

6880 Betton Grange

6880

## Building the 81st Grange for the 21st Century

Newsletter

Issue 10 - Summer 2007

**First, an apology.**

The lack of a hardcopy newsletter over the last twelve months can be put down to many factors, if putting on the biggest Gala in the history of Llangollen Railway isn't one of them I don't know what is. The Betton Grange society is a volunteer organisation and

although the group has grown in working members there is still no one to able take on the roll of publicity. Producing a quality newsletter is only one part of the task, and we do try to keep the website updated frequently. A little on the late side, we hope you enjoy the tenth newsletter.

**6880 Dinner**

We are proposing to have an end of year dinner for both the members of 6880 and 5199. If you are interested in this event please let us know. Contact details are available at the end of the newsletter.

**AGM**

It is proposed that we copy last years event and have the 5199 and 6880 AGM's on the same day. The date is set to be the 9th December. 5199s will be in the Morning and 6880s in the Afternoon. Confirmation and times will be advised nearer this date.

**And finally...**

A well known railway magazine has described Quentin and Will as

"two 21st century powerhouses of preservation". Please don't believe everything you read in the press as the "terrible twins", the name that was used during the run up to the gala is much more apt!



## 6880

We were pleased to see that on the run up to the Gala the frames with the stretchers were set up on the stands. This was always part of the plan to make 6880 a showpiece for the event so as the visiting enthusiast and public alike could see what was the main purpose of the gala.

From an engineering perspective the stretchers have all been reworked to bring them within the tight tolerances required by the VAB (Vehicle Acceptance Body), this work has been carried out by Llangollen Engineering with most of it being undertaken by Adam and Dan under the watchful eye of Ian Massey who know holds the position of engineering co-ordinator for the group.

The stretchers (four off) were then fitted with bolts and threaded bar on a temporary basis whilst the frames were aligned to the specified tolerances ready for riveting the whole assembly together.

Ian and Dave Owen spent some time with our VAB inspector Wayne Jones going through the work that has already been completed, and the next stages of construction. We are pleased to report Wayne has passed the frames as fit for purpose.

We also have a set of tasks to keep us busy before his next visit, these include riveting the frames together and the manufacturer and installation of the rear dragbox. We also need to have the horn-guides and horn ties cast,



**John Buxton of Cambrian Transport presenting the first Betton Grange nameplate to the society on Saturday 21st April.**

machined and fitted. With these stages completed the frames will be a stronger and more rigid unit and would also be ready to have the extension frames fitted. It is also intended to fully detube the boiler before the next VAB visit so a full inspection can take place, hopefully the wasps have vacated the home they have made inside!

The patterns for the front and middle horn-guides are completed, with the rears in the process of manufacture.

The big news is we have now taken delivery of the front bogie wheels. Discussions have been going on between ourselves and the GWS at Didcot regarding obtaining a set of 3ft diameter bogie wheels and axles for a while. Agreement was reached before the Gala, with delivery taking place

on the run up to the event. The wheels are from 7927 Willington Hall, from which we have the boiler, and they will need to be ultrasonically tested for cracks and flaws etc. We already know they will have to be retired before use.

The 6880 society would like to express its thanks to the Great Western Society for donating the 6880 Grange Project with a much needed set of wheels, something that would have cost us many thousands of pounds to manufacture from new. It is these donations that bring 6880 much closer to steaming.

Another mile stone in the construction of 6880 has been reached with the completion of what could be called one of the "sexy bits". and they don't get much sexier than a completed nameplate. Many years ago at the Didcot 2000 event, Peter Rich offered to build us a set of nameplates. Peter's enthusiasm far outweighed his health, but he had managed to get part way through the build when we realised we were asking a little bit too much of him.

At this point our copper and brass genius Trevor Tremblen, of Swindon Copper Boilers, stepped in and has now finished the job. The nameplates are being sponsored by John Buxton of Cambrian Transport and the presentation took place at Llangollen on the Saturday of the Gala.

Future progress on 6880 will involve sourcing a suitable firm to forge the extensions frames, and we have set a target completion date of April 2009, ready for display in the workshops for the next gala...

# 'Steel, Steam & Stars'



Photo: Matt Allan

## Drama in the Landscape

First without a shadow of a doubt the Gala was a success in terms of passenger figures, publicity for the Llangollen Railway, raising the profile of the 6880 project, and of course when all the final counting is done 6800 should be a lot better off!

Quentin and Myself have contributed text many times to the 6880 publicity, so as the Gala bought so many 6880/5199 supporters, old and new, together I have the pleasure in letting them tell it all in their own words.

First we have a few words for Mark Jones (Spud).

*It was the quickest week of my life, totally exhausting but utterly enjoyable.*

*It just goes to show that with hard work, determination, focus and belief (and the assistance of many like minded people) nothing is impossible. The Steel, Steam and Stars brand will now always be synonymous with pushing the boundaries, doing the extra extraordinary and giving the public something they won't see anywhere else... Watch This Space !!!*

Neil Tiley from Swindon.

*Where do I start?*

*From the very first news of the gala being proposed, my excitement and involvement with the event was immense but mainly in a 'behind the scenes' capacity.*

*I became a sounding board for Quentin and Will where publicity ideas were bounced around. With my son Craig being the in house designer, I often found myself also putting ideas into the ever increasing melting pot. Making subtle suggestions on some of the design work was difficult with the knowledge that both Craig and Q were the absolute masters of this game!*

*After starting and continually updating the massive National Preservation Steel, Steam and Stars Gala thread, I found myself eating and sleeping the Gala for months on end.*

*With our Gala Website, I found myself researching and contributing a lot of material. I passed these on to Gary who developed the superb site. Proof reading the website became another of my regular tasks.*

*What a gala !*

*On the final day of the Gala, the cavalcade running into Carrog, brought a tear to my eyes. The second run-past (curtain bow) that took place was sheer theatre. Even though the Gala took up a lot of my time, boy-o-boy it was really worth it.*

*The massive sense of achievement has been just so overwhelming. After SSS I went to the G&W Gala with a big smile on my face in the knowledge I was part of The Gala of 2007.*

*Roll on 2009 !*

Jonathan Kerr.

Jonathan joined the 6880 group early this year and soon found himself taking tenders apart and working out timetables. Obviously the quiet life is not for him. This account is quite a long one but it gives you insight to the whole event, and comes from someone who is only 19 years old.

*Well, where do I begin? So tired and can't believe it's all over. Best fun I've had for a while. Best thing I can do is give a summary of the weekend.*

Thursday

*Photo shoot which didn't go exactly to plan.*

*Still got a fair bit in and photographers seemed to enjoy the evening.*

*The incident involving a pit and a certain member of a certain magazine will remain long in the memory of many.*

Friday

*Started off brilliantly. With Foxcot Manor standing in for 34081 Best departure of the entire weekend. 34081 sadly had problems later with the brakes on 3 coaches of the 8 coach set and the Bulleid itself. Later on 1450 failed with brake problems and this coincided with problems in Goods Junction Box from what I understand, which is why there was such a long delay. However the run on the freight with 78019 in the dark was amazing. Myself, Neil and Craig, and Will were on the front*



brake van and going through Berwyn tunnel was brilliant. Steel Steam & Stars was living up to its name, leaving Glynffrdwy with the return when sparks started coming out of the chimney of 78019. There was also the incident with a certain person's change in the beer festival earlier in the evening which was rather amusing too.

#### Saturday

Coming onto shed on the Fri night the 34081 boys noticed a leak or something which was felt needed to be fixed. The decision was made to fix this problem which meant she missed her morning run. The boys did a great job and found time to solve the brake issue too and so she was able to do her afternoon run. The 'sarcastic' clapping as the Bulleid came into Llangollen was actually one of the gala organisers (Will) applauding the crews for fixing her. If it was not for them she would not have run Saturday at all. As she was our main guest loco it was decided to give her an extra run, so she replaced 5643 later on. There were a few complaints but we felt she deserved an extra run for all the hard work the support crew had given. As was correctly observed the crew of 5643 were asked first and they were happy to do this. I myself though missed this run as I was on the footplate of 7822 on the departure before this. I do not regret this one bit. Absolutely incredible and one of the best runs I have had. Was with Pete and Mark who were brilliant crew and really enjoyed this experience with them. Upon my return I retreated to the Beer Festival, Hicc!

#### Sunday

Play time in the morning for me. No duties so took the 8:00am train with 6430/9466 to Glyn where I got of. Walked to Garthydawr where I videoed 1450 on the auto-sandwich. Then sat in the rain for an hour waiting for 4160/5199. As they came through took the plastic bag covering the camera off to record but as they came into sight a drop of water fell from the tree I was standing under & landed smack bang in the middle of the lense. Not pleased. Walked back to Glyn where I got a ride up front of the Auto-sandwich to Carrog. Got off to have a look around the narrow gauge locos and one of the members from Berkeley Castle recognised me and asked 'Would you like to drive our 4700?' So with no argument there I had a play on that. Had so much fun I missed the arrival of 78019/34081 which was the main reason for me going to Carrog. Still got a picture in the station before returning to Llan behind 3802. I have never known a train to be so packed. Upon my return to Llan I helped out round the station where there help was needed there were staff shortages but we seemed to get through. I then managed to record 34081 leaving with the final train. The longest departure from Llan I have ever seen! due to copious amounts of slipping. After this we tidied up a bit before I went to Carrog with Neil. We met up with the rest of the Betton Boys where we had a play with the Berkeley guys who were fantastic and we hope to see them again. Then along came the finale. Craig and I tried to get in the field but it was £2 admission. We pointed out if it wasn't for us this would not be happening but the farmer didn't budge so we walked along the track and sat stood right next to his field. Didn't matter too much though as our results were still incredible. The sight and sound will live long in my memory. After this Craig and I got on the footplate of the returning loco's Craig on 5643 and myself on 6430. Returning to Llan was surreal. I can remember plan-

ning and writing the timetable and picturing the cavalcade. Actually experiencing it was beyond what I'd imagined. Going through Berwyn Tunnel was warm with 10 engines exhaust and your fire, but an opportunity that needed to be experienced. Returning to shed everyone including the crews we're buzzing. We couldn't believe we had pulled off.

Thanks must go to the organisers Will and Quentin. If it was not for them this would never have happened. If it was not for Will I would never have become involved with the Betton Grange Society, but now I am glad he persuaded me to join. Early indications are we did raise enough for the extension frames, which is what we set out to do. So thanks must go to everyone who attended and contributed to our cause.

There were issues with photographers who felt because they had a camera they could do as they please, and were not happy at being told otherwise. I don't want to dwell on such idiots but the majority of them should know better if they are 'experienced' as they claim to be.

However, the majority of you were brilliant and we hope to see you all again. There are loads of things I've missed out, I can't think of at the moment. Hopefully we shall do a gala in 2009 that will be 'Bigger and Better' but for now we want get some work done on 6880 as this is the reason we went to all this trouble. Glad to see the majority of you had a great time and we hope you will visit us again in the not so distant future.

Here's a note from Ricahrd Pumphrey.

Richard is a long serving member of both the 5199 and 6880 groups.

I'd booked the whole week off to help prepare for the gala and what a week it was. Arrived on Sunday and straight to work Monday cutting up pallets for lighting up wood - all day. The only night off was Monday night when all us steam folk put on our classic rock heads and headed to Crewe for a Wishbone Ash night. A brilliant start to the week. Steam, Classic Rock and Real Ale - it has to be said a near perfect combination.

Tuesday - oh no, not more pallets to cut up.

As the week progressed boards got painted, loco's started to arrive, coal arrived and things started to fall into place. Would it all be ready for Friday morning and the start of the gala - you betcha!!

There was a real buzz about the place that hadn't been felt for years. The team of railway volunteers all pulling in the same direction, to make the gala work and the paying public all having a great time. Can't wait for the next one - bring it on!

Steve Denton.

Steve was still a bit lost with where he stood with 6880 but suddenly found himself in charge of driver experience at the gala. We think he has found his niche in life.

Gala 2007

From my point of view and my involvement in the 2007 SSS gala, it was a huge success. Although from the staff side of things I must say the only bad thing to happen was the timetabling for staff. It didn't really work out well for me and a few others. A suggestion for next time round 2009 is that we have either two or three shifts

with proper breaks for the staff (hum I think I've landed myself a job!) and also hire in the local scout groups to help out.

My involvement in the gala was as follows:

On the Fridays I was on the car park at Carrog I was given a really nice view of the engines coming in out once my time there had finished. The miniature gauge railway was brilliant it gave customers something to do rather than wait for the next train to come in. You talked the talk at Warley MRE Will and got us them there, nice one. In the afternoon I was on tickets, the guys doing full time on that did a great job and I must add Spud and Neil a huge well done to the both of you, you did a fantastic job on the tickets.

Saturday and Sunday I somehow got myself into 'leading' the pay and play. It was great I was around what I liked, the steam engines. I really enjoyed it, it was like being back at Didcot but million times better being on shed and also having some control over engine movement by co-operating with others. Jon and I got things to work a treat on Saturday after I suggested that we should not take on anymore than 4 people at any one time so we don't over crowd the pay and play. And it was great watching the Bullied leave the sheds after it was repaired. On Sunday Ian and I worked the pay and play and as the problems were ironed out it ran like clockwork. Later on in the day the greatest bit of the gala was about to unfold, the cavalcade. I got myself on 6430 with Ben Driving, Mark Firing, and Ian and me on for the ride. It was amazing when we were coupled up to do 5 engines to Deeside. What an unbelievable sight followed, 11 engines back to back going from Deeside to Carrog, something that hasn't been done since the 1960's. You really got something right there Q and Will. I remember a guy saying, 'That's worth every penny of coming', I though the same. I was lucky enough to go back on the 11 engines to Llangollen. It must be said that was something else as we ran though the tunnel each engines whistle blowing and over Berwyn Bridge. A gala like no other Q and Will have raised the benchmark on galas to the 21st century and the profile of Llangollen and the put the Grange with the big boys of steam. 2009 will do the impossible again as I've every faith that we will make the best gala around even better.

Finally Mick & Emma in their own words, and I mean their own words...

Hi all, gala comments from me! The preparation was very hard work, but enjoyable. Six days working fifteen hours a day doing all sorts of diverse tasks. Chopping up pallets and barrowing them to the yard ready for engine crews to stoke the engines, moving old steam pipes, painting signs, clearing the old rails at Carrog, digging up weeds, tidying up the yard area, erecting the display stand, lifting up beer kegs for the beer festival, making new friends, helping and supervising with incoming engines, and wondering how its all going to work. Then it starts and all the volunteers start to get in the swing, thousands of people from all over the country turn up to experience and be part of a magnificent weekend event, only made possible with the help and enthusiasm of all the volunteers, their friends and family, Almost before I knew it it was all over, leaving me with the memories and a privileged feeling that I was part of such a wonderful and auspicious occasion. I'm already looking forward to the next one!



Emma's comments. I spent a lot of the time in a room serving beer, so a bit off a busman's holiday. Though I met some characters that made it more than entertaining and made many new friends. I gained a liking for the taste of real ale, and started with little headache on the Saturday due to the intoxicating fumes! There were giggles with many and I was told I should be on the telly! If I was not in the beer festival, it was in a tent selling tickets, where a busy to start getting into the flow, knocked me a bit with the grumps. I was soon back in the swing getting dinner at 2, and the beer tent from half 2 till midnight. If not in the tent or beer festival I was, oh wait, another room manning the stand. It was giggles with Paul, picture moments, and trying to talk up the project. (It pays to listen sometimes to Will!). Oh! I did get to see the Spam Can as I just left the bar unmanned, she was a beauty, however Foxcote Manor still sounds the best. I got it right every-time she



**It's a thumbs up from everyone involved in the Gala. Well done everyone!**

came in. From behind the bar I'd shout "Foxcote" and they'd all shout back "yes"!

I got 2 hours off so went on the eight coacher to see Craig's work, the Leader was fantastic, Michelle had a quiet moment, and I was speechless. It was then straight back to the beer tent to work. Worked the beer tent all day Sunday after tickets first thing, and cried when Michelle, full of joy, got to drive Foxcote. She was like a kid at Christmas. We left at 6pm and I had a bath, put on my glad rags and became a zombie in amazement. A week later the reality hit, did all that happen? Next time I'm having the last day off to enjoy the gala. Yes I'd definitely do it all again. The stress and anxiety, but the sheer brilliance of seeing people smile and enjoy an experience dear to themselves.

Well I hope that's enough, if you were there no doubt you felt the same as these guys did and if you didn't make it ..... well book yourself some time off for the next one!

Will Naylor, July 2007











Thanks for all the photo contributions for this gallery. If you require more information on any featured photograph please let us know.



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THE 6880 BETTON GRANGE SOCIETY PRESENTS

# Steel, Steam & Stars

A Mega 3-day Steam Gala & Beer Festival - 20th, 21st & 22nd April 2007

[www.6880gala.co.uk](http://www.6880gala.co.uk)

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## GALA FINANCE SUMMARY

*The Gala was successful in that it proved a very big event could be handled by the Llangollen Railway. It was 6880's first attempt at promoting such a large undertaking and the basic income of 67.3k is magnificent, (plus we had the Gala inspired donation of £6880 from our newest Express member). However the profit was lower than hoped for mainly due to the costs being 9k above budget, at 54k.*

*So we have come away with 13.3k profit and an expected Gift Aid contribution of 6k approx. That's nearly 20k raised in three days, plus the extra £6880 bonus!*

*We have learnt about the hidden costs and for our next event in 2009 the budget should be more accurate. Incidentally, 3.5k of extra costs was down to transporting 5224 as a replacement for home based 44806!*

**NEXT GALA: STEEL, STEAM & STARS II** will be held over 9 days 18th April-26th April 2009 book it in your diary now!!



Quentin Macguinness



**Latest News.** Above is Ben McGuinness (our youngest helper, who has his own 6880 Polo shirt!) displaying the horn guide patterns received from pattern-maker Alan Frodsham.

Below are the frames as of 25th July, with the 4 completed stretchers fully riveted into the main side frames.



## SPONSORSHIP SINCE THE LAST NEWSLETTER:

**Alan Marshall :**  
2nd Cabside numberplate.

**Andrew James:**  
Buffer.

**Dr B.F. Whyte:**  
Cast iron smokebox numberplate.

**S.Denton:**  
Cast iron shedplate

## ITEMS CURRENTLY REQUIRING SPONSORSHIP:

**3 off Buffers at £200 each.**

**3 off Eccentric straps at £300 each.**

**Contact us if you can help with these items, or anything else. Our contact details are on the last page.**

## Steel, Steam &amp; Stars DVD:

Express member David Huntbatch produces DVD's under the name Belhurst Productions. In mid January he requested permission to film the Gala and the preparations for it, and sell it to raise further funds for 6880. Naturally we were delighted that someone had approached us. David and his partner Sarah visited Llangollen shortly after to plan how it could be best tackled. Filming started on the Sunday before the Gala and showed locos arriving and the various activities taking place to prepare the railway for the event. The whole event is covered, includes a footplate ride on 7822 and the cavalcade on Sunday.



The DVD has received a good review by Steam Railway Magazine and our working team are very pleased with it too. So if you want to relive your experience, or if you missed the Gala and want to see what you missed, purchase a copy. (Details in the advert). Remember your purchase also provides more funds to help build 6880.

## Malcolm Root Painting and Print:

Malcolm Root the well known Transport Artist, was chosen to produce the painting that would be turned into Limited Edition prints as part of the incentives being offered to our EXPRESS members. Malcolm suggested the location of Twerton Tunnel near Bath on the GWR mainline as a back-drop for 6880. I liaised with Malcolm and we refined the detail after seeing the basic sketch of his idea.



The painting was completed by the end of March and member Richard Pumphrey went over to collect it from Malcolm who lives in Halstead, Essex. Richard told me over the phone that as a Non-Express member he was going to have to purchase a print, because it really was dramatic stuff. The scene depicts 6880 as it might have been seen in the late 50's, emerging into the sunlight just after a storm has passed. The title 'Second Chance' is something I suggested when we had it printed. It is after all the loco's second chance to live. She was planned by the GWR for a further batch of Granges but the Second World War intervened. Now our project is making amends.

The Prints are a Limited Edition of 200 signed by Malcolm. The first 50 are reserved for the Express members. The other 150 are for general sale and the details for purchase can be found in the accompanying advert. Thanks to Richard for purchasing the first of the 150. Even more thanks to Malcolm for creating a Masterpiece!



**'STEEL, STEAM & STARS' OFFICIAL GALA DVD**

Produced by Belhurst Productions

This film covers all three days of our successful gala at the Llangollen Railway during April 2007.

Eleven steam locomotives are featured including 34081 '92 Squadron', 78019, 3802, 5224, 4160, 7822 'Foxcote Manor', 5199, 5643, 9466, 1450 and 6430.

Fantastic lineside footage of the service trains, culminating with the 11 engine convoy on Sunday evening, is complimented by 'behind the scenes' clips from the setting up of the event. Also included are interviews and the unveiling ceremony for the 6880 painting by Malcolm Root, and the official handing over to the project of the newly finished 'Betton Grange' locomotive nameplate.



Total Running Time: 110mins

**Price £19.50 + £2 postage & packing.**

Please make cheques payable to 'Belhurst Productions' and send orders to:  
Belhurst Productions, 22 Brisbane Quay, Eastbourne, East Sussex, BN23 5PD

**LIMITED EDITION PRINT OF 6880 'BETTON GRANGE'****'Second Chance' by Malcolm Root GRA**

On a late summer evening after a heavy shower, 6880 'Betton Grange' heads away from Twerton Tunnel with an express, as it could have appeared in the late 1950s.

This is a high quality print from an original oil painting by one of this country's leading railway artists.

Signed and numbered by the artist. Limited to 200 copies of which only 150 are available for general sale.

**Price £68.80 + £3 postage & packing. (Prints supplied rolled in a tube).**

Please make cheques payable to '6880 Betton Grange (Society) Ltd' and send orders to:  
The 6880 Betton Grange (Society) Ltd, c/o Engineering Workshops,  
Llangollen Railway, Abbey Road, Llangollen, Denbighshire, LL20 8SN

**Put your souvenir beer glass to good use:**

**Fill it with Betton Bitter!**

Bottles retail at £2.25 each and are sold in multiples of 12. To place an order, and to arrange hand delivery or collection, please contact:

**Quentin McGuinness, 4, Bryntirion Terrace, Llangollen, Denbs. LL20 8LP**  
Tel: 01978 861365

Please pay by cheque made payable to: **'The Jolly Brewer'**

## Out and About



The bonnet and boards are still there but are now joined by 9 tables, a HUGE gazebo, three 8' by 4' boards, a TV and DVD player, the 6880 game, two nameplates one wooden, one the real deal. The first time round it was manned by Will and Quentin, who are still there, but now with support from Ian Massey, Martin (Splitpin) Perry, Matt (the hat) Davies, Craig and Neil Tiley, Mark (Spud) Jones, John Kerr, Geoff Jones, Mick Prior and Emma Peddar, Richard Cadge, and at Toddington, David Huntbatch.

Considering that when we started on the journey to build 6880 we didn't even know these guys! It just goes to show that enthusiasm is infectious. and there is no known cure.

Results from Toddington are, three new ten pound a month memberships and we have now reached number eight in the express scheme.

A big thanks to all who helped.

We attended the GWRs Gala at Toddington (thanks for the invite and hospitality Mr Goodman, Mr Carpenter and all at the GWRs).

The 6880 stand is definitely expanding, if you cast your mind back to when we took 5199 to the GWRs and we ran a stand for 6880 on the platform at Toddington with two boards and a safety valve bonnet!

## Board of Trustees

**Quentin McGuinness — Chairman**  
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**Ian Massey — Engineering Coordinator**

## Newsletter and Web

Comments, ideas or contribution to either the newsletter or web-site, use either the address below, or e-mail;

**web@6880.co.uk**

The newsletter is published regularly and is available free of charge to members and donators. If you want a copy for your club, society or could help us to promote the project, please let us know.

## Enquiries

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