

Vintage Trains Society

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Telephone 0121-708 4960 Fax 0121-708 4963 website www.vintagetrains.co.uk

Tyseley News No. 13 – Spring 2011



11 December 2010 – Moor Street platforms re-open

GWR 9600 Pannier - Station Pilot, E.C.S. Tyseley to Moor Street
5043 Earl of Mount Edgcumbe, Birmingham Moor Street - Paddington

The first train to use the newly re-opened terminal platforms 3 & 4 at Birmingham Moor Street

Photo by Richard Cadge

Message from the Chair Gill Smith

Welcome to Tyseley News No. 13, bringing you the latest Society news

First of all, though, I must begin with the business part of the newsletter and I would like to extend an invitation to our Members to join us at the Society's Annual General Meeting which will be held at the LMRCA premises (next to the large car park) on **Saturday, 19th March 2011**, starting at 10.30 am.

We are delighted that Mike Notley, *Steam Railway's* Top Link reporter, has kindly agreed to be our guest speaker this year and I know it will be a very interesting talk.

At the AGM we also have to carry out the 'formal' business of electing the Committee and as a bit of background, the Committee currently comprises the following posts – Chair, Treasurer, and Secretary with seven Committee members who provide support in a variety of areas. The post of Secretary will become vacant at this year's AGM and any nominations can be notified to the Chairman and voted upon at the AGM. As a flavour for what's involved, as well as administering the meetings, the Secretary also prepares the newsletters!!!

Over the last twelve months the Committee, on behalf of the Members, have made a financial contribution towards various projects and we will tell you more about the projects your donations have supported at the AGM.

Following the AGM, you are also invited to go to the Visitor Centre for refreshments. Alastair Meanley, has very kindly organised a tour around the site to see behind the scenes. There are normally restrictions allowing visitors into the workshops on safety grounds, so this is a unique event especially for members – another great reason to join us at the AGM.

There were some amazing excursions in 2010 such as the memorable *Bristolian* tour and record breaking Settle/Carlisle run. These helped to prompt Mike Notley to award *5043 Earl of Mount Edgcumbe* three awards – 'Railtour of the Year', 'Performance of the Year' and 'Locomotive of the Year'. The 2011 programme should also prove very popular and includes trips to Lancashire (The Red Rose), Llandudno for the Victorian Festival, and Scarborough. There are further details in the newsletter and also on the website.... www.vintagetrains.co.uk ... or you can contact the office on 0121-708 4960.

Despite the often very inclement weather, since the last Newsletter a lot of work has been undertaken by the volunteers and Jeff Robinson updates us on this a little later in the Newsletter.

This is just a flavour of what's happening in the Society - I hope you enjoy the Newsletter and I look forward to seeing as many of you as possible at the **AGM on Saturday, 19th March** – the car park will be open from 9.30 am but will be closing at 10.25 am just before the AGM starts. If you arrive after this time, there may be some parking available at the rear of the Club.

Oh, and another note for your diary: the next Open Days at Tyseley will be 25th and 26th June 2011.

I look forward to seeing you at the AGM.

Best wishes,

Gill Smith

Chair

Did you know ...

... prior to the opening of Tyseley engine shed in 1908, the main GWR engine shed in Birmingham was at Small Heath. The extensive sidings at Small Heath, now largely disused, once stretched to beyond where the A45 now is. The full extent can be judged by the road bridge, which still crosses the area.

VOLUNTEERS' NEWS

Jeff Robinson – Committee Member

Clun Castle's tender wheels, pictured last issue, are now supporting the frame and tank, though much remains to be done to turn it into a complete tender. The spring hanger assemblies on both tender and loco are an example; they required dismantling and the inevitable scraping and painting, which is almost finished now. Alastair tells me they have finished removing things from the loco frame, so we can look forward to re-assembly, that is after the frame has been stripped and painted and various other bits (sand-boxes for one) given the treatment. So that's Thursday evenings settled!

The Tuesday crew have been at the mercy of the weather. When it permits they are continuing with both the cranes, and when it doesn't permit they are reinforcing the Thursday gang on all of *Clun's* bits and pieces – at least that's indoors!

I haven't caught up with the other work parties lately, but judging by the always-pristine condition of the working engines (*5043 Earl of Mount Edgcumbe*, *4965 Rood Ashton Hall* and *pannier 9600*) they are keeping busy.

And by way of a change from working on engines, plumbing repairs have been necessary in the kitchen of the wooden hut. At least three joints separated during the severe frosts – fortunately no burst pipes but still a fair amount of work needed to rectify.

What varied talents our volunteers have!

Work has also begun to prepare 7752 for Tyseley site use in its guise as London Transport No. L94 – and it will be painted red!

This engine headed the final steam-hauled engineering train on 'The Met' on 6th June 1971 (the 'last day of standard gauge steam in Britain'), and featured on the Ten O'Clock News and the front page of The Daily Telegraph.

It seems right to celebrate the 40th anniversary of that occasion.

*Jeff
Robinson*

Photo: Work has begun on 7752 in readiness for the Open Day – but there's quite a bit to do!



CLUN CASTLE APPEAL

Sponsor a boiler tube or stay

GWR Castle Class Number 7029 Clun Castle is the engine that started off the preservation era at Tyseley in 1968. It was saved for eventual preservation on the Dart Valley Railway, but after the withdrawal of all steam on the Western Region was kept at Tyseley for use on enthusiast specials. It 'stayed on' after all other steam activities had ceased and became the flagship locomotive for the Tyseley Collection giving its name to the collection's owning company '7029 Clun Castle Ltd'.

In preservation, Clun Castle was the last steam engine to haul a train from the original Moor Street station before it closed making way for the 'new' Moor Street station situated on the through lines to Snow Hill. Indeed this was the last train out of the original Moor Street station before it was closed.

Clun Castle was the first steam locomotive to use the new Snow Hill station which was opened by His Royal Highness the Prince of Wales who rode on the footplate through the Snow Hill tunnel to Moor Street and on to Tyseley. Clun has seen spells of duty at the Great Central Railway & Gloucestershire & Warwickshire Railway, and was a popular engine on the Steam Locomotive Driving Experience Courses which were run at Tyseley. Her current 'certificate' ran out at the end of 2001 and she is now undergoing her overhaul in Tyseley where it is hoped to return her to steam by June 2012 so that she can justifiably play a leading role in the 40th anniversary of the Return to Steam programme she starred in originally after the BR steam ban.

Boiler Tubes

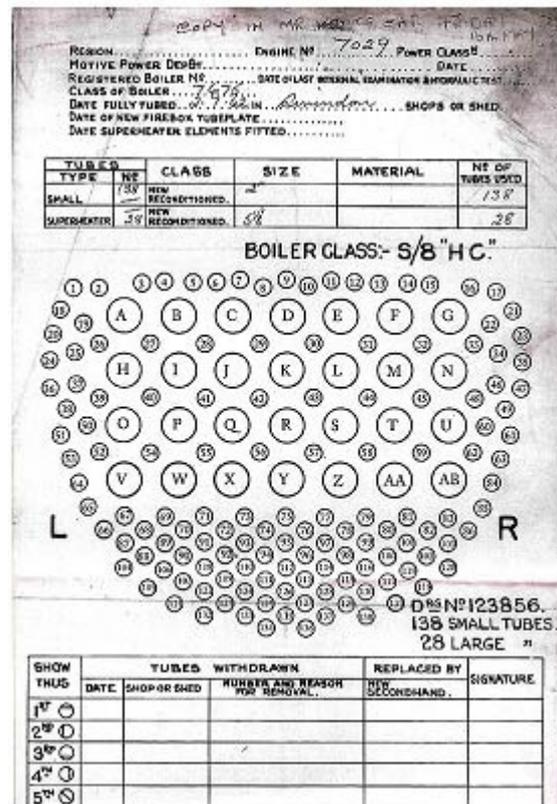
This does, of course, take a huge amount of time and money and the Trust are appealing for help by asking for sponsorship of boiler tubes and stays - £35 for a Small Tube and £215 for a Large (Superheater) Tube.

Shown here is the tube-plate diagram from Clun's overhaul in Swindon Works dating back to June 1962.

Clun Castle requires 138 Small Tubes (2 inches in diameter) and 28 Large Tubes (5 1/8 inches).

If you would like to sponsor a tube, please request a tube lettered A > AB for the Large Tubes and numbered 1 > 138 for the Small Tubes. The Trust will do its best to reserve the tube you wish, but it may have been previously selected. In this instance, we hope you accept the offer of the nearest available tube.

Shortly after receipt of your sponsorship, the Trust will send you, via post, a Certificate confirming your sponsorship and the tube number signed, by our Chief Engineer. They will also include a high-resolution Tube Plate Diagram detailing the location of your tube.



Boiler Tubes have a very varied amount of time in service. Typically Large Tubes last between 7 to 10 Years depending on the location within the boiler and the amount of times the engine is steamed. When your tube is decommissioned, you will be sent a 4 inch length to use as a paperweight, door-stop or any

other imaginative use you can think of! If you need a longer length, you are welcome to it but they might insist you pick it up in person!

Stays

There is also an opportunity to sponsor the purchase and installation of a Short Steel Boiler Stay for 7029 "Clun Castle".

A boiler stay is an internal strengthener inside a steam boiler. Their function is to separate the inner (copper) firebox and outer (steel) wrapper. There are several forms of stays, according to the forces they must resist. Stays can be made of either copper or steel depending on their size and location within the firebox.

Although the design of stays to resist the simple pressure is relatively straightforward, careful design is required if they are to serve well and safely in use. Many boiler explosions have been caused by an initial failure in a boiler's stays.

Clun Castle is equipped with a modified GWR Type 8 boiler pressurised to a maximum of 225 PSI.

Smaller stays, located towards the bottom of the firebox near the foundation ring, can be as short as 5 inches. Crown stays are located on the top of the boiler and can reach 24 inches.

For this overhaul, it is estimated that Clun Castle will require the following number of Stays. Also listed is the estimated manufacture and installation cost:

737 Short Steel Stays (5 inches)	£5.50
230 Long Steel Stays (7 inches)	£7.50
611 Copper Stays (7 inches)	£15.00
340 Steel Crown Stays	£28.00

Unfortunately, the stays are destroyed in the removal process.

How to make a donation:

You can make a donation online through www.charitygiving.co.uk. It is operated by The Dove Trust, a charity with over 27 years' experience of helping individuals, charities and good causes globally, so your giving is safe and secure.

CharityGiving will reclaim gift aid tax on your donation (if you are a UK taxpayer), meaning any donation is worth around 28% more. They also charge less than most other fundraising websites, so more money goes to this great cause!

Alternatively you can send a cheque to 7029 - Clun Castle Appeal Fund, 670 Warwick Road, Tyseley, Birmingham, B11 2HL

A gift aid declaration is printed at the end of this newsletter.

**THE OPEN DAY TEASER ... at the last Open Day we asked you
'Did you know that...
... there are seven sandstone blocks on the ground outside the Visitors' Centre at Tyseley.
Do you know their purpose on the railways?
What railway company used them, when and for how many years?**

If you didn't manage to get to the Open Day, the answers are:

Railway company: London and Birmingham Railway
Purpose: Early form of railway sleeper
(you can see the marks where the 'chairs' which held the rails were placed)
When used: Probably 1830/40s

For how long: Not known - we rather hoped someone might be able to tell us!

STOCK LIST

(updated regularly on our website www.vintagetains.co.uk)

C – belongs to the Tyseley collection

GWR Locomotives

No.	Name	Class details	Built	Notes
2885		28xx 2-8-0	1938 Swindon	At Moor Street
4110		5101 2-6-2T	1936 Swindon	
4121		5101 2-6-2T	1937 Swindon	
4936	Kinlet Hall	49xx Hall 4-6-0	1929 Swindon	
4965 C	Rood Ashton Hall	49xx Hall 4-6-0	1929 Swindon	
5029	Nunney Castle	4073 Castle 4-6-0	1934 Swindon	
5043 C	Earl of Mount Edgcumbe	4073 Castle 4-6-0	1936 Swindon	
5080 C	Defiant	4073 Castle 4-6-0	1939 Swindon	At Bucks Rlwy
7029 C	Clun Castle	4073 Castle 4-6-0	1950 Swindon	
7752 C		57xx 0-6-0PT	1930 North British Loco	
7760 C		57xx 0-6-0PT	1930 North British Loco	
7820	Dinmore Manor			
9600 C		57xx 0-6-0PT	1945 Swindon	

LMS Locomotives

5593 C	Kolhapur	5xP Jubilee 4-6-0	1934 North British Loco	BR 6P5F
6201	Princess Elizabeth	7P Princess Royal 4-6-2	1933 Crewe	BR 8P
670 C		LNWR Bloomer replica	1987 Tyseley	

Other Steam Locomotives

1	Cadbury No. 1	Avonside 0-4-0 Tank	1925 Avonside	At Gloucs and Warks Rlwy
C	Henry	Hawthorn Leslie 0-4-0ST	1901 Hawthorn Leslie	At Barrow Hill
2004	Percy	Peckett 0-4-0ST	1941 Peckett	
71480	Fred	WD 0-6-0ST (LNER class J94)	1945 RSH	
3083		0-4-0 VBWT	1923 Société John Cockerill	

Diesel Locomotives

08 021C	(D3029) 13029	08 DE 0-6-0	1953 Derby	
33 021	D6539	33 DE Co-Co	1960 BRCW	At Churnet
40 118	(D318)	40 DE 1Co-Co1	1961 EE/Vulcan Foundry	
47 773 C	D1755, 47 161, 47 541	47 DE Co-Co	1964 Brush (D1755)	Formerly The Queen Mother
50 021	Rodney (D420)	50 DE Co-Co	1968 EE/Vulcan Foundry	
50 033	Glorious (D433)	50 DE Co-Co	1968 EE/Vulcan Foundry	

BR Diesel Units

55034	121 DMU	1962 Pressed Steel
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Industrial Diesel and Petrol Locomotives

10255	0-6-0 DH	1966 Rolls Royce Sentinel
299099	88DS 0-4-0 DM	1950 Ruston & Hornsby
347747	0-6-0 DM	1957 Ruston & Hornsby
800	0-4-0 Petrol loco	1920 Baguley

BR Electric Locomotives

86 259	(E3137/86 045) Les Ross	86 Electric Bo-Bo	1966 Doncaster/EE/AEI
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BR Coaches

(Coaches in Vintage Trains mainline operational fleet:

TY01 = vacuum braked/steam heat; TY02 = air braked/eth)

335 C	Car No 335 , 99361	Mk1 Pullman Kitchen Second	1960 Metro Cammell	TYO1/02
349 C	Car No 349, 99349	Mk1 Pullman Parlour Second	1960 Metro Cammell	TY01/02
353 C	Car No 353, 99353	Mk1 Pullman Parlour Second	1960 Metro Cammell	TY01/02
1201		Mk 2f RFO Restaurant Lounge	1973 Derby	TY02, away
3125		Mk 1 First Only	1963 Swindon	
3309		Mk 2f First Only	1973 Derby	TY02, away
3351		Mk 2f First Only	1973-4 Derby	TY02, away
3416		Mk 2f First Only	1973-4 Derby	
5148		Mk 2 TSO	1967 Derby	
5157		Mk 2 TSO	1966 Derby	TY01
5177		Mk 2 TSO	1967 Derby	TY01
5179		Mk 2 TSO	1967 Derby	
5183		Mk 2 TSO	1967 Derby	
5191		Mk 2 TSO	1966 Derby	TY01
5193		Mk 2 TSO	1967 Derby	
5198		Mk 2 TSO	1966 Derby	TY01
5212		Mk 2 TSO	1967 Derby	
5221		Mk 2 TSO	1967 Derby	
5300		Mk 2a TSO	1968 Derby	Used for spares
5314		Mk 2a TSO	1968 Derby	Used for spares
5420		Mk 2a TSO	1969 Derby	
5928		Mk 2F TSO	1973 Derby	TY02, away
9101		Mk 2 BSO	1966 Derby	TY01
9496		Mk 2E BSO	1972 Derby	TY01, away
13227		Mk 1 FK	1959 Swindon	
17018 C		Mk 1 BFK	1961 Swindon	TY01
17090		Mk 2 BFK	1968 Derby	
21114		Mk1 BCK	1959 Chas Roberts	
35461		Mk 1 BSK	1963 Wolverton	
35470 C		Mk 1 BSK	1963 Wolverton	TY01

and ... the Eagle has landed - and extra Pullman has arrived on site and is awaiting refurbishment

Did you know ...

... during its active lifetime from 1938 up to December 1963, *5043 Earl of Mount Edgcumbe* ran 1,400,817 miles. Only three Castles from the same 1936 batch of 20 ran more miles. In turn, 5043 ran more miles than ten Castles, which were several years older. What a star!

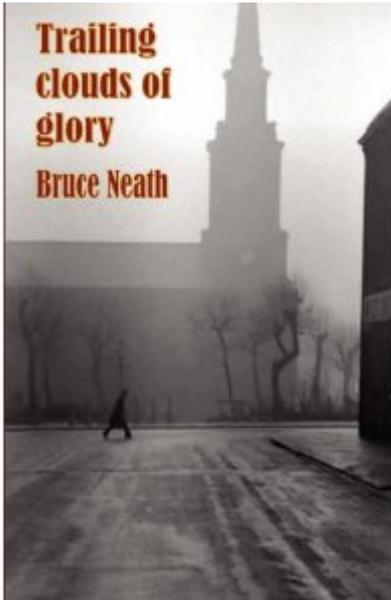
Volunteers undertake a variety of roles – from scraping the rust and old paint from *7029 Clun Castle* frame ...



... to multi-tasking! Geoff Middleton taking time out to track the wonderful performance of *5043 Earl of Mount Edgcumbe* on the Settle to Carlisle trip (16 October 2010) – a performance that prompted Mike Notley from *Steam Railway* to award the loco the 'Performance of the Year' award.

**Don't forget the AGM on Saturday, 19th March 2011
at 10.30 am at the LMRCA
(car park opens at 9.30 am) – your presence will be most welcome**

Book Review



Trailing Clouds of Glory

Bruce Neath

ISBN 1-897312-77-6

Review by Brian Simmons

A wonderful book in which Midlanders of a certain age can relate to. Bruce Neath, take us on a journey through his life, not only on the rails, but also his many humorous accounts of his doing his best, to go off the rails!

Great stories of his eventful days at school, and days spent on the road helping in his Dad's removal business. And then more sobering chapters, covering such topics as relationships with his family, and the time when on his own in Cornwall he stared death in the face, only to survive, no thanks to the efforts of the nuns at the cottage hospital in Redruth!

His enthusiasm for 'all things steam' really comes to the fore with his account of his experience of driving a steam locomotive, on the Polish rail network.

Only a truly dedicated 'steam buff' would compare Woody Allen's Orgasmatron to the transport café on station approach at Tamworth! Oh – and the poetry is pretty good too.

Suffering Succotash ... ! (you need to read the book....!)

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Price £8.99

How to join the e-Members' list

If you would like to receive Tyseley News by e-mail rather than hard copy and help keep our postage costs down

- You can apply on-line via the Vintage Trains website - www.vintagetains.co.uk/vts.htm - completing the form as requested. This is then sent to the Secretary and your name is added to the e-mail distribution list and deleted from the hard-copy mailing list.
- A confirmation of receipt of e-mail is usually made so that the Member can add the e-mail address to their 'safe' list.
- When the newsletter is published e-Members will receive an e-mail from vtsmembersnews@vintagetains.co.uk giving them the web location so that they can download the Newsletter at their leisure. This is a dedicated area for e-Members and it would be appreciated if e-Members do not distribute this location to non-members. It is hoped that e-Members will be able to get the benefit of better quality pictures via the e-newsletter as opposed to the photocopied hard copy. Members are asked not to apply direct to the above mentioned e-mail address for inclusion on the e-mailing list, but to always follow the weblink, otherwise your application will not be successful.

Talking of the web ... for those of you with a connection to the internet and like to see historical photos, you may care to click on www.richardhoskin.fotopic.net - it has some great black and white photos of Tyseley of years gone by to view.

EXCURSIONS

March 2011 to August 2011

The Vintage Trains 2011 programme covering the period up to September 2011 is currently available. Vintage Trains will be offering a choice of scenic routes, interesting destinations and a variety of 'off train' options. The steam hauled trains will continue to offer Pullman and standard class seating. Here is a flavour of what's coming up, but check out the website for all the latest details:

March 2011

Saturday, 26th **“Settle and Carlisle” – 6201 Princess Elizabeth**
(heritage diesel to and return from Crewe)
Tyseley Warwick Road, Birmingham New Street, Wolverhampton, Stafford, Crewe, Preston, Shap, Carlisle. Returning via Appleby, Ais Gill, Settle, Hellifield, Blackburn to pick up stations.

April 2011

Saturday, 2nd **“The Coronation Express” – 4965 Rood Ashton Hall and 4936 Kinlet Hall**
Tyseley Warwick Road, Birmingham Snow Hill, Smethwick Galton Bridge, Worcester Shrub Hill, Cheltenham Spa, Kemble, Swindon and Didcot.

A great opportunity to see the return to service of “King” class locomotive No 6023 King Edward II at the end of a marathon restoration effort!

Saturday, 9th **“The East Midlander” – 6201 Princess Elizabeth**
Tyseley Warwick Road, Coleshill Parkway, Nuneaton, Leicester, Loughborough, Sheet Stores Junction, Stenson Junction, North Staffs Junction, Stoke, Crewe to Chester.

Saturday, 16th **“The Red Rose” – 5043 Earl of Mount Edgcumbe**
Our route takes us from Tyseley to Crewe, Stockport, a lesser hill called Standedge, Huddersfield, Copy Pit, Blackburn, Farington Junction, and Crewe before return to Birmingham.

Saturday, 30th **“The Llandudno Victorian Extravaganza and Transport Festival” – 5043 Earl of Mount Edgcumbe and 4965 Rood Ashton Hall**
Commencing from Tyseley Warwick Road platform, the train also picks up at Walsall, Wolverhampton, Stafford and Crewe, before heading along the scenic North Wales coast, through Llandudno Junction and on to Llandudno terminus.

May 2011

Saturday, 21st **“The Great Western Midlander” – 5043 Earl of Mount Edgcumbe**
The train will commence at Tyseley Warwick Road and pick up at Birmingham New Street only. Outward route is via Coventry, Rugby and Northampton, set down London Euston. Returning via Northampton, Rugby and Nuneaton to Tyseley Warwick Road.

June 2011

Saturday, 4th **“The Scarborough Flyer” – 5043 Earl of Mount Edgcumbe**
Commencing at Tyseley Warwick Road, the train picks up at Coleshill Parkway, Tamworth, Burton, Derby, and Chesterfield. The train takes the 'old road' to Rotherham, Ferrybridge and York (set down) then on to Scarborough (set down).

Saturday, 18th **“The Collett Double” – 5043 Earl of Mount Edgcumbe, and 5029 Nunney Castle**
Our two well known Great Western engines take us from Solihull to Bristol Temple Meads travelling outward via Didcot, Reading West and the oddly named Berks & Hants route via Savernake Summit and on through Trowbridge and Bath to Bristol. Our return journey takes us via Bath, Oxford and Banbury to Solihull.

Excursions continued ...

June 2011

Saturday, 25th
and Sunday, 26th

Tyseley Summer Open Weekend

Attractions include the National Railway Museum's replica "Rocket", restored Pannier 7752 as its alter ego London Transport No. L94, along with demonstrations and locomotive cavalcades.

**July to
September**

"The Shakespeare Express" – every Sunday from 3 July to 11 September

August 2011

Saturday, 20th

"The North Wales Explorer" – 5043 Earl of Mount Edgcumbe

Commencing at Tyseley Warwick Road platform, the train picks up at Walsall, Wolverhampton, Stafford and Crewe and then via the North Wales Coast line.

*For more details on any of the excursions detailed in this newsletter,
please see the Vintage Trains website:*

www.vintagetrains.co.uk or telephone 0121-708 4960

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At Paddington - arrival of 5043 Earl of Mount Edgcumbe, the first train from the newly re-opened terminal platforms 3 and 4 at Moor Street arriving at its destination, 11 December 2010. Photo: Brian Wilson



A sight we are all working towards – with your help ... 7029 Clun Castle on the mainline. Here 7029 is with 5051 Earl of Bathurst thundering through Tiverton Junction in 1985. Photo: Bob Green

GIFT AID DECLARATION

To: 7029 Clun Castle Limited Registered Charity No: 505793

From: Name.....

Address.....

I would like 7029 Clun Castle Limited to treat the enclosed donation of £.....
as a Gift Aid donation towards the restoration of 7029 - 'Clun Castle'.

Signed.....

Dated.....20.....

Please make cheques payable to 7029 Clun Castle Ltd.

Please return this completed form along with your donation to;
7029 - Clun Castle Appeal Fund, 670 Warwick Road, Tyseley, Birmingham, B11 2HL.

Gift Aid Notes

1. You can cancel this declaration at any time by notifying the charity.
2. You must pay an amount of income tax and/or capital gains tax at least equal to the tax that the charity reclaims on your donations in the tax year (currently 28p for each £1 you give) if you sign the Gift Aid declaration.
3. If in the future your circumstances change and you no longer pay tax on your income and capital gains equal to the tax that the charity reclaims, you can cancel your declaration (see note 1).
4. If you pay tax at the higher rate you can claim further tax relief in your Self Assessment tax return.
5. If you are unsure whether your donations qualify for Gift Aid tax relief, ask the charity, or ask your tax office for leaflet IR65.
6. Please notify the charity if you change your name or address.