



Spring 2025
Issue 56

STEAM IN TRUST

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IN THIS ISSUE:

40 Years of The Shakespeare Express

Happy 75th Birthday, Clun Castle

Henley-in-Arden Station - from dereliction to a thriving community centre

Re-curtaining Eagle



The Land Rover Diesel Express

In 1961, two Castle hauled trains left London Paddington for Knowle and Dorridge carrying members of the press for a review of the latest road/rail Land Rovers produced by the Special Projects division. The headboard says *Diesel Express* since the company was launching a brand new 2.5 litre diesel engine.

A feature on this event is destined for the next issue of *Steam in Trust*. In the meantime if any readers have knowledge of these trains, in particular the numbers/names of the two Castles used, the Editor would love to hear from you using any of our contact details on the inside back cover.

Contents

- 2 **FRIENDS CHAIRMAN'S REPORT** by Paul Hatton
- 4 **TYSELEY STATION UPDATE** from Neil Ewart
- 4 **MEMBERS SOCIAL EVENTS** from Neil Ewart
- 5 **VINTAGE TRAINS UPDATE** by Nick Ralls
- 7 **TYSELEY LOCOMOTIVE WORKSHOP REPORT** by Mike Corbett
- 10 **TYSELEY MINIATURE RAILWAY PROJECT UPDATE** by Tony Watson
- 11 **WINTER COACH MAINTENANCE** by the Coach Cleaning and Re-Supply group
- 12 **TRAIN TEAM UPDATE** by The Vintage Trains Train Team
- 14 **FROM THE VESTIBULE** by Martin Leech
- 15 **THE EAGLE HAS NEW WINGS** by Paul Hatton
- 16 **KITCHEN CAR REVAMP** by the Coach Maintenance Team
- 17 **HENLEY STATION – FROM DERELICTION TO A THRIVING COMMUNITY HUB** by Paul Hatton
- 18 **SOME THINGS YOU MAY NOT KNOW ABOUT ME** by Ray Churchill
- 20 **THE 'FIRST' SHAKESPEARE EXPRESS** by Michael Hughes
- 22 **GWR AUTOMATIC TRAIN CONTROL - PART 2** by Rob Ferris
- 25 **LETTER TO THE EDITOR – 'REFLECTION ON CLUN CASTLE'S FIRST 75 YEARS'** by Michael Whitehouse
- 28 **ENDNOTES**
- 30 **STOCK, IN THE WORKS AND ROLLING STOCK LISTS**
- 33 **CONTACTS AND OFFICERS**

We welcome new members Mr R Smallman, Mr V Michel, Mr N Ralls, Mr J Minards, Mr B Murphy and Mr R Whittle

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: Celebrating the arrival at Stratford-upon-Avon of 7029 Clun Castle with the second Shakespeare Express of the day on 8 June 1985. **Photo: Richard Potts**

Back Cover image: LMS Princess Coronation Class 6233 Duchess of Sutherland passing Bentley Heath on the Vintage Trains' Bristolian on 1 September 2007. **Photo: Denis Chick**

Friends Chairman's Report

Welcome to this new edition of *Steam in Trust*. I write this as a prolonged period of blue skies brightens up spring and encourages us to get out and about to experience the world of steam. With Vintage Trains excursions and the many heritage railways that we are so fortunate to have around the Midlands, our passion is calling!

We hope that you enjoyed the last issue's redesigned and brighter look but we're not standing still and continue to refine the details. This issue has stiffer covers and better quality paper to improve the readability and enrich the contrast, particularly in photographs. We welcome your thoughts as *Steam in Trust* evolves so drop us a line; our contact details are on the inside back cover.

The 2025 Annual General Meeting of The Friends of Vintage Trains on Sunday 23 March at the Tyseley Working Men's Club was well attended by over 50 members. The AGM ratified the minutes of the 2024 AGM, which can be found on our website. A summary of the past 12 months and a look into the future was then presented by your Chairman, followed by the financial statement from Chris Schroeder. Chris is standing down as Treasurer after many years in the role but we are pleased that he will be staying on the Committee.

The Committee has been strengthened by the addition of Janet Corbett, who will be taking over as Treasurer from Chris. Through her marriage to Mike Corbett, the Vintage Trains' Site Tour leader and co-ordinator, Janet has been exposed to the challenges of the Rail Industry for many years as an observer and occasional helper as well as being a Friends member and now feels able to become more involved in supporting the Friends.

Janet was voted onto the Committee and then the whole Committee was unanimously elected en-bloc. The three officers (Paul Hatton as Chairman, Mary McCullough as Secretary and Janet Corbett as Treasurer) were then unanimously elected.

The AGM was followed by a complimentary buffet and an afternoon presentation from Ian Boskett on The Great Train Robbery, which lasted about 2 hours with an interval. The talk gave a



Enjoying the afternoon talk.

detailed exposure of what happened before the robbery, during the robbery itself and its aftermath. This was a fascinating talk, and we are considering repeating this as part of a future social event.

This edition of *Steam in Trust* carries our usual range of articles and updates from Vintage Trains and the volunteers, and historical articles. We celebrate the 40th anniversary of 'The Shakespeare Express' with an article from Michael Hughes, including a history of other services running as 'The Shakespeare Express' before Vintage Trains started running the service as we know it. We also mark *Clun Castle's* 75th birthday with a reflection on *Clun Castle's* preservation history by Michael Whitehouse, which includes a photo from 1966 of a young Michael taking a driving turn running up and down the depot simply for fun, under supervision by a qualified driver of course.

In recent editions of *Steam in Trust* we have followed the transformation of Henley-in-Arden station since it was closed and bricked up in 1992, after which it fell into significant dereliction, to a welcoming building for travellers and locals alike. In this issue we show how it has become a vibrant centre of the local community, showing just what can be achieved with drive, determination and enthusiasm.

We have continued our support of Vintage Trains and the Volunteers by funding and managing the provision and installation of new curtains for the Eagle pullman car, which is described in detail in this Edition, and donating a much needed angle grinder to the volunteers. This tool is part of the Makita range so it uses the same battery as the drill that we showed being handed over in the previous *Steam in Trust*.

None of this would have been possible without the support of our members which is greatly appreciated by us, Vintage Trains and the volunteers at Vintage Trains. Thank you for your support.



Volunteer Geoff Massey making good use of the angle grinder donated by the Friends.

Paul Hatton
Chairman and Editor of Steam in Trust

Tyseley Station Update

A small team led by Neil Ewart continues to liaise with West Midlands Trains and the Friends of the Shakespeare Line on Tyseley Station.

Anyone using Tyseley Station will have noticed it has been repainted to a very high standard. This follows much lobbying by ourselves with the support of staff from West Midland Trains. We have to hope that it doesn't prove an attractive target for our local wall artists!

CCTV is now fully operational and is thankfully being introduced at other stations down the line to Stratford-upon-Avon.

The flower beds have also been repainted as part of West Midlands Trains' smartening up of the station. We plan to replenish the flower beds with summer bedding plants quite soon which should look very attractive throughout the summer. The summer planting in the



The repainted booking hall at Tyseley station.

celebratory bed will be themed in ruby to mark the 40th (Ruby) anniversary of 'The Shakespeare Express'.

We are still looking for volunteers who would be willing to spend a little time every so often to help keep the beds watered and generally keep an eye on things. Anyone interested please phone Neil Ewart on 07805 817711.

FORTHCOMING SOCIALS

We still have a limited number of tickets for an invitation-only steam day event at Fawley Hill and Railway Museum, near Henley-on-Thames, on **Sunday 18 May**. The event begins at 12.00, and admission is by a suggested donation of £15. This is a rare opportunity to visit a rather special private museum .

We are offering a social event on **Thursday 4 September** at the Kidderminster Railway Museum, with Anthony Coulls from the National Railway Museum as the guest speaker in the morning. This will be free of charge to all members and their guests and will include a complimentary buffet. The talk and lunch is not in the actual museum but in a room alongside on the road leading to the SVR car park called *The Nursery* which has step-free access. The Guild of Railway artists will be exhibiting at the Museum so we strongly recommend paying them a visit after lunch. The SVR will also be running on the day should anyone fancy a trip to the Engine House Museum at Highley. More details will be on our website and in our monthly email briefing.

If you would like more information about any of our socials or to reserve a place for the Fawley visit, please contact Neil Ewart on 07805 817711 or via email to neilewart88@gmail.com.

Neil Ewart

Vintage Trains Update



Dear Friends

I am very pleased to join you at Tyseley. I have now been in post for 7 weeks as the new Managing Director having previously been the CEO of Ironbridge Gorge

Museum Trust and General Manager of the Severn Valley Railway.

As you would expect I have received an induction from the Chairman Michael Whitehouse and John Minards, one of the Trustees. I have spent time meeting staff and volunteers, however, there are still more people to see.

Paul Hatton, Chairman of the Friends was kind enough to introduce himself after I started, whilst at the same time persuading me of the need to both join the Friends and provide some notes for the next Friends magazine, which I hope I am now doing!

Whilst I have only a few weeks experience under my belt I am starting to see some key priorities for the next twelve months, and I believe that this magazine is a good place to outline these.

1. Budget 2025 – Michael Whitehouse in the last magazine provided information on how we are doing, indicating that Vintage Trains was seeing an increase in its patronage and Tyseley Locomotive Works has a healthy order book to deliver.

The budget for 2025 is based on an improvement whilst being realistic. However, it is right to acknowledge that we have had some difficult post-COVID years and there is a backlog of maintenance and investment that we need to tackle, which will inevitably mean that we have to generate surpluses year on year and look to increase our fundraising ability. Whilst trying to deliver plans for development a watchful eye needs to be kept on our performance during the year, so that we control our costs and deliver our expected revenues.

- 2. A Depot Masterplan** – There are already in place, designs for the future of the depot. Many elements are covered – improvements to TLW welfare facilities, repairs to the depot, a running shed, apprenticeship facilities to name a few. I am keen that this plan is prioritised and a funding strategy developed which sits alongside these plans. Whilst the workshop is scheduled, it is clear to me that the priority will be the improvement of the TLW welfare facilities. If we are to retain engineering staff and volunteers now and in the future, improvements are a necessity. There are no quick fixes, but this is an essential step forward.
- 3. Apprenticeship** – An improvement of our TLW facilities fits hand in hand with developing an apprenticeship scheme to provide the engineers of the future. Again, plans are already developed but I am fully supportive of this initiative. Apprenticeship must

be delivered in such a way that young people are introduced to Tyseley without distracting the existing TLW management and staff. This has been considered, and any apprenticeship scheme will require its own facilities.

4. Passengers for the future – We have a limited understanding of our existing passengers. We may refer to enthusiasts, families and retired couples. We will have geographic data, but we do not understand their motivations and wants. This is also our existing audience, the big question is who are our passengers of the future, what are their motivations and how do we best communicate with them. This will require some help and assistance.

5. Communication – In any organisation, it is easy to criticise internal communication. How do our supporters like to hear from us, how often, what do they want to know? How can this be best delivered by a small team? I don't have the full answer to this, but I recognise that improvements are required.

6. Locomotives and carriages – I can't finish my article without of course referring to the collection which, like the depot, needs constant investment and, whilst generating surpluses will provide funds to invest in the locos and carriages, we will need to be innovative and seek external funding or support from our stakeholders in the future.

I trust the above provides a short view ahead of the priorities as I see them after seven weeks. I look forward to meeting you in the future at the depot or on the trains. Of course any support you can offer in terms of travelling on VT trains, sharing Facebook posts or sharing brochures with Friends, all makes a difference.

Best wishes

Nick Ralls,
Managing Director, Vintage Trains

APPEAL FOR VOLUNTEERS

The dedicated team of volunteers at Vintage Trains and Tyseley Locomotive Works supports the efforts both at the depot and onboard the trains. Without their invaluable contributions, Vintage Trains would not be able to keep their trains running. They are always grateful for their support.

Vintage Trains offer numerous volunteer opportunities. If you're interested in volunteering or have specific skills that could benefit their team, please contact Vintage Trains at office@vintagetrains.co.uk for more information.

Tyseley Locomotive Workshop Report

LOCOMOTIVES IN THE WORKS

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

71000 Duke of Gloucester – final assembly is in progress with completion expected soon.

5551 The Unknown Warrior new build – now positioned in the workshop that has enabled works to commence on fitting frame parts.

4936 Kinlet Hall – the frame is to be re-wheeled prior to return to the West Somerset Railway. The boiler work is to be completed during the next few months, and this too will return to the West Somerset Railway to enable the locomotive assembly to be completed.

789 Great Eastern Railway M15r (or LNER F15) new build – work continues on piston and cylinder components whilst waiting wheel assembly at Riley & Son (E) Ltd Locomotive Engineers Bury.

80104 – boiler repairs are almost complete to be followed by locomotive re-assembly and return to Swanage Railway.

4588 – progressing well with boiler re-tubing.

41708 – boiler and firebox repairs in progress.

3840 County of Montgomery new build – work continues on assembly of components to frame, rear steps and footplate support brackets.

7822 Foxcote Manor – boiler has been lifted and is awaiting assessment of repairs required.

46521 – axlebox repairs are in progress.

6695 – on a short term stay for winter maintenance.

THE TYSELEY COLLECTION

7029 Clun Castle performed well in 2024 achieving circa 4500 miles in service. During 2025 new superheater elements installation, firebox brick arch replacement and a piston and valve examination will be undertaken. In September 2025, the locomotive boiler reaches a 7-year milestone whereby a statutory inspection is required in accordance with Pressure Systems Safety Regulations (2000) to be undertaken by Ashdale Engineering. This work will include replacement of small boiler tubes and some flue tubes. The objective combined with satisfying the Railway Industry Standard for steam locomotive boilers is to enable the boiler certificate to be extended to 10 years subject to condition. Due to the amount of boiler work undertaken on the previous overhaul and subject to funding it may be more economical to undertake an overhaul to commence a further ten-year certification cycle.

5043 Earl of Mount Edgumbe also performed well achieving 3000 miles in service. Based on mileage run a motion examination including magnetic particle inspection (MPI) will be undertaken shortly. A significant major repair of driving wheel tyre replacement due to flange wear is forecast to be required in late 2025 or 2026. Whilst new driving wheel tyres are on hand significant funding will be required for the wheelsets and new tyres to be exported to a supplier for the exacting tyre change process to be undertaken.

4965 Rood Ashton Hall The support crew continues work and the boiler is almost ready to lift for inspection and assessment.

Class 47 47773 New batteries are currently being fitted, and an annual inspection of electrical equipment is in progress.

Class 37 37240 The locomotive assembly and re-registration for main line operation has been completed in preparation for the 2025 diesel trips.

STOP PRESS - The Class 37 has been successfully used on two tours at the time of going to press.



*A sight soon to be seen again... 37 240 basks in the sun at Worcester Foregate Street – 26 March 2021.
Image courtesy of Jack Boskett.*

MK1 AND MK2 COACHES

Central Door Locking (CDL)

Following Office of Road and Rail (ORR) approval of VT's CDL installation programme to achieve compliance of the Railway Safety Regulations 1999. Six CDL installed vehicles commenced operation in November/December 2024 in the Polar Express formation.

Two vehicles TSO 5091 and BFK 17018 are currently undergoing CDL installation to complete the operational passenger vehicle fleet in preparation for the 2025 programme. All operational passenger vehicles are due to have external indicator lights added.



The guard's CDL control panel



Volunteers team leader Richard Dovey and Ralph Sanders cleaning Pullman kitchen car no. 99361 brake linkage components in preparation for inspection and re-painting



Volunteers Geoff Massey and Brian Davis progressing a Pullman coach footstep repair in July 2024

Other coach repair and restoration progress

The variety of work to enhance internal and external coaching stock presentation and function undertaken by a combination of volunteers and skilled staff continues with the challenge of completion for the start of the 2025 trip programme.

Pullman kitchen car no. 99361 is receiving gangway repairs including pillar corrosion removal and replacement. Body end uneven concrete flooring is being removed to be re-laid with fresh concrete to create an even floor. Exposed areas of corroded steel flooring below the concrete are to be replaced. The mileage-based examination of vehicle brake gear components has commenced by removing brake work from the vehicle for cleaning, stripping as appropriate, examination together with renewal of split pins as required and re-painting is in progress. The vehicle is to be lifted in the workshop for a bearing and pedestal exam.

BFK 17018 is receiving bodyside attention for any leaking bodyside lights, rubbing down and corrosion attention prior to repainting. A programme of replacing damaged or rotting timber coach step boards continues on appropriate vehicles.

Mike Corbett

Images by Mike Corbett, Michael Hughes and Jack Boskett

Tyseley Miniature Railway Project Update

Working throughout the dark winter months for two hours each Thursday evening has provided steady progress in developing the yard as the base for the Tyseley Miniature Railway Project (TMRP.)

Although the saga to get the workshop/running shed container relocated from the car park into the yard continues, we have made progress in building our first length of working line to enable us to more easily move the rails from the initial "pile" to a more permanent, safer and more organised storage stack, further down the yard. We have commandeered two of the former "toast rack" carriages which were in an extremely poor state of repair into use as permanent way waggons which are helping us to increase the speed of rail transfer between locations. Despite this improvement, it is still hard manual labour and is taking a little longer than initially thought.

Work has now started on construction of a second working line/siding to allow storage of the other carriages awaiting refurbishment. Although flooding still remains a challenge on site, we have a plan to remedy this once the ground becomes dry enough for us to commence work.



We have also had some better news regarding our petrol railcar No.4, "Dudley". It has now been discovered that the issues which have plagued the running of it for many years now have resulted from a stretched timing chain which can be seen in the following photograph.



As such, following a donation to cover the cost, a new one has been ordered which will hopefully result in No.4 returning to Tyseley for shunting duties very soon!

We hope to be able to extend volunteering hours into Saturday



sessions as the year progresses, which will enable us to commit more time to the project and achieve more results in a shorter period.

Finally, we are still trying to raise the final cost towards the completion of No.1 Sutton Belle. We need to raise another £25,000 to see it across the finish line. All donations (however small) are welcome and can be made by visiting vintagetrains.enthuse.com/SMR#!/ and making the appropriate selection.

Tony Watson
Volunteer Coordinator

Winter Coach Maintenance

On returning to Tyseley after our Christmas break, the coach maintenance group have been emptying the coaches of all supplies and equipment, ready for the deep cleaning of the inside of the coaches. This entails cleaning all surfaces starting on the ceiling, the luggage racks, all the panelling, also hoovering out the window slides of all coal dust, under the seat cushions and seat bases, and all doors and floors.

Some of the group have also assisted with body preparation work on the BFK 17018 (First Class compartments), in readiness for its repaint.

One of the group has fitted a worktop and shelves in Pod B of coach 9101 Buffet, to assist the catering staff in food preparation, for our future tours.

When the weather is reasonable we will be found washing the exterior of the coaches, between various other jobs that turn up on the day.

In March we reloaded all the coaches of the supplies and equipment, including any new replacements, ready for the commencement of our first trips out on the mainline.

If any reader fancies coming along to give a hand, you will be made most welcome, just contact the volunteer personnel at VT by email to volunteering@vintagetrains.co.uk.



Body preparation of BFK 17018.



Washing the exterior of the coaches.

Coach cleaning and re-supply group

Train Team update

Following the end of the 2024 Polar Express and festive season, the train team has wasted no time in getting back to work, preparing the coaches for another busy and exciting season. The 'Coach Prep Gang' has worked through each coach, giving them an intensive deep clean both inside and out. The BFK (17018) and FO (3110) are both having their external paintwork refreshed and all coaches have had their seat covers removed and meticulously cleaned following their intensive use during the Polar Express. The hard and valuable work undertaken by the 'Coach Prep Gang' has ensured that passenger's first impression of Vintage Trains was a positive one.

The coaches have also undergone their usual maintenance programme by

Tyseley Locomotive Works to ensure their continued fitness to run, including bogie work on the support coach (35470) and Pullman Kitchen Car (Car 335).

The season got off to an exciting start on 29 March, when Tyseley's famous chocolate and cream coaches rolled into Birmingham New Street behind our diesel 47773 on their way to Carnforth. Here, the Bahamas Locomotive Society's immaculate LMS Jubilee Class no. 45596 *Bahamas*, took charge unassisted and whisked passengers to Carlisle over the fearsome Shap Fell. 47773 shadowed the train to Carlisle to assist with shunt moves and was then detached for the return. *Bahamas* then headed the train back to Hellifield over the glorious Settle and Carlisle Railway, where diesel traction



45596 Bahamas at Carlisle on the Shap Mountaineer Photo: Al Wallace

took over for the run back to Birmingham New Street. This tour was the first time that *Bahamas* had hauled a train over Shap in preservation.

The Shakespeare Express season started its 40th year of operation in style on 6 April, with one of Tyseley's Castles providing the traction, assisted by a diesel locomotive along the route from Worcester Shrub Hill to Stratford-upon-Avon and then on the usual lunch time train to Birmingham Snow Hill. The 27 April sees a Castle Class steam locomotive at Derby once again, at the head of 'The Shakespeare Express' and a week later, on 3 May, a Castle will storm down the West Coast Main Line for a Vintage Trains favourite, the Llandudno Victorian Transport Extravaganza.

On 31 May, 'The Whistling Ghost Express' will leave Birmingham for the West Somerset Railway hauled by a Castle, with passengers being treated to double headed West Somerset Railway traction from Bishop's Lydeard to Minehead. A new destination for Vintage Trains will be

reached on 5 July, with a steam locomotive hauling passengers from Birmingham New Street to Swansea and firm favourite Scarborough will be reached on 'The White Rose' on 19 July.

The Shakespeare Express' will be operating throughout the summer, with starting points of Derby, Worcester and Leicester continuing to feature as well as the traditional Birmingham Snow Hill start. On select Sundays, passengers have the option of the Afternoon Tea Express to choose from, which has become a firm favourite over the last two seasons.

There are seats still available across the programme, but they are selling fast. 2025 is a big year for the railway, with Railway-200 celebrations happening across the country. Vintage Trains is proud to be a part of this and there are some exciting plans yet to be announced.

So, don't miss out on your opportunity to be part of history and book now on our website: vintagetrains.co.uk.

The Vintage Trains Train Team



Bahamas test run to Whitlocks End on 31 January 2019 Photo: Denis Chick

From The Vestibule

One King, two Princesses, one Duke and two Duchesses; not to mention four Castles and numerous other steam engines with lesser names. These locomotives have carried me for tens of thousands of miles of railway tracks over the last five decades along with the bonus of serving as a steward on Vintage Trains for the last four seasons. This last episode has added even more miles to the total but the highlight of all the runs I have ever experienced in that time came last September when two Castles at the head of 'The Mayflower' tackled the Devon banks.

Judging by the passengers I met that day I was not the only one looking forward to the day; on the concourse at New Street before the train even pulled in, I had met eager enthusiasts from Newcastle upon Tyne, Norfolk and Edinburgh. Smiling passengers filled every seat and their enthusiasm lasted the whole journey west to Plymouth, not to mention the return. I had never experienced such thanks and smiles as passengers left the train and shook my hand, some with a hint of dampness in the corner of the eye; even passengers who did not travel in my carriage shook my hand! I felt like some VIP.

Then there was the case of re-uniting with a lost acquaintance from a previous outing. I had been sent down to Temple Meads to assist and take photographs when Z48 called on its way to Paddington in May and while there, Ken Kendall brought up an old gentleman who had been on the previous two Z48's. Standing alongside *Clun Castle* I took two photographs of him however in the melee on the platform he disappeared and on catching up with Ken a little later to get his name and address we drew a blank.



*Hugh James photographed alongside
Clun Castle at Bristol Temple Meads, later
to meet Martin again on the 'The Mayflower'*

Back to 'The Mayflower' and after leaving Temple Meads with everybody now on board I headed down to the buffet for a much-needed coffee. It was on the return to my post that on passing the First-Class compartment coach I offered a group of four men who had just joined the train good wishes as their door was open. In the doorway a short man with his back to me turned to face me and return the greeting and I recognised him immediately as the gentleman I had photographed some four months earlier. We exchanged a few words of pleasantries about where he was from and promised that I would return to them after leaving Plymouth to get a contact

address to send him a copy of the May photograph.

On the return and with all the passengers settled and Frank Barton watching two carriages from the vestibule, I set off with my notebook to find the four men. At first, I failed to find him, and I began to worry if he was back on the train (Shades of Hitchcock's 'The Lady Vanishes')! After the water stop at Exeter I tried again and this time was successful. His name was Hugh James and with the other three friends had come from South Wales so being half

Welsh myself we had a good chat. His friend proffered his email as Hugh did not have one. After a short while I returned to my duties for the rest of the run but just before Bristol, I went down to wish the four goodnight, in Welsh of course! We suggested that we may meet up again if we ever took an excursion train down to Swansea or further west?

A small incident on a wonderful day but doubly special for me.

Martin Leech

The Eagle has new wings



The old, worn curtains



The new matching curtains

The curtains in Vintage Trains' flagship Eagle Pullman have given many years of service but were in dire need of replacement. Mary McCullough, the Friends' secretary, offered the support of The Friends by taking the lead on the project, from sourcing appropriate material, bearing in mind the safety requirements of materials for main-line running, to the design and finding a reliable local manufacturer for the new curtains, plus co-ordinating their fitting with Vintage Trains volunteers. The Friends also fully funded the replacement curtains with a further donation specifically towards ongoing replacement of curtains in the other Pullman cars.

The target was to have the new curtains in place for 'The Shap Mountaineer' on Saturday 29 March. Following a herculean effort by the manufacturer of the curtains - Fancy Fabrics in Digbeth - the curtains were collected on the Thursday and hung on the Friday ahead of the tour on the Saturday. Plenty of time...

This is a shining example of what can be achieved by the Friends, Vintage Trains and the volunteers

working together to enhance the on-board experience for passengers. Congratulations to all involved, and especially Mary for her persistence and leadership on this project.

Paul Hatton

Kitchen Car Revamp

The break between Christmas and Easter gives the coach maintenance team an opportunity to perform deep maintenance on some coaches. This year it is the kitchen coach and two others which needed some paintwork. The paintwork preparation included some repair work due to rust penetration, but it is near completion with much of the painting being done by volunteers outside of the Tuesday group.



The condition of a brake shoe holder before it was cleaned, scraped and painted

The kitchen coach has had a complete strip down of the brake system, with all parts being stripped to bare metal and repainted with primer and chassis black to finish. They look great but will never be seen!

Other work has included re-introducing the serving hatch which meant repositioning some shelving in the kitchen itself. This was feared to be a big task but was only one day's work and will speed up the serving process significantly.

A lot of effort has gone into removing the end of the vestibule to enable re-welding of new material for the crumple zone. The concrete floors have been chiselled out ready for renewing the filling at both ends and some repair work to the floor structure will be done by the site engineers.



The Coach Maintenance Team

Henley Station – From Dereliction to a thriving Community Hub



Socialising in the bar

In recent editions of *Steam in Trust* we have followed the transformation of Henley-in-Arden station since it was closed and bricked up in 1992, after which it fell into significant dereliction, to become a welcoming building for travellers and locals alike. Since its reopening by Lord Peter Hendy, the then Chair of Network Rail, on 22 February 2024, the station is becoming firmly established as a thriving local community hub.

It now houses a bar and is a versatile space for both corporate, private and community events.

Since its inception, 'The Station' has been a hub of many activities. From hosting unique events to corporate meetings, it offers a range of community-based engagements. One such feature is the *Meet, Eat & Mingle* sessions on Thursdays, where locals are encouraged to meet over a hot drink and a bowl of soup, or if they fancy it, a discounted glass of wine or a pint! This well-supported event fosters community spirit and brings people closer together.

The station holds a range of events throughout the year, so far in 2025 these have included a 1 year anniversary party with live music, a cheese and wine evening, an Elvis tribute evening, railway-themed talks, a *Sip and Paint* day where people were invited to 'create your own Picasso for the day' and a talk on the Millenium Way, the 100 mile trail across the Heart of England.

The station is operated as a Community Interest Company (CIC) whereby any surplus funds are reinvested in the local community, making it a unique and attractive destination for all as well as contributing to broader social needs and compelling causes by helping to fund them. By November 2024, the CIC had already distributed £15,000 amongst nine local community groups.

The drive and initiative of Angela Okey, the Chair of the Friends of Henley Railway Station CIC and the driving force behind The Station, along with her team, achieved this before the station had reached 12 months of trading which is outstanding. The project has surpassed their expectations and the team loves seeing regulars and new customers experiencing their unique proposition.

The station is easily reached by hourly, direct West Midlands Railway services from Birmingham, Worcester Foregate Street, Shirley, Kidderminster, and Stratford-upon-Avon. We strongly recommend a visit to the station both to enjoy the refreshment and the atmosphere, and to support the CIC in supporting the Henley community.

More details of the station and the opening times can be found at thestationhenley.co.uk/

Paul Hutton

Some Things You May Not Know About Me

from Ray Churchill



Ray in full speedway gear

In my youth I became an avid speedway fan, so much so that I bought a speedway bike and all the gear with the intentions of having a go but after having a go on some open ground near to where I lived and with working shifts on the railway it was slow going. At some time I met a nice girl named Patricia and after a while we became an item. I decided I couldn't afford the girl and the bike so I sold it. I did introduce her to speedway and we went to see it for a number of

years until it eventually fizzled out. (I still watch it on TV though) Tricia and I had married in the meantime and sometime on my friend Barry asked me if we would like to go to Hartlebury where a certain Mr Middleton, who owned Traction Engines, was having an open day. Well it was magical, Traction engines all over the shop in this four and a half acre spot. I got talking to a young chap who was overhauling a Field Marshall tractor, his name was Roger Mills. After

a while he asked me if I would like to help him with it. I said I would but didn't have a car. No problem he said I'll pick you up and so began an era of many many years at Hartlebury. In 1968 we got our first car so we could go independently. Mr Middleton said I could do up another Field Marshall if I liked and when I'd finished he gave it to me and it did a lot of good work for them like cutting up logs on a saw bench that I acquired. I also bought a living van off the council and did that up so we could stay overnight if we wanted and Trish could have a fire and cook meals. Roger also drove a Traction engine for Tom Hunt (Bill's dad) who owned the 'Griffin Foundry' in Oldbury. He was an old fashioned 'Black Country' man (like me) and had rescued several showmen's Traction Engines and also Pat Collin's 'Wonderland Fair Organ'. One day Roger was taking a Burrell Showman's road loco named 'Rover' to Tyseley Museum open day and he asked if I would



Ray with the Field Marshall tractor

like to steer for him. When we got there the 'Wonderland Organ' had been towed there by a Scammell Showtrac. The cables were connected from our generator to it and when it struck-up what a magnificent sound it made, a sound that we have never tired of. Our next venue was Stafford showground quite a mileage trip in those days. After a few years this fizzled out not that I ever lost my love of Traction engines we still go to rallies when we can. What next? Well I developed a yen to go mountain walking after watching a TV series about Alfred Wainwright, that doyen of mountain walkers in the Lake District. The Lake District was a bit too far for a day's mountain walking

though I did venture once when I drove to the far northern outpost of Blencathra or Saddleback as it is known and climbed Halls Fell which is very rugged where you need to hold on with your hands. No, most of my walking was done in the wilds of North Wales but I also did the 'The Three Peaks' (26miles) where you're never really out of view of the Settle to Carlisle line. Another one was to walk to the top of Kinder Scout at Edale and walk round its edges (21 miles). Most of my walks were done in the week and in one day and alone and for about 95% of my walks, I never saw another soul. Lovely for, as Alfred Wainwright said, you can only truly appreciate the loneliness and beauty of the surroundings you're in

when walking by yourself.

Even last month (October 2024) Nickey met up with her old work mates in Shrewsbury, I dropped her off and drove on to Criggion about 6 miles this side of Welshpool where I parked up and walked up to the top of Breidden Hill to see Rodney's Pillar which is a monument to Admiral Rodney. It's a three and a half mile trek continually upwards on a reasonable gradient and it took me an hour and a half. There are two shorter paths but they were too steep and overgrown for this lad. The view from the top was magnificent and the sun was shining. There was a roundel mounted on a stone pillar giving all notable land marks and I was surprised to see on it Snowdon, 46 miles away, but the atmosphere wasn't clear enough for that. There was plenty of ground under flood water though. I don't think many people make it to the top as the lush grass was about 4ins high and undisturbed. Well that's enough of my ramblings for now keep yer tubes clean and the smokebox door up tight.

Ray Churchill

The 'First' Shakespeare Express



7029 Clun Castle hauling the first Shakespeare Express through Danzey Green. Image: Martin Leech

In *The Tyseley Story*, Michael Whitehouse recounts how – 40 years ago – the first Shakespeare Express services were planned and delivered.

“The phone rang. It was Bernard Staite, the ‘Supremo’ of the steam Locomotive Operators’ Association on the other end. He was responding to our request to run a weekend of Shakespeare Express’ trains from Birmingham to Stratford-upon-Avon, as part of our proposed contribution to the 150th anniversary celebrations of the Great Western Railway. He briefly told me that our application would be approved on the following basis: we would need to provide two steam locomotives, BR would provide the set of Mark I carriages it was having repainted in chocolate and cream for the year’s events, we could run as many trains as we liked, the cost would be £16,000 and he wanted to know the answer within the hour. Blimey!”

Some quick sums, consultations with Birmingham Railway Museum trustees and a call back to Bernard State and, the ball started rolling.

Over the weekend of Saturday 8 June and Sunday 9 June eight trains ran – taking in £33,000 for the museum. Breakfast, lunch, and dinner were served on the train (from GWR 12-wheeled saloon 9001 – now at Quainton Road). The plan (in line with BR’s conditions) was to use both 7029 *Clun Castle* and 5593 *Kolhapur* as the motive power. Unfortunately, *Kolhapur* suffered a hot box on the day – so *Clun Castle* took all the trains. Everything ran smoothly (including 60mph running tender first by *Clun Castle*).

In 1985, when Birmingham Railway Museum ran the first of the 'modern' Shakespeare Express services, the North Warwickshire Line was still under threat of closure. The weekend of 8 and 9 June coincided with a major Steam and Vintage Transport Event at Birmingham Railway Museum – including a visit from the official British Rail GW 150 exhibition train.



**5593 Kolhapur running back to Tyseley with a hot box.
Image: Martin Leech**

The fare for the train was £7.50 (£25 in today's money) – and that included admission to the Tyseley site too.

That first weekend of Shakespeare Express trains gave the impetus for further weekend services. Now, 40 years later, Vintage Trains is still running 'The Shakespeare Express' – and introducing new generations to the excitement of steam haulage on the mainline.

Michael Hughes

The very first Shakespeare Express ran in 1909. The Great Western Railway announced in the July 1909 timetable that "The Shakespeare Express" would run from Birkenhead (Woodside) to Weston-Super-Mare in one direction and Bristol to Birkenhead in the other. The train travelled via Chester, Shrewsbury, Wolverhampton, Birmingham Snow Hill, Stratford-upon-Avon, Cheltenham, and Bristol. The service ran with vestibuled (corridor) carriage and restaurant cars. Although GWR trains, they had to run on the Midland Railway's metals between Cheltenham and Bristol (via Standish Junction and Yate).

By 1927 the Great Western Railway was referring to the 9.25 Saturday train from Paddington to Leamington Spa, Warwick, and 'Stratford-on-Avon' [sic] as "The Shakespeare Express".

In May 1931, the Railway Magazine reported "The Shakespeare Express" from Paddington as one of the ten named express trains run by the Great Western Railway.

World War II meant the end of "The Shakespeare Express". British Railways ran "The William Shakespeare" in the summer of 1951 (in connection with the Festival of Britain). This was a service from Paddington to Wolverhampton which left four coaches at Leamington Spa to go forward to Stratford-upon-Avon. It was not a commercial success and was never repeated.

"The Shakespeare Express" is now a registered trade mark of Vintage Trains.

Great Western Railway Automatic Train Control – Part 2

In the last edition of Steam in Trust we published the first part of this article - describing why the Great Western Railway developed the Automatic Train Control (ATC) system. In the second part we cover the in-cab equipment and its fitting on the Tyseley locomotives.



Figure 1 Cab equipment



Figure 2 Contact shoe



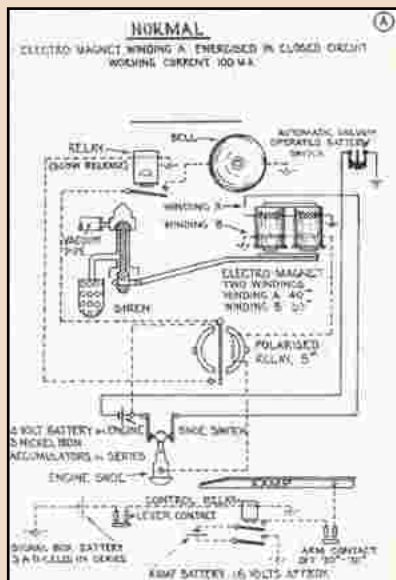
Figure 3 ATC ramp

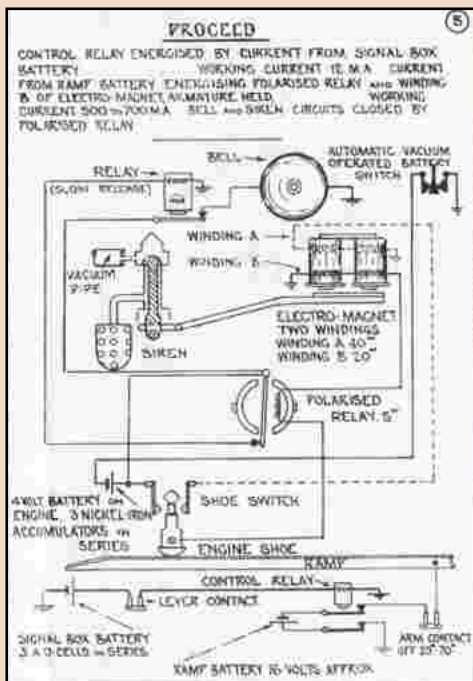
On the locomotive

The apparatus on the locomotive includes; an electric bell (Figure 1), a robust contact shoe below the locomotive (Figure 2), and an electrically controlled brake valve and siren combined.

The seven inch (178mm) wide contact shoe is fixed on the centre line of the locomotive and projects to within 2 ½ inches (63.5mm) above rail level. It is held in this position by gravity and a spring.

As the shoe hits the ATC ramp (Figure 3) between the tracks, it lifts up by 1 ½ inches (38mm). This activates a contact switch and breaks the circuit from a 4 Volt battery in the locomotive cab to a winding on an electro-magnetic relay (A). The relay controls an air intake into the vacuum braking system.





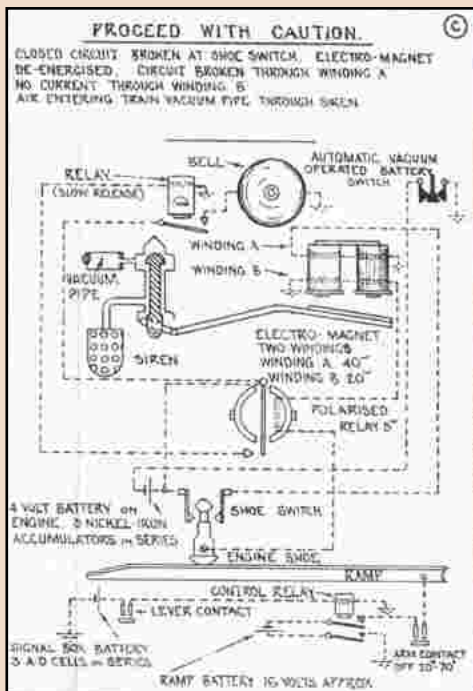
If the ramp is energised (B) a second circuit is formed through a connection on the contact shoe – bell sounds in the cab for two seconds.

However, if the ramp is not energised (diagram C), air enters the vacuum braking system.

The in-rush of air passes through a spinner type siren, so that as well as applying the train's vacuum brake a shrill whistle is heard in the cab. The driver has to acknowledge this warning and this action will seal the vacuum, which stops the siren.

The apparatus was designed to 'fail safe'- in all cases a failure of any wiring or battery (trackside or on the locomotive) results in the vacuum brake being applied and the siren sounding.

To conserve the locomotive's battery a vacuum cut-out valve checks the pressure in the vacuum reservoir. The battery is disconnected when there is no vacuum. It is reconnected when the vacuum is restored.



Automatic Train Control on Tyseley's Locomotive Fleet

ATC apparatus is no longer needed on Vintage Trains' locomotives. After nationalisation British Railways evaluated different automatic braking systems. In 1956 they decided to use the Automatic Warning System (AWS). This uses a permanent magnet and electro-magnet combination instead of a ramp. AWS replaced the ATC apparatus on Western Region locomotives and the shoe equipment was removed. The shoe from one locomotive is displayed at Tyseley. The cab equipment was changed and an AWS indicator (Sunflower) installed above the ATC bell. On Vintage Trains' ex-GWR locomotives the ATC bell box has been kept in its original position with the bell activated by the AWS.



AWS equipment on Clun Castle



The ramp in the Signal Box garden

Tyseley's Automatic Train Control Ramp

In the Signal Box Garden at Tyseley there is a short ATC ramp on display. This was one of two that were on the main exit road of Tyseley Locomotive Depot. The purpose of these ramps was to confirm that the ATC equipment on each locomotive that left the depot was working. The speed at which locomotives left the depot was sufficiently slow meaning that a full forty-four foot (13.5m) ramp was not needed and the two ramps were both only ten feet six inches (3.20m) long. One of these ramps was permanently energised while the second was electrically 'dead' enabling both modes to be tested.

The bibliography and larger images for both parts of the article can be found on the Friends of Vintage Trains website in the Publications section.

Robert Ferris
Archivist at Vintage Trains

Reflection on 7029 *Clun Castle*'s first 75 years

from Michael Whitehouse

Clun Castle is 75 years old this year and we have held her in our collection for 60 years of that time; quite a milestone. 7029 is one of the few main line locomotives still operational whose preserved life began immediately when withdrawn by British Railways from active service. And, of course, in 7029's case, her fame amongst enthusiasts began with her heroic journey in 1964 from Plymouth to Bristol when she beat *City of Truro*'s 1904 record point to point timing.

I never saw 7029 during her active BR(WR) life in regular service and, indeed, my first run behind her was on a 1965 Stephenson Locomotive Society railtour when she worked the final leg from Westbury back to Birmingham; the first two legs being in the charge of Bulleid Pacifics *Winston Churchill* and *Belgian Marine*. Of course, becoming the last *Castle* in active service, she was much in demand for railtours and, indeed, it was because of this continuing demand that she came to Tyseley to continue her main line career, rather than being placed in a museum or on a heritage railway.

When 7029's time came for withdrawal from service in 1966, there was no call from the state to preserve her as *Caerphilly Castle* had already been reserved for the national collection. Nevertheless, largely on account of her success on the 1964 railtour, there were two attempts to save her privately. The first was by a group of railwaymen at Bristol Bath Road depot, but insufficient

money was raised. BR were asking £3,000 as a sale price. Two Cornishmen then began a preservation fund: Jack Trounson, a Cornish mining engineer from Redruth, and John Southern who then ran the public miniature railway at Dobwalls. But even so, insufficient funds were raised to save 7029.



Michael Whitehouse taking a driving turn on *Clun Castle* in the summer of 1966, shortly after acquisition for preservation and before repainting. It was a fairly simple matter to ask Tommy Field, the depot manager, to have 7029 fired up and a driver provided to supervise an afternoon of running up and down the depot simply for fun!

So, they approached the nascent Dart Valley Railway for help, and two of its then directors, John Evans and my father, put up the balance of the funds to save 7029. Once purchased, *Clun Castle* went straight into a trust managed by the two Cornishmen and the two DVR saviours. The initial intention was for 7029 to go on display in the museum then being created at Buckfastleigh.

However, 7029 remained in demand for railtours and it seemed a pity not to run her on a few of these whilst the railway

authorities continued to permit this. So, during late 1966 7029 was transferred to Tyseley and repainted in BR(WR) lined green in the diesel depot over the winter, the only discrepancy being the replacement of Great Western on the tender rather than the BR 'cycling lion' device, as BR would then not permit a privately owned steam locomotive to carry insignia from its own branding.

Clun Castle first ran a railtour from Wolverhampton Low Level station (under the wires) in early 1967 then, together with *Pendennis Castle* and a Tyseley 'Black 5', hauled a series of last trains on the former GWR northwest line to Chester and Birkenhead.

Preserved life then settled down at Tyseley, precariously at first, with 7029 being housed in the original depot coaling stage (slightly extended to take her length) in company with LMS *Jubilee Kolhapur* and, from 1968, 'Black 5' 45428 *Eric Tracey*.

At this time, steam was still in operation on British Railways and even until 1967 staggered on at Tyseley with three pannier tanks used for the Halesowen basin shunt. Whilst there were still steam crews based at Tyseley, it was fairly easy to keep 7029 in operational order, but thoughts soon turned to developing a long term option with running shed workshop facilities. Early BR loco crew stalwarts forming the then support crew included Bernard Rainbow, Phil Gloster, Dick Potts and Colin Jacks; all superb engine men in their own right and led by newly appointed Chief Engineer, Jim Kent, a lecturer in engineering at Warley Technical College who also provided background support, including several tool room and other machines, whilst Hunt Bros at its Oldbury Foundry assisted with engineering 'heavy lifting' and castings as necessary with the help

and support of Bill Hunt, who remains associated with us today.

In those early days, everything was very different to today's operations. Whilst 'we' owned the engine and did our best to keep 7029 in operational order, BR approved the loco as fit to run and indeed operated it, simply providing a rostered crew. We took no part in any train planning or promotion, the latter being undertaken by the chartering society, such as the LCGB.

After *Clun* performed a swansong of high-speed express train operations on the Eastern Region (sometimes reaching over 90 mph) in conjunction with *Flying Scotsman* and *Sir Nigel Gresley* in the summer of 1967, the BR steam ban came into effect the following year and the show looked like it was over.

But we played a good negotiating hand, promoting Tyseley open days twice a year and taking the three steam engines to BR sponsored open days in Liverpool and London to fly the flag and, more importantly, to show that the public were prepared to pay to come to see steam engines working. In association with Peter Prior, Managing Director of Bulmers Cider in Hereford, who liberated 6000 *King George V* from store in the Swindon stock shed with a determination to return to the main line, lobbying began. We were lucky enough to attract Terry Miller, engineer to British Railways Board, onto our trustee board and, quietly, in the background, he laid the seeds for a trial return to steam. 6000 undertook a successful trial run to us and starred at an amazing Tyseley open day when over 18,000 people attended, rather proving the popularity point.

So, in June 1972, *Clun Castle* once again took to the main line with a trip to our friends at the Great Western

Society at Didcot, the inaugural 'Return to Steam' train of a new programme developed by the Steam Locomotive Operator's Association who co-ordinated all private steam operation on the main line for the rest of the 20th century. We were limited to running to Didcot and between Newport and Shrewsbury and probably only ran twice each year, but

we were back out on the main line and *Clun Castle* was able to perform again. A significant achievement. Of course, little did we know then of the changes and increases in both responsibility and opportunity which were to come our way in the 21st century!

Michael Whitehouse

Continuing the historical Tyseley theme, here we see **Castles at Tyseley** painted by Terence Cuneo in 1967 to celebrate the advent of preservation at Tyseley before the original passenger roundhouse was knocked down. In addition to 7029 *Clun Castle* featured on the turntable, three other preserved locos can also be seen: 61994 *The Great Marquess*, then owned by Viscount Garnock, 4079 *Pendennis Castle*, then owned by Mike Higson and Pannier Tank 1638 which has just been repainted for service on the Dart Valley Railway.

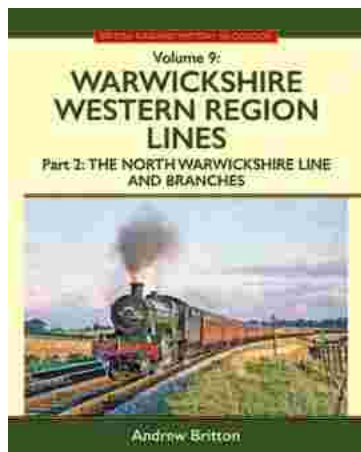
Terence Cuneo is also known for including a small mouse in many of his paintings after 1954. Despite the best attempts by your Committee to spot the mouse in this painting we have been unsuccessful. If any of our readers can spot this we would be grateful if you can let us know where it is hiding.



ENDNOTES

BOOK REVIEW - *British Railway History in Colour* Volume 9 – Warwickshire Western Region Lines Part 2: The North Warwickshire Line and Branches.

www.lightmoor.co.uk. Priced at £35 (fantastic value!)



As if Volume 8 wasn't enough to get the juices flowing with its wide range of images covering the old GWR mainline from Fenny Compton to Birmingham, now we have Volume 9. This new book fills over 250 pages with glorious images of ex GWR locos and trains in the landscape from Honeybourne through Stratford-upon-Avon to Birmingham Moor Street via the North Warwickshire line, all in the BR era. Where on earth are all these colour images coming from?

Author Andrew Britton, ably published by Neil Parkhouse, the genius of Lightmoor Press and the man who continues to manage my road to bankruptcy, has brought together the story of this route in a book of excellent images and informative captions that is hard to put down. OK so I'm biased,

and I know there are plenty of LMS fans out there who would like to see more of this quality for the Midlands in the same format, but you can't miss this one. The images are superb and show both the trains in the landscape and the infrastructure, the latter full of detail and arguably in many ways the more interesting as we watch the gentle decline over the years in places where many of us stood spotting in the 1950s/60s, when the decay really set in.

Reviewing in too much detail is like telling you who killed who before you've read it for yourselves so just take my word for it, you'll enjoy every page, every picture and all the detail. This is a coffee table book that you will want to pick up regularly and study. It is beautifully printed, expertly bound and thoroughly recommended, available either directly from the publisher at www.lightmoor.co.uk or your favourite bookshop. Priced at £35.

Denis Chick

A recent contribution to the Green Signals podcast caught our eye. Heritage Railway Association CEO Steve Oates was interviewed on 'Could some heritage railways be heading for the brink?' – this can be viewed on YouTube at www.youtube.com/watch?v=PLfLOZBb35Q

Green Signals is the home of the UK's leading railway podcasts including rail politics, economics, people and history. It can be found at www.greensignals.org/ - well worth keeping an eye on.



During 2024 Vintage Trains generously donated some railway artifacts to other organisations to help enhance their facilities. Amongst these is a fire guard which now graces the front of the fireplace in the recently restored station building at Henley in Arden. It is probably from one of the GWR stations in Birmingham.

Neil Ewart

And finally, a photograph to exercise the brain-cells of the historians amongst our readers. Here we have a rare photograph of *Evening Star*, which was the last steam locomotive to be built by British Railways and the only British main line steam locomotive earmarked for preservation from the date of construction. It was the 999th locomotive of the whole British Railways Standard range. Can anyone suggest where and when it was taken?



Photo: Denis Chick

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 organised tours.

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

Coaches in Vintage Trains mainline operational fleet;

TY01 = vacuum braked/steam heat/ TY02 = air braked/aircon

GWR Steam Locomotives

No.		Name	Class	Built	Notes/Owner
2885	P		28xx 2-8-0	1938 Swindon	Practical GW Steam
4121	P		5101 2-6-2T	1937 Swindon	On overhaul
4965		Rood Ashton Hall	49xx Hall 4-6-0	1929 Swindon	Overhaul as funds avail'
5043		Earl of Mount Edgumbe	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/Shed
9600			57xx 0-6-0PT	1945 Swindon	Stored/Shed

LMS/BR Steam Locomotives

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

Industrial Steam Locomotives

No.		Name	Works No.	Class	Built	Notes/Owner
1	P	Cadbury No 1	No 1977	0-4-0T	1925 Avonside	Stored at Turntable
No 1			No 2004	0-4-0ST	1941 Peckett	Stored in Shed
71480	P	Fred	No 7289	WD 0-6-0ST	1945 RSH	(LNER Class J94) at Shackerstone
		Henry	No 2491	0-4-0ST	1901 H/Leslie	At Barrow Hill

Industrial Diesel & Petrol Locomotives

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

BR Diesel/Electric Locomotives

No.	Name/ Numbers	Class	Built	Notes/Owner
13029	08021, D3029	08 DE 0-6-0	1953 Derby	Site Shunter
37240	D6940	37 DE Co-Co	1964 EE/VF	TY01
47773	D1755 The Queen Mother	47 DE Co-Co	1964 Brush	TY01
50033	Glorious D433	50 DE Co-Co	1968 EE/VF	At SVRly
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 2nd	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
3110	99124	Mk1 FO	1963 Swindon	TY01
5157		Mk2 TSO	1966 Derby	TY01
5177		Mk2 TSO	1967 Derby	TY01
5179		Mk2 TSO	1967 Derby	Top Bank
5183		Mk2 TSO	1967 Derby	Top Bank
5186		Mk2 TSO	1966 Derby	Fuel Sidings 2
5191		Mk2 TSO	1966 Derby	TY01
5194		Mk2 TSO	1967 Derby	Fuel Sidings 1
5198		Mk2 TSO	1966 Derby	TY01
5212		Mk2 TSO	1967 Derby	TY01
5314		Mk2a TSO	1968 Derby	At Turntable
5420		Mk2a TSO	1969 Derby	Top Bank
9101		Mk2 BSO/Buffer	1966 Derby	TY01
17018		Mk1 BFK/Bar Car	1961 Swindon	TY01
17090		Mk2a BFK	1968 Swindon	At Turntable
35470		Mk1 BSK	1963 Wolverton	TY01
96100		GUV/Water Carrier	1959 Pressed Steel	TY01
17015		Mk1 BFK	1961 Swindon	71000 Trust

Geoff Middleton 19 March 2025

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

No.	Name/ Numbers	Class	Built	Notes/Owner
5952	Cogan Hall	49xx Hall 4-6-0	1933 Swindon	6880 Society
5551	The Unknown Warrior	Patriot Class	New Build	LMS-P Project
71000	Duke of Gloucester	8P 4-6-2	1954 Crewe	71000 Trust
789		F5 2-4-2T	New Build	Holden F5 Trust
80104		4MT 2-6-4T	1955 Brighton	SLL
5637		56xx 0-6-2T	1925 Swindon	Swindon & Crickelade
4588		4575 2-6-2T	1927 Swindon	Peak Rail
41708		1F 0-6-0T	1880 Derby	Barrow Hill 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
6695		56xx 0-6-2T	1928 Newcastle	6695 Loco Group

Geoff Middleton 19 March 2025

GWR Rolling Stock

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

Other Rolling Stock

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

Friends of Vintage Trains

MEMBERSHIP IS OPEN TO ALL

Details and application form:

www.friendsofvt.org.uk or from:

The Membership Secretary

Friends of Vintage Trains

670 Warwick Road, Tyseley, Birmingham B11 2HL

Benefits of Membership

Receiving our magazine *Steam in Trust* and regular newsletters, reduced admission fee for Tyseley Open Days, and free entry including a guest to the majority of social events organised by the Friends.

Subscription Rates

1 Year

5 Year

Junior (5 – 18)	£9	£40
Adult (19 – 64)	£25	£110
Partners (2 adults)	£40	£180
Family (2+2)	£45	£195
Senior (65 and over)	£20	£65
Senior partners (2 adults 65 and over)	£35	£125

Committee

Paul Hatton – Chair

Mary McCullough - Secretary

Janet Corbett – Treasurer

Neil Ewart, Chris Schroeder, Sharon Salter,

Fraser Pithie, Denis Chick

Contact Us

We welcome contact from all of our members.

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

Secretary: Gary Moulder

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

Secretary: Gary Moulder

Vintage Trains Ltd

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

Directors:

Michael Whitehouse – Chairman

Richard Cadge

John Minards

Secretary: Gary Moulder

Tyseley Locomotive Works

Directors:

Michael Whitehouse – Chairman

David Fisher

Alastair Meanley

John Minards

Secretary: Gary Moulder



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Tyseley, Birmingham, B11 2HL
www.friendsovt.org.uk