



DON'T BELIEVE EVERYTHING YOU READ!

(or be careful what you say to the railway press...)

Members may have read in the railway press news of great strides with your locomotive, No. 6880 *Betton Grange*, especially regarding the manufacture of the new cylinders, the 'news' being attributed to yours truly no less.

The facts are that the production of the cylinders is no 'five minute job' and that, although it is true that we hope to place the order shortly for the patterns to be made, the complete process is going to take much longer than suggested.

We have been waiting on the outcome of the Patriot group's experiment with polystyrene patterns before committing ourselves to either this method,

or the more traditional, but considerably more expensive wooden patterns. As things stand we are minded to go down the cheaper route, once we are clear on how successful the new middle cylinder casting for the 'Patriot' has been.

Once the patterns are made, the castings have to be produced and, assuming all goes well with the first attempt, a long process of machining and careful preparation to exacting standards has to take place. All this before they are accepted for trial fitting on the locomotive's frames.

Indeed this is the next major phase in the locomotive's construction, but more pressing right now is the need to raise

£13,000 to pay for the set of connecting rods that we recently acquired from another GWR loco group. We have paid the deposit of £1,000, but if we don't raise the balance by March next year, they will have to be returned and sold to another group. Meanwhile, the cost of having new forgings made and machined is going to be much, much greater, so please if you can help, see the following pages for more information.

Any restoration project takes time and money, lots of it, and our project is no different. Many new parts need to be made, usable parts from other locomotives need to be refurbished. The thing that dictates progress is cash flow and as a group we need to raise more

money. We tried to do this with the 'Closing the Gap' gala in May, and succeeded in raising a small but useful amount towards the pot, largely thanks to the beer festival.

Inevitably, everyone wants to know whether there will be a Steel, Steam & Stars IV in 2014. Negotiations have been on-going with the Llangollen Railway and its heads of department and so far nothing has been decided, although it looks unlikely that the railway can support a full-on nine day gala due to a shortage of volunteers, something that we are also acutely aware of given how stretched our own resources were at SSSIII. If it does go ahead, you will all be the first to know, but as I write these notes it is looking increasingly unlikely.

Paul Appleton



BR Standard 2MT 'Mogul' No. 78019 was a last minute stand in for Ivatt 2MT 'Mogul' No. 46521 which had come to grief at the 'other' Great Central Railway. No. 78019 is on the rear of the first departure from Ruddington, but will soon be on the front when the train reverses at Fifty Steps Bridge, where the short stub from the former MoD installation joins the former GCR main line. Quentin McGuinness.

Pete Thomas Engineering Director

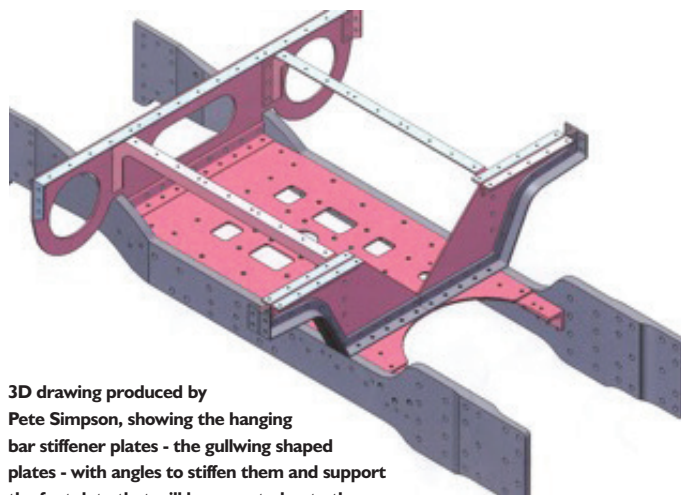
Following the wheeling of 6880's frames in April, work has since mainly focused on progressing work on the chassis.

New rocking pads were supposed to have been delivered on 5th July and as at the start of September, delivery was urgently being sought, as these need to be machined and then heat treated before they can go onto the loco with the rest of the spring assemblies.

New bolts are being made to secure the hanging brackets to the frame plates. These hold the valve gear links in place and as the bolts are trapped behind the wheels, need to be fitted before the loco is settled onto the leaf springs.

Otherwise, all of the components are to hand to enable the springs and all associated parts to go onto the bottom end.

Meanwhile, as I write these notes, the refurbished bogie was



3D drawing produced by Pete Simpson, showing the hanging bar stiffener plates - the gullwing shaped plates - with angles to stiffen them and support the footplate that will be mounted onto them.

eagerly awaited from Williton works on the West Somerset Railway. The frames themselves have been realigned, horn faces have been resurfaced and machined, springs refurbished and the overhauled wheelsets reunited after work at the South Devon Railway. Tyseley Locomotive Works has also produced new bogie underkeeps, which are expensive bronze castings, to replace those removed whilst it stood at Barry scrapyard.

It may not be possible to put the bogie straight under No. 6880 as the shed road will need to be cleared to get access to the frames, but was hoped to have it available for inspection at the Members' Day on 28th September. With the bogie in place, albeit temporarily (the cylinders need to go on first) and the spring assemblies fitted, the locomotive will start to look like a completed chassis.



Left: This view shows the size of the vacuum cylinder between Cogan Hall's frames. Mick Prior.

Below: Quentin McGuinness and Chris Moore working out how to remove the vacuum brake cylinder from Cogan Hall after they had dropped the piston and bottom cover (right foreground). Mick Prior.





Max is busy working on the angles for the supports in the Llangollen Railway workshops. Quentin McGuinness.

We have a set of connecting rods in our possession and these still need to be paid for. We have until March next year to pay for these or we will lose our £1,000 deposit which secured them for No. 6880 from another GW loco group. See the parts sponsorship list alongside and if you can help, please do get in touch. This really is urgent, because if we lose the rods it will put the completion date back considerably.

The volunteers have also been busy on the various working weekends this year. Max Trench and Mick Prior have been cutting and forming the hanging bar stiffener plates and support angles, which support the footplate (see Pete Simpson's drawing).

Quentin McGuinness and Chris Moore have removed the vacuum brake cylinder from No. 5952 *Cogan Hall*, which required first removing the cylinder bottom cover and piston. These are now

being assessed for refurbishment for use on No. 6880.

Meanwhile a full inventory of all the locomotive parts in the Society's ownership has been produced, with all parts cleaned, labelled and neatly stored in the container at Llangollen.

The collection of relevant 'Grange' drawings has now passed the 100 mark, but many are still needed, so if you know the whereabouts of any you think might be useful, please get in touch with a member of our engineering team.

6880 SPONSOR A PART SCHEME

There has been a good response to last autumn's appeal for parts sponsors, but more are urgently needed. Thank you to those who have been able to sponsor a part, or parts, so far. Current priorities are listed below, especially the connecting rods which we will lose if we can't raise the money by March 2014. If you are interested, please get in touch via the contact details below. All sponsors will be recorded on a roll of honour.

Connecting rods: £7,000.00 each (x 2) £1,000 deposit paid, balance of £13,000 needed.

Machining of connecting rods: £6,000.00

Main leaf springs: £5,000.00 - sponsored by David Huntbatch

Bogie underkeeps: £1,100.00 each

Springs for felt clips: £128.00 per set

Spring Hanger bolt assemblies: £1,094.00 each (12 required) or can break down into component parts as follows;

Spring hanger bolts: £270.00 each

Rocking Pads and washers: £487.00 pair

Cup and Pad Assembly: £310.00 per set

Nut and Cotter: £22.00

Spring hanger casting: sponsored by Christopher Wright

Spring hanger casting, machining & fitting: sponsored by Neville Wellings

If you can help with any of these, in part or in full, please contact **Richard Cadge**, 14 Newborough Road, Shirley, Solihull, West Midlands B90 2HA, or telephone **David Huntbatch** on 07740 029447, or **Quentin McGuinness** on 07989 396577 (daytime only).



Max Trench and Mick Prior are seen preparing the angles and cutting them to size ready for fixing to the plates. Quentin McGuinness.

CLOSING THE GAP GALA

Paul Appleton

A big thank you to all members who supported the Closing the Gap Gala at the Great Central Railway North (GCRN) over the May Bank Holiday weekend of 4th to 6th May. This was a new initiative, designed to raise funds for 6880 in the 'gap' year between Steel, Steam & Stars events.

Engineering Director, Pete Thomas, is also a leading light in the Nottingham Society of Model & Experimental Engineers, who have an impressive multi gauge miniature railway system at the GCRN's Ruddington base, also known as the Nottingham Heritage Centre.

The event was put together in conjunction with the GCRN who's focus was to raise funds and awareness for the 'Bridging the Gap' project to unite the two 'halves' of the Great Central Railway by bridging the Midland Main Line at Loughborough.

The idea was to jointly run the event, share the costs and any resultant profits, apart from the three day beer festival, which was a purely 6880 initiative and run by us at our own risk.

All was going to plan until it was learnt that the star guest engine, David Shepherd's 9F No. 92220 'Black Prince' had failed at its North Norfolk Railway base with little more than two weeks

to go. It had also been agreed to stage an 'Evening with David Shepherd' on Friday 3rd May, with the artist himself delivering a talk after a ride out down the line behind his locomotive.

An alternative locomotive was found by director, David Huntbatch, in the form of Mid-Hants based 'West Country' Pacific No. 34007 *Wadebridge*, with arrangements for its move hastily organised with Andrew Goodman of Moveright International.

Meanwhile the second guest engine, as is now widely known thanks to a clip on YouTube, derailed on trap points at the GCR the weekend before the event, with damage sustained to Ivatt No. 46521's 'undercarriage' in the process, it meant that it too would be sidelined. Fortunately, the Standard Locomotive Group at Loughborough were able to offer Riddles 'Mogul' No. 78019 as a replacement, despite the fact that the GCR itself was also struggling for motive power.

With little slack in the schedule, both locomotives arrived and were prepared in time for the gala, with *Wadebridge* replacing 'Black Prince' on the David Shepherd special.

A photo charter had also been arranged, with the Bulleid 'Pacific' also standing in for the stricken '9F' and although the revenue from this was



David Shepherd officially launches the Closing the Gap gala at Ruddington on Saturday 4th May. Richard Cadge.

greatly welcomed, it caused a lot of problems setting up the exhibits and displays in the yard at Ruddington due to all of the participants' cars littered about the site whilst the group was down the line doing their stuff.

A large marquee had been erected for the various stands and to house the David Shepherd evening, and guests who had paid for the evening's entertainment were starting to arrive in the late afternoon to a scene of chaos as the yard and its approaches were filled with traction engines on low loaders trying to unload, catering trailers,

trade stands and exhibitors all trying to get to their pitches. Just when things were about to reach breaking point, the charter returned and gradually the parked cars disappeared so that exhibits could be placed in their planned positions and the evening's visitors were able to park in some kind of orderly fashion.

Meanwhile, the beer festival was set up with yours truly and Robin Matthews setting up the beer stillage on the Thursday with the various barrels of real ale that we had collected from local micro breweries in the

General view of the yard on the Sunday which was a Bus Running Day sponsored by Buses magazine. Richard Cadge.





Traction engines were part of the mix. This one is *Hildary*, a 7hp Ruston & Hornsby agricultural engine. Richard Cadge.

East Midlands. To add variety, Quentin also collected some beer from the West Midlands, including breweries in Bewdley and Bridgnorth, as well as some cider from a place near Kidderminster.

Both guest locomotives performed well over the weekend, until first *Wadebridge* failed on the bank holiday Monday morning, and then the 'Standard' 2MT failed on its first return trip, leaving just one of the GCRN's RSH 'Uglies' to handle the remaining trains with the resident diesels, the other 'Ugly' having not made it in time for the event due to late running repairs.

However, trains were well patronised along the ten mile route, with trains crossing at Rushcliffe Halt., steam locos on

the vacuum braked set of Mk.IIs with heritage diesels handling the rake of Mk.IIs. There were also five traction engines and a number of miniature traction engines to add interest to the proceedings. It wasn't just the standard gauge that featured guest locomotives, the NSMEE's three miniature gauges also featured a variety of engines, including guest locomotives and trains were packed over the whole weekend. A Gauge One live steam layout was also in operation as were a number of model railway layouts in the resident club's building.

Another resident group, the NHC's Transport Group, had their doors open all weekend with a fine display of buses and commercial vehicles, enhanced on the Sunday by a



There was a great atmosphere at night in the engine shed. Here the *Jumping Jax* perform at the beer festival. Richard Cadge.



Guest engine 'Taw' from the National Railway Museum kept visitors happy, including 6880 membership secretary and treasurer, Richard Cadge, seen just behind the driver. Quentin McGuinness.



bus running day, sponsored by *Buses* magazine, where around 15 visiting vehicles added to the attraction with some offering visitors free round trips on a circuit taking in Rushcliffe Halt, which meant you could use both train and bus to complete a round journey.

Vintage and classic cars, plus indoor and outdoor sales stands completed the line up, whilst outside the beer festival, which was set up in the engine shed, there was a fairground organ and each day, the traction engines gathered in front of the shed doors to add to the atmosphere, especially enjoyable in the evening after dark, when bands added to the entertainment on a stage set up in the engine shed, which also housed out of ticket locos and 2' 3" gauge *Sir Haydn* from the Tallylyn Railway, which has been doing something of a fundraising tour of preserved railways and steam centres throughout 2013.

The weather was generally well behaved throughout the weekend and those who attended agreed that it was an enjoyable event with good potential for the future. Although the event itself only made a modest profit, the beer festival sold completely out by Monday afternoon, and made a decent return for 6880, whilst



A4 Lord Farrington is seen in action on Ruddington's impressive miniature railway system. **Quentin McGuinness.**

the GCRN were delighted with the way the event raised the line's profile and also raised awareness of the Bridge Appeal, which is now very much in the news with funds coming in quickly now that permission has been forthcoming to erect

the two ex-Reading bridge sections over the main line at Loughborough.

Overall the event was a great success, with the 6880 sales stand, organised by Quentin and Liz also raising much-needed funds for *Betton Grange*. Thanks

are due to all those who gave their time to help out, especially Robin Matthews, Mick Prior, xxx x,xxxx,xxxx,xxx,xxx,xxx,xx x,xxxx,xxx,xxx. It is too early to say, but if we do another one in 2015, make sure you come along and join in the fun!

Ex-SR 'West Country' No. 34007 Wadebridge from the Mid Hants Railway saved the day, standing in for the failed **Ex-BR 9F No. 92203 'Black Prince'**. **David Huntbatch.**



'BRIDGE TO THE FUTURE'

Tom Ingall from the Great Central Railway reports on the railway's long held vision to reunite two sections of the line at Loughborough. It's a project which is finally moving ahead, with Network Rail's commitment to build a new bridge over the Midland Main Line.

Back in May, the Betton Grange society was at the Great Central Railway (Nottingham) for the Closing the Gap gala. It's good to see your locomotive coming together confidently. Now through the good offices of your Editor we'd like to tell you about our big project, which after many years of work, is ready to go forward. After the Bluebell Railway's connection to East Grinstead and the reconstruction of the Welsh Highland Railway, it's the next big heritage railway infrastructure project.

As you may know there are currently two lengthy section of the GCR in existence. The southern section runs between Loughborough and Leicester and is partly double tracked. At Leicester, plans are developing quickly for another substantial annexe of the National Railway Museum. Meanwhile, north of Loughborough running towards Nottingham is another ten mile line – and at the northern terminus is Ruddington, site of the 'Gap Gala', home to a developing transport collection and an excellent miniature railway system.

Of course, as built these railways were connected, but after closure of the Great Central route in 1969 the track and infrastructure between them was removed. It's a distance of only five hundred metres, but they couldn't have picked a more complex section to take away! Between the two railheads, we need to refurbish an existing canal bridge, reconstruct a 300m embankment, build a new bridge over a small road and then, to cap it all, build a new rail bridge across the four tracks of the Midland Main Line. Once connected, another existing bridge requires refurbishment. For years, while everyone thought it was a good idea, the complexities – and the expense of it – meant progress was limited to offstage negotiation and planning.

However, in June we were able to announce a huge step forward: Network Rail are to build the bridge over the Midland Line and they'll have it done by 2015. As they prepare to electrify the Midland route, the ideal opportunity has arisen to get the job done. Who better indeed



to do it? As the experts – not to mention the controller of the infrastructure we need to cross, they will be in a prime position to help. We are working towards a cost of £1m, again far more achievable than has previously been discussed. This is because two previously recovered bridge decks will be used. These came from Caversham Road in Reading. They will be placed end to end over the Midland, with a central pier to support them, making a single track link. New abutments will be built north and south of the bridge, ready for future works.

Now of course, building the bridge doesn't immediately mean we can sell you a ticket for the train. Once it's in place there is still the rest of the physical work to do. However, we believe it is the key that unlocks the rest of the project. Without a bridge there never will be a link! We're not going to let it stand there either. Detailed planning has already taken place for the other

elements of the scheme and we believe momentum towards a 'golden spike' will increase once this publicity-grabbing element is complete.

So, now we need to raise one million pounds by 2015. We are off to a fantastic start, with donations passing through the six figure mark in just a couple of weeks (reported to be £150k at time of going to press – Ed). Donating to any cause is of course a personal matter; your society will be calling on your time, commitment and money already. We believe though our project presents an opportunity for railway preservation to show when enough like minded people come together, anything is possible. With strength of numbers from our friends right across the country, we can and will do this. For example if everyone reading this now gave fifty pounds, the appeal would take a huge leap forward. Anything we raise over and above the million pounds will be spent on another element of

the reunification project, taking us closer to the day we can run that first train. Any donation you can give is appreciated and makes a difference.

You can read much more about the project and the appeal at www.gcrailway.co.uk/unify and that's also the place to head to donate online using a credit/debit card. Click on the 'donate' button. Alternatively, if you prefer, at the same page you can download an appeal form, print it out, fill it in and send a cheque (made payable to the David Clarke Railway Trust) to 'Bridge to the Future' appeal, Lovatt House, 3 Wharfedale Road, Loughborough, Leics, LE11 1SL. Alternatively, a standing order is a great way of giving a small amount of money every month, building up to a very special contribution.

* A word about the David Clarke Railway Trust mentioned above. The DCRT is the supporting charity of the GCR. This means, if you are a UK taxpayer and can make the gift aid declaration, the government will top up anything you give by 25%. You tick a box, we do the legwork and it costs you nothing at all – but makes a major difference to the appeal total.

To conclude, there is a danger that this might all sound like an adventure to acquire a longer train set, but look at the bigger picture. The resulting 18 mile line which will be created will have a connection to the national network, locomotives will be able to come and go – and be serviced at facilities which have a high regard in the preservation movement. Parts of the line can be used to test at high speed, meaning locomotives can undergo shakedown testing after repair and earn revenue on heritage services between main line turns. Add into that the transport collections at the northern and southern terminus and we feel what's being created is a national resource for the heritage movement.

No 6880 would be most welcome to stretch her wheels over our main line, triumphantly carried aloft over the Midland Main Line, while modern units dash underneath at 100mph. The very best of luck with your endeavours and I do hope you will support us in ours.



Two Betton Grange Society members' weddings have taken place this summer. Chris Morre & Lynn Oldham (on right of picture) were married at the Llangollen Railway on Saturday 29th June,

whilst Society Chairman, Quentin McGuinness & Liz Curtis were married the weekend after, on 6th July at the nearby Hand Hotel. Congratulations to both couples!

6880 SPONSOR A PART SCHEME

One great way of helping progress the completion of No. 6880 is by sponsoring or part-sponsoring one or more locomotive part(s). Current priorities are listed below. If you are interested, please get in touch via the contact details below.

Main leaf springs: £5,000.00 - SPONSORED, THANK YOU!

Bogie underkeeps: £1,100.00 each (four needed)

Springs for felt clips: £128.00 per set

Spring Hanger bolt assemblies: £1,094.00 each (12 required) or can break down into component parts as follows;

Spring hanger bolts: £270.00 each

Rocking Pads and washers: £487.00 pair

Cup and Pad Assembly: £310.00 per set

Nut and Cotter: £22.00

Connecting rods: £7,000.00 each

(x 2, already sourced but need paying for)

Machining of connecting rods: £6,000.00

If you can help with any of these, in part or in full, please contact **Richard Cadge**, 14 Newborough Road, Shirley, Solihull, West Midlands B90 2HA, or telephone **David Huntbatch** on 07740 029447, or **Quentin McGuinness** on 07989 396577 (daytime only).

CLOTHING AND DVDS FOR SALE

Revenue from clothing and DVD sales keep the Society's funds ticking along. Why not treat yourself today?

The following items are all available from stock; go to www.6880.co.uk



6880 Fleece.
Sizes available
(please state)
M/L/ or XL
£25



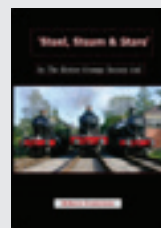
6880 Rugby shirt.
Sizes available
(please state)
M/L/ or XL
£26



6880 Baseball Cap
(one size – adjustable)
£10



Steel, Steam & Stars Tee-Shirt.
Sizes available (please state) M/L/XL
£12.50



Steel, Steam & Stars DVD
(2007)
£19.95



Steel, Steam & Stars II
3 discs (2009)
£24.95



Steel, Steam & Stars III
3 discs (2012)
£24.95



6880 Umbrella
£12.50

SALES STAND

The Society's sales stand has been busy over the summer, with the stand at the recent Llangollen Railway gala raising over £600, manned by Quentin & Liz, Pete & Kate, Phil Macey

and Terry McGuinness. A very busy autumn lies ahead with 6880 stands at STEAM Swindon, Didcot Railway Centre, Severn Valley Rly, West Somerset Rly and Great Central Rly.

WORKING PARTY DATES FOR REMAINDER OF 2013

Working weekends have been organised for 2/3 November and 23/24 November. Any members able to help out on any of the dates

will be made most welcome. To receive notification of future working parties, let us have your email details at paul.apples@virgin.net



CONTACT US

For membership upgrades or to make a donation visit www.6880.co.uk or write to
The 6880 Betton Grange (Society) Ltd, 14 Newborough Road, Shirley, Solihull, West Midlands B90 2HA.