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Issue 57



STEAM IN TRUST

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Vintage Trains Update

Tyseley Locomotive Workshop Report

A Land Rover Interlude at Knowle and Dorridge Station

The GWR's Flying Bananas



The late afternoon of Friday 11 June 1965, and Clun Castle is hauling the last scheduled steam-hauled passenger service from Paddington to Banbury General. The train left Paddington at 4.15pm. The locomotive has its BR smokebox number and BR crest on the tender – but is also has 7029 painted on the buffer beam. The train was well-publicised (as you can see from the heads leaning out of every window) and British Railways printed special half-day excursion tickets.

The picture shows the train near Kings Sutton towards the end of its journey.

(Photo by John Hunt from the Vintage Trains Archive)

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We welcome new members Mr R Sanders and Mr & Mrs C Hastings

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.

If you lose your card and wish to have a replacement, please send a stamped addressed envelope to cover the cost of the second posting.

Thank you

Front Cover Image: GWR Railcar No. 4 at the National Railway Museum. The first Streamlined Diesel Railcar was introduced on the Great Western Railway in 1933 after which the fleet was nicknamed 'Flying Bananas'. For more about these railcars see Robert Ferris' article on page 22. *Photo: Denis Chick*

Back Cover image: Our back cover photo shows 7029 "Clun Castle" in 1967 at Banbury shed, but all is not as it seems with the frames behind the buffer beam. See the End Notes article on page 32 for more details. *Photo: Vintage Trains Archive*

Bernard Wright Obituary



I first met Bernard Wright in late 1994. Around August of that year, I had taken a career break to recharge the batteries after a very hectic period working long hours building a power station and had taken up what was planned to be a temporary position sorting out affairs at Tyseley. The organisation had descended into, to be polite, a period of financial difficulty. It had become very difficult to establish the current financial numbers, and turnover was minimal. The full situation is a story for another day, but the crucial point was that a meeting for volunteers delivered up a very special one by the name of

Bernard Wright, who answered the call for someone who was good at counting pound notes. Bernard was just what we needed, a trained accountant who could promptly deliver accurate accounts. As a bonus he possessed a rather wry sense of humour. More importantly he turned out to be a rather good accountant with a great can-do attitude. All of this brought a sense of some stability which allowed us to develop the Tyseley Locomotive Works business, and that in turn financed the real launch of the Vintage Trains side of things at the end of 1998. The idea of running trains brought a further outlet for Bernard's talents when he became a leading member of the ticketing team on many of the 610 trains which we ran before the demise of the previous VT organisation in 2017. Of course, things were not always easy, but Bernard's positivity saw us through for a considerable time, providing reassurance which I shall always be grateful for.

Rest in peace Bernard.

Bob Meanley

As Bob so eloquently observes, a propensity to 'count pound notes' was one of Bernard's many talents and one which the Friends of Vintage Trains, and in its previous guise as the Vintage Trains Society, was grateful to take advantage of when Bernard became our Treasurer in 2017. Bernard served in that role with great competence until his retirement in 2022. We also acknowledge and thank Bernard's son, Hugh, for supporting Bernard on the 'digital' side during Bernard's tenure. Our condolences are extended to Bernard's family.

Mary McCullough, Secretary, Friends of Vintage Trains

A GWR bench that lived in Bernard's garden has been donated by his family and placed on the platform at Tyseley Main Line Station. It is a fitting tribute to a stalwart of The Friends of Vintage Trains and Vintage Trains.

We would like to acknowledge the very willing assistance of James Mealings and Shantel Carty. Both work for West Midlands Trains and arranged for the bench to be collected and transported from Knowle and installed by the flower beds.



Friends of Vintage Trains Chair's Report

A warm welcome to all our members. As winter draws in and the days shorten, we hope that you enjoy reading the latest edition of Steam in Trust. This edition carries a range of interesting historical features alongside our regular updates from Vintage Trains, the volunteers and news about the Friends activities.

In the last Steam in Trust Newsletter, we noted our sadness at the passing of Bernard Wright. In this issue's obituary we reflect on Bernard's contribution to Vintage Trains through Bob Meanley, former Managing Director of Tyseley Locomotive works, and to his contribution to the Friends of Vintage Trains. We also acknowledge the generosity of Bernard's family in donating his GWR bench to enhance the GWR atmosphere of Tyseley Station.

The transformation of Tyseley station since the Station Team has been working closely with West Midlands Trains (WMT) is impressive; the beds are an undoubted highlight and the whole station is tidier than ever. WMT's revitalised interest in Tyseley Station is largely due to the time and effort that Neil Ewart has spent on building and improving the relationship.

We report on our social event at Kidderminster when John Austin, Fellow of the Guild of Railway Artists, and Les Ross saved the day at short notice following Anthony Coulls from the National Railway Museum's withdrawal for personal reasons. We are very grateful to John and Les for giving us a most entertaining presentation – more of a discussion really – and to Neil Ewart for ensuring that the social went

ahead despite the last-minute changes to the arrangements.

Much of the work involved in preparing and ensuring that Vintage Trains tours run smoothly is unseen by the passengers. Our article from VT's train volunteers describing the on-board work involved before, during and after a tour, shows that it is more involved than is apparent on the day. In our next issue we will be discussing another aspect of a tour that is overlooked by our passengers – collaborating with various authorities to book station stops. It is surprising what is needed behind the scenes to arrange a successful tour.

If you had passed through Knowle and Dorridge Station one day in 1961 you might have seen specially adapted Land Rovers pulling and pushing railway stock in the goods yard (now the station car park). How and why this unlikely event happened is described in an entertaining article by Denis Chick.

Some time ago we received an enquiry about a Chageman Engine Driver. We were unable to track down any information about this role but there was a suggestion of a Chargehand Engine Driver role. We are keen to hear from any of our members who know of this or any other lesser-known jobs on the railway.

We are always pleased to hear from our members, including suggestions for future articles, so do contact us using our details on the inside back cover. Thank you as always for your support.

Paul Hatton, Chair of FoVT and Editor of Steam in Trust.

Tyseley Station Update

In the last Steam in Trust Newsletter, we congratulated the small and resolute Tyseley Station Team on being awarded the West Midlands and North Western Trains *Station in Bloom* competition. The small reproduction of the photograph did not do justice to the team nor the certificate, so we are pleased to show the certificate mounted by the ticket office in the station booking hall.



One of the beds in 2022... ..now planted to celebrate the 40th anniversary of the Shakespeare Express

It is worth looking back at the condition of the rubble and gravel strewn 'beds' when the project began in 2022. Compare this to the same bed which the team have recently planted in a Ruby theme to celebrate the 40th anniversary of the first running of the Shakespeare Express. How times have changed to give the colourful displays that we see today.

None of this work would have been possible without the support of West Midlands Trains. When the team started work on the station there was no water on the platform, and the beds had to be kept watered by filling watering cans in the Ticket Office and laboriously carrying them down the steps onto the platform. The installation of a tap on the platform, whilst might seem like a small improvement, was essential in the future development of the station.

When the team went to Tyseley in late September, they found that the cracks between



the blocks that form the beds had been filled and the whole beds had been repainted by West Midlands Trains. This greatly improves their appearance and complement, rather than detract from, the colourful displays in the beds.

Also in more recent news, we are pleased to say that the agreement by West Midlands Trains to lock the site up at night continues to pay dividends with a marked reduction in anti-social behaviour. The whole station has recently been painted and it is reported that over the last few months the number of fare paying passengers using it has increased by 18%. The team are dedicated to continuing to improve the ambience of the station for the travelling public and for it to be a welcoming gateway to the Vintage Trains site.

The Tyseley Station Team

Friends Social at Kidderminster

On Thursday 4 September a social for members and guests was held in the former nursery rooms at the Kidderminster Railway Museum. This was free of charge to members and guests, including a complimentary buffet. We have held previous socials in the museum building but the steep stairs to their upstairs room were difficult to navigate and using this room with level access was appreciated by many - we will use that room again for any future socials at the Museum.

Originally Anthony Coulls from the National Railway Museum was booked to give a presentation but unfortunately a few days before he had to cancel for personal reasons.

Fortunately, despite the short notice, the very well-known artist of railway scenes John Austin, Fellow of the Guild of Railway Artists, kindly stepped in. He gave a wonderful talk about his work ably assisted by our own Les Ross. They made a great double act, turning the talk into more of a discussion with the audience than just a lecture. John showed us many of his paintings, including a couple of amazing ones that he painted as a child which clearly showed his ability and keen eye for railway scenes.



Here we see John with Les and a painting that Les commissioned from John to celebrate the 60th birthday of Les Ross' well-known Electric Blue locomotive 86259 "Les Ross" - Les gave us some of his inimitable anecdotes about the history of 86259, but that's a story for another time.

After a rather splendid buffet from the Museum's in-house caterers, we were then able to go and view the annual exhibition of the Guild of Railway Artists which was taking place in the museum itself. The quality and variety of the paintings was a joy to behold and added additional interest to the day.

These events only happen with the kind cooperation of so many, especially John and Les for giving the talk with only a couple of days notice and the Kidderminster Railway Museum and their staff for the facilities and the catering and, of course, our members who joined us, supported our raffle which raised £95, and made it a thoroughly enjoyable and enlightening day.

Neil Ewart

Vintage Trains Update

Dry conditions, failed diesels, good company, car parks, charters, scratched carriages, wonderful and enthusiastic volunteers, cleaning, failed guttering, weeds, employment handbook, umbrellas, motivated and helpful shareholders, trustee meetings, AGM's, complaints and compliments.

Whilst the above may look like the words from a crossword puzzle they make up a few of the items that I, along with many others, have been dealing with since beginning employment with Vintage Trains – yes, it's a bit of a wonderful and eclectic mix. What it probably does not reflect is that it functions because of the very real dedication and enthusiasm of invested people. There is no exclusivity or bracket – I am referencing employees, volunteers, shareholders, stakeholders and of course Friends.

There are many reasons we are involved with the various organisations that come together under the umbrella of Vintage Trains but what comes of the personal motivation is a passion and a determination to help. You can see this in many parts of the organisation; I could of course give examples but then I would cause offence by not mentioning a department, or an individual – so I will not step on that bear trap.

I am not saying we are perfect as an organisation – we need to strive for consistency in what we do and look to always raise our standards or look to be more efficient. Easy to say – hard to achieve but we should always look at what we do as if it is our first day, or what would an outsider to the organisation think about this?

So, to conclude this part of my ramble, beyond our strategy and our aims, it's all about people wanting to work together, being supportive of one another and bringing their passion to Vintage Trains that will make it succeed.

Under the theme of stuff beginning with P – I have spoken about People, let's move on to Projects. In the next twelve months there are some significant projects for us to focus on – 7029 "Clun Castle" needs boiler work over the winter months and 5043 "Earl of Mount Edgcumbe" will in the next twelve or so months require new tyres. This work must be funded and undertaken with the minimum of disruption to our train programme in 2026. A challenge but one which we will look to fund from our own cash flow and through fundraising activity.

My final P is Polar Express – having seen the event in action last year I was extremely impressed and now have a growing understanding of how many of us are involved in staging this event. It is an important event in our calendar providing surpluses that help take us through the winter months, but it is a demanding event, of our own resources, employees and volunteers and other organisations, such as ADP Events who provide the super actors and dancers at the Cube and on train. We are already in September, and I hate to say it, really, Christmas is just around the corner! Please tell your friends and family that tickets are on sale now.

Best wishes, Nick.

Nick Ralls,
Managing Director, Vintage Trains

Tyseley Locomotive Workshop Report

LOCOMOTIVES IN THE WORKS

A snapshot of some of the highlights and variety of what is happening in the Works.

5551 "The Unknown Warrior" new build – work has commenced to attach the cylinders to the frame, machining springs and hanger bolts.

4936 "Kinlet Hall" – the frame has been re-wheeled, coupling rods refitted and assembly returned to the West Somerset Railway. The boiler re-tubing work is now in progress, and this too will return to the West Somerset Railway in the autumn to enable the locomotive assembly to be completed.

4709 "Night Owl" (Great Western Railway 2-8-0 4700 class heavy goods locomotive) project has seen progress on the pony truck (the leading pair of wheels at the front of the locomotive).

80104 – boiler repairs have been completed, and the boiler has passed its hydraulic test and awaiting steam testing.

The boiler and frame are to be returned separately to the Swanage Railway for assembly in the autumn.

4588 – progressing well with boiler re-tubing.

41708 – back end of frame renewal is in progress.

3840 "County of Montgomery" new build – waiting material delivery of footplate angles and fabrication.

7822 "Foxcote Manor" – boiler tube removal is in progress.

46521 – due to be re-wheeled and waiting cylinder liners after cylinder rebore.

5637 – requires a bottom end overhaul.

70013 - new copper tubeplate rivetted in position, retubing to commence.

THE TYSELEY COLLECTION



7029 "Clun Castle" between trips within Tyseley Running Shed in July 2025, but soon to have a prolonged period out of service due to the expiry of its 7-year boiler certificate.

7029 "Clun Castle" is operational and following an annual boiler inspection by Ashdale Engineering the locomotive is enabled to be recertified from the start of August to Christmas. However, having reached the end of its 7-year boiler certificate, 7029 will be out of service for a period commencing in 2026 for an intermediate locomotive overhaul. Initially, following the boiler small tubes and sample large flue tubes removal, a thorough internal and external inspection by Ashdale Engineering will establish the level of future work required.

5043 "Earl of Mount Edgcumbe" is operational following its successful annual inspection in March. A significant major repair of driving wheel tyre replacement due to flange wear is forecast to be required in 2026. Whilst new driving wheel tyres are on hand significant funding will be required for the wheelsets and new tyres to be exported to a supplier for the exacting tyre change process to be undertaken.

4965 "Rood Ashton Hall" - There is no recent progress to report.

Class 47 47773 - is operational following a low power investigation and remedial in-house repair to the ACR1 control unit.

Class 37 37240 - The locomotive is operational and performing well following its Vintage Trains debut early in 2025.



Jubilee "Bahamas" rests in the Carriage Shed on its return from the Cathedrals Express in July 2025.

Jubilee locomotive 45596 "Bahamas" - The Bahamas Locomotive Society's Jubilee Bahamas has undertaken two Vintage Trains trips to end of August 2025 on 'The Shap Mountaineer' and 'The Cathedrals Express' to Swansea. Following overhaul at Tyseley concluded in 2018 and as per Clun Castle above, Bahamas' 7-year boiler certificate is due for expiry in the autumn but was part of the successful 'The Mayflower' 'double head' with Clun Castle from Bristol to Plymouth in early September.

MK1 AND MK2 COACHES

Central Door Locking (CDL)

Following successful introduction of CDL to the 2025 passenger vehicle fleet formations, CDL installation is now progressing on the spare Mk2 TSO 5191.



Maintenance Volunteers Team Leader Richard Dovey, volunteers Richard Finnimore and Aus-ten Shapcott at the Tuesday status briefing presented by coaching staff member Alan Brookes.

Other coach repair and restoration progress

A combination of volunteers and skilled staff continues to undertake a variety of repair and restoration work to enhance internal and external carriage presentation and function. During the trip calendar there is the challenge of completing the work within the limited time for train formation preparation, servicing and competing for access with the interior and external carriage cleaning staff.

To aid the carriage maintenance and operations process, Alan Brookes (Carriage Engineering staff) supported by Richard Dovey (Volunteer Maintenance Team

Leader) have devised an extremely useful whiteboard Coach Status Control planning and communication tool mounted in the carriage shed. This enables visibility of coach location, priority repair status (together with coach repair lists), carriage cleaning status and next trip formation to be updated on a weekly basis.

Mk2 TSO 5212 is currently non-operational and is undergoing bodyside corrosion attention followed by repainting.

The process of preparing a spare set of Commonwealth bogies has commenced that can be used to exchange and cascade through appropriate carriages that are due for brake examinations. The bogies are being hand cleaned, stripped, examined with Non-Destructive Testing (NDT) under-taken in critical areas prior to re-assembly and painting.

Text and all images by Mike Corbett.

Tyseley Depot Guided Tours

Following the success of the Tyseley depot guided tours and guide team in 2024 season, 2025 has proved to be a different story due to winter storm damage, with loss of some shed roof panels. Tyseley Locomotive Works (TLW) assessment of appropriate patch repairs, restricted access, removal of materials, cost estimates and funding have impacted on the timescale to undertake the repairs. This, in turn, has limited TLW's ability to accept public depot tours.

However, following a support and safety risk assessment we have been able to undertake a small number of restricted tours with a variety of groups: -



Geoff Massey and the mobile plinth exhibiting former GWR nameplate 'King Henry II' with 'King Henry V11' on the reverse.

Sunday 23 March

- the Vintage Trains Community Benefit Society shareholder AGM with visitors gave an opportunity to visit the cab of VT's Class 37 locomotive following bogie and wheelset attention and a successful main line trial.

Tuesday 15 April - a group of retired senior Eurostar engineers came along, with Bob Meanley on hand to explain TLW workshop operation. This was the first time that two 'King' nameplates, on loan from Railway Correspondence and Travel Society (RCTS), were on depot tour display at Tyseley, mounted on a mobile plinth designed and constructed by depot tour guide Geoff Massey.



Bob Meanley discussing TLW operation.

Thursday 1 May - a meeting and short tour by the Canal and River Trust.

Wednesday 11 June - a meeting and short tour for RCTS branch representatives.

Saturday 14 June - the annual depot tour enjoyed by Friends of Vintage Trains members.

Saturday 13 September - we engaged with Birmingham Heritage Week (BHW) once again with tour bookings exclusively via the BHW website and marketed as one of our contributions to Rail 200. This proved to be a sellout again this year.

Saturday 25 October - in view of the tour limitations this year we extended the season to enable one Saturday autumn date via the Vintage Trains website. This also sold out two months in advance!

My thanks to fellow volunteer depot guides, catering and administration support for the limited opportunities in 2025 enabling depot tour guides to practice their skills.

By the time you read this article we hope to be turning our attention to 2026 depot tour planning and are still open to further increasing the volunteer site guide numbers. You should be fit and need to be comfortable with welcoming and communicating with visitors and be interested in engineering or social history. Some railway knowledge is also useful. Training, including briefing notes and site familiarisation, will be provided.

This is also an opportunity for students interested in a career in history, heritage or museums who would welcome volunteering work experience with a charity. Please contact us at volunteering@vintagetrains.co.uk

Article and photos by Mike Corbett, Guided Tours Team Leader

Tyseley Miniature Railway Project (TMRP)

Spring saw a major step forward in the long-awaited relocation of our container, used as a workshop and loco shed. Once we have completed the fit out with lighting and electrical points then laid the track up to it, we can start the renovation of the carriages and also bring back to site No.4 Petrol Railcar "Dudley", the loco coal truck and "Sutton Flyer" for safe keeping.

Work has now started on track laying, involving the reconditioning of the point sets obtained from Rhiw Valley, and making use of our newly acquired Jim Crow (track bending tool) and rail caliper (rail lifting tools).

Now that the nights are once again starting to draw in, we need light to see what we are doing and so new LED strip lights are being fitted inside the container.



We are very grateful to have received a substantial donation towards the completion of "Sutton Belle". Paperwork is now being submitted by Denver Light Railway, for sign-off by Tyseley Locomotive Works, regarding boiler work already completed and for which we now need to pay. We will then need to negotiate the final costs for the project and source the funding to see it completed.

We also need to raise an additional £2000 to source a second 40ft container in which we can safely store the carriages that have been completed or are being worked on.

Hopefully, when we get No.4 "Dudley" back, we can get her running and really start to show people that we have a working yard which will generate more interest than in simply laying track.

If anyone would like to help contribute financially to the ongoing workplan, any donations (however small) are welcome and can be made by visiting vintagetrains.enthuse.com/SMR#!/ and making the appropriate selection. Thank you.

Tony Watson, Vintage Trains Volunteer Coordinator

Views From A Young Volunteer – Daniel Adshead

Daniel Adshead (35) met up with Michael Hughes, one of the Vintage Trains archivists, and discussed his background and what attracts him to railways, especially Vintage Trains.



Daniel standing alongside 37240 at Carlisle on 2 July 2025.

Daniel has always liked planes and trains but his working life started on the deli counter at Morrisons.

He has now spent just under 12 years working for Network Rail, the first four and a half years at New Street station where he was a train despatcher. He monitored passenger safety, notified the signaller when the train was ready to leave, and watched the train move out - train despatcher is an ideal entry role into a railway career.

Daniel then moved to a signaller role at the West Midlands signalling centre at Saltley where he is now a shift supervisor overseeing a team of signallers.

He was recruited as a Vintage Trains volunteer while enjoying VT's Pullman dining service. When the coach's steward, Michael Hughes, started chatting to him he was converted. His first trip with Vintage Trains was volunteering on the 2023 trip to Blackpool Illuminations. Daniel enjoys working in all parts of the train and has worked the behind the scenes, preparing the stewards' briefing pack for

each trip. He also took on the role of a station co-ordinator for the intensive Polar Express trains in 2024 and it is looking forward to doing it again. He has found everyone at Vintage Trains friendly and welcoming and his favourite Vintage Trains trip is to Minehead – rekindling childhood memories of going to the seaside. He also has a soft spot for the Shakespeare Express as he used to signal them.

Daniel has a busy life outside the railways. He visits air shows (his father volunteers at Cosford) and he supports Walsall football club. He even finds time to travel as a passenger, including on the Severn Valley and Llangollen railways.

His love of trains comes from both his grandfathers and their tales of the railways.

Network Rail has a Volunteer Leave Agreement with the railway unions, so Daniel hopes to get more of his signaller colleagues interested in volunteering with Vintage Trains.

Michael Hughes, from a conversation with Daniel Adshead

Recent And Forthcoming Vintage Trains Tours

The 2025 Vintage Trains Programme is now well into the autumn/ winter season. The summer was, as usual, busy with the Shakespeare Express from both its usual starting point of Birmingham Snow Hill and Worcester, Derby and Leicester. Passengers continued to enjoy a Full English Breakfast and Afternoon Tea on the morning departure and a two course Sunday Lunch on the Luncheon train from Stratford-Upon-Avon. The Afternoon Tea Express also continued to prove a hit, selling out on all three departures on which it has featured. The Shakespeare Express on 3 August had the added bonus of running from Coleshill Parkway to Derby for Alstom's 'Greatest Gathering' in celebration of Rail 200.

Tyseley's 'deadly duo' of Castle Class locomotives 5043 "Earl of Mount Edgcumbe", 7029 "Clun Castle" and the Bahamas Locomotive Society's Jubilee Class 45596 "Bahamas" have whisked Vintage Trains customers, old and new alike, from Birmingham and the West Midlands to Llandudno, Minehead, Swansea and Scarborough. The all-new merchandising range being offered onboard is proving to sell well, alongside the new offering of Black Country Ales from the Buffet Bar and 'gift packs' for passengers to take away with them.

Saturday 10 May marked the triumphant return of the Diesel Explorer with the Diesel Traction Group's immaculate D1015 "Western Champion" storming from Birmingham New Street to Plymouth via the Great Western Main Line.



D1015 Western Champion at Buckfastleigh on 10 May, the first time that a Western has been there since the 1970s. Photo: Denis Chick.



5043 approaching Milford Tunnel on the White Rose to York and Scarborough on 19 July. Photo: Sarah Stanton Longdon (taken from a vantage point on a hill, not a drone).

At Bristol, 37240 was detached for an unassisted run into glorious Devon. D1015 continued to ply its trade on Tyseley's popular Chocolate and Cream coaches with opening windows, working 'The Western Mountaineer' to Carlisle on 2 July, out via Shap and back via the gorgeous Settle and Carlisle Line.

As the summer Shakespeare Express season comes to a close, a series of Express Steam and Diesel Explorer trains fill the Autumn/ Winter months, alongside select Shakespeare Express Trains and of course the magic of The Polar Express™.

On Saturday 6 September, 7029 and 45596 repeated 2024's highly successful tour to Plymouth, 'The Mayflower', whilst 37240 flew the diesel flag on 20 September with a tour to Aberystwyth along the Cambrian Coast route supported by 97302. Shap Fell and the Settle and Carlisle Railway was conquered by 7029 on 27 September, as part of the nationwide Rail 200 celebrations over that weekend.



7029 and 45596 resting at Plymouth on the Mayflower tour.
Photo: Al Wallace

As we go to press, the Rail 200 celebrations are set to continue on 18 October as 7029 whisks passengers to Newcastle for the first time since the 1960s on 'The Cathedrals Express'. 7029 marks 60 years since the Farewell to Steam on 1 November, running from Birmingham to London Paddington, along the Great Western Main Line to Bristol and then returning to Birmingham in the evening.

37240 will once again haul a Diesel Explorer on 15 November, this time repeating the ever popular 'Blackpool Illuminations Explorer,' and the traditional Christmas White Rose trips to York Christmas Market will run on Wednesdays 3 and 10 December, hopefully featuring very different traction.

The Shakespeare Express will return to Derby on 26 October and to Worcester on 9 November whilst the annual series of The Polar Express™ train ride will run on selected dates from 22 November to 23 December.

As always, the volunteer steward team are looking for support, both with stewarding the trains and preparing them. With an ever-busy season, if you are interested in helping out please email stewards@vintagetrains.co.uk.

Tickets are selling fast for all trains, so if you are thinking of booking a ticket, don't hesitate and book using our website www.vintagetrains.co.uk.

Vintage Trains Volunteer Stewards

A Day in the Life of a Raitour

It is often not appreciated that the preparations for a train start well in advance of the actual day of the train, indeed up to six months ahead for many.

Once a destination and its locomotive have been agreed, the planning and commercial teams put together the proposed routing, the various onboard offerings and a marketing plan. This article looks at the on-board preparations and on-the-day work to ensure that all passengers have an enjoyable and well-organised day out, hopefully recommending Vintage Trains to friends and family. In the next issue of Steam in Trust we will describe the planning that is required to arrange station access for the train - stations provide the interface between the passenger and the train, so each time Vintage Trains calls at a station a process must be followed to ensure that the correct provisions are in place.

During the planning period there is much preparation needed to ensure top class customer service for our passengers. Once a formation is agreed, the train is cleaned inside and out and prepared by our dedicated volunteer cleaning team. Linen for the Pullman coaches must be refreshed, toilets cleaned, stewards supplied with buckets (a bucket has all sorts of uses, for example carrying materials such as anti-bac spray, wipes, dustpan and brush etc.) and the buffet must be restocked.

Promotional materials are prepared and placed on each table, with a digital copy of the route guide having been

emailed to passengers beforehand. Seat plans must be carefully prepared and matched to customer requirements, plus any special requests considered. The steward team is confirmed by the Train Manager (TM) and emailed, alongside a comprehensive briefing pack detailing arrangements for the day. A WhatsApp group is also set up for each tour for ease of communication.

On the day, stewards arrive at Tyseley up to two hours before departure from the depot. Final checks of the train are undertaken and the TM or deputy will provide a detailed briefing of any last-minute alterations, key points for the day and a reminder of all safety critical duties that must be undertaken.

Designated stewards will help the catering team load their supplies onto the train, usually 60 minutes prior to departure. Once loaded, they will ensure that train vestibules are clear and everything is safely stowed. The buffet team will also be preparing the buffet and ready to serve hot drinks to the stewards, as well as stocking the shelves to showcase the products on offer. A test announcement over the PA, a lights test and a Central Door Locking (CDL) test will locate any issues for reporting back to the TM before the final 'all clear' is given for departure.

Departing Tyseley, the train will head to its first pick up station, where passengers will be greeted and welcomed onboard by the stewards. They will help passengers to their seats and deal with any enquiries

that arise as people board. Any large item of luggage will be safely stowed in the Buffet Brake, whilst any mobility impaired passengers will be helped onto the train, and their mobility aids stowed in the Buffet Brake. The process is then repeated at each pick-up station.

At pick-up stations with a high number of passengers, there is normally a volunteer steward in place as a station host. Arriving 30 minutes before the train, they are responsible for greeting passengers, positioning them in the correct place on the platform to aid with speedy and safe boarding. With only three or four minutes to load passengers, getting people into the right place is critical. Any Mobility issues will also be reported back to the TM via WhatsApp, so if the ramp or assistance is needed, stewards can be in place to help.

Throughout the outbound journey, stewards interact with passengers, ensuring that their coach is kept to a high standard of cleanliness and answering any queries from passengers as they arise. There may also be merchandise to promote, as well as the buffet bar and the onboard raffle. The TM oversees the whole train, ensuring that Pullman and First-Class diners are receiving excellent service, and that events are following the set plan. The TM also checks that the passengers in the Tourist coaches are comfortable, are aware of all the facilities on the train and are encouraged to take advantage of the refreshments and drinks and sales offerings available for them.

Upon arrival into the destination, passengers are advised of the time to return before leaving the train. Stewards will then reset their coaches for the return

journey. Tables must be cleaned, toilets restocked, and rubbish cleared away. Stewards now have leisure time, usually a trip to a coffee shop is in order.

Arriving back at the station around 45 minutes before passengers, the stewards will go through the loading process again, with stewards keeping the coaches as presentable as possible. Passenger numbers must be accurately recorded and passed to the TM and any customer issues, or coach defects, noted for the Train Report and subsequent rectification. At set-down stations, stewards will assist passengers in safely alighting with any large item of luggage or mobility aid delivered as they leave.

When the empty train is safely back at Tyseley, stewards will clear all tables and rubbish and ensure all windows are closed. Toilets will be flushed and shut down and any bags of rubbish removed. Stewards will also assist with off-loading any catering equipment.

The TM and Deputy will debrief on items for the onboard report, ready for submission to the Commercial team the following morning. The TM and Commercial team will also de-brief after each trip, looking at any feedback or issues and ensure that the best service continues to be offered.

So, the day of a train tour begins far in advance of the actual train and on the day. There is a lot more to being a steward than just opening and closing train doors! If you are interested in joining our steward team, please email volunteering@vintagetrains.co.uk for more information.

Vintage Trains Volunteer Train Team

Continuous Improvement: Name of the Game for the Volunteer Steward Team

Over half-way through the 2025 train programme, there have been a great deal of changes for the volunteer team working tirelessly to deliver a grade A service to Vintage Trains passengers.

The train has been far and wide, reaching destinations such as Plymouth, Carlisle, Llandudno, and Scarborough, as well as the usual Shakespeare Express programme. Onboard, the buffet now stocks a new range of Black Country Ales, which is proving popular with the passengers on both Express Steam and Diesel Explorer trains. There has been a beautifully produced set of commemorative tickets trialled on the Diesel Explorer trains, as well as fresh look carriage lettering and window labels. The upgraded merchandise offering is also proving popular with passengers, again with volunteers working hard to promote the assorted items on sale, as well as the latest items on offer at the buffet bar.

The volunteer team, whilst still focused predominantly on safety, are finding themselves much more central to the passenger experience. Interaction is lively, with time spent talking to passengers throughout the train to really welcome them aboard and answer any questions they might have. The stewards also help with the delivery of additional services, such as the ice-cold PIMMS at your seat on the recent tour to Llandudno and a top-class express afternoon tea service on selected Shakespeare Express trains.

Continuous improvement is the name of the game, looking at what the team does well and how the service across the train can be further enhanced.

Promotion of merchandise, the buffet and future tours is now well and truly

embedded in the stewards' duties and is making for a more lively and interesting experience for everyone.

It does not stop there. Continuous Improvement is paramount for the volunteer stewards working on train preparation.

The recent changes at Tyseley have also affected the Tuesday coach preparation team, the most fundamental being that they now work over two days! So "Tuesday" has been removed from the name of the group!

This crew still concentrates on disposal and cleaning but some of the team now come in on Fridays when there is a weekend trip to prepare the train, stock the buffet and set up the merchandising stands.

With the prolonged period of dry weather there has been increased external activity on the coaches aiming for tip-top condition. This still needs more work to gain access to all the upper parts of the coaches, to get paintwork and windows up to our desired standard. Cleaning from ground level can remove last week's dirt but not the ground-in stuff.

With a slight gap in tours work was conducted inside, for example on the Pullman Car carpets, undertaking an 'industrial' wet clean with sufficient time to allow it to dry thoroughly before the next use.

Historically valuable "cleaning time" has been lost looking for stock across the site. Now, to minimize this, a stock control area has been created nearer to the train.

All continuous improvement.

Vintage Trains Stewards

A Land Rover Interlude at Knowle and Dorridge Station

In the previous issue of Steam in Trust we featured a photograph of the 'Land Rover Diesel Express' inside the front cover. This article gives the background to that train.

In 1948 when the Land Rover was launched, no-one could have foreseen how successful it would become. A post-war stopgap for agricultural use would go on to spawn the Range Rover and the subsequent craze for what is now known as the SUV. It seems that everyone 'needs' to have one now just to 'follow the Joneses' even though they can be highly impractical, don't fit into regulated parking spaces and guzzle fuel.

But there was another side to the Land Rover story in its formative years, its ability to be converted for a plethora of uses with a list too long to even summarise here: farming applications were the first with Land Rovers able to plough, roll and reap, crop spray, trim hedges. Numerous winch types could be accommodated, fire tenders were offered, snow ploughs and snow blowers, lawn mowers and many military options. There was even a Land Rover hovercraft.

But we're railway enthusiasts so where does the iron road come in? When the all-new 2.25 litre diesel engine was introduced in 1961, the welcome power upgrade provided a challenge to the publicity department - how would they launch it and be able to show its much-improved capacity for shifting heavy loads? What better way than to show a diminutive

Land Rover pulling railway stock up and down a railway line or marshalling yard, astounding onlookers of what a powerful gain Land Rover had made with its new diesel engine?

Tests had shown that a Land Rover on rails could start moving 50-60 tons dead weight in rolling stock, rubber tyres on steel wheels enabling good grip in dry conditions. Stopping it again was another story! So, the plan took shape. A special train was hired in March 1961 to bring the Press, fleet users, dealers and senior industry directors up from London to Knowle and Dorridge station. Two train sets were used, both hauled by ex-GWR Castle Class locomotives (believed to be from the 5000 class and shedded at Old Oak Common) and both carrying a 'Land Rover Diesel' headboard. When the guests embarked, they were taken into the goods yard behind the platform (now the station car park) where the Land Rover on the railway could be demonstrated.

There were elevating platforms and mobile workshops mounted as equipment for operating on track to show how the workhorse capabilities of the Land Rover could be used for railway maintenance, plus standard short and long wheelbase pick-ups. As you will see from the images, several types of road and rail wheels were demonstrated including a simple replacement of the standard road wheel with a steel railway wheel with special composition rubber tyre shrunk on to

enable the suitable friction. They hooked up and demonstrated shunting.

Much more suitable, and the idea that would develop, was the road/rail vehicle which could drive up to a suitable point such as a level crossing, lower guide wheels front and rear via a hydraulic mechanism and drive along the rail on its tyres.

It's fun to think today that Knowle and Dorridge goods yard provided some of the early seeds from which would grow a worldwide use of lightweight road/rail vehicles. Land Rovers and bigger 4X4 trucks use this method today and can be seen at work maintaining railways across the world.

Here we have a few photographs of the event:



Photos and article: Denis Chick

Trip by Heritage Bus to the Gloucestershire/Warwickshire Steam Railway

On 27 August, our friends at the Transport Museum Wythall and the Gloucestershire Warwickshire Steam Railway (GWSR) extended the offer of a visit to the GWSR travelling on Wythall's fully restored and only surviving Stratford Blue Leyland PS2 double decker bus. The Friends were offered a substantial discount from the public fare for this special trip.

The bus has a fascinating history, which space precludes us from describing here – visit the Wythall web site at www.wythall.org.uk/ for details, or visit the museum if you have an interest in the Midlands transport history.



Transport Heritage - the Stratford Blue bus outside the GWSR Toddington Station. Photo: Al Wallace

At Broadway station we left the bus and boarded the steam hauled service to Winchcombe, alighting to visit the station and museum, the model railway and take refreshment. Returning by rail to Toddington station, a guided tour of the workshop completed the visit before our return to Wythall on the bus.

Our locomotive on the GWSR was 3850, a 2884 class heavy freight locomotive built in 1942. This class was designed for heavy, long-distance freight and could be found throughout the Great Western Railway system. Altogether, 167 were built.

Owned by Dinmore Manor Locomotive Limited, its comprehensive 10-year overhaul was completed at Toddington. It returned to steam in August 2024, bearing the wartime black GWR livery it carried when new.

Of course, no visit to a heritage railway, especially involving an early-ish morning start to the day, is complete without sampling the bacon sandwiches. We are pleased to report that they were excellent, being freshly prepared to order on the train.

More details of the Wythall Transport Museum, which offered us an exclusive Friends-only visit in 2022, and the GWSR are on their respective websites. Both are well worth a visit.

These exclusive visits and discounts, along with our other social events, are one of the benefits of membership of the Friends and we urge all members to join us in these. To see the range of our social events, past and planned, see our website.



3850 awaiting departure from Broadway Station. Photo: Al Wallace



Breakfast on the GWSR. Photo: Denis Chick

Paul Hatton

Who or What was a Chageman Engine Driver?

In June 2024 we received an enquiry from one of our members, who had been asked by someone whose grandfather was a *chageman engine driver* at York in the 1920s, about what his grandfather actually did. This started us thinking and asking around, with Ray Churchill coming to mind as the person to ask about this, and most things, railway related.

Ray has not heard the term *chageman engine driver*, he has only heard of a *chageman cleaner* who oversaw the cleaners. He cannot think of a situation where a driver would oversee other drivers unless there was a small band of shed drivers, which Ray thinks sounds unlikely.

However, Michael Hughes, one of the Vintage Trains archivists, had a meeting with Richard (Dick) Potts soon afterwards. Richard Herbert was also at that meeting

where there was general agreement that a *Chargehand Engine Driver* was a driver who had been taken off driving/footplate duties and given work in the sheds, often supervising engine cleaners and fire raisers. These were usually drivers who had failed their medical to drive (or were suffering ill-health but could not afford to take early retirement) but were kept on the payroll until retirement age (sometimes even after).

We would be interested in hearing from any of our members who have knowledge of little-known jobs in the railway industry, past or present, which might form a series of occasional articles. Please contact us through any of the details given on the inside back cover or through the **Contact Us** page on our website.

Paul Hatton

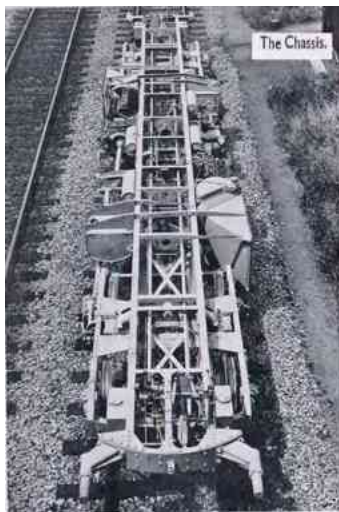
THE POLAR EXPRESS™ RETURNS TO BIRMINGHAM MOOR STREET THIS CHRISTMAS

It's never too early to start thinking about Christmas and what better way than to bring your family and friends to experience the magic and excitement of The Polar Express™ at Birmingham Moor Street this November and December. Details are on the enclosed flyer, so do join us to visit the North Pole, and spread the word about this family friendly event.

Volunteers are essential to the success of these trains and we are especially in need of help in the off-train supporting roles such as the check-in and souvenir sales at Moor Street - many of the souvenirs are exclusive to The Polar Express™. These are essential in the smooth running of the event and ensuring that the customers, primarily (but not exclusively) families with children, have a well-organised and enjoyable evening and will spread the word to their friends to join other Vintage Trains tours throughout the year.

If you are able to help then Tony Watson, Vintage Trains volunteer coordinator, would be pleased to hear from you - drop him a mail at volunteering@vintagetrains.co.uk or call him on 07517 574880.

Thank you



The Chassis.

developed upon the very high compression of the charge of air which is drawn through into the cylinders, and into which a small supply of fuel oil is injected. Cooling is by radiators of the conventional tubular type.

Transmission is of the well-known fluid type, consisting of a fluid fly-wheel and a four-speed pre-selective type "Wilson" gearbox, which ensure very smooth gear changes. An interesting feature is that, in order to increase simplicity and reduce weight and cost such a gearbox is only fitted on one side, and therefore while one engine may be in gear the other is driving direct. This, of course, means two engine speeds, and in order to compensate, a cam-operated attachment connected with the change speed gear allows only a restricted throttle opening on the direct drive engine until the speed of the two engines becomes uniform.

Next in order in the transmission line is a constant-mesh reverse gearbox from which the drive is taken by a propeller shaft to the inside axles of the two bogies. The driving torque transmitted to the bogie on the gearbox side, is, of course, greater than that on the direct drive, and therefore on this bogie the drive is continued through a second axle, thereby giving the increased adhesion necessary.

The brakes, instead of being of the usual railway pattern where shoes are applied to the rims of the wheels, are of the bus type consisting of fabric lined shoes expanding inside the drums. To provide the vacuum for operating the brakes and landing gear a small exhauster is mounted on each engine, and a further one on the reverse box ensures the vacuum being maintained should the car be coasting down a long gradient.

Compared with a steam locomotive, the controls are naturally rather unusual, but are very similar to those on



One of the AEC Twin Engines.

a bus except that no steering wheel is required. Centrally in front of the driver is the lever for pre-selecting the gear—like a joy stick. The clutch pedal is on the left, accelerator pedal on the right, where is also the hand brake lever and reverse lever. In front is an instrument board with starting switches, speedometer and two vacuum gauges; while small electric lights show that the engines are running and the tail lamp is correct, etc. Beneath the driver's seat is the automatic train control apparatus. Two fuel tanks, each 45 gallons capacity, are provided. These carry approximately sufficient to run 450 to 500 miles without refilling.

In conclusion it may be mentioned that the overall length of the car is 63 ft. 7 ins.

The Birmingham - Cardiff Diesel Railcar Express Services proved an instant success and in the Winter Timetable an additional stop was introduced at Cheltenham (Malvern Road) Station, and this was included in future timetables until the service was suspended at the start of the Second World War. The additional supplement was abolished from the introduction of the Summer 1935 timetable and the Cardiff Diesel Railcar which arrived at Birmingham (Snow Hill) at 11:35am was now also given an additional midday service. This Railcar departed Birmingham (Snow Hill) at 12:25pm for a trip along the North Warwickshire Branch, stopping at Earlswood Lakes (12:40pm), Henley-in-Arden (12:49pm) before arriving at Stratford-upon-Avon (1:00pm). It returned from there at 2:15pm, stopping at Henley-in-Arden (2:26pm) and Hall Green (2:41pm) prior to arriving at Birmingham (Snow Hill) at 2:50pm. The Diesel Railcar Express Service departure for Cardiff was scheduled to leave at 3:40pm.



Express Railcar waiting at Snow Hill in 1934

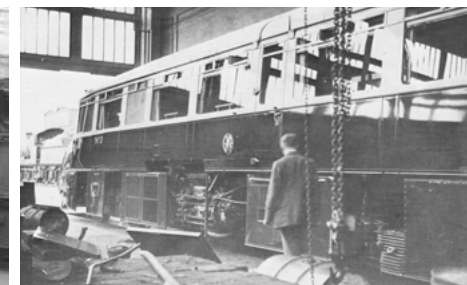


Railcar at Henley-in-Arden

The Diesel Railcars were maintained on a mileage contract by the supplier AEC. Two AEC fitters were outposted to Tyseley Works to assist the GWR staff in the daily maintenance. They initially looked after the three express railcars operating between Birmingham and Cardiff, but after the Summer of 1935 they were also responsible for maintaining three new suburban Diesel Railcars that were based at Worcester Locomotive Shed. In addition to the daily maintenance tasks, refuelling and general lubrication requirements, these staff carried out regular workshop examinations at Tyseley's Factory (Repair Workshop). These examinations were scheduled after every 25,000 miles, which was typically every four to five months of normal operation. After every 100,000 miles to 125,000 miles a thorough overhaul was required, and this was carried out at the AEC works at Southall.

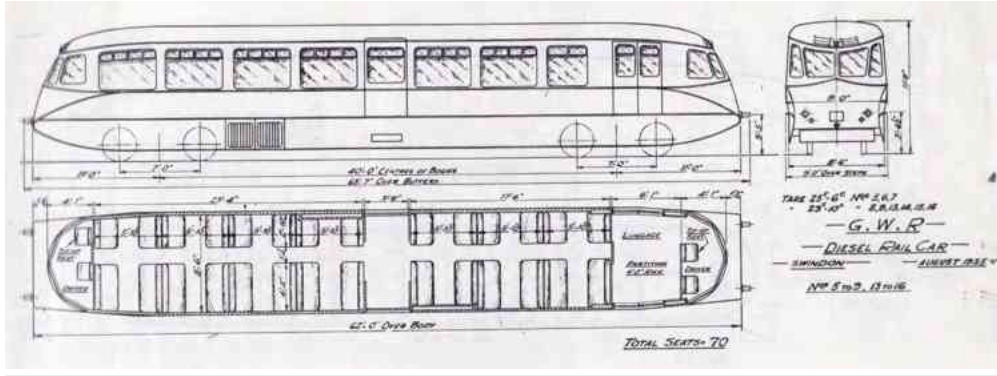
The fuel consumption on the express Birmingham - Cardiff route was typically eight miles per gallon, while those Diesel Railcars operating the suburban services with frequent multiple stops had a fuel consumption of between six and seven miles per gallon, consumed from two fuel tanks with a total capacity of ninety gallons. AEC specified a Light Diesoleum fuel produced by Shell Mex & BP which was produced at the Llandarcy Oil Refinery near Swansea and the fuel was delivered in 2,500-gallon rail tanks to both the Tyseley and Worcester depots for refuelling the Diesel Railcars.

There are pictures of all three Express Diesel Railcars at the Tyseley Factory with engine access panels removed for maintenance during 1935. Issues with hot running engines occurred early in the Diesel Railcar's life, eventually cured by the introduction of a larger sump and changes to the cylinder head casing. Originally aluminium alloy crankcases had been used to reduce the weight but cast iron crankcases were substituted in 1935. The lightweight underframes were also strengthened around the bogie pivots and headstocks and, to improve the ride of the Diesel Railcars, their bogies were redesigned with longer side bearing springs and rubber auxiliaries, while the bogies' bolster springs and spring links were improved.



Express Diesel railcars at Tyseley Factory

The next three Diesel Railcars of this second order Nos. 5 to 7 were designed for suburban traffic with 70 seats. There was no buffet or toilet facilities provided, which resulted in them being £1,500 cheaper than the express Diesel Railcars. The chassis and twin-engine arrangement was identical to their immediate predecessors with the exception that Diesel Railcar No.7 was provided with a second gearbox. All three Suburban Railcars had deeper flush windows and improved ventilation. Manually operated sliding entrance doors opened on to a central vestibule to enable faster access and egress during busy periods.



Railcar Diagram Nos.5-16

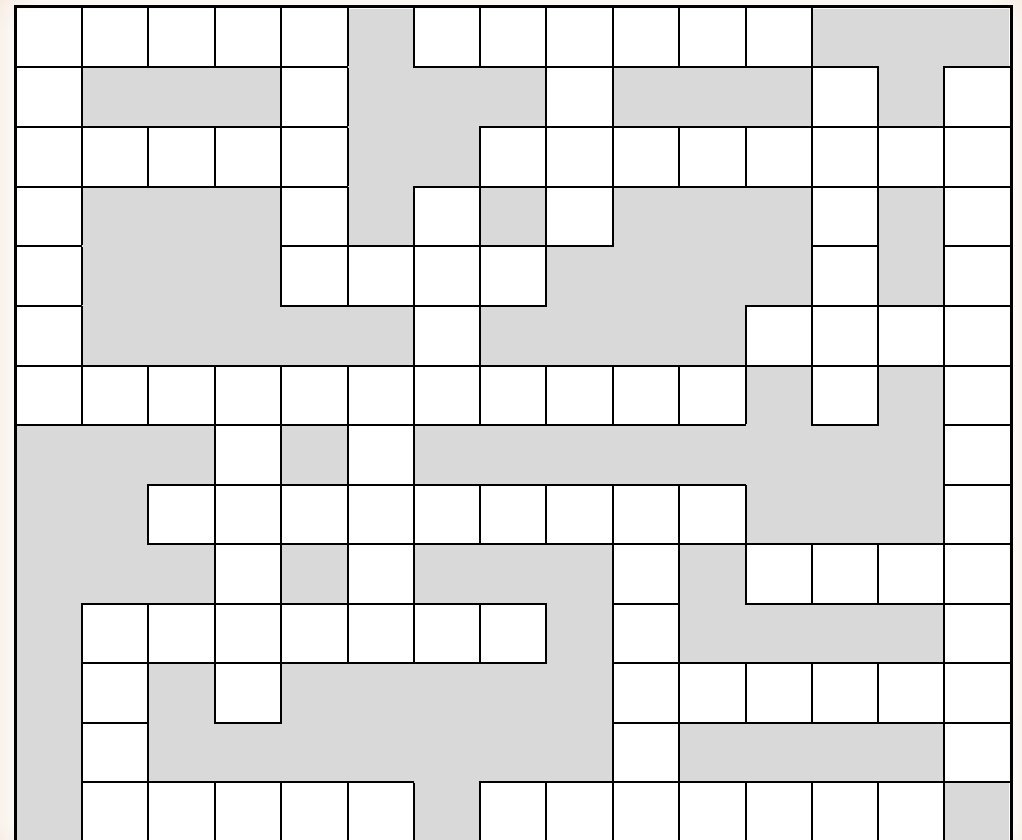
Diesel Railcar No.7 entered service first on 8 July 1935 when it was allocated to Worcester Shed. This was followed by Diesel Railcar No.5 on 22 July 1935, which although was initially allocated to Oxford Shed, was quickly moved to Worcester Shed. Finally, Diesel Railcar No.6 was allocated to Worcester Shed when it entered service on 21 August 1935.

Rob Ferris, Vintage Trains Archivist

Quiz Corner

Richard Dovey has given us a WordFit to exercise the grey cells. Use the list of 23 words to populate the grid ensuring they are all used. This is easier than Richard's previous crossword but the clues are still VT related

- | | | | | |
|------------------|------------------|------------------|------------------|-------------------|
| 4 Letters | 5 Letters | 6 Letters | 7 Letters | 9 Letters |
| FUEL | EVENT | ASHTON | EXPRESS | COLESHILL |
| HALL | KNOCK | DRAGON | PULLMAN | 11 Letters |
| PASS | PULLS | KNOWLE | VINTAGE | SHAKESPEARE |
| PICK | STEAM | LONDON | 8 Letters | 12 Letters |
| TRIP | TASTY | MUSEUM | PLYMOUTH | WHITLOCKSEND |
| YORK | | | | |



The bibliography and the images, which may be easier to read at their original size, can be found in the Publications section of the Friends website at www.friendsofvt.org.uk

Part 2 of this article describing the operations of these railcars will be in the next edition of Steam in Trust.

Workshop and Stock Lists

Notes

From time to time Locomotives and Rolling Stock may be loaned out to other railway centres for static display or to operate services. Mainline 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. 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 and Site Tours.

Coaches in Vintage Trains mainline fleet TY01 are vacuum braked and steam and electric heated.

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	Overhaul as funds available
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 available
7029		Clun Castle	4073 Castle 4-6-0	1950 Swindon	Operational
7752			57xx 0-6-0T	1930 Swindon	LT No. L94 Stored
9600			57xx 0-6-0T	1945 Swindon	Stored

LMS/BR Steam Locomotives

No.		Name	Class	Built	Notes/Owner
670			LNWR Bloomer	1987 Tyseley	Replica as funds available

Industrial Steam Locomotives

No.		Name	Class	Built	Notes/Owner
		Henry	0-4-0ST	1901 H/Leslie	at Barrow Hill
1	P	Cadbury No 1	0-4-0T	1925 Avonside	
No 1			0-4-0ST	1941 Peckett	
71480	P	Fred	WD 0-6-0ST	1945 RSH	LNWR J94 at Shakerstone

Industrial Diesel & Petrol Locomotives

No.		Name	Class	Built	Notes/Owner
299099	P		88DS 0-4-0 DM	1950 Ruston & Hornsby	at Turntable
347447	P		LWS 0-6-0 DM	1957 Ruston & Hornsby	at Turntable
376	P	Princess Margaret	0-4-0 DM	1948 Andrew Barclay	at Turntable



Here we have a photo of 2885 (Collett 2884 Class 2-8-0 heavy freight locomotive) on the turntable at Tyseley on 3 December 2013 after it was lifted out of Moor Street station and moved to Tyseley. Nothing unusual in 2885 at Tyseley but something is not what you would expect. What is it?

Question and photo: Al Wallace



This photo of 5043 "Earl of Mount Edgcumbe" was taken in 2012 very late at night after a very long day. But where is it?

Question and photo: Al Wallace

See the End Notes page for the solutions

BR Diesel/Electric Locomotives

No.	Name	Class	Built	Notes/Owner
13029	08021 D3029	08DE 0-6-0	1953 Derby	Site Shunter
37240	D6940	37DE Co-Co	1964 EE/VF	Operational
47773	D1755 47161/541	47DE Co-Co	1964 Brush	Operational
50033		50DE Co-Co	1968 Brush	at SVRLY
144019	55819 DMS 55855 MS 55842 DMSL	144 Pacer	1987 Derby	Top Bank

Coaches

No.	Name	Class	Built	Notes/Owner
311	Eagle - 99971	MK1 Pullman Kitchen 1st	1960 Metro Cammell	NRM/TY01
335	Car No.335 - 99361	MK1 Pullman Kitchen 2nd	1960 Metro Cammell	TY01
349	Car No.349 - 99349	Mk1 Pullman Parlour 2nd	1960 Metro Cammell	TY01
806		Semi Royal Saloon	1903 Wolverton	LNWR Stored
3110		MK1 FO	1963 Swindon	TY01
3141		MK1 FO	1963 Swindon	TY01 awaiting overhaul
5157		MK2 TSO	1966 Derby	TY01
5177		MK2 TSO	1967 Derby	TY01
5179		MK2 TSO	1967 Derby	Top Bank
5183		MK2 TSO	1967 Derby	Top Bank
5186		MK2 TSO	1966 Derby	Fuel Sidings 2
5191		MK2 TSO	1966 Derby	TY01
5194		MK2 TSO	1967 Derby	Fuel Sidings 1
5198		MK2 TSO	1966 Derby	TY01
5212		MK2 TSO	1967 Derby	TY01
5314		MK2a TSO	1968 Derby	at Turntable
5420		MK2a TSO	1969 Derby	Top Bank
9101		MK2 BSO/Buffer	1966 Derby	TY01
17018		MK1 BFK/Bar Car	1961 Swindon	TY01
17090		MK2a BFK	1968 Swindon	at Turntable
35470		MK1 BSK	1963 Wolverton	TY01
96100		GUV/Water Carrier	1959 Pressed Steel	TY01

Geoff Middleton 22 September 2025

Locomotives in the Works - Locomotives in private ownership unless otherwise stated.

No.	Name	Class	Built	Notes/Owner
5952	Cogan Hall	49xx Hall 4-6-0	1933 Swindon	6880 Society
5551	The Unknown Warrior	Patriot Class 4-6-0	New Build	LMS P Project
5164		5101 2-6-2T	1930 Swindon	EM Fund
789		F5 2-4-2T	New Build	Holden F5 Trust
80104		4MT 2-6-4-T	1955 Brighton	SLL
5637		56XX 0-6-2T	1925 Swindon	Swindon & Crickelade
4588		4575 2-6-2T	1927 Swindon	Peak Rail
41708		1F 0-6-0T	1880 Derby	Barrow Hill Engine Soc'
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	0-6-0T	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		lvatt 2MT 2-6-0	1953 Swindon	LSLG+1

Geoff Middleton 31 August 2025

GWR Rolling Stock

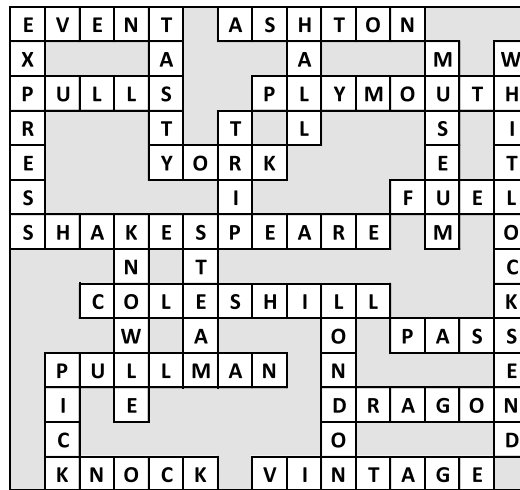
No.	Description	Dia	Lot	Built	Notes
438	6ton Travelling Hand Crane	6228		GWR Swindon 1888 Order D2323	Alloc Northern Div CE Dept
438	Crane Match Truck	W9		Cravens, Sheffield 1913 Rhydney Rly Iron Mink No.1138	Absorbed into GWR 1923 & renumbered No.100938 Converted to Match Truck ~1948
35938	20ton Goods Brake Van - Toad	AA23	1451	GWR Swindon 1943, BR conversion to Mess Van	In BR service at Tyseley Depot 1966
42194	15ton Well Wagon - Hydra D	G22	745	GWR Swindon 1913	Brown vehicle for use in fast passenger trains
43958	Shunters Truck	M1	246	GWR Swindon 1900	Alloc Swindon Loco Dept Underframe renewed ~1930
60911	10ton Ballast Wagon - Starfish	P14	793	GWR Swindon 1914	In BR service at Taunton
125912	12ton Vac fitted Covered Goods Van - MINK A	V23	1145	GWR Swindon 1935	In BR service at Tyseley Depot 1966
126984	12ton Motor Car Wagon - MOGO	G31	1210	GWR Swindon 1934	In BR service at Acton

Other Rolling Stock

No.	Description	Dia	Lot	Built	Notes
139	30ton Steam Crane		Wks No C58	Cowans Sheldon 1959	Allocations Newport (1960), Worcester (1970)
DB998526	Match Wagon			Cowans Sheldon 1959	
44064	6wheel Milk Tank	1994	1306	LMS 1940	United Dairies
W93178	General Utility Van	811	73041	Pressed Steel 1958	No.86178 until 1984
M93533	General Utility Van	811	30402	York 1958	No.86533 until 1995
W96100	Water Carrier (ex GUV)	811	30565	Pressed Steel 1959	No.S86734 converted to Motorail Van W96100 1988
B281137	20ton All steel Mineral Wagon	1/114	2602	BR Shildon 1954 (2 side doors & end tipping)	One side door removed Shildon 1979 (Order A234)
B900907	25ton Well Wagon - Crocodile	743	2879	BR Swindon 1959	
B949578	45ton Steel Slab/Coil Wagon	1/411	3423	BR Swindon 1962	Worked from Abbey Works, Port Talbot
954154	Goods Brake Van	1/506	3129	BR Faverdale 1958	
954302	Goods Brake Van	1/506		BR	Underframe only

End Notes

The solution to Richard's Wordfit puzzle:



Did you spot the unexpected feature in the photo of 2885 at Tyseley in Quiz Corner?

It never ran with a big Hawksworth tender.

The photo of 5043 was taken at Boness in Scotland. It was taken on the Boness & Kinneil Railway where the loco was serviced overnight. Departure from Tyseley Warwick Rd. was at 0750 and the Earl worked all the way through to Edinburgh, a total of about 310 miles. Then about 40 miles to The Boness Railway, arriving there at about 2130. A Class 47 number 47760 came on the rear of the train at Carnforth for fire prevention and almost certainly a bit of a push up Shap but apart from that the Earl and her crew did the rest.

Q&A and photos: Al Wallace

On the back cover we see 7029 Clun Castle at Banbury shed in 1967. Over the 75 years of Clun Castle's life the locomotive has seen many sheds. This includes its four home sheds (Newton Abbot, Plymouth Laira, Old Oak Common, and Gloucester Horton Road) in British Railways' service plus Tyseley in preservation. Not forgetting the sheds visited at beginning or ending of journeys.

The image on the back cover shows Clun Castle in full Great Western livery – with the GWR code for Tyseley TYS painted on the frames behind the buffer beam. Of course, this is a fiction – Clun Castle was built in 1951 after Tyseley had become 84E (and it was to go onto become 2A when the London Midland Region took over in 1983 and TS under TOPS).

Meanwhile, Banbury Locomotive Shed was identified by the code BAN under the GWR. After nationalisation it was 84C till 1963 when it became 2D. It did not have a TOPS code as it closed in 1968.

Q&A Michael Hughes (VT Archivist), photo from the Vintage Trains Archive

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Details and application form:

www.friendsofvt.org.uk or from:

The Membership Secretary

Friends of Vintage Trains

670 Warwick Road, Tyseley, Birmingham B11 2HL

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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 471582.

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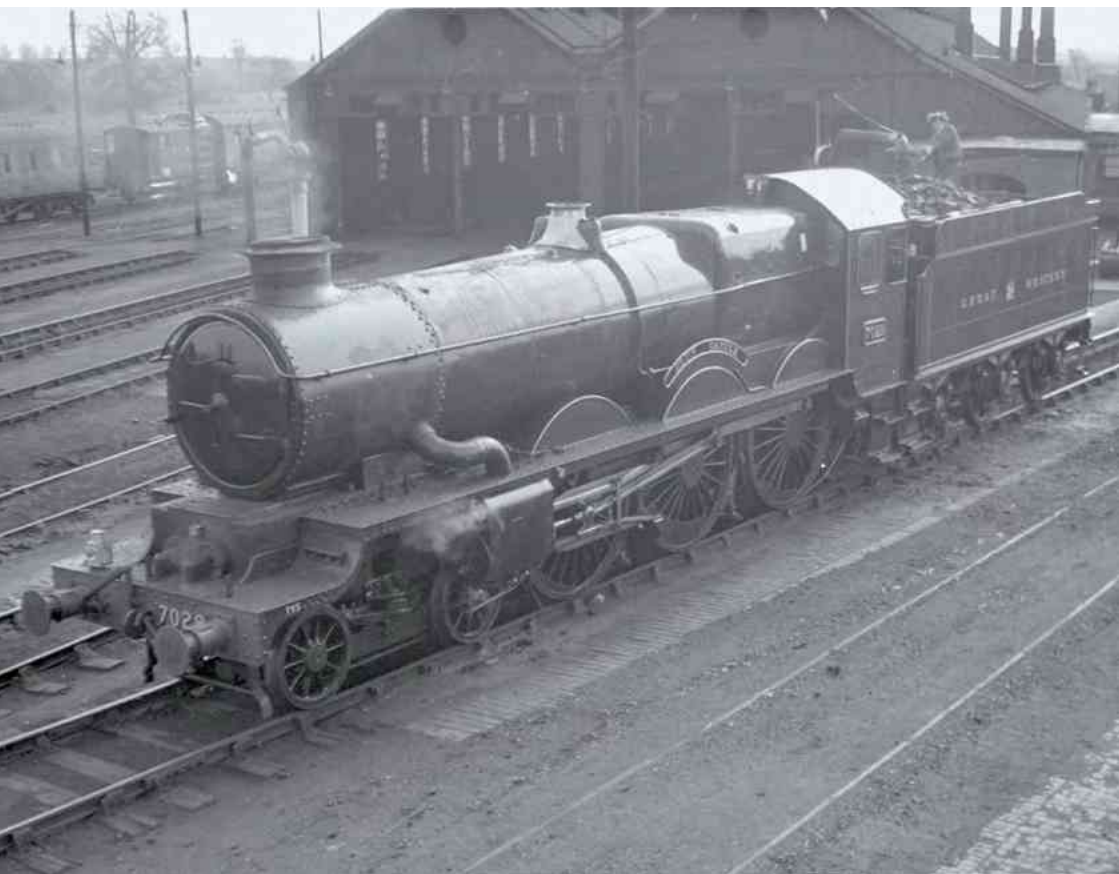
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