



The absence of a newsletter since last summer doesn't mean that the project has been inactive. Far from it in fact! As Will Naylor's report shows, there has been plenty of activity in the workshops at Llangollen and behind the scenes in terms of keeping momentum going; sourcing fittings and spares, obtaining quotations for the next major components and so on.

No, the absence of a newsletter has been down to a lack of someone with the time and ability to put one (or more) together over the intervening months, something of a problem that hopefully has now been solved.

I don't promise that one will appear bang on time every three months, because there is pressure on my time too, and it largely depends on progress with the loco and news from the boys at the sharp end, but I will endeavour to increase the frequency with which you receive news on the progress being made with 6880.

As your newsletter editor, I welcome your letters, contributions and suggestions for material to be included in forthcoming issues. You can email me at paul.apples@virgin.net or via Quentin at the address shown at the end of the newsletter.

I'm sure you don't want to know any more about me than is absolutely necessary, but my day job is as publisher of Ian Allan's transport magazines. Prior to that I published magazines including *Old Glory* and *Heritage Railway* – in fact I was responsible for launching that one – and going back further, was on the publishing teams of *Steam Railway* and *Rail* (formerly *Rail Enthusiast*) magazines at emap in Peterborough.

My railway publishing career started in 1984 at emap and prior to that I was in retailing, so for most of my professional career I have been involved with publishing and railways one

way or another, so I dare say I have the credentials to put this quarterly missive together!

I am a passionate supporter of railway preservation and have been a member of the Severn Valley Railway since 1973. I am now one of the newest members of the 6880 Betton Grange Society. So why did I join? There are two principal reasons; the first is that I have followed progress at the Llangollen Railway since the early days of the Flint & Deeside Railway Society and have been a regular visitor over the years. Before moving to Peterborough and the wastelands of Lincolnshire, I lived in Warrington, and I can remember picking blackberries from the hedgerows alongside the goods yard when there was just a short length of track with Kitson 'Burtonwood Brewer' and a four wheel diesel that I seem to recall was called 'Eliseg' or something like that.

The second reason for supporting the society is that I am a Great Western man, and I have long mourned the fact that a Grange wasn't saved for preservation, even though I am too young to have witnessed one in traffic (although I do remember the final years of steam in the North West as a small boy).

So there you have it, two good reasons to join up. But there was a third reason too. Will and Quentin's persuasive powers! I have been thinking about it for a number of years and then one day, whilst discussing possible sponsorship of next year's big gala, they twisted my arm that little bit further up my back.

With new build *Tornado* rightly hitting the national headlines and in the railway press, we have all the encouragement we need to get cracking with 6880. Now is the time to persuade a friend to join our growing band, or for you to sponsor a part to make sure that momentum in the shed at Llangollen is maintained. Elsewhere in this issue, Quentin McGuinness will

Continued on bottom of page 2...

Chairman's message

Iwould like to apologise for the lack of Newsletters from us during the last 12 months. The team simply haven't been feeding the news through to Simon Holden. I would like to thank Simon for his help in producing them to date and copies of these can be found on our website.

I would like to welcome to the team, new member Paul Appleton, pictured here at Barrow Hill where our cab was on display for the 'Railpower' event. Paul is well known in the transport publishing industry and works for Ian Allan Publishing. Paul has kindly offered to take on the role of Newsletter Editor and ensure we get more regular issues. Simon will continue in his role as Website Manager.

Quentin McGuinness



6880 Progress Report – Will Naylor

Well, I am pleased to report that 6880 continues to grow with more and more parts being added (I can see me using this line for a few more years to come).

So with the working team flat out, all that we set out to achieve has so far been achieved, so well done to all who have turned up to lend a hand.

Over the four days of 19th to 22nd June, 6880 was worked on by myself, Quentin McGuinness, Ian Massey, Max Trench, Richard Pumphrey, Ashley Broomhall and Jon Kerr, with a helping hand from new member, Richard Vanstone.

Without doubt, the 'man of the weekend' award went to Ian Massey, who seemed to be very persuasive when coaxing 15mm x 90mm metal bar around 90 degree bends with the biggest blowtorch you have ever seen! Well done Ian and thank you for all your help.

Richard and Mick seemed to be playing a game of conkers with a Magnetic drill and rotor broach cutters - seeing how long each cutter would last. I am pleased to say we only had one break with just under 200 holes

drilled - well done guys, I can assure you there are plenty more left to do!

The result of our labours is that both rubbing plates (where the tender buffers up against the engine) are fitted, the rear buffer beam is now fully fitted with bolts and slots have been



*Ian Massey seen hard at work, heating the strip of metal that forms one side of a stiffener angle. Will is pulling it into place as it temporarily softens under the intense heat.
All photos: Mick Prior.*



Here, the angle is tacked and clamped into place on the saddle plate, with final adjustments being made by Ian.

cut out for the draw gear, the front saddle plate has been fitted, saddle plate angle fabricated and fitted, four angles cut and fitted below the cab and four other angles fitted to hold the buffer beam and saddle plate in place.

The rubbing plates can be seen in the picture opposite, leaning against the yellow stands. These will be transferred to the new buffer beam in due course.

Ashley took charge of cleaning a collection of second-hand parts we have acquired, some of which will be fitted in due course.

John and Quentin spent some time working out the gala timetable, a thankless task of which none of it really makes sense, until you see it in action next year.

...Continued from front page

tell you about the exciting plans for Steel, Steam & Stars 2. Put the dates in your diary and come along and support the event. Remember, all profits go towards building the 81st Grange, the completion of which will be every bit as important to the railway preservation movement as the steaming of *Tomado*. Perhaps now that the new A1 'Pacific' has turned its wheels in anger, the doubting Thomases will believe that

building members of long lost classes of locomotives is not a pipe dream, but a very real and viable possibility, and will now step from the shadows and sign up. There are many new build projects about – let's make sure that it is ours that they come along and support.

Paul Appleton – editor

This is the finished saddle plate with the newly fabricated angle in place.



Other happenings were a visit by Paul Appleton who works for Ian Allan Publishing (he of spotter book fame). *Hornby Magazine* and *Railways Illustrated* are just two of the many titles that they are involved with. Paul brought many good ideas to the table and provided many new ideas and views, so much so, even without the influence of alcohol, he decided to sign up for 6880, with the possibility of becoming more involved (*what did I tell you? - Ed*).

The visit to Manchester to the MEN to have our ears blown up went well, with Whitesnake and Def Leppard doing the honours on a great night out (*whatever floats your boat I suppose - Ed*).

Plans for the following working weekends in July and August included;

1, Taking the cab to 'Rail Power' at Barrow Hill to promote the Grange, but more importantly to promote the next gala.

2, Work taking place in the loco shed at Llangollen. With the cab off we can work on various parts that were inaccessible before.

The next 'work-ins' took place over the weekend of 20th & 21st September and 16th through to 19th October, the latter planned as a big push to make them bits and bolt them on oh, and a quick visit to see Queen & Paul Rogers playing in Liverpool on the 18th.

Further working dates were then scheduled for 8th & 9th November, including the revised AGM date of 9th, followed by 13th & 14th December. *See Will's update on the back page to bring the story right up to date - Ed.*



Above: The loco's rear bufferbeam is in place, with slots cut for the drawgear. A rubbing plate can be seen leaning against the yellow frame stand and will be fitted to the bufferbeam in due course.



Above: Castings for the four main buffer stocks seen in the workshop at Llangollen having been cleaned up by Ashley. These were purchased from the 1501 Group at the Severn Valley Railway.

Right: A pair of hornguides have been rough machined at Premier Engineering in Southport. This is the first of them to arrive at Llangollen, the rest will follow. Seen here as delivered, prior to machining in the workshops.



Membership Matters

with Richard Cadge

During the year membership has increased to 109 members together with nine members of the Express Scheme. We have welcomed 14 new members over the last year and one longstanding member has transferred to the Express Scheme which is all very encouraging.

In addition to our usual methods of promoting the project we have written to everyone on our Steel, Steam and Stars database which resulted in four new members and some substantial one off donations and a number of sales of the Gala DVD in particular. This was the first time we had tried a mailing on this scale and we really did not know what response we would receive. The results were much better than we could ever have anticipated and we will certainly repeat this exercise in the near future to promote both the Society and the next Gala.

The Express Scheme has proved popular and we are working on recruiting our tenth member at the moment. We are planning some intense promotion of the Express Scheme later this year as the construction of the locomotive progresses further. If we can recruit just 41 further members to the Express Scheme we will have the majority of funding in place to complete the locomotive – It's a big ask, but please do consider if you can transfer to this scheme.

We are well aware that we need to substantially increase our monthly income, not only to maintain and speed

construction, but also to offset the ever increasing costs of raw materials, etc. Our engineering procurement team of Ian Massey and Will Naylor must be commended for organising the manufacture of so many parts at very economical cost, which is no easy achievement. If we can increase our membership income, more parts can be ordered.

There are a number of ways members can help; some of our members have now completed their payments for full membership and we would really like to encourage them to continue paying a monthly contribution, if they can, as this really does make a difference.

Perhaps some members may consider a small increase in their monthly contribution, or if possible, transferring to the Express Scheme.

Members can also help by encouraging others to join, or by sponsoring a part. We are currently in the process of producing a more comprehensive list of parts which can be sponsored with costs from just a few pounds.

The support we continue to receive from our members, both physically and financially is just fantastic – thank you all very much.

See back page for contact details for membership department.



Exalted Company: The cab for Betton Grange stands on the turntable inside the roundhouse at Barrow Hill during the Rail Power event staged over 23rd-25th August. In the background, left to right, are No. 60532 Blue Peter, No. 506 Butler Henderson, Hawthorn Leslie Henry and Manchester Ship Canal Railway No. 70. Photo: Neil Tiley.

Away from 6880 . . .

Members also help out the railway with Heritage Projects when time permits. Here, Mick Prior is seen painting one of Llangollen station's new replica GWR lamp posts, which was installed by 6880 members in 2007. Photo: Quentin McGuinness.

Meanwhile . . . 5199 has been playing away, at a Southern Railway no less! Helping out the Bluebell Railway for the 2008 season, 5199 is seen (main picture) heading the Sussex Belle dining train at Sheffield Park, whilst (bottom left) the large 'Prairie' is on shed with diminutive 'Terrier' *Stepney*.

Between duties, 5199 poses in the main platform at Sheffield Park (bottom right), with the Pullman cars from the Sussex Belle stabled in the background. Photos: Will Naylor.

The Bluebell Railway does have one Great Western engine in its home fleet of course - 3717 *Earl of Berkeley*, which is heading to North Wales for Steel, Steam and Stars 2 in April next year. Further details are elsewhere in this edition of the 6880 Newsletter.



Steel, Steam & Stars II

18th-26th April 2009

Following a successful first attempt at running a large Gala event in 2007 and making a useful £15k contribution to 6880's funds; the team have been hard at work developing the follow-up event.

In 2007, Steel, Steam & Stars was a 3-day, Friday to Sunday stint, but for 2009 we have expanded it to nine days. This is for two main reasons. The availability of rare visiting locomotives such as 'Dukedog' 9017 *Earl of Berkeley* and D49 *Morayshire*, means using them for the maximum time available against a fixed transport cost. A nine day event also gives us a fighting chance of some good weather in our unpredictable UK climate.

Included in this Newsletter is the promotional leaflet and a summary of the event with a jobs list and volunteer availability form. We hope you will agree that the exciting line-up deserves your support.

This time we have *Steam Railway* magazine supporting the event with an interactive publicity campaign. Further sponsorship comes from Ian Allan Publishing and Hornby. Ian Allan are sponsoring the move of the LNER 'Beavertail' Observation Saloon from the GCR, whilst holding their annual photographic awards for *Railways Illustrated* in Llangollen. Hornby have kindly helped pay for our Souvenir Guide and will bring their 'road show' to Carrog. Further sponsors are donating Barrels of Real Ale for the Beer Festival.

Highlights include 9017 running in early BR black following a repaint at Llangollen, at our own expense, following agreement from its owners at the Bluebell Railway. The opportunity to recreate typical Cambrian formations, including double heading with a 'Manor', are too good to miss and with 'our own' 7822 *Foxcote Manor* out of ticket, approaches have been made to the Severn Valley Railway for the possible hire of resident 'Manor' 7812 *Erlestoke Manor*.

The National Railway Museum's flagship 4-4-0 3440 *City of Truro* is another star exhibit and the opportunity will be taken to double head the two outside frame former GWR locos. Individually, both would struggle with a packed seven coach formation, so there may be no choice other than to double head!

The two GWR 4-4-0s will team up with D49 *Morayshire* for a trio of 4-4-0s on '4-4-0 Day' to be staged on the Thursday between the two main weekends, whilst the outside framers will be in action together on the Wednesday, with support from visiting small 'Prairie' 5526 on auto train duties, for a 'Trains Illustrated Day' when we will recreate one or two of the famous

Ian Allan Rail Tours from the late 1950s and '60s, complete with appropriate headboards. 5526 will be joining us at Llangollen courtesy of our friends at the South Devon Railway.

Another themed day will be 'Scottish Day' on the Tuesday, when *Morayshire* will team up with another visitor, Gerald Boden's B1 1306 *Mayflower* and newly restored resident Std 4MT 80072, running as Corkerhill shed's 80052, complete with blue smokebox number plate.

From the Lakeside & Haverthwaite Railway we will also have ex-GWR 56xx 5643 and it is hoped there will be a healthy contingent of other resident locomotives operational, including 5199, 6430, 44806 and 3802 which could well be running with the 3,000 gallon tender from 7822.

Away from the (standard gauge) rails, there will be a beer festival at Llangollen station which gets underway on Friday evening 17th April and will be open daily until Saturday 25th, or when the beer runs out, whichever comes soonest!

At Carrog there will be plenty to see; miniature steam on four different gauges and a 2ft 'narrow' gauge line operated by the West Lancashire Light Railway, Eric Bottomley will be on hand with a selection of his superb railway paintings, traction engines will be in steam and there will be a range of trade stands including those from sponsors Hornby, Steam Railway and Ian Allan Publishing.

As in 2007, there will be a goods train giving visitors the opportunity to travel in one of three brake vans in the formation for a small supplement, there will be the opportunity to drive a steam locomotive for £10 at Carrog on a 'turn up and pay basis' and the whole event will culminate in the spectacular 'Cavalcade Finale' on Sunday 26th, when all TWELVE engines will couple together and traverse the line between Deeside Loop and Carrog.

New attractions are being added all the time as plans evolve and this really is a tremendous opportunity to showcase progress on 6880 whilst making a real fundraising difference. It's going to be absolutely fantastic, so put the dates in your diary and fill in the form and join your fellow members in making this the most memorable event in 2009.

Simon Holden our website manager is developing the Gala website and it will be continually updated with information as we run up to the event. Please keep visiting it to stay in the picture! Go to www.6880gala.co.uk



The Story So Far by Will Naylor

Progress 'check list' on 6880 since Steel, Steam & Stars 1

Frames

Frames and four stretchers have been riveted into place.

The rear drag box has been patterned cast and machined, and is now bolted into place.

The rear buffer beam has been drilled and bolted on.

The rear rubbing plates have been drilled and bolted on.

The saddle plate has been drilled and bolted on, along with two angle irons and one large fabricated angle iron.

The front buffer beam has been drilled.

A large square made of angle iron section has been fabricated and fitted just below the cab.

The spectacle plate (big piece which goes just before the cylinders) has been drilled.

A total of 15 pressed steel components are on order from Angering and should be here by the 16th of October.

The castings that go behind the front buffers have been cast and should be in the machine shop by the time you read this.

A stretcher casting will also be in the machine shop by the time you read this - all three being cast by Micron in Birmingham using Polystyrene patterns.

An order for angle iron is being put together, hopefully our last for this and will be used for remaining angle on the frames and the running board support.

Will is due to visit the GWS at Didcot on 11th October to finalise the deal on the extension frames - with a fair wind they should be here before the year's out.

The horn guide casting have all been patterned and cast. Two have now been machined and are in the process of being fitted.

We have all the horn ties - four originals and two new rear ones.

We have had four brake hanger brackets cast and machined via the County project, to go with our two originals. These will have been collected by 11th October.

The sand boxes are being made as and when time permits. The fronts should be finished first as the rears are quite a puzzler when it comes to deciphering the drawings.

Motion

We have in stock, or are about to acquire;

One full set of eccentric straps.

One full set of eccentric rods, plus a new set of pins to fit them to the expansion links. They were made at Williton on the WSR.

A set of expansion links.

A pair of hanging link brackets and hanging links.

One left hand trailing coupling rod.

One full set of driving wheel axleboxes.

Other items

Four ex-15xx class buffers. They want refurbishing and are without springs.

Blow down valve.

Steam valve.

Chimney from 6868 Penrhos Grange with new copper cap.

Vacuum ejector blower ring.

Petticoat pipe.

Brake cylinder.

A pair of whistles.

Lots of other bits, too many to mention.

The cab

The cab has served its purpose as a promotional tool and awaits fitting, it is now situated in Llangollen yard stripped of its brass for safe keeping. There are plenty of bits to put on the frames before the cab can be fitted in its rightful place, along with the splashers and nameplates.

Wheels

The bogie wheels are still pencilled in to go to the South Devon Railway for new tyres.

The driving wheels are still underneath 7325/9303 in the Engine House at Highley on the SVR.

Cylinders

There is a trip to York by some of us planned for the 29th/30th November to trawl through the drawing archive. Hopefully we will return with cylinder drawings in hand.

Boiler

Apart from taking a few superheater



The first of the new horn guides in the Llangollen Railway's Machine shop having the final machining work done ready for a trial fit. Photo: Mick Prior.

elements out, it has not been touched, as we always have plenty to do in the shed.

Tender

We still own a chassis, but there are options being talked about long term.

Second hand parts

We are constantly on the look out for second hand ex-GWR parts, even if we do not need them, we know a few locos that do.

Funds

We do have a fair bit in the bank, but we envisage much will be spent on fitting the horn guides, as it is a contract job. Then there are the extension frames to consider, and the new tyres for the bogie wheels.

We will be launching a 'sponsor a part' section as soon as we can put something together.

'Work In' Update, with Will Naylor (again!)

A couple of months have passed since I submitted my original workshop update on progress with 6880, so with a few more 'work ins' under our belts, here is an update of what has been happening in late summer/early autumn.



The castings for the fronts of the back buffer beam brackets ready for machining at Llangollen.

We are at present still working on ideas for the extension frames, with the idea that we modify the ones from *Maindy Hall* (which are spare at the GWS at Didcot) still looking like being the most cost effective way forward.

We still lack drawings for the extension frames, but a quick visit to the NRM at York has revealed that the Grange and the Manor shared the same drawings, so hopefully the visit on the weekend of the 28th-30th November will reveal all.

Progress is being made on parts associated with the extension frames, so as not to delay progress when they are finished.

The casting for the front of the back buffer beam brackets (see photograph) are now in the machine shop with a delivery date of the 7th November anticipated, along with the cast front stretcher that goes at the bottom of the frames.

Quentin and I collected 15 pressed steel sections at the last working weekend from Anglering in Tipton, 14 of which are the outriggers and back buffer beam supports, so 6880 is now starting to grow outwards again. All of these pressings require welding and a small amount of machining to bring them within tolerance. This is on-going at present and keeps us busy in the Llangollen workshops.

One of the next tasks is the cab steps and we are waiting for a quote for these to be folded again - another project for Anglering.

Looking towards the New Year, the general plan is to have some of the running plate on the frames and the cab in place ready for the big Gala next April. Visitors will be able to inspect progress in the workshop and members are encouraging to come along and see the good use being made of their money. Members of the team will be on hand to answer any questions.



This is the new front stretcher for the bottom of the frames.

Contacting the 6880 Betton Grange Society

Membership Enquiries: Richard Cadge, Membership Secretary, 14 Newborough Road, Shirley, Solihull B90 2HA.
Email: richard@cadge.co.uk

General Enquiries: Quentin McGuinness, Chairman, 4 Bryntirion Terrace, Llangollen, Denbighshire LL20 8LP.
Telephone: 07989 396577. Email: quentin.6880@googlemail.com

Newsletter Contributions: Paul Appleton, Editor, Ian Allan Publishing Ltd., Foundry Road, Stamford, Lincs PE9 2PP.
Telephone: 07887 922415. Email: paul.apples@virgin.net