

ISSUE 51 – SUMMER 2022

STEAM IN TRUST

The Friends of Vintage Trains Magazine



Friends of Vintage Trains

Membership is open to all.

Details and application form:

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 regular newsletters, reduced admission fee for Tyseley Open Days, half-price walk-up Tourist Class travel on the second and third trains on the Shakespeare Express on production of a membership card and free entry to social events organised by the Friends.

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Neil Ewart, Sharon Salter, Robin Coombes,

Jeff Robinson, Fraser Pithie, Matt Self

Contact Us

We welcome contact from all of our members. To contact us, either use the Contact Us form on our website at www.friendsofvt.org.uk, send an email to enquiries@friendsofvt.org.uk, drop us a letter at the address above or leave us a message on 07384 471552.

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Vintage Trains Ltd

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Summer 2022

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Front Cover Image: 7752 on shed at Tyseley

Photo: Robin Coombes

Back Cover image: The cover of the Friends' 2023 calendar

CHAIRMAN'S REPORT

A warm welcome to all members from Paul Hatton, your new Chairman and Editor of Steam in Trust.

Mark Smee, our previous Steam in Trust editor, has hung up his mouse and keyboard and the Committee asked me to step into his shoes. I accepted with some trepidation since Mark is a hard act to follow, having steered Steam in Trust to an award nomination at the recent Heritage Railways Awards. To ensure the continuation of the high quality of Steam in Trust the publication is now overseen by an Editorial Board formed by, in no particular order, Denis Chick, Neil Ewart, Mary McCullough, Michael Hughes and myself.

Denis Chick is Vice-Chairman and Press Officer of the Transport Museum Wythall. He brings a wealth of experience as a communications expert and has also served on the VT Community Benefit Society Board of Directors and as the Vintage Trains Press Officer. See Issue 49 of Steam in Trust for more of his background.

Neil and Mary need no introduction; Neil as the Friends Chair for the last 3 years and Mary as our long-serving secretary. Michael is one of the Vintage Trains' volunteer archivists who, along with Rob Ferris, have regularly contributed articles to Steam in Trust. His knowledge of the history of both Tyseley and Vintage Trains brings an additional perspective to the Editorial Board.

This edition of Steam in Trust includes the regular articles and updates about Vintage Trains, including an update from Michael Whitehouse where he outlines the challenges and opportunities facing Vintage Trains, and the Friends' updates on the Tyseley Station project and forthcoming events for our members.

Our feature articles include the second part of Chris Schroeder's history of the Tyseley Locomotive allocations and a feature from Rob Ferris, one of the Vintage Trains' volunteer archivists, on the water supply to Tyseley Locomotive Works – not, as may have been expected, being extracted from the river or an on-site well but by an artesian well at Hockley Goods Depot and piped to Tyseley. We also have a history of GWR Pannier 7752 which was steamed for a final time at Tyseley on 2nd July before its boiler certificate expires and is now awaiting another boiler overhaul.

We continue to arrange a range of social events for our members. Denis Chick has kindly offered an exclusive visit to the Wythall Transport Museum for the Friends which promises to be a fascinating visit; details are in our update on social events on page 5. We welcome suggestions for other events that we could offer to our members; please let us have any suggestions using the contact details on page 2.

Our support for Vintage Trains and Tyseley Locomotive Works continues apace. We have agreed to donate £2,000 towards the new superheater header that is required for the Earl of Mount Edgcumbe, and have also donated 250 of the 2023 calendars and packs of greetings cards for sale on the trains, with the proceeds going directly to Vintage Trains to support their main-line heritage operation – if all of the donated calendars and cards are sold at our recommended price this would amount to a donation of around £1,500 to Vintage Trains. The 2023 calendar and cards can be ordered from our web site or by contacting us using any of the details shown on Page 2. The calendar front is shown on the back cover of this edition.

We are also pleased that Vintage Trains have confirmed that a 50% discount on walk-up fares on the second (Stratford to Birmingham) and third (Birmingham to Stratford) Shakespeare Express trains is offered to members of the Friends on production of a membership card. This may not apply to special Shakespeare Express trains, such as when a guest engine is being used, but please support Vintage Trains, and the Shakespeare Express, by making use of this offer.

The Friends will be at the Warley National Model Railway Exhibition at the NEC on 26 and 27 November. We are always pleased to see any of our members, so if you are there please seek us out and drop by for a chat.

Although membership remains fairly static the committee recognises the need to retain existing members but also attract new ones. We are working on this but thank all of you for your continuing support and ask you to spread the message to prospective members. A brand new membership leaflet has just been returned from the printers and is available – if you would like any copies then please let us know using the contact details on Page 2.

*Paul Hatton
Chairman, Friends of Vintage Trains*

FRIENDS' FORTHCOMING EVENTS

We are committed to organise socials for all our members. As you read this a members' social afternoon with talks from Denis Chick and Robin Coombes will have taken place in August – we will have a short retrospective of this social in the next Tyseley News.

Visit to Wythall Transport Museum



Denis Chick has kindly agreed to organise a visit to Wythall Transport Museum for Members of Friends on Wednesday September 7th 2022. There will be a nominal charge of £8 for this visit, which includes hot drinks and biscuits on arrival plus a guided tour of the exhibits by an ex-bus company employee, full of interesting anecdotes. There is more information about the Wythall Transport Museum in the article further on in this edition of Steam in Trust.

For those travelling by public transport a complimentary heritage shuttle bus will meet the 09.50 arrival at Wythall main-line station (this service leaves Birmingham Snow Hill at 09.28). If driving, please arrive at Wythall by 10.00.

A complimentary heritage bus will also be provided to transport us to the local pub at lunchtime (please note that the cost of lunch/drinks is not included in the charge for this event) and back to Wythall.

Numbers need to be restricted to 50, so please email Neil Ewart on neilewart88@gmail.com or text on 07805 817711 if you would like to join us.

Warley National Model Railway Exhibition

Friends of Vintage Trains have been invited to have our usual stand at the Warley National Model Railway Exhibition on 26 and 27 November to publicise ourselves and Vintage Trains – in 2019 we set up stand next to the VT Bloomer project which attracted much attention, spreading the word about both the Friends and the Bloomer project. As Steam in Trust goes to print we are planning our stand and how to make it attractive as possible. If you are visiting the show do drop by our stand and introduce yourself; we always enjoy meeting our members in person.

We were recently donated a live miniature (approximately 2 ft. long by 1 ft. high) steam engine model from a member in memory of her father-in-law, who built the model. Following a complete overhaul of the model by the Friends which is nearing completion we hope to display the model for the first time in about 60 years at Warley. Come and visit us at our stand to see this unique hand-built model.



The Friends' stand at the 2019 Warley show

We will confirm future events through Tyseley News which you should all be receiving. There has recently been an appeal for members to let us communicate these events via email which would enable us to inform you of any changes or new socials at short notice including, of course, any unfortunate cancellations. If you agree to receiving these occasional emails from the Friends please let us know through any of the contact details on Page 2.

Neil Ewart

TYSELEY STATION PROJECT

Just before Covid graced us with its presence, Friends of Vintage Trains were asked if we would be willing to 'adopt' Tyseley Main Line Station. The station is important to Vintage Trains as it is the gateway for many to our site plus our Shakespeare Expresses always stop there for passengers. Although rather run down it is a pleasant station which retains the ambiance of its Great Western origins and has not been ruined by modern bus shelters replacing original buildings. I must emphasise that this does not commit us financially, we just to act as 'carers' for this rare example of a surviving GWR main line junction station.

Initially, in discussion with various parties, we had ambitious plans to renovate and reopen the four existing buildings on the platforms. They are in pretty good condition structurally. With the assistance of Tyseley's Stuart Tayles, plans were drawn up to convert the buildings for various uses. Unfortunately, a combination of quite excessive estimates plus the expected grants being prematurely withdrawn, meant the plans have been abandoned for the immediate future.



Currently, a group of volunteers from the Friends maintains the three large flower beds on the platform and generally keeps an eye on the station, in conjunction with West Midlands Trains and The Shakespeare Line Group. The three flower beds are surprisingly large, each one is 60ft long! The central bed was in poor condition and would require a lot of soil, our calculations showing five tons required sourcing. Health and Safety precluded us

taking this on ourselves so that was a relief! Fortunately, as I write, Spencers, the contractors working on our site, have carried out the work free of charge. We are very grateful to Earlswood Garden Centre for donating plants, these and are now in place.

We are now designing some attractive posters and montages to adorn some of the outside walls of the station.



The remarkable Shakespeare Line Group is coordinating the adoption of all stations between Stratford and Birmingham. Few can help but notice the attractive flower beds and generally welcoming ambience that is so evident on all the stations. In particular, I can highly recommend a visit to Henley in Arden and Moor Street. Obviously it makes total sense for the Friends to be part of this group so that Tyseley can benefit from their influence and expertise.

So, what is the future for the station?

A number of issues have to be faced. The buildings are basically quite sound although it has been recognised that there are major issues with the wooden facias and dagger boards above the platforms but as volunteers, we will not be involved with the station structure, that is the responsibility of various groups within the railway industry. The station footfall is limited, however it could potentially change if we can



help make it more attractive and welcoming. Just a glance over the main line from Tyseley Works reveals a huge area of waste land ripe for development, land which could potentially become residential, in turn, providing an increase in passengers. We wait in hope!

Other challenges include no access for many people with disabilities and no car park plus the pretty major issue that the road bridge upon which the station sits is time expired and is due for major repairs. This will include actually raising the level so that the line underneath could potentially be electrified! No date for this reconstruction has yet been identified but it will no doubt mean the complete closure of the station for an indeterminate period?

In the meantime we will continue to give the site lots of TLC, Shakespeare Expresses will still stop en route to Stratford and some of our main line trips will too. Thanks to all members who have shown remarkable patience over the last two years and have stuck with the project.

We would also like to acknowledge the help and support from Fay Easton of West Midlands Trains and Fraser Pithie of the Shakespeare Line Group. It might take some time but by working together I am optimistic that we will get results.

If any readers are interested in being involved then please contact us using the contact details on Page 2 for more details.

Neil Ewart

VINTAGE TRAINS UPDATE
Michael Whitehouse, Chairman
Vintage Trains Charitable Trust

Alice, the Mad Hatter, Tweedledum and Tweedledee join Michael Whitehouse at Stratford Upon Avon after a sell out performance of The Mad Hatter's Tea Party to 130 passengers on 24th April.



We are in unprecedented times which no one alive has ever experienced before, so there is no one to ask to answer our questions with certainty. But, by holding our nerve, husbanding our cash and having discussions with as many sensible people as we can, we inch our way forward. We have never been the giving up type.

Like everyone else in business, we need to climb our way out of all the current *force majeure* events and changes in circumstances which are now being thrown at us almost daily and move into the next square on the chessboard.



Tyseley Locomotive Works variety: New manufacturing sits alongside reconditioning. L&NWR 'Bloomer' single wheeler and new build Great Eastern Railway F5 2-4-T flank Erlestoke Manor and Earl of Mount Edgcumbe, both in the final stages of their respective 10 year overhauls.

Tyseley Locomotive Works delivers a world class product with highly skilled people but, nevertheless, is facing increased costs, extended delivery times for materials and ever changing external circumstances. However, we have some great staff and customers and a full order book for a number of years ahead, although we are still adept at squeezing additional work in. Where we can, we are looking at how we can expand this facility to take advantage of demand.

Vintage Trains Limited is back in action running trains effectively and safely with a good competent team which gets on well together and is steadily growing.

In common with all tourist and entertainment businesses, we are experiencing changes in



Steam in the City: Clun Castle stands in Birmingham Snow Hill station on Sunday 24th April on the first Shakespeare Express train of 2022.

the patterns of customer demand which is fickle and often booking at the last minute. We have to try to meet the need to provide a varied range of services but still balance the books; some offers work well, but others less so and we are trying out some new promotions, such as meals in Tourist class which are booking well.

All this requires extreme effort every single day by the same team of people, but we are in good spirits and well supported by our stakeholders. One quote from Peter Wilkinson, Managing Director Passenger Services, Department for Transport probably says it all: *I know that Vintage Trains is owned by a charity which seeks to involve as many diverse sections of the population as you can and do so. I also know that The Polar Express and, indeed your summer Shakespeare Express, operates to attract passengers onto the railway, for some being their first experience. I've seen for myself that The Polar Express in particular attracts diverse families of all ages and introduces them to your express steam engines and ensures they remain available to an interested and enthusiastic public.*



In July we hosted Isaac Miller, a 17 year old student from Coventry for work experience. Here Isaac is discussing developments to our website with Harjinder Taggar, whom most passengers will know when booking tickets on our trains. Isaac joined in discussing how we promote our trains, helping customers with their bookings, preparing our Shakespeare Express for operations in laying up the Pullman restaurant cars and working with engineering on experiencing fitness to run exams.

Step by step we will adjust VTL effectively to move into new areas delivering experiences and creating memories through our trains and associated events. We have created new opportunities for new customers who want to buy them: our experimental Mad Hatter's Tea Party in April sold out. We had fifty appreciative new passengers travelling on our first *Murder on The Shakespeare Express*. We have entered

the digital marketing age. We have a new internationally created and backed website. We have re-launched the highly acclaimed and Warner Brothers backed *Polar Express Train Ride*. We are running Diesel Explorer trains for a wider based market ranging from families to modern traction enthusiasts. We have run our first special charter train in recent times for a family birthday celebration. Maybe you didn't sign up for all this when we began preserving steam engines over 50 years ago, but that is now where the world is. The good news is all this enables us to continue to run our Express Steam Train series with our Pullman restaurant dining cars, Club and Tourist offers, so providing a varied pricing model for all pockets. This year, it is possible to travel behind a Castle for only £30 at up to 75 mph on the *Shakespeare Express* and at only £79 on some Explorer trains. And we are still running Castles at speed along the main line and climbing hills. We are doing this better than we could 50 years ago, when Clun Castle hauled the first Return to Steam train in June 1972; then she ran only from Bordesley to Didcot at 60 mph. On 11th June this year, she ran at up to 75 mph for 300 miles all the way to Cardiff and back along the Great Western Main Line. And, if that is not enough for you, please book on her trip over the Settle & Carlisle Line on 24th September and wait to savour the trains in planning for the *Castle Centenary* in 2023.



On Saturday 14th May, Vintage Trains ran a very successful private special train for a family birthday party. The train was diesel hauled between Manchester Piccadilly station and York.

But there is much still to do. We have spent upwards of £250k on our train during the pandemic period and much more is planned, particularly to bring our four Metro Cammell Pullmans up to perfect condition. We need to create and develop our community and improve our depot as it is where we live and where our people work. We have begun to tidy up our depot and some items of rolling stock are departing. We have rescued the famous 15" gauge Sutton Miniature Railway and already parts of this are receiving attention to bring a train back into service to operate for the public at our depot and take part in our developing outreach activities – this is discussed in more detail in the Volunteer

Update. These will all be key focuses over the coming year and we will invite you to Tyseley to view progress and discuss next steps.



Work in progress. Pullman Parlour Car No. 353 undergoing major repairs at Tyseley. Work already completed includes removal of residual asbestos, complete electrical rewiring, renewal of internal panelling, reupholstery and recarpeting. Work is now in progress on completing bodywork repairs as seen in the photograph, complete repainting and installation of controlled emission toilets and central door locking. The car is due to enter service for the 2023 season so completing our four car 130 seat Pullman train.

Inevitably there remain questions. Can we still buy and afford coal? Can we grow our operations to pay all overheads and maintenance as each grow in cost? Can we find capital to develop our collection and depot? Can we encourage more people join us, both as volunteers and staff? Will force majeure events stop happening soon. These are all 'good questions' and you may well have some more. They all remain work in progress and probably always will.

At the moment and just like everyone else, we are faced with immense uncertainty and obliged to make decisions in circumstances which now seem to change immediately and almost weekly. So we discuss these points frequently internally and with our friends and business colleagues and make the best decisions we can. We have to be very fleet of foot and sometimes change our minds, but for good reason if circumstances change. The good news is that we are in good heart, our team is small but cares deeply and we are solvent. So, onwards...



Michael Whitehouse

VOLUNTEERING UPDATE

We are now managing six key areas of volunteering activity within Vintage Trains:

- Depot Maintenance
- Support for VTL
- LMRC/Staff Club Project
- Community Outreach
- Sutton Miniature Railway Project
- Locomotive & Carriage Cleaning



Our newest recruit, Alex working on a coupling fixture

Depot maintenance continues much as it always has on a Tuesday with the emphasis on bringing the site up to a satisfactory level of presentation. Richard Dovey leads, now in his position of Volunteer Estates Manager and working with Alastair Meanley is ramping up work on clearing the site of unsightly or unwanted items. He has also been joined by Stuart Brighton who is focussing on the clearance of the old Visitor Centre for use as a combined Staff/Volunteer mess area.

I feel a special mention also has to be made for the excellent work put in by Mary McCullough within the garden area by the signal box – it really does look like an oasis of calm in the middle of the site.

Support for Vintage Trains Ltd relates to the provision of Train Stewards for tours and Shakespeare Express operations which is ably lead by Ken Kendall, Pete Jeffs and Roy Kitchen. Also included in this category the provision of volunteer assistance for “behind

the scenes” support in areas like marketing and PR/Social Media. We must also not forget the very important provision of volunteer input regarding the production of Tour Guides, for which special mention must be given to Michael Hughes for his excellent work in its production.



Volunteers on the Shakespeare Express with a member of the public on the platform at Stratford-upon-Avon

The LMRC/Staff club project has been on the “back-burner” during covid and with the shared occupancy we’ve been having with West Midland Trains’ contractors, Spencers. However, we are now re-booting our initiative in this area moving forward and it is our aim to set up a team to help run what will become a café in the old LMRC building. We will also need volunteers to help look after Vintage Trains’ side of the premises whilst we continue to share it with Spencers. Despite this shared usage we intend to continue to develop it into a social “hub” for the Vintage Train’s community and as with any such arrangement we need a team to manage it. The team could also help with planning and running social activities too, so as to really start to build an active community at Tyseley.

If anyone would like to get involved in what will no doubt become a very rewarding activity, we would be very keen to hear from you (see below).

Community outreach covers a number of activities which are of benefit to the outside community. Such areas include our Archive Team (led by Robert Ferris and Michael Hughes) and a new Site Tour Team recently recruited for. As the site renovation work progresses, we are planning to start opening up the site (excluding the works, due to health & safety and security reasons) for group visits, and several volunteers have come forward to act as tour guides, so a great thanks to them for that.

The Sutton Miniature Railway project is seeing the fastest growth in new volunteers and as intended, is attracting younger volunteers too. We have just recruited our youngest (age 15) plus his mum to the project and we intend to focus on recruiting more young people, given that they will ultimately be our future. This has resulted in a new “buzz” within the team and generating lots of activity in planning work as those engaging see the potential of this project in the future. For those with access to Facebook, progress can be followed by searching on Sutton Miniature Railway. They have also set up a JustGiving page for donation, again this can be accessed by searching on the name in the JustGiving site.



Sutton Miniature Railway 'Atlantic' Sutton Belle fully dismantled for repair and refurbishment to operating condition as funds permit. This 15” gauge locomotive was originally built for the private Hardwicke Manor Railway near Tewksbury, largely utilising Bassett Lowke designs and patterns, then moved to the SMR in 1947 where she was painted in the red livery she will be restored in. All parts are complete and work has commenced to rebuild this locomotive, but a new boiler will be required.

This image shows the Sutton Miniature Railway ‘Atlantic’ Sutton Belle fully dismantled for repair and refurbishment to operating condition as funds permit. This 15” gauge locomotive was originally built for the private Hardwicke Manor Railway near Tewksbury, largely utilising Bassett Lowke designs and patterns, then moved to the SMR in 1947 where she was painted in the red livery she will be restored in. All parts are complete and work has commenced to rebuild this locomotive, but a new boiler will be required.



Chloe hard at work removing rust from rail connectors

Finally, we must not forget the continued hard work given by the team of carriage and loco cleaners both on Tuesdays and Wednesdays. The carriage cleaning activity led by Geoff Middleton is a vital part of keeping the coaching stock in a fit state for our passengers and speaking from experience is something the team can be very proud of. As also is the Wednesday locomotive cleaning team led by Richard Dovey – the sight of a gleaming Clun Castle puts most of the other main line steam operators to shame!

As we develop various initiatives we are always looking for new volunteer blood, so if you think you might be able to help us out in any of the above areas then please do get in touch by emailing us on volunteering@vintagetrains.co.uk. We would love to hear from you.

Tony Watson
Volunteer Coordinator

TRAVEL WITH

VINTAGE TRAINS

Autumn & Christmas 2022

North Wales Coast Explorer

7029 'Clun Castle'

Llandudno - Saturday 3rd September

Mersey Explorer

7029 'Clun Castle'

Liverpool - Saturday 10th September

The Portsmouth Explorer

D400 'Fearless'

Portsmouth - Saturday 17th September

Cumbrian Mountaineer

7029 'Clun Castle'

Carlisle - Saturday 24th September

Welsh Marches Express

5043 'Earl of Mount Edgcumbe'

Hereford - Saturday 8th October

Cotswold Explorer

5043 'Earl of Mount Edgcumbe'

Oxford - Saturday 15th October

Christmas White Rose

Tyseley Castle Pool

York - Tuesday 29th November

The Merchant Venturer

Tyseley Castle Pool

Bath and Bristol - Tuesday 6th December

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TYSELEY LOCOMOTIVE WORKS

71000 DUKE OF GLOUCESTER



The size of the locomotive

The huge boiler and frames of this unique British Railways pacific have dominated Tyseley Locomotive Works since they arrived six years ago. Now, despite the pandemic and numerous unexpected setbacks, The Duke is starting to come together again.

Early this year, the boiler was reunited with the frames. The boiler is now re-tubed, and the firebox thoroughly cleaned. The frames have also been cleaned and repainted. Work to rectify minor accident damage to the frames is also complete, the front buffer beam is in place.

The driving wheels now have all new (specially made) roller bearings. Work to turn the tyres on the crank axle and reassemble the two remaining axles into the frame will start in earnest this autumn. This will start to demonstrate visible progress on the Duke's rebuilding. The three cylinders are already boxed up and ready for connecting to the coupled driving wheels.

The Caprotti boxes were removed three years ago. When opened they revealed wear on many of the moving parts, broken seals, and the lubricating oil had turned to sludge. New parts have been manufactured and the fine-tuned boxes are ready for fitting. Meanwhile, the tender has also had new roller bearings (these came off the shelf). All the bearings (loco and tender) came from Timken's, as did the originals. The coal pusher has been refurbished, and the water tanks thoroughly cleaned.



The lubricator with a small section of the complex pipework

New electronic equipment, necessary for the modern railway, will be fitted in the tender and in the cab. All the boxes (with water-tight doors) are now in place – and are waiting to be wired up.

The Duke now has a new support coach. The previous coach was air-braked – it could work with The Duke, but not with Vintage Trains vacuum braked stock. The new coach (dual braked), painted in "Blood and Custard" is now at Tyseley for internal fitting up.

Members of the BR Class 8 Steam Locomotive Trust (the custodians of The Duke) met at Tyseley Working Men's Club on Sunday 3rd April for a progress report and a chance to see the work that had been completed. Amazingly, the complete overhaul of The Duke – costing nearly £1 million – has been financed entirely by subscriptions, sales, legacies, and goodwill. They also heard of the importance of The Duke for Vintage Trains plans for 2023.



The front end. Still to be fitted are the double chimney, the Kylchap blastpipe, the superheater, the ash baffles, and the central Caprotti box.

Tyseley Locomotive Works and the Trust plan to have The Duke in steam by the end of the year. Testing of the locomotive should then be able to start early in 2023. Not for the first time an "impossible dream" will be realised.

Michael Hughes

WORKSHOP REPORT

A walk around the works with
Alastair Meanley

We thought we would approach the 'Works Report' a little differently for this issue of 'Steam in Trust' and we asked Alastair Meanley, the Chief Engineer of Tyseley Locomotive Works, to walk around the Works with us and highlight what's happening ...



First off, in the main works we have 71000 '**Duke of Gloucester**' which is discussed in a separate item.

Next we have **3840, Churchward County class 4-4-0 'County of Montgomery'** which is in build at the moment. We've just had a delivery of material so the next job on this is to assemble all the back end and the cab, the footplate and the splashers. The wheels and the cylinders have been cast. The boiler has just arrived, it will be stripped first and its condition assessed to see what work is required to make it useable again. The boiler was donated to the Churchward County Trust by the Great Western Society (GWS), which removed the Standard No. 4 boiler from donor 2-8-0T No. 5227, one of the last of the 'Barry 10'. *[NB Details of the appeal can be found on Trust's website www.churchwardcounty.org.uk]*

Now **5043 'Earl of Mount Edgcumbe'** which is almost back together and awaiting the arrival of the casting for the new superheater header. As a consequence of Clun Castle's superheater failure we decided to use the one out of the Earl. They are very awkward things to cast but luckily we found a local foundry in Lye.

The tender is in good condition, no work really required. *[NB - The Friends have recently made a donation of £2,000 towards the cost of the Superheater for which Alastair has thanked us.]*

Next we have the **F5 class** loco for which we are building the frames. Dave Thornton is currently fabricating the radial truck guides for the truck wheels and we are awaiting a quote for new axles. All the wheels have been cast. It is progressing well.

7812 'Erlestoke Manor' is in the last stages of re-assembly and it is hoped that it will be back on the Severn Valley Railway (SVR) in early September. The team has almost completed the paintwork and fitted the main steam pipe and super heater elements into the smokebox. The loco is largely complete. It is hoped people will be able to see the Manor running at the SVR in September.

The Bloomer is awaiting funds to continue work. It looked really effective on the stand at Warley National Railway Show a couple of years ago but with the high workload on third party contracts, very little work has been carried out recently. Vaseline is covering the dome to protect it.

4936 'Kinlet Hall' - At the moment we have been concentrating work on the boiler for this loco, new firebox stays have been fitted to all the new platework. The boiler is ready to be retubed so we will now start work on the frames. The wheels are almost ready to be refitted. All the re-metaling work and realignment of the axleboxes is complete so the loco is not far from being re-wheeled. This is the third overhaul we have completed on 'Kinlet Hall' - she was rebuilt in 1999, then 2009 and now again, we're very fond of Kinlet!

4965 'Rood Ashton Hall' - currently stored.

47 773 is in full working order, working well and proving reliable.

5593 'Kolhapur' is awaiting a start date for overhaul.

7752 - its ticket has now expired and it's 'in the queue' until 'Earl of Mount Edgcumbe' is complete. *[NB - following the recent last firing of the loco, our archivists have written a history of this loco which is featured later in the magazine.]*

7029 'Clun Castle' - the annual inspections required to keep it on the rolling stock library for running on Network Rail have all been carried out and signed for another year. Clun is in full working order and, at the time of writing, waiting for the steam ban to be lifted ...!

6880 'Betton Grange' - preparing the boiler for its hydraulic test to restart the boiler certificate. Covid-19 slowed progress dramatically so we are just about the restart the boiler ticket as it hasn't been used since being repaired. We are now in the last stages of assembly with the boiler cladding being the next job. *[NB - more information on the appeal can be found on the Betton Grange website www.6880.co.uk]*

08752 is in the works from Railway Support Services to use our wheel drop so that we could undertake remedial work on a slipped crank axle. It's all complete and ready to go again.

Moving outside



Picture: Boiler for 3840, Churchward County class 4-4-0 'County of Montgomery'

4588 - this small Prairie loco belongs to Michael Thompson. We're currently overhauling the boiler and the loco frames have just been shot blasted and painted so reassembly is about to start. Work has commenced on renewing all the

firebox stays and retubing the boiler.

2885 - this is the loco that was on static display at Moor Street Station and is now privately owned. We are carrying work out on the boiler now for its owner, with some work on the front tube plate and repairs in the copper firebox.

Standard tank 80104 - from the Swanage Railway and owned by Southern Locos Limited. We are carrying out a boiler overhaul, the boiler has been removed from the frames and work is underway to remove the wrapper sides of the firebox for renewal.

Frames of **4709 - the Great Western Society's 2-8-0 'Night Owl'** project. Work is being carried out on the frames and to fit the cylinders and wheels.

Tender from 5029 'Nunney Castle' - front drag box renewal is in progress.

7802 'Bradley Manor' - the cylinders have been removed along with a broken piston rod. Now acquiring parts to re-fit the cylinders.

Pullman car 353 - in the process of body repairs.

Mk II coach 5177 - significant repairs have been required to the vehicle ends. These are now complete with refitting of interior panels now underway. It has accrued a lot of miles with us over the years but has not been in traffic since 2014. It's now looking very smart.

The turntable is approaching completion. We have acquired all the new electrical equipment required. It needed a complete electrical re-wire and gearing, the motor and control gear is good but the feeds all needed renewing. A contractor is fitting the electrics into the control panel then it will be brought back on site and refitted so the motor will work again. It is still manually operated at the moment ... it's like going back 30 years!

Thanks for taking the time to walk us around the works, Alastair - there's a lot going on!

Mary McCullough

Mike Revell, one of our long-standing members and volunteers who lives in Shirley on the Shakespeare Express route, has penned this poem about Shirley Station. He mentions the sadly-demolished Shirley signal box; we hope to run a feature on that box in a forthcoming Steam in Trust.

We welcome contributions from our membership on any topic. We would like to run an occasional series of articles around the stations along the Shakespeare line so please contact us with any anecdotes or memories using the contact details on page 2.

SHIRLEY STATION

Into Shirley glides the D.M.Us
Brand new 196s and 172s.

The doors slide open, the passengers alight
Then friends and families climb on board with delight.
The driver awaits a signal from the guard
The train moves off to seek the Bard.

On Platform 2, and from around the bend
It's the local train, from Whitlocks End.
Six carriages this train, there's plenty of spaces
Customers step on with masks on their faces.
To the City it goes, then on to Stourbridge Junction
For markets and shops or maybe a function.

Outside the station arrives the 49 bus
People get on with minimal fuss.
In the old goods yard at E.H.Smiths
Stacker trucks clank loading pallets of bricks.
The signal box was demolished and the footbridge removed
Replaced with lifts and new stairways, from where the line can be viewed.

Another train to Stratford now comes into sight
Orange and purple, clean and bright.
It's a big step down, it's a bit of a jump
Some passengers can use the Harrington hump.
With a rev of the engines, the green light beckons
The train moves off and is gone in seconds.

In Summer months, the Shakespeare Express come through
Huffing and puffing, it's what they do.
These GWR engines, highly polished in green
With at least seven carriages in chocolate and cream.
Tender first, these locos steam through the station
To Stratford-upon-Avon, is the Vintage Train's destination.

Many tickets are issued throughout the hours
And friends of the Station attend the flowers.
Nice helpful staff and with good grace
It makes Shirley Station a special place.

By Michael Revell May 2021

TYSELEY'S LOCOMOTIVE ALLOCATIONS PART 2 – THE BR ERA

As the clock chimes faded away at midnight on December 31st 1947 the Great Western Railway (GWR) ceased to exist as the railway companies of Great Britain were nationalised and British Railways (BR) came into existence. There was no obvious immediate changes at Tyseley shed (TYS) as it became part of the Western Region (WR) of BR. Its allocation consisted of 119 ex-GWR and two War Department (WD) freight locomotives. Tables 1 shows the breakdown of the allocation on 1st January 1948 by class including locos allocated to the sub-shed at Stratford-upon-Avon.

Tyseley shed retained the code TYS in BR days until January 1950 when the former ex-LMS alpha-numeric code system was extended to all regions. This grouped all sheds into districts with a main shed, given the district number followed by the letter A as its code, and subsidiary sheds with the same number followed by B, C, D etc. Many sheds were also responsible for sub-sheds where day-to-day servicing could be carried out but which lacked the facilities for intermediate or heavy overhauls. TYS was in district '84' with Wolverhampton Stafford Road being the 'A' shed, TYS's code becoming 84E with the sub-shed of Stratford-upon-Avon. This lasted until 1963 when there was a large reorganisation by BR of the districts covered by the regions.

Wheel arrangement	Class	Numbers and names
0-6-0T	'2021'	2071, 2152
0-6-0	'2251'	2203, 2206, 2209, 2238, 2257, 2292, 2296, 2297
0-6-0T	'655'	2719
4-6-0	'2900 Saint'	2903 Lady of Lyons, 2916 Saint Benedict, 2988 Rob Roy
2-8-0	'ROD'	3005, 3049
2-6-2T	'3100'	3101
2-6-2T	'3150'	3151, 3158, 3180
4-6-0	'4000 Star'	4058 Princess Augusta
0-6-0T	'5700'	3613, 3624, 3625, 3650, 3653, 3657, 3660, 3664, 3673, 3689, 3693, 3743, 4605, 4620, 4648, 4683, 5700, 5701, 5712, 5738, 5742, 5745, 5790, 7735, 7758, 8700, 8784, 9608, 9610, 9635, 9724, 9733, 9748, 9753, 9793, 9798
4-6-0	'4900 Hall'	4917 Crosswood Hall, 4924 Eydon Hall, 4930 Hagley Hall, 4934 Hindlip Hall, 4939 Littleton Hall, 4959 Purley Hall, 4967 Shirenewton Hall, 4992 Crosby Hall, 4993 Dalton Hall, 4999 Gopsal Hall, 5907 Marble Hall, 5950 Wardley Hall, 5993 Kirby Hall, 5997 Sparkford Hall, 6904 Charfield Hall, 6914 Langton Hall
2-6-2T	'5100'	4101, 4106, 4107, 4111, 4116, 4147, 4157, 5102, 5106, 5117, 5121, 5125, 5129, 5152, 5156, 5162, 5164, 5166, 5171, 5175, 5177, 5182, 5188, 5190, 5198, 5199
2-6-0	4300	5346, 5369, 5370, 6336
0-6-2T	'5600'	6611, 6630
4-6-0	'6800 Grange'	6831 Bearley Grange, 6833 Calcot Grange, 6843 Poulton Grange, 6847 Tidmarsh Grange, 6853 Morehampton Grange, 6855 Saighton Grange, 6858 Woolston Grange, 6860 Aberporth Grange, 6866 Morfa Grange
2-6-2T	'8100'	8108
4-4-0	'9000 Dukedog'	9007, 9008, 9010, 9019
2-8-0	'WD'	90561, 90685



A sight no longer seen on the UK rail network, a locomotive working in a local goods yard. Collett pannier tank 3770 shunts the long gone Henley-in-Arden goods yard on 28/8/1964.

Table 1 Allocation on 1st January 1948

On 1st January 1948 the classes with the most locos allocated were 5700, 0-6-0T, with 36 allocated and 5100 with 27 allocated. The two WD's moved away in 1950, leaving the shed with an all ex-GWR allocation. BR continued to build GWR-designed engines for a number of years after nationalisation, some of which were allocated to 84E from new. These included examples of 'Modified Hall', and '9400' classes. This all-GWR designed allocation only continued to 1952 when the first non-GWR designed locos arrived at Tyseley. These were the first ten

BR Standard 3MT tank engines, which had GWR connections as they were designed in detail and built at Swindon, and were allocated to 84E from new. They stayed for just over a year, all had been transferred away by the end of September 1953. Tyseley reverted back to an ex-GWR domain until 1959/60 when a number of ex-LMS Stanier 8Fs arrived from 6E Chester (GWR) and 82B St Philips Marsh WR sheds. By the end of March 1960 all these 8F's had been transferred away to other WR sheds, either to 82B St. Philips Marsh or 84F Stourbridge. Also in 1959 and 1961 a number of BR Standard 4MT tender engines had arrived at 84E from other WR sheds but had all been transferred away by the end of 1962. Table 2 shows a summary of Tyseley's allocations for January 1950, 1960 and 1963 and for each month of 1966 up to its closure on 6th November.. The number of steam engines allocated to 84E had dropped by 48 during the 1950's decade mainly due to the arrival of Diesel Multiple Units (DMU) to work the Birmingham area suburban and local services and the decline in wagon-load freight caused by the competition from road transport.

On the 1st of January 1963 BR carried out a major reorganisation of the steam shed districts which resulted in all the WR sheds in the '84' and '89' districts, with the exception of 84A which closed, being transferred to the London Midland region (LMR). On that date 84E had an allocation of 40 engines with all but three being ex-GWR designs, the other three were BR Standard 9Fs. The existing '84' and '89' codes were retained until 1st September 1963 when Tyseley became the No. 2 district main shed with the code 2A.

Table 2 shows that on 1st January 1963 Tyseley's allocation totalled 40 locos, all but three being ex-GWR designs. This was a reduction of 30 locos since the beginning of 1960.

Wheel Arrangement	Class	1/1/50	1/1/60	1/1/63	1/1/66	1/2/66	1/3/66	1/4/66	1/5/66	1/6/66	1/7/66	1/8/66	1/9/66	10/66	11/66
0-6-0	'2251'	5	3	0	0	0	0	0	0	0	0	0	0	0	0
2-8-0	'2800'	4	0	3	0	0	0	0	0	0	0	0	0	0	0
2-8-0	'3000 'ROD'	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2-6-2T	'3100'	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2-6-2T	'3150'	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2-6-0	'4300'	5	3	0	0	0	0	0	0	0	0	0	0	0	0
4-6-0	'4900 Hall'	12	10	6	0	0	0	0	0	0	0	0	0	0	0
2-6-2T	'5100'	28	8	5	0	0	0	0	0	0	0	0	0	0	0
0-6-2T	'5600'	2	5	2	0	0	0	0	0	0	0	0	0	0	0
0-6-0T	'5700'	40	17	6	2	3	3	3	3	3	6	5	4	3	3
2-6-2T	'6100'	0	1	1	0	0	0	0	0	0	0	0	0	0	0
4-6-0	'6800 Grange'	6	3	5	0	0	0	0	0	0	0	0	0	0	0
4-6-0	'6959 Modified Hall'	0	3	4	0	0	0	0	0	0	0	0	0	0	0
0-6-0T	'7400'	1	1	2	0	0	0	0	0	0	0	0	0	0	0
4-6-0	'7800 Manor	1	1	2	0	0	0	0	0	0	0	0	0	0	0
2-6-2T	'8100'	1	0	1	0	0	0	0	0	0	0	0	0	0	0
4-4-0	'9000 Dukedog'	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0-6-0T	'9400'	5	3	0	0	0	0	0	0	0	0	0	0	0	0
2-8-0	'WD'	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2-6-0	'LMS Ivatt 2MT'	0	0	0	5	5	5	5	5	5	6	6	6	6	0
4-6-0	'LMS Stanier 5MT'	0	0	0	21	17	17	17	15	15	15	15	13	9	9
2-8-0	'LMS Stanier 8F'	0	8	0	0	3	3	3	4	4	4	4	4	3	3
4-6-0	'BR Standard 4MT'	0	4	0	0	0	0	0	0	0	0	0	0	0	0
4-6-0	'BR Standard 5MT'	0	0	0	4	4	4	4	0	0	0	0	0	0	0
2-10-0	'BR Standard 9F'	0	0	3	8	7	7	7	7	7	7	6	5	5	4
TOTALS		118	70	40	40	39	39	39	34	34	38	36	33	27	19

Table 2 Allocation totals by class for 1950, 1960, 1965, and 1966

Over the next three years the number of steam locos shedded at 2A stayed fairly constant around the 40 mark although there were changes as the LMR gradually increased its influence. June 1964 saw the arrival of four 'Castle' 4-6-0s (5014, 5091, 7013 & 7014) at 2A, a class that had never been allocated to Tyseley before. These were drafted in to haul the additional summer traffic passenger trains. They only lasted one summer as all four were withdrawn from 2A by February 1965.



Tyseley Castle 7014 Caerhays Castle passing Stratford race course with the 18.39 Stratford-Worcester passenger service in 1964.



Tyseley Castle 7014 Caerhays Castle passing Stratford race course with the 18.39 Stratford-Worcester passenger service in 1964.

At the beginning of 1965 there were 31 ex-GWR, 4 ex-LMS and 8 BR Standard locos resident at 2A. 1965 was a year of big changes during which all ex-GWR engines were either transferred away or withdrawn from 2A by the end of the year except for two '5700' pannier tanks, 3625 & 9774, which were retained for working the Halesowen basin. 3625 was withdrawn in July 1966 but 3607, 3619, & 4696 were drafted in to 2A in July 1966 and these lasted until the shed closed apart from 3619 which was withdrawn in September 1966.

During 1965 and early 1966 there was a large transfer of ex-LMS engines to 2A, many from other 'district 2' sheds which were being rundown before closure. Among the engines transferred in in October 1965 were seven Stanier 'Black Fives' from 1A, Willesden, which had closed in August. Also moved to 2A were seven Ivatt 2MT 2-6-0s, four of which came from 2L, Leamington Spa, which closed in June 1965 and 4 BR standard 5MT 4-6-0s, also transferred in from 2L. The 'Black Fives' and the BR Standard 5MTs left 2A over the next few months, it is unlikely that there was much work for them during their stay. The Ivatt 2MTs found useful work during their time at Tyseley, they were often found at Stratford-upon-Avon on local freight workings, shunting and as banking engines on the North Warwick line.

Tyseley shed was to close to steam engines on 7th November 1966. On the 1st of January there were 40 locos allocated to 2A, by the 1st October the number had been reduced by 13. On Sunday 6th November, the day before closure, there were still 19 locos officially allocated to Tyseley.

The three remaining ex-GWR designed 5700 class tank engines were withdrawn from 2A by early November 1966. The remaining locos were all moved away in early November except for three Ivatt 2MTs which were withdrawn direct from 2A. The exact dates of transfer away or withdrawal from Tyseley are difficult to verify as different reference sources have different dates or simply quote 'November 1966'. Although the shed had officially closed to steam in late 1966 it did host steam engines arriving for servicing until the middle of 1967.

So 1967 saw the end of steam locomotives allocated to, or visiting Tyseley shed, or did it? To bring the story up to date, in June 2022 there are now seven ex-GWR designed locos and one ex-LMS shedded at Tyseley which has reverted to the 84E code. These are ex-GWR designed Hall - 4965 'Rood Ashton Hall', Castles - 5043 'Earl of Mount Edgcumbe', 5080 'Defiant' and 7029 'Clun Castle' three 5700 pannier tanks - 7752, 7760 and 9600. and ex-LMS Jubilee - 5593 'Kolhapur'. The works (factory) at Tyseley was demolished in 1964 but a new works opened in 1994, born out of the maintenance work done on the in-house Tyseley fleet, which has been repairing third-party steam locomotives since then.

Tyseley shed, 84E, and works are now firmly established as an essential part of the heritage steam movement.



46442 re-allocated to Tyseley in June 1965 on closure of Leamington Spa shed banking a freight out of Stratford.

All photos courtesy of James White

REFERENCES:
BR Steam Locomotives Complete Allocation History 1948 - 1968
Hugh Longworth. OPC 2014
Warwickshire Railways.com.
BRDatabase. brdatabase.info

WHERE DID THE WATER COME FROM?

(Part 1 - Raising the Pressure at Hockley)

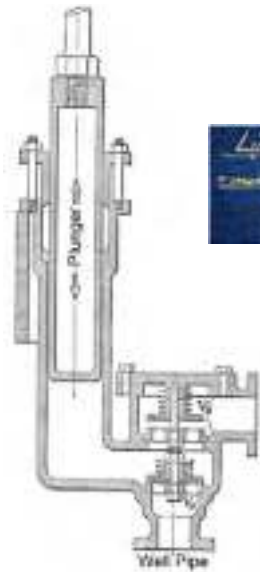
Knowing that Tyseley Locomotive Works was built on made up ground adjacent to the River Cole, this Great Western Railway Diagram showing a Loco Water Main stretching from Hockley to Tyseley came as a surprise. I had always assumed that the water required in the Tyseley Locomotive Works had either been extracted from the river or possibly a well on site.

The water was actually obtained from the Birmingham Sherwood Sandstone Aquifer, which lies under central and west Birmingham. It was extracted from an artesian well at Hockley Goods Depot, from where it was piped alongside the main railway line through Snow Hill tunnel and within Bordesley viaduct to Tyseley. Water from this aquifer was used by many local industries, including both the Ansell Brewery at Aston Cross (where the first well was sunk in 1858) and the Mitchells & Butler Brewery at Cape Hill (where a well was sunk in 1879).

Hockley Goods Depot was established in 1854, but it is unknown when the first well was sunk on the site. It was however recorded as being one hundred and nine feet (33.2 metres) deep.

In late 1904, a second nine inch (229mm) diameter well was sunk by Messrs A. Stubbs to a depth of three hundred feet (91.4 metres). The Great Western Railway issued a series of Contract Drawings in February 1905 (contract Q92). These drawings depict cast iron bottom valve boxes for high pressure cylinders

and in the following month (contract Q93) show the steel pipework, foot valves and a displacement plunger and rod.



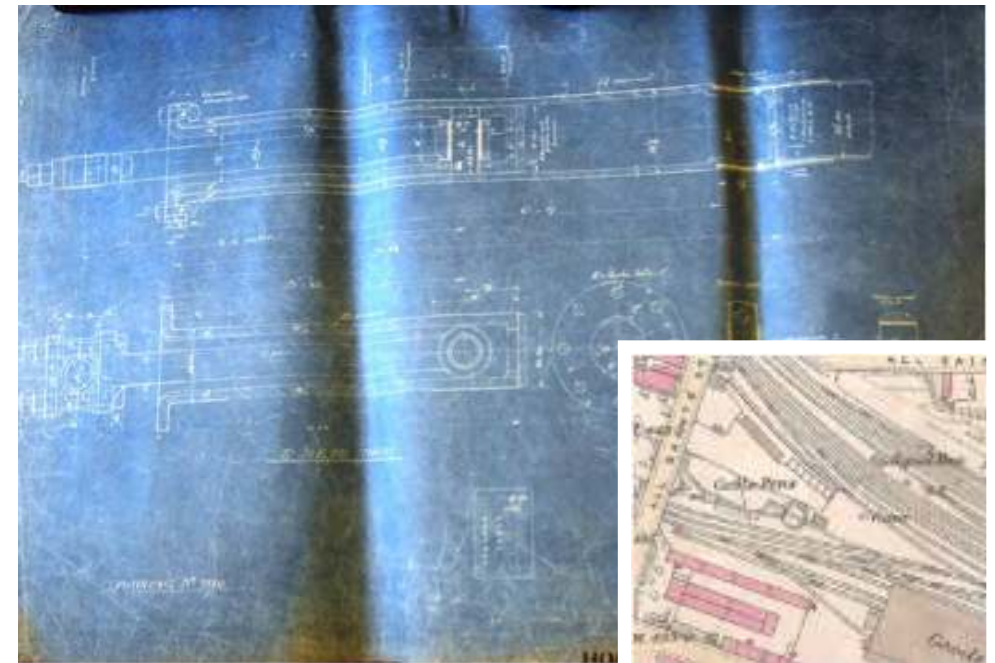
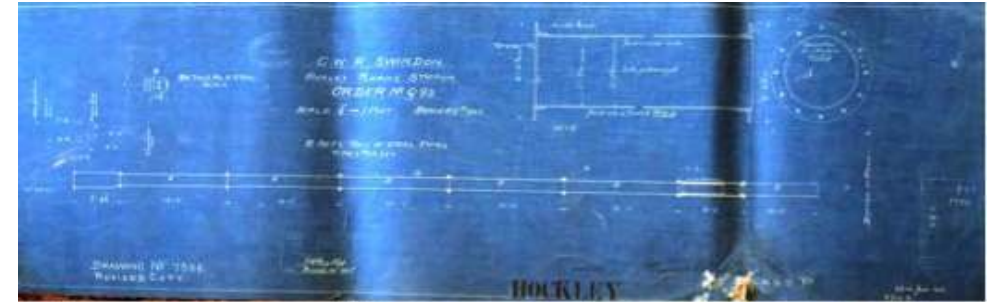
These details indicate that this was a slow running reciprocating pump of the plunger type. Foot valves and priming apparatus were advisable on pumps with a high suction lift. The drawing shows this type of pump. The withdrawal of the Plunger creates suction in the chamber, drawing water up through the one-way Suction Valve (VS) at the top of

the 'Well Pipe'. When the stroke is reversed, the plunger descends and this forces the raised water in the chamber through the second one-way Delivery Valve (V_D).

Notes on the drawings show the pump was designed to operate at a maximum speed of twenty strokes per minute with a four foot (1.2 metres) stroke. The relative slow speed and long stroke allowed large quantities of water to be extracted while minimising the reversals of direction of the pistons. This reduced the shock loading on the equipment and the potential for slip at the large (14 inch / 356mm) diameter valves.

Slow running reciprocating pumps can be vertical or horizontal, but the vertical type has the advantage that wear on the plunger is evenly distributed resulting in increased durability.

Two of the Blueprint Drawings showing: (1) Steel Sleeve Pipe for the well and (2) Displacement Plunger and Rod:



A later drawing (dated 1907) indicates that some components were manufactured by Messrs Summers & Scott Ltd of High Orchard Ironworks in Gloucester. This company was a manufacturer of long-stroke, duplicate, vertical, compound steam engines with horizontal condensers. These were supplied for both industrial purposes and to waterworks.

Initially the reciprocal pumps and stationary steam engines that powered them appear to have been located together in a combined Pump / Engine house. The steam to drive the engines was produced in boilers housed in an adjacent Power (or Boiler) House, while behind the Power House was a coal pen and rail siding. These buildings and facilities were situated within the confines of the Hockley Goods Depot, next to All Saints Street. The area had originally contained a turntable and cattle pens (see GWR land survey map dated 1890), but later ordnance survey maps show that these facilities had been cleared by 1902.



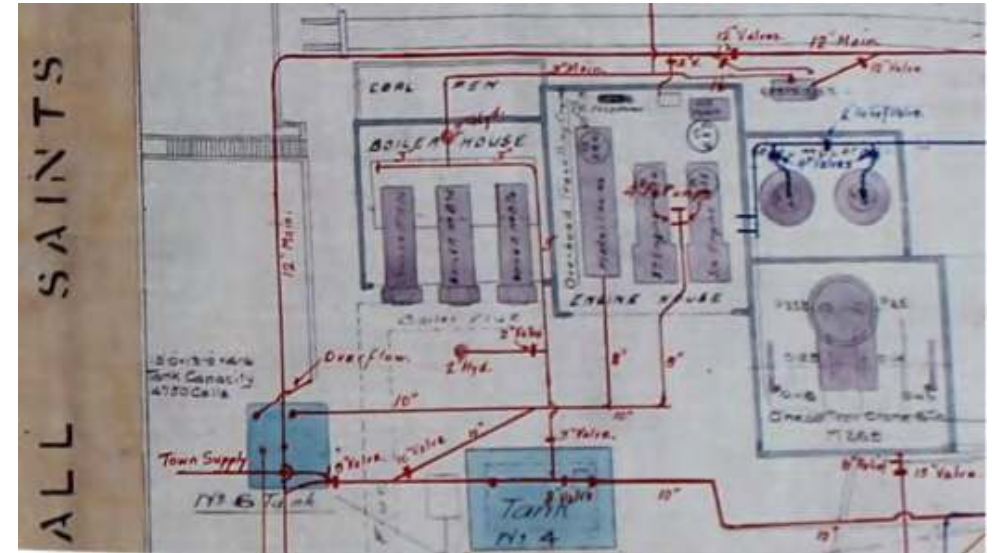
Two further wells, both approximately sixteen inch (400mm) diameter, were sunk by London based Artesian well engineers; the first was sunk in 1913 by Messrs C. Isler & Co. (Southwark) and the second (which extended the original well) was sunk in 1932 by Messrs Le Grand, Sutcliffe & Geli (Southall). These two wells were both recorded as being 614 feet (187.1 metres) deep. The boreholes were lined with steel tubes to a depth of 310 feet (94.5 metres) to prevent unsuitable waters from the upper stratifications entering the borings. The water level in the boreholes was approximately 215 feet (65.5 metres) below ground level.

This official GWR photograph shows the Hydraulics Pumping Station at Hockley after the completion of a new Pump House. This large Pump House was built over the artesian well sunk in 1913 and in this view it obscures the first Pump / Engine House containing the original reciprocal pumps and steam engines. The low building visible behind, is the original Power (or Boiler) House. This has three tall chimneys, one for each of the coal fired stationary boilers. Coal for these boilers was delivered by rail siding on the far side of the building. The photograph also shows elevated Water Tank No.4 (25,000 gallon / 113,650 litres). The water extracted from the aquifer was delivered to several elevated tanks around the site, where it was stored as potential energy. On the extreme left of the photograph is the east end of All Saints Church. The church was on the other side of the embankment that carried All Saints Street.



The attached 1918 map shows these buildings within the boundary of the Hydraulic Pumping Station compound. The compound boundary is outlined in red on the map.

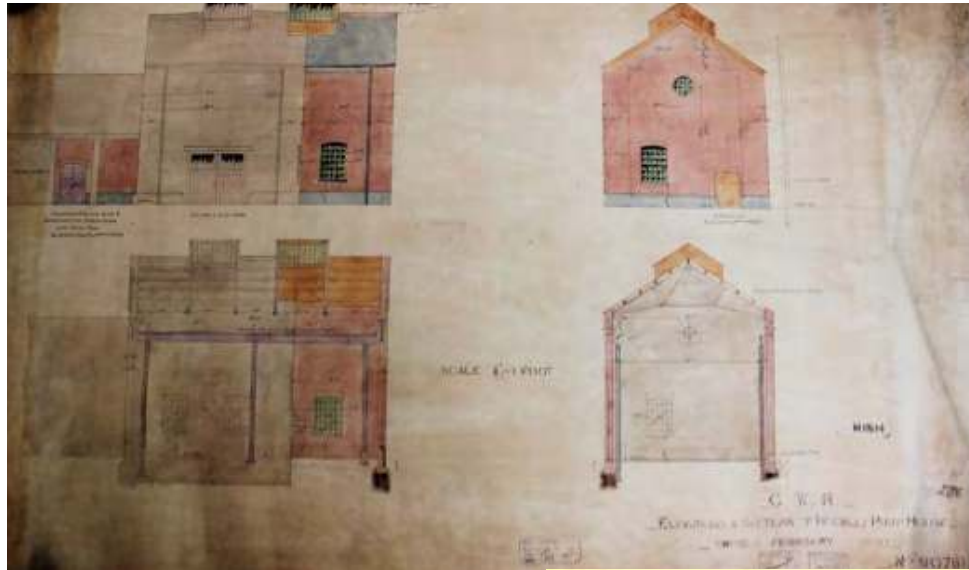
Plans of the hydraulic system at Hockley are available at the Archives of the Wiltshire & Swindon History Centre in Chippenham. An enlarged extract from one of these plans (dated June 1927), shows the equipment layout within the Hydraulic Pumping Station with the low pressure pipework to the hydraulic equipment in red. The Power (or Boiler) House with three boilers on the left, with the coal pen adjacent. In the centre, adjacent to the Power House is the original Pump / Engine House with three reciprocal pumps and their associated steam engines. This building contains an overhead travelling crane. Finally on the right, are a pair of Accumulators, while adjacent to these is the 1913 Pump House. The drawing indicates that there was a six ton overhead travelling crane in the Pump House.



It is believed that the hydraulic system at Hockley operated at a single pressure of 800lbs. This was classified as a Medium Hydraulic Pressure (300lbs to 1500 lbs), which was typically used to power workshop machinery. The hydraulic system included a total of five raised weight Accumulators in three locations distributed around the Depot. On the plan Blue lines are Medium Pressure Hydraulic pipelines. The raised weight Accumulators here were the externally guided type. They are designed to maintain a constant hydraulic pressure irrespective of the usage. Systems without accumulators would suffer from a drop in pressure as the water was used and the head of water decreased. Raised weight accumulators consisted of large vertical cylinders in to which water was either pumped or gravity feed (in this case from Water Tank No.4). The water was then compressed using a series of weights to ensure the constant pressure. These hydraulic accumulators provided the prime source of hydraulic power for the machinery in the Hockley Goods Depot. This included; Capstans, Cranes, Transversers, Wagon and other Lifts. One of the largest items moved by hydraulic power was the twenty-five ton Goliath Gantry Crane located in the Round Yard.



This next drawing dated February 1930 shows an elevation and section through the Pump House, with the alterations proposed to accommodate the final artesian well, which was sunk in 1932. An eighteen foot (5.5 metre) extension to the original building was added, creating a building; 52 feet (15.8 metres) long by 33 feet (10.0 metres) wide with side walls 29 feet (8.8 metres) high. The drawing also indicates the building contained a gantry for a ten ton overhead travelling crane at a height of 22 feet (6.7 metres). The faint outline of the steel framework which acted as an external guide for the two weighted hydraulic accumulator is also visible adjacent to the building. The new pump was to be electrically powered and notes on the drawing refer to the existing sliding doors in the original Pump / Engine House being bricked up after the removal of the reciprocal pumps and steam engines.



In June 1930 it was reported in the GWR Magazine that a contract had been placed with Messrs Tangyes Ltd of Birmingham for one electrically driven borehole pump and another with Messrs Fielding & Platt of Gloucester for three electrically driven hydraulic pumps.

The Tangyes vertical turbine borehole pump was installed directly above the borehole. The pump was powered by an 80h.p. (59.6 kW) electric motor positioned in-line with a 1 1/4 inch (44mm) drive-shaft, which extended downwards to a depth of 239 feet (72.5 metres) in a 77/8 inch (200mm) tube. This drive-shaft was kept central in the tube by guides every 5 feet (1.5 metres). A six-stage turbine pump operated at the bottom end of the drive-shaft. The motor was designed to run continuously at maximum speed of 1,460 rpm, which allowed the turbine to raise 30,000 gallons (227,300 litres) of water per hour to a raised tank sixty feet (m) above the surface. This photograph appeared in the GWR Magazine.



The second photograph shows a typical electrically driven three throw, dual action, long stroke pump as manufactured by Fielding & Platt in the early 1930's. The three pumps supplied to the Great Western Railway for Hockley were described as electrically driven, three throw with a five inch (127mm) diameter ram and 15 inch (381mm) stroke. The use of three throw pumps with dual cylinders and a long stroke ensured a relatively constant water output.



This photograph taken in March 1938 shows Hockley Goods Depot from the bridge carrying All Saints Street over the northern rail entrance to Hockley Goods Depot. In the background is the Goods Outward Shed, while on the right, is the other side of the Hydraulic Pumping Station (with the Pump House extension). Adjacent to this building are the two raised weight hydraulic accumulators with the steelwork that acted as an external guide.

By 1934, the Great Western Railway had concentrated freight transhipping at Hockley Goods Depot and the Depot had also become the freight railhead for Birmingham. This made it necessary to reorganise the Hockley site to provide more covered accommodation for these activities. The medium pressure hydraulic system would be abandoned to allow removal of redundant parts of the Pumping Station, including No.4 Water Tank. Most of the hydraulic equipment in the Goods Depot would either be replaced by (or converted to) electrical driven equipment.

The next photograph taken in 1939 shows water tank No.4 removed from the top of its tower in preparation for demolition of this structure. The extended Pump House is directly behind on the left.



Hydraulic Equipment at Hockley Goods Depot

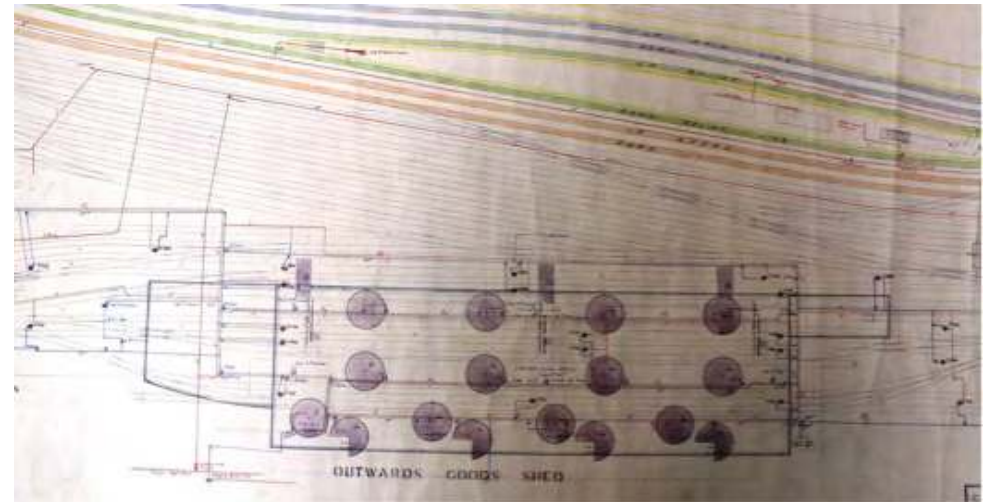
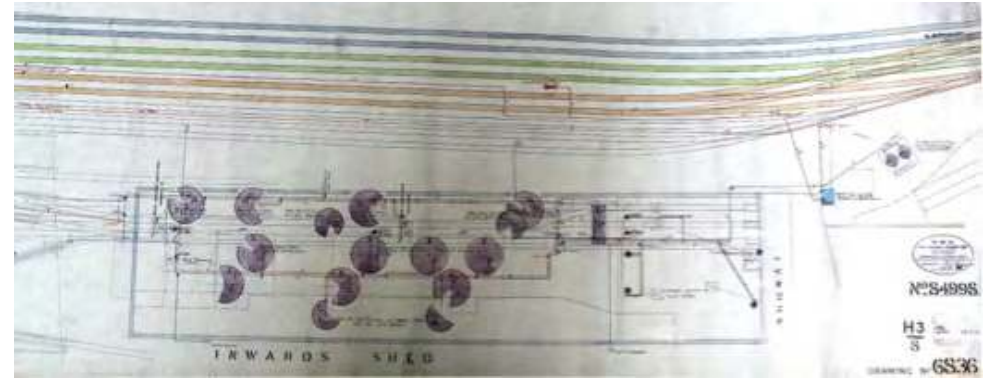


Hydraulic Cranes and Traverser Tables – A hydraulically powered five ton capacity crane was situated between the Inward and Outward Goods Sheds. This can be seen behind the two horse tilt wagon in this photograph of Hockley Goods Depot. Also between the two sheds was a hydraulically powered wagon Traverser Table which had a two track table operating between two pairs of tracks. Previously mentioned was the twenty-five ton goliath travelling gantry crane in the Round Yard north of the station, which was moved by hydraulic power. The lifting mechanism was however steam powered by a vertical boiler in the cabin above the gantry girders. There were numerous smaller capacity hydraulic cranes and wagon Traverser Tables in the three Goods Sheds at Hockley.

The 1927 diagram indicates that these included:

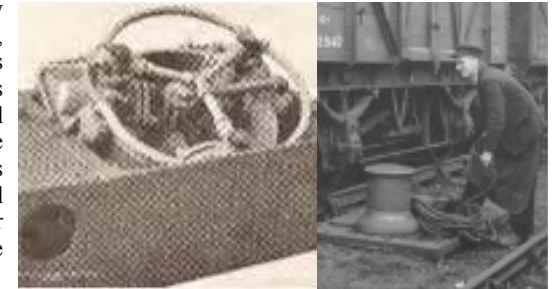
- Inward Shed - One 40 cwt Crane, fourteen 30 cwt Cranes and a three track wagon Traverser Table (notes indicate that a further two other wagon Traverser Tables had been removed, although their machinery remained). There was also two hydraulically powered one and a half ton Cradle Hoists and two Jigger Hoists
- Outward Shed - Four 2 ton Cranes, ten 1.5 ton Cranes and three wagon Traverser Tables (notes indicate another wagon Traverser Table had been removed, although the machinery retained).
- Transhipment shed (adjacent to the canal basin) - six 30 cwt Cranes

Note there were another two more accumulators at the other end of the site.

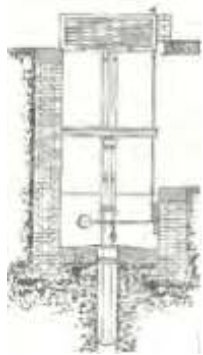
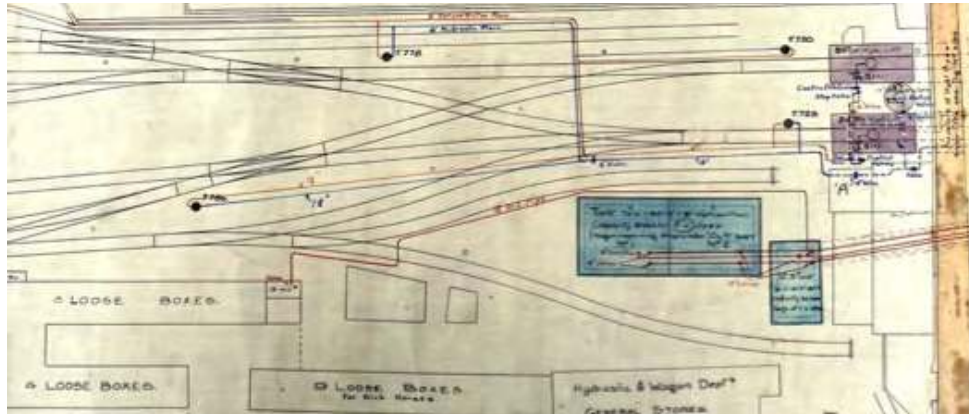


Hydraulic Powered Capstains - Powered capstains were used extensively in the Goods Depot to move wagons. This avoided the need for shunting locomotives or horses. They were particularly important in the Canal Basin as it was impossible for locomotives to reach this part of the site. There were seventeen hydraulically powered capstains in the Canal Basin and at least a further thirty in the main Goods Yard and the two Sheds. The capacity of Capstains is generally expressed in terms of 'Snatch pull'. This is the force exerted on a wagon in a state of rest and not the continuous pull.

Capstains in Goods Depots like Hockley were typically rated as one ton snatch pull, so that they could haul a number of wagons coupled together. A one ton snatch pull was sufficient to haul eighty tons of aggregated load on the level from a standing start. The capstain mechanism comprised three rams operated by a foot pedal. The capstain could be turned over to expose the mechanism for maintenance (as shown in this catalogue photograph).



Hydraulic Wagon Lifts - A pair of hydraulic wagon lifts, each with a capacity of 26 tons, gave access to the canal basin. The basin was at a higher level than the rest of Hockley Depot and the wagon lifts were located adjacent to All Saints Street. The lifts were reached by two short tunnels under All Saints Street. The Medium Pressure hydraulic power to operate the two ram lifts was supplied from a single raised weight accumulator located between the two lifts.



This plan dated June 1927 shows the two wagon lifts with a raised weight Accumulator between (coloured grey). The Medium Pressure Hydraulic pipeline (coloured Blue lines) connects to the Accumulator as well as several powered capstans in the yard. Low Pressure Hydraulic pipelines (coloured red) provide the return pipework from hydraulic equipment as well as general water supplies to the Stable block and feed pipes to the two high-level water tanks (two rectangles coloured Blue).



The diagram shows a typical hydraulic ram type wagon lift as used at Hockley. The ram and other equipment is all below the lift platform and no equipment is required above.

The photograph shows the two wagon lifts at Hockley with the later mechanism enclosure above. This photograph was taken after the lift mechanism had been converted to electricity and the hydraulic rams and Accumulator has been removed.

The second photograph shows another raised Water Tank (Tank No.3) which was behind the adjacent building.



A one ton capacity Hydraulic Luggage Lift was also provided on Hockley Station's Island platform to transport passengers luggage and parcel traffic to the subway underneath.

In addition to powering the Hydraulic machinery at Hockley Goods Depot, the water raised by the pumps at Hockley was used to supply water to all the Great Western Railway's Stations and various Water Tanks between Hockley and Tyseley. This will be the subject of a second article.

Robert Ferris

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GWR PANNIER 7752

Locomotive No.7752 was a 0-6-0 Pannier Tank (PT) of the 57XX class. These locomotives were designed by Charles Collett, who was the Chief Mechanical Engineer (CME) of the Great Western Railway between 1922 and 1941. After the Grouping there was a need to replace a large number of obsolete outside framed shunting locomotives. These were mostly 0-6-0 tank locomotives, some of which had been absorbed from other railway companies and many of which dated back to the Victorian period. The Great Western Railway had already standardised on the pannier tank arrangement for shunting locomotives, as this lowered the centre of gravity, while giving good access for maintenance and fitted neatly against the rectangular Belpaire firebox. Locomotives that had been built as Saddle Tanks were converted to Pannier Tanks, as the lower centre of gravity resulted in greater stability at speed.



7752

The 57XX class was a modernised pannier tank design drawing on the best features of their predecessors to produce a more comfortable and efficient locomotive capable of undertaking both light freight and passenger turns, in addition to shunting duties. The boiler was not superheated, but the operating pressure was increased to 200lbs and with 17.5inch diameter cylinders, this gave a respectable tractive effort (at 85%) of 22,515lb (GWR Power Group - C). The pannier tanks held 1,200 gallons of water and the coal bunker had a capacity of 3tons, 6cwt. Loaded, the locomotive's maximum axle weight was 16tons, 15cwt, which restricted it to main lines and a few branch lines (GWR Route Colour – Blue). This route restriction

was changed to Yellow in 1950, after tests showed that the 57XX class locomotives produced very little hammer blow. A large enclosed cab was also provided to protect the locomotive's crew.

The requirement for these locomotives coincided with the Great Depression and in order to stimulate British industrial manufacturing and alleviate unemployment, the Government introduced a Development (Loan Guarantee and Grant) Act in 1929. This allowed finance to be obtained to build the locomotives, provided a proportion of the orders were placed with British private locomotive builders. As a result 250 57XX locomotives were ordered from the major locomotive builders detailed below:

Lot	GWR No.	Quantity	Date	Builder	Works No.
256	5700 - 5724	25	1929	North British Locomotive Co. (HPW)	23818 - 23842
	5725 - 5749	25		North British Locomotive Co. (QPW)	23843 - 23867
262	6700 – 6724	25	1930	W.G. Bagnall, Stafford	2381 - 2405
263	7700 – 7724	25	1930	Kerr Stuart, Stoke-on-Trent	4435 - 4459
264	7725 – 7749	25	1930	North British Locomotive Co. (QPW)	23921 – 23945
265	6725 – 6749	25	1931	Yorkshire Engine Co. Sheffield	2249 – 2273
271	7775 – 7799	25	1931	Armstrong Whitworth, Newcastle	1131 - 1155
272	8725 - 8749	25	1931	W.G. Bagnall, Stafford	2422 - 2446
273	8700 – 8724	25	1931	Beyer Peacock & Co. Manchester	6680 - 6704
274	7750 – 7774	25	1931	North British Locomotive Co. (QPW)	24038 - 24062

A further 613 57XX locomotives were constructed at the Swindon Works of the Great Western Railway.

The pannier tank locomotives built by the North British Locomotive Company were delivered with Vacuum Brake equipment fitted and all except the first lot (256) also had steam heating apparatus. These features increased the versatility of the locomotives by making them suitable for hauling passenger trains.



North British Works plate

Pannier Tank No.7752 was built in 1931 as part of lot 274 for the Great Western Railway Company by the North British Locomotive Company at their Queens Park Works in Glasgow. After being delivered to Swindon Works and fitted with Automatic Train Control (ATC), No.7752 was initially allocated to Aberdare Shed (ABDR) in December 1930. In May 1934 the locomotive travelled to Swindon Works for a general repair. This was completed in August 1934 and the locomotive returned to South Wales, where it was allocated to Newport Ebbw Junction Shed (NPT). In August 1938 another visit to Swindon was required and after completion, No.7752 returned to the Newport area, remaining there until 1943 (apart from a short visit to Caerphilly Locomotive Works in 1942). From August 1943 until November 1946, No.7752 was allocated to Aberbeeg Shed (ABEEG), returning briefly to Aberdare Shed for a month in October 1943. No.7752 then moved to Tondy Shed (TDU). No.7752 was at Tondy Shed when the railways were nationalised in 1948, remaining there until being temporarily withdrawn from service in December 1951.



7752 on turntable at Tyseley Open Day

By this time the pannier tanks were being replaced with diesel locomotives and No.7752 was put in store. The locomotive was reinstated on 24th May 1952 and went to Caerphilly Locomotive Works for a heavy general repair. After this No.7752 returned to Tondy Shed (86F) until finally being withdrawn by British Railways in November 1959. This was not the end for No.7752, as the locomotive was sold to the London Transport Executive (LTE) on 4th November 1959. The LTE had started purchasing redundant 57XX locomotives after a trial with No.7711 in 1956. The steam locomotives were used on freight and engineering trains as they could operate when the live electric rails were not energised. In total the LTE purchased thirteen

57XX locomotives, which were repainted in London Transport lined maroon livery and numbered. No.7752 was renumbered L94 and after twelve years of service had the distinction of hauling the last steam train on 'The Met' on 6th June 1971. This event featured on both the Ten o'clock news and on the front page of the Daily Telegraph newspaper.

Immediately the locomotive became available it was purchased by '7029 Clun Castle Ltd' and transferred to Birmingham Railway Museum at Tyseley where it steamed at the June 1971 Tyseley Open Day. Following this, the locomotive was repainted in GWR green livery and its original number (No.7752) was restored. The locomotive was hired out to several heritage railways, including; The Gloucestershire & Warwickshire Railway, Swanage Railway, Bodmin & Wenford Railway, East Lancashire Railway and Avon Valley Railway. Then in 2011, to mark the Fortieth Anniversary of its final run on the former Metropolitan Railway, the locomotive was overhauled and repainted in London Transport Executive lined maroon livery. Renumbered L94 the locomotive appeared at the Nation Railway Museum's Railfest in 2012 and subsequently operated on a number of mainline excursions, including several popular double headed Pannier Ramblers with sister locomotive No.9600.



7752 at platform during Tyseley Open Day 2019



7752 final steaming at Tyseley

Withdrawn from mainline service due to wheel tyre wear, the locomotive was hired to the Paignton and Dartmouth Steam Railway in 2017 and 2018 and to the West Somerset Railway in 2019. Here it was repainted in GWR livery and renumbered No.7752 before being returned to Tyseley. With the boiler certificate due to expire No.7752 was steamed for a final time at a special event on Saturday 2nd July 2022.

The locomotive is now awaiting another boiler overhaul.

Robert Ferris

WYTHALL TRANSPORT MUSEUM AND TYSELEY



as Transport Museum Wythall, a charitable trust 100% run by volunteers.

Interestingly, in the early years, Tyseley held a number of open days with bus gatherings and

Wythall ran buses, either to or from the railway museum or as static displays. Even the recently restored Birmingham City Transport AEC Regent number 486 came along as a relic in its early years of transformation. And as recently as 2018, several buses joined an open day line up at the Tyseley Open Day.



486 at Tyseley 1975

Transport Museum Wythall (TMW) and Vintage Trains have known each other for decades. Both organisations came into being in the same period, the roots of Wythall being in the 1950s growth in bus preservation, not dissimilar to what was going on in the railway preservation movement in the same period with the eventual formation of the Birmingham Railway Museum. Both involved individuals finding their 'objects of desire' abandoned in the countryside or in city and town depots or scrap yards.



Regent Bus 486 as found

Bus restoration began in backyards, farmyards or barns and even in driveways, or simply any space that would hold a large vehicle, preferably free and medium to long term as none of the early projects was going to be a quick fix! As numbers grew and teams began to work together in a common aim, groups amalgamated and began to look for somewhere to get together under cover. In the case of the bus groups, the old RAF WWII barrage balloon station at Wythall beckoned, with its now unused and becoming derelict hangar space, a deal was struck. The museum was born in 1977, under the banner of the Birmingham and Midland Motor Omnibus Trust (BaMMOT) and today now thrives



Transport Museum Wythall visits Tyseley

These days, TMW tells the history of public transport in the west midlands, covering all the local municipalities up to the transition through deregulation into WMPTE and up to date, with several exhibits as recent as the early 2000's donated by current operator, National Express. Midland Red is also a core fleet on display being buses that were innovatively designed and built by the company at its Carlyle Road works in Edgbaston. BCT relied upon the established bus industry for its designs but was very locally centric in its supplier choices, Guy (Wolverhampton), Daimler (Coventry) and Metro Cammell in Washwood Heath being major suppliers. Metro Cammell went on to build the majority of Birmingham's bus bodies through until the 1990s.

Telling the story is not just about the physical vehicles, it also covers the equally important social history of buses; the huge number of people employed in both the supply industry and the

operators, the use of the motor bus to convey people to work, play and on holiday in days of minimal car ownership, are all interesting discussion points, particularly for the many young school parties that visit the museum.



August 2019 visit to Tyseley

And of course, Wythall too has a railway. The miniature railway runs on all open days, hauled by steam and sometimes diesel dependent on the weather. Its owner, the Elmdon Model Engineering Society (EMES) was formed by a group of model engineers in the early 1980's. The first site was close to Elmdon Airport, hence the name, where a great deal of hard work was put in by founder members to provide track and facilities. Sadly, running trains at Elmdon was not a success. Repeated attacks of vandalism culminated in much of the track being ripped up and the only steam loco stolen. Disheartened but undeterred the Society gave up on the site and looked to new (and hopefully more secure) pastures.

An agreement was forged with the then Birmingham Railway Museum at Tyseley, A 7.25" Track was laid and 'rent' paid in kind, the EMES members undertaking many chores and maintenance tasks around the Tyseley site. The agreement seemed to suit both parties very well. Shortly after, a new museum General Manager was appointed, someone who made it pretty clear that he had no time for the Society, its members or the Railway.



Enjoying a ride behind Llyn Padarn

Ever increasing demands for work in lieu of rent were topped by a private individual being brought on to the site to run his own railway, and the Society was to do all his chores! This brought the club to the point where no one had any time to run a loco or even smile a little.....the writing was on the wall.



The 7 1/4" gauge King being driven by its maker, Dennis Herbert, ex Tyseley fireman

Fortunately an agreement was made with the then nascent Wythall, providing a large but derelict part of their bus museum site for EMES track and facilities. Members set to with gusto, spending 5 years turning the abandoned area into the manicured vista of today. The partnership is a successful one, EMES has a splendid home site with 3 1/2", 5" and 7 1/4" gauge running lines (which brings some complex pointwork), whilst museum main open days are enhanced by EMES trains running for the enjoyment of visitors.

Denis Chick

WORKSHOP AND STOCK LIST

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

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

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

Locomotives in private ownership unless otherwise stated.

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
80104		4MT 2-6-2T	1955 Brighton	SLL
7802	Bradley Manor	78xx Manor	1938 Swindon	EM Fund
7812	Erlestoke Manor	78xx Manor	1939 Swindon	EM Fund
3840	County of Montgomery	County 4-4-0	New Build	Churchward County
4709		47xx 2-8-0	New Build	"Night Owl"
4588		4575 2-6-2T	1927 Swindon	

GWR Steam Locomotives

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

LMS/BR Steam Locomotives

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

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

BR Diesel/Electric Locomotives

No.	Name/Numbers	Class	Built	Notes
13029	08 021, D3029	08 DE 0-6-0	1953 Derby	
47 773	D1755 The Queen Mother	47 DE Co-Co	1964 Brush	47161/47541
50 033	Glorious D433	50 DE Co-Co	1968 EE/VF	At SVRly

Coaches

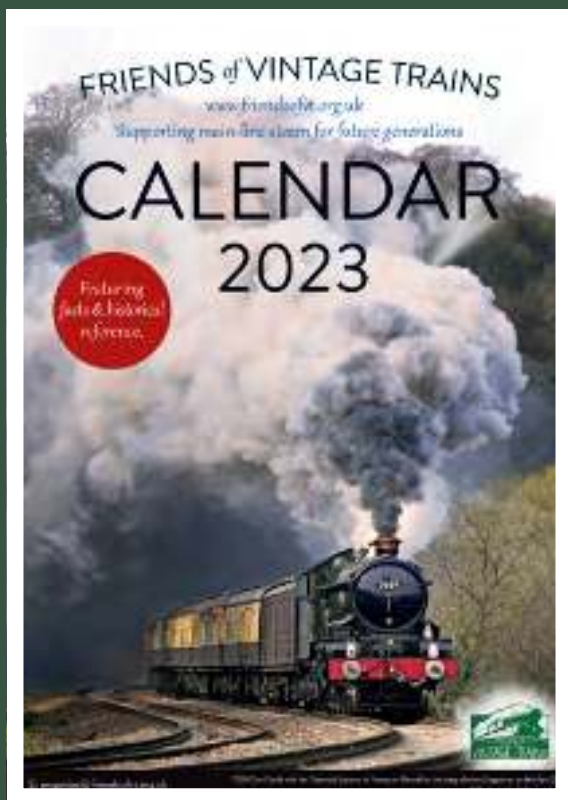
No.	Name	Type	Builder & date	Notes
311	Eagle	Mk1 Pullman Kitchen First	1960 Metro Cammell	NRM/TY01
335	Car No 335 : 99361	Mk1 Pullman Kitchen Second	1960 Metro Cammell	TY01
349	Car No 349 : 99349	Mk1 Pullman Parlour Second	1960 Metro Cammell	TY01
353	Car No 353 : 99353	Mk1 Pullman Parlour Second	1960 Metro Cammell	On Overhaul
1201		Mk 2RFO	1973/74 Derby	TY02 *
3309		Mk 2 FO	1973 Derby	TY02 *
3351		Mk 2 FO	1973/74 Derby	TY02 *
3416		Mk 2 FO	1973/74 Derby	TY02 *
5148		Mk 2 TSO	1967 Derby	at Telford
5157		Mk 2 TSO	1966 Derby	TY01
5177		Mk 2 TSO	1967 Derby	On 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 TSO/Club Car	1966 Derby	TY01
5212		Mk 2 TSO/Club Car	1967 Derby	TY01
5221		Mk 2 TSO	1967 Derby	at Telford
5300		Mk 2a TSO	1968 Derby	In Compound *
5314		Mk 2a TSO	1968 Derby	at Turntable
5420		Mk 2a TSO	1969 Derby	Top Bank *
5928		Mk 2 SO	1973 Derby	TY02
6320		LMS Saloon	1927/65 Wolverton	PRCLT Derby
9101		Mk 2 BSO (Buffet Car)	1966 Derby	TY01
14064		MK 2 BFK	1967 Derby	45305 Support
17015		MK 1 BFK	1961 Swindon	71000 Support
17018		MK 1 BFK	1961 Swindon	TY01

Class 144 Pacers

Set Number	Car Numbers	Builder and Date
144014	55814 DMS - 55850 MS - 55837 DMSL	Built 1987 Derby
144019	55819 DMS - 55855 MS - 55842 DMSL	Built 1987 Derby
144023	55823 DMS - 55859 MS - 55846 DMSL	Built 1987 Derby

Occasional Based Diesel Locomotives

Number	Name/Numbers	Class	Built	Notes
08730	D3898	08DE 0-6-0	1960 Crewe	RSS Blue
08752	D3920	08DE 0-6-0	1960 Crewe	RSS Grey
08805	D3973	08DE 0-6-0	1960 Derby	Railfreight Grey
20007	D8007	20DE Bo-Bo	1957 EE Vulcan Foundry	Green
20142	D8142	20DE Bo-Bo	1966 EE Vulcan Foundry	LT Red Sir Benjamin Franklin
20189	D8189	20DE Bo-Bo	1967 EE Vulcan Foundry	BR Blue
20205	D8305	20DE Bo-Bo	1967 EE Vulcan Foundry	BR Blue



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