



# STEAM IN TRUST

The Friends of Vintage Trains Magazine

ISSUE 50 – WINTER 2021-2022

## Friends of Vintage Trains

Membership is open to all.

Details and application form:

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

or from: The Membership Secretary, Friends of Vintage Trains, 670 Warwick Road, Tyseley, Birmingham B11 2HL

### Benefits of membership

Receiving our magazine 'Steam In Trust' and occasional newsletters, reduced admission fee for Tyseley Open Days and free entry to social events organised by the Friends.

### Subscription rates

	<i>1 Year</i>	<i>5 Year</i>
Junior (5 - 18)	£8	£35
Adult (19 - 59)	£20	£90
Partners (2 adults)	£32	£145
Family (2+2)	£36	£157
Senior (60+)	£15	£52
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### Directors

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Winter 2021 – 2022

CONTENTS

EDITORIAL.....	4
CHAIRMAN’S REPORT AND NOTICE OF 2022 AGM.....	5
FRIENDS OF VINTAGE TRAINS NEWS.....	6
‘THE SUSTAINABILITY OF HERITAGE RAILWAYS’.....	9
RESPONSES TO THE 2021 MEMBERSHIP SURVEY.....	10
VTL & CBS NEWS.....	13
VOLUNTEERING UPDATE from Tony Watson.....	14
SHAKESPEARE LINE NEWS from Neil Williamson.....	15
TYSELEY LOCOMOTIVE WORKS REPORT by Alastair Meanley.....	16
THE DUKE’S PROGRESS IN 2021 by Steve Wakeland, BR Class 8 SLT...	17
6880 ‘BETTON GRANGE’ by Paul Appleton.....	18
GWR ‘COUNTY’ No 3840 by Gary Boyd-Hope.....	20
VTL EXCURSION ROUTE GUIDES by Michael Hughes.....	22
TYSELEY’S LOCOMOTIVE ALLOCATIONS, Part 1, by Chris Schroeder.	25
THE TENDERS OF 5080 ‘DEFIANT’ by Robert Ferris.....	29
BOOK REVIEW by Mark Smee.....	35
‘PERMANENT WAY’ at Willenhall Stafford Street.....	37
IN THE WORKS / STOCK LIST by Geoff Middleton.....	38

*Front cover image:* 6233 ‘Duchess of Sutherland’ blasting through Chepstow Station on 13<sup>th</sup> November 2021 with the return leg of the Welsh Marches Express.

*Back cover image:* The Tyseley ‘Castle’ fleet around the depot turntable on 3<sup>rd</sup> July 2018

**Photos:** Robin Coombes

## EDITORIAL

The Annual General Meeting of the Friends of Vintage Trains (FoVT) will take place on Saturday 9<sup>th</sup> March at Tyseley Working Men's Club, as reported on page 5. This will be the first opportunity in three years for members to meet each other and the whole committee face-to-face, express their thoughts and concerns, offer suggestions and ideas, ask difficult questions, rekindle old friendships and start new ones. Furthermore, very significant changes will be announced and enacted, including the appointment of a new chairman and, we hope, at least two new committee members. Candidates have come forward for these positions, but any members who feel that they have skills, knowledge and experience from which the committee would benefit are strongly encouraged to apply in advance of the meeting: please contact Mary McCullough at [secretary@friendsofvt.org.uk](mailto:secretary@friendsofvt.org.uk).

I am very confident that FoVT is about to begin an exciting period of rejuvenation and expansion with the fresh ideas, innovative thinking, wide experience and passionate commitment of an exceptional new chairman – and that is not hyperbole. Clearly I cannot go into detail at this stage, but I urge members to attend the AGM to hear and judge for themselves what the future holds. The chairman and committee can only put their ambitious plans into effect with the help and cooperation of the membership, of course – another good reason to come along on the 9<sup>th</sup> to learn how you could help us to ensure the survival of heritage steam and diesel traction for future generations to enjoy.

The 2021 tour season started very late, and for that and several other reasons, 'Steam In Trust' only appeared twice rather than three times last year. I shall try to make up for it by producing four issues this year, funds and time permitting.

As for the 2022 season, only three tours, all in March, have been announced by Vintage Trains Ltd at the time of writing. Since other operators have already announced most or all of their 2022 offerings, I hope that VTL will follow suit very soon. Members may well remark upon the

scarcity of articles and news from the VT group in general in this issue. All I can say in response is, "What you see is what I get."

In my report on the 2021 membership survey in the last issue, I said that I would be asking the various boards and committees for their responses to members' ideas and suggestions. All agreed to send replies and you will find these on pages 10 to 12.

The Tyseley Locomotive Works (TLW) report in this issue has been much expanded by the inclusion of articles by the BR Class 8 Steam Locomotive Trust (71000), the Betton Grange Society and the Churchward County Trust, giving in-depth reports on the history of their projects and progress to date. These long-term projects are a major source of income for TLW and two of the three locomotives concerned will be based at Tyseley when completed.

The article about the tenders of 5080 'Defiant' was researched and written a year ago by Robert Ferris, on the basis that work was about to start on the overhaul of 5080's tender and the article would first be published in a newsletter to members of the Defiant Club before appearing in this magazine. A year later, with TLW fully occupied finishing work on 5043 and restoring carriages, there seems little prospect of work starting on 5080 in the short to medium term. Given the time and effort expended by Robert in the preparation of his article, I think it is only fair that it should not be shelved indefinitely, so I have included it in this issue. By the time work does finally start on 'Defiant', Robert will probably have written a history of the locomotive itself, which could be offered first to Defiant Club members as an exclusive.

It is a little late to wish members a Happy New Year, but I hope you will all find fulfilment, pleasure, peace and joy in 2022.

*Mark Snee*

[editor@friendsofvt.org.uk](mailto:editor@friendsofvt.org.uk)

## CHAIRMAN'S REPORT

Although 2021 was a strange and difficult year, it was great to see VTL trains back on the mainline and passenger bookings have apparently been stronger, in spite of people's fears about Covid.

During the year, a donation of £10,000 from the Friends helped significantly in getting two Pullman cars back in traffic, but more hard work and funds are needed to maintain VTL rolling stock. Your contributions, large and small, are all greatly appreciated.

We are still involved in helping to revive the Tyseley mainline station and work closely with the remarkable Shakespeare Line Group. It is hoped that, by the time this edition of the magazine is with you, the large middle flower bed will have been properly reinstated. This is thanks to the generosity of Spencers, who are contractors based in Tyseley.

Earlier in the year we were concerned about an apparent fall in membership, but a concerted campaign of reminders and chasing by our Membership Secretary, Christine Brown, resulted in a large number of renewals. I am pleased to report that the bank balance now looks a lot healthier and the number of members appears stable. Many thanks to Christine and yourselves for responding so positively.

Following discussions with the CBS in early 2021, we offered to take over the entire running of the buffet on each train. This includes manning, stock control and the monies. Any profits will, of course, be donated to Tyseley projects, so it's a win-win business for everyone: we fulfil our aim of supporting VT, they have one less organisational headache but still reap the benefit, and customers are happy. Brian and his team did a brilliant job and the 2021 results were excellent, so we are hoping to be allowed to continue running the buffet in 2022.

Our first post-lockdown social event in October attracted a large number of members and their guests. A second event has been scheduled for Saturday 9<sup>th</sup> April, with Robin Coombes and Denis Chick as guest speakers – see the notice

on page 6. This will again be free to members and you are welcome to bring a guest.

In conclusion, there are undoubtedly very tricky times ahead for all heritage railways and mainline operators. Running costs are rocketing, and although the threat to the use of coal from the environmental lobby seems to have been resolved, "green" issues will continue to dominate the agenda. There is also a chronic lack of qualified steam drivers, together with pathing and gauging difficulties on an increasingly regulated and technically complex rail network.

It is only by supporting each other and acknowledging the problems faced by everyone involved, whether professionally or as volunteers, that we will be able to meet future challenges and successfully maintain and build on the progress made over many decades. To that end, we have decided that the Friends should apply for membership of the Heritage Railway Association. Robin Coombes provides a brief introduction to the HRA and the rationale behind our membership on page 6.

With heartfelt thanks to all the Friends who help financially, by volunteering, or both,

*Neil Ewart*

Chairman, Friends of Vintage Trains

### NOTICE OF THE ANNUAL GENERAL MEETING OF THE FRIENDS OF VINTAGE TRAINS Saturday 19<sup>th</sup> March 2022

The Annual General Meeting of the Friends of Vintage Trains will be held on Saturday 19<sup>th</sup> March at the Tyseley Working Men's Club on Warwick Road, opposite the locomotive works. The doors will be open from 10.30am and the meeting will start at 11am. Refreshments will be provided. Documents relating to the meeting are enclosed with this issue of the magazine. **If possible, please let us know you are coming: see Social Event notice on the next page explaining how to do this.**

**SOCIAL EVENT**  
**Saturday 9<sup>th</sup> April**  
**THE ART OF RAILWAY**  
**PHOTOGRAPHY**

Our first social event of 2022 will be held at the Tyseley Working Men's Club, opposite the locomotive works. The Club and its bar will be open from 1.30pm and the event will start at 2pm, with a break around 2.45 for a finger buffet. There will be two speakers: Denis Chick will give a short address about the Transport Museum Wythall, of which he is a trustee and the Deputy Chairman, and Robin Coombes will give an illustrated talk about the art of railway photography. Members will be well aware of Robin's brilliance in this field, so we are assured of a fascinating talk and a visually stunning display of Robin's work.

There will be plenty of time for questions and discussion during the afternoon. Entry and the finger buffet will be free, and you are welcome to bring one guest, also free of charge. Registration in advance is not compulsory, but to help with planning and catering we would be grateful if you could complete the brief Expression of Interest form which is available on the Friends website at [www.friendsofvt.org.uk](http://www.friendsofvt.org.uk) or phone 07384 471552 to let us know you're coming.

**THE FRIENDS OF VINTAGE TRAINS**  
**JOIN THE HERITAGE RAILWAY**  
**ASSOCIATION**

**In October 2021 the committee decided, upon advice from Robin Coombes and Chris Schroeder, that FoVT should apply for membership of the Heritage Railway Association. Robin explains the rationale behind the decision:**

"I believe we all share a love of steam and are keen to keep it running as long as possible. The best way to achieve this for an individual is to belong to a group, hence our enjoyment of membership of Friends of Vintage Trains (FoVT). This principle applies equally to groups such as FoVT, which can contribute to, and take strength from, a wider grouping of heritage

railway organisations. The current trade body for heritage railways is the Heritage Railway Association (HRA). There are good reasons why the Friends should now join as corporate members in their own right.

The most important reason, which is the reason I am a member of the Friends, is to be part of a wider community which supports my interest. Put simply, with so many challenges and uncertainty facing the future of steam, there is strength in banding together, both forming and extending personal friendships, which will enhance our ability to influence the future, whether we are active volunteers or simply take an interest in what is happening within our movement. The HRA, like every organisation in the heritage world, will need to refine its purpose, and it is always preferable to influence this from the inside rather than read about it after the event.

The second reason, as the reader survey and subsequent discussions have demonstrated, is that the Friends of Vintage Trains must itself evolve and develop by attracting a new generation of members if we are to pass on the wonderful legacy that has been built up. We can learn much from other organisations about achieving this aim, sharing ideas and best practice to create a sustainable heritage railway sector.

The HRA has some 300 corporate members. Member railways and tramways are located throughout England and the UK and come in all shapes and sizes. More than 180 HRA member organisations regularly open to the public, 156 of them operating with passengers. Between them they operate steam, diesel and electric traction and range from large standard gauge railways to smaller 12-inch and 15-inch gauge lines. The HRA mission statement is: "To help our members to be more productive and more successful in their world, by delivering what is required by our members and as supported by the ORR". As the representative body for heritage rail, the HRA actively puts forward the collective view and position of our members and, as the 'industry voice', they promote and raise

the profile of heritage rail; assess and promote the sector's economic impacts; promote the commercial, business and heritage value of the sector; encourage volunteer engagement and involvement; and speak on behalf of members to government, regulators, the media and other opinion formers."

**RAY CHURCHILL CELEBRATES HIS 80<sup>TH</sup> BIRTHDAY IN STYLE...**



Tyseley marked the 80<sup>th</sup> birthday of footplate legend Ray Churchill with a VIP dining seat for the great man on the Return to Steam 50<sup>th</sup> Anniversary trip to Hereford of Sunday 2<sup>nd</sup> October. The Friends committee asked Ray what he would like as a gift and clubbed together to buy the book, 'The Shropshire and Montgomeryshire Light Railway Under Military Control, 1940 – 1960', which was presented to him during the journey together with a delicious birthday cake baked by FoVT secretary Mary McCullough.

Ray and his wife Nicky asked the editor to publish a heartfelt thank you to everyone at Vintage Trains Limited and the Friends for making his 80<sup>th</sup> birthday the best ever. I'm sure I speak for all involved in saying that it was a privilege and a pleasure to honour this extraordinary railwayman. Although officially retired, Ray was to be seen at the regulator once more on Saturday 23<sup>rd</sup> October, when he drove pannier tank No 7752 for the VT CBS Shareholder Convention trains at Tyseley depot, as reported on page 13 of this issue.

*Mark Smee*

**...AND IT'S 90 NOT OUT FOR NEW HONORARY MEMBER BERNARD WRIGHT!**

In January one of our longest serving and most prodigious volunteers, Bernard Wright, celebrated his 90<sup>th</sup> birthday, and the committee decided to recognise his continuing and unstinting work by awarding him honorary membership of the Friends of Vintage Trains.



*FoVT Treasurer Bernard Wright receives his Certificate of Honorary Membership from Chairman Neil Ewart. Photo and birthday cake by Mary McCullough!*

**NEW MEMBER WELCOME**

**We are delighted to extend a warm welcome to the following new members:**

- Mr D Stubbings, High Wycombe, Bucks
- Mr N Williamson, Lapworth, Solihull
- Frank Barton, Maxstoke, Coleshill
- Fraser Pithie, Kenilworth, Warks
- John Mayell, Hockley Heath, Solihull
- Bob Meanley, Atherstone, Warks
- Jonathan Tuckey, Solihull, West Midlands
- Dr A P Thomas, Chesterton, Oxon
- Mr A Smith
- Mr B Hunt, Dorridge, Solihull, West Midlands
- Mr M Leech, Adridge, West Midlands
- Mr D Humphreys, Solihull, West Midlands

Bernard has been the Friends' Treasurer since 2017. He was also the Ticket Master on many Shakespeare Express and other VT tours, and the Finance Controller for VT / TLW for many years. Bernard is a regular dining passenger, along with son Hugh, on many VT excursions – when he is not otherwise occupied cruising the high seas! Congratulations, Bernard, on achieving this wonderful milestone, and we hope to see you on many more tours in the future.

**BUFFET UPDATE**

The Buffet team has now successfully completed its first season of operation and the new procedures, mainly behind the scenes, have proved to be both efficient and productive. Two new items were added to the Buffet's offerings on the train during the season: Taylor's Real Coffee got a big thumbs-up from passengers, and Bovril was a big hit when winter began to bite.

The Buffet team will continue to review and expand the range of items on sale to cater for the Tourist Class passengers. Souvenir sales, particularly of the 2022 calendar, have been very good, with the calendar selling out on the last train of the season. Profits made will be donated to projects supporting the Tyseley collection.

**'NOTLEY'**

During 2021, the Friends received a very kind donation from Ms Jenny Easton in the form of a 3.5in gauge, coal-fired, live steam, 0-4-0 saddle tank locomotive. It was built about 60 years ago by Harry Parkes, an engineer, as a gift to his daughter. It was inherited by Ms Easton from her partner, Ray Jones, who was also an engineer.

Chris Schroeder volunteered to take care of the locomotive on behalf of the Friends, the intention being to restore it to working order for running on model railway club tracks of 3.5in gauge and for either running or display at railway events and exhibitions. He has been unable so far to find out anything about its build history. Was it constructed from a kit, built using published drawings, or made from scratch



to Harry Parkes' own design? **If anyone can shed light on the background of the locomotive from the adjacent photos, please let us know.**

The engine has now been stripped by Mike Solloway, a modelmaker and engineer, who has worked at Tyseley and is a director of Dinmore Manor Locomotive Ltd. He tells us that it is in good mechanical condition and he will carry out a boiler pressure test to prove that the boiler is sound. If it passes, he will then submit the boiler for examination and pressure testing by an independent boiler examiner who will issue a 10-year boiler certificate, enabling us to obtain third party insurance, steam and run the locomotive.





The committee has decided to name the engine 'Notley', in honour of legendary train timer Mike Notley.

## THE SUSTAINABILITY OF HERITAGE RAILWAYS

### A DOCTORAL THESIS BY ROBIN COOMBES

In my tribute to Robin in the last issue, following his resignation as secretary of the VT group and as a CBS director, I mentioned that he had recently been awarded a doctorate by the University of Birmingham for his thesis 'The Sustainability of Heritage Railways'. This landmark event has since received extensive coverage in the railway press, but not all of our readers will be aware of it and I think it more than merits an article here, both to honour Robin's brilliant achievement and to outline its importance for the heritage railway sector in the Friends' journal of historical record. The following account draws heavily upon a press release prepared by Denis Chick, to whom I am indebted for his excellent summary.

Robin spent five years at the University of Birmingham's Centre for Rail Research and Education studying the sustainability and governance of heritage railways, sponsored by the Office of Rail and Road (ORR) and the Heritage Railway Association. Central to his work was a survey of 39 Directors and General Managers and 252 heritage railway enthusiasts at 104 heritage railways; semi-structured interviews with 15 Directors and General Managers; and his own recorded field observations during 52 heritage railway visits and events.

Robin's pioneering study, the first of its kind to tackle the issues in such depth, demonstrates that there are no fundamental issues – operational, political, technical or financial – preventing heritage railways from being sustainable well into the future. However, it also shows that the sector is facing ever-greater challenges, both from rapid changes in society and the pressing need for renewal as people, infrastructure and assets become older and decline.

Facts such as the age profiles of volunteers and the rates of repairs and restorations show that over the next ten years the heritage railway sector needs to find and appoint more than 700 new Directors; recruit more than 10,000 volunteers; fund and undertake major overhauls of 300 steam locomotives and 1,000 coaches; relay at least 100 miles of track and manage the day-to-day upkeep of all assets and infrastructure. It has to keep drawing in volunteers and remain attractive to the millions of yearly visitors, in spite of changing tastes, interests and priorities. Although this mammoth task has been successfully achieved for over 70 years, it gets harder all the time.

"The story of heritage railways shows that the art of the impossible is possible," Robin says. "Good governance is incredibly important, particularly for their safe operation, but social capital – the goodwill of volunteers, members and supporters – is even more important for their sustainability. I am optimistic that, if the ingenuity, inventiveness and pioneering tradition they possess among their volunteers and supporters are fully engaged, they will not lose what they cherish and hold so dear. If there *is* a problem, it's not the quality of the next generation: I have met many younger than I who are eager and more than equal to the challenge. The question is, have we found enough of them and can the current leadership inspire and engage them?"

Professor Clive Roberts, Head of the University of Birmingham's Centre for Rail Research and Education explained, "The study is important for heritage railways as it recognises their maturity and distinctiveness as a sector and identifies potential risk."



Robin's research is an important resource that has helped to inform the ORR's development of a heritage rail version of its Risk Management Maturity Model (RM3) for the wider rail industry, setting out the 12 Tablets of Governance. Ian Skinner, Assistant Chief Inspector of Railways at the ORR, commented, "The evidence from the research helped me consider the leadership and governance challenge on heritage railways. I see increasing realisation within the sector that it needs to be addressed. Thanks to the research there is now in place a practical tool to help heritage railways navigate a post-pandemic world of challenge and uncertainty."

Mark Smee



## 2021 MEMBER SURVEY: RESPONSES TO FEEDBACK

In the last issue of the magazine, I promised those members who were kind enough to make requests and offer suggestions that I would submit them to the various Tyseley organisations concerned and ask them for their responses. Below I have reproduced the ideas from members that appeared in the last issue, followed by the answers from Tyseley.

### 1. Suggestions for VTL / VTCT

"In 2019 West Coast Railways ran a series of trips on Sundays from Burton-on-Trent to Stratford-on-Avon, price £26 return, and they were all steam hauled and well patronized. Therefore, could you please look into doing a series of "Jolly Fisherman" trips from Burton to Skegness at a decent fare, as B.R. did in the 1960s?"

*Answer: In August, we ran the Jolly Fisherman, albeit diesel hauled by double-headed Class 20s, which was part of our Seaside Express offering, from Tyseley and through the East Midlands all the way to Skegness. Due to the popularity of this excursion, it is in the planned programme for 2022, again diesel hauled.*

*The 2021 tours that picked up passengers within the East Midlands have been justified by the number of individuals who board. We will be looking to give our customers the option to join in the East Midlands when a tour allows and several pick ups in the region.*

"Possibility of running more trips like the 2 round trips to Stratford, not too long and with time in an interesting town / city, rather than dawn to dusk for the crews / volunteers and general public. Maybe Shrewsbury, Worcester, Banbury, Chester, Sheffield, Newark or Lincoln, if these can turn / service railway carriages, locos etc."

*Answer: We ran to Worcester for the Lickey Incline tours last year and we hope to run to both Chester and Lincoln in 2022. We agree that the Shakespeare Express has an ideal operating pattern for the reasons you suggest and we plan to increase our services along that line.*

“Train booking site to allow specification of forward seats on circular tours.”

*Answer:* There is no current online booking system that allows this for mainline tours, but we will look at adapting one in time. Until then, please make your requests via telephone or email.

“It is unusual to see steam-hauled trains pass through Cheltenham Spa, let alone pick up or set down. Any chance?”

*Answer:* Cheltenham platforms have often had severe restrictions and prohibitions on steam locos passing through, although we have been along that route in the past, usually on circular tours. We are in dialogue with Network Rail to see what can be done about the prohibitions.

“Regular updates on appeal fund projects would be appreciated, eg Defiant Club, Kolhapur, Bloomer, Pullman Club.”

*Answer:* Communication on our projects in 2022 will be far more regular than it has been over the past couple of years as, sadly, due to the pandemic, we have largely been unable to make much progress with capital project development. Now most restrictions have been lifted, work on these projects can recommence subject to a fundraising plan, although our current focus is the restoration of our fourth Pullman Parlour Car 353.

## 2. Suggestions for the Tyseley site and TLW

“I would really like the museum to be open in the week, as it was before. I also miss Chuffs café, great food and chatting with the volunteers on site.”

“Re-open the site as a museum. I used to bring children from schools to visit: for many, it was their first sight of a steam locomotive and, for some, the beginning of a journey that led them to volunteer and more - for example, Steven and David Fisher. If you want to engage the young for the future of steam on the mainline you have to allow them access and the experience.”

*Answer:* We are currently developing a plan for the former BR staff club to be used as a multi-purpose venue which will include a railway-themed café and meeting room. As part

of this we will have displays of themed railway artefacts and items which relate to the Tyseley depot and GWR / BR Midland Region operations etc, most of which used to be in the former Visitors' Centre. You will be able to enjoy these items while having a drink or meal in a much more pleasant environment. We expect to begin with this plan from mid-2022.

In another exciting development we are working on the Sutton Miniature Railway project, which will be partly aimed at young volunteers, giving them hands-on experience of live steam and petrol railcars in a more controlled environment. This will be an integral part of the Tyseley site but will be separate from the mainline operation, giving us more control and therefore allowing access for younger volunteers. We aim to use this as an educational springboard for potential young engineers or railway enthusiasts of the future.

“As a non-West Midlands resident member I would like to see, perhaps, the occasional Zoom or YouTube tour of the Tyseley Locomotive Works, when there is something notable happening or completed on site. And/or if meetings with a speaker are held on site, perhaps they could be shared more widely on Zoom or YouTube. This could help widen the appeal of membership and help more distant members to feel more involved.”

*Answer:* At present the Tyseley site doesn't lend itself to public broadcast of activities which are going on. However, there is an ambitious site plan which will enable us to provide a cleaner and more protective environment for our collection and we do plan to introduce some 'behind the scenes' bookable tours in conjunction with the above plans.

“Private photo charters that feature locos moving around the site, early in the morning before an Open Day event or afterwards, alternatively the day before or the day after when locos are still in steam. This would contribute to funds. You have the assets, so use them!”

*Answer:* Agreed and we do provide facilities for these already, usually arranged by separate charter groups around Open Weekends.

### 3. FRIENDS OF VINTAGE TRAINS:

#### Looking to the Future

The Committee greatly appreciated the time spent and effort made by members in completing the 2021 survey, and we have taken the results very seriously. A sub-committee has been formed which will respond to the suggestions and come forward with ideas at the AGM on 19<sup>th</sup> March. The terms of reference for the group have been set as widely as possible to avoid insular thinking.

It is clear that our organisation has a strong and loyal membership, but it is equally clear from the age profile of those responding that we need to attract a new generation of members if both old and young are to continue supporting and enjoying steam and other heritage traction in the future.

Therefore, the sub-group will focus on two main objectives: building on all the benefits and activities that members most value, including 'Steam In Trust', social gatherings and on-site events; and attracting new, younger members. For the latter, we will need to canvass the views of millennials to understand how we can appeal to the next generation of enthusiasts.

From research we know that, in order to entice people to join, an organisation must have a clear and attractive purpose; sound values that are evident from its deeds as well as words; and both a respect for, and an appeal to, people's fundamental needs and drives, creating a safe space for them and showing flexibility and kindness.

The survey has underlined the increasing importance of online communication and use of social media – areas we need to work on. It has also shown just how many of those who responded are members of other steam preservation or heritage railway societies, usually several. Reaching out to these organisations to share information and work collaboratively with them will be an important part of our future strategy. As a start, we developed a close and mutually beneficial relationship with the Shakespeare Line Promotion Group in 2021.

There are practical steps that all our members can take to help us achieve our objective. For example, if everyone could persuade just one son, daughter, grandchild, niece, nephew – or even such relatives of a friend – to join us, our challenge would be quickly met. The Committee can assist with this by developing more family-orientated events, of course, so we must try to do just that.

We must also recognise that railway nostalgia takes many forms. For some, it will be a 'Castle' at the old Snow Hill Station; for others, it might be a 1970s scene with BR blue diesels, or HSTs, even a Pacer. Painful though it may be for our most senior members, a reduction in the emphasis on steam will play a crucial part in refocussing our efforts and broadening our appeal. Only then will we be able to create a rejuvenated and reenergised Friends of Vintage Trains.

Finally, regarding the suggestions made by members and published in the previous issue:

- We are actively seeking new members with fresh ideas and different perspectives. Applications from members to join the Committee are always welcome.
- We are not in a position to merge with the VT Community Benefit Society as they operate under specific rules approved by the Financial Conduct Authority, connected with their members' shareholdings. However, many members belong to both organisations and all of us are part of the wider VT community.
- We recognise the importance and benefits of social media. Thanks to Paul Hatton, we started a new Facebook group last year, one small step on a long future journey.
- We will create a new archive of photographs to help explain and promote our activities.
- We are reviewing the range of souvenirs that we sell. Capital investment is required to extend it and we must be certain that there is a market for any new souvenirs.
- We realise that some members work on weekdays or struggle to find public transport in the evenings, so we will attempt to offer a variety of days and times for future events.

## VINTAGE TRAINS TOURS 2022

VTL has yet to finalise a full tour schedule for this year, but the following three tours in March have been announced and are on sale:

### THE WELSH MARCHES EXPRESS to Hereford

**Saturday 5<sup>th</sup> March**  
**7029 'Clun Castle'**

Departing from: Tyseley Locomotive Works  
The tour will follow a circular route: Birmingham, Wolverhampton, Shrewsbury, the Welsh Borders line through Craven Arms and past Stokesay Castle and on to Hereford. Following the stopover, the journey back will be via Llanvihangel Bank, through the Severn Tunnel, then along Brunel's Bristol to London Great Western Main Line, returning via Oxford with a climb of Hatton Bank.

### SETTLE & CARLISLE to Carlisle

**Saturday 12<sup>th</sup> March**  
**6233 'Duchess of Sutherland'**

Departing from: Tyseley Locomotive Works, Walsall, Wolverhampton, Stafford, Crewe  
This tour will be diesel hauled via the West Coast Main Line to Hellifield, where 6233 will take over for the challenging run to Carlisle and back, without diesel assistance if conditions permit. The diesel will then take the train from Hellifield to Tyseley by the same route.

### THE CHESTER VENTURER to Chester

**Saturday 26<sup>th</sup> March**  
**7029 'Clun Castle'**

Departing from: Tyseley Locomotive Works, Coleshill Parkway, Tamworth High Level, Leicester, Nuneaton  
This tour will take the West Coast Main Line to Crewe and on to Chester, returning the same way.

Full details of the above tours can be found on the Vintage Trains website:  
[www.vintagetrains.co.uk](http://www.vintagetrains.co.uk)  
Bookings can be made online, by emailing [bookings@vintagetrains.co.uk](mailto:bookings@vintagetrains.co.uk) or by phone: 0121 708 4960

## COMMUNITY BENEFIT SOCIETY

The Vintage Trains Community Benefit Society held an Open Day for members on Saturday 23<sup>rd</sup> October 2021 at Tyseley Locomotive Works. This was their first opportunity to meet in person since lockdown in March 2020 and over 150 attended.

Members first visited the former LMRCA building to sign in and see the current state of the building, which will require a great deal of work in order to turn it into a café, community centre and VT operational HQ, which is VT's long-term plan. Tea and coffee were provided by Mary McCullough, Secretary of the Friends of VT. Members were then free to roam outside, view the rolling stock of the Sutton Miniature Railway, now under restoration, and photograph 6233 'Duchess of Sutherland', in light steam alongside 5593 'Kolhapur', and 7029 'Clun Castle'.



There was a brief guided tour of the locomotive works, and rides up and down the demonstration line in a rake of coaches hauled by pannier tank No 7752, with none other than footplate legend Ray Churchill at the regulator, immaculately turned out as always with his characteristic red neckerchief.

On board, more tea, coffee and bacon rolls were provided for passengers by Nickey Churchill, Sue Watson and Jake Orros.

*Opposite: Ray and Nickey with 7752. Above: 6233 in light steam. Photos by Richard Herington*



### An Update from Tony Watson

Physical volunteering continues as it started this season with teams engaged in the three main project areas: The Sutton Miniature Railway (SMR), LMRCA (BR Staff Club) building and the turntable.

Progress is steady on the SMR project with our first carriage stripped of its seating, end panels and buffers. The wooden floor is being sanded back to the bare wood so we can assess its condition and replace any damaged or rotten boards. The seat frames have been removed and work continues on stripping off paint and any rust ready for priming. The work on Thursday night is a rather loud affair with the new generator in full use powering the lights and power tools.

Work has also started on the tender of steam locomotive 'Sutton Belle'. The coal bunker is being cleaned out and de-rusted to see if it is sound enough to use without replacing any metalwork. The water tank looks to be in good order but the surrounding metalwork and cover are being stripped back to bare metal ready for priming and repainting.

Work on the LMRCA is a little slow at present due to jobs having to be done during the day, which is when Spencers are also working. We can therefore only do relatively quiet jobs such as light sanding and small items of remedial work. However, we continue to plan for the redevelopment of the building once Spencers have left, we have full control and funds have been raised to enable work to proceed.



The turntable project has progressed well with the majority of the safety railing now fitted and the base coat of paint applied. A much larger

project is assessing what needs to be done to the rest of the depot to bring it up to standard for Open Days and site visits, then doing it. We've made a start, and once the plan of action has been drawn up it will determine the nature and priority of the next site-based volunteer projects.

Members of the Friends who would like to get involved in any of the above projects should email [volunteering@vintagetrains.co.uk](mailto:volunteering@vintagetrains.co.uk).



*Volunteers from Jaguar Land Rover laying the first section of track for the SMR in the TLW car park*

The Train Stewarding Team was very busy with the 2021 tours and I am pleased to report that things have gone extremely well, given both the customer feedback and internal reports from team members. The recruitment drive prior to this season resulted in a large pool of staff, from which a selection is made for each tour based on the numbers required and volunteers' stated availability. Staffing requirements change with virtually every trip, owing to changes in the size and formation of the rake and the individual journey details, keeping the stewards on their toes and the team management busy!

Less physical volunteering skills are still very much in demand, with vacancies in new merchandising and fundraising teams. These will be developing a new range of merchandise and innovative schemes to raise money for the many projects in train at the depot, including renovation of the Tyseley collection. We are also looking for new volunteers to help us with marketing, PR and social media as well as graphic design. Again, anyone interested in helping should contact:

[volunteering@vintagetrains.co.uk](mailto:volunteering@vintagetrains.co.uk).

## SHAKESPEARE LINE PROMOTION GROUP

I wanted to start this report by mentioning the SLPG Annual General Meeting that was held at the Memorial Hall in Henley-in-Arden on 22nd September. This was the first AGM since May 2019 and was well attended by over 30 members, socially distanced of course.

The guest speakers were Peter Sargant, the Head of Rail Development at West Midlands Rail Executive (WMRE), who gave an overview of the current challenges and future developments affecting the rail industry in the West Midlands, and Angela Oakey, Chair of Friends of Henley Railway Station (FoHRS), who provided a detailed insight into the work carried out by the volunteers at the station and future plans for the building and the untended areas of the site.

Members also listened to a prerecorded presentation by Fay Easton, Head of Stakeholder and Community at West Midlands Railway.

In the last edition of 'Steam In Trust' I wrote about the poor reliability of the train service provided by West Midlands Railway (WMR) on the Snow Hill lines. Despite some signs of an improving situation during September and early October, by late October the driver shortage worsened and cancellations began to play havoc with the timetable, particularly in the late afternoons/evenings. The SLPG received a number of complaints from passengers who faced great difficulties in getting home from work.

The short notice cancellations also affected travellers using other WMR routes, including:

Hereford-Worcester-Birmingham (via Bromsgrove), Wolverhampton-Shrewsbury and Nuneaton-Leamington Spa.

In late October, the Chairs of the Shakespeare Line Promotion Group, Solihull and Leamington Rail Users Association, Cotswold Line Promotion Group and Stourbridge Line User Group joined forces to make a formal protest about the unacceptable level of service by writing a letter to the WMRE and its Chair, the WM Mayor, Andy Street. You can read the

letter on the SLPG website:

[www.shakespeareline.com](http://www.shakespeareline.com)

A dialogue with the train operator West Midlands Trains is ongoing, but their current stance is that a temporary timetable matched to the level of driver resources will not be introduced and passengers will have to put up with cancellations until well into 2022. These should gradually reduce as newly-qualified drivers are added to the existing complement but in the meantime passengers will continue to face unacceptable anxiety and delays.



Hall Green station was in the news on 26th November when it was chosen as the location for the launch of the Musical Routes project, a series of wooden 3D maps sited at various Birmingham railway stations that celebrate the unappreciated musical heritage of the city. On hand at the launch were UB40 band members James Brown, Robin Campbell, Earl Falconer and Norman Hassan, as well as new vocalist Matt Doyle, who appear in the photo above with Fay Easton of WMR.

Each map features a scannable code that links to a specially curated Spotify playlist featuring musicians from each area. Brummie artists celebrated include Ozzy Osbourne and Black Sabbath, the Beat, Laura Mvula, Joan Armatrading, Andy Hamilton, Jamelia and Duran Duran.

The project is the brainchild of Jez Collins of Birmingham Music Archive and is being funded through WMR's 'Your Community, Your Fund' scheme.

Maps will also be installed at the following Shakespeare Line stations: Bordesley, Small Heath, Tyseley, Spring Road and Yardley Wood.

### FRIENDS OF THE SHAKESPEARE LINE

Turning now to the activities of the Friends of the Shakespeare Line (FoSL), one important piece of news is the publication of the organisation's first annual report. Titled 'Firm Foundations', this showcases the commitment, dedication and activities of the volunteers at the stations in the Community Station Partnership. The report can be viewed and downloaded from the FoSL website [www.friendsl.org.uk](http://www.friendsl.org.uk).

Thanks to the efforts of the Friends of Henley Railway Station, the four modern metal benches on the two Henley platforms have recently been replaced with replica GWR items, which are much more in keeping with their surroundings. It is such a shame that the original buildings on platform 2 have been lost. If it's not too late, may I take this opportunity to wish all readers a Happy New Year. Let us hope that the latest Covid restrictions can quickly be eased in order to allow everyday life to return to something approaching normality, whatever that may mean.

*Neil Williamson*

## TYSELEY LOCOMOTIVE WORKS

### THE TYSELEY COLLECTION

#### 7029 'Clun Castle'

The locomotive successfully completed the 2021 season. Winter maintenance will include a valve and piston exam before the March excursions.

#### 5043 'Earl of Mount Edgcumbe'

The manufacture of a new ashpan is now almost complete. The boiler is back inside the shed and we are refitting the insulation and casing before returning it to the frames. Talks with a foundry about the manufacture of a new superheater header to replace the one removed from 5043 and fitted to 7029 are at an advanced stage.

*The lead time for manufacturing the header and the availability of funds will determine when 5043 can re-enter service. The estimated cost of the new header is £30,000 and members of the Friends are invited to support the VT Charitable Trust's appeal for funds, either with a single donation or by making regular monthly payments. Those donating over £100 will be invited to a private recommissioning event for 5043 at the works and will benefit from priority booking for the first train hauled by the locomotive following overhaul. Please contact the VT office (details on page 2) if you would like to support this appeal.*

#### Class 47 diesel No 47 773

This locomotive has continued to perform well when used on railtours.

#### Pullman car No 353

We have started the overhaul, with work concentrated on the vehicle ends at the moment to renew the gangway pillars and end panels. All seats have been removed and sent to Grinsty Rail in Nottingham to be re-upholstered in the same fabric as the other Pullmans. The vehicle will also require a bogie overhaul before re-entering service during the summer.

#### Turntable

Most of the decking has now been completed and reinstated. Volunteers are continuing with the painting and have also refitted the handrails around the circumference of the turntable.

### THIRD PARTY WORK

#### 7812 'Erlestone Manor'

The boiler has passed all its hydraulic and steam tests and we will be refitting it to the frames over the coming weeks.

#### 4936 'Kinlet Hall'

Work continues on the overhaul of the boiler, with the renewal of 700 steel firebox stays in progress, and we are preparing it for retubing. We are also working on the axleboxes for this loco with a view to re-wheeling it before the end of February.



### THE DUKE'S PROGRESS IN 2021

Last year presented many challenges to our team and, despite our best efforts, a delay to our objective of returning the loco to mainline steam by the end of 2021 has been inevitable.

Like most other organisations, we were badly affected by ongoing Covid restrictions. The activities of our member working parties, which make such a massive contribution to The Duke's overhaul, were severely curtailed, although the situation has now eased. Working within safe guidelines and keeping to our own bubble at Tyseley, we resumed the twice-weekly working parties and began to tackle the backlog of work.

However, we are now having supply chain issues with extended delivery times and higher prices. Where possible, we are minimising the impact by purchasing earlier to ensure that we have parts and materials available when needed.

We remain dedicated to the task, however, and I can report that:

- two of the loco's driving wheels, with new tyres on and axles fitted with the new bearings, have returned from South Devon to Tyseley, where the tyre profiling is in progress, while the crank axle remains at the SDR for completion of repairs;
- new pistons and rods have been manufactured and TLW is in the process of fitting these, along with the redesigned back cylinder covers;
- the modification of the slide bars for attachment to the cylinder covers is almost complete – we are awaiting a few small but critical components;

- the planned rebuild of the Caprotti valve gear boxes will commence when the work on the driving wheels is completed;
- many parts have been repaired, cleaned and stored, ready to be reassembled on the loco, when the driving wheels have been refitted;
- the design of The Duke's new electrical systems is complete, and parts are being procured ready for fitting;
- the tender has been subject to an internal tank inspection and work on its brakes will be performed early in the New Year;
- our working parties have already completed some internal refurbishment of the MK1 Support Coach, which has now been moved to Rampart Engineering, Barrow Hill, where the overhaul has commenced;
- Support Crew assessment and training for live running has commenced.

Once the driving wheels have been returned to the loco, the overhaul will be accelerated, pulling back as much of the lost time as possible. We are determined that the overhaul will be completed, and both we and Tyseley Loco Works are committed to seeing the Duke run in 2022.

None of this would be possible without the continued loyalty and support of The Duke's family in terms of membership donations, sponsorship donations and shop purchases. We had hoped to acknowledge this with a Members' Day before the end of the year but were prevented by unavailability of the venue, so we have rescheduled for Q1/2022. It has been a long time since we have been able to meet up and we are looking forward to welcoming members to this unique event.

*Steve Wakeland*

For further information about the Duke and the BR Class 8 Steam Locomotive Trust, contact Steve at:

[steve.wakeland@theduke.uk.com](mailto:steve.wakeland@theduke.uk.com)





## 6880 'BETTON GRANGE'

### 'GRANGE' WILL STEAM AT TYSELEY IN EARLY 2022

*An example of a previously extinct class of GWR locomotive is slowly but surely approaching the day that it will steam. Project publicity director Paul Appleton explains what is happening with No 6880 Betton Grange.*

GWR-design No 6880 has been a resident at Tyseley since June 2018, the first time a 'Grange' Class 4-6-0 has been seen in Birmingham since 6853 *Morehampton Grange* in 1965, the engine which missed preservation by a whisker when a 'Castle' was selected instead because it was "in better condition".

That made the Collett class of 80 locomotives extinct, so in the late 1990s, a group that had recently finished restoring 'Large Prairie' No 5199, and was looking for another project, decided to create an 81<sup>st</sup> example from scratch. *Betton Grange* should have steamed by now, but the Covid 19 pandemic has put the schedule back a little. However, with a fair wind, it should turn a wheel in anger for the first time this coming spring.

Of course, 6880 has not been built completely from scratch. Thanks to the Great Western's standardisation policy, we have been able to recycle many parts from other extant machines – either donated or borrowed, most crucially the boiler. This came from 'Modified Hall' No 7927 *Willington Hall* and it was the decision to contract its overhaul to Tyseley Locomotive Works that kick-started what is hoped will develop into a long-term working relationship – potentially including operation on the 'Shakespeare Express'.

The decision to use the Swindon No 1 boiler from 7927 – a type that was common to the Halls and Granges – was taken in 2016 once the

Betton Grange Society had achieved its targeted fundraising for the boiler. The plan had been to overhaul the boiler at Tyseley then send it to the locomotive's base at Llangollen, where it would be reunited with the locomotive's chassis prior to a first steaming.

Instead, the opposite happened: in June 2018, the chassis was despatched to Tyseley from Llangollen, so that the boiler could be dropped into the chassis and any remedial work required could then be carried out by the team at TLW. Work on the boiler was completed in October 2019 and, following both a successful hydraulic test and an out-of-frame steam test in November, it was lowered onto No. 6880's frames inside the works the following March.

Volunteer working parties were making good progress when the pandemic struck and a nationwide lockdown prevented further progress. With the easing of lockdown restrictions later that summer, the backlog of work meant that TLW staff couldn't devote much time to the 'Grange' and volunteer groups were still not allowed inside the works.



*Above and opposite: the backhead of 6880 'Betton Grange' is taking shape in Tyseley Locomotive Works. Photos: The Betton Grange Society*

The directors of the ‘Grange’ project took the decision to commission TLW to complete the locomotive and that task is now well underway, with much pipework being manufactured and fitted, including the main steam pipes from the regulator to the cylinders, and the backhead slowly decorated with gauges, controls and more pipework, creating a completely new GWR cab. Until *Betton Grange* and the new ‘Saint’ Class *Lady of Legend* appeared, this sight had never been witnessed since the last GWR-designed locomotives rolled out of Swindon Works in the 1950s.



Of course, it has been a long road since the project started in 1998. The cab body was the first item to be completed so that it could be taken to fundraising events to create awareness of the project. The frames are all new, as are the extension frames. New cylinders had to be made and the group were among the first to use the now-popular polystyrene pattern method for this, rather than traditional wooden formers, which is considerably cheaper, but it still cost around £60,000 to cast the new two-part cylinder and smokebox saddle block.

The 5ft 8in driving wheels on a ‘Grange’ are the same diameter as those of a 43xx Class ‘Mogul’

or ‘Large Prairie’ and the GWR(SVR) Association at Bewdley had a spare set for No 7325/9303 which weren’t likely to be needed. They generously agreed to lend them to the new-build project, but sadly the wheels proved to contain flaws that wouldn’t matter on a heritage railway but ruled them out for main line certification. Fortunately, the directors and members of the 5199 Project happily agreed to swap the wheels of 5199 with our ex-Bewdley set. 5199 only runs on heritage railways, but its original wheels were tested and found to be suitable for mainline use.

The Betton Grange Society had also acquired a second locomotive in 2010 from Ken Ryder, No 5952 *Cogan Hall*, another ex-Barry locomotive that hadn’t been restored. It was decided to borrow the front bogie from this locomotive and so it was sent to Williton on the West Somerset Railway where locally-based members overhauled it for use under 6880. Vacuum cylinder, coupling and connecting rods and a whole range of parts were variously acquired or made – often sponsored by individual members of the Society – until a full set of everything that was needed was to hand.

The group is also well known for its fundraising events and was a pioneer of the multi-day gala in the form of ‘Steel, Steam & Stars’, which was held four times at the Llangollen Railway with a galaxy of guest locomotives and raised substantial amounts of money as well as a great deal of awareness.

The locomotive’s frames were wheeled in 2013 and in November 2016 the locomotive made a guest appearance as a centrepiece at the Warley Model Railway Show at the NEC. This provided the last big push in fundraising to meet the funding level required to repair the boiler at Tyseley, although the boiler in the frames that weekend was the one from No 5952, which had been cleaned up and cosmetically restored for the occasion. Carrying the same boiler, 6880 also made a guest appearance on one of the turntable roads at Tyseley in June 2017 where its appearance alongside 4965 *Rood Ashton Hall* and a brace of Castles gave a hint of to what is to come.

Now we're on the home straight and sure to steam in the early part of 2022, our plan is to base *Betton Grange* at Tyseley, but for it to visit heritage railways where it will no doubt prove to be a useful and popular engine. One thing it is short of though is its own tender. Plans are in hand to borrow a newly-restored 3,500 gallon tender to operate on heritage lines, but current fundraising is focused on generating the estimated £125,000 required to build a mainline certificated Collett-type 3,500 gallon version – a type now extinct – that was originally paired with the class. After a period of running in and sorting out any snags, we plan to prepare the locomotive for main line operation and raise the required estimated £100,000 to fit it out with all the required technology.

The group's other locomotive, No 5952, has also moved to Tyseley and is the subject of a cosmetic restoration, although it is the group's ambition to restore *Cogan Hall* in its own right once work has finished on *Betton Grange*.

It's been a long time coming, but the sight of a fully operation 'Grange' is now tantalisingly close.



**Project Update by Gary Boyd-Hope**

The Autumn 2019 issue of 'Steam in Trust' included an introduction to the Churchward County Trust's project to re-create a GWR 'County' class 4-4-0, which is under construction at Tyseley Locomotive Works (TLW). At that time the new main frame plates for the locomotive, No 3840 *County of Montgomery*, were sitting on pallets outside the workshop like a piece of heavy-duty flatpack furniture, but just as work on assembling them was about to begin, the coronavirus pandemic struck, and the brakes came on... hard!

As a consequence, the frames remained largely untouched throughout most of 2020, but in October the plates were taken inside the works to be cleaned and painted. The horn guides and spring hangers were fitted at the same time, and



**For more information about No. 6880 and how you can help get it onto the main line visit [www.6880.co.uk](http://www.6880.co.uk)**

*Paul Appleton*

**GWR 'County' Class 4-4-0  
No 3840 'County of Montgomery'**

in mid-December the plates were lifted onto stands and temporary tie bars inserted to act as stretchers. That one act seemed to act as a catalyst as the progress made on the project in the past 12 months, both at Tyseley and elsewhere, has been nothing short of remarkable.

Fast-forward to today and the frames, excluding the front-end extension frames, are now fully riveted together and a fabricated dragbox made at Tyseley installed. Orders have been placed for the angles that will support the running plate together with the material for the cab steps, which are expected to be delivered shortly. Late November saw the delivery to TLW of the T links, which form part of the suspension, the driving underkeeps and two crossheads.

Away from Tyseley, in April the first pair of 6ft 8½in coupled wheels for the rear wheelset were cast by Trefoil Steel in Sheffield, using a pattern kindly loaned to the CCT by the Great Western Society at Didcot. The pattern was then used in October to cast the leading (driven) pair, but before this could be done it had to be modified to increase the size of the centre boss: the rear wheels of the original locos had a 4¾in centre boss, but that of the leading driven wheels was 5¾in. The pattern as loaned featured the smaller boss, hence the need to make the alteration.



*3840's rear set of coupled wheels following casting at Trefoil Steel in Sheffield in May 2021*

The wheels will now be stored pending the acquisition of the two axles and tyres, which will be ordered shortly. Upon delivery the wheels will be machined to match the tolerances dictated by the axles. Quotations are currently being sought for this, and once the work is complete the coupled wheels can be pressed onto the axles and tyres, crank pins and the balance weights fitted.

Late summer also saw the first of the locomotive's cylinders cast at Hargreaves Foundry in Halifax using one of the two sacrificial patterns produced by specialist patternmaker Premier Patterns, to designs by Elliot Powick, CCT Design Engineer. A period of tense apprehension followed as the casting was allowed to cool, then removed from the mould, cleaned up and finally inspected. The subsequent reports revealed that the casting had been successful, paving the way for the production of the second cylinder. When this



*The first of 3840's cylinders is readied for inspection at Hargreaves Foundry in October 2021*

has been cast, both will be taken to Roach Precision Engineering in Brierley Hill and allowed to naturally de-stress over a period of six to nine months, after which they will be machined in tandem with 3840's extension frames, which are already on site in the Brierley Hill works.

This brings the project bang up to date, and as it moves into 2022 the next steps will be the acquisition of the materials for the cab and splashers, the drawings for which have been prepared by the CCT's Engineering Manager, Bob Meanley. The Trust hopes to get these fitted by mid- to late spring, and looking further ahead, a plan has been agreed with TLW for the next stage, which will be the erection of the front end. This will involve machining the extension frames, which are already on site at Roach Precision, and also the cylinder blocks.



*3840's main frames in Tyseley Locomotive Works in November, awaiting fitting of the front extension frames.*

Also in the pipeline will be the delivery of the Standard No 4 boiler (ex-No 5227), pony wheelset and 3,500-gallon tender from Didcot

## TYSELEY LOCOMOTIVE WORKS

to Tyseley following their formal transfer from the Great Western Society to the CCT. Once on site the boiler will be examined to establish its overall condition and provide an estimate for its overhaul.



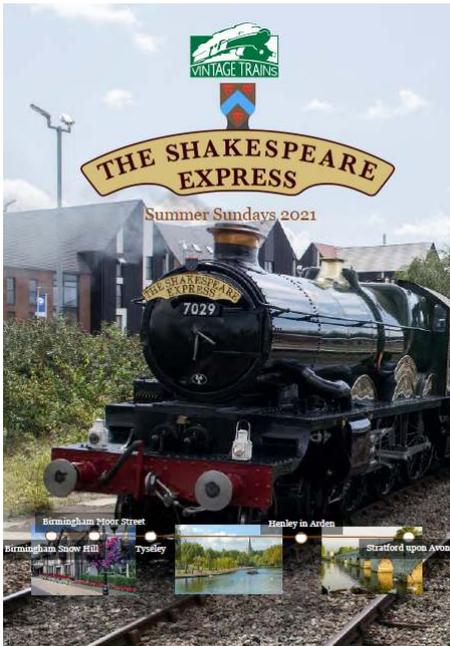
Of course, any future progress is entirely dependent on the public's continued financial support of this exciting project. There are several ways in which you can help keep this momentum going, and for further information visit the CCT website at:

[www.churchwardcounty.org.uk](http://www.churchwardcounty.org.uk) or write to:

The Treasurer  
Churchward County Trust Ltd  
c/o 4 Green End Barns  
Ramsey Road  
St Ives  
Cambridgeshire  
PE27 5RH

*Opposite: the rear end of 3840's frames, showing the recently-fitted dragbox, drag beam and rubbing plates*

## VTL EXCURSION ROUTE GUIDES



Most travellers on Vintage Trains during the 2021 season will have noticed the continually improving quality of the Route Guides that are distributed to passengers. Michael Hughes, the Route Guide Coordinator, describes their production.

It is now nearly a year since I started preparing the new Route Guides. There was little wrong with the content of the old ones: a few were a bit dated, and some seemed to assume that readers would be enthusiasts who already knew the route. However, with better (and cheaper) printing technology, we were able to produce more professional-looking Route Guides with colour pictures, and to make them appeal to a wider audience.

The basic template for the route guides is simple. Each has a cover bearing the name of the excursion. Then there is a page about VT and the Friends, followed by one dealing with safety information. After that, the pages of route description and information appear, usually for the outward journey, since most returns are simply the reverse and often in darkness. Then follow pages of information about the locomotive(s) used on the trip and sights to see when we get to our destination. Finally, there is a page with more safety information relevant to the return journey, and a back cover, featuring either a photo from the archives or an announcement about future trains. At the end of the season it's a Christmas greeting from Vintage Trains to our customers. Originally, the plan was only to produce the

route guides electronically, with just a few paper copies printed for the Stewards to use. (A pdf file is still sent out with every booking confirmation so passengers can read it in advance, print the guide at home, or load it on to their phones or laptops if they wish.) But it quickly became clear that this system wouldn't work. Some passengers wouldn't or couldn't print the guides. Others saw the Stewards' handy printed guides and wanted the same to use on the day or to keep as a souvenir. So, from the Welsh Marches Express onwards, we made A5 printed copies available on the train for all passengers.

### FROM IDEA TO RESULTS

Planning the Route Guides starts earlier in the year than you might expect. The new season's outline route specifications get sent to Network Rail almost before the previous one has finished, and the VT website is updated with the new programme in early spring, so we can start outline preparation during this period. The first thing to check is whether we already have route notes, since we now have copies of nearly every guide published since May 2001 and there is often much text that can be re-used.

Then the hard work begins. The first stage is to 'fly' along the route using Google Earth Pro, <https://earth.google.com/web>, taking notes along the way. Then, to get the railway scene, the *TRACKatlas of Mainland Britain* (Mike Bridge, Platform 5 Books), and the relevant volumes of *Railway Track Diagrams* (Martyn Brailsford, TRACKmaps), are consulted and more information noted. By this time the Route Guide is taking shape.

The 'flight' along the route is done several times. Google Earth Pro often uses out-of-date satellite images, one reason for this being that each image needs a day with no clouds. In rural areas it is often difficult to make out hills, and in urban areas some details are missing. So more 'flights' will be taken using Ordnance Survey maps <https://explore.osmaps.com/>, Google Maps [www.google.com/maps](http://www.google.com/maps) and Open Street Map [www.openstreetmap.org](http://www.openstreetmap.org). For some historical detail (such as working out the various old lines around Market Harborough) I consult the National Libraries of Scotland

online mapping service <https://maps.nls.uk/>. Also useful is Rail Maps Online <https://railmaponline.com/>, to work out the details of company ownerships. For information about gradients, I use *Gradients of the British Mainline Railways* (Ian Allan 2016) or the line files at [www.railwaydata.co.uk](http://www.railwaydata.co.uk). Canal information comes from Nicholson's *Waterways Guides*.

More historical detail is added by referring to the right volume of the *Regional History of the Railways of Great Britain* (various authors, David & Charles publications – out of print). Details about locomotives come from many sources, including my old copies of *ABC British Railways Locomotives* (Ian Allan).

All the distances must be calculated. I now use Rail Miles (<https://my.railmiles.me>) to do this for me. Previously I sat and painstakingly added up the mileages from *TRACKatlas of Mainland Britain*. It's great mental exercise (all those miles and chains) – but life is too short.

All the above takes several days, but by now the outline is starting to look like the finished text. Tasks still to do include converting imperial to metric units (and the other way around), checking websites for attractions and sights, converting historic prices to current values, and collecting pictures and other illustrations.

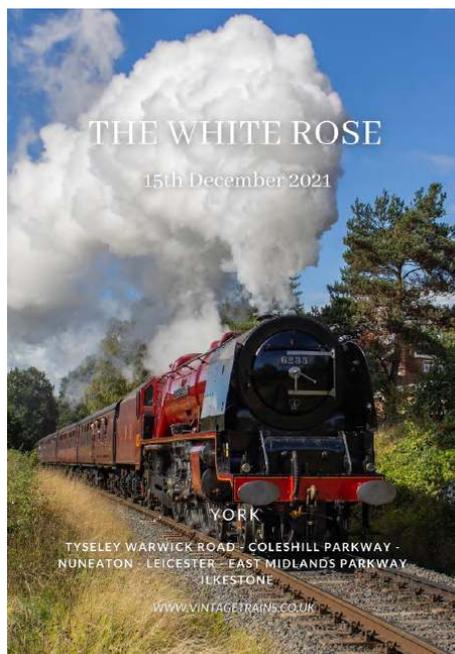
We try to use pictures from the VT Archive or the VT collection. There are many thousands of photos available, but it's often difficult to find just the right one. Also, in the archive and in my personal collection, there are original railway publications that can be scanned for use as illustrations. My favourites now are the *British Railways Holiday Guides*, which were published annually in the 1950s and provide wonderful snapshots of how things have changed – or remained the same! And, of course, there are the *Railway Junction Diagrams* published by the Railway Clearing House.

The process of checking the information in the Guides requires a few conversations. If we are travelling on Great Western lines, I will usually ask my co-archivist Robert Ferris. If there is anything Vintage Trains or Tyseley related,

there are plenty of people to ask, or I can consult *The Tyseley Story* (Michael Whitehouse, Lightmoor Press) if no one is available.

The Route Guides are printed as A5 booklets. I prepare the text in an A4 Word file, simply because that was the way the original route notes and the pdf files were created. The template I use has narrow margins, two columns and a header and footer for basic information (train, date, and page number). I try to use just two typefaces: *Perpetua* for the main text and *Gill Sans*, printed in white on a black background, for important safety information.

The text and pictures are now coming together in Word and I will try a few conversions to pdf format to make sure everything looks right. Will Stevenson prepares the front cover and any additional VT advertising should now be with me so that I can slot it into place.



### THE BEST LAID PLANS

Sometimes there are last minute changes. These include reversed routes, which are not as easy to change as you might think, stations dropped or added to the itinerary, and two trains on one

route becoming two trains on two routes. These changes, usually due to gauging problems or engineering possessions, often take place within 48 hours of the printer's final proof deadline.

### FINISHING TOUCHES

Whenever possible, the text of the final edition is proofread by two people. Sharon Salter sees to the grammar, spelling and odd typographical errors, while Robert Ferris makes sure that the railway information is correct. The completed pdf file of the text with pictures must be at the printers at least three working days before the finished guides are required. I collect them the day before they are needed for the train, or two days for Sunday excursions. The printer, a local one-person firm, is always helpful and we often have several last-minute conversations!

Once on the train, the Route Guides are split into bundles and given to the Stewards for distribution to passengers.

### LESSONS

A lot has been learned over the last six months. Feedback from passengers has been overwhelmingly positive. The main complaint has been that there were not enough Route Guides to go round!

So, would you like to try your hand at producing a Route Guide? Or would you like to provide photographs? If you would like to contribute, please contact:

[routeguides@vintagetrains.co.uk](mailto:routeguides@vintagetrains.co.uk)

*Michael Hughes*

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## TYSELEY'S LOCOMOTIVE ALLOCATIONS

## Part 1 – The GWR Era



*Interior of the Tyseley roundhouse, circa May 1936. Around the turntable, from the left, are a 'Saint', No 2916 'Saint Benedict', '43XX' No 6323, an unidentified LMS 'Crab' 2-6-0, '43XX' No 4337, '28XX' No 2874, and 'Hall' No 5923 'Colston Hall'.*

On Sunday 14<sup>th</sup> June 1908 the GWR opened its new engine shed and workshops at Tyseley, replacing the one at Bordesley which had become too small to accommodate the growing number of engines needed to work all its traffic in and around Birmingham. On that day in June some 85 locomotives transferred to Tyseley shed, coded TYS.

This first allocation at TYS was a mixture of passenger, freight and shunting locos. Passenger classes included 'Duke' and 'Bulldog' 4-4-0s and various 2-4-0 classes whose work included semi-fast services to Birkenhead and trains to Hereford. Local passenger traffic was worked by '36XX' class 2-4-2 tank engines, but at the time of the opening of TYS these were being supplemented by 2-6-2 tanks of class '39XX'.

It was not unusual for 0-6-0 goods tender and tank engines to be called upon to work passenger trains, and a small number of steam railmotors were shedded at TYS to work the Stratford-upon-Avon line. Goods traffic was worked by various 0-6-0 tender classes, including '57', '131', '360', '2301', 'Beyer' and 'Standard Goods'. The heaviest goods trains were worked by 'Aberdare' 2-6-0 tender engines. Shunting and inter-yard trip workings were handled by various classes of 0-6-0 tank engine.

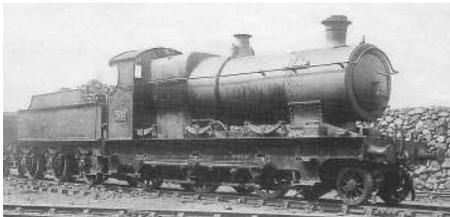
As rail traffic increased so did TYS's allocation. In January 1910 this comprised over 100 locomotives and five railmotors, as shown in Table 1 on the next page. (Tables 1 and 2 include locos allocated to the sub-shed at Stratford-upon-Avon.)

In the years up to the start of the First World War some changes to the allocation occurred, the most significant of which was the transfer in of '28XX' 2-8-0 No 2827 in May 1910, followed by four new members of the class, 2831-33 and 2835, which were added in April 1911 for working the London bound coal trains. By the end of the war the number of '28XX's at TYS had fallen due to them being needed to work the Admiralty 'Jellicoe' coal specials from South Wales to naval ports, in particular to Scapa Flow in Scotland.

At the start of the 1920s the number of locos shedded at TYS was just over 100 with only minor changes to the balance of freight, shunting and passenger types. This number remained almost constant up to 1930 when there were 106 engines allocated. Table 2 on page 27 shows the allocation by class in January 1920, 1930, 1937, 1940 and 1947.

**Table 1 – Tyseley Shed Locomotive Allocation, January 1910**

<b>4-4-0</b>					
‘Badminton’	3297	<i>Earl Cawdor</i>	‘Sir Daniel’	586	
‘Atbara’	3394	<i>Adelaide</i>	‘2301’	2303, 2436, 2555, 2577	
‘Duke’	2275	<i>Chough, 3322 Mersey</i>	<b>2-6-2T</b>		
	3329	<i>Thames</i>	‘3150’	3153, 3168	
‘Bulldog’	3337	<i>Kenilworth,</i>	‘39XX’	3904, 3906, 3908-12, 3919, 3920	
	3421	<i>David MacIver,</i>	<b>2-4-2T</b>		
	3452	<i>Wolverhampton,</i>	‘36XX’	3603, 3616, 3620, 3629	
	3463	<i>Vancouver, 3718</i>	<b>0-6-0T</b>		
<b>2-6-0</b>			‘645’	763, 1520, 1536, 1538, 1539	
‘Aberdare’	2606, 2617, 2630, 2633			1541, 1805, 1808, 1812	
	2641, 2642, 2645, 2667, 2669		‘655’	1741, 1748, 1773, 1778, 1780, 1787, 1790, 2702, 2705,	
<b>2-4-0</b>			2706,		
West Midland	197, 211			2717, 2719, 2720	
‘806’	807		‘850’	1914, 1924, 1942, 1949, 1959	
<b>0-6-0</b>				2005, 2007, 2010	
‘57’	62, 64, 65		‘1076’	1258	
‘131’	141, 143		‘2021’	2054, 2056, 2065, 2076	
‘Beyer’	323		<b>0-4-2T</b>		
Standard Goods	42, 402, 406, 409, 425, 429, 453, 493, 495, 595, 673, 683, 687, 689, 690, 699, 700, 1194		‘517’	574 (Henley-in-Arden), 847	
			<b>Steam Railmotors</b>		
			(70ft)	85-88, 95	



*‘Aberdare’ No 2646 at Tyseley in the 1920s*

As can be seen in Table 2 the number of engines allocated remained nearly constant over the ten years between 1920 and 1930, although by 1930 it had a more modern look to it, albeit with a significant number of older designs being retained.

In GWR days TYS was never a top link shed such as Wolverhampton Stafford Road, and so did not have an allocation for many years of the top express locomotives such as the ‘Saint’ and ‘Star’ class. The first 4-6-0 arrived in 1928 in the form of one ‘Saint’ which worked the Birmingham – Carmarthen train, working alternatively with a Carmarthen ‘Saint’. The allocation of 4-6-0s was extended with the first two ‘Halls’ to arrive, 4932 ‘Hatherton Hall’ and 4967 ‘Shirenewton’ Hall, late in 1929.

Gradually through the 1930s the older designs were ousted by modern locos. The large-wheel 4-4-0s of the ‘Duke’, ‘Flower’ and ‘County’ classes were all replaced by the end of 1933 with the allocation of 4-6-0s, four ‘Saints’ and five ‘Halls’ by the beginning of 1935. Another major change during this period was the replacement of the small-wheel ‘45XX’ class 2-6-2Ts by the larger-wheeled ‘51XX’ class, also 2-6-2Ts. By 1935 there was only one ‘45XX’ allocated to TYS with 28 locos of the ‘51XX’ class on the books. Two significant additions to the TYS allocation were a pair of buffet-fitted diesel ‘Flying Banana’ railcars, allocated to work the Birmingham to Cardiff express services.



*Diesel railcar No 2 standing outside the Tyseley workshop, known as The Factory. Photo: W L Good*

**Table 2 – Allocation totals by class, 1920 – 1947**

Wheel arrangement	Class	Jan 20	Jan 30	Jan 37	Jan 40	Jan 47
4-4-0	'Badminton'	1	2	0	0	0
4-4-0	'Atbara'	3	1	0	0	0
4-4-0	'Bulldog'	7	2	0	0	0
4-4-0	'Duke'	0	2	0	1	0
4-4-0	'County'	0	2	0	0	0
4-4-0	'Flower'	0	1	0	0	0
4-4-0	'Dukedog'	0	0	1	0	0
4-4-0	'Earl'	0	0	0	0	1
4-6-0	'Star' '40XX'	0	0	0	1	1
4-6-0	'Saint' 29XX'	0	2	4	4	2
4-6-0	'Hall' 49XX'	0	1	12	9	14
4-6-0	'Grange' 68XX	0	0	4	8	8
2-8-0	'28XX'	2	6	4	4	0
2-8-0	'30XX 'ROD'	3	1	1	0	2
2-8-0	LMS '8F'	0	0	0	0	2*
2-8-0	'47XX'	0	1	2	2	0
2-6-0	'26XX'	7	4	0	0	0
2-6-0	'43XX'	4	10	10	3	4
0-6-0	'West Midland'	1	0	0	0	0
0-6-0	'Beyer'	2	0	0	0	0
0-6-0	'Standard Goods'	3	0	0	0	0
0-6-0	'Coal Engines'	1	0	0	0	0
0-6-0	'2251'	0	0	0	2	0
0-6-0	'2301'	9	3	4	1	2
0-6-0	LNER 'J25'	0	0	0	4**	0
2-6-2T	'39XX'	10	1	0	0	0
2-6-2T	'31XX'	0	0	0	0	1
2-6-2T	'45XX'	0	16	2	0	0
2-6-2T	'51XX'	0	10	24	24	23
2-6-2T	'3150'	0	0	3	3	3
2-6-2T	'81XX'	0	0	0	1	1
0-6-2T	'56XX'	0	2	0	0	2
0-6-0T	'Beyer tank'	3	1	0	0	0
0-6-0T	'645'	11	8	0	2	0
0-6-0T	'655'	13	6	4	3	1
0-6-0T	'850'	6	2	0	1	0
0-6-0T	'1016'	1	3	0	0	0
0-6-0T	'1076'	1	5	0	0	0
0-6-0T	'1854'	1	0	1	0	0
0-6-0T	1813	0	0	1	0	0
0-6-0T	1901	0	0	4	0	0
0-6-0T	'2021'	6	7	3	6	4
0-6-0T	'2721	0	0	0	0	1
0-6-0T	'57XX'	0	6	21	29	0
0-4-2T	'517'	5	1	0	0	33
0-4-2T	48XX	0	0	1***	0	0
Diesel railcars		0	0	3	2	0
<b>TOTALS</b>		<b>100</b>	<b>106</b>	<b>109</b>	<b>110</b>	<b>105</b>

\*On loan from LMS

\*\*On loan from LNER

\*\*\*Based at Alcester



'655' No 2714 at Tyseley, c1920. Photo: W L Good

Table 2 shows that early in the Second World War in 1940 the number of engines allocated to TYS was 110, little different from the number throughout the 1930s. However the number of 4-6-0s had increased significantly, replacing the 4-4-0s, of which just one 'Duke' class remained.

Because numerous GWR 'Dean Goods' 0-6-0s had been requisitioned by the Government for War Department work, mainly overseas, TYS, like other GWR sheds, was short of goods engines. This resulted in the unusual allocation of four LNER 0-6-0s of 'J25' class, on loan. Also, from time-to-time, TYS 'borrowed' LMS '2F' 0-6-0s from sheds in the Birmingham area, but they were not on the official allocation list. One wonders what the GWR footplate crews made of these interlopers. One contemporary report said that the 'J25' locos were heartily disliked and were 'unable to pull the skin off a rice pudding'! But they were not the only LNER engines to spend time at TYS, because at the end of 1940, three 04 class 2-8-0s arrived.



'28XX' 2-8-0 No 2804 outside Tyseley shed.

Photo: W L Good

These were of the same design as the GWR '30XX' class but without the GWR alterations. They all returned to the LNER early in 1943, but later in that year TYS received eight USA Transportation Corps 2-8-0s for temporary use until the autumn of 1944.



'Grange' No 6855 'Seighton Grange' standing near the cooling stage at TYS. Photo: W L Good

Other non-GWR locos that were allocated to TYS during the war included WD 'Austerity' 2-8-0s, arriving early in 1945, but they did not stay long. Early in 1945 two LMS '8F' locos were allocated to the shed, which were built at Swindon by the GWR on behalf of the LMS.

Little changed after the end of the war in Europe in May 1945 with locos borrowed from the LNER being retained until the middle of 1946. Table 2 shows the allocation for January 1947 was all GWR engines except for two LMS '8F's. These were transferred back to the LMS during the summer of 1947, being replaced by two WD 'Austerity' 2-8-0s.

At midnight on December 31<sup>st</sup> 1947 the railways were nationalised and the GWR was replaced by the Western Region of British Railways. Part 2 will cover the allocations at Tyseley up to its closure by BR in November 1966.

Chris Schroeder

REFERENCES:

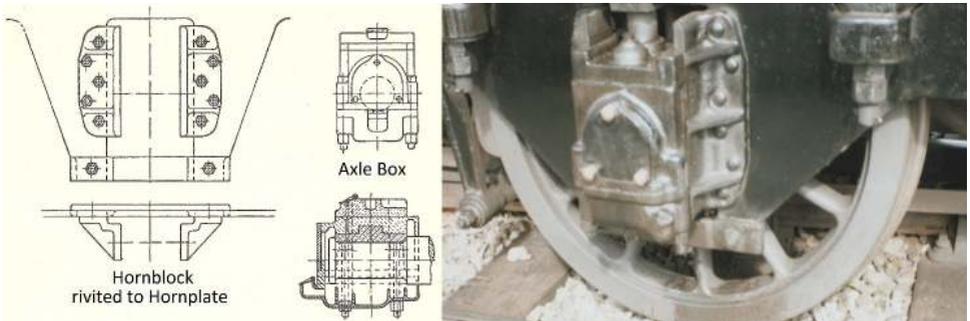
*Great Western Railway Journal* Nos. 83, 90-92  
*Warwickshire Railways.com.*

THE TENDERS OF 5080 'DEFIANT'

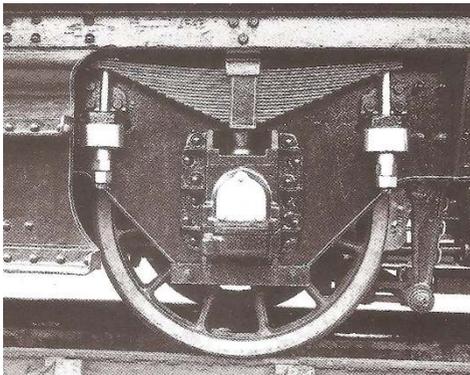
It may come as a surprise to some readers that tenders did not stay with the locomotive they were first paired with: there were frequent exchanges, usually when locomotives went for overhaul. On page 34, you will find a list of all the tenders known to have been paired with Tyseley's single-chimney 'Castle' No 5080. There are three main types of tender in that list, and I will explain their common components and construction features first, then look at the differences between them.

**Tender Chassis**

All the tenders are of the 'flush bottom' type, with the water tank and coal space built up from a standard chassis. This is constructed from two parallel vertical frame plates, each having three downward projections known as hornplates, which have guide slots cut out of them to hold the axleboxes at each end of the three axles. A two-piece hornblock is riveted either side of each guide slot in the hornplate to reinforce it and prevent sideways movement of the axlebox, but this can still slide freely up and down to allow shocks to the wheels to be absorbed by the springs above. The chassis has three equally-spaced axles to give moderate individual axle weights, the wheelbase spacing is 7' 6"m, and each wheel is 4' 1½" in diameter. The drawing and photograph below show the hornblock and axlebox details.



Each axlebox is attached by a steel rod to the leaf spring above it, which in turn is attached at either end to brackets on the hornplate by hangers. These consist of suspension bolts fitted with shock-absorbing rubbers, which are protected within steel cups (see photo below left). This arrangement is designed to extend the life of the spring plates by relieving them from hard shocks.



The cast iron axlebox supports the axle journal in a gunmetal bearing, which can be accessed by undoing the three bolts visible in the photo above and removing the front cover. The bearing sits in a keep with a sliding block above it, allowing the bearing to be withdrawn and replaced without removing the entire axle from under the tender.

There is an oil filling point at the top of the axlebox plugged with a cork, just visible in the photo above, and a sponge in the keep to lubricate the journal of the revolving axle continuously.

Between the two vertical plate frames is an inner ladder-type frame with drag boxes located at either end. The drag box at the rear has a standard screw link coupling and buffers. The forward drag box is connected to the locomotive's rear drag box by means of three forged steel coupling bars with

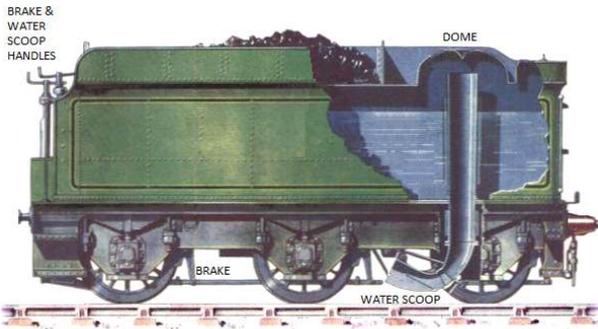
elongated holes at each end, through which large steel pins are passed and fixed at each end to the dragbox structure (see photo). The centre bar is larger than the outside ones and normally takes all the load of the train, but in the event of breakage the two outside bars take over. The tender's forward drag box has short buffers, shown in the photo, which bear against plates on the back of the locomotive's drag box, allowing close coupling of tender and locomotive.



**Fuel and Water**

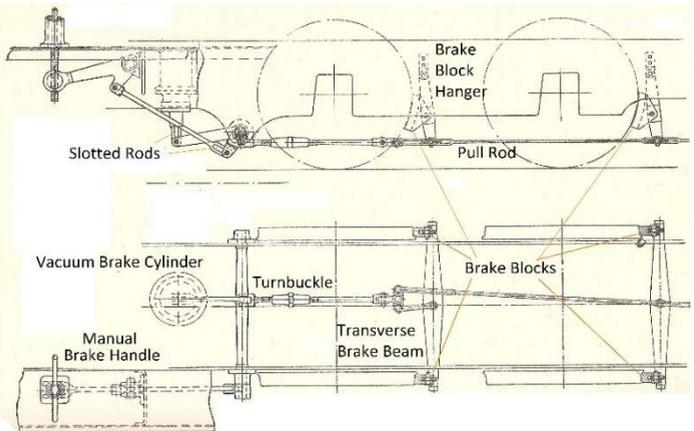
The main purpose of a tender is to carry the fuel and water required for a journey. Coal is piled up in a space with a sloping bottom in the centre of the tender, the slope helping to bring the coal forward to the front from where it can be shovelled by the fireman. A pair of stable doors, which can be opened in turn as the coal is used up, prevents the coal from spilling on to the footplate. The water tank wraps around the sides, under the slope and at the back of the coal space. Plates extend across the tender at intervals, both to provide physical support and to act as washplates, preventing water surges when braking. Large holes are cut through these plates to allow water to circulate and to permit staff to access the interior of the tank when necessary. There is a water level gauge on the right-hand side of the tender behind the driver, and adjacent to this is a screw handle for raising and lowering the retractable water scoop below the tender (see illustration). When lowered this scoop can pick up water

from a trough positioned in the centre of the track and refill the tender while in motion, allowing locomotives to undertake long non-stop runs. A dome over the top of the inlet pipe prevents the pressure of the inrushing water from damaging the tank. The water filler cap for stationary filling is directly behind the dome, with inspection hatches covered by plates on either side.



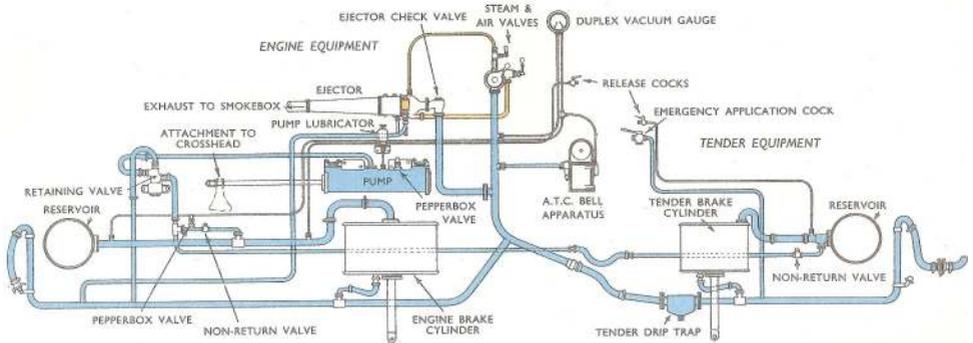
**Tender Brakes**

All six tender wheels are fitted with brake blocks. These are suspended from hangers attached to the vertical plate frames and can be operated by either the train's vacuum brake system or a manual screw handle on the left-hand side of the tender behind the fireman. An elevation and plan drawing shows the mechanical arrangement of the brakes on the first two pairs of wheels beneath the tender.



The brake blocks are connected to three transverse beams, which are connected at the centre to a pull rod. The use of these beams ensures that equal force is applied to each brake block, so that the blocks wear evenly and the braking effect is the same on each wheel. As the brake blocks wear the clearance to the wheel tyres can be maintained by shortening the pull rod using a turnbuckle. Slotted rods are provided in the linkages to the vacuum cylinder and manual brake handle so that these can be operated independently.

This schematic drawing shows the Great Western Railway's typical vacuum brake arrangement as found on their larger tender locomotives. The equipment on the tender is shown on the right of the drawing.



Vacuum brakes provide a failsafe system, since the vacuum holds the brakes off. When air enters the system on demand from the train crew or as the result of a fault, the brakes are applied. The vacuum is initially created by passing steam through a multi cone ejector and subsequently maintained by an air pump, charging a number of reservoirs and holding back the pistons against spring pressure in all the brake cylinders under the locomotive, tender and other fitted rolling stock. Loss of vacuum allows the pistons in the brake cylinders to move, pressing the brake blocks to the wheels via mechanical links.

#### 4,000 Gallon Collett Pattern

Charles Collett was the Great Western Railway's Chief Mechanical Engineer from January 1922 until 1941. He was a talented technical engineer who improved the designs of his predecessor, George Churchward, and reduced manufacturing and maintenance costs by standardisation. 481 tenders of his design were produced at Swindon Works from September 1926 until July 1946.



The Collett tenders built prior to March 1931 have been marked 'early pattern' in the table on page xx. These had narrower hornplates which were found to be susceptible to cracking. All the Collett pattern tenders were designed to carry 6 tons of coal and 4,000 gallons of water. The tender tanks were riveted, except the last five built in 1946, which were welded. All the tenders had a high, full length, solid fender. This was the logical development of fitting rails to the top of early tenders to increase their coal carrying capacity and then replacing them with solid fender pieces. These tenders weighed 46 tons 14cwt (full) and 22tons 10cwt (empty). The photograph above shows 4,000 gallon Collett late pattern tender No 2621 attached to 7029 'Clun Castle' at Stratford-upon-Avon. This has the wide hornplates which were introduced on tender lot A123 in March 1931.

### 4,000 Gallon Hawksworth Pattern

When Chief Mechanical Engineer Charles Collett retired in 1941, he was replaced by his assistant Fredrick Hawksworth, who increased locomotive boiler superheat temperature and championed new production techniques, particularly welded construction, which had proved to be quicker and less labour intensive than riveting. To achieve this, designs were simplified and seam welding introduced. One of the most obvious features was the incorporation of the tender's fender into the steel side sheet, resulting in these tenders having straight slab sides.



The photograph shows 4-6-0 Castle Class 5080 'Defiant' on a northbound express at Patchway Station in the summer of 1960. Attached is Hawksworth Pattern tender 4046 (Lot A187) – note the straight slab sides. The reporting number 'M95' indicates that this is the 07:30 SX Penzance (SO Newquay) to Manchester (London Road).

In a Swindon technical drawing dated June 1945, the 4,000 gallon Hawksworth pattern tender designed for 10XX (County Class) locomotives is shown. This tender was 8'6" wide, which matched the width of the cabs of the County Class locomotives. The Castle Class locomotives were 6" narrower, so an 8' wide tender was also produced, and the drawing was modified to show both dimensions. The modification reduced the tender's capacity from 7 to 6 tons of coal, but maintained the water capacity at 4,000 gallons. These 8' wide tenders weighed 47tons 6cwt (full) and 23tons 5cwt (empty), and a total of 107 were produced at Swindon Works from October 1946 until February 1951. Like the Collett pattern, they were flush bottom tenders with a retractable water scoop, and had identical wheels, wheelbase and chassis.

### 3,800 Gallon Coal Weigher (Hawksworth Pattern)

Only two tenders of this type were produced at Swindon Works:

No 4127, built in March 1952, condemned August 1962

No 4128, built in February 1952, condemned August 1958

Designed to carry 6 tons of coal and 3,800 gallons of water, they were based on the 4,000 gallon, 8' wide, Hawksworth pattern tender, but some water capacity was sacrificed to allow the fitting of weighing apparatus under the coal space, allowing the accurate measurement of coal consumption to determine the locomotive's efficiency. These tenders usually only stayed with a locomotive for a few months at a time. They weighed 49 tons 18 cwt (full) and 26 tons 10 cwt (empty). There is a photograph of tender No.4127 at Tyseley Shed paired with 2-6-0 No.6316, taken on 3<sup>rd</sup> May 1953.

**Preservation at Tyseley: 4,000 Gallon Hawksworth and Collett Patterns**

5080 'Defiant' was withdrawn from service in April 1963 and in October 1963 was sold for scrap to Woodham Brothers in Barry Docks, South Wales. After almost eleven years, the locomotive was acquired by the Standard Gauge Steam Trust at Tyseley as a source of spare parts for the Trust's flagship locomotive No.7029 'Clun Castle'. 'Defiant' left Barry in August 1974 with no tender, but in the company of GWR prairie tank No.4160, which had been purchased for preservation. Travelling to Tyseley by rail, 5080 suffered from a hot axlebox and both locomotives were detained in Gloucester Yard for several weeks. After this experience, British Railways refused to move any further ex-Barry locomotives by rail.



Eventually 5080 arrived at Tyseley and was placed in storage. It was later coupled to a 4,000 gallon Collett pattern tender that had been allocated to the Tyseley Steam Crane and was now surplus to British Railways' requirements. This tender is believed to have come from locomotive No 7929 'Wyke Hall', which was allocated to Tyseley shed until withdrawn in August 1965. After its final Light Overhaul at Swindon in November 1964, 7929 was photographed with a 4,000 gallon Collett late-pattern tender. This is thought to be either tender number No 2715 or No 2894, from lots A141 and A170 respectively. We can't be sure because records were not always kept for tender swaps in the last days of western steam. It was eventually stripped for assessment during autumn 1995 for use with No 5043 'Earl of Mount Edgcumbe', but the tender tank was found to be beyond repair and was eventually scrapped in late 1995. Two steel sections with blue paint and the BR crest from each side were saved. The wheels, spring gear and brake gear were reused on the Hawksworth tender for 5043 and the tender frame is being used to recreate a 3,500 gallon Collett pattern tender for new build locomotive No 6880 'Betton Grange'.

Fortunately another 4,000 gallon Collett late-pattern tender had come to Tyseley with the Cowans Sheldon 30 ton Steam Crane No 139. This crane had been allocated by BR Western Region to breakdown duties at Newport Ebbw Depot, before being transferred to Worcester Depot in 1972. When the crane was withdrawn in 1976, the surplus elements of the breakdown train were moved to Bescot depot from where they were purchased in March 1977. This included the tender, which was initially ear-marked for coupling to No 7027 'Thornbury Castle', but it was switched to No 5080 'Defiant' when it was decided to overhaul this locomotive instead. Much preparatory work had already been done to prepare it for use with 7027. The frame was found to be in good order and little work was necessary mechanically. The tank was removed for examination and a new section fitted at the front. The water scoop was not fitted as no water troughs remained on the British Railways network. No tender serial number could be located during the overhaul, so it was decided to fit a replica number plate to the rear of the tender bearing the number 2782, in remembrance of the first tender paired with 'Defiant'.

On the afternoon of Friday 13<sup>th</sup> April 1990, 5080 'Defiant' was being moved by BR personnel for examination prior to main line activities when the switch rails of a set of points moved beneath the tender, causing it to derail. Although rapidly rerailed, the tender had sustained damage to the keeps, drag box and drawbar, so it had to be withdrawn for repair and 4,000 gallon Collett pattern tender 2621, which normally operates with 'Clun Castle', was substituted for a period.



5080's tender derailed on Friday 13<sup>th</sup> April 1990

In 1997, 2782's brake gear was overhauled and some minor modifications and repairs were carried out. These allowed it to be used behind No 7029 'Clun Castle' for 'Drive a Loco' experiences while its own tender was under repair. During the repairs, the number 2788 was found stamped on some of the tender's original brake hanger brackets, prompting further investigation. The same number was also found stamped on the edge of the front dragbeam, confirming the tender's real identity. (Interestingly, 2788 was part of the same Swindon build lot (A148) as 2782, 5080's original tender.) The

numberplate was therefore changed to 2788 to give it back its true identity. Other than a few steel patches that were inserted in the coal space towards the end of 5080's boiler ticket, the tender is largely original.

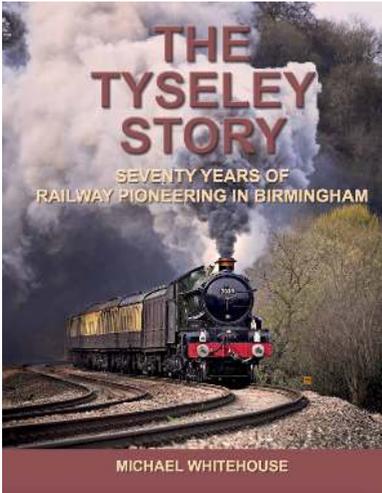
*Robert Ferris*

Volunteer Archivist

**LIST OF TENDERS PAIRED WITH 5080 'DEFIANT'**

Date	Number	Type	Lot Details
May 1939	2782	4,000 gallon Collett late pattern	Lot A148 (1/39-9/39)
<b>Renamed 'Defiant'</b>			
3 <sup>rd</sup> January 1941	2697	4,000 gallon Collett late pattern	Lot A140 (5/36-8/36)
24 <sup>th</sup> November 1941	2630	4,000 gallon Collett late pattern	Lot A128 (7/32-10/32)
2 <sup>nd</sup> May 1942	2620	4,000 gallon Collett late pattern	Lot A128 (7/32-10/32)
19 <sup>th</sup> February 1943	2774	4,000 gallon Collett late pattern	Lot A148 (1/39-9/39)
22 <sup>nd</sup> April 1944	2654	4,000 gallon Collett late pattern	Lot A136 (8/34-12/34)
31 <sup>st</sup> July 1944	2620	4,000 gallon Collett late pattern	Lot A128 (7/32-10/32)
7 <sup>th</sup> February 1946	2624	4,000 gallon Collett late pattern	Lot A128 (7/32-10/32)
20 <sup>th</sup> November 1947	2548	4,000 gallon Collett early pattern	Lot A121 (4/30-1/31)
13 <sup>th</sup> September 1949	2618	4,000 gallon Collett late pattern	Lot A128 (7/32-10/32)
15 <sup>th</sup> July 1950	2622	4,000 gallon Collett late pattern	Lot A128 (7/32-10/32)
29 <sup>th</sup> August 1950	2704	4,000 gallon Collett late pattern	Lot A141 (2/37-6/37)
5 <sup>th</sup> July 1951	2645	4,000 gallon Collett late pattern	Lot A131 (4/34-7/34)
30 <sup>th</sup> May 1952	2720	4,000 gallon Collett late pattern	Lot A141 (2/37-6/37)
16 <sup>th</sup> March 1953	4051	4,000 gallon Hawksworth pattern	Lot A188 (5/48-8/49)
11 <sup>th</sup> July 1953	4127	3,800 gallon coal weigher (Hawksworth)	Lot A192 (3/52)
5 <sup>th</sup> September 1953	4051	4,000 gallon Hawksworth pattern	Lot A188 (5/48-8/49)
28 <sup>th</sup> April 1954	2895	4,000 gallon Collett late pattern	Lot A170 (4/42-7/42)
19 <sup>th</sup> March 1955	2669	4,000 gallon Collett late pattern	Lot A138 (5/35-7/35)
15 <sup>th</sup> March 1957	2543	4,000 gallon Collett early pattern	Lot A120 (3/30-11/30)
7 <sup>th</sup> September 1957	2912	4,000 gallon Collett late pattern	Lot A173 (1/43-4/43)
1 <sup>st</sup> January 1959	2928	4,000 gallon Collett late pattern	Lot A176 (1/44-9/44)
15 <sup>th</sup> May 1959	4046	4,000 gallon Hawksworth pattern	Lot A187 (10/47-4/48)
17 <sup>th</sup> February 1961	2822	4,000 gallon Collett late pattern	Lot A158 (4/40-7/40)
7 <sup>th</sup> September 1961	2550	4,000 gallon Collett early pattern	Lot A121 (4/30-1/31)
<b>Preservation at Tyseley</b>			
Prior to 1986		Probably No 2715 or No 2894 Collett late pattern – see text	
July 1986	'2782'* (2788)	4,000 gallon Collett late pattern	Lot A148 (1/39-9/39)
April 1990	2621	4,000 gallon Collett late pattern	Lot A128 (10/32-12/33)
August 1990	'2782'* (2788)	4,000 gallon Collett late pattern	Lot A148 (1/39-9/39)
The present	2788	4,000 gallon Collett late pattern	Lot A148 (1/39-9/39)

\*Number given by TLW, true identity in brackets. See text for explanation.



The first point to make about this book is that the words on the cover give a misleading impression of the content. If you expect to find inside a comprehensive preservation-era history of the Tyseley site and locomotive works, as well as the mainline activities that they initiated, covering the huge amount of work done over decades by hundreds of people – mainly volunteers – on infrastructure, visitor facilities, resources, restoration projects, cleaning and maintenance, community outreach, staffing on site and on trains, in a text written entirely by Michael Whitehouse, you will be disappointed.

Roughly one third of the book – nearly 8 chapters – was written by others. So, strictly speaking, either the words ‘Compiled by’ should appear before the name on the cover, or the names of the other contributors should be there. It’s also worth pointing out that chapters 4, 8, 14 and 15, as well as parts of several others, have already appeared in Whitehouse’s magazine-style book ‘The Most Exclusive Club’, published in October 2012; and other whole chapters and sections have previously appeared elsewhere. Some of the contributed items are, for me, the most interesting parts of the book: the ‘Birmingham Post’ article by Martin Hedges (Chapter 13), for example, or Bob Meanley’s account of the heavy general classified repair of 7029, begun in 2010.

With the exception of Chapter 1, the first ten are not about Tyseley at all and bear only an oblique relevance to the depot’s history. That is certainly not to say that they are devoid of merit or interest, merely that the space might have been better devoted to aspects of Tyseley’s preservation history that are glaringly absent from the rest of the book.

It must be emphasised that, without Pat Whitehouse, there would be no Tyseley collection, no workshop and no steam depot at all, and his son Michael has, of course, been the mighty Pacific at the head of the Tyseley express train for decades, shouldering ultimate responsibility for everything. He is now either Chairman or Managing Director of every entity in the VT group, so it’s entirely understandable that his approach in writing this book is to sell you a romantic story of a few extraordinarily talented and dedicated lovers of steam using their entrepreneurial abilities, business connections, sheer chutzpah and, above all, personal wealth, to rescue doomed locomotives and railways, take on the monolithic might of BR and win, surmount every obstacle thrown in their way by technical, financial and strategic challenges, and generally make possible the impossible. If you asked Mike Ashley to write ‘The History of Sports Direct’, or Jeff Bezos ‘The Amazon Story’, you would surely get the same kind of thing. What you wouldn’t get is a measured, objective, warts-and-all history of the subject that fully acknowledged the contribution of countless others beside the main protagonists – and that’s not what you get in ‘The Tyseley Story’, either.

Reading this book, you might be led to believe that Tyseley has always and only been a steam depot and workshop, running mainline excursions and organising occasional open days and events for the public. Having had the opportunity to read every issue of ‘Steam In Trust’ from No 1 in 1970 onwards, I can assure you that there is a great deal more to the Tyseley story than that.

In the autumn 1971 issue of this magazine, Pat Whitehouse published the aims of the trustees, the first two of which were:

1. To set up a working museum based on a

cross-section of steam locomotives, leaning heavily in the direction of large main line engines.

2. To ensure that this museum is viable by being “alive” and of interest to the general public and not just the specialised enthusiast.

Pat added, “We are not a preservation society or a preserved railway, but a new venture – a live museum of steam and machinery vital to the ultimate survival of standard gauge steam preservation.”

Thus Tyseley became the Birmingham Railway Museum, and it continued to be primarily a museum for around 30 years. Yes, there were mainline steam excursions, once BR’s ban had been lifted in 1972, but they were always sporadic, as they are today, apart from the short season of regular ‘Shakespeare Express’ runs. In issue 46, I quoted from an article by one of the key people involved, Brian Wilkinson, who was the museum’s Education Officer from 1982 to 1995, in which he remembered what he called “the halcyon days at Tyseley”. I make no apology for repeating one paragraph here:

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

By 1985, ‘Chuffs’ restaurant had opened in an area beneath the coaling stage and there was even a licensed club with a bar on the first Sunday and the second Wednesday of each month. There was an active model railway society on site and our organisation arranged talks, film shows and many other social

activities. Perhaps most impressive of all was the Education Service, which introduced thousands of local schoolchildren to the wonders of the steam railway era. At its peak, the Museum was open to the public seven days a week – with all the difficulties of staffing that must have entailed. Yet none of this hugely important site history and human endeavour merit a mention in Whitehouse’s book.

Much was done by employees during the MSC scheme years, but before, during and after that period, hundreds of volunteers passed through the Tyseley gates and freely donated their time (and bore their travel expenses) to help keep the site and its facilities up to scratch and the collection in running order or fit for display. Yet the word “volunteer” barely appears in this book, and those acknowledged are the ‘VIP’ ones like Bernard Rainbow and Phil Gloster. There is a telling caption to a photograph on page 118 showing the first Tyseley support crew: Rainbow and Gloster are named, but three of those in the picture are referred to as “others”.

As for the organisation of which you are a paid-up member, dear reader, which has been offering volunteer and financial support to Tyseley for the last 52 years, the Friends of Vintage Trains gets a namecheck in a photo caption on page 182. And that’s yer lot.

I could go on, but let’s change the subject and trumpet the real glory of this book, which is the wealth of fantastic photographs, some of which have not, to my knowledge, been published before. Tyseley and its locomotives are very well represented, but there are stunning pictures of numerous engines, railway lines, railtours, stations and events that have nothing directly to do with the home depot and VT but are referred to in the text. A few are very touching, such as the one of Michael’s first encounter with 7029 on page 10, and Whitehouse father and son with ‘Clun’ at Snow Hill on the opposite page.

Returning to the text, much of it dwells on the past and is suffused with an intense nostalgia for what seems to this reader, in 2022, to be a very distant time. There is definitely a sense of the author laying bare his soul, in both words and photographs, and you can’t help but admire

## BOOK REVIEW

his passionate, single-minded devotion for half a century to the Tyseley project, even if there is a self-congratulatory feel on occasions and the rather less admirable aspects of Tyseley's preservation history, such as the lamentable neglect and decline of the visitor facilities since the 1990s, are either glossed over or ignored entirely.

The book is better written than many other railway publications I've encountered, but there are errors and evidence of haste in both the writing and the planning, with some anecdotes and events recounted in one chapter needlessly repeated in another. The attentions of a ruthless professional editor would have produced a more concise and better organised result.

**Verdict:** *Wonderful photographs, and a very personal view of aspects of Tyseley's past, present and future by its longest-serving volunteer. Rather a lot of digressions, and by no means the complete story of Tyseley.*

Mark Smee

*The Tyseley Story* by Michael Whitehouse is published by Lightmoor Press, price £25.

ISBN: 9781911038 92 4

### Postscript

Starting with Chris Schroeder's article on locomotive allocations on page 25 of this issue, I intend to devote more space to the history of Tyseley in future, including reprints of articles from past issues of 'Steam In Trust' which will give a rounded picture of life at the site since the 1960s.

## PERMANENT WAY...



The top right photo of a young fireman named Ray Churchill, on the footplate of a 'Super D' near Willenhall Stafford Street station during a shunting turn in the early 1960s, appeared on the cover of issue 48. The top left photo, taken at the station itself, is of the same job but on another day, and with a different 'Super D' in charge.

In December 2020, Ray and his wife Nickey returned to the same spot on which the locomotive in the left-hand photo was standing to see how the place had changed in the 60-odd intervening years. As their photo bottom right shows, only the bridge that carried Stafford Street over the railway remains. All other traces of what was once a busy goods yard have disappeared, to be replaced by a housing estate.



**NOTES**

From time to time locomotives and stock may be loaned to other railway centres for use or static display, and mainline certified engines may be temporarily stabled away from home in order to undertake mainline duties. The list includes guest locomotives and rolling stock, which may be at Tyseley Locomotive Works for attention or using the depot as an operating base, including for Vintage Trains charters. Items marked 'P' are privately owned and not part of the Tyseley collection.

**Some locomotives and rolling stock may not be accessible to Tyseley depot visitors, who are only admitted on Open Days or by special invitation. Please note that this list is compiled by volunteers and may not be up-to-date when it appears in the magazine.**

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

**Locomotives in the Works** (In private ownership unless otherwise stated. '\*'= Mike Thomson Engineering)

No	Name	Class	Built	Notes/Owner
6880	Betton Grange	68xx Grange	New build	6880 Society
5952	Cogan Hall	49xx Hall 4-6-0	1933 Swindon	6880 Society
4936	Kinlet Hall	49xx Hall 4-6-0	1929 Swindon	JJP Holdings
789		F5 2-4-2T	New build	Holden F5 Trust
7802	Bradley Manor	78xx Manor	1938 Swindon	E M Fund
7812	Erlestoke Manor	78xx Manor	1939 Swindon	E M Fund
3840	County of Montgomery	County 4-4-0	New build	Churchward C T
4709		47xx 2-8-0	New build	"Night Owl"
80104		4MT 2-6-4T	1955 Brighton	SLL
No 65*	B+W Engineering	0-6-0T	1929 H/Clarke	Works No 1631
2918*	Achilles/Pony/BD No 2	0-4-0ST	1912 H/Leslie	Works No 2918
4588*		4575 2-6-2T	1927 Swindon	

**GWR Steam Locomotives**

Number	P	Name	Class	Built	Notes/Owner
2885	P		28xx 2-8-0	1938 Swindon	Practical GW Steam
4121	P		5101 2-6-2T	1937 Swindon	Under overhaul
4965		Rood Ashton Hall	49xx Hall 4-6-0	1929 Swindon	Stored
5043		Earl of Mount Edgumbe	4073 Castle 4-6-0	1936 Swindon	Under overhaul
5080		Defiant	4073 Castle 4-6-0	1939 Swindon	Stored
7029		Clun Castle	4073 Castle 4-6-0	1950 Swindon	Operational
7752			57xx 0-6-0PT	1930 Glasgow	LT No 94
7760			57xx 0-6-0PT	1930 Glasgow	LT No 90
9600			57xx 0-6-0PT	1945 Swindon	

**LMS Steam Locomotives**

5593		Kolhapur	5XP Jubilee 4-6-0	1934 NBL	BR Class 6P5F
670			LNWR 'Bloomer'	1987 Tyseley	Replica, ongoing work
71000	P	Duke of Gloucester	8P 4-6-2	1954 Crewe	71000 Trust

**Industrial Steam Locomotives**

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

**Industrial Diesel & Petrol Locomotives**

299299	P		88DS 0-4-0DM	1950 Ruston & Hornsby	Table Pilot
347447	P		LWS 0-6-0 DM	1957 Ruston & Hornsby	
800	P		0-4-0 Petrol loco	1920 Baguley	
376	P	Princess Margaret	0-4-0 DM	1948 Andrew Barclay & Sons	

**BR Diesel / Electric Locomotives**

Number	Name / Numbers	Class	Built	Notes
13029	D3029, 08 021	08 DE 0-6-0	1953 Derby	
47 773	D1755 The Queen Mother	47 DE Co-Co	1964 Brush	47 161, 47 541
50 033	D433 Glorious	50 DE Co-Co	1968 EE/VF	At the SVRLy

**Class 144 Pacers**

Set number	Car numbers	Builder & date
144014	55814 DMS – 55850 MS – 55837 DMSL	Derby 1986-7
144019	55819 DMS – 55855 MS – 55842 DMSL	Derby 1986-7
144023	55823 DMS – 55859 MS – 55846 DMSL	Derby 1986-7

**Coaches**

Number / Name	Type	Builder & date	Notes
Car No 311 Eagle	Mk 1 Pullman Kitchen 1st	1960 Metro Cammell	From NRM / TY01
Car No 335 - 99361	Mk 1 Pullman Kitchen 2nd	1960 Metro Cammell	TY01
Car No 349 - 99349	Mk 1 Pullman Parlour 2nd	1960 Metro Cammell	TY01
Car No 353 - 99353	Mk 1 Pullman Parlour 2nd	1960 Metro Cammell	Under overhaul
1201	Mk 2 RFO	1973-4 Derby	TY02 – <b>For Sale</b>
3309	Mk 2 FO	1973 Derby	TY02 – <b>For Sale</b>
3351	Mk 2 FO	1973-4 Derby	TY02 – <b>For Sale</b>
3416	Mk 2 FO	1973-4 Derby	TY02 – <b>For Sale</b>
5148	Mk 2 TSO	1967 Derby	At Telford
5157	Mk 2 TSO	1966 Derby	TY01
5177	Mk 2 TSO	1967 Derby	Under overhaul
5179	Mk 2 TSO	1967 Derby	Top Bank
5183	Mk 2 TSO	1967 Derby	Top Bank
5186	Mk 2 TSO	1966 Derby	Fuel Sidings 2
5191	Mk 2 TSO	1966 Derby	TY01
5193	Mk 2 TSO	1967 Derby	At Telford
5194	Mk 2 TSO	1967 Derby	Fuel Sidings 1
5198	Mk 2 Club Car (ex TSO)	1966 Derby	TY01
5212	Mk 2 TSO	1967 Derby	TY01
5221	Mk 2 TSO	1967 Derby	At Telford
5300	Mk 2a TSO	1968 Derby	In compound – <b>For Sale</b>
5314	Mk 2a TSO	1968 Derby	At turntable
5420	Mk 2a TSO	1969 Derby	Top Bank – <b>For Sale</b>
5928	Mk 2 SO	1973 Derby	TY02
9101	Mk 2 BSO (Buffet Car)	1966 Derby	TY01
17015	Mk 1 BFK	1961 Swindon	71000 support
17018	Mk 1 BFK	1961 Swindon	TY01
17041	Mk 2 BFK	1966 Derby	71000 – <b>For Sale</b>
17090	Mk 2 BFK	1968 Derby	Top Bank
35470	Mk 1 BSK	1963 Wolverton	TY01
96100	GUV (Water Carrier)	1959 Pressed Steel	TY01
6320	LMS Saloon	1927/65 Wolverton	PRCLT Derby
14064	Mk 2 BFK	1967 Derby	43505 support

G Middy 04 January 2021



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