

Betton Grange 6880 Building the 81st Grange



Metal being poured for the first of 6880's new cylinders at Coupe Foundry on October 15, 2014. ANDREW FOWLER

Autumn Newsletter 2014



PLENTY HAPPENING!

2014 has proved to be a busy year for the Society and the building of your locomotive.

Progress at Llangollen has been cracking on under the leadership of new Engineering Director, Chris Moore, with the highlight being the outstanding progress made in producing the new cylinders for No. 6880.

It was decided to launch a dedicated Cylinder Appeal for the outstanding £20,000 needed to get them made, so the 200 Club was launched and thanks to the generosity of members and other supporters, including the readers of *Heritage Railway* and *The Railway Magazine*, and members of our host railway at Llangollen, the target was soon achieved and indeed passed!

This has enabled work on the 3D designs to be progressed to a conclusion, polystyrene patterns made at Premier Patterns in the West Midlands, and the pouring of the first metal at Coupe Foundry in Preston.

As you can see from the picture, the sparks were flying as metal for the first of the cylinders was poured on Wednesday, October 15 and after a few days cooling down, the casting was liberated from its sand pit, still quite warm to the touch.

The second pattern has also arrived at Coupe Foundry and is expected to be poured by the time you read this. Both cylinders will then go for machining and will hopefully arrive at Llangollen early in the New Year, ready to go onto the frames.

There is still plenty to do on the bottom end, but thoughts are now turning to the boiler, so watch this space for the launch of another dedicated funding appeal. Meanwhile we are keen to get as many parts as possible made or purchased so that when they are needed they can go straight onto the loco from stores, so if you can sponsor a part please do.

The fourth of our Steel, Steam & Stars mega gala events is at an advanced stage of planning and represents a wonderful opportunity to raise a

substantial part of the funding needed for the boiler. If you can give just a few hours of your time to help steward or sell programmes it really will make a difference, so put the dates in your diary and let Liz know when you are able to come along.

Lastly a bit of housekeeping: the cost of printing and mailing this Newsletter has increased massively over the last couple of years, using up valuable funds that could be diverted elsewhere to help build No. 6880. We are committed to keeping supporters informed, but would prefer to be able to send it out in future as a printable email attachment. If you are prepared to receive future issues this way then you will be helping to save costs. Please send your email details and permission for us to send you emails with 6880 Betton Grange News and Updates to richard@cadge.co.uk Those of you who prefer to receive a printed paper version may still do so.

Paul Appleton, Editor

CHAIRMAN'S WELCOME

A few months have gone by and further changes to the team have occurred, with the Cylinder Appeal bringing a new working member to the team in the shape of Paul Nichols who hails from Basingstoke. Paul has quickly become a very valued member of the team. Other new volunteers who regularly attend are Dr. Martyn Broad and David Dilnot.

At Board level, Pete Thomas announced he would be stepping down as Engineering Director due to increasing ill-health and other business and family commitments. We are very grateful for all the preparatory work on the cylinder production and for

finding Elliott Powick who continued Pete Simpson's work on the 3D drawings.

The 6880 Board have invited Chris Moore to take on the Engineering Director's position which he has accepted. Formal election will take place at the next AGM.

Chris will report fully on the latest situation with the cylinders and as Chairman I am pleased that we have such an enthusiastic and dedicated person leading this important stage of the construction.

Apart from the focus on the successful production of the cylinders, the most significant news is the agreement with the Llangollen Railway to hold another Steel, Steam & Stars event in March next year. I am

grateful to my wife Liz for taking on an admin role to ensure timely completion of all the associated tasks.

With the cylinders on their way and an SSS event next Spring, can I appeal to every member to get behind the project and give us a little of your time to make the most of this fundraising opportunity?

I would like to close by saying what a fantastic response we had to the cylinder appeal and I would like to thank everyone who contributed. I am looking forward to our next appeal as this will mean we are nearer completion. Look out for something special at SSSIV!

Quentin McGuinness, Chairman





ABOVE: The first guest locomotive to be confirmed for Steel, Steam & Stars IV is ex-GWR 'Collett Goods' No. 3205 from the South Devon Railway. QUENTIN MCGUINNESS

BELOW RIGHT: The largest locomotive is likely to be '9F' 2-10-0 No. 92212 from the Mid Hants Railways, the first of its type since No. 92203 in 1998 to run on the Llangollen Railway. QUENTIN MCGUINNESS

Essential to our planned auto-trains is ex-GWR I4xx 0-4-2T No. 1450, these days running in lined BR livery. PAUL APPLETON

STEEL, STEAM & STARS IV

After protracted negotiations with Llangollen Railway during the Summer, I am pleased to say we have another opportunity to stage our well-known and well-loved SSS gala. This will be our fourth and it will enable us to exhibit the loco and show everyone the fantastic progress we have made. SSSIV will also allow us to raise much needed funds to continue at our increased pace. Our unique branded SSS Galas have been the subject of conversation at every sales event we have attended this season with lots of people asking us when the next event is going to happen.

There is, as always, a great opportunity for fundraising and hopefully attracting some new members and sponsorship of parts. But our galas do rely on a good quantity of willing helpers from our membership to allow it to happen and be successful. If everyone is tied up on operational duties such as helping marshalling stations, car parking, driving the locos and working on the stations then we will lose the chance to shake the donations bucket! So if you want to make a difference, please put it in your diary and join the team!

The event has been reduced from our previous nine-day marathon to two long weekends. This

helps reduce the staff requirement and avoids us having to take too much time off work. It is earlier in the year due to the Railway having its own anniversary event at the end of May.

So far we have booked four guest locomotives and await news on a fifth. These are BR '9F' 2-10-0 No. 92212 from the Mid-Hants Railway, newly restored ex-SR 4-6-2 34092 'Wells' (normally named *City of Wells*) from the Keighley & Worth Valley Railway, Collett 0-6-0 No. 3205 from the South Devon Railway and Mike Little's ex-GWR 0-4-2T No. 1450 which is currently based at the Severn Valley Railway.

The Llangollen Railway will be officially opened to Corwen on March 1, 2015 so the event will feature trains running along the new extension to Corwen East. We hope to host the usual features such as a Real Ale Festival and freight train rides, trade stands and miniature railway. The website will be updated as the contents are approved. Keep your eyes peeled and buy your tickets early - it is going to be a fantastic and exciting event full of Steel, Steam and Stars!

Quentin McGuinness





Chris Moore

Engineering Director

Premier Patterns have now completed both cylinder patterns and the first one has been cast at Coupe Foundry, so by the time you read this we shall all have witnessed the first 'Grange' cylinder to exist since 1966, all assuming it has hatched out properly - everything crossed!!!!

We hope to have cast the second cylinder by two or three weeks later, once the first one has been carefully examined. Final considerations are being given to who we shall be placing the cylinders with for machining.

The success of the Cylinder Appeal means that we have also been able to fund both motion brackets. The pattern is now complete and we intend to place the order as soon as quotes have been received and considered. An appeal for sponsorship or contributions towards other essential parts has also been launched.

The Fire Iron Tunnel is now in position on the locomotive and awaits final fitting, two more new splashers, complete with beading have been made and fitted.

The coupling rods have received attention and repair by Llangollen Engineering's workshop staff and new gradient pins are being produced at Tyseley Locomotive Works, so a trial fitting is not too far away. New Belleville washers have been made and collected for the crankpins and consideration is being

given to manufacturing new front crankpin nuts of correct appearance, (different to those on the '5101' class).

The repair/overhaul of the expansion links is nearly complete at Tyseley and we look forward to their return and fitment. The order to overhaul and repair the eccentric straps has been placed with Llangollen Engineering.

We are developing a pattern for the screw reverser handle and also a pattern for the rocking lever bearing caps. We expect to produce these items in the next few months. The brake hanger brackets which were obtained partially machined in earlier days are now being finished off and will be fitted in due course. Work also continues on dismantling *Cogan Hall* ready for its boiler lift and component salvage for repair, use, storage, or copying. We have also purchased the first new parts for eventual use on 'Cogan', taking advantage of better costs for small batches of parts. YES I very much intend to repair *Cogan Hall* after *Betton Grange* has been completed!

SSS4 is now looming ever nearer and there is much to do in order to present No. 6880 *Betton Grange* as favourably as possible at the event. More working weekends will be announced for 2015 very soon, with greater frequency. We need as much help as possible and very much thank all of you who have given your time.

Get it Steaming!



The first of the new splashers just after being welded together by a rather pleased looking Geoff Madden. CHRIS MOORE



The polystyrene pattern for the first cylinder is just about complete at Premier Patterns. CHRIS MOORE



The pattern is buried in sand, ready for the metal to be poured. CHRIS MOORE



LEFT: It's a big b****. It just about fits in the van ready for transporting to Coupe Foundry in Preston. CHRIS MOORE

ABOVE: Work started on cleaning up the first casting on October 27. Here the casting lugs are being removed. CHRIS MOORE

With the 'Grange' build gathering momentum and several of the larger aspects of the locomotive now financed, the huge expense of a boiler overhaul looms ever nearer and when that time comes it will take all our efforts to finance this. In the meantime, however, and in order to finish *Betton Grange* within our intended timescale it is desirable to amass as many of the smaller parts that we are going to need as possible in the near future.

I therefore introduce our 'On the Shelf List' and invite any contributions you may be willing to make to any item on this list, which will be updated from time to time and your name will be shown as a contributor or remain as anonymous if you so desire.

In addition to the items to the right we still require two Valve Extension Bars, these are the hockey stick shaped items between the locomotive frames and are unique to the Grange/Manor classes. The costs are still under investigation.

Valve Extension Bar	LHS	T.B.A.
Valve Extension Bar	RHS	T.B.A.

All enquiries please to Chris on 01253 884218 or 07932 797 791, or email chrismoore-1950@live.co.uk, or Richard Cadge at richard@cadge.co.uk or write to The Betton Grange (Society) Ltd., 14 Newborough Road, Shirley, Solihull, West Midlands B90 2HA.

ON THE SHELF LIST

ITEM	COST	QUANTITY
Boiler Steam Fountain Casting	£430.00	1
Steam Heat Elbow Casting	£55.00	1
Steam Heat Shut Off Cock Casting	£50.00	1
Injector Steam Valve Casting	£85.00	2
Whistle valve Components	£71.50	2
Whistle Valve Mounting Elbow Casting	£70.00	2
Condensing coil 3-way Isolator valve casting	£75.00	1
Blower Valve, fully machined	£500.00	1
Cylinder drain cock casting and spring	£81.00	6
Smoke box blower feed elbow casting	£40.00	1
Smoke box lubrication feed casting	£80.00	2
Smoke box regulator oil feed	£50.00	1
Elbow for regulator oil feed	£30.00	1
J Cocks castings	£90.00	1
Smoke Box Steam lance cock casting	£60.00	1
Coal Watering/Pep-pipe cock casting	£65.00	1
W valve for 5 feed lubricator set up and springs	£184.00	1
Lubricator warming cock and hand wheel	£50.00	1
Boiler top whistle mounting elbow casting	£40.00	2
Boiler top whistle mounting steel bracket	£35.00	1
Set of 5 feed lubricator castings	£800.00	1
Safety Valve Assembly Castings and springs	T.B.A.	
TOTAL VALUE OF ALL PARTS IN LIST	£3,693.00	

No. 6832 Brockton Grange seen in action on a fitted freight in 1962.



THE BOOK OF THE GRANGE 4-6-0S

BY IAN SIXSMITH

PUBLISHED BY IRWELL PRESS LTD

ISBN: 978-1-906919-68-9

A4 FORMAT, 176 PAGES, PLUS HARD BACK COVERS. APPROX 222 MONO IMAGES.

PRICE: £27.95

It is a pretty safe bet that if you are a member of the 6880 Betton Grange Society then you are interested in 'Grange' class locomotives, so this new book should be of great appeal. What's more, you can help raise money for No. 6880 by purchasing your copy from the Society.

The book is the latest in the growing library of 'The Book of...' series published by Irwell Press and mimics the same, easy-to-follow format as previous books in the series.

As well as a very detailed and useful overview of the class history, the author and his associates have gone to painstaking trouble to provide a potted history of each member of the class, with supporting photographs, depot allocations, information on things like major repairs and overhauls, the tenders each was paired with and ultimately, withdrawal and disposal.

Although each individual locomotive history is in itself interesting, there is also much to be learnt about the class in general. For example that the GWR planned to build 100 of them, but plans for the remainder were spoiled by the onset of the Second World War. The 'Granges' were part of the master plan to replace the ageing, though very useful, mixed traffic 2-6-0 'moguls' along with the new 'Manor' class locomotives, which it was thought could ultimately reach 300 units. In the end neither the 'Granges' nor the 'Manors' got beyond the respective 80 and 30 class members, and many of the Collett 2-6-0s remained in service rather than being scrapped as had been the case at the start of the 'Grange' build programme in 1936.

Another interesting gem is that it was rare for a 'Grange' to leave the workshops with the same tender it entered with. Tenders lasted longer than locomotives, so early 'Granges' were paired with older Churchward tenders of the 3,500 gallon variety. There was also a Collett 'intermediate'



tender that looked like a 4,000 gallon tender but was in fact a little shorter in height and also carried 3,500 gallons of water. Most 'Granges' ended up with the high-sided 4,000 gallon version, but the records show that any combination was possible at any time, so there is plenty of scope for tender pairings with No. 6880!

The book is full of information and is illustrated throughout with good quality black and white pictures that between them show every 'Grange' variant (there weren't too many) and at least two pictures of each of the 'Granges'. Even our own No. 6880 gets a plug in there as addressing what the book calls the "glaring omission in the ranks of preserved steam".

Thoroughly recommended to anyone interested in these fine machines. PA

**GO TO THE WEBSITE AT
WWW.6880.CO.UK AND
ORDER YOUR COPY NOW!**



Classy crockery from the GWR Recreations China range. The coffee mugs shown here are £9.95 plus £3.25 p&p.



Egg Cup and Stand £13.95 plus £3.25p&p.

Liz McGuinness

2014 has been another great year for the 6880 sales stand and I would like to thank everyone that has given their time to come and help. We have had some great times and visited many different railway events in the process.

This year so far we have raised £6,114.32, with two events still to go. This is fantastic because not only have we raised some much needed funds to help further the building of our loco, but we have also chatted to lots of people and we have gained six new members, which is absolutely wonderful.

I would genuinely love the sales total to be £10,000 at the end of the year, so let's have a go at reaching that magical £10,000 total. Now I can hear you all saying how can we do this with only two events to go, well here's how. Christmas is coming and if only 100 of you spent £38 each we would easily reach that target. Some ideas for how you can help to do this;

A lovely Betton Grange fleece in Red, Green or Black, maybe a polo shirt or an SSS I, II or III DVD (or even all three!). A beautiful teddy bear for your grandchild, wife, daughter or train mad son. A fridge magnet to make your fridge look cool. We also have the beautiful GWR recreations

China. But the best ever gift to buy a loved one, best mate or even better still, to treat yourself is a ticket for SSSIV! So go on, why not treat yourself or a loved one and bring our sales to the magic £10,000 by the end of 2014.

I am looking forward to another successful sales year in 2015 and hopefully a few new faces can be inspired to come and help out on the sales stand. It is a great way to meet new people, see some of the country's preserved railways and join in with a friendly team of fellow enthusiasts. Please let me know if you are able to help at lizzieanne1961@gmail.com or by telephone on 07880 504519.

There are also many other items available; please see our www.6880.co.uk for further details of all our sales items.

FORTHCOMING WORKING WEEKENDS

- 8/9 November
- 22/23 November
- 13/14 December

January/February dates TBA, but it is hoped to have them every other weekend in the run up to Steel, Steam & Stars IV. See web site for details www.6880.co.uk

Sales Manager



Can't miss anyone wearing one of these – the new red 6880 fleece!



We now have big and little Teds, each sporting a 6880 tee-shirt.



Tea Cup and Saucer £15.95 plus £3.25 p&p.



The new 6880 Betton Grange tea towel, a must for every kitchen.