

Betton Grange 6880

Building the 81st Grange

NEWSLETTER

Autumn 2009

As I write these notes, I am fresh from a superb day travelling up and down the 16 mile or so of the Severn Valley Railway behind none other than new-build Peppercorn 'Pacific' No. 60163 *Tornado*, during its school half term holiday visit to the SVR.

There is no doubting its appeal, with trains full to capacity and Mrs A and I having to get there early on Saturday 30th November, the eighth of its nine days in operation, to be sure of a seat.

There is no real substitute for seeing or riding behind *Tornado* on the main line, pottering between Kidderminster and Bridgnorth with nine bogies on at 25mph isn't exactly going to tax the beast, but running on preserved railways like the North Yorkshire Moors and the West Somerset



The powerful lines of 'new build' No. 60163 Tornado are evident as it runs round its train of teak carriages at Bridgnorth on 31st October 2009. P Appleton.

does give visitors the chance to 'get up close' and really appreciate its size and the engineering that has gone into building the machine.

I still find it difficult to comprehend that *Tornado* has been built completely from scratch. And that it is passed for main line running – satisfying the myriad complexity of red tape required to do so – exactly where we aim to be with 6880 *Betton Grange*..... one day.

And there can be no doubt that since the completion of 60163 other new-built projects have received a boost, both in morale and financial support. Indeed there are even more new schemes being announced in the national railway press, the latest being for a Bowen Cooke-designed LNWR 4-6-0 locomotive.

Like all preservation groups there are many personalities involved, there are politics too, and sometimes people move on for a variety of reasons. The Betton Grange Society is no different and in this newsletter I have to

report that both Ian Massey and Will Naylor have resigned their positions on the engineering team, in Ian's case due to the pressures of his commitments as a paid member of the Llangollen Railway's own locomotive engineering team, so will still be involved but as an employee of a contractor.

This has coincided with a review of the planning for building 6880 with a new system of procurement and accountability, in other words creation of a properly managed paper trail to satisfy the 21st century demands of the Vehicle Acceptance Body (VAB), insurance companies and the various inspecting bodies all the way along the build 'time line'. As Richard Cadge reports elsewhere, this also means that much of the more complex and specialist work will be contracted out, mostly to CME Dave Owen's team in the Llangollen Railway's workshops, rather than being attempted by our own volunteers.

Unlike so many of the other new-build schemes, 6880 really is at a comparatively advanced stage, with the main frames and cab completed and many fittings including the boiler (albeit in need of major refurbishment) already to hand and a reasonably healthy bank account to boot.

Indeed we are in an envied position and, although much more funding is required, what really is needed at the moment is more members to step forward and offer their time to help speed progress along.

I also read this week that the team behind the Brighton Atlantic Project, who are building a replica of 'H2' No. 32424 *Beachy Head* have received enough funding to finish their locomotive, thanks to two separate bequests worth a combined quarter of a million pounds. Like us, they inherited a reasonably good boiler in the shape of a former Great Northern Railway 'Atlantic' boiler, found at Maldon in Essex, having been used as a stationary boiler there.

Wouldn't it be something if *Betton Grange* suddenly found itself the beneficiary of such a sizeable sum of funding! Meanwhile, a new initiative to raise funds is presented by Richard Cadge elsewhere in this issue. Every penny counts, so if you can step up your monthly contributions to the fund, you will be helping to bring the day much closer when a 'Grange' class locomotive woos the crowds on the main line and at preserved railways across the country.

Paul Appleton, Editor

Engineering Progress Report – Richard Cadge

In the lead up to the Gala there was a great deal of activity which included locating the cab upon the frames, manufacture and fitting of cab steps, fixing the running plate brackets and angles in place. The hard work was well worth it with *Betton Grange* making an impressive sight in the locomotive works and many favourable comments being received.

In parallel with actual manufacture and fitting of parts a great deal of work has been carrying on in the background. This has included obtaining drawings and determining the relevant specifications, etc. It is often easy to underestimate the magnitude of this task and think that if a few weeks go by without any new parts arriving then nothing is happening, but this really is far from the truth.

With 'Steel, Steam and Stars' behind us, and with a respectable bank balance, we have an excellent opportunity to move forward and see the fruits of our labours in running a nine day event.

The Board have considered carefully how best to move forward, make good progress, ensure high quality of workmanship and control costs. The decision has been taken to obtain quotations from Llangollen Railway Engineering to undertake packages of work from start to finish. This is thought to be preferable to the Society carrying out complex work piecemeal by sourcing patterns, castings, machining, etc separately, which carries a fair amount of risk both in terms of time and cost.

The first of two work packages to be placed with Dave Owen's team are completion and fitting of the drag box. This includes finishing the machining of the drag box and then riveting it into place together with fitting the rear buffer beam and ancillary components. The second package of work is the completion and fitting of horn guides and ties for all driving wheels. The current programme shows work on the drag box being completed in time for Christmas and the horn guides in February 2010.

The volunteer team will continue to work on manufacture and fitting of the running plates and associated components in parallel with the contract work. The importance of the need for good planning is ever more evident now that we are well placed to progress a little faster. Whilst all of this work is being



This is how 6880 greeted the crowds at this year's SSS2 gala. The cab has since been 'flat packed' to enable work on the frames to progress. Neil Tiley.

undertaken planning for the next tasks must be in place. To this end we are indebted to Pete Simpson for producing drawings for the extension frames. No original drawings exist but the original Swindon drawing registers confirm that extension frames are identical to the 'Manor' class, so these have been used to obtain dimensions and produce brand new drawings.

We are investigating various options for the manufacture of the extension frames. Forging as original will be expensive.



Above: The newly acquired coupling rod, which is for the fireman's side (trailing). Q McGuinness.



Left: This photograph shows a strengthening angle placed above the main front frame stretcher. The team are busy fitting and then drilling the locating holes through from the main frames. Q McGuinness.

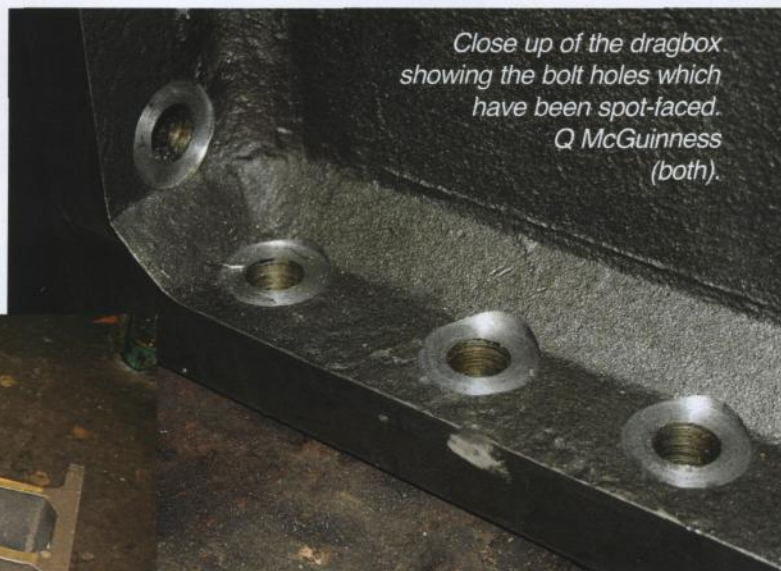
Consideration is being given to machining the extension frames from solid, high-grade steel. We are fortunate that Keith Gilbert is kindly undertaking a feasibility study for us. If all goes to plan we should be in a position to place an order for the extension frames in the first quarter of 2010. We must also thank David Bradshaw for his great assistance in coordinating the information for this exercise.

All of the work we undertake must be agreed with the Vehicle Acceptance Body especially as it is one of our key aims to run



Recent work on 6880 has including fabrication of the rear drag box.

6880 on the national network. Making sure all of the paperwork is in place is one of our most important, but probably most unglamorous, tasks. We are delighted that Mark Jones has joined the Board and has agreed to monitor



*Close up of the dragbox showing the bolt holes which have been spot-faced.
Q McGuinness (both).*

the certification process and make sure everything is in place.

We have recently purchased a coupling rod (see picture, opposite left) and blow down valve. We are most grateful to Jim Kay and Peter Lund for transporting these items to Llangollen.

We really need more volunteer help all round – there is plenty for everyone to do. We are especially keen to recruit more volunteers with

steam engineering experience to the team who can lead and direct the less experienced. It is our hope that we can then increase the number of weekends on which volunteers can work on 6880.

New 'City' Membership

For some time now we have promoted two membership options; the traditional ten pounds per month scheme and the £68.80 'Express Scheme'. Both continue to grow steadily, which is encouraging in these difficult economic types. However, we have been asked on occasions if there is an option to contribute somewhere in between the two amounts. Indeed there are a number of regular contributors who fall into this category.

David Huntbatch suggested that we should formally launch a membership option with a contribution of, say, half the 'Express Scheme' amount. This makes the monthly contribution £34.40 for 100 months, so what better name to give it than 'City Membership'?

The following attractive incentives will be offered at regular intervals throughout the 100 month term:

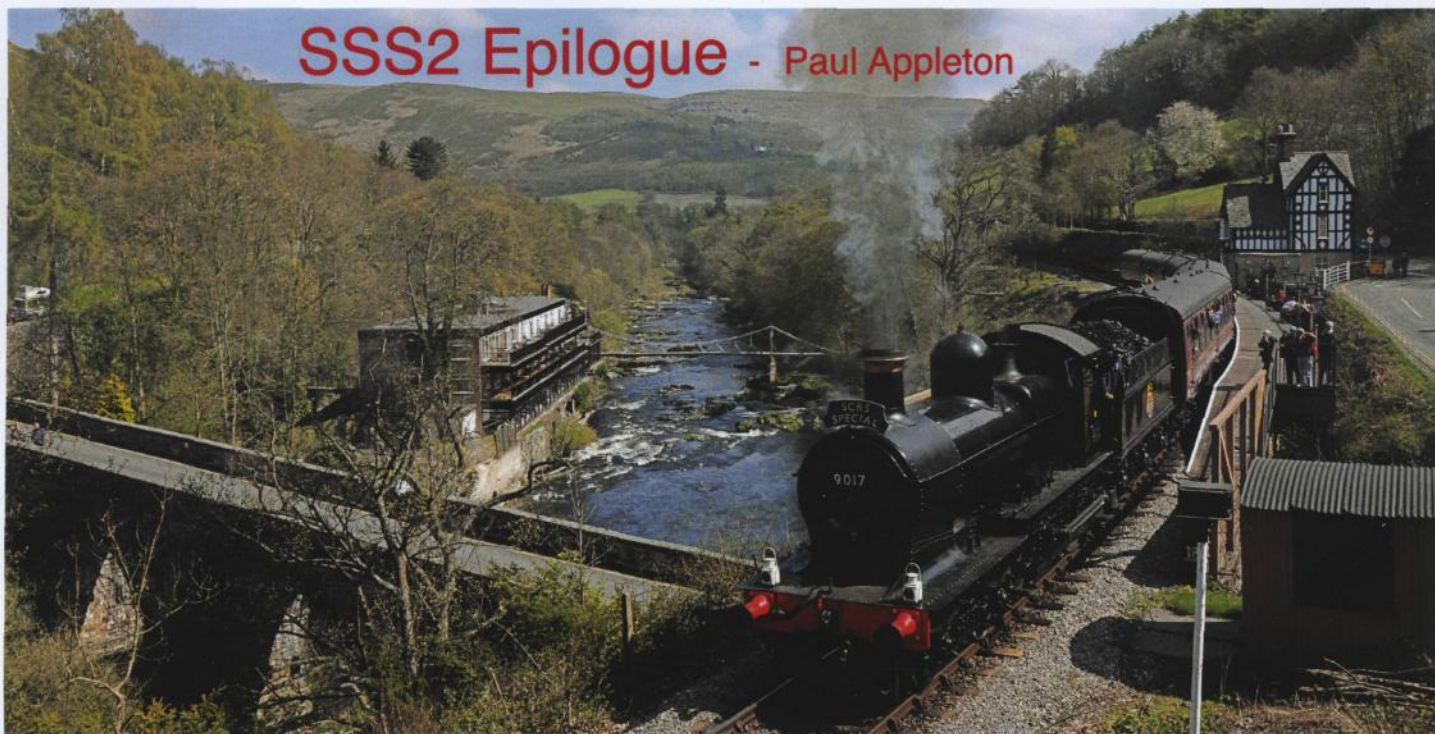
- One footplate driving experience on the Llangollen Railway with an ex-BR steam locomotive.
- An invitation to attend the official naming ceremony of 6880 and to travel on the inaugural train.
- Unlimited access to view the construction of the locomotive at the Llangollen workshops.
- A section of boiler tube from 7927.
- A membership certificate acknowledging your contribution.
- A DVD from B&R Videos featuring archive material.
- A signed and numbered limited edition drawing of 6880 by Craig Tiley.
- The official 'SSS2' DVD from Bellhurst Productions.
- A signed and numbered Limited Edition print from a painting by Malcolm Root of 6880 *Betton Grange*.

We know this is a really big ask but, after seeing that the money raised by Steel, Steam & Stars II has been invested straight away into developing the build programme, we hope that as many members as possible feel able to take up this new membership option. This will help raise much needed extra funds to advance the project and current engineering schedule forwards more rapidly, with a view to completing the build sooner than would otherwise be possible.

Anyone interested in 'upgrading' their membership is asked to contact the membership secretary at the following address;

Richard Cadge, 14 Newborough Road, Shirley, Solihull, West Midlands. B90 2HA

SSS2 Epilogue - Paul Appleton



Freshly painted in 1950s BR black livery for the first time since entering preservation in the 1960s, the Bluebell Railway's 'Dukedog' 9017 recreates a typical Cambrian scene at Berwyn with an 'SCRS Special'. K Heath.

With the dust settled, the takings in the bank and the organisers having finished off their remaining supplies of Sonatagen, it is perhaps a good opportunity to reflect on what was by all measures a truly ground-breaking event.

Back in 2007, SSS1 was very much the pioneering event of its kind. No-one had tried to run an event on such a scale, with so many guest locomotives, goods trains with accommodation for passengers, a beer festival, miniature engine gathering at its terminus and culminating in a grand cavalcade of all the participating locomotives. All the stops had been pulled out to create a new breed of railway event, one that would break the mould traditionally used by other heritage railways.

And it was a tremendous success, acclaimed in the national railway press as innovative and fresh. So how were Quentin and Will and their team of supporters going to better it when Steel, Steam and Stars 2 was announced for April 2009? "Surely it couldn't be done" at least one railway magazine mused. But any doubters were wrong, the answer was to make it a nine day event. "Nine days – that will take some

organising!" was typical of the comments to be heard, but as we well know, it came together well and was yet another giant step forward in the annals of steam railway galas – a model copied by a number of other railways this year, with varying degrees of success.

But Quentin and Will reasoned that if the effort in running a gala was to raise sufficient funding to make a meaningful contribution to the *Betton Grange* fund-raising initiative, then the event had to be spectacular and attract enthusiasts from every corner of the country. Having guest locomotives here for two weekends and using them for the weekdays in between wouldn't increase the low-loader fees any, just the steaming fees for the locomotives used, plus this would spread the load for both the railway and its infrastructure, and the ability of the local hotel and bed & breakfast industry to cope with the influx of visitors.

Originally the plan was to go for a Great Western theme and as did turn out, the Bluebell Railways 'Dukedog' No. 9017 was to be the star of the show. But difficulties in securing other suitable locomotives led to a change of thinking and in the end, the resultant line up allowed the organisers to come up with an interesting range of permutations for the quieter weekdays which no doubt enticed many from their armchairs when a random selection of three Great Western engines might have left them otherwise uninspired.

Getting 9017 repainted in BR black with early 'cycling lion' emblem on the tender sides was a real coup for the event, with demand for photographic charters almost exceeding availability, but coupled with the NRM's No. 3440 *City of Truro* allowed the rare sight of two outside frame 4-4-0s double heading.

The 4-4-0 theme was further extended when a rare

The RVP Group's Beavertail observation car provided a useful source of extra revenue, with passengers paying a supplement for each single trip.
Q McGuinness.



visit south of the border was secured with the Scottish Railway Preservation Society to bring their 'D49' No. 249 *Morayshire* down from Bo'ness. Although this was an expensive move it certainly paid dividends and coupled up with visiting 'B1' 4-6-0 No. 1306 *Mayflower* provided a unique LNER green double-headed combination not seen before anywhere. *Morayshire* also gave a 'Scottish' themed day to the event, with resident Black 5 No. 44806 running in the guise of 'Scottish 5' No. 44801 complete with blue-backed smokebox plate.

The Black 5 and *Mayflower* were also teamed up and another star performer was another 4-6-0 in the shape of former LMS No. 6100 *Royal Scot*, again allowing an all-LMS pairing with '44801'. The appearance of newly restored *Royal Scot* was touch and go. The then Bressingham Steam Museum owned locomotive had only made an appearance at the West Somerset Railway and still required completion of restoration work at Crewe, but a fire on the low loader whilst being transported to the WSR caused damage to the loco's front end and it was only thanks to some hasty tests and repairs that it was allowed to keep its appointment at Llangollen. It ran the first weekend without its smoke deflectors which made it look a little odd as it is finished in LMS red despite having a tapered boiler, a combination that isn't authentic as she had her parallel boiler replaced in BR days, but during the week they were fitted ready for the second weekend to give a more convincing 'Royal Scot' look, with lettering of the tender and lining still to be carried out. Nevertheless, it was really something to see this iconic locomotive on the line and was another big draw for the crowds.

Will had also hoped to get ex-LMS 'Jubilee' No. 5690 *Leander* along, to make a dream combination with 6100, but its retubing at Camforth wasn't quite completed in time, so unfortunately it wasn't to be.

Another guest loco was ex-GWR small 'Prairie' No. 5526 from the South Devon Railway, which brought some balance to what is a former Great Western route, and looked superb in its early BR black livery, complimenting perfectly 9017's new colour scheme and playing a starring role matched with the line's auto coaches, which it was used on during the gala and on some of the quieter midweek days.

The Furness Railway Trust's ex-GWR 0-6-2T No. 5643 was also in action and from the resident fleet, 0-6-0PT No.

It was touch and go as to whether 6100 Royal Scot would make it, a freak fire on the low loader taking it to the West Somerset gala causing front end damage. Happily repairs were completed at Crewe in time and the LMS red machine is seen on the first weekend before its smoke deflectors were fitted.
Q McGuinness.

6430 and large 'Prairie' No. 5199. Unfortunately 'heavy freight' 2-8-0 No. 3802 didn't make it due to a cracked axle and the overhaul of Standard '4MT' 2-6-4T No. 80072 wasn't completed in time. This led Will to look further afield for last minute replacements. Approaches to the Severn Valley to borrow one of their 'Manors', either 7802 or 7812 to make a classic Cambrian pairing with 9017 had already been turned down as both were required for SVR services, so thoughts turned to the possibility of No. 5029 *Nunney Castle*, but that turned out to have run a hot box on a railtour and would therefore be out for repairs, or the possibility of a full set of 'Big Four' railway company representatives with a request to the Great Central for their NRM-owned No. 30777 *Sir Lamiel*, but



The Saturday night photo-shoot proved to be popular, with locomotives 'posed' around the shed and yard area in varying combinations. Q McGuinness.

that turned out to be undergoing major repairs and was in a dismantled state at Loughborough.

Still, provided everything else turned up and in particular No. 6100, there would be plenty of locomotive variety and enough to operate the intensive and imaginative timetable that had already been prepared. In the end, there were no other withdrawals so any extra locos would have meant extra money spent.

On the rolling stock front it had been hoped to hire in one of



A specially laid section of 2ft gauge track allowed the West Lancashire Railway's Irish Mail to operate footplate rides in the yard at Carrog. '44801' shunts the inspection saloon in the background. P Appleton.



the two Devon Belle observation cars, but the Torbay & Dartmouth Railway said they had a policy of not loaning out vehicles and the newly restored example at Swanage was deemed to be a bit fresh and delicate for a long road journey, so attention turned to the equally attractive and interesting former LNER 'Beaver Tail' coach owned by the RVP Group at the Great Central Railway, which proved to be quite a draw and with a modest supplement charged to passengers was an additional revenue earner too. An unexpected bonus came when the LR's carriage and wagon department pulled out all of the stops to get the Hawsksworth inspection saloon finished in time for the event, enabling train formations including not one, but two 'observation' cars!

Much work obviously goes on behind the scenes to organise any event, but the tasks involved with this big event were in proportion to the scale of it, with for example 60,000 copies of

the promotional leaflet which had to be prepared in time for the Railpower event at Barrow Hill in August. In the ensuing period the Society's small band of volunteers managed to distribute these at events the length and breadth of the country with members also dropping supplies into model shops, garden centres and anywhere else that would take them, plus the supporting posters in A4 and A3 formats.

Inspired by photographs in one of Dick Blenkinsop's books, Quentin hit upon the idea of re-creating some of the famous Tallylyn and Ffestiniog Railway Society specials from the 1950s. He also suggested re-creating one of the equally famous Ian Allan 'Daffodil' specials from the same era. Headboards were specially prepared by Iain Ross for some of these, including SLS and RTCS headboards and Mike Wild produced the one for the Ian Allan special, which ran on the Wednesday with 9017 and 3440 double-heading and the Beavertail on the back. In the end 12 pre-booked specials were operated.

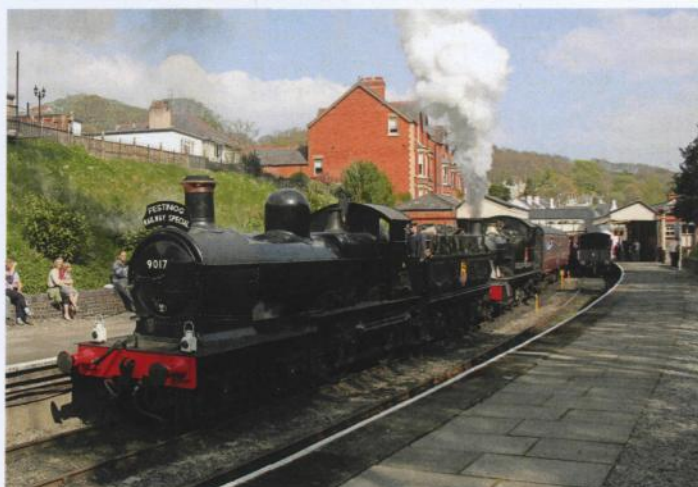
At Glyndyfrdwy Simon Hudson organised an exceptional display of miniature railway locomotives, which featured operational lengths of track in different gauges and a superb display inside a large marquee, which appropriately included several examples of 'Grange' class locomotives. There were also full size and miniature tractions engines, trade stands and other exhibits for visitors to enjoy.

Meanwhile down the line at Carrog, a 2ft gauge line was laid in the yard with footplate rides on the West Lancashire Light Railway's 'Quarry Hunslet' available for a small donation. More trade stands, including co-sponsors Hornby Hobbies and Ian



Above: Another polish for the ever immaculate 1306 Mayflower as she takes water from the column on Llangollen's platform 2. Q McGuinness.

Right: One of the many 'specials' that were recreated during the week - this time a Festiniog Railway Special with 9017 and 5526 about to leave for Carrog. Q McGuinness.



Allan with their trailers were present, and on certain days between service trains visitors could 'Pay and Play' and have a footplate ride within the Carrog station limits.

At Llangollen the workshops were open and visitors could inspect progress on the construction of No. 6880 *Betton Grange*, plus there were special photographic opportunities including an evening photo shoot with locos specially positioned around the yard. A beer festival was staged all week with Richard Pumphrey, Dave Hill and Emma Peddar leading the volunteers who served 45 different ales over the nine days from the confines of the Henry Robertson Suite, with a special commemorative glass available as a souvenir.

Steam Railway magazine, the event's main sponsor, had a stand on platform 2 and were busily working on their May issue which would include first reports and pictures from the gala. Indeed the event did extremely well in the publicity stakes, with former *Steam Railway* editor, David Wilcock, leading the publicity campaign with newspaper, radio and TV coverage all helping to boost visitor numbers and provide good publicity after the event too, including an item for ITV Wales – a decent two minute item on the prime time six o'clock news no less. Pete Waterman, who officially opened the event on Saturday 18th April, even chipped in, giving a radio interview live whilst driving in his car to Llangollen!

If you haven't yet bought your copy of the official DVD – a three disk set with over four hours of coverage – see the back page for details. Sales will further boost funds for 6880. Whether you were there or not, this is a most comprehensive record of the event, right through to the grand cavalcade on the Sunday afternoon, which after a brief shower and the sun having come out again, was framed by a rainbow to the delight and astonishment of everyone present at Carrog.

There is no doubt that a tremendous amount of effort went into organising this event, not just by Quentin and Will, but the whole committee and small posse of volunteer helpers all whom played their part. So will it happen again? That's the question everyone wants to know. "I can see why the West Somerset have a break during the week between their two-weekend gala" Quentin said afterwards, "so I don't think we will be rushing to do another nine day job. But re-opening to Corwen will present an interesting prospect for another 'super gala' – watch this space!"



This superb 5" scale model of 6861 Crynant Grange was one of many on display at Glyn'. Q McGuinness.



Inside the marquee at Glyndyfrdwy, another splendid scale model of a 'Grange', this time 6860 Aberporth Grange. P Appleton.

After all outgoings, including rental of the line from the Llangollen Railway, the surplus funds generated for the Betton Grange Fund amount to just over £30,000, with a further £3.5k coming in from subsequent DVD sales and the Gift Aid adjustment to follow, which will enable the contract for the fabrication of the all-important extension frames to be placed in the New Year.

Below: Superpower at Goods Junction, as '44801' pilots 6100 Royal Scot on the 'Emerald Isle Express'. 44806 was running as Scottish region 44801 which also enabled a Scottish theme day with 246 Morayshire. Q McGuinness.



New Merchandise

New items have recently been added to the range of fund-raising merchandise for 6880, including a smart new mug and a good quality pen. There is also the SSS2 DVD, which if you haven't already got your copy, now is the time – the perfect tonic for those dark, wet winter nights!

Visit the on-line shop for more details where you can use your credit card to order, or you can send a cheque (remember to include postage and packing costs) to; Q McGuinness, 4 Bryntirion Terrace, Llangollen, Denbs. LL20 8LP. Please make cheques payable to 6880 Betton Grange (Society) Ltd.

Please allow up to 28 days for delivery.

The brand new mug, with 6880 logo and B&W photograph of 'Grange' class locomotive (see picture, right).

Price £4.50 each (plus £2.50 [for up to 4] p&p)

The pen which is in black and carries the 6880 logo.

Price £1.00 (plus 50p p&p)

Other merchandise currently includes;

6880 'Beanie' Hats Price £9.50 (plus £2.00 p&p)

Baseball Cap, embroidered with 6880 logo and mission statement.

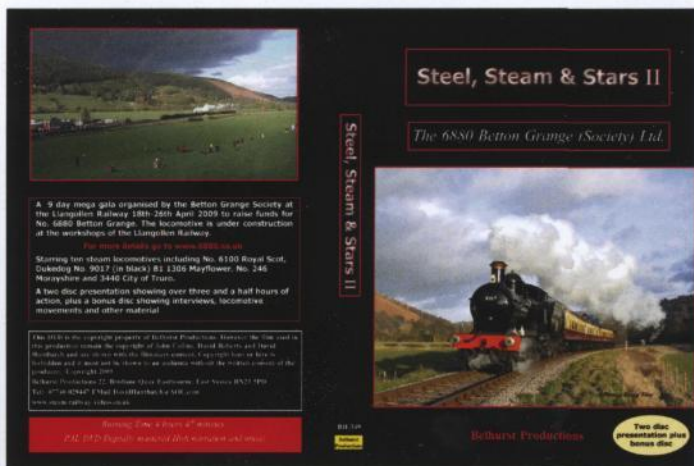
One Size (adjustable) Price £7.50 (plus £2.00 p&p)

DVD: Building A Grange - The 6880 Betton Grange Project Price £10.50 (inc p&p)

Fleece, embroidered with 6880 Logo and mission statement.
Available in sizes: S, M, L & XL Price £22.50 (plus £3.00 p&p)

Polo Shirt, embroidered with 6880 Logo and mission statement. Available in sizes: S, M, L & XL Price £14.95 (plus £3.00 p&p)

'Second Chance' - Limited Edition Print of 6880 *Betton Grange* by Malcolm Root GRE. Signed and numbered by the artist, and limited to 200 copies, of which only 150 are on general sale. UK tax is included in the price. Prints are supplied rolled in a tube and postage is to a UK address. Price £68.80 (plus £3.00 p&p)



Steel, Steam & Stars 2 – DVD

Professionally produced by Bellhurst Productions.

The comprehensive DVD covers the whole of SSS2 day-by-day, culminating in the grand cavalcade on the last Sunday, which also includes footage from an on-board mini-cam giving a unique perspective. There are two main footplate rides covered, featuring 9017 when coupled behind 3440, and 6100 on an evening train. Pete Waterman features on a footplate ride and along with interviews and other features on the bonus disc, the whole footage runs for 4hrs 47mins.

Over 450 copies of this DVD have already been sold and is an important fund-raiser for 6880. Price £24.95 (inc p&p).

SHOP ON-LINE AT www.6880.co.uk