

STEAM IN TRUST

SPRING 1973



STANDARD GAUGE STEAM TRUST

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Warwick Road Tyseley Birmingham

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COVER PHOTOGRAPH

*The power of steam! A magnificent
action picture of 7029 CLUN CASTLE
taken by Alan Pearce of Birmingham.*



"In submitting this report, I would like to express my thanks to all who have made contributions in the form of labour, tools, machinery, and spare parts, for without this help the progress which has been made during the period under review would have been impossible."

A. J. KENT

EIGHTEEN MONTHS' GOOD PROGRESS

JUNE 1971 TO
DECEMBER 1972

by A. J. Kent, *Chief Engineer, S.G.S.T.*

SITE AND BUILDINGS

During the period, the building of both the heavy machine shop (80 ft. x 16 ft.) and the gas engine house (19 ft. x 9 ft.) in the new Depot has been completed. This has involved the construction of a brick wall, some 3 ft. 6 in. high, above which a wooden framework carries glazed windows in the vertical elevation, supporting a lined corrugated asbestos lean-to roof. The floor of the gas engine house has been concreted, and paved in black and red sets. A glazed brick base for the gas engine has also been constructed. Here it might be interesting to point out that glazed bricks are no longer manufactured, and since it was felt important that the engine should stand on a genuine period-style base, glazed bricks have been hunted up and down the country, and I am pleased to say that we have been virtually able to complete this base. We shall, however, require some more of these bricks for mounting the Bellis Steam Engine.

A new cooling water-tank for the Tangye gas engine has been made to the old official drawings, together with special cast iron wall brackets, platform, and various ancillary cocks, valves, and flanges, all of which have been erected together with most of the pipe work required. This work has entailed the reinstatement of a water main to the overhead water tank. Since this main was installed it has been possible to take off a supply to the Blacksmith's shop for the quenching bosch, and to supply water to two new sinks in the adjoining room which is to be used as a pickling shop. Repairs have been carried out to the old drain, part of which has been disturbed during the re-building programme. These rooms under the old coaling stage together with a third now used as a pattern store, have had their walls completely scraped-down and fully painted-out. New door-frames have been made and fitted, and the old doors repaired and re-hung.

The old lavatories, under the coaling stage, have been cleaned out and water reinstated.

An early flushing cistern has been acquired, completely re-conditioned, and re-fitted, and a hand-wash-basin has been installed, together with the necessary piping. The missing door to this establishment has been replaced by one taken from the end of the coaling stage when the public toilets were being built. This door has been fitted with a somewhat interesting brass door-handle, from the Oxford/Worcester and Wolverhampton Railway; this was found among a pile of rubbish when clearing out the Lock Street Works, Wolverhampton. Outside in the Yard, work has continued on laying and re-laying areas of blue brick. The whole of the Yard to the right-hand-side of No. 3 Road, has been cleared of builders' rubbish and laid throughout in blue brick. The blue brick paving to the right-hand-side of No. 5 Road, in the area of No. 2 water column has been repaired and extended, and similar work is at present continuing between No. 4 and No. 5 Roads.

WATER COLUMN REPAIRED

The retaining walls to the pit round No. 2 water column have been completely rebuilt and further repair work has been carried out on the Column itself in the form of a new arm, together with stay-rods, and the replacement of the locking gear. After this repair the opportunity was taken of repainting the column in Great Western Livery. The two Water Column control valves situated between the rails of No. 4 Road, had their chambers bulldozed in and the valve spindles broken off during the building of the Depot. These valves have been located and the chambers excavated. This work has involved the complete removal of all old brickwork, the cleaning-off of the valves themselves, the freeing of the bent spindles, and repacking of the glands. New brick chambers have been built and genuine G.W.R. cast-iron chamber covers have been fitted. Owing to the damage sustained, however, the valves are in need of complete over-



7752 ex-GWR o-6-o pannier tank under restoration at Tyseley. It is likely that she will see action on the North Warwickshire line this summer.

Photo P. B. Whitehouse

STEAM IN TRUST

THE JOURNAL OF THE STANDARD GAUGE STEAM TRUST

EDITOR: IVOR G. DAVIES, 9 THORNBY AVENUE, KENILWORTH

In this issue will be found the second report from the Chief Engineer on the current situation at Tyseley on the engineering front. Notable progress has been made since the publication of the first report twelve months ago. This latter covered the four years from April 1967 to May 1971. The new report brings us right up to date as at December 1972. The Trust was set up to ensure a future for the engines at Tyseley and to produce a railway oriented working museum complete with workshops — at long last even the casual visitor can see that this is taking solid shape.

Further indication of the progress we are making can be seen in the appointment of two new Trustees — Mr. Henry Sanderson, the Deputy General Manager of B.R. (L.M. Region) and Councillor Stanley Yapp, of the Birmingham City Council. The entry of British Rail and the City of Birmingham into official positions will go a long way to ensure a permanent future for Tyseley as a notable contribution to the city's environmental attractions.

On the operational side, the success of main line steam running in 1972 has encouraged B.R. to extend the track mileage available for steam operation in 1973 and the Trust will once again be playing a full part. Details will be found on a later page.

EIGHTEEN MONTHS' GOOD PROGRESS (cont.)

haul, and the manufacture of new valve spindles and hand-wheels is necessary at an early stage.

ELECTRICITY SUPPLY

During the period, the main supply at 440 volts, 3 Ω 50 cycles has been brought into the building; the main distribution board, fuse-boxes and breakers erected and connected and all necessary lighting for the new building, machine shop, forge and pattern store completed, together with two yard spotlights, one mounted on the end of the coaling stage building, and the other mounted on the Warwick Road end of the new building. The former is focussed on the inspection pit on No. 3 Road, and the latter spotlight is trained on the No. 2 water column, thus both allow steam raising and locomotive disposal during the hours of darkness.

A suitable number of three-pin outlet sockets have been positioned around the inside of the main building and in the machine shop, thus allowing portable tools, such as drills, grinders and inspection lights to be operated. In the interests of safety, these small power tools are operated through transformers at either 50 volts, or 110 volts A.C.

The two 40 h.p. capstans, the wheel-drop, and the large wheel lathe have had their electrical installations completed and an electrically driven Tangye centrifugal pump has been installed in the wheel-drop pit for the removal of seepage water. Thermostatically controlled fans, and tubular heaters have been installed in the machine shop, and the large majority of the electrical wiring to the various machine tools has been completed, together with an electric water heater for the wash-basin in the old G.W.R. lavatory.

WHEEL LATHE

The work of reconditioning and rebuilding the wheel lathe has progressed steadily during the period. The main bed has been levelled and grouted-in. This work involved the manufacture of a considerable number of cast iron wedges of different sizes, the work being made more difficult since it was found that the concrete foundation was anything but level,

variations of up to 1 $\frac{3}{4}$ in. having to be provided for. The levelling and grouting being completed the various reconditioned components have been re-assembled. Some new parts have had to be made and others re-conditioned; a complete set of new springs for the friction drive have had to be specially made. The electrical machinery has been installed and the electricity supply is now connected to the machine. At the time of this Report, the work of stripping off the old paint and repainting is underway.

WHEEL DROP

The electrical equipment for this machinery has been extensively overhauled or replaced and the power supply connected. The remains of a similar wheel drop were found in the London area. After inspection it was decided to send a team of engineers down with heavy lifting and pumping equipment to recover what usable spares we could. We have been fortunate in recovering the four lifting screws and nuts, and all the drive shafts and gears. After reconditioning the screws and nuts these have now been fitted into the Tyseley machine. Readers of my last Report will remember that the nuts and boxes off the original screws were stolen, and although new nuts have been made by the makers they were unable to supply some of the vital parts required. The several sections of this machine have been levelled, lined-out and grouted-in position. The wheel drop is generally operable but certain re-conditioning work is still required and the whole of the machinery has yet to be painted.

40 HP CAPSTANS

The two 40 hp Capstans have been overhauled mechanically and electrically, levelled and grouted-in, painted and are now fully operable. There are, however, two snatch blocks to be installed outside the building. These will allow stock to be drawn out without using locomotive power.

HEAVY MACHINE SHOP

1. The 6ft. 6in. stroke, double-headed planing machine has been set on its foundations, levelled and bolted down. All the overhead

EIGHTEEN MONTHS' GOOD PROGRESS (cont.)

steel work for the counter shafts and motor have been installed. The machine has been thoroughly overhauled, the power supply is connected and the machine is basically in operational condition.

2. The special purpose axle box machine from Bescot, has been dismantled, and is at present awaiting reconditioning and installation.

3. The 8in. centre Lang lathe has arrived on site and is at present in store awaiting reconditioning, and installation.

4. The 8in. centre short bed Deane, Smith & Grace lathe has been installed; has been partially overhauled, is wired up, and is basically operable.

5. The Hendy Norton 7in. centre lathe with taper turning attachment has also been installed, wired up, and partly overhauled. This machine is basically in running condition.

6. The No. 4 Herbert Capstan lathe, complete with wide range of tooling, has been reconditioned, installed, wired and is in operational condition.

7. The Cincinatti No. 1 vertical milling machine is at present undergoing a complete re-build which is necessitating the manufacture and reconditioning of a considerable number of parts.

8. The Herbert drilling machine has been installed, wired and is operable, but is in such poor condition as to require a complete rebuild when time permits.

9. The Lumsden 4-wheel carbide tipped tool grinding machine has been installed, overhauled, wired and is operational.

10. The straightening press is in store awaiting overhaul and installation.

11. A 7in. centre Henry Milnes all-g geared head taper turning lathe of 1948 vintage has been purchased, completely rebuilt, installed, wired and is basically finished except for final painting.

12. A heavy duty drilling machine which has been presented to the Trust, is at present in store, awaiting overhaul and installation.

13. The large double-ended off-hand grinder has been installed and after minor repairs is wired and is in operation.

14. The Tangye hydraulic wheel press is in store awaiting reconditioning and installation.

15. The blacksmith's shop and forge which was temporarily installed in the top of the coaling stage has been removed completely to the second room under the coaling stage; the forge re-installed and wired, the flue connected again into the old chimney, and is fully operable. The bricked-up windows (done at an early stage of our occupation to prevent further vandalism) will, however, have to be put back, complete with bars, at a very early date, in order to give both adequate lighting and ventilation. The latter is causing some concern at the moment since the conditions in the forge, when the hearth is in operation, are far from satisfactory.

16. The Browne & Sharpe horizontal miller has been completely rebuilt and is basically finished. The overhead shafting for this machine, together with the motor drive have been installed in the heavy machine shop and the machine itself which at present is in the tool room, where it has been rebuilt, is awaiting removal and installation in the heavy machine shop.

17. The jig-borer has been completely rebuilt and installed in the tool room and is operational.

TANGYE GAS ENGINE

A Tangye horizontal gas engine, c. 1905, has been presented by the Warley Education Committee. This machine was originally installed in the old Smethwick Municipal Technical College, where it was first used as part of the auxiliary electricity supply in the dynamo room. It was later used in the heat engines laboratory. This engine is at present undergoing rebuilding; the main bed is mounted on its glazed brick plinth, and has been levelled up, and it will be noted, that earlier on in my Report under the heading 'SITE AND BUILDINGS' that the water and gas connections to this engine have been installed.

BELLIS & MORCOM VERTICAL STEAM ENGINE

This engine is at present in store awaiting overhaul and installation in the gas engine house. The engine was presented by Messrs. Hunt Bros., Ironfounders, Oldbury. A similar



An unusual view of the shed taken from the tender of "Albert Hall". Photo Martin Hedges

engine presented by the South Eastern Gas Board is awaiting dismantling and transportation to Tyseley.

EARLY SAND STONE GRINDING MACHINE

This machine, c. 1880, was removed from the Lock Street Works, and is at present in store at Tyseley awaiting restoration.

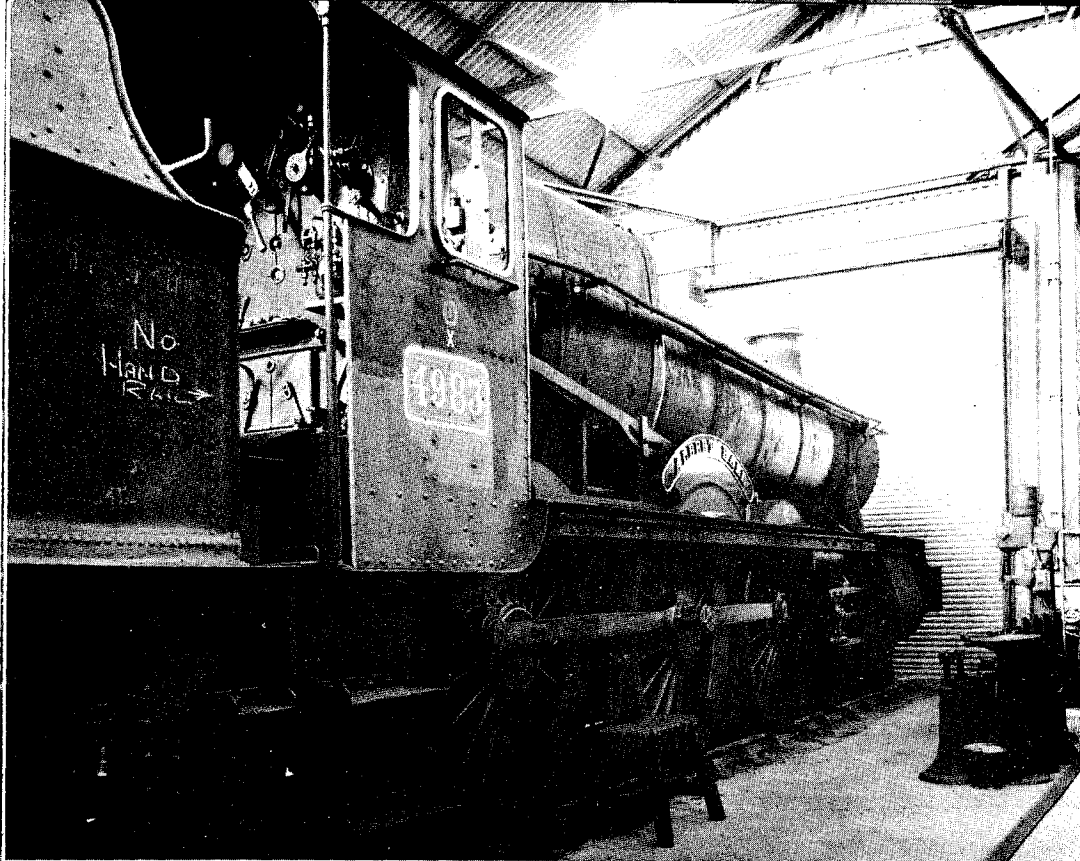
LOCOMOTIVES

Locomotives 7029 'CLUN CASTLE', 5593 'KOLHAPUR', and 5428 'ERIC TREACY' have had their annual boiler inspections, periodic washouts, and general routine maintenance, and at the time of writing all three are now again due for boiler inspections.

7029 has had a complete brake cylinder overhaul. While the tender brake cylinder was removed the opportunity was taken of de-scaling and re-painting the front end of the

underside of the tender. The main brake shaft has been removed, all bearing surfaces re-skipped, and new bushes made throughout. The centre bearing was found to be so badly corroded that a new pattern was made for both the bearing housing and the cap, castings obtained and all machining carried out. The centre bearing bracket was found to be badly corroded and this has been removed, the wasted parts cut away, and new side webs welded in position. Minor attention has been given to super-heater elements and the left hand side outside drain cock gear removed and reconditioned. A new coal division plate has been made and fitted to the tender, and the ATC gear has had a general servicing.

5593 has had temporary repairs to the wasted ash pan carried out in order to allow the locomotive to remain in service during 1972. A new ash pan complete has been made and is now awaiting fitting. This however, will in-



4983 "Albert Hall". There has been a lot of activity on this engine. Photo J. H. Adams

EIGHTEEN MONTHS' GOOD PROGRESS (cont.)

volve the dropping out of the rear driving wheels when the opportunity will be taken of carrying out any reconditioning necessary, such as re-metalling axle boxes, refitting horns, and cleaning up and de-battermarking the trailing coupling rods, and it is intended to phase this work along with the boiler inspection.

5428

Routine maintenance and minor repairs have been carried out to this locomotive during the 1971/2 period.

7752. GWR. 0-6-0 PANNIER TANK

Upon receiving this locomotive from London Transport, a boiler inspection was carried out

and the loco. was passed for service, and, with minor repairs, and after a considerable amount of filth removal, was in service around the Depot, on shunting and other duties. Early in 1972 it was decided to carry out a heavy casual repair, plus the stripping of all paint and repainting in G.W. Livery. New number plate castings have been obtained from Swindon, machined and fitted. A substantial amount of plating work, such as lower cab-side, bunker, and foot-plating have been renewed. Vacuum connections have been reinstated and the refitting of steam heating and ATC gear is well under way.

7760. GWR. 0-6-0 PANNIER TANK

Ex-London Transport, No. L90, this engine has been purchased and has arrived at the Depot since my last Report. A preliminary boiler inspection has been made, which appears favourable. The locomotive is at present in store awaiting restoration.

EIGHTEEN MONTHS' GOOD PROGRESS (cont.)

No. 1. PECKETT SADDLE TANK

General overhaul of this locomotive is now under way and to date has included the cleaning and repair of coupling, connecting and eccentric rods. These are all finished, painted, and awaiting refitting. The cylinders, pistons and rods, etc. have all been inspected; found in good condition, cleaned and repaired as necessary, and refitted. At the present time the brake gear is being dismantled and the inside of the frames scraped down for repainting.

4983 ALBERT HALL

Work has continued on this locomotive as and when suitable labour has been available. Most of the external surfaces of the tender have been completely stripped of paint, de-rusted and primed in red lead. Many of the tender fittings have been removed, cleaned, repaired and primed. A new fire iron rack, foot-plating and other new plate work have been manufactured: one tool box has been completely remade, and the other extensively repaired. Most of the lagging plates for the boiler back head have been remade and refitted, and a substantial number of cab fittings have been replaced. Part of the cab roof is at present removed for repair, and the plate work of the cab generally is being stripped of old paint and primed in red lead. A new pair of cabside number plates have been cast at Swindon, machined and are at present awaiting refitting. Cab side window frames have also been refitted. The vacuum pump has been completely stripped, overhauled, new parts made and the whole unit refitted. The eccentric straps and rods have been overhauled, new bolts and nuts made, and are at present in primer awaiting refitting. The necessary brackets and most of the piping for the live steam injector have been replaced, and the live steam injector fitted. All this had been burnt off while the loco. was in the scrap yard. A full set of cylinder drain cocks have been thoroughly overhauled and refitted, similarly the snifting valves, and the lanceing cock.

During the last year, the more general work of de-filthing continued, and minor items such as coupling rods, cross heads, slide bars, etc. derusted and polished. All the studs for the safety valve boiler flange have been made and are awaiting fitting and a number of small items associated with the tender water feeds made.

EX-LONDON & SOUTH WESTERN T9. No. 120

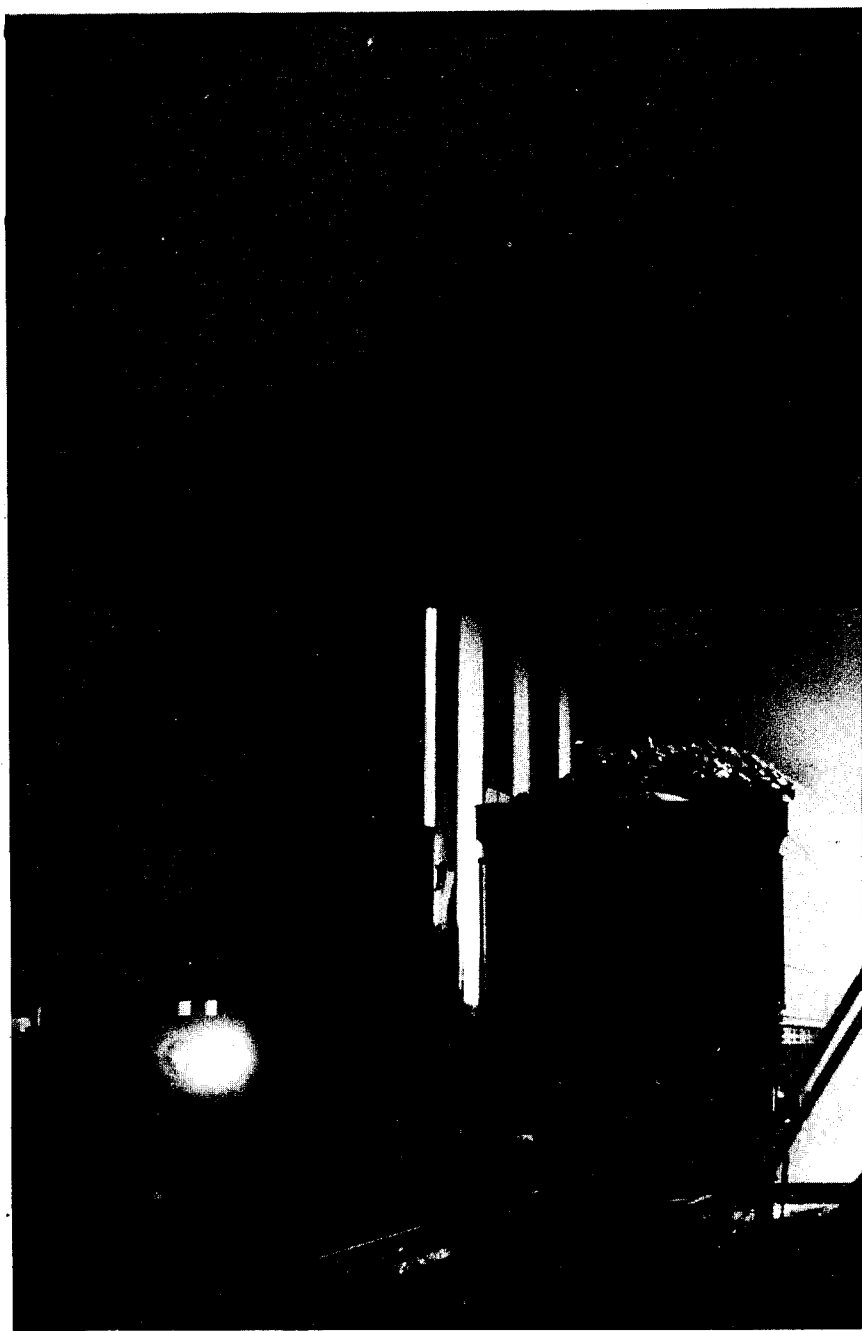
A considerable amount of general cleaning and polishing has been carried out, coupling rods have been refitted, the coupling rod collars re-machined, and new taper pins made and fitted. An experienced fitter from Eastleigh Works carried out an examination on the loco. with myself and we are of the opinion that it will be possible to steam the locomotive after a general overhaul, which, we feel, we shall be capable of doing at Tyseley when our plant and machinery is fully installed.

LANCASHIRE & YORKSHIRE TANK, GNR. TANK, S.R. 'SCHOOLS' & 'KING ARTHUR'

No work has been done on these locomotives, except routine cleaning and oiling. The two latter engines are to go away.

Ex-GWR. CASTLE CLASS LOCOMOTIVE, No. 7027 'THORNBURY CASTLE'

This locomotive has been purchased from Woodham Bros. Ltd., Barry, S. Wales, and brought to Tyseley. It would, however, be more correct to say "... the remains of 7027 ..."! It is perhaps important to point out that we had asked Messrs. Woodhams to reserve this loco. for us shortly after purchasing 7029 'Clun Castle' with a possible view of using 7027 for spares, but in the Spring of 1972 we found that serious vandalism had occurred to the engine not only had all the motion been removed, the slide bars partly dismantled, the left-hand outside valve covers removed, together with knuckle-joint and valve heads, lubricator box and chimney, but that the brake gear had been all burnt through and dropped, and a start had been made on burning off the splashers. After discussion with Mr. Woodham, it was decided to pull the loco. out and get it away. After a considerable amount of muck removal and general oiling the main essentials — frames, wheels, and boiler — were found to be in such good condition as to merit the rebuilding of the locomotive, and at the time of preparing this report, it is felt that if vital items can be obtained a re-build may well take place, but I must make this clear, as a long-term project.



Scene at the end of a busy Open Day. Note the Bulmer Pullman on the right. Photo by Colin Walker

EIGHTEEN MONTHS' GOOD PROGRESS (cont.)

COACHING STOCK

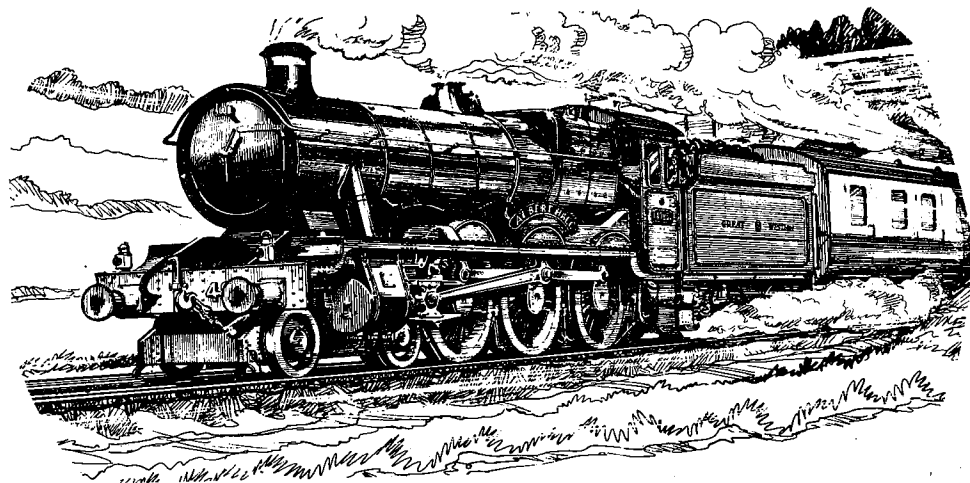
The Pullmans and the GWR Inspection Saloon, have been in service on various trips during the period. All have received the necessary routine maintenance together with minor running repairs, including a general overhauling of the plumbing to the toilets and kitchen, together with some repairs to the steam heating. Pullman car 'Ione' has been returned to service after a heavy general repair at Wolverton. This included a complete re-paint and re-upholstering and re-carpeting plus a new roof. Pullman car 'Ibis' is at present at Wolverton Works awaiting inspection. The major item being the complete stripping and recovering of the roof. Readers of my last report may remember that I mentioned repairs to the roof of this vehicle, and I am sorry to have to say that standing outside in all weathers had caused further deterioration to other areas, which, if not attended to, could cause such internal deterioration as would render repair costs astronomical.

FURTHER ACTIVITIES AND GENERAL COMMENTS

A number of visits have been made to Barry by our engineers, to obtain vital parts to ensure the future of our locomotive stock. This is extremely important work and has kept our volunteers busy at week-ends throughout the year cleaning, oiling, and painting the parts recovered. Others have been busy salvaging railwayana generally from such places as Snow

Hill, Hockley, and Lock Street. Indeed, some of the glazed bricks so vital for the gas engine bed were recovered from Lock Street. Other volunteers have been busy working on the internal painting of the workshops, and depot, but a large amount of this work still remains to be completed. As mentioned earlier, some hard work has also been put in on the site in the layout of the brick pavings. Early in 1972, negotiations with B.R. were completed for the purchase of the remainder of the ex-GWR patterns and core boxes. These have been removed and are now in store. We have been able to give a certain amount of help to a number of Societies and individuals in the form of such items as boiler tubes, brake blocks, smoke plates, boiler fittings, etc. and we are at present in the process of supplying vital parts to B.R. Engineering at Derby for the restoration of a Jubilee class loco. 'Leander', for a private customer. We have also been able to help various individuals with technical information and the loan of special tools.

Much has been achieved but we still have a lot to accomplish, some of it fairly quickly if vital items such as our coaches and some of the locos. awaiting restoration are not to deteriorate to a point where this is not practicable. Every effort must be made in the near future to provide adequate covered accommodation for this stock which is having to stand outside, together with a Museum Building where many historic pieces of Railwayana can be displayed for future generations to enjoy.



Standard Gauge Steam Trust BALANCE SHEET as at 5th April 1972

NET ASSETS	£	£	£
FIXED ASSETS			
Leasehold property (notes 1 and 2)		31,092	
Railway track		802	
			31,894
CURRENT ASSETS			
Taxation recoverable on Deeds of Covenant ..	1,409		
Other debtors	441		
		1,850	
Deduct: CURRENT LIABILITIES			
Bank overdraft	10		
Amount owing to 7029 Clun Castle Limited ..	1,672		
Prepaid loan covenants	1,122		
Other creditors and accruals	3,327		
		6,131	
NET CURRENT LIABILITIES			(4,281)
			£27,613
REPRESENTED BY			
SECURED LOANS (note 3)			13,333
UNSECURED LOANS (note 4)			1,750
ACCUMULATED FUND			12,530
			£27,613
P. B. WHITEHOUSE, Trustee			
P. F. GILPIN, Treasurer			

INCOME AND EXPENDITURE ACCOUNT YEAR ENDED 5th APRIL 1972

INCOME	£	£
Subscriptions, covenanted appeal receipts and donations		6,902
Open Day receipts less expenses		2,858
Sales of publications and other items less cost thereof		1,312
		11,072
EXPENDITURE		
Maintenance and repairs of exhibits and property	1,006	
Expenses of fund raising appeal (note 5)	4,317	
Printing, stationery, postages and sundries (note 6)	1,381	
Travelling	303	
Rates and electricity	619	
Insurance	464	
Hire charges	250	
Bank Interest	950	
		9,290
EXCESS OF INCOME OVER EXPENDITURE		£1,782

Standard Gauge Steam Trust

NOTES TO THE ACCOUNTS

5th April 1972

1. The leasehold property and track are situated on land owned by British Railways. Negotiations in respect of leasing the site are at present on hand.
2. There are immediate capital commitments of approximately £7,000 including £3,800 in respect of purchasing the track, and other facilities used by the Trust. Further long term expenditure is estimated by the trustees at £60,000.
3. The secured loans are:

	£
A. Barclays Bank Limited	9,333
(secured by personal guarantees by certain trustees and by certain shareholders of 7029 Clun Castle Limited)	
B. Barclays Bank Limited	4,000
(secured against future receipts from covenanted subscriptions)	
	£13,333
4. The unsecured loans are interest free and there are no fixed terms for repayment.
5. The trustees have decided to absorb all costs incurred during the year in respect of the fund raising appeal rather than carry forward an amount to be proportionately set off against covenanted income to be received over the next nine years.
6. Included under this heading are the costs of compiling, printing and distributing "Steam in Trust" and Newsletters etc. to the members of the Trust.

TREASURER'S REPORT

The accounts in no way reflect the enormous amount of voluntary labour spent on maintenance and repair work to both the property of the Trust and the exhibits, nor the value of many items of plant and materials which have been kindly donated.

As can be seen from the income and expenditure account for the year under review, there is a surplus of £1,782 after charging all the expenses of the fund-raising appeal. It is estimated that the year to 5.4.73 will show a surplus of approximately £5,000 an annual amount which the Trust can be reasonably expected to attain in future years, if activities remain on the same scale as in the past.

However, much of the cash so received will be needed to repay the existing secured bank loans thus leaving very little to meet the long-term development objectives of the Trust, for which, as indicated in Note 1 to the accounts, an amount of at least £10,000 will be required. A great deal of effort is therefore required if the cash to meet the objectives of the Trust is to be obtained.

P. F. GILPIN



Photo R. J. Blenkinsop

STEAMING TO HEREFORD

by P. B. Whitehouse

On Wednesday evening 13th September, Peter Prior, Bulmer's Managing Director telephoned me to say that problems had arisen with King George V, which was due to run a special steam trip from Newport to Shrewsbury and back on the following Saturday 16th. The trouble was in the bogie bearings, and although Bulmer's engineers were working night and day, it was possible that the work might not be completed in time for the run — would we be prepared to bring Clun Castle down as a standby engine just in case, and run the trip if the King was not fit? British Rail had agreed, said Mr. Prior, if we would. By first thing on the Thursday all was agreed in principle, and it was arranged that 7029 plus our ex-Great Western Saloon No. 80972, and a team of helpers and engineers would make the journey, leaving Tyseley at about 7-30 p.m. on the Friday evening. Engine preparation was begun by 10 a.m. and the necessary Welsh steam coal delivered, ready for loading by mid-day.

Before this, negotiations had to take place with both Bulmer's and B.R. with regard to the costs of the trip, the rostering of crews provision of inspectors and the loading of the Special. Arrangements also had to be made for 7029 to be inspected by British Rail's engineers. The standard route to Hereford was, of course, via Saltley, Bromsgrove and

Worcester, but this was not possible due to the need to run round the Saloon at Saltley, and the heavy occupation of the West of England line; and the alternative, via the North Warwick line and Stratford, was agreed. Sadly, the civil engineers had work to do on Colwall tunnel over the weekend, so that was out too and hence no Castle passed Malvern — we went the long way round via Gloucester and Newport.

BERNARD RAINBOW TAKES OVER

Fortunately, and quite fortuitously, our own Depot Superintendent, driver Bernard Rainbow, was rostered to take the train, complete with express headlamps as far as Gloucester. We set out at dusk through Birmingham's south eastern suburbs with the engine clean and sparkling, much to the surprise of homegoing commuters and the occupants of houses backing on to the line. Speed for all steam locomotives on British Railways is at present limited to 60 m.p.h. but we took the journey to Stratford gently, not exceeding 45; beyond here to Cheltenham the line is freight only and severe speed restrictions were in force over many of the over-bridges. The ex-Great Western line joins the Midland on the western end of Cheltenham Lansdowne

STEAMING TO HEREFORD (cont.)

station and here we came to a halt to await the departure of a Birmingham-Bristol express, whose passengers stared at us hardly believing what they saw. Gloucester Horton Road depot was our next stop and here we took on water and changed crews, ready for the next leg to Severn Tunnel Junction. By now the coffee on the stove in the saloon's galley was hot and the Tyseley team took a well-earned rest for the remainder of the journey to Hereford.

BREAKFAST TIME

We all spent the night in the saloon, which has four large settees, and by 7 a.m. we were awake and refreshed ready for a good breakfast of bacon, egg and toast cooked in the galley. On arrival we had been met by Bulmer's team who had brought the news that the King was ready and would work the train, so our task for the day was an easy stand-by one, but we were to be needed to assist with the re-platforming of the Special during the morning. Eleven a.m. saw us on the platform of Hereford station where B.R. were charging a special souvenir rate to see the King, and soon the two Swindon express engines were standing side by side at the north end. The King took water with the help of fire hoses. Cameras clicked, and well within the allocated time the train was off on its journey to Shrewsbury. We retired to Bulmer's depot, loaded the tender with a special delivery of coal and made ready for the evening when once again we stood side by side with the King, this time at the south end of the station. As soon as 6000 had cleared the block we set off behind her, running at 60 m.p.h. and at times having to slow for signals protecting the Special. Tired, but feeling that the journey and effort had been well worth while we arrived back at Tyseley around midnight.

LESSON TO BE LEARNED

Now, all that sounded quite simple and relatively mundane, but if you delve further there is a lesson to be learned, and it is this. Even with a locomotive in the condition of King George V and with the skill and facilities available at Bulmer's things can go wrong, and if those skills and facilities are not on tap severe problems can and will arise with running locomotives. When steam engines were

in regular service ample facilities were always on hand to cope with this or any other type of problem — and if an engine was stopped it was simply replaced by another. Generally speaking the difficulties encountered were comparatively minor and many were overcome by removing the faulty piece and replacing it with a similar spare out of stores. With preserved locomotives the same running problems arise, but without the tremendous servicing and repair facilities being available — even Tyseley and Bulmer's are limited, and very limited indeed if a repair has to be done in a hurry.

SPARES PROBLEMS

So what is the answer? Ideally it would be a repair shop full of the requisite tools and machinery at every locomotive base, but this is of course, impossible. All that can be done is to see to it that there is at least one such base available somewhere, and to ensure that as many spare parts as possible can be available. These spare parts in their turn need to be in first class order — there is little point in taking off one faulty piece to replace it with a second rate one — so once again engineering skills are essential to the operation. Nowadays such spares are extremely difficult to obtain and in some cases quite impossible, but how often is the matter even given a thought? Take an example — some enthusiasts/locomotive owners make regular trips to Woodham's yard at Barry where they collect as much as they can from the various scrap locomotives there — either to make one of their own ex-Barry engines whole, or to help others — how many have thought of obtaining such vital items as brake gear? Think for a moment of how much damage can be done here even in 00 gauge if an engine comes off the road, which is something that does happen even in the best regulated circles. Think too of the cost of fabricating parts if these are not readily available.

That trip from Tyseley to Hereford could not have been possible had facilities not been available at Tyseley, for after her own steam run to Didcot and back in June certain work had to be done on the engine to fit her for the road again including turning the bogie wheel tyres and the fitting of new pins and bolts. Before the Didcot run the whole of the tender brake gear had to be renewed at short notice

for there was less than six weeks time available between the date of the decision on steam running and the date of the trip.

HIGH COST OF RUNNING

One final thought — the inevitable one — money. It is expensive enough to keep a bicycle or a car in good working order and to run it — think of the cost of a 120 ton steam engine. The same overall problems are there, just multiplied several times. There are housing, insurance, running costs, repairs and renewals, and when you consider that one double firebar alone is more than one man can carry you get the problem in proportion. Imagine the running costs on the Tyseley-Hereford trip, putting on one side the general housing, repairs and renewal overheads. Coal costs £21 per ton, and including lighting up, well over 5 tons were consumed, oil works out at about £10 and water too has to be paid for. Then there were three sets of men, plus three inspectors for the outward and return journeys plus another set to take the engine from Bulmer's to the station and back, so no one gets much change out of £250.

But what could have happened if all this had not taken place — just think of the reaction, both from B.R. and the travelling

public if, at the last moment, the King had not been ready and there was no replacement. The decision to take 7029 to Hereford was undoubtedly the right one, but everyone in the enthusiast world has cause to be thankful to Bulmer's who had to pay for it — thank goodness it was them and not us — it could easily have been.

SPECIAL MEETING

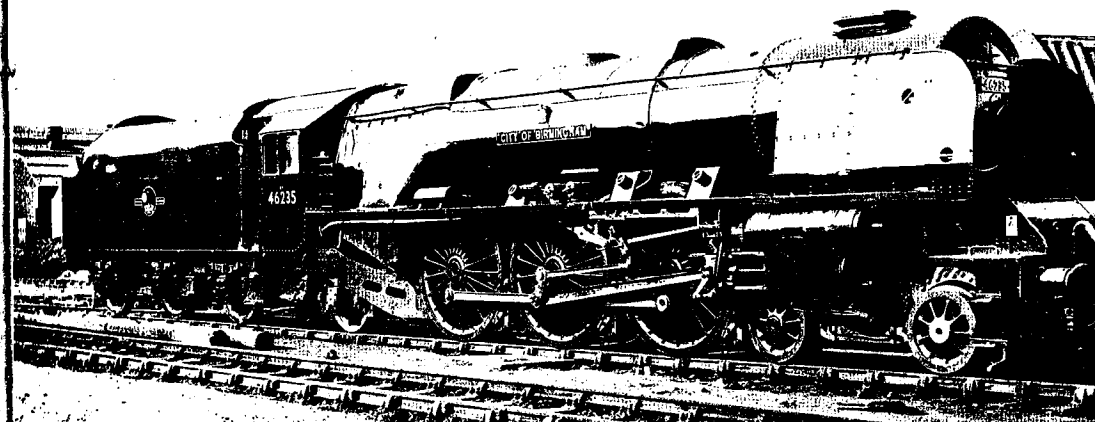
Book this date!

On Friday 23rd March you are all invited to a meeting of S. G. Steam members at the Chamber of Commerce Club, 75 Harborne Road, Birmingham. This will be a social evening at which our Chairman, Mr. P. B. Whitehouse will give an illustrated talk about our programme for 1973 and our plans for the future. Licensed refreshments and snacks will be available and the meeting will start at 7.30 p.m.

THE BIRMINGHAM MUSEUMS

The Museum aspect of Tyseley is becoming more and more important and our official link with the city of Birmingham is a most welcome acknowledgement of this fact. The City itself has a magnificent Museum of Science and Industry whose most spectacular exhibit is undoubtedly Stanier's 46235 "City of Birmingham" (photograph below). The Museum is in Newhall Street and its Director is a Trustee of S.G.S.T.

Tyseley, now known as the Birmingham Railway Museum, is a live steam-working Museum which is developing rapidly.





5593 "Kolhapur" in steam at Tyseley.
Photo P. B. Whitehouse

S. G. Steam

The membership side of the
Standard Gauge Steam Trust:

Chairman:

R. A. WHATELEY
28 Bickenhill Road
Marston Green
Birmingham 37

Secretary:

Dr. G. A. RAWLINS
6 Heaton Drive
Edgbaston
Birmingham B15 3LW

Treasurer and

Membership Secretary

R. H. G. HOSKINS
74 Ferndown Road
Solihull
Warwickshire

1973 OPEN DAYS

The two major Open Days at Tyseley in 1973 will be held on 3rd June and 7th October.

Full details of the programmes arranged will be published later. The depot will be packed with interest as usual — that's one thing you can rely on. As it will also undoubtedly be packed with people we shall need stewards, lots of them. We were very well served at the last Open Day and we would like yet again to thank all those who turned up and worked so hard all day. There will be a briefing meeting for stewards prior to the first Open Day as last year and the date of this will be announced later. Incidentally if you have an armband left from last year please return it to Ron Whateley.

MEMBERS' OPEN DAYS

These will be held on 14th July and 20th October. There will be steam working and the depot will be open all day to members, free of charge of course. Refreshments will be available and the sales stand will be "on duty" with plenty of interesting stock. As is our normal procedure, the AGM of S. G. Steam will follow the 20th October open day.

STEAM RUNNING 1973

The programme for main line running has not yet been finalised with British Rail but details will be sent to members, together with booking forms, as soon as possible. However, in addition to the main line programme, we shall be running steam hauled trains on the North Warwickshire line between Birmingham Moor Street and Stratford-upon-Avon. This is an exciting, new development and it is likely that one of our recently acquired panniers will supply the motive power.

The first trains will run on Sunday 13th May and there will be three trains each way during the day. This programme will be repeated on Sunday 10th June. Any future running after this will depend on the success of these first two days.

The fare will be £1 return (children 60p). Full details will be published in due course.

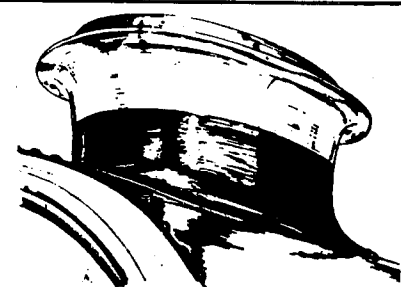
D. H. and S. A. RAY

Resignations from the S. G. Steam Committee have recently been received from Donald and Tony Ray. Donald as chairman, was the man who really launched S. G. Steam and master-minded the constitution and general organisation in the early days. Living in Essex he found it increasingly difficult to give the time necessary as S. G. Steam took on more responsibilities. His brother Tony, also a founder member of the committee has been a stalwart supporter both in committee and at Open Days, particularly those held in his home town, Stratford-upon-Avon. Happily we are not losing them as members and Donald is hoping to develop a branch of S. G. Steam in Essex.

SUBSCRIPTIONS DUE 31st MARCH

May we remind all members that subscriptions for 1973-4 become payable on 31st March. Prompt payment will be of great assistance to us so please send your cheques as early as possible to R. H. G. Hoskins, 74 Ferndown Road, Solihull, Warwickshire.

BACK COVER. Built in 1899 at Nine Elms LSWR T9 No. 120 was restored in 1963 to work enthusiasts' specials. The Chief Engineer makes some interesting comments on this engine in his Report.



S. G. STEAM

EVENING MEETINGS

Held at the Birmingham Motor Cycle Club, The Motordrome, Colebrook Road, Greet, our series of evening meetings have once again enabled members to get together and meet each other in very pleasant surroundings. For the final meeting on 2nd April there will be a very interesting illustrated talk by Charles Gordon Stewart on Industrial Locomotives in South Africa. All meetings start at 7-45 p.m. and members are invited to bring their friends. Licensed refreshments and snacks are available during the evening.

"GET-A-MEMBER" YEAR

The fully paid up membership of S. G. Steam at the present time is around 700. It is the ambition of the Committee to put this figure up to 1000 at least, in 1973. Considering the comparatively short time S. G. Steam has been in existence the present membership total is impressive but to get it up to four figures would be a very useful contribution to the Trust's operation. We therefore want to ask every one of you to get us just one more member each. This should not prove too difficult, you must all have friends who like steam. Will you try? Thank you. To those who bring in three or more members we will give a 30 in. x 20 in. full colour print of one of the famous Cuneco paintings.

1973 DRAW

Plans are now being laid for the annual S. G. Steam Draw. Last year this made a significant contribution to the funds of the Trust and we are grateful for the support given to this by our members. Full details will be announced later.

STEAM IN TRUST

