



STEAM IN TRUST

Published by Friends of Vintage Trains



IN THIS ISSUE:

Completely refurbishing a TSO
Initiatives along the Shakespeare Line
Railway Ups and Downs
Plus our usual news updates



Rood Ashton Hall has found somewhere to hide amongst the trees, can you name the location? No clues, just read the magazine carefully.

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We welcome new members Mr Mark James, Mr John Austin, Mr Philip Williams, Mrs Josephine Healy, Mr Daniel Adshead, Mr Stuart Hyde and Mr Alex Knudsen

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: 5043 has just arrived at Derby with the return Shakespeare Express on 26 April 2024. The extended routes for Shakespeare Express, including occasional departures from Worcester and Leicester as well as Derby, are proving popular. *Photo: Al Wallace*

Back Cover image: The cover of the souvenir booklet that was produced for the 75th anniversary of Birmingham Railway Museum in 1983. See the introduction to the article by Richard Potts for more information about the booklet.

Friends Chairman's Report

A warm welcome to all our members. As winter draws in and the days shorten we hope that you enjoy reading this edition of Steam in Trust.

In the previous edition we mentioned the redesign of Steam in Trust, lending a brighter, more modern look to the magazine. We hope you like it. Larger images, a refreshed layout and a new logo emphasise our continued commitment to championing Vintage Trains as an independent supporters' organisation. The design will continue to evolve so please do let us have any feedback using any of our contact details on the inside back cover.

With sadness we must pause to reflect on the passing of Michael Campaign, who passed away in August after a short illness. Many of you will have known Michael as a well known steward on the railtours but probably less so for his significant behind-the-scenes contributions to VT, especially in the early days of the Polar Express. We have an obituary to Michael on page 29.

We have our usual wide variety of articles in this edition, including updates

from several projects at Vintage Trains, volunteer initiatives from the Friends and other groups and historical articles. The article on the refurbishment of coach 5191 is an outstanding example of what can be achieved by a Tyseley team effort, with volunteers leading and playing a major role in improving the passenger experience on the tours.

Neil Ewart describes the partnership initiated by the Friends to develop the Shakespeare Express services to the mutual benefit of several related groups, both commercial and voluntary - another shining example of what can be achieved when several groups work together with a common goal.

So you think that all Up lines lead to London? Michael Hughes' article blows the myth, shedding a whole new light on the Ups and Downs of the railway system. Fascinating, as always, from VT's archivists.

Paul Hatton

Chairman and Editor of Steam in Trust

We are urgently seeking a replacement Treasurer for Chris Schroeder who will be standing down at our next AGM in March next year. The role is not arduous since we have very straightforward affairs which are easily managed on a spreadsheet, so if you have a little time to spare and would be interested in finding out more then please contact Chris directly on his mobile 07785 725662 for an informal chat. Thank you.

DATE FOR THE DIARY

With the festive season approaching everyone is invited to join us on Thursday 5 December in the Grade II listed conversion of the waiting room, offices and stationmaster's house at Codsall Station to a railway-themed Holden's pub, all whilst remaining open as a station. Catch the 11.26 departure from New Street Station arriving at Codsall at 12.06, or join us there.

Members' Socials

In May a group from The Friends enjoyed a tour of the diesel depot at Kidderminster plus the magnificent coach shed. We were made very welcome and greatly admired both facilities. The importance of getting the precious coaching stock under cover to protect them and ease maintenance was very evident. We thank all those who supported the day out plus member Al Wallace who provided contacts.



Inside the Kidderminster coach shed.

Recently, a group of Friends were fortunate enough to have an escorted tour of the engine shed and workshop run by the Severn Valley Railway at Bridgnorth. We are very grateful for them taking time out of their very busy schedule to show us the work they are undertaking. Especially interesting was hearing about their apprentice scheme which is so vital if we are all to ensure there are the skills and knowledge for the future.

Unsurprisingly the one glaring problem is the turnover at the end of an apprenticeship. Just how do you keep these highly skilled people when there is so much demand throughout the heritage world? Answers on a postcard!

Neil Ewart

Al Wallace, our ever-active photographer, took several photographs of the Bridgnorth Workshop and Engine Shed; a couple of them are shown here:



2999 Lady of Legend inside the shed for light repairs + a Fitness to Run (FTR) exam for running on the Severn Valley Railway Steam Gala in October.



A firebox and boiler on their side in the boiler shop

Tyseley Station Update

Sadly, we are saying good-bye to a lot of our more colourful plants as winter approaches. However, plans are already being made to do even better in 2025. The first bed has been designated our memorial garden and several plants have been acquired to provide a nice acknowledgement of some of our colleagues at Vintage Trains who have recently passed away.

Following pressure put on West Midland Trains I am delighted to report that after the last train of the day, they are now locking the station up. This also involves checking the site for itinerants and removing them. This has resulted in a much tidier environment and the platforms and entrance feel far less threatening. West Midlands Trains are smartening up the booking office area and the outside of the station now that the station is locked overnight; they will also be repairing and repainting the flower beds to match the GWR colours used throughout the station this year or early next.

Finally, we welcome Ankar, who runs the ticket office in the mornings, back into post.

Neil Ewart



A bumble bee enjoying the fruits of the labours of the station volunteers.



West Midlands Train staff decorating the booking office area now that the station is closed overnight.

Vintage Trains Chairman's Letter



How are we doing?

We have overcome the market changes and rebooting our operations as a result of the pandemic shutdown. We have taken on five new young engineers for our increasing workshop business and we have upgraded our train to ensure it is compliant with modern safety and operational requirements. And all without a fundraising drive as the trustees felt it important to establish if we had profitable operations without recourse to appeals, unlike many other heritage railways. Yes, it has been and will continue to be a tough ask but, now with your help, we can see a pathway to securing a future for Britain's (and maybe the world's) only community owned main line heritage train operations. The trick now will be mobilising the right team, increasing sales and continuing to upgrade our depot, workshop and train. To do that, we will need your help please.

All the experts in the travel trade warned that the market would not fully return until 2024. They were quite right. Fortunately, people are now out and about, but now seeking new experiences rather than nostalgia. This is beneficial for us in that the market for our trains has probably grown, but also more challenging in that many passengers will now only come once, maybe annually on The Shakespeare Express and seek perfect service even from 70 year old on board kitchens. Interestingly, whilst we all know about Castle express steam locomotives, an increasing number of our passengers do not, but they do like a powerful clean express engine with lots of copper and brass work and travelling fast.

Fortunately, even in this changing market, there remain enough enthusiasts who seek our extraordinary experiences and so 1Z48 and The Mayflower, both to Plymouth, were very successful financially, although required very detailed planning. Also, taking The Shakespeare Express to pick up passengers in Derby, Leicester and Worcester was very well received and these trains ran very heavily loaded.

The result of all this and some careful and very detailed planning is that we have now coaxed Vintage Trains Limited into profit for the first time in its existence and by only running heritage trains too. This is quite a milestone and should now enable us to build on rock for the coming years.

Tyseley Locomotive Works has always been profitable and so supports our depot overheads and such collection maintenance as it can. We have a full order book and could do more work if we can find more good staff, which is a challenge in the 21st century for heritage engineering nationwide.

However, whilst we now have two profitable operations, we still need more funds and always will. Engineering maintenance and repair costs to keep our collection in tip top order running on the main line and add new safety and environmental requirements is a very expensive exercise. Whilst we will continue to seek improvements to our profitability, this will have finite limits, costs are going up at a fast rate and grants are now harder to come by. This means that we will now need to seek donations and funds from individuals to endow our collection's continued operation, improve our depot step by step and enable us to expand. Everyone else in heritage operations is in the same place.

Our 'unique selling proposition' is that we are the only charitable operation which is owned by members of the public. Anyone can join us and gain an ownership share in our Community Benefit Society to help safeguard what we do. We invite you to do so and join us at our forthcoming events to hear and discuss our plans. Please see our weblink at <https://vintagetrains.co.uk/community-benefit-society/>. Alternatively, please email shareholders@vintagetrains.co.uk to find out details of our special introductory offer for Friends. We look forward to having you with us on our journey.

Michael Whitehouse

APPEAL FOR VOLUNTEERS

Vintage Trains are always looking to recruit more active members to their volunteering teams and have vacancies in all areas, including the Train Tour Team, Depot Tour Team and the Tyseley Miniature Railway Project – see the articles in this magazine for background to these teams.

They are especially seeking a new Company Secretary as well as additional Site Service volunteers, so if you can spare some time at home in an administrative capacity, on a Tuesday for help with maintaining the depot or a Wednesday for helping to keep their locomotives clean please do get in touch by emailing volunteers@vintagetrains.co.uk.

Tyseley Locomotive Workshop Report

LOCOMOTIVES IN THE WORKS

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

71000 Duke of Gloucester – the end of the restoration is in sight with aspiration for completion by the end of this year.

5551 The Unknown Warrior new build - now in the workshop and due to be positioned to enable progress to commence in the autumn.

4936 Kinlet Hall – work is ongoing.

789 F5 new build – ongoing with in house manufacture of hornblocks and spring brackets with wheel assembly off site.

80104 – boiler to be retubed.

7802 Bradley Manor - making substantial progress with boiler now refitted.

4588 – progressing well.

41708 – frame repairs in progress.

3840 County of Montgomery new build – work to recommence on footplate and cab side assembly.

4709 – work to recommence preparing frame for re-wheel.

7822 Foxcote Manor – preparing for boiler lift and inspection.

46521 – mechanical work ongoing to front boiler barrel section.

THE TYSELEY COLLECTION



Earl of Mount Edgcombe cleaned and ready for preparation for the Shakespeare Express in April 2024.

7029 Clun Castle & 5043 Earl of Mount Edgcombe have both contributed to the 2024 programme including the spectacular double-headed Mayflower to Plymouth at the end of September, with both locomotives performing operationally well. This is the last year of the 7-year boiler certificate of 'Clun Castle' so boiler overhaul (strip and retube according to condition) is due in September 2025.

5080 *Defiant*

The new tender underframe overhaul together with renewal of the front drag box and fitting of the new tank is anticipated to be progressed during the 2024/2025 winter.

4965 *Rood Ashton Hall*

Work has been ongoing by the locomotive support crew continuing to strip the smokebox superheater elements and steam pipes. The boiler is almost ready to lift for inspection and assessment. As Rood Ashton Hall is the next Tyseley engine in line for overhaul, the appeal for restoration funds is in progress.

Class 47 47773

The locomotive is operational.

Class 37 37240



Class 37 37240 traction motors with the monoblock wheels and bogie frames in the background prior to assembly in the workshop.

Following receipt of the delayed roller bearings, restoration of Class 37 37240 to main line operation is now in progress with bogie, monoblock wheelset and traction motor assembly completed in the workshop. Lifting and lowering of the locomotive body by jacking onto the prepared bogies (to be undertaken by an external company) will follow imminently.

MK1 AND MK2 COACHES

Central Door Locking (CDL)

Following Office of Road and Rail (ORR) approval of VT's programme in 2023 to achieve compliance of the Railway Safety Regulations 1999 CDL installation is now in progress by TLW.

The key components of a CDL installation are a reconfigured Master Control Panel in a Brake coach, Auxiliary Control Panels in each operational coach to operate 24V DC solenoid door locking bolts for each passenger door (as the CDL system operates using the vehicle's 24V supply), Emergency Door Release device fitted internally adjacent to each door, Emergency Door Access device mounted externally on the underframe of each side of a coach, bodyside indicator light and coach inter-connecting jumpers to enable CDL operation from the Master Control Panel.



24v dc volt door locking bolt mounted on Mk1 coach door.

Following CDL design availability for each coach type in the Vintage Trains fleet together with funding for the supply of new and recovered material components, CDL installation commenced in May. Initial installation was on a Mk1 BSK, followed by a number of vehicles in the Mk2 TSO fleet which have external opening passenger doors. Work has now commenced on CDL installation on the three operating Pullman vehicles which have inward opening doors. Six vehicles have been CDL tested and deemed operational with Bidside Indicator Lights to add.

With the current Vintage Trains Railway Safety Regulations 1999 Certificate of Exemption valid to end of November 2024 it is anticipated that all coaches in this season's Polar Express will have CDL operable.

Other coach modifications and restoration progress

This year there has been an increasing and impressive variety of work to enhance internal and external coaching stock presentation and function undertaken by a combination of volunteers, paid staff and contractor projects. Examples include a new bar area on a Mk2 BFK, interior bodyside panel refurbish, seat squabs painting, seat arm rests and table refurbish on a Mk2 TSO, footstep replacement and painting, electric train heating (ETH) jumper receptacle cleaning and roof painting on several vehicles.



The new bar area on a BFK.

CARRIAGE WORKSHOP

TLW are to explore the opportunity of a joint partner for the track extension to cover the full length of the workshop to further enhance the covered space for vehicles for much needed protection and maintenance.

Mike Corbett

All images by Mike Corbet

Tyseley Depot Guided Tours

Another SELLOUT Season!



June tour Guides Geoff Massey and Robert Ferris showing 'Clun Castle' on the June tour. Photo: Mike Corbett

The Tyseley Depot Guided Tours 2024 season has proved to be another success story!

This year we continued the policy of arranging Saturday depot tour dates when Vintage Trains were not running a trip which maximises visitor opportunity to see the Tyseley collection notably Clun Castle and Earl of Mount Edgumbe. For example, during July and August, visitors were able to view a steam locomotive being prepared for the Sunday Shakespeare Express. Available tour dates increased this year, and between April and September we conducted one Saturday public bookable tour date each month and, due to

demand, we continued with two planned tours of two-hour duration on each tour date. We also increased numbers per public tour from twelve to fifteen visitors.

This year we were able to allocate some additional Saturday dates to diverse societies and interest groups, increasing our visitor numbers up to twenty per tour. These included Solihull U3A, National Transport Trust, Inter City Railway Society, LMS-Patriot Group and Birmingham Heritage Week.

Depot Tour visitors continued to come from afar but special mention to our visitors who came from New Zealand and Bermuda!

My thanks to fellow volunteer depot guides, Geoff Massey, Stuart Hyde, Reece Hardy, Robert Ferris, Roger Williams, Peter Swain, together with FoVT catering, Mary McCullough, Mike Revell and Neil Ewart who should all be proud of their support and achievements. Thanks also to Harj Taggar for booking administration support and Alastair Meanley and staff for enabling access to the points of interest on the tours. We also have another three volunteers who have attended tours as observers as part of the tour guide induction process and we look forward to them joining us for next year's tours.



July tour visitors viewing 'Clun Castle' turntable turning. Photo: Mike Corbett

In the autumn we will now review tour feedback and lessons learnt from the 2024 season including our management and safety process, together with turning our thoughts to depot tour ideas for 2025 – so check out depot tours menu on the Vintage Trains website in February 2025!

We are still open to further increase the volunteer site guide numbers in 2025. You should be fit and comfortable with welcoming and communicating with visitors, have an interest in engineering or social history, and some railway knowledge is useful. Training, including briefing notes and site familiarisation will be provided. Students who are interested in a history/ heritage/museum career and would welcome the opportunity of a charity volunteering work experience. Please contact us at volunteering@vintage trains.co.uk.

Mike Corbett
Guided Tours Team Leader

Tyseley Miniature Railway Project (TMRP)

The last few months have been focussed on moving our rolling stock and container from the car park into our new home site in the compound on the right-hand side of the new carriage shed. Whilst we have moved all the rolling stock the container has remained a sticking point, and a problem as without it we cannot undertake any meaningful work on our carriage restoration. However, as this article is written we have received news that the container will soon be moved into the compound which will provide us the facility for working during the winter months.



We have also found that following heavy rain the compound turns into a pond meaning we now need to explore ways of providing adequate drainage to prevent sleeper rot and making it a less hazardous place to work in.

Our pile of track from the ex-Rhiw Valley Railway continues to require stacking into safe, longer-term storage until we are ready to lay it around

the site. At up to 40lb-per meter with just manpower to move, it is an ongoing challenge!

Sutton Belle's boiler has been completed along with the frames and tender and we are now seeking to raise the funds to acquire some vital missing parts such as gauge glasses etc so we can complete the overhaul during 2025. Unfortunately, we have had some bad news concerning the petrol railcar No.4 Dudley. Its engine has been troublesome for some time and upon attempting to overhaul it we have found that certain key parts are now life-expired but due to its age (nearly 100 years old) spares are no longer available and we are now facing the decision of replacing with a more modern, more powerful, more economical and smaller engine in order to allow us to run it into the future.

Tony Watson
Volunteer Coordinator

Railtours Update

The summer season at Vintage Trains ended in style as 7029 *Clun Castle* and 5043 *Earl of Mount Edgcumbe* made history, the first double headed, double chimney, Castle Class locomotives over the fearsome South-Devon banks in the preservation era. 'Clun' and 'the Earl' provided a spirited run to Plymouth, as they took over the hugely successful tour *The Mayflower* at Bristol East Depot. The tour provided enjoyment to all those that travelled, despite being an exceptionally long day, but also marked the end of weeks of hard work and planning from everyone at Vintage Trains and Tyseley Locomotive Works. Running special trains like these significantly improves Vintage Trains' profile, which we hope will lead to further bookings on other tours.

July and August saw the continued success of the *Shakespeare Express* between Birmingham and Stratford-Upon-Avon, building on the growing lunchtime dining market in Stratford-Upon-Avon. The addition of the *Afternoon Tea Express* from Birmingham on the afternoon train has also continued to be popular, selling out most weekends and keeping the volunteers busy.

With the autumn season well underway, a Castle Class locomotive sped passengers from Birmingham New Street to an old favourite for Vintage Trains, Lincoln on Saturday 12 October. On Sunday 27 October, the *Shakespeare Express* once again ran over an extended route, picking passengers up from Derby, Burton-on-Trent,



Most of the train volunteers who looked after a fully booked train to Plymouth.



Emerging from Parson's Tunnel, along the sea wall at Dawlish on the Mayflower tour. Photo: Robert Green.

Tamworth and Coleshill Parkway on its way to Stratford-Upon-Avon. If the extended route was not enough, this train was hauled by a guest locomotive LMS Jubilee class no. 45596, *Bahamas*, working its first main line tour of 2024.

Looking ahead, *Bahamas* will operate a second tour for Vintage Trains on 16 November, speeding passengers from Nuneaton to Blackpool North on the popular 'Blackpool Illuminations Express', which starts out at Birmingham New Street with diesel haulage. Passengers will have the opportunity to explore the seaside town, famous for its 'golden mile', heritage tramway and world-famous tower.

To complete the main line programme, a Castle Class locomotive will haul the Christmas White Rose to York not once, but twice. On 27 November, the White Rose will run from Coleshill Parkway to York, calling at Nuneaton, Leicester and East Midlands Parkway, running via the Erewash Valley line. On 4 December, the traditional Christmas White Rose will run from Birmingham New Street to York via Coleshill Parkway, Tamworth, Burton-on-Trent and Derby. Passengers will have some four hours to explore the famous city and be treated to its Christmas Market.

As if all of that was not enough, Vintage Trains will be operating the Polar Express Train Ride from Birmingham Moor Street on weekends, and some select weekdays from 23 November. There will be some exciting changes to the format of the Polar Express this year, which will doubtlessly add to the magic as passengers enjoy entertainment and hot chocolate between Birmingham and the North Pole.

Tickets for all tours and the Polar Express are selling fast, so don't hesitate in booking if you want to be part of the magic! As ever, we are always looking for support with our events, so if you wish to volunteer some time to us, please contact us by email at stewards@vintagetrains.co.uk

The Vintage Trains Railtours Team



The Tyseley volunteers have been working hard on maintenance projects around the depot but needed some additional tools to help them reach some awkward areas. The Friends Committee were happy to support them by funding new tools. Here we see Treasurer Chris Schroeder handing over a new drill to volunteers Geoff Massey and Brian Davis. Put it to good use, lads.

If you are clearing out your tool shed and are looking for a good home for old and unwanted tools then get in touch as we may be able to re-use them. If we cannot use them then we can pass them onto our friends at the Moseley and King's Heath Men's Shed who refurbish tools and raise funds for charitable causes. Our contact details are on the inside back cover of this magazine.

Mary McCullough

Friends of the Shakespeare Line (FOSL) Update

The following report aims to provide readers with a summary of the current status of various projects and details of recent events.

SMALL HEATH STATION AWARDED 'ACCESS FOR ALL' FUNDING



Locals with children and pushchairs struggle to negotiate the stairs at Small Heath station which currently has no step free access.

Thanks to the combined efforts and representations of local community leaders and FoSL, on 24 May the Department for Transport announced that Small Heath station had been included in a list of 50 additional stations that qualified for funding under the Government's Access for All (AfA) programme. This aims to address accessibility issues faced by disabled passengers and those with mobility constraints when using railway stations in England, Scotland and Wales.

At Small Heath there is currently no step-free access to the platforms and passengers with heavy luggage and pushchairs are faced with tackling stairs with 40 steps up or down. Provided initial feasibility work is successful, Small Heath will be taken forward as part of the full AfA programme and the long-awaited installation of lifts will be completed. The £350 million to fund the extra AfA station projects was confirmed when HS2 funding was reallocated.

THE STATION, HENLEY IN ARDEN

The reopened railway station building at Henley-in-Arden is flourishing with plenty of bookings for community and private events. Unfortunately, the Henley Mile Brewery had to move out of the premises by mutual consent as it was discovered the capacity of the installed brewing equipment was insufficient to keep up with the demand from beer drinkers. Treasurer of Friends of Henley Railway Station (FoHRS), Neil Morgan, is now striking the best deals for guest ales with local breweries within a 20-mile radius. The former brewing area has been converted to a Taproom with pictures by local artists displayed for sale. The station building restoration has been entered in the 2024 competition for a National Railway Heritage Award.

INSTALLATION OF SHAKESPEARE SILHOUETTES

To recap, the steel Shakespeare silhouettes have been manufactured but have remained in storage for the past 12 months awaiting a decision on funding for the installation work. A bid for £60k from West Midlands Trains' Customer and Communities Improvement Fund (CCIF) to cover the cost of fitting them at all stations along the Shakespeare Line was unsuccessful, however four installations have since been approved; these are at Wythall, The Lakes, Henley-in-Arden and Stratford-Upon-Avon. The original intention was for all of the silhouettes to be freestanding but some are now to be wall mounted e.g. at Henley-in-Arden.

Consent is also being sought for a silhouette to be fitted at Birmingham Moor Street station.

RUNNING-IN BOARDS

Following the award of a CCIF grant, large running-in boards (with the station name and Shakespeare Line branding) are due to be installed at Spring Road and Claverdon stations.

ART EXHIBITIONS AT STRATFORD-UPON-AVON

The FoSL community hub at Stratford-Upon-Avon station has hosted two art exhibitions since publication of the last edition of Steam in Trust.

John Austin, a Fellow of the Guild of Railway Artists, displayed a selection of his paintings and signed prints from 25 to 27 May and latterly Ken Morgan, also known as The Stratford Artist, arranged an exhibition of his artworks depicting Stratford's historic buildings, which was open to the public on Saturday 31



John Austin's display at Stratford-Upon-Avon station.

August and Sunday 1 September. Ken is a professional artist who works from his studio located close to the River Avon in the town. There was a further opportunity to view his work on Saturday 7 September.

FOSL SHAKESPEARE EXPRESS TRIP

The Trustees of the Friends of the Shakespeare Line organised a complimentary return journey on the Shakespeare Express steam train from Stratford-Upon-Avon to Birmingham on Sunday 1 September for all the station volunteers and their partners. The trip included an afternoon tea prepared by the trustees and was a small way of saying thanks for the countless hours the volunteers have dedicated to their stations and for the positive changes they have fostered all along the Shakespeare Line. Thanks go to Vintage Trains for offering a whole coach with 64 seats at a bargain price.

Finally, I would like to take this opportunity to wish all Steam in Trust readers best wishes for Christmas and a Happy New Year.

Neil Williamson
Shakespeare Line Rail User Group

TSO 5191 Strip and Refurbishment



5191 stripped ...



... partially refurbished ...



... and complete. Good as new.

A collaboration between volunteers and paid staff at Vintage Trains has helped to improve the experience of our passengers. TSO 5191 was starting to get a bit tired inside, so it was completely stripped out.

The team was led by Geoff Edgcumbe and included Graham Hope, Dave Thornton, Richard Thompson and several other occasional helpers.



Geoff Edgcumbe showing the team's work

The work included sealing windows, fitting and painting new lower interior panels, painting the seat bases, changing seat cushions, changing and renovating headrests, replacing the armrests, revarnishing the woodwork, painting the end panels and numerous other smaller jobs.

The result looks great and should improve the experience for our passengers.

Geoff Middleton

Developing the Shakespeare Express

It is very pleasing to report that, following an initiative by members of the Friends of Vintage Trains, several meetings have been held to discuss ways groups including Vintage Trains can work together to promote the Shakespeare Express in the future. Amongst those we have brought together are the Shakespeare Line Rail Users Group, Henley Station Volunteers, Wythall Transport Museum and Henley Heritage Group.

The Friends fully support the concept of building relationships with other parties "down the line" so that we work together to increase public awareness of all we do.

It is very apparent that, in these difficult times, organisations operating in isolation are more likely to fail than those who share resources and expertise.

One major outcome of our recommendations is that Vintage Trains have applied for the Shakespeare Express to travel both ways using the North Warwickshire Line in 2025. Although passengers will miss out on some fast runs in the Lapworth Area, instead there will be a fifteen-minute stop at Henley for passengers to alight or join us. This will allow us to sell tickets at the station and also give our hard-pressed catering staff more time on each journey to serve food.

At the time of writing, we are awaiting a result of the application. Please watch this space!

Neil Ewart

FRIENDS 2025 ANNUAL GENERAL MEETING

The Annual General Meeting of the Friends of Vintage Trains will be held on

Sunday 23 March 2025

at the Tyseley Working Mens Club

573 Warwick Rd, Tyseley, Birmingham B11 2EX.

Doors will open at 10.30am for tea and coffee, with the AGM starting at 11.15am.

All members are invited to our Annual General Meetings. Full details will be in our next Newsletter and on our website but please make a note of the date; we look forward to seeing you there and sharing your thoughts following another year of FoVT.

In early July Michael Hughes, one of the Vintage Trains archivists, had the pleasure of visiting Richard (Dick) Potts. Richard had donated part of his extensive archive (materials relating to Clun Castle) to Vintage Trains, and Michael was there to pick it up.

Michael is now slowly going through the archive and cataloguing the various items. One of the first things that he found was the following article which he has transcribed from flimsy typed sheets of ageing paper.

The original article was commissioned for a souvenir booklet that was produced for the 75th anniversary of The Birmingham Railway Museum in 1983. The cover from that booklet is reproduced on the back cover of this magazine.

Engine Preparation (and disposal)

The preparation of a steam locomotive for a journey comprises many and varied jobs which in pre-nationalisation days were carried out by different grades of railwaymen each to his own specific trade or skill. Nowadays, it is a job for the volunteer brigade except for certain skilled roles. Most of this work is extremely hard, dirty and unpopular, but it must be done so someone has to do it! Generally, the larger the locomotive, the longer it takes to prepare but Birmingham Railway Museum engines are partially prepared during the quiet days and need the finishing touches only on the day before the 'journey' or very early on the actual day.

When coaling the tenders and bunkers we usually have the co-operation of British Rail who loan us their crane grab and driver. Otherwise, coal bags

must be lifted onto the footplate which is extremely hard, laborious and time consuming. We use a grade of Welsh coal with smokeless properties as not only is this the best of its kind but the depot at Tyseley is in a 'Clean Air' zone.

If the boiler of the locomotive is empty, we about half fill it through a washout plug on the boiler side. To start the fire, we need plenty of wood which we collect throughout the year - and rubbish to which we add paraffin.

The driver's main duties are oiling and examination of motion, valve gear, wheels, brakes etc. Before starting off with the oil cans and feeders he must make sure that the handbrake is hard on to ensure that the engine will not move whilst he is underneath amongst the inside valve gear.

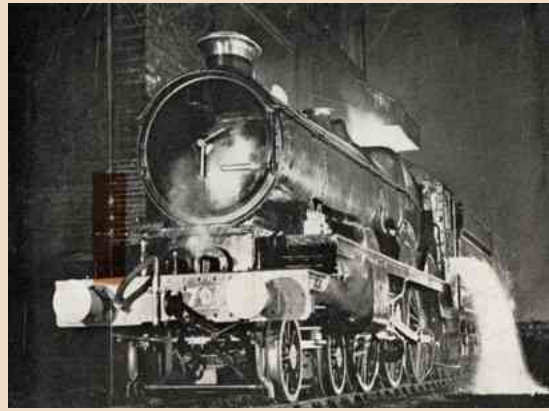
In the old days of steam time was money, so a time allowance was put on each class of locomotive. For example, 1¼ hours was allotted to fully prepare a Castle and an hour for a 51XX 2-6-2T or a 0-6-0 pannier tank. Therefore, one had to evolve a system to save time, and some jobs had to be done after leaving the sheds.

Raising steam from cold can take anything from 4 to 6 hours after lighting the firewood. Large lumps of coal are added and allowed to burn through slowly to form a sizeable mound of fire enough to spread over the grate about 2-3 hours before steam is really needed.

The fireman of the day first checks the water level in the boiler, and, if any, the steam pressure. Then he peers in through the firehole doors to see that no flushable plugs or tubes are leaking and to see that the fire is in good shape. He then checks the inside of the smokebox for any leaking tubes and plugs, then secures the smokebox door tightly. Finally, the sanding gear is checked.

After all the checks the fireman returns to the footplate and, using a pricker or a bar, lifts and spreads the fire all over the grate. When the pressure is about 100 lbs psi. He tests the injectors, raises the water level in the boiler and swills down the cab and the coal. He then finishes off by polishing the cab and controls with oily cloths. This is the hallmark of the proud fireman!

Many of the jobs are shared amongst the volunteers but the oiling is best done by one person so that no oiling point is missed. It is often necessary to move the loco to oil otherwise inaccessible parts. The person oiling must remember what has already been



Cleaning Clun's Fire (Photo: R. Carter)

oiled and what needs to be done later.

When all these many duties have been completed the last thing is usually to fill up the tanks with water from a hydrant or water column.

After the 'journey' when all the excitement and glamour is over the 'filthy mob' emerge and the disposal starts. If the fire is low, it is allowed to die out and then poked with a fire iron called a pricker. All but the large clinkers are raked through the firebars into the ashpan and then either dropped or raked out into the pit beneath the loco. If too much fire is still in the grate, then it must be shovelled out with a long-handled shovel - sometimes called a paddle - and thrown out over the side of the cab. The finer ash or char which collects in the smokebox has to be shovelled out onto the floor.

We hope there is enough steam left in the boiler to put the engine away in the shed until the next steaming. Then we can all go home.

R. S. Potts

Ups and Downs on British Railways

Why do Britain's railway lines go 'up to London' - or do they?

Many railway books and most commentators on the internet will tell you that, in Britain, the railways go 'Up' to London. Their explanation is that, at the dawn of the Railway Age, as rail transport grew, there needed to be a way of distinguishing between parallel tracks. The answer was to call the track going to London the 'Up' line and that coming away from the capital city the 'Down' line.

But why 'up and down'? The phrase "up to London" existed well before the railways. Daniel Defoe mentions going, or coming, up to London in *The Fortunes and Misfortunes of the Famous Moll Flanders* published in 1722. Even earlier, John Stow in *The Survey of London* (1598) wrote about King Canute coming 'up to London'.

Before the railways, most people never travelled more than a few miles from their birthplace. Only the aristocracy and the growing middle classes were regular travellers. And

for them 'up to London' made sense as that was where all the important things were (except their universities – so they also went 'up' to Oxford or Cambridge). The habit of going 'Up' to the most important place stuck, and when the railways reached London, it became the norm for most routes. But not all.

In the 19th century there were hundreds of railway companies: and most of them didn't go to London. Their 'most important place' was usually where their head office was, or where Milepost 0 was (but not always).

The Midland Railway had two main approaches after its London extension was completed in 1868. The line between London and Derby was 'Up' to London (and most connecting lines were re-designated so that 'Up' was in the direction of the capital). But the lines from Derby to Bristol remained 'Up' to Derby.

The North Eastern Railway had its headquarters

in York. Milepost 0 was on York station and all the company's lines were 'Up' to York. The Lancashire and Yorkshire Railway was based in Manchester. Milepost 0 was at Manchester Victoria station, and all their lines were 'Up' to Manchester. Both York and Manchester Victoria are

'Up' to Milepost 0 (zero) is another way of looking at the problem – but one with no mathematical logic: there are no 'minus miles'!

And, inevitably, there were exceptions: The Great Central Railway main line went 'Up' to Marylebone – but Milepost 0 is 205 miles away in Manchester at London Road station (now Piccadilly). The station was shared with the London and North Western Railway – which had its Milepost zero 188 miles away at Euston.



The multiple milepost at York is on the pillar at the bottom of the footbridge steps as you walk towards platform 9. This is of course a replica as the original, which stood elsewhere on the station, was removed at some time in the 1930s and seems to have been lost or destroyed in the bombing of the station in WWII.

through stations – so at Milepost zero the ‘Up’ line becomes the ‘Down’ line and vice versa.

The **Liverpool and Manchester Railway**, travels ‘Up’ to Manchester, but sometime in the 19th century Milepost 0 was moved to Liverpool Lime Street.

In Scotland the railway companies either went ‘Up’ to Edinburgh (e.g. **The North British Railway**) or to Glasgow (the **Caledonian Railway** and the **Glasgow and South Western Railway**). If the line was part of the East Coast Main Line or the West Coast Main Line – then ‘Up’ was to

London. The Borders line went ‘Up’ to Carlisle – but Milepost 0 was at Edinburgh. Outside the central lowlands of Scotland many routes have Milepost 0 at junctions (Fort William junction for the line to Mallaig), or former stations (Dundee East for the line to Montrose as far as the former St Vigean’s junction).

In south Wales the Valley lines (**Rhymney Railway**, **Taff Vale Railway**, **Barry Railway**, **Cardiff Railway** and some minor companies) adopted a completely different system. ‘Up’ lines were literally the lines that went up the valley, with the ‘Down’ lines going down to Cardiff and the docks. The lines had different Milepost zeros – but all of them were at the Cardiff end of the line.

Finally, the Great Western Railway. Milepost 0 is at Paddington Station – except where it isn’t. The obvious example (for *Steam in Trust* readers) is the North Warwickshire line. Trains run on the ‘Up’ line from Bearley Junction towards Birmingham until they reach Milepost 0 at Tyseley South Junction – when they join the ‘Down’ line to Snow Hill. Between Stratford-on-Avon and Bearley Junction, however,

Ups and Downs on British Railways cont'd

Milepost 0 is (or was) at Honeybourne.

So, don't rely on the 'Up' line being to London or to Milepost 0. Or in the words of Network Rail's guide to Railway

Orientation: *'An Up line is typically the line that travels to a major city or destination, while a Down line travels away from it.'*

In China trains to Beijing travel on the 'Up' line. If a route does not connect with Beijing, then north and west are 'Up'. In Japan trains to Tokyo travel 'Up' – but for the many private railways the 'Up' line is in the direction of their headquarters. In Australia 'Up' lines and trains head to the state capital. This means that trains crossing state boundaries can change from 'Down' to 'Up' mid journey.

In France, Italy, and Poland the terms are 'Even' (Pair, Pari, and parzysty respectively) and 'Odd' (Impair, Dispari, and nieparzysty). The Pair line in France is that towards Paris. In Italy the Pari line is that towards the north or west (and

also towards Paris!). In Poland the odd and even system is extended to signal numbers, other equipment numbers, and to train numbers.

In the USA most lines are designated eastbound or westbound (irrespective of their actual direction). As many lines are single with passing loops this system also helps to deal with conflicts. If two trains of equal class are approaching the loop it is the eastbound (or superior) train that takes precedence.

On circular routes the almost universal practice is to refer to 'inner' or 'outer' trains and tracks by reference to the centre of the circle.

This article was written by Michael Hughes. Parts of it have been published in Vintage Trains Route Guides. The author is indebted to the series of Railway Track Diagrams edited by Martyn Brailsford, the Regional Histories of the Railways of Great Britain (now out of print), Network Rail, and Wikipedia.

DID YOU KNOW ...

The tender (usually behind the locomotive) contains fuel (usually coal, sometimes wood or oil) and water for the journey.

The term "tender" was originally used for a small boat used to carry people and supplies to and from a larger ship. The term is supposed to come from the smaller boat "tending to the needs" of the larger boat.

There is a mandatory speed limit of 45mph when running tender-first. This is for safety reasons – imagine driving a car in reverse all the way from Birmingham to Stratford-Upon-Avon!

Great Western Railway Automatic Train Control – Part 1



SAFELY FAST · G.P.M. GREEN GRA

Robert Ferris, one of the Vintage Trains archivists, has written this article on the Great Western Railway Automatic Train Control. It is a substantial article and so will be spread over this and the next issues of Steam in Trust.

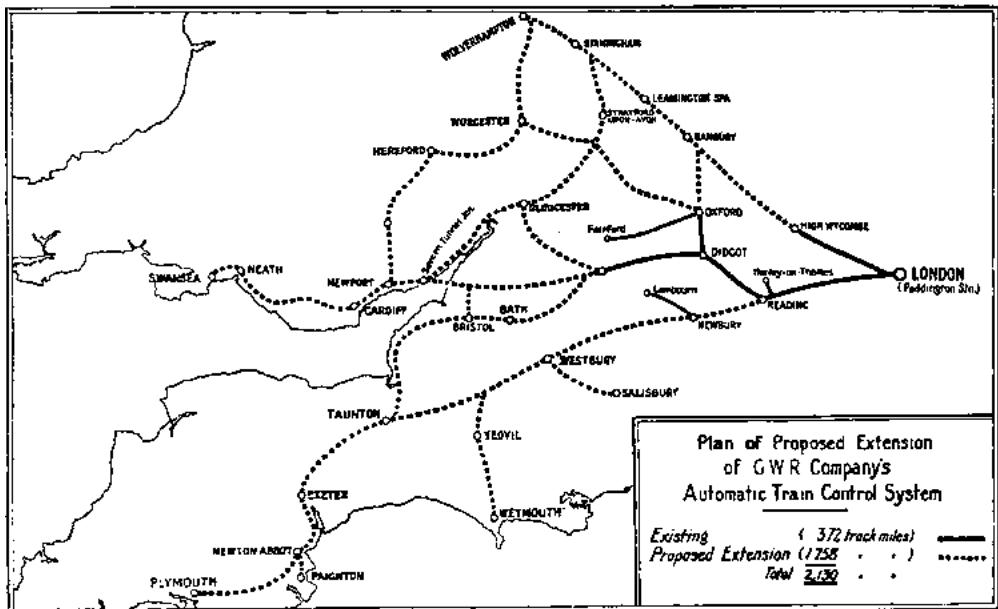
Part 1 describes the motivation for developing this system and the in-track equipment. Part 2 will cover the in-cab equipment and then the fitting on the Tyseley locomotives.

When visibility was impaired during falling snow or foggy weather, trains were required to run slower than normal to allow the position of semaphore signals to be seen by the footplate crew. This safety issue impacted on service punctuality, so in June 1905 two Signalling Engineers of the Great Western Railway (Charles Jacobs and Robert Insell) patented an electro-mechanical device, which sounded an Audible Signal in the Locomotive Cab which operated whenever a Distant Signal was passed. A bell sounded if the signal was set for 'All Clear' and the steam whistle activated if the signal was set for 'Caution'. These Audible Signals

relied on an electric circuit powered by a battery on the locomotive. A pick-up shoe arrangement projected below the locomotive, where it contacted a steel ramp positioned between the rails on the approach side of each Distant Signal. This ramp caused the shoe to be raised about one inch, which would (if the Signal was set to 'Caution') break the electric circuit on the locomotive and cause the steam whistle to operate. The whistle could be cancelled and reset by the driver once the locomotive had passed over the steel ramp. If the Distant Signal was set to 'All Clear' a lineside battery energised the steel ramp. The current from this lineside battery would pass through the pick-up shoe to the electro-magnet in the locomotive cab where it inhibited the whistle sounding, but instead caused a bell to ring.

The arrangement was initially trialled at six locations on the Henley-on-Thames double track branch line from January 1906 and then a modified system was installed on the 22-mile single track Fairford branch in December 1906 (where fourteen Distant Signals were totally removed). Subsequently the arrangement was installed at 76 locations on the four-track main line between Reading and Didcot in November 1908. This arrangement was extended to Paddington during 1910 and the four-track main line had 168 ramps installed along the 144 mile route. In 1908 there were nineteen locomotives (including ten main line express locomotives) fitted with the Automatic Train Control Apparatus.

The original Audible Signalling system did not control the train's brakes, but in 1913 it was amended such that instead of operating the steam whistle control, it admitted air into the vacuum brake system. The in-rush of air operated a warning siren as well as applying the train's brakes, which would halt the train unless cancelled by the driver. This Automatic Train Control (ATC) System was designed to be fail-safe in the event of either the locomotive battery or lineside battery failing,



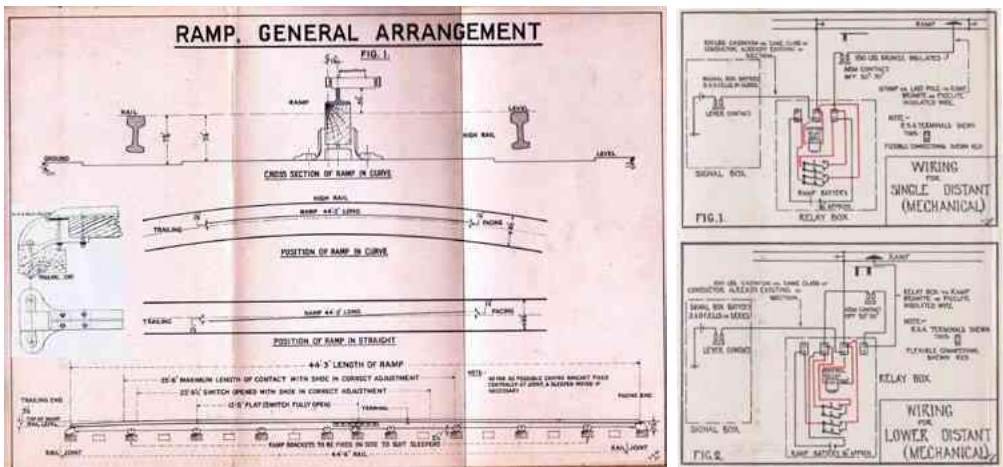
By 1927 approximately 200 locomotives had been fitted with the Automatic Train Control equipment and the safety advantages had been recognised by the Great Western Railway. The scheme was therefore extended from Didcot to Swindon and to Oxford and from Old Oak Common (London) to High Wycombe in 1929. This brought the total route length covered to 372 miles.

In the following year the Government promoted capital development schemes designed to relieve rising unemployment, and the Great Western Railway took advantage of the measures under the Development (Loan Guarantees and Grants) Act of 1929 to develop a programme of works totalling £8 million over the next five years. This included £250,000 to be spent on providing Automatic Train Control equipment on most of the remaining double track sections of the Great Western Railway's principal routes (1,758 miles) with an additional 2,500 locomotives fitted with the Automatic Train Control apparatus. The proposed work, shown on the map on the previous page, was completed by September 1931.

Even after British Railways decided to install the electro-magnetic Automatic Warning System (AWS) as their national standard in 1949, the Western Region continued to use the Automatic Train Control for several years.

Physical Arrangements

At each location the equipment fitted on the permanent way is a forty-four foot, three inch (13.5m) long ramp made from an inverted 'T' section steel bar mounted on a baulk of timber. This is installed in the centre of the running rails at two hundred yards (183m) to the rear of the Distant Signal. The ramp is arranged such that the highest point of the steel bar is four inches (101mm) higher than the running rails. The ends have a reinforced curved nose to facilitate a smoother operation of the contact shoe on the passing locomotive. The ramp length was chosen because an express locomotive travelling at 60mph would pass over the ramp in half a second.



A telegraph wire connects the ramp to a switch in the signal box where the wire is attached to the Distant Signal lever. When the lever is pulled to set the Distant Signal to the 'All Clear' position a 16V battery is connected and this energises the ramp. When the lever is returned to set the Distant Signal to the 'Caution' position the battery is disconnected and the ramp is electrically 'Dead'. The power to the ramp is not supplied directly from the Signal Box, but a relay box is provided adjacent to the Ramp position and this box also contains the ramp's energising battery. This arrangement reduces the size of the electric cable and battery required, which otherwise would have been needed to overcome the resistance of the long wire from Signal Box and typically a 3V battery can be used. As a precaution, contacts monitor the actual position of the mechanical semaphore signal arm and prevent the ramp being energised if the Distant Signal has remained in the 'Caution' position (i.e. signal arm not lowered 20 – 70 degrees). A slight variation of this check circuit is required if the Distant Signal is below a Stop Signal on the same post and the two standard circuits for track side wiring of both arrangements are shown.

Robert Ferris

The second part of this article in issue 56 of Steam in Trust will cover the in-cab equipment and then the fitting on the Tyseley locomotives. There is a bibliography and larger images on the Friends of Vintage Trains website in the Publications section.

Don't forget to visit the website at anytime for the most recent news from the Friends of Vintage Trains **www.friendsovt.org.uk**

DORRIDGE STATION

Dorridge Station currently has four tracks – but only three platforms.

Dorridge station has had various name changes to reflect its changing importance. It was Knowle (1852-1899), Knowle and Dorridge (1899-1968), Knowle again (1968-1974) and since 1974 Dorridge. The goods yard is now a car park.

The station was not in the GWR's original plans for the line. Mr Muntz (the inventor of Muntz Metal) of Umberslade Hall (near Henley-in-Arden) owned the land that the railway needed for the route. His agreement with the GWR was that they could cross the estate if they built a station. They agreed, Muntz founded the Forest Hotel next to the station (still in use), and essentially also founded Dorridge as a well-connected commuter town.

Michael Campain Obituary

We are sad to report the passing of Friends' member and Train Steward Michael Campain in August after a short illness. Michael was a gentleman and a good friend to many of his steward colleagues.

Michael's calm demeanour and his knowledge of the railway environment was particularly helpful during the early days of the Polar Express, and he continued to play a pivotal role in its success in all the years since. He was also responsible for seeking Station Access and securing agreements for all the stations we call at on all our tours,

a vital task which he just quietly got on with in his unassuming way.

Michael enjoyed life, was very much a raconteur, and had always got time for everyone, offering good advice or just a listening ear. He loved trains and was a true friend to the railway world.

He will be much missed by us here and his many friends at Chiltern Railways and West Somerset Railway. Our condolences are sent to Michael's wife Susan, Richard and Alice and the rest of the family.

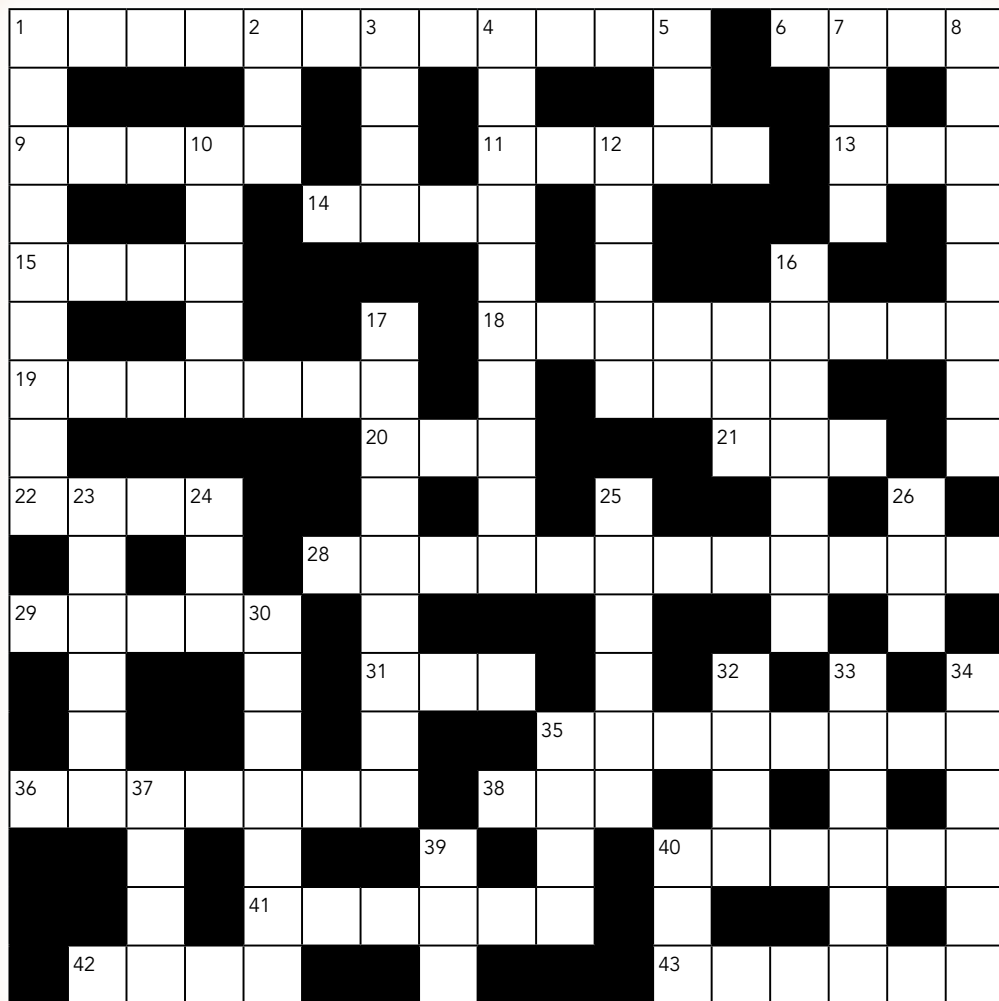
RIP, Michael Campain



Michael Campain at Carlisle with 50050 in 2022.

Crossword Corner

Richard Dovey has compiled another crossword to exercise the grey cells. As in last issue's crossword, all of the clues are engineering or transport-related with the majority having a railway theme. The answers can be found on page 34.



Did you identify the location of the photograph on the inside front cover? It was taken in October 2018 at the Stratford-Upon-Avon headshunt before it was cut back.

Across

1	Standing area alongside the boiler	12
6	There may be up to 12 of these in a rake	5
9	A framework of metal bars to hold the fire	5
11	Means of slowing the train	5
13	SVR station with a vowel missing	4
14	No of Cylinders on Castles	4
15	Chains only have the strength of the weakest one	4
18	Some types of screw	9
19	60163 - the newest A1 class	7
20	Abbreviated month for the return of the Shakespeare	3
21	Initials of one of the 'big four'	3
22	A collection of coaches behind every excursion	4
28	"In Britain they are behind the smokebox door. In the US they are the reason for wide chimneys"	13
29	Dry witted people are said to be razor ...	5
31	Help	3
35	Used to rotate and stable engines	9
36	The Lickey Hills has a famous one	7
38	Often diluted with Coke	3
40	Getting ready for a journey or event	7
41	Found under a viaduct	6
42	Outer layer of a boiler (or human)	4
43	Giving this makes it unambiguous	7

Down

1	A big lever in the cab that controls the train speed	9
2	An issue on the rails but nice in a cold drink	3
3	It maintains orientation when spinning	4
4	Oil is one	10
5	You might get one on a Canadian track but not here	3
7	Cricket ground in London	4
8	Where steam is compressed	8
10	Possession of this gives right of way on single tracks	5
12	4982 - a Hall Class named after a London district	5
16	Clun has a double	7
17	Favourite place for a steam fanatic	9
23	Collector of the ash from through the firebars	6
24	"Put this on the track to detect approaching trains (not recommended)"	3
25	The original means of breaking	6
26	Old Unit of heat (Initials)	3
27	The group that overseas the standards on the rail network	3
30	3451 Bird Class 4-4-0	7
32	Train operator on the East Coast mainline	4
33	Allows air into the firebox to raise the temperature of the fire	6
34	The compilers favourite colour of drink	6
35	Used to guide large shipping vessles into and out of port	4
37	Material used for rod oiling point caps	4
39	21st letter of the Greek alphabet	3
40	VT is one	3

Workshop and Stock Lists

Notes

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

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

P= Locomotives in private ownership

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

GWR Steam Locomotives

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

Other Company Steam Locomotives

670			LNWR Bloomer	1987 Tyseley	Replica ongoing work
-----	--	--	--------------	--------------	----------------------

Industrial Steam Locomotives

		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	(LNER Class J94)

Industrial Diesel & Petrol Locomotives

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

BR Diesel/Electric Locomotives

13029		08021, D3029	08 DE 0-6-0	1953 Derby	Site Shunter
37240		D6940	37 DE Co-Co	1964 EE/VF	On overhaul
47773		D1755 The Queen Mother	47 DE Co-Co	1964 Brush	47161/47541 Operational
50033		Glorious D433	50 DE Co-Co	1968 EE/VF	At SV Rly
144019		55819 DMS 55855 MS 55842 DMSL	144 Pacer	1987 Derby	Top Bank

Coaches

No.	Name/ Numbers	Class	Built	Notes/Owner
311	Eagle	Mk1 Pullman Kitchen 1st	1960 Metro Cammell	NRM/TY01
335	Car No 335 : 99361	Mk1 Pullman Kitchen 2	1960 Metro Cammell	TY01
349	Car No 349 : 99349	Mk1 Pullman Parlour 2nd	1960 Metro Cammell	TY01
353	Car No 353 : 99353	Mk1 Pullman Parlour 2nd	1960 Metro Cammell	On Overhaul
806	74/5074/10506	Semi Royal Saloon	1903 Wolverton	LNWR Stored TY02
1201		Mk 2 RFO	1973/74 Derby	TY01
3110	99124	Mk 1 FO	1963 Swindon	TY02
3309		Mk 2f FO	1973 Derby	TY02
3351		Mk 2f FO	1973/74 Derby	TY02
3416		Mk 2f FO	1973/74 Derby	at Telford
5148		Mk 2 TSO	1967 Derby	TY01
5157		Mk 2 TSO	1966 Derby	TY01
5177		Mk 2 TSO	1967 Derby	Top Bank
5179		Mk 2 TSO	1967 Derby	Top Bank
5183		Mk 2 TSO	1967 Derby	Fuel Sidings 2
5186		Mk 2 TSO	1966 Derby	TY01
5191		Mk 2 TSO	1966 Derby	at Telford
5193		Mk 2 TSO	1967 Derby	Fuel Sidings 1
5194		Mk 2 TSO	1967 Derby	TY01
5198		Mk 2 TSO/Club Car	1966 Derby	TY01
5212		Mk 2 TSO/Club Car	1967 Derby	at Telford
5221		Mk 2 TSO	1967 Derby	at Turntable
5314		Mk 2a TSO	1968 Derby	Top Bank
5420		Mk 2a TSO	1969 Derby	TY02
5928		Mk 2f TSO	1973 Derby	TY01
9101		Mk 2 BSO/Buffer Car	1966 Derby	71000 Support
17015		Mk 1 BFK	1961 Swindon	TY01
17018		Mk 1 BFK	1961 Swindon	at Turntable
17090		MK 2a BFK	1968 Swindon	TY01
35470		MK 1 BSK	1963 Wolverton	TY01
96100		GUW/Water Carrier	1959 Pressed Steel	Wooden P/form
		MK 1 BG	1957 Pressed Steel	

G Middy 22-07-2024

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

71000	Duke of Gloucester	8P 4-6-2	1954 C	71000 T
5952	Cogan Hall	49xx Hall 4-6-0	1933 Swindon	6880 Society
5551	The Unknown Warrior	Patriot Class	New Build	LMS-P Project
4936	Kinlet Hall	49xx Hall 4-6-0	1929 Swindon	JJP Holdings
789		F5 2-4-2T	New Build	Holden F5 Trust
80104		4MT 2-6-4T	1955 Brighton	SLL
7802	Bradley Manor	78xx Manor	1938 Swindon	EM Fund
4588		4575 2-6-2T	1927 Swindon	Peak Rail
41708		1F 0-6-0T	1880 Derby	Barrow Hill ES Society
3840	County of Montgomery	County 4-4-0	New Build	Churchward County
4709		47xx 2-8-0	New Build	"Night Owl"
65	B+W Engineering	0-6-0 T	1929 H/Clarke	Stripped at Turntable
7027	Thornbury Castle	4073 Castle 4-6-0	1949 Swindon	Boiler for 4709
7822	Foxcote Manor	78xx Manor 4-6-0	1950 Swindon	FM Society
46521		Ivatt 2MT 2-6-0	1953 Swindon	LSLG+1
5164		5101 2-6-2T	1930 Swindon	EM Fund

G Middy 22-05-2024

ENDNOTES

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

R	U	N	N	I	N	G	P	L	A	T	E		C	O	A	C	H	
E				C		Y		U		L			V		Y			
G	R	A	T	E		R		B	R	A	K	E		A	R	L	Y	
U			O		F	O	U	R		C			L		I			
L	I	N	K					I		T			C			N		
A			E			F		C	R	O	S	S	H	E	A	D		
T	O	R	N	A	D	O		A		N			I			E		
O						O	C	T				L	M	S		R		
R	A	K	E			T		O		V			N		B		O	
	S		A			S	P	A	R	K	A	R	R	E	S	T	E	R
S	H	A	R	P		L				C			Y		U		R	
	P				E		A	I	D		U		L		D		C	
	A			L		T				T	U	R	N	T	A	B	L	E
I	N	C	L	I	N	E		R	U	M		E		M		A		
		O		C			P		G			P	R	E	P	A	R	E
		R		A	R	C	H	E	S			L		E		E		
	S	K	I	N			I					C	L	A	R	I	T	Y

And finally ...



Here we see Clun Castle hauling a goods train. The photo appears to have been taken some time in the 1960s (between Clun Castle getting the painted number on the buffer beam and getting "Great Western" on the tender).

We do not have any details of the location, though. Can any of our readers identify the location?

Friends of Vintage Trains

MEMBERSHIP IS OPEN TO ALL

Details and application form:

www.friendsofvt.org.uk or from:

The Membership Secretary

Friends of Vintage Trains

670 Warwick Road, Tyseley, Birmingham B11 2HL

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Contact Us

We welcome contact from all of our members.

To contact us, either use the **Contact Us** form on our website at www.friendsofvt.org.uk, send an email to enquiries@friendsofvt.org.uk, drop us a letter at the address above or leave us a message on 07384 471582.

General Data Protection Regulation (GDPR)

We at The Friends of Vintage Trains take your privacy very seriously. We will store your data securely and will not distribute, for profit or otherwise, your personal details outside our organisation. If you no longer wish to receive any printed or email communication from the Friends, please contact us either through the contact form on our website or in writing to the address above asking to be removed from the postal and email lists. We will update our records immediately. Please indicate your membership number with your request, if possible.

Vintage Trains Charitable Trust

Registered in England

Educational charity 1040904

Company limited by guarantee 02848449

Registered Office

670 Warwick Road,

Tyseley, Birmingham B11 2HL

email: office@vintagetrains.co.uk

Tel: 0121 708 4960

Web: www.vintagetrains.co.uk

Trustees

Michael Whitehouse – Chairman

Vic Michel – Deputy Chairman

Richard Cadge

Mark Gaskell

John Minards

Sipho Ndlovu

Richard Thorne

Vintage Trains Community Benefit Society

Registered as No. 7668 with the Financial Conduct Authority under the Co-operative and Community Benefit Societies Act.

Directors:

Michael Whitehouse – Chairman

Vic Michel – Deputy Chairman

Richard Cadge

John Minards

Vintage Trains Ltd

Train Operating Company, registered in England, Company No. 10436785

Directors:

Michael Whitehouse – Chairman

Richard Cadge

John Minards

Tyseley Locomotive Works

Directors:

Michael Whitehouse – Chairman

David Fisher

Alastair Meanley

John Minards



www.friendsovt.org.uk

BIRMINGHAM RAILWAY MUSEUM



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