

# Betton Grange 6880

## Building the 81st Grange



# NEWSLETTER

## Autumn 2011

### Season's Greetings to all 6880 Members!

It has been a great year for 6880 *Betton Grange* and all of her followers. The year started with manufacture of the extension frames and has ended with the manufacture of the new steel tyres for the driving wheels borrowed from the SVR's No. 7325; at the time of writing on board a ship bound for the UK with a January arrival date.

In between there has been a great deal happening, but I will leave the detail for the following engineering report. Suffice to say, we are tantalisingly close to the goal of having a rolling chassis ready for next spring.

Taking much of the organising committee's time has been preparation for the big Steel, Steam & Stars III so-called mega gala, which runs over the nine days from 21st April through to the 29th April. By 5.00pm after the spectacle of the multi-engine cavalcade, it is hoped that something close to the £60,000 required for the fabrication of 6880's new cylinders will be in the bank.

Of course the success of Steel, Steam & Stars III will depend on a number of factors. Good weather always helps, and the willingness and availability of volunteers is another. We can't do much about the first part, but we can certainly make a difference with the latter.

So far around 40 members have volunteered to help out at the gala, whether it be for one day or the whole week. Some of the tasks are certainly less than glamorous, but together we can help raise the money needed to give us the only remaining major components required to complete the project.

Those who have volunteered, incidentally, will be receiving their copy of the 'task sheet' so they can choose what they want to do, very shortly. If you haven't yet put your name forward, please do so if you can spare only a day, especially if it's on the quieter mid-week days.

There will be time for volunteers to enjoy the gala and the array of visiting locomotives and supporting attractions, so why not come over to the

beautiful Dee Valley for an extended break? Give us a few hours and the rest is yours to enjoy!

The gala is really shaping up nicely; *Tornado*, *Britannia*, 'Super D', Webb 'Coal Tank', 'N2' 0-6-2T and the 'Caley Jumbo'. Not forgetting TR No. 2 *Dolgoch* and of course the Llangollen Railway's impressive home fleet, including the return of 6880's 'sister' No. 5199 which will be specially painted in BR black for the first time just for the gala.

As well as the engines, there is the goods train with brake van opportunities, including the newly restored SR 'Queen Mary', the 'Beavertail' observation saloon and attractions at Carrog and Glyndyfrdwy, including narrow gauge and miniature steam, a vintage vehicle rally and model railway exhibition, not forgetting the beer festival at Llangollen and the evening trains that will be running throughout.

See the brochure enclosed for details of everything that is happening. If you can't come along and volunteer, then help spread the word by distributing leaflets to your local pubs, shops, TICs, library, garden centre and anywhere else you can think of. Supplies are available on request – see back page.

Finally, all being well, you should be able to see 6880 on its wheels at Llangollen during the event. Now that really will be something and a major landmark in this new-build project. We just need the money to get those cylinders made. How are you going to help?

### ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the 6880 *Betton Grange Society* will take place in Llangollen (see separate enclosure for full details) on Saturday 28th January at 1.00pm.

Paul Appleton, Editor.

Normally to be found north of the border at the Strathspey Railway, former McIntosh Caledonian 'express goods' 0-6-0 No. 828 will add a splash of colour to April's Steel, Steam & Stars III gala. Here it is seen at the Severn Valley Railway's autumn gala in September. SSSIII is likely to be the last chance to see the loco in action south of the border for some time. Jack Boskett.





**T**HE driving wheels that used to be under ex-GWR 'mogul' No. 7325 were removed from their long-term storage in the 'triangle' at Bewdley and collected from Kidderminster yard in November, bound for the South Devon Railway, where they will be cleaned up and fettled for use under No. 6880, including modification to the crank pins on the leading pair and re-machining of the axle journals.

The newly refurbished wheelsets will be ready for delivery early in the spring, so that they can be fitted under the frames in time for the Betton Grange Society-organised Steel, Steam & Stars III event in April.

Meanwhile the bogie from No. 5952 *Cogan Hall* which was stripped down, shotblasted and painted at Williton on the West Somerset Railway, is now at R H G Stone for correction to the frame alignment and refurbishment of the horn facings. The wheels have already been profiled at the South Devon Railway and returned to Williton. Completion is expected in about sixteen weeks' time, so a delivery date around mid-March is quite possible.

Meanwhile, back at Llangollen, Dave Owen and his team have been preparing and fitting the dog legs to the frames for the main leaf springs. The racking plate has also been correctly made and delivered and thanks go to Pete Simpson and Pete Thomas for assisting in this matter. This is effectively the 'tray' that the cylinders are mounted on and are secured to the extension frames by large angles which are already in stock.



Drilling out the holes for the dog legs in late November. **Dave Owen.**



This view shows the centre horn guides with two of the dog legs fitted. These will carry the spring hangers. **Dave Owen.**

The main frames have also been painted, receiving their first coats of black and Venetian red, just as prescribed by Swindon (thanks to Bob Meanley of Tyseley Loco Works for research and paint specifications). On top of the frames, the running plates have

been cut to size and new bolts and fittings made to secure them in place.

Drawhooks have also been ordered for use between the locomotive and train, and these are part of a large order in conjunction with other groups

and co-ordinated by the Dinmore Manor Fund. Whilst attention is now being given to organising the axleboxes ready for when the wheels come back from Devon. We are grateful to the GWS at Didcot for allowing us to use the spare axleboxes from No. 4115 which are the correct later pattern.

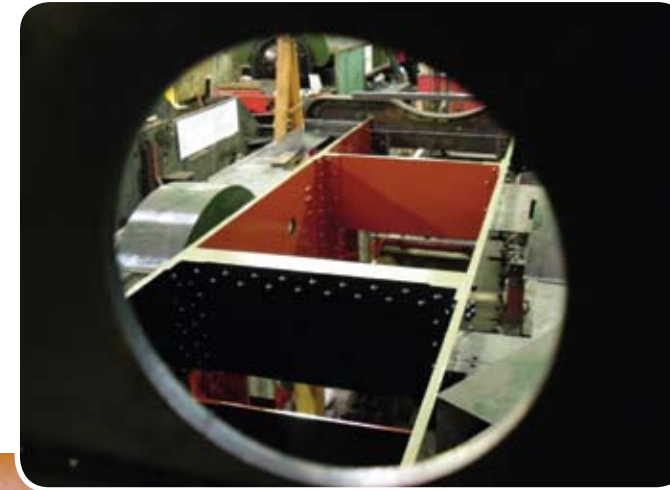
The accompanying pictures give a good idea of the recent work undertaken on the locomotive. If you would like a visual tour of the frames in the workshop at



The newly fabricated racking plate that will attach to the extension frames and support the new cylinders

Through the key hole. Seen from the the footplate of 6880, the frames are moving towards completion. **Mick Prior**

Llangollen, visit our new website at [www.6880.co.uk](http://www.6880.co.uk) where you can watch a short video tour of the locomotive frames, recently filmed by David Huntbatch. We are striving to update the website every time something happens, so make sure you log on regularly to get the latest 6880 news.



Painting in progress at Llangollen on 25th November. **Mick Prior.**

Below: In between the frames, showing a fresh coat of Venetian red paint. **Mick Prior.**



## GALA LINE UP

The line up for Steel, Steam & Stars III, running from 21st-29th April 2012 currently looks like this;

### Visitors

Standard Gauge;

BR(ER) 'A1' class 4-6-2 No. 60163 *Tornado*  
BR Standard '7MT' class 4-6-2 No. 70000 *Britannia*  
Ex-LNWR/LMS 'G2a' class 0-8-0 'Super D' No. 49395  
Ex-LNWR/LMS '2F' class 0-6-2T 'Coal Tank' No. 58926  
Ex-GNR/LNER 'N2' class 0-6-2T 'Suburban Tank' No. 1744  
Ex-CR/LMS '812' class 0-6-0 'Caley Express Goods' No. 828

Narrow Gauge;

TR 2' 3" gauge Fletcher Jennings No. 2 *Dolgoch*

### Residents

Standard Gauge;

BR(WR) 78xx class 4-6-0 No. 7822 *Foxcote Manor*  
Ex-LMS '5MT' class 4-6-0 'Black 5' No. 44806  
Ex-GWR '2884' class 2-8-0 'Heavy Freight' No. 3802  
Ex-GWR 64xx class 0-6-0PT No. 6430 (on auto trains)  
BR '4MT' class 2-6-4T 'Passenger Tank' No. 80072  
Ex-GWR '5101' class 2-6-2T No. 5199 (in BR black for first time)  
Ex-GWR '5101' class 2-6-2T No. 4141 (subject to completion of overhaul)

It is also possible that we might see two other narrow gauge locomotives at Carrog, including one from the Ffestiniog /Welsh Highland Railway – watch this space! (well, the web site and the national railway press will probably deliver the news quicker!!).

The model railway exhibition at Glyndyfrdwy so far has seven layouts booked, ranging from 'N' gauge to 'G' scale, whilst the vintage vehicle exhibits are booking in nicely, so this will be a real focal point of the event.

For regular SSS3 updates visit [www.6880.co.uk](http://www.6880.co.uk)



## BOOK REVIEW

# STEAM'S NEW DAWN

By Robin Jones, ISBN 978 0 85704 125 8,  
Published by Halsgrove (Tel: 01823 653777)  
Price £16.99. 144pp, hardback with dust cover.

Now here's a book that will interest Betton Grange Society members and anyone interested in new-build steam.

*Heritage Railway* magazine editor, Robin Jones, has produced a most interesting album covering all of the current new build projects, including all those that have been completed and those that are still very much at the planning stage.

It is easy to forget that the UK's private railways have been building new locomotives for many years, starting perhaps in 1966 with *River Mite* at the Ravenglass & Eskdale Railway. Yes there have been replicas of *Rocket* and others over the years, but *River Mite* was built to run regular services on the line in the heritage era and was built by Clarkson of York to an earlier Davey Paxman design of 1923.

Then we have the new double Fairlies, built at Boston Lodge in the 1970s and 1990s, whilst at the other extreme we have the broad gauge replica *Iron Duke*, which resides at the NRM, and *Fire Fly*, which can be seen in action at Didcot.

Each of these has its own chapter, as does our very own No. 6880 *Betton Grange*,

which is chapter six and entitled 'GWR Mix and Match: A New Grange'. This gives a very good overview of the story behind the formation of the Society and its progress over the years, which also included the latest developments in 2011.

*Lady of Legend, County of Glamorgan, Beachy Head, Tornado, the Railmotor, The Unknown Warrior,*

### CHAPTER SIX GWR MIX AND MATCH: A NEW GRANGE



The end of Betton Grange at the junction to the Llangollen workshops, 1983-1985

WITH THE CLIMAX OF THE Woodhead's completion on the horizon in the late 1920s, there were still several existing locomotives yet to find a home.

When the supply of Barry steam engines dwindled to less than 50 by the middle of the decade, the former Barry Challenge Centre Council and the WUSA Industrial and Maritime Museum became sufficiently concerned that some had been earmarked for homes in Wales.

The locomotives, not the best of the Barry stock by any means, were bought by the council for £20,000 each from the former National Heritage Memorial Fund for a Wales Railway Centre project in Cardiff.

They comprised GWR 2-6-0 No. 2061, GWR 2-4-2T No. 4119 and 5510; GWR 2-4-0T No. 5221; GWR 0-6-2T No. 6086, WR Standard Hall No. 7021; Midland Rail LMS Stock Year 4-0-0 No. 4490; LMS Stanier HP 2-6-0 No. 9510; BR Standard 2-6-0T No. 9510 and BR Standard HP 2-6-0 No. 9223.

In 1979, the Swansea Historic Railway Society had been formed at Bore Road station in Cardiff's docklands. The aim was to rescue the then derelict Taff Vale Railway station, and establish a steam hauled passenger service to Cardiff's Quays Street station. By 1980, a short section of track existed, and the industrial Puffin 6-6-0 No. 1879 of 1912 for Great Eastern had been purchased.

However, by 1981, the Cardiff Bay Development Corporation, by then given responsibility for the redevelopment of Swansea, and made it clear that neither the steam railway nor the museum larger figured in the plans for the area.

Although the local council retained ownership of the Barry T9 locomotives as they came to be called, they were handed into the custody of the Swansea group after the museum plans collapsed.

With the Barrymen actively looking for a new home, it begged the Vale of Glamorgan Council, which had inherited the open locomotives, to allow the site on Barry Island to create a working railway heritage centre as a centrepiece in the plans for the future of the valley station. The society was reorganised as the Vale of Glamorgan Railway Company, later the Barry Island Railway.

The Barry T9, which had been saved from the quarry's stock, eventually ended up back on Barry at a track, although for a few years they were stored in a warehouse on the Tolly Trading Estate just outside the town.

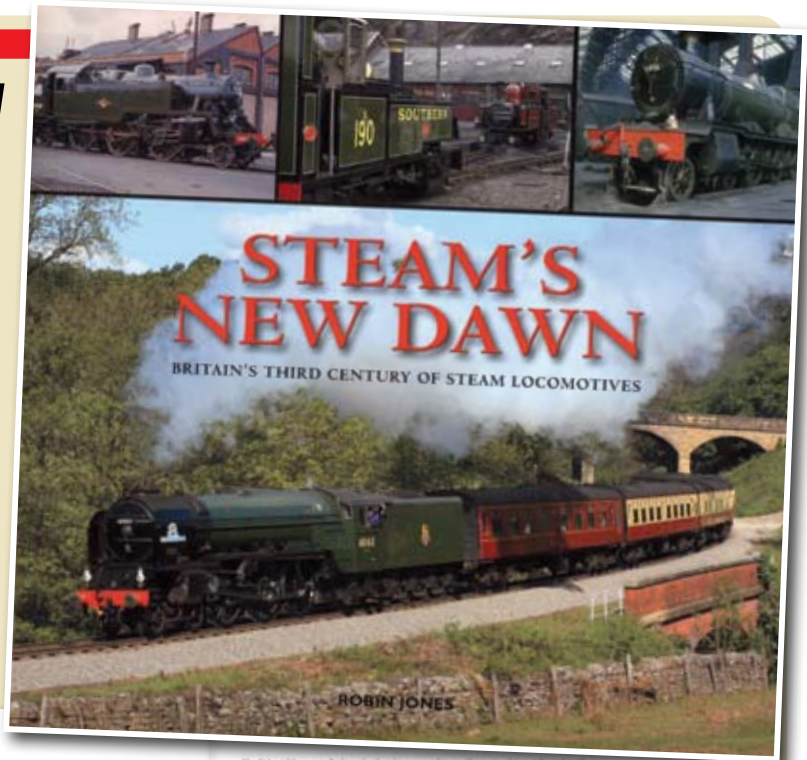
*Hengist*, the 'F5' and Standard '3MT' tanks are amongst the many projects that are discussed in detail.

Each chapter is full of information, supported with interesting photographs and

historical background where appropriate. The book is very nicely presented and gives a very good overview of all the known projects, even alluding to plans for a new LNER 'P2' Mikado and the 'Baby Deltic' being grafted

from a redundant class 37 and a sole surviving Napier T9-29 engine.

Original and certainly different as railway books go, it is definitely recommended for fans of the new-build phenomena. **PA**



The Vale of Glamorgan Railway developed a working line connecting communities through the valley, serving people with Network Rail's Barry Island branch and linking Barry the town to the coast. However, funds were scarce, and there was no hope of raising sufficient money to restore even one of the British Railways, at a cost of between £100,000-£150,000.

For many years, the fate of the locomotives was out of the question, because the remaining locomotives languished up to mid 1980. The Heritage Lottery Fund, the successor to the National Heritage Memorial Fund, and the council would both have to give permission, and would need convincing that they would go as good as new.

In the early twenty first century, railway enthusiast John Brown, who later Caroline Thompson was seen at Barry Island Railway, came up with the idea of restoring all the six locomotives in their own right, but again drawing on the LNER policy of standardised parts, from companies that had a proven track record.

A steam train under the cover of a shop, more an illustration that a GWR 2-6-0 No. 5470, Swansea Railway, 1985



## FORTHCOMING EVENTS

- 21st – 22nd January:** Leamington Model Railway Exhibition. Sales stand.
- 27th – 29th January:** Great Central Railway Gala sales stand.
- 28th January:** The Annual General Meeting of the 6880 Betton Grange Society, Llangollen at 1.00pm.
- 28th – 29th January:** Working Weekend at the Llangollen Railway workshops.
- 4th – 5th February:** Stafford Model Railway Exhibition stand present.
- 10th – 12th February:** Keighley & Worth Valley Rly Gala TBC.
- 25th – 26th February:** Working Weekend at the Llangollen Railway workshops.
- 9th March:** Evening Talk at Shrewsbury Railway Society
- 17th – 18th March:** Working Weekend at the Llangollen Railway workshops.

- 29th March:** Evening Talk at SDR Midlands Group - Bentley Heath.
- 21st – 29th April:** Steel, Steam & Stars III. This is one event that is not to be missed!

### CAN YOU HELP AT STEEL, STEAM & STARS III?

Please let us know at paul.apples@virgin.net or contact Paul on 07887 922415. Please note, if you have already put your name forward, you will receive an information pack under separate cover shortly.

### CAN YOU DISTRIBUTE LEAFLETS FOR THE EVENT?

Contact Quentin McGuinness on 07989 396577 or via the society web site at www.6880.co.uk