

ISSUE 54 – SPRING 2024

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, occasional members' offers from Vintage Trains and free entry including a guest to the majority of social events organised by the Friends.

Subscription rates	1 Year	5 Year
Junior (5 – 18)	£9	£40
Adult (19 – 59)	£25	£110
Partners (2 adults)	£40	£180
Family (2+2)	£45	£195
Senior (65+ when joining)	£20	£65
Senior partners (2 adults)	£35	£125

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Mary McCullough – Secretary
Chris Schroeder – Treasurer
Neil Ewart, Sharon Salter, Fraser Pithie, Denis Chick

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 07827 899341.

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Spring 2024

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Front Cover Image: Now that Tyseley Locomotive Works has announced that 4965 Rood Ashton Hall will be overhauled and returned to service, we feature a photograph of 4965 on the Shakespeare Express in July 2006 with Bob and Alistair Meanley in charge and thoroughly enjoying themselves.

Photo: Denis Chick

Back Cover Image: The back cover shows a stamp from Liberia, which has a thriving industry producing stamps for collectors rather than for postage. The country declared independence in 1847 and issued its first stamps in 1860. The face value is \$275 Liberian Dollars (£1.14) and they sell for £2.79 on eBay.

Liberia is on the west coast of Africa between Sierra Leone and Cote d'Ivoire. There is one railway line linking Bong Mining Town with Monrovia Port.

And of course, it is VT's very own Class 47 (the 47 773 end).

Thanks to Michael Hughes for the image of the stamp and the information

FRIENDS CHAIRMAN'S REPORT

A warm welcome to this edition of Steam in Trust. Summer is finally upon us with opportunities for us all to enjoy the world of steam in rather more clement weather than we've seen of late. Your very active committee has been hard at work developing new ideas, attending events with networking opportunities and spreading the word about the Friends. We've even developed a whole new look for Steam in Trust, a dramatic change which gives us a new logo and a brighter more cheerful look to the magazine, in line with our future approach to the organisation. We'll formally announce all that with the next issue, so this is just a teaser.

However, we must pause to reflect on a sad moment in all our lives, the recent death of our long-term Friend and colleague, Richard Moreton, who passed away in March. Richard had been a train steward for many years and an exceptional photographer, we were always grateful to him allowing us permission to use his images in our publications, particularly the calendars. He was a very knowledgeable and supportive member of the Friends and will be very much missed. Our thoughts are with his wife Jane and family.

Our condolences are also sent to the family of Stuart Brighton who also passed away in March. Stuart was an active volunteer at the Tyseley site and, like Richard, was very supportive of the Friends. Our thoughts go out to his sons, James and Alex, at this sad time.

The 2024 Annual General Meeting of The Friends of Vintage Trains on Sunday 24 March at the Tyseley Working Men's Club was well attended, by over 30 members. The AGM ratified the minutes of the 2023 AGM, which can be found on our website at www.friendssoft.org.uk. A summary of the 12 months past and a look into the future was then provided by your Chairman, followed by the financial statement from Chris Schroeder. The current Committee was re-elected unanimously en-bloc by the meeting, and the three officers were re-appointed (Paul Hatton as Chairman, Mary McCullough as Secretary and Chris Schroeder as Treasurer).

After 5 years of freezing our membership subscriptions we have reluctantly decided to increase them from 1 June this year. Our main expenditure is on Steam in Trust and the Steam in Trust Newsletter, where both the production costs and especially the cost of postage have greatly increased over the past 5 years. Our new subscriptions, which were discussed and agreed at the AGM, are shown below:

	1 year		Increase	5 year		Increase
	Current	New		Current	New	
Junior (5-18)	£8.00	£9.00	12.5%	£35.00	£40.00	14.3%
Adult (19-64)	£20.00	£25.00	25.0%	£90.00	£110.00	22.0%
Partners (2 Adults)	£32.00	£40.00	25.0%	£145.00	£180.00	24.0%
Family (2+2)	£36.00	£45.00	25.7%	£157.00	£195.00	24.2%
Senior (65+)	£15.00	£20.00	33.3%	£52.00	£65.00	25.0%
Senior partners	£26.00	£35.00	34.6%	£100.00	£125.00	25.0%

NOTES

- According to the Bank of England inflation since 2019 based on the CPI is 22.6% so these increases are broadly in line with inflation.
- The Junior member's increase has been kept to a minimum so as not to deter young people from becoming members.
- The age for new members becoming Senior members is raised to 65, in line with the majority of organisations. Existing members under 60 are invited to renew at the Senior rate, as opposed to the Adult rate, when they reach 60, as they anticipated when joining the Friends.
- With the exception of the Junior class all new rates have been calculated to the nearest £5 or £10.

We hope you all agree that this rise is both inevitable and acceptable.

One of the main benefits of membership of the Friends alongside Steam in Trust and associated Newsletter is our wide range of social events. Neil Ewart, our ever-active Social Secretary, has organised a variety of upcoming socials which are described in the Social Events article on page 6. The closure of the Electric Cinema in Birmingham called a halt to our railway-themed film screenings (and the social afterwards in the Wetherspoons London and North Western, just opposite the Electric). The long-term fate of the Electric is unclear as we go to press but we are looking for alternative venues – if any members have suggestions of independent cinemas that might accommodate small private screenings we would be delighted to hear. Please use any of the details on page 2 to contact us. Updates on our social programme will be featured in our regular e-newsletter.

Also in this edition we feature a crossword puzzle compiled by Richard Dovey, one of Vintage Trains' volunteer group leaders at Tyseley. We would like to have a Puzzle Corner feature in future editions of Steam in Trust; any ideas for, and especially contributions of, puzzles would be welcome. These could take any form, such as little-known railway facts (think of Trivial Pursuit or a pub quiz), another crossword, location of historic photographs that we could publish or anything else to test the grey cells. Please use any of the details on page 2 to contact us.

I cannot let the redevelopment of Henley-in-Arden station go unmentioned, and especially the excellent beer produced by the micro-brewery. Your Committee has conducted extensive quality control tests there and is pleased to report that the range and quality of beers has been consistently excellent throughout. We might well arrange one of our turn-up-and-go socials there in the near future – keep an eye on our website and e-newsletter for further details when summer eventually arrives. See the longer article on page 19 for more details of the station redevelopment.



The micro-brewery at Henley-in-Arden station

Paul Hatton, Chairman, Friends of Vintage Trains

NEW MEMBERS WELCOME

Welcome to the following new members – we hope to see you at one (or more) of our social events:

**Mrs Harj Taggar, Mr Geoff Edgcumbe, Mr and Mrs T&S Watson,
Mr G Southway & Partner, Mr J W Smith**

MEMBERS' SOCIAL EVENTS

Over sixty members and guests attended our social event at Kidderminster Railway Museum on 28 February. Dave Postle and the team made us most welcome with tea and biscuits before Mike Corbett gave a fascinating talk about the most recent rebuild of Flying Scotsman, a project that he was heavily involved in. Followed up by a brief lunch stop at the King and Castle for the ale connoisseurs (other lunch stops were available), we embarked on a driving and firing journey into the past with the legendary Rays - Poole and Churchill. Anecdotes, memories and funny moments poured forth thanks to the inimitable interviewer, Les Ross.



Ray Poole and Ray Churchill in conversation, with Les Ross attempting to keep order

Feedback has been very positive and has resulted in the planning of the future events below:

Wednesday 22 May - Tour of the Severn Railway Diesel Depot (normally out of bounds)

With thanks to Al Wallace, we have secured a tour of the Severn Valley Railway Diesel Depot which is normally out-of-bounds. The SVR is running on this day so there will be an optional ride at individual expense afterwards to Bridgnorth.

Meet at 10.45 by the SVR Ticket Office. There is no charge for this visit but a suggested donation of £5 towards the SVR for this visit would be welcomed. Numbers are limited so reluctantly we cannot extend this offer to guests this time.

Please contact Neil Ewart by email to neilewart88@gmail.com or call 07805 817711 as soon as possible to book a place.

Thursday 6 June – Turn-up-and-go trip to Aberystwyth

We will be catching the through train from Birmingham to Aberystwyth which departs from Birmingham International at 09.08 and New Street at 09.22. This train is often busy so it can be worth travelling to Birmingham International to secure a group of seats. An anytime day return from New Street costs £26.65 for railcard holders.

We arrive in Aberystwyth at 12.20 for an optional ride on the Vale of



Awaiting departure from Aberystwyth on the Vale of Rheidol Railway

Rheidol Railway (£35.00 return) where we can view GWR 9017 *Earl of Berkeley* Dukedog Class back in its home shed, or alternatively spend the day exploring Aberystwyth. We will probably meet back at the Wetherspoons on Aberystwyth mainline station before returning to Birmingham. Just turn up and pay own fare. Guests are very welcome.

Wednesday 9 October at 11.00 at the Kidderminster Railway Museum

Following the popularity of the previous social at the Kidderminster Railway Museum we have booked a return visit. Our speakers will be Anthony Coulls, a senior curator at the National Railway Museum, and Fraser Pithie, chair of the Friends of the Shakespeare Line and one of only 500 recipients of the Coronation Champion award for his work in the community, which is awarded by The Royal Voluntary Service (RVS). There will be no charge for members plus a guest. Please indicate your interest to Neil Ewart by email to neilewart88@gmail.com or call 07805 817711.

Your committee thanks you for your support in attending events, which are often free to members and a guest. It is good to see you.

Neil Ewart, Social Events Organiser

**TYSELEY STATION UPDATE**

At the time of writing many plants are re appearing after the winter. We will soon be heading off to buy many more and see if we can beat the display seen in 2023.

Graffiti continues to be an issue but the problem has been kept under control by removing any as soon as it appears!

The Friends have been approached to work with a local school and West Midland Trains to encourage bio diversity throughout the site. Part of this will be ourselves and the youngsters developing the existing wild flower garden. This is quite an honour as there are very few other stations invited to participate.

Neil Ewart, Tyseley Station Lead

We are always looking for willing volunteers to join the team looking after the main line station. The main role is to occasionally visit the station and report anything untoward like graffiti to Neil Ewart, the lead station adopter, so that swift action can be taken. Help in watering the flower beds during the summer will also be greatly appreciated – there is a tap on the platform with hoses provided.

Please contact Neil Ewart, email neilewart88@gmail.com or phone 07805 817711 if you are able to help.

VINTAGE TRAINS CHAIRMAN'S LETTER TO CBS AND FOVT MEMBERS

Somewhat naturally, the eyes of the world are always on our magnificent express steam locomotives and the excellence of our workshop output, but that is by no means all we do, or strive to do.

With the appointment of John Mills as depot support manager, we are embarking on long term planning for the development of our Tyseley depot and improving our working conditions. This is also with an eye to further enabling our two operating companies to expand and also re-introduce community participation.

Work continues in and around the new carriage shed to enhance its multi purpose uses: for carriage maintenance, as a public passenger platform and for future events. Clearly, we have much work to do yet as the shed was merely the first step in a major project which will gradually develop in several phases as time and money allow. This year, we are working on laying the groundwork for public use and bringing our train catering in house with depot kitchen facilities and connecting the passenger platform to the existing garden area and signal box. This will improve public access opportunities for both events and our now established guided tours and the re- use of the original GWR spear point railings (originally collected many years ago from the GWML) will be a nice finishing touch

We are now working with Network Rail, West Midlands Railways and their contractor, Spencers, to take the next steps in improving the depot, by the installation of safe walking routes, improved security and the first stage of remedial work to some of our buildings. A survey has been undertaken of all our buildings (including the original GWR 1908 coaling stage) and so now we are able to devise a plan for immediate maintenance, repairs and development.



The relocated original GWR spear point railings

We will be launching a consultation exercise with all our internal stakeholders, staff and volunteers so we have the chance of devising the best plan possible for which we can then seek funding. Generously, Network Rail have agreed to a new long term lease of the depot and details have been agreed in heads of terms now to be worked up. WMT and Spencers are contributing in cash and in kind to the next stages of our plans, which will include upgraded welfare and office facilities and improvements to the original 1970s workshop building infrastructure.

Simon Edmunds is leading a team to plan and develop the installation of a new 15" miniature railway, utilising the Sutton Miniature Railway collection which will be complementary to these depot improvements and enable a circular public route to be created in due course between the staff club, the carriage works and passenger platform and picnic area and signal box as a first stage. Of course, as always, progress will depend on available time and money, but already we are seeing an increase in volunteer effort to deliver these improvements. We seek to engage with everyone so we can deliver the best results and unlock available hours and funds.

Michael Whitehouse, Vintage Trains Chairman

BETTON GRANGE'S FIRST RUN



The first run of Betton Grange on 11 April

An invited group of smiling faces witnessed 6880 *Betton Grange* in steam and turning its wheels under its own power for the first time on 11 April. With the loco and tender looking resplendent in its BR lined green livery, Alastair Meanley took the regulator in front of the *Betton Grange* supporters group and a few lucky visitors. With delays in painting caused by the constant wet weather and with further running-in and testing to be completed, 6880 will not make the Severn Valley Gala in April but will still visit the Valley for testing before its first public appearance at the Cotswold Festival of Steam on 25-27 May. The Friends wish the loco and its loyal band of supporters 'Bon Voyage' as 6880 begins its new life wowing Great Western enthusiasts worldwide.



Here we see *Foxcote Manor* awaiting overhaul, alongside *Betton Grange* – a Manor and a Grange together for the first time in decades.

Denis Chick

RAILTOURS UPDATE FOR SUMMER 2024

We start with a look back at some recent highlights of the 2024 Tour Programme then look forward to forthcoming highlights.

On 2 **March** the 2024 Vintage Trains Express steam programme started with the characteristic chatter of 7029 *Clun Castle* at the head of the Cathedrals Express to the cathedral city of Salisbury, a destination not visited since 2017.



5043 after storming Shap at Carlisle

A fortnight later, on 16 March, Vintage Trains regulars and new passengers alike were treated to a very special run to Carlisle. After an early start from Birmingham New Street to Carnforth behind ever dependable 4773 *The Queen Mother*, 5043 *Earl of Mount Edgcumbe* was duly reversed onto Tyseley's chocolate and cream coaches and very ably tackled the fearsome Shap Fell with no diesel assistance.

In **April** the first Shakespeare Express of the year ran on Sunday 7 April featuring a Murder Mystery with Afternoon Tea. A difficult decision was made to postpone the Welsh Marches Express, as bookings were lower than anticipated.

In **May** Vintage Trains will be making history on Friday 10 May and Saturday 11 May with a very special express steam train to Plymouth and London Paddington. The two-day extravaganza starts at Birmingham Snow Hill and picks up at stations along the Chiltern Main Line before heading West to Plymouth for the night. 7029 *Clun Castle* will then make history on an unassisted run to London Paddington via home



5043 and 47773 at Crewe on the way up to Carlisle

territory, marking the anniversary of the famous Vintage Trains' *One Zulu Four Eight- Great Western High Speed Railtour* which ran on 10 May 2014.

On Sunday 26 May the Shakespeare Express will pick up passengers from Derby, Burton-on-Trent, Tamworth High Level and Coleshill Parkway for the first time ever. We anticipate that these additional pickup points will be popular in offering a unique opportunity to travel by steam to Stratford-upon-Avon on the Shakespeare Express from these new departure stations.

June is shaping up to be a very busy month, with a Castle hauled train to Liverpool on Saturday 1 June. On Saturday 8 June passengers will be treated to a trip to Blaenau Ffestiniog where a private charter train on the Ffestiniog Railway will be waiting to take them to Tan-y-Bwlch.

There will be a Shakespeare Express on Sunday 16 June. This is followed by a Vintage Trains classic, the Red Dragon to Cardiff, on Saturday 22 June which is being rerouted via the Welsh Marches and will visit Hereford and Cardiff. June comes to a close on Sunday 30 June with the Shakespeare Express departing from Worcester picking up at Droitwich Spa then on to Stratford-upon-Avon.

On 14 **July** the Shakespeare Express is again widening its attraction to people who cannot readily travel to Birmingham to join the Shakespeare Express by picking up passengers at Leicester, Nuneaton and Coleshill Parkway before heading to Stratford-upon-Avon.

There are seats still available across the forthcoming programme, but they are selling fast. So, don't miss out on your opportunity to be part of history and book now on our website vintagetrains.co.uk.

Vintage Trains Tour Team

DO YOU HAVE A FEW HOURS TO SPARE ON A FRIDAY?

Vintage Trains are hoping to set up a Friday volunteer group for light work, such as helping out in the office or laying up the tables in the Pullman coaches for a railtour or the Shakespeare Express. If you are able to help on a regular or occasional basis please email office@vintagetrains.co.uk

WHAT DO ROMAN ROADS AND RAILWAYS HAVE IN COMMON?

Perhaps it is the "standard gauge" of 4ft 8½ins (1435 mm) between the wheels. This is roughly the distance between the wheel ruts on Roman roads. And that was determined by the size of Roman horses.

George Stephenson built the Stockton and Darlington railway to 4ft 8ins (1422 mm) which was roughly the average of the colliery tramways in north east England. The extra ½ inch was added to the Liverpool and Manchester Railway's gauge to ease wheels around curves (the Manchester and Leeds Railway added another ½ inch for good measure).

In 1846 the Gauge Act ruled that all new passenger railways had to be "standard gauge (4ft 8½ins)" – 1800 years after the Romans invaded, brought their horses, and started it all.





Thanks to Michael Hughes for the history

A NEW PERSPECTIVE ON THE STEAM RAILTOUR ROUTES

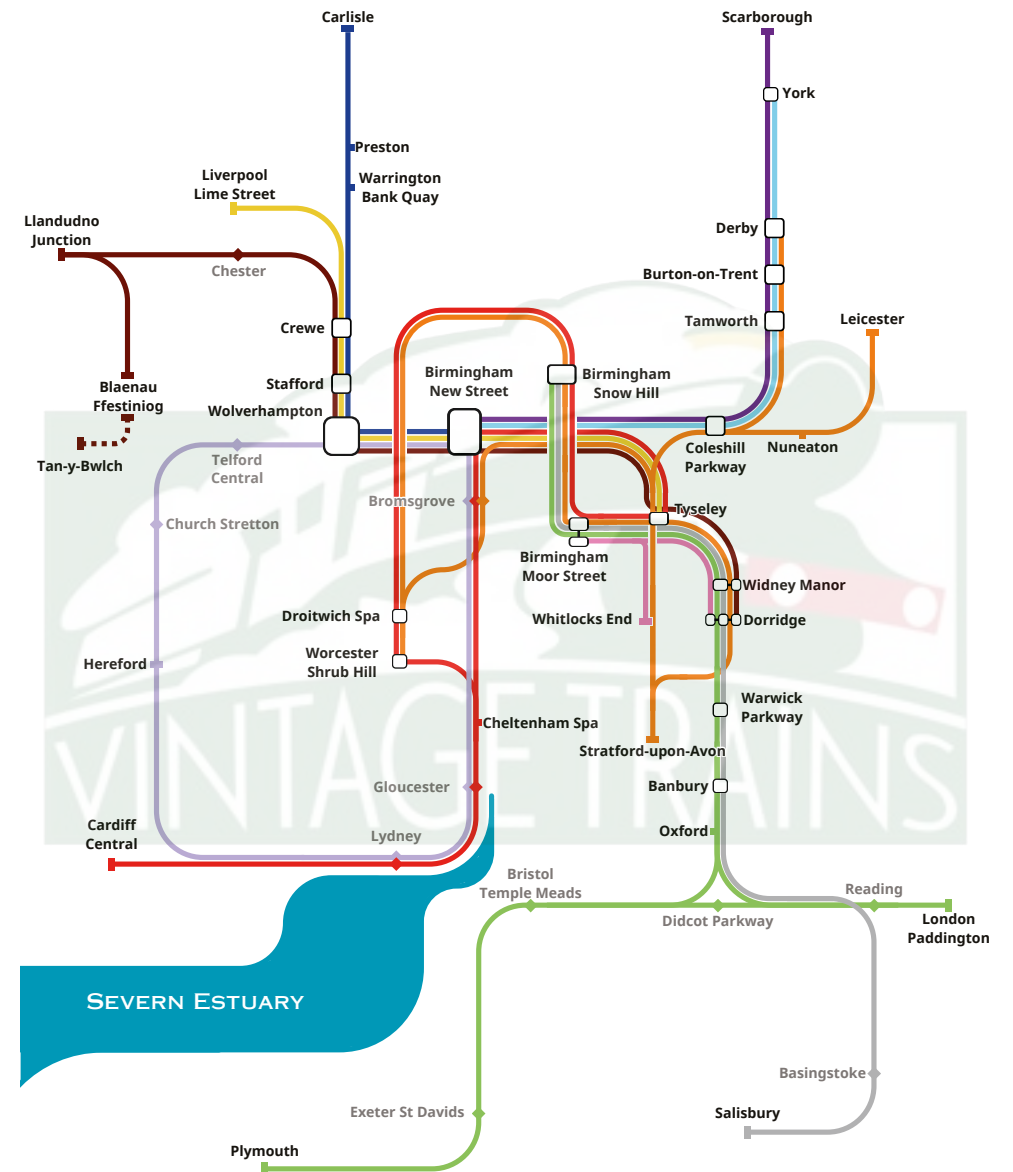
Isaac Miller, who joined VT on a work experience placement from Solihull College in 2023 and was subsequently offered a staff post at Vintage Trains for the summer, has produced the route map on the following page. It shows all of the steam railtours for 2024 in the style of the London Underground map designed by Harry Beck in 1933. Following the style of Beck's map, rather than emphasising distance Isaac's map represents the railtour routes in a neat diagram while maintaining geographical accuracy of coloured lines, one for each of the tours.

Isaac left Vintage Trains in April to embark on an engineering degree. We wish him well in his future career.

KEY

-  Cathedral's Express to Salisbury
-  The Shap Mountaineer
-  The Welsh Marches Express to Hereford
-  The Great Western to Plymouth and London (1Z48)
-  The Mersey Explorer to Liverpool
-  The Red Dragon to Cardiff
-  The Ffestiniog Express to Blaenau Ffestiniog
-  The White Rose to York and Scarborough
-  The Christmas White Rose to York
-  The Shakespeare Express (all routes)
-  THE POLAR EXPRESS TM (all routes)

-  VT Station with multiple tours
-  VT Station
-  Destination VT Station
-  Passing Station
-  Ffestiniog Railway



WORKSHOP REPORT

TYSELEY LOCOMOTIVES

7029 Clun Castle & 5043 Earl of Mount Edgcumbe have both contributed to the initial 2024 programme to Salisbury and Carlisle respectively, with both locomotives performing operationally well.

5080 Defiant

The tender underframe and brake cylinder overhaul is anticipated to commence shortly together with renewal of the front drag box. The brake gear bushes are serviceable – they were replaced during the last overhaul.

4965 Rood Ashton Hall

The good news is that the locomotive support crew have commenced stripping the smokebox superheater elements and steam pipes in preparation for boiler removal and assessment. There is, of course, a long way to go but very encouraging signs that a start is being made to the next Tyseley engine in line for overhaul.

Class 47 47773

The new electronic Automatic Voltage Regulator (AVR) received was fitted in late 2023 and the locomotive is operational.

Class 37 37240

Class 37 '37240' arrived at Tyseley from Eastcroft Depot Nottingham early this year. However, to restore the locomotive to main line operation there is bogie and wheelsset assembly work to complete. The monoblock wheels, together with some axle suspension tube bearing renewals, have received attention at South Devon Railway's wheelshop and have now been delivered to Tyseley Locomotive Works (TLW). In mid-March the delayed roller bearings for the axle boxes were received.

The traction motors have also been received, followed by some cleaning of traction motor brush boxes at TLW and new traction motor bellows are on order. Whilst progress towards completion of the overhaul has been delayed by component deliveries from third party suppliers the re assembly of the bogies should start soon.

Tyseley Collection announcement

Following the decision and press announcement by VT of deaccession, Pannier Tank 7760 was sold to a private buyer and has left Tyseley. British Rail sold 7760 to London Transport, renumbered as L90 and then sold to 7029 Clun Castle Ltd so it had been part of the Tyseley collection since 1971. LMS Jubilee 5593 *Kolhapur* currently remains at Tyseley in storage but with the owning charity having agreed to sell.



5080 locomotive temporarily matched with its new tender body in March 2024.



Class 37 '37240' painted in Transrail (former trainload rail freight operator) colours shortly after arriving at its new Tyseley home.

'New' workshop equipment

Following the arrival of a valuable railway workshop equipment asset from Old Oak Common Depot, the 4 x 25-tonne Matterson vehicle lifting jacks are currently stored in the carriage shed. They will shortly be transferred and positioned in the workshop to enable the locomotive body of 37240 to be lifted clear of its existing bogies which will be exchanged for the reassembled and overhauled bogies.

COACHING STOCK**Pullman Car No. 353**

The continued restoration work on Parlour Car No. 353 in 2024 remains subject to funding availability.

Mk1 and Mk2 vehicles Coaching stock modifications

- **Controlled Emission Toilet (CET)**

CET continues to operate well on most vehicles. A replacement warranty control panel is awaited for one vehicle.

- **Central Door Locking (CDL)**

Following Office of Road and Rail (ORR) approval of VT's programme in 2023 VT remains committed to the installation of CDL. A prototype coach installation is in the stage of development with vehicle designs now available and the supply of material components in progress. The current plan is to initially install CDL on the Mk2 coaching stock fleet fitted with external opening doors followed by the Pullman vehicles which have inward opening doors. The current Railway Safety Regulations 1999 Certificate of Exemption is valid to November 2024 to enable continued use of VT fleet on the main line.

CARRIAGE WORKSHOP

The carriage workshop has proved to be of immediate benefit for a variety of activities under cover during the winter months including coach maintenance e.g. external coach cleaning, body repairs and roof painting, locomotive, coach and equipment storage, and enabling a Sutton Miniature Railway coach to commence restoration.

Additional platform safety and other improvements have been completed by the Tuesday maintenance gang volunteers.

There is an aspiration that track extension covering the whole length of the workshop and extending into the car park can be undertaken during the summer months to further enhance the covered space for vehicles for much needed protection.

THE HUT

The demolition of 'The Hut' has been progressed by the Tuesday gang volunteers and should be completed shortly. The proposed machine shop construction project on the 'Hut' site now remains subject to funding.

*By Mike Corbett and Michael Hughes with thanks to Alastair Meanley
All images by Mike Corbett and Michael Hughes, except where credited*



The newly arrived four Matterson 25 tonne vehicle lifting jacks pictured in the carriage shed in March 2024.

FLUSHED WITH SUCCESS

If you know anything about toilets you will know what marvels of plumbing they are. But toilets on trains are much more than that. The Controlled Emission Toilets (CET) on Vintage Trains' coaches are not only marvels of plumbing – they also involve quite sophisticated electronics.

Since the start of 2023, the Tyseley Locomotive Works' Carriage Team has been installing new CET on all VT's mainline coaches. CET has been a requirement for running on Network Rail since 2019. VT (along with other operators of heritage stock) have been given time to make the changes through 'derogations', which have now lapsed. Network Rail made a financial contribution to the cost of fitting CET and VT's fleet was compliant from April 2023.

The old toilets simply spread human waste (and toilet paper) onto the tracks. This was why you were not supposed to flush the toilet in the station. The sight and smells that were left behind did nothing to encourage more people to travel by train. The spray from passing trains was not something that track workers enjoyed either.



Emptying the waste tanks by vacuum pump into a bowser after the end of each journey.

The new stainless-steel toilets are connected to tanks underneath each coach. There are even indicators on each tank to warn how full they are. The tanks are hygienically emptied (by vacuum pump) into a bowser after the end of each journey.



The 'brains' of the toilet. This is the bit you do not usually see. In the panel behind the toilet this small computer controls the water supply, compressor, and warning lights. If it senses anything out of order, it shuts the system down. The wire at the top right of the picture goes to the 'out of order' light

problem. But when the train is stopped, the power surge is significant. After a couple of flushes, the system recognises a drop in voltage, shuts down the compressors, switches off the 'Flush' indicator, and illuminates the 'Toilet out of order' light.

Then a passenger tells the coach steward, who in turn tells the train fitter. The toilet is locked out of use until the system can be re-set. Most times this can be done once the train is moving and batteries are re-charged. This is the compromise of running 20th century coaches with 21st century electronics!

Michael Hughes, Volunteer Archivist

But if you have travelled on one of our trains recently you might have noticed that sometimes toilets are out of order, or the stewards will ask you to refrain from flushing when the train is stopped. Is this a case of 'one step forward, two steps back'?

There have been some teething problems. The main issue is that the compressors, which empty the toilet bowl and move the waste to the tank, use a lot of electricity. That electricity comes from the lead acid batteries below each coach. While the batteries are being charged (the train is moving) there is no

VOLUNTEERING UPDATE

As we get towards the end of the first quarter of 2024 the volunteer activity is ramping up in various areas.

Volunteer Administration

After getting a number of requests to recruit additional volunteers we have been busy putting together a new recruitment campaign which we will be launching through various channels. We are keen to appeal to as many potential new sources of volunteers as possible and to encourage younger new blood into Vintage Trains. If any readers of Steam in Trust know of anyone that might be interested in volunteering, please do encourage them to contact us (details as below) and we'll do our best to get them onboard. We've also started a program of ensuring all our paperwork is up-to-date and that we have all the necessary information we need to produce meaningful reports on volunteering and up-to-date emergency contact details for everyone who volunteers on-site or onboard our trains.

We are also making sure that all current on-site volunteers are aware of the revised induction documentation that has been prepared by John Mills (Depot Support Manager). This is all part of the ongoing Health & Safety review at Tyseley.

Finally, we are also looking for volunteers to help out in Administration Support for Vintage Trains Ltd and also, we need a Company Secretary for the VT Group. If you know of anyone who has a few spare hours they could give towards any of these roles, please follow the instructions at the end of this article. See the volunteering page on the Friends' website at friendsofvt.org.uk/volunteering/ for an overview of the many volunteering opportunities with Vintage Trains.

Other volunteer teams have also been busy, and the following are summaries of what they are (or have been) up to.

Locomotive Cleaning Team



This small, but perfectly formed team of unsung heroes led by Stephen Foster have started back again after the January break getting to grips with both 7029 *Clun Castle* and 5043 *Earl of Mount Edgcumbe*. Working mainly on Wednesdays they are responsible for ensuring the immaculate turnout of both of our steam locomotives – an extremely important job as these locomotives really do represent the pride of Vintage Trains and how well they are maintained by TLW. However, now we have two locomotives to keep in pristine condition the team could always do with additional volunteers to keep on top of things – especially as the season gets busier!

Site Services

As always, a lot has gone on during Tuesdays at the depot and Richard Dovey highlights just some of the jobs currently being worked on:

Site Maintenance

- Erecting a safety fence as shown on page 8 using the original GWR spear point railings
- Moving the contents out of the old wooden volunteer hut prior to knocking it down
- Preparing the LMRCA office space for occupation when required
- Clearing an area of the site to the right-hand side of the new carriage shed, prior to the new Sutton Miniature Railway track arriving
- Minor repairs to depot building

Locomotive Maintenance

- Cleaning the dust from “Bloomer” in its new home
- Starting the restoration project of Cadbury Number 1

Carriage Maintenance

- Assisting with ongoing maintenance of the carriages ready for forthcoming excursions
- Helping with restoration of the 2nd carriage for the SMR project
- Minor repairs to rolling stock

There's a wide variety of jobs which need to be done on an on-going basis and Richard would be very pleased for any additional volunteering help that might be on offer.

Depot Tours

Mike Corbett (Depot Tour Team Leader) confirms the current situation in the Depot Tour Team:

Thanks to all volunteers who made for a successful 2023 depot tour season. The 2024 depot tours season is now well underway.

The depot guides have been busy during the winter updating our safety and tour information together with commencing induction for new tour guide volunteers - but there's room for more volunteers (please e-mail volunteering@vintagetrains.co.uk for information) so that we can offer increased public tour Saturday dates, and this year open up for more group tours.

You can now see our own dedicated Tyseley Depot Tours menu on the Vintage Trains website and we will look to enhance our presence on social media.

Train Stewards

There have been a great many improvements to the train since the 2023 Tour Season came to a close in December, with the buffet/ brake vehicle now fitted out with two 'pods' to provide additional catering preparation space, bolstering



The new First Class bar

the Pullman dining service onboard. Further changes have seen the First-Class compartment coach fitted out with a new exclusive Pullman/ First Class bar. The bar offers a selection of alcoholic drinks and seating facilities for passengers to enjoy during long distance tours. Mk1 First Open 3110 has also joined the fleet, to augment the Pullman coaches on future tours and provide extra capacity. The 'Tuesday Gang' undertook a deep clean of the train both inside and out after a busy Polar Express season, ensuring that passengers' first impressions of Vintage Trains were positive.

Volunteer Recruitment

If you know of anyone who would like to help in any of the areas mentioned above, or in any other roles please direct them to our admin mailbox – volunteering@vintagetrains.co.uk - we'll then take it from there.

Tony Watson, Volunteer Coordinator

HENLEY-IN-ARDEN STATION BUILDING - RENOVATED, REPURPOSED AND REOPENED

Representatives from the Railway Heritage Trust, Beaudesert & Henley-in-Arden Joint Parish Council (JPC), West Midlands Railway, Friends of the Shakespeare Line, Friends of Henley Railway Station, the Shakespeare Line Rail User Group, suppliers and contractors joined Network Rail's Lord Peter Hendy to launch the newly restored station building at Henley-in-Arden on 22 February.

Led by Angela Okey, Chair of Friends of Henley Railway Station (FoHRS) and Fraser Pithie, Chair of Friends of the Shakespeare Line (FoSL), the team of volunteers have achieved something that seemed highly unlikely four years ago. Even with the financial support from the Railway Heritage Trust and a West Midlands Railway Customer and Communities Improvement Fund grant brokered by Fay Easton, the project faced innumerable obstacles. However, these were gradually overcome thanks to a FoHRS team that included Project Manager John Shuttleworth, Treasurer Neil Morgan, Gail Shuttleworth and Chris Duffin.



The interior of the restored Henley-in-Arden station rooms, including a micro-brewery

Whilst the majority of guests assembled in a temporary marquee next to the station building, a party from Network Rail, the Railway Heritage Trust and the railway press were collected from Wythall station by a 1965 Midland Red D9 double-decker bus from Transport Museum Wythall and taken for a visit to Woodrush High School. Here they met the Headteacher, school governors and students involved in the adoption of Wythall station. The visit provided an opportunity to showcase the developing relationship between the school and Network Rail, which hopefully will lead to suitable qualifications for students taking on a NR apprenticeship. Following a tour of the school facilities Lord Peter Hendy planted a tree to commemorate the visit.

Back on the bus, it was a short drive to the Transport Museum Wythall for a tour hosted by Press Officer and Trustee, Denis Chick. Lord Hendy was asked if he would like to drive the bus and passengers down to Henley-in-Arden station for the formal opening celebrations. This surprise invitation, which he readily accepted, was not as strange as it may have seemed to some onlookers as he started his career at London Transport and currently owns buses, two Routemasters and half of an RTW, one of London's first eight-foot wide double-deckers.

With all guests now accommodated in the Henley-in-Arden marquee, Angela Okey introduced a series of speakers explaining the project followed by Lord Hendy who congratulated the partners and volunteers involved in the project that puts the railway at the heart of the local community saying "It's an absolute pleasure to officially open this brilliant new community space that has been created in the old station building." Fraser Pithie summed up by saying "What has been delivered by the Friends of Henley Railway Station shows the tremendous impact that people from their own community can achieve when they come together and engage with the railway."



Lord Hendy and Angela Okey cutting the opening ribbon

Lord Hendy then cut the opening ribbon with Angela Okey and inspected the impressive new facilities with the other VIPs. The building incorporates a real ale micro-brewery, The Henley Mile Brewery, separated from the adjoining bar by a glass partition so all the brewing equipment is on view. Beyond the bar, the long lounge is attractively furnished and resembles the interior of a luxurious railway carriage from the Edwardian era. A wood-burning stove sits below a large screen that is linked to audio-visual presentation hardware.

Lord Digby Jones, a generous supporter of the renovation project, visited the station the next day and on the Saturday all Shakespeare Line station volunteers were invited to join the FoSL Trustees for a tour of the building. Henley residents were also given opportunities to sample the interior over the same weekend.

Current opening times are: Thursday/Friday 4:00pm – 10:00pm, Saturday 12:00pm – 10.00pm, Sunday 12:00pm – 3:00pm. The Station can also be hired for private parties, meetings and corporate events. For further details, please visit the website: thestationhenley.co.uk

Neil Williamson, Shakespeare Line Rail User Group

THE TRANSPORT MUSEUM WYTHALL IN 2024

Transport Museum Wythall (TMW) opened its doors on 27 March 2024 to an exciting programme of events new and old, including two significant anniversaries – 85 years of the Bedford OB coach and 120 years since the founding of Midland Red. Both events will feature extensive displays of vehicles plus timetabled services enabling enthusiasts and families alike to experience riding on examples of Britain's iconic vehicles of the past.

In 2023 17,200 visitors visited TMW, over 2,000 up on 2022. With the cost of living crisis bearing down on family budgets, visitors were pleased to be offered a great value day out for all the family, as the Trip Advisor Traveller's Choice 2023 award testifies. As a 100% volunteer-run organisation, TMW would like to thank all those that came to visit in 2023 and of course, our dedicated members for all their efforts in running and maintaining the museum, helping it to not only cover its costs but also continue to invest in the site and the vehicle collection.

Wide variety of themed events in 2024

In addition to Bedford OB 85 and MR 120, six themed events will feature in the 2024 programme including the well-established Bristol Owners Gathering, London Comes to Wythall, Wythall Busfest@Gaydon, the 75th anniversary of the number 50 route, introduced by Birmingham City Transport in 1949, and the Great British Bank Holiday-themed August event.

Bedford OB Gathering (18/19 May) and Midland Red 120 (6 October) - the big names in 2024

The iconic Bedford OB coach celebrates its 85th birthday in 2024. Introduced in 1939 and co-developed with Duple coachbuilders, only 73 were produced before the onset of WWII but post-war went on to almost 13,000 built by 1951, becoming one of the most popular public service vehicles of its type.

TMW is working in partnership with the Bedford OB Gathering group to bring as many Bedford OBs as possible to Wythall for the event on Saturday and Sunday 18 and 19 May. The event will include several surprise OBs, new to the rally circuit, in an attempt to gather well over 30 vehicles.

A wide variety of companies, big and small, operated the iconic Miss Marple countryside coach across the UK and beyond, immortalised in an equally wide-range of diecast models from Corgi and EFE across recent decades. We're expecting a bumper number of visiting OBs on parade and offering rides around the local country lanes. Not to be missed!

One of the largest English bus companies, Midland Red, as the Birmingham and Midland Motor Omnibus Company, was formed in 1904 to operate motor bus services in Birmingham and started operations in this name in July 1905. Midland Red lived up to its slogan of 'all over the Midlands', designing, building and operating its own buses to all four points of the Midlands' compass.



The classic Bedford OB



A Midland Red selection at Wythall

Midland Red went on to build a wide variety of buses and coaches, many innovations being incorporated into their design including lightweight construction, disc brakes as early as the 1950s and the widely acclaimed 'motorway express' coaches running at up to 100mph on the M1 to London.

TMW will celebrate with its acclaimed collection of Midland Red vehicles, single and double-deck examples, spanning most decades of Midland Red operation, on Sunday 6 October 2024. We anticipate lots of visiting 'Reds' too, including examples of its early coaching fleet.

All events plus information on a number of classic vehicle club meetings and 'Drop In and Drive' Sunday classic vehicle events can be found at wythall.org.uk, where you will also find more information on prices, opening times and connecting bus and train services where applicable.

Denis Chick, Trustee of the Transport Museum Wythall

GWR COVERED VAN (MINK A) DIAGRAM V23 NO.125912 - PART 2



This is the second part of a 2-part article describing the history of Covered Van 126912, which is currently stored at Tyseley. The first part of the article describing the historical use of open wagons and covered vans by the railways can be found in the previous issue of Steam in Trust. This article concludes with a description of the total of 4,097 Diagram V23 covered vans built under eleven lots.

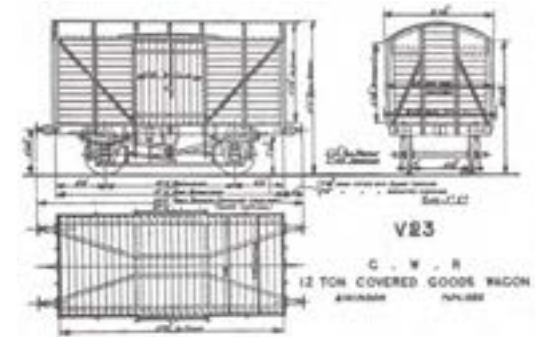
This covered van was built at Swindon in 1935 as part of lot 1145. There were 500 in this lot with running numbers 125631 to 126130. All were completed by June 1935. The diagram V23 and V24 covered vans were rated to carry 12 tons and were the first to have a ten foot (3.05m) wheelbase. This was an increase from the previous nine foot (2.74m) wheelbase which improved their stability when running in fast trains. Existing infrastructure at Goods Sheds continued to limit the physical size of wagons and vans (both Hockley and Moor Street Goods Depots had wagon hoists designed to accommodate only a single wagon or van). The internal

dimensions were therefore maximised within these limitations resulting in these being similar to its immediate predecessors; 17 foot 3.5 inches (5.27m) long by 5 foot 4 inches (1.63m) wide. The door opening was 5 foot ¼ inch (1.53m) wide by 6 foot (1.83m) high. The body was constructed from horizontal wooden planks fixed to vertical right angled steel stanchions at the corners and door hinges. These were supplemented by intermediate vertical T section steel stanchions to give additional support to the planks. The bottom ends of the stanchions were fitted to the Solebar with U brackets, except the right hand T section intermediate stanchion on each side which had right handed brackets to avoid interfering with the brake handle. Diagonal T section steel bracing provided rigidity. The double doors were vertically planked, a more economic arrangement that had replaced the traditional wooden framed doors in 1927. The roof construction was traditional; timber roof boards covered with stretched canvas. The roof boards were supported on steel hoops from each pair of stanchions. To make the canvas watertight it was covered in a bedding compound made from chalk in linseed oil. This gave the roof a white appearance when new, which gradually turned grey when stained with soot. Rain strips were fitted directly above the doors.

The GWR telegraphic code for a covered van was 'MINK', but as both Diagram V23 and V24 had twin bonnet vents at each end, they were classified as ventilated vans and had the suffix 'A' added.

These covered vans were built to a Railway Clearing House (RCH) design with standard fittings to facilitate easier and faster repairs (if that became necessary). They had steel underframes and the buffers were self-contained sprung rod type (Two of the later diagram V23 lots had extended buffers and these also had screw couplings). The ends of the axles are called 'journals' and these run in 'journal bearings' in cast iron axle boxes. Loads of up to 12tons were typically supported by oil axle boxes with eight inch (203mm) long by four inch (102mm) diameter journals. Both the Diagram V23 and V24 covered vans had an either side 'Morton' hand brake lever. The diagram V24 was unfitted (meaning no vacuum brake was provided) and on these the brake lever operated a pair of single brake blocks against the wheels on one side of the van only. The diagram V23 vans were fitted with vacuum brake gear and had single brake blocks operating on all of four wheels. The diagram V23 were also provided with triangular 'instanter' couplings, which allowed the van to be either conventionally loose-coupled, or when running in a vacuum express to be close-coupled to prevent the wagons surging and recoiling when braking from speed.

Covered Van No.125912 was being used for storage at Tyseley when the Standard Gauge Steam Trust leased the site in 1963. Two photographs from the archive show the covered van at Tyseley. They were taken in 1986 and 1996 respectively. The first shows the flexible vacuum pipe parked in the centre above the buffer beam. Although this flexible pipe has been removed, the vacuum pipework and cylinder are still present under the van. The instanter coupling can also be seen. These features confirm that this is a Diagram V23 covered van.



When the covered van was added to the Tyseley fleet there was no running number painted on the wagon side and the cast iron ownership (or 'D') plates, which also included the running number had unfortunately been removed from the Solebar. A builders plate, which confirmed the year of manufacture (1935) and place of manufacture (SWINDON) did remain and this can be seen in the first photograph.



In September 2022 an inspection of the covered van with Andrew Jenkins (a Wagon Surveyor from the Railway Heritage Register On-Line) revealed the original GWR running number (125912) stamped in to the steel solebar. This is shown in the second photograph.

There were a total of 4,097 Diagram V23 covered vans built under eleven lots as listed below in the table. Sixteen of these covered vans were

constructed as PARTO vans with vertical slots along the internal van sides into which moveable boards could be fitted. These formed partitions which could hold fragile loads in place. This was found to be especially useful when the van was only part filled. The design proved very popular particularly with biscuit manufacturers and although externally they were identical to the standard Diagram V23 covered van, a separate diagram (V26) was introduced in 1935 for these PARTO vans. A further 250 were built to this diagram in four more lots and these are listed in the second table

Lot	Built by	Quantity	Running Numbers	Comments inc Grounded Body Survivors
1125	Aug 1934	450	123501 – 123950	123535, 123732, 123838, 123923
1141	Oct 1935	300	125281 – 125580	125294, 125381, 125544, 125546, 125573
1145	Jun 1935	500	125631 – 126130	125692, 125731, 125864, 1259xx
1167	Nov 1935	200	126131 – 126330	126148, 12616x, 126182
1191	Feb 1936	250	126481 – 126730	126511, 126519, 126701
1199	Sep 1936	230	101036 – 101256	
		120	126731 – 126850	
1223	Jun 1937	100	112651 – 112750	
1269	Mar 1938	50	134037 – 134086	Screw Couplings & Long buffers
1310	Aug 1939	1147	138397 – 139643	139586,(PARTO) Screw Couplings & Long buffers
1361	Jul 1940	375	139694 – 140068	139848
1371	Jul 1941	375	141719 - 142093	Government Financed, not officially GWR stock

Covered Van Diagram V26 (PARTO)

Lot	Built by	Quantity	Running Numbers	Comments inc Grounded Body Survivors
1209	Oct 1939	100	126851 – 126950	1269xx
1258	Oct 1939	50	112751 - 112800	
1296	Oct 1939	50	134087 - 134136	
1359	Oct 1939	50	139644 - 139693	

Two GWR official photographs of Diagram V23 Covered Vans as originally built in 1935. The first, No.123522 is from lot 1141. The second, No.125962 is from lot 1145, but was constructed as a PARTO. It is branded for a specific route. Note the sixteen inch (406mm) 'G W' letters in use at the time and 'Non Common User' (NCU) plate at the bottom right corner.



In addition 2,389 unfitted covered vans (Diagram V24) were built under seven lots and these became part of the Common User scheme. These were constructed to the same dimensions as the Diagram V23, but were not vacuum braked. Instead they had single-sided brakes, which could be manually operated from either side. They also had standard three link couplings. In the 1950's a large number of these Diagram V24 unfitted covered vans were modified with the addition of vacuum brakes and instanter couplings. Also after 1955 a number of Diagram V23 covered vans were converted into Pallet



Vans. This involved the reinforcement of the flooring and rebuilding of half of each side. The replacement sides had wider double doors suitable for a fork lift truck to enter.

Many of the Diagram V23 covered vans and their variants were not condemned until the 1970's. By then however the move to container traffic had made them superfluous, but some were converted into specialist Service Vehicles or retained for local storage.

It is perhaps unsurprising that a large number of these covered vans survived as grounded bodies for use as storage sheds in farms or gardens across the UK. Unfortunately of those grounded bodies that can be positively identified, an increasing amount have now deteriorated beyond repair or have already been scrapped. Only seven Diagram V23 covered vans complete with original underframes have been preserved and one of these was rebodied when converted into a Generator Van (allocated to RCM Plymouth), so is no longer representative of the type. Additionally one of the PARTO covered vans built on diagram V23 lot 1145 prior to the introduction of the separate V26 Diagram has been preserved. The following is a list of the eight preserved Diagram V23 covered vans with lot number, current location and preservation status:

Number	Lot	Location	Status	Comments
123587	1125	Forest of Dean Railway	awaiting restoration	
123821	1125	Carnforth	Stored	Rebodied as Generator Van
125814	1145	South Devon	restored	PARTO (fictitious number B 753100)
125912	1145	Tyseley Locomotive Works	Stored	
101xxx	1199	West Somerset Railway	awaiting restoration	813 Fund (fictitious number 126779)
139455	1310	Mid Suffolk Railway	restored	
139760	1361	West Somerset Railway	restored	813 Fund
141887	1371	Wishaw	awaiting restoration	

Photographs of the eight survivors from the Railway Heritage Register On-Line website. These are depicted in the order listed in the table.



Robert Ferris, Volunteer Archivist (November 2022)

FOR THE REFERENCES SEE THE PUBLICATIONS PAGE ON THE FRIENDS' WEB SITE AT FRIENDSOFVT.ORG.UK

SHUNTING AT GREAT BRIDGE

When I were a small boy (as Fred Dibnah used to say) my Mother used to take me to Brunswick Park, this from where we lived in Crankhall Lane in Wednesbury was about a quarter of a mile or so away. After leaving the house and walking for about 150 yds the road was dead straight and you could see right to the end and it ended in a T junction with Brunswick Park Road and across that



A photo of the spam can 34079 which I believe is 141 Squadron on foreign territory approaching Mestycroft Signal Box. Brunswick Park is to my right

road was the entrance to the park. Immediately before the Junction was a bridgehole carrying the South Staffs Railway line on an embankment and to the left of the bridgehole was a signal box perched precariously on the top edge named 'Mestycroft.' On entering through the park gates on the right was the kid's playing area: swings, a slide, a roundabout and a paddling pool. One day I was enjoying a go on the roundabout, my Mother doing the twirling when I became aware of a train stopped near the signal box, I wasn't taking too much notice as he came into then disappeared from my view as I went round and round. A few minutes later as I came round to face the railway a wagon came whizzing by on its own. Wow what magic was this I'd never seen a wagon moving

about by itself before. I didn't know it then of course but a train had arrived from Wednesbury and from the shape of the locomotive that I remember it was an Ivatt 2-6-0 and had stopped to service the sidings which contained a good's shed and a coal wharf, later in life I would perform many of these moves.

In my teens my train spotting pal Malcolm and I would sometimes cycle down to Potters Lane on a winter's evening to watch the shunting, I've said it before and I'll say it again the railway is a whole new ball game in the dark. We would lean on the crossing gates and watch the shunter deftly flicking his lamp colours of red green or white and swinging his lamp this way and that according to what he wanted the driver to do.



This is taken from the footplate of the Jinty shunting engine at Great Bridge and is of a Super D crossing from one line to the other with Eagle Lane Crossing in the background.

Later in life when I had reached the dizzy heights of fireman I sometime would be marked out on the Great Bridge job. This was a Monday to Friday job of mornings and afternoons. There were two regular drivers marked on it deemed unfit for the main line and whoever did the day job one week would be on the afternoon turn the next and so on. The day turn was an early start as you had to hook-on to the front of the 0510 Dudley, this was to assist him round Bescot curve and of course he would detach at Great Bridge and drop into the yard and the train engine would put off any traffic for there. The crew would put their bikes on the frame of the Jinty so that they could cycle home to the Walsall area which was where a lot of the Bescot crews lived in those days. I rarely copped

for that early turn but I did get the afternoon turn quite a lot at one time. You booked-on at Bescot about 1130 and were allowed over an hour to get to Great Bridge but I cycled there so got there well under that to the advantage of the day man. Out of the two Drivers Harrold was the nicest but I rarely got with him always seeming to drop with Norman a wiry little character with tousled grey hair and wild pale blue eyes. When he lost his rag those wild blue eyes seemed to bore right into you and you half expected him to go completely wild and need certifying. I will now relay to you an account of one such event, only he wasn't shouting at me thank goodness.

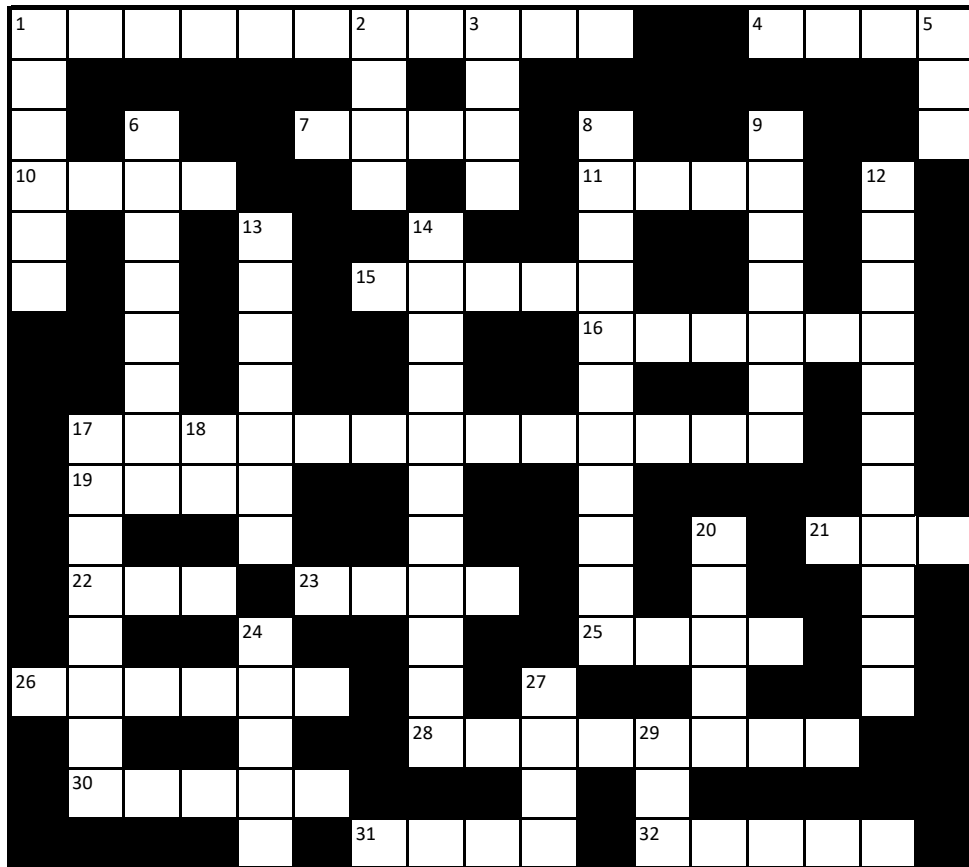
Besides shunting the yard which could be very busy we had to service HORSELY BRIDGE & THOMAS PIGGOT who were bridge erectors if my memory serves me right. Now it was a tricky little job because of the layout of the land. The main line approached Great Bridge from Wednesbury on a slight downgrade across Eagle Lane crossing then over the canal bridge where the line dropped a bit more to get under a bridge hole just about a train length away that carried a main road into the town. As soon as the railway got under the bridge it turned towards the right carrying a 25 mph speed limit either way and immediately started on the climb of Dudley bank. It was in a cutting here and on top of the right hand side was the bridge works which fronted onto the main road. In order to get into their yard we would gather up two or three bogie bolsters of steel the shunter would tell the 'bobby' where we wanted to go and he would set the route for us to go out main line. We were then routed back through a crossover onto the other main line, then back again under the bridgehole where the siding veered off up the side of the cutting embankment. It made the old girl cough a bit until she got on the top. Once on the top if I was lucky I might see their loco a 0-4-0st named *JT DALEY*, I think it was a PECKET, he'd be waiting at the other end of the yard to take the loads off us and had usually put some empties out for us to take back on the next road. Customers all over the railways had only a certain time to load/unload vehicles, if they went beyond this they would have to pay 'Demurrage' this was a penalty payment for holding onto the vehicle beyond its prescribed time. Right we've got our empty bolsters and we're ready to go back to the yard using the same moves in reverse. Norman whistles-up for the road, the 'Dummy' (Ground Signal) comes off and over the top we go safe in the knowledge that the signal man never lets us off the top until he has set the traps and cleared the 'dummy' at the bottom for us to go straight out main line otherwise failure to do so could well result in serious consequences on such a steep gradient. We were about halfway down when I think we both noticed at once, the bottom 'dummy' was on and the traps set against us. Norman made a full brake application and reached for the whistle chain giving an urgent series of 'POP. POP. POP. POP. POP.' in rapid succession to attract the signalman's attention, we weren't going fast but we weren't slowing down much either. Norman meanwhile was ranting and raving as to what he was going to do to the signalman in language that would have made a sailor blush. Meanwhile I was wondering what steps to take next. Preferably big ones off the locomotive but would it be safe to do so with the embankment going up on one side and down on the other, if we failed to stop the traps would turn us into the bottom of the embankment and the brick work of the bridge with a chance that we might tip over onto the main line. With all this going through my mind I was suddenly relieved to see the traps close and the dummy come off. Phew! But Norman hadn't finished yet and when we got opposite the box which was just the other side of the bridgehole on the opposite side of the line he went berserk finishing off with a direct reference to the signalman's parentage. It turns out that he was a Relief Signalman and wasn't familiar with the working of the siding. Well he certainly was now! Back in the yard we put our bogie bolsters aside then dragged empties off the crane road and replaced them with loads and generally messed about until it was time to sling our bikes onto the loco and toot off to the shed.

Ray Churchill

CROSSWORD

Richard Dovey, one of our volunteer group leaders at Tyseley, has created this puzzle and has kindly offered it to our readers. Richard's original premise was to have the answers as parts of a steam engine but the theme has widened a bit; all of the clues are train-related. Richard would be interested to know your opinion of the level of difficulty and whether it could be more cryptic, so do let us know through the contact form on our website with any thoughts. The answers can be found on the inside back page.

We would like to make this an occasional feature; any contributions of puzzles of any kind from our readers would be welcome.



See page 35 for the solution.

Clue

Letters

- | | | |
|-----------|--|-----|
| 1 Across | This is bright red across the back and front of the engine | 11 |
| 4 Across | You need this for traction up the inclines | 4 |
| 7 Across | Brake control from two positions | 4 |
| 10 Across | An old fashioned term for engine cadence | 4 |
| 11 Across | This brick**** is found in the firebox | 4 |
| 15 Across | Carriers of steam to cylinders | 5 |
| 16 Across | We had four at Tyseley last year | 6 |
| 17 Across | The definition of 4ft 8 1/2ins | 13 |
| 19 Across | Manage this when adhering to schedule | 4 |
| 21 Across | Method of inspecting the wheel condition | 3 |
| 22 Across | The bi-product of the fireman's efforts | 3 |
| 23 Across | The means of heat generation in British engines | 4 |
| 25 Across | Rods that separate the firebox plates | 4 |
| 26 Across | Transfers the full steam pressure to the rods | 6 |
| 28 Across | Controller of the efficiency of the engine at speed | 9 |
| 30 Across | Instruments that indicate pressure and speed | 5 |
| 31 Across | Do this to water to create steam | 4 |
| 32 Across | The process of emptying the tender of water | 5 |
| 1 Down | The biggest example of a rolling steam engine | 6 |
| 2 Down | Could be washout or fusible | 4 |
| 3 Down | Connects the left and right wheels | 4 |
| 5 Down | Never let your boiler get close to this condition | 3 |
| 6 Down | Cambox design on 71000 | 8 |
| 8 Down | Belgian designer of valve motion | 11 |
| 9 Down | Requirement before movement of any engine | 7 |
| 12 Down | The protector of the boiler pressure | 6,5 |
| 13 Down | Clun has a double | 7 |
| 14 Down | Where the steam temp is raised further to dry it | 11 |
| 17 Down | The preferred condition for our much loved engines | 8 |
| 18 Down | Initials of Chief Engineer at Tyseley | 2 |
| 20 Down | Plenty of this to clean in the cab after a long run | 5 |
| 24 Down | Process of reshaping hot metal | 5 |
| 27 Down | The shape of 84E on the front of Clun | 4 |
| 29 Down | Buffer plate colour | 3 |

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.

BR=BR Power Classification ; P= Locomotives in private ownership.

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

GWR Steam Locomotives

No.		Name	Class	Built	Notes/Owner
2885	P		28xx 2-8-0	1938 Swindon	Practical GW Steam
4121	P		5101 2-6-2T	1937 Swindon	on overhaul
4965		Rood Ashton Hall	49xx Hall 4-6-0	1929 Swindon	Stored
5043		Earl of Mount Edgcumbe	4073 Castle 4-6-0	1936 Swindon	Operational
5080		Defiant	4073 Castle 4-6-0	1939 Swindon	Overhaul as funds avail'
7029		Clun Castle	4073 Castle 4-6-0	1950 Swindon	Operational
7752			57xx 0-6-0PT	1930 Glasgow	LT No. L94 Stored
9600			57xx 0-6-0PT	1945 Swindon	Stored

LMS/BR Steam Locomotives

5593		Kolhapur	5XP Jubilee 4-6-0	1934 NBL	De-Accessioned
670			LNWR Bloomer	1987 Tyseley	Replica ongoing work

Industrial Steam Locomotives

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

Industrial Diesel & Petrol Locomotives

299099	p		88DS 0-4-0 DM	1950 Ruston & Hornsby	
347447	p		LWS 0-6-0 DM	1957 Ruston & Hornsby	
376	p	Princess Margaret	0-4-0 DM	1948 Andrew Barclay	at Turntable

BR Diesel/Electric Locomotives

No.	Name/Numbers	Class	Built	Notes
13029	08 021, D3029	08 DE 0-6-0	1953 Derby	Site Shunter
37240	D6940	37 DE Co-Co	1964 EE/VF	On overhaul
47 773	D1755 The Queen Mother	47 DE Co-Co	1964 Brush	47161/47541 Operational
50 033	Glorious D433	50 DE Co-Co	1968 EE/VF	At SVRly

Coaches

No.	Name/Numbers	Class	Built	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
806	74/5074/10506	Semi Royal Saloon	1903 Wolverton	LNWR Stored
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 FO	1967 Derby	at Telford
5157		Mk 2 TSO	1966 Derby	TY01
5177		Mk 2 TSO	1967 Derby	TY01
5179		Mk 2 TSO	1967 Derby	Top Bank
5183		Mk 2 TSO	1967 Derby	Top Bank
5186		Mk 2 TSO	1966 Derby	Fuel Sidings 2
5191		Mk 2 TSO	1966 Derby	TY01
5193		Mk 2 TSO	1967 Derby	at Telford
5194		Mk 2 TSO	1967 Derby	Fuel Sidings 1
5198		Mk 2 TSO/Club Car	1966 Derby	TY01
5212		Mk 2 TSO/Club Car	1967 Derby	TY01
5221		Mk 2 TSO	1967 Derby	at Telford
5314		Mk 2a TSO	1968 Derby	at Turntable
5420		Mk 2a TSO	1969 Derby	Top Bank
5928		Mk 2 SO	1973 Derby	TY02
9101		Mk 2 BSO/Buffer Car	1966 Derby	TY01
35470		Mk 1 BSK	1963 Wolverton	TY01
14064		Mk 2 BFK	1967 Derby	45305 Support
17015		Mk 1 BFK	1961 Swindon	71000 Support
17018		Mk 1 BFK	1961 Swindon	TY01
17090		Mk 2 BFK	1968 Derby	at Turntable
96100		GUV/Water Carrier	1959 Pressed Steel	TY01
3110		Mk 1 FO	1963 Swindon	on overhaul

144 Pacers

Set Number	Car Numbers	Builder and Date
144019	55819 DMS - 55855 MS - 55842 DMSL	Built 1987 Derby

Occasional Based Diesel Locomotives

No.	Name/Numbers	Class	Built	Notes
08417	D3532	08DE 0-6-0	1958 Derby	NR Yellow
08846	D4014	08DE 0-6-0	1961 Horwich	RSS Blue
20007	D8007	20DE Bo-Bo	1957 EE Vulcan Foundry	Green
20142	D8142	20DE Bo-Bo	1966 EE Vulcan Foundry	LT Red Sir John Betjeman
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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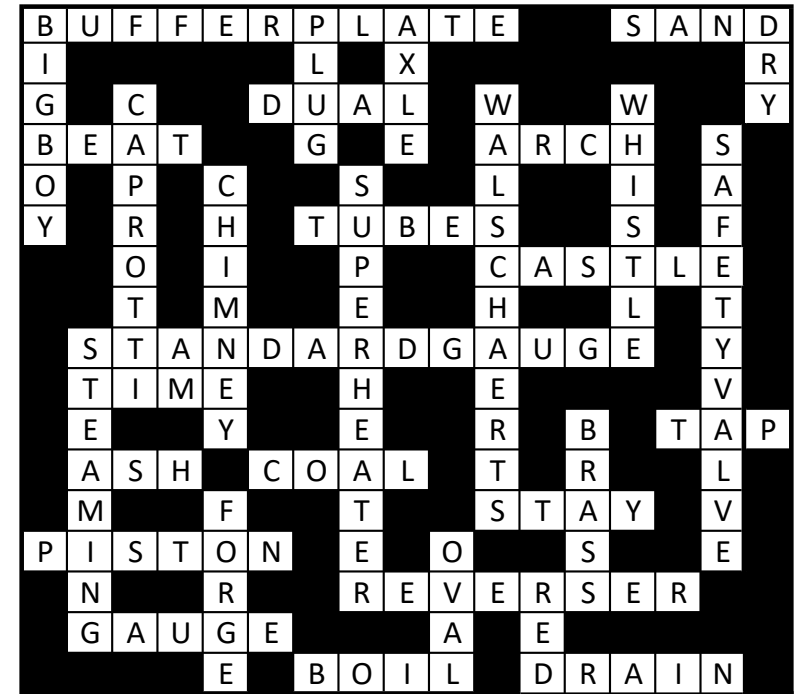
Locomotives in the Works

Locomotives in private ownership unless otherwise stated.

No.	Name	Class	Built	Notes/Owner
71000	Duke of Gloucester	8P 4-6-2	1954 Crewe	71000 Trust
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 2-6-4T	1955 Brighton	SLL
7802	Bradley Manor	78xx Manor	1938 Swindon	EM Fund
4588		4575 2-6-2T	1927 Swindon	Peak Rail
41708		1F 0-6-0T	1880 Derby	Barrow Hill ES Society
3840	County of Montgomery	County 4-4-0	New Build	Churchward County
4709		47xx 2-8-0	New Build	"Night Owl"
65	B+W Engineering	0-6-0 T	1929 H/Clarke	Stripped at Turntable
7027	Thornbury Castle	4073 Castle 4-6-0	1949 Swindon	Boiler for 4709
7822	Foxcote Manor	78xx Manor 4-6-0	1950 Swindon	FM Society
46521		Ivatt 2MT 2-6-0	1953 Swindon	LSLG+1
5164		5101 2-6-2T	1930 Swindon	EM Fund
5551	The Unknown Warrior	Patriot Class	New Build	LMS-P Project

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We hope you enjoyed the crossword puzzle; here is the solution:



Any suggestions or offers to our puzzle corner are welcome – please contact us using any of the details on Page 2 with any suggestions for future puzzles.

REMINDER TO MEMBERS

When renewing your membership please return the tear off slip from your renewal letter to the Membership Secretary, Sharon Salter. This is particularly important if you pay by bank transfer since it really helps us in maintaining accurate records. Thank you.

A DATE FOR YOUR DIARY

John Austin, who is a Fellow of the Guild of Railway Artists and painted the scene featured on the front cover of the Friends' 2024 calendar, is holding an exhibition of his work at Stratford-upon-Avon Station on 25-27 May from 10.00 to 17.00. Entrance is free so do come along and admire some of his other work – see www.johnaustinantist.co.uk/ for some examples. If travelling by train from Birmingham a visit to the refurbished Henley-in-Arden station is also strongly recommended. See www.thehenleymile.co.uk/ for opening times.

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The Friends of Vintage Trains
670 Warwick Road, Tyseley, Birmingham B11 2HL
www.friendsofvt.org.uk