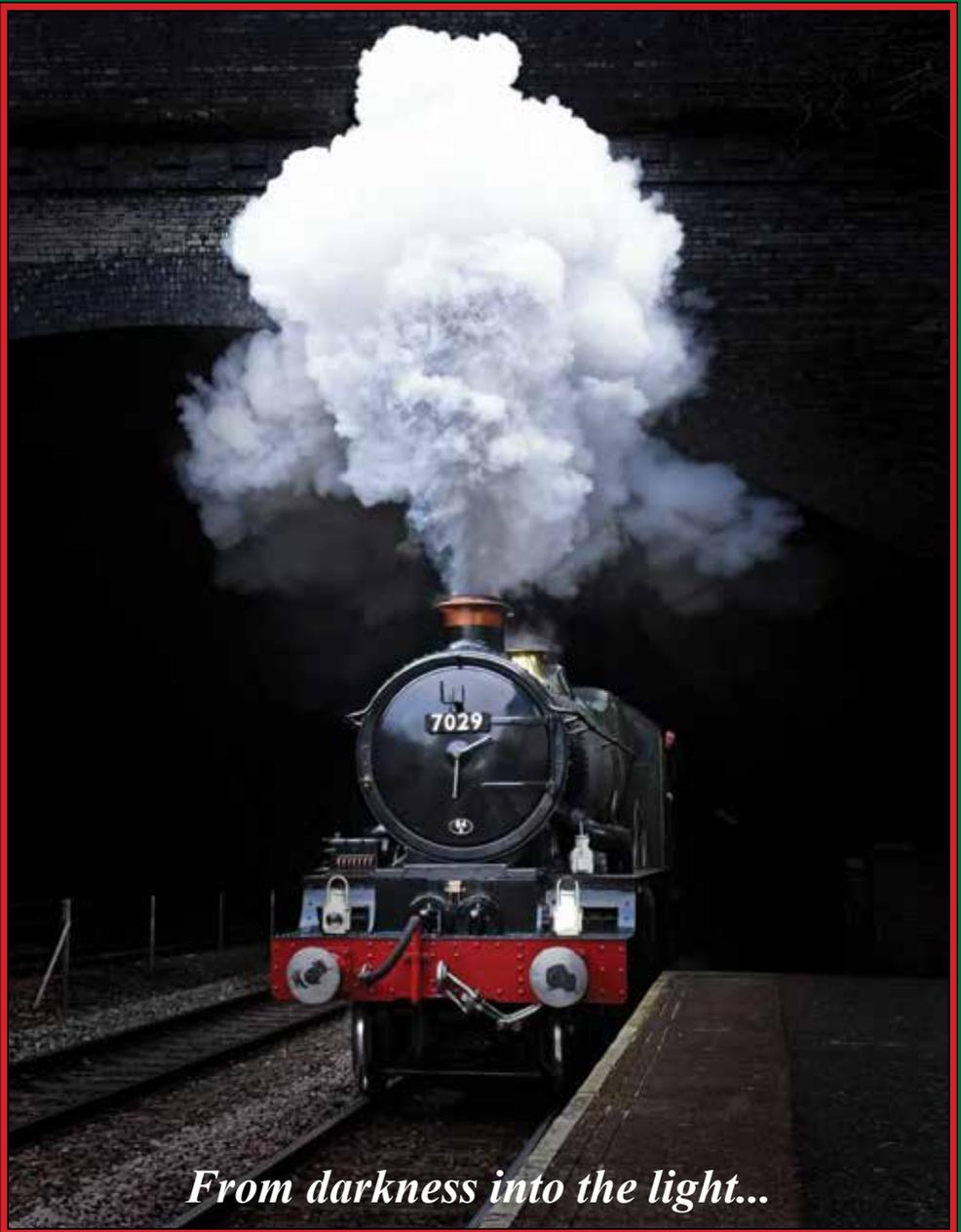


to be a useful engine, shunting in the depot to entertain the crowds at Open Days. The locomotive also visited the future HS2 terminus at Curzon Street Station in September 2016 as part of a Heritage Week, and in June 2018 it appeared with Pullman coach 'Eagle' in the 'BBC Gardener's World Live' exhibition at the NEC. Since it was built during World War II, it seems fitting to tell its full story in the year when we remember 75 years since that conflict ceased.

References and Sources of more information

Documents and photographs - Tyseley Archive
 Industrial Locomotives of West Midlands – Industrial Railway Society
 Locomotives of the Great Western Railway (Pt10, Absorbed Engines) - RCTS
 Records of Peckett & Sons Ltd Loco Manufacturers, Bristol – National Railway Museum
 Hadfields Ltd Board Minutes - Sheffield City Archives
 Grace's Guide to British Industrial History (Website)
 Kilnthurstheritage.co.uk (Website) for Swinton Heritage Group
 Martynbane.co.uk (Website) information on Peckett & Sons Ltd, including the Blueprint Drawing of a Peckett class W7 boiler reproduced here with Martyn Bane's permission





From darkness into the light...

Vintage Trains will emerge from its lockdown year with innovative new excursions and entertainments, refurbished coaches, the finest express steam locomotives and a revitalised team of professional staff and dedicated volunteers, spearheading a bright future for mainline steam. Come and join us on our journey in 2021!

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