

Betton Grange 6880

Building the 81st Grange

NEWSLETTER

Summer 2010

Unless you have been away to the moon since February you will know that the 6880 Betton Grange Society has successfully acquired the rusting remains of former GWR 'Hall' class locomotive No. 5952 *Cogan Hall* from Ken Ryder, which if you include the frames of No. 6880 and the boiler of No 7927 *Willington Hall*, means that we now own major stakes in three Great Western-design 4-6-0 locomotives – a sobering thought!

But what does it all mean, and just why did the Board of Directors decide to make such a significant purchase?

As things stood, although progress on 6880 has been considerable, there was (and still is) a long way to go in terms of creating a complete locomotive. The acquisition of 5952 considerably quickens the process, and not insignificantly, brings financial savings. For example, the cost alone of building a front pony truck for 6880 would be much greater than the cost of purchasing the remains of 5952, which include a perfectly restorable four-wheel pony truck of exactly the right pattern.

But hold it right there, before images of butchering and plundering *Cogan Hall* for anything that can go into the 'Grange' new-build are conjured in the mind, it is important to point out that this will not be the case. Indeed it is a condition of sale

that the 1935-built 'Hall' is to be restored in its own right, and that is something the Society will honour, once *Betton Grange* has been completed.

A separate fund will be started in due course so that those who want to support the restoration of 5952 can, as it can't be assumed that 'Betton Grange' members will also feel the same way about restoring an already represented class in preservation, as they do about supporting the recreation of one that has long been extinct.

Parts, such as the pony truck, will be refurbished and 'borrowed' to help facilitate the building of 6880, but replacements will be made, or the refurbished parts returned to 5952, once 'Betton' is an operational locomotive and earning its keep on the main line and at preserved railways.

A large quantity of spares has also been acquired for a similar sum to that spent on buying *Cogan Hall* and there are many useful parts and fittings that have been accumulated over the years earmarked for the locomotive's restoration. These include everything from eccentric rods and motion frame brackets to loco lamps and cab side plates. We really are in a very fortunate position and raising funds to enable contractors to progress assembly is now our biggest priority.

Paul Appleton



The front cross member that will eventually support the rocker arm housings, has now had the strengthening angle riveted to it along its upper edge. Below it can be seen the front of the main frames where the extension frames will be joined onto. Ashley Broomhall.

Stop Press! Stop Press! Stop Press!

Dave Owen and Paul Johnson have now completed their study of Pete Simpson's drawings for the new extension frames and Pete is now producing 3D drawings of components to show how they go together, including these drawings of the extension frame assembly.

Changes on Board

Since the last newsletter there have been a number of changes to the Board of Directors of the 6880 Betton Grange Society. Mark Jones has stood down, but remains an active member, whilst David Huntbatch and Paul Appleton have been appointed and take up responsibilities for Marketing & Sales and Publicity & Publications respectively.

Engineering Progress Report – Richard Cadge

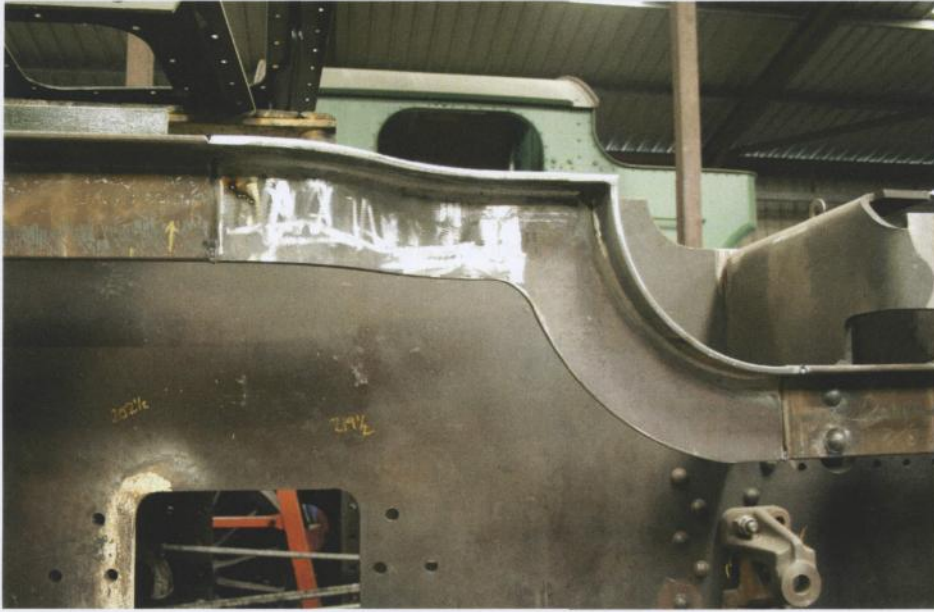
Since the last newsletter, good progress has been made with both construction of *Betton Grange* and the planning for the procurement of further components. In the works at Llangollen the riveting of the rear buffer beam and dragbox have been completed. Work is progressing well with manufacture and fitting of the curved foot framing below the cab. This is quite a complex curved structure and therefore time consuming to manufacture and fit. They are now in place

and only require the final welding and dress to complete (see photos).

A test casting has been obtained for the main driving wheel spring hangers. The reason that this has been obtained now is that the front pair are needed to enable the frame spacer bar (already manufactured) to be fitted in due course. Machining of the spring hanger bracket is scheduled for later in the year.

We are appealing for sponsorship of the twelve spring hanger brackets along with other parts. The response to this appeal has been encouraging and we hope that further sponsors will come forward.

Keith Gilbert has undertaken a feasibility study for machining rather than forging the extension frames. This has been accepted by our VAB inspector. Pete Simpson has produced the new drawings for the extension frames. The original drawings have not been located, but the Great Western Railway drawing registers, held at the National Railway Museum, York, have told us that the 'Grange' extension frames are identical to those fitted to the 'Manors'. Pete has used the 'Grange' general arrangement drawing and also has had access to the 'Manors' at the Severn Valley Railway to help provide the necessary information for the drawings. We are also fortunate



Here are two images of the complex footplate angle where it curves inward and drops below the cab. The sections were rolled by Deepdale Engineering of Birmingham and then fitted together by staff at the Llangollen Workshops. Quentin McGuinness



that the boiler has been removed from *Foxcote Manor* at Llangollen, which has allowed our Chairman to check some otherwise inaccessible critical dimensions recently.

David Bradshaw has obtained quotations for the manufacture of the extension frames so that we have an accurate cost for the works. The drawings are currently being independently checked. Once this task is completed we should be in a position to place the order for the extension frames with Llangollen Railway Engineering.

We have also purchased a box van for storage as we acquire more parts and materials. The vehicle is in need of some restoration. The volunteer team is proposing to repair the roof in the next few months. In the meantime a protective tarpaulin has been fitted. Other work this spring has seen the doors of our sales store (owned by Graham Hoyland), repaired with new timber and fixings.

We are always keen to encourage more members to come along to the working weekends. The dates for the working weekends this year are as follows: 10th/11th July, 14th/15th Aug, 4th/5th Sep. October to December are to be confirmed.

Main driving wheel spring hanger casting. Richard Cadge



New Doors For Old

One of the less glamorous tasks of recent months has been the repairs to the doors of the grounded wagon body we use for the storage of promotional materials. Our ace carpenter and beer festival guru, Richard Pumphrey, has lead the team over several working weekends. The repaired doors now look very presentable and just require final painting to complete the job.



Cogan Hall in 7mm

Upon hearing the news of the Society's purchase of *Cogan Hall*, renowned railway photographer, Jeff Cogan, took his 7mm scale model of 5952 along to Stafford Model Railway Show to get a photograph for this newsletter.

The model loco' is 'O' gauge and is an Acme kit and was built and painted by Dave O'Cock from Bristol.

Photo: Jeff Cogan

Cogan Hall on the Move

Saturday 13th March saw a group of 6880 volunteers set off from Llangollen to Llynclys to prepare *Cogan Hall* ready for Transport on 11th April. In addition the

opportunity was taken to collect various spare parts. We are grateful to The Llangollen Railway for the loan of the Permanent Way Department van for the day.



No. 5952 at Llynclys awaiting preparation by 6880 volunteers for her move to Llangollen. Inset: Mick Prior takes a break from emptying the ash pan. Richard Cadge



5952 Cogan Hall - Researched by John Kerr

The 4900 'Hall' Class are a 4-6-0 mixed traffic steam locomotive designed by Charles Collett for the Great Western Railway. A total of 259 were to eventually be built, and all were named after Halls in the UK, hence they became known as the 'Hall' Class.

The prototype 'Hall' was a rebuild of 'Saint' 2925 *Saint Martin*, where she received smaller driving wheels, had her cylinders realigned and the more modern 'Castle' cab fitted. After three years of trials and further modifications, Collett placed an order and the first 'Hall' was completed in 1928. The first 14 were sent to Cornwall, but proved so successful that by the time the first batch had been completed, a second batch had already been ordered. Production of the 'Hall' Class continued up until 1943.

The GWR classified the 'Halls' as Power Classification D with a Red Route Availability. They proved to be suitable for the lighter express services and on heavy fitted freights. With their sure-footedness they proved to be excellent hill climbers as well. Under BR they were given the power classification of 5MT.

Preservation

Out of the 259 Collett 'Halls' built, 11 have survived into preservation:

- 4920 *Dumbleton Hall* (South Devon Railway)
- 4930 *Hagley Hall* (Friends of Hagley Hall at the Severn Valley Railway)
- 4936 *Kinlet Hall* (Friends of Kinlet Hall, based at Tyseley)
- 4942 *Maindy Hall* (Being converted into 'Saint' Class No. 2999 at Didcot)
- 4953 *Pitchford Hall* (Private owner, based at Tyseley)
- 4965 *Rood Ashton Hall* (Vintage Trains, based at Tyseley)
- 4979 *Wootton Hall* (Furness Railway Trust)
- 5900 *Hinderton Hall* (Didcot Railway Centre)
- 5952 *Cogan Hall* (6880 Society)
- 5967 *Bickmarsh Hall* (Private Owner, based at Northampton & Lamport Railway)
- 5972 *Olton Hall** (West Coast Railway Company, based at Camforth)

*Currently running as 'Hogwarts Castle', for its role in the Harry Potter films.

5952 History

Completed at Swindon works in December 1935, she was outshopped in GWR lined green with GWR 'Shirt Button' logos on her tender, and allocated to Penzance shed in Cornwall. In February 1939 she was moved to Cardiff Canton, and during this time she was repainted into GWR unlined black. She was then again moved in 1945, this time to Old Oak Common,



Safely back at Llangollen, Cogan Hall takes residence in the back siding. Alongside is the NER Box Van we have purchased for parts storage, with temporary tarpaulin on the roof prior to repairs being undertaken. Ashley Broomhall.

We had been advised that part of the ash pan would need to be removed and to bring cutting gear with us. In the event the offending piece of the ash pan was very rotten and easily removed. The ash from the last fire was still there in some quantity. One group shovelled all of the ash out into wheel barrows to prevent it being distributed en route to Llangollen.

The second group spent their day loading parts and transporting back to Llangollen – heavy work and several trips were needed!

We must record our thanks to Andrew Goodman and Moveright International for transporting Cogan Hall to Llangollen.



No. 5952 on the move, courtesy of Andrew Goodman and Moveright International. David Wilcock



No 5952 Cogan Hall on the 10.35 Hereford-Paddington, seen just after leaving Colwall Tunnel, on Sunday 19th August 1962. Michael Mensing.

where in August 1950 she was fitted with a three-row superheater, before moving to OOC's outpost shed at Southall in the following October. She then returned to Penzance in 1954 but after six months she was moved to Plymouth Laira, where she was only resident for three months before she was reallocated to Worcester in September 1955. Four years later she was to again be reallocated, this time to Hereford shed, and then in November 1963 she moved to her final shed at Cardiff East Dock. She was withdrawn in May 1964 after covering over 1,000,000 miles, and was subsequently sold to Woodham Brothers' scrap yard in Barry, South Wales for dismantling in June 1964. However, like many other locos that were sent to Woodhams', she was not scrapped and was eventually saved for preservation.

In September 1981, 5952 became the 136th locomotive to be bought from Woodhams' scrap yard by preservationists. Her saviour was Ken Ryder, who first moved her to the Gloucester Warwickshire Railway to be part of the Great Western Steam Locomotive Group. In the mid 1980s she moved to Swindon as part of a display of railway artefacts, prior to moving to the Llangollen Railway in North Wales in 1989. She then made it to the Headquarters of the Cambrian Railway Society at Oswestry, before moving again in November 2003, this time to Llynclys where she ended up as part of the Cambrian Railways Trust, whose aim was to restore part of the former Cambrian Railway at Llynclys and run steam hauled tourist trains. However in early 2010, the locomotive was made available for purchase to any group that would be able to restore 5952 themselves. After some negotiations, the 6880 Betton Grange Society were able to offer her a positive future and completed her purchase on February 1st 2010, and on March 1st she made her return to Llangollen.

5952 Future

5952 will undergo an initial assessment by the engineering team at Llangollen. The front bogie will be removed to assist in the construction of the 81st Grange, 6880 *Betton Grange*. The tender from 'Cogan' will then be restored for use behind 6880 as well. However this will not be the end for 5952. The 6880 Society have promised that she will be restored in her own right and our long-term aim is to have both 6880 and 5952 working together.

With the experience gained from refurbishing 5952's current front bogie for 6880, a brand new one will be made for 5952. The Society already have a set of tender frames,

Timeline

Below is a summary of the featured information. The shed codes are placed in brackets for the various sheds she was resident at.

- Dec-35 Completed in GWR Green with Shirt Button logo and 3500 gallon tender
- Dec-35 Allocated to Penzance Shed (PZ)
- ???-39 Reallocated to Cardiff Canton (CDF)
- ???-xx Painted in GWR Unlined Black
- Feb-45 Reallocated to Old Oak Common (PDN)
- Oct-50 Reallocated to Southall (SHL)
- Dec-54 Reallocated to Penzance (PZ / 83G)
- Jul-55 Reallocated to Laira (83D)
- Sep-55 Reallocated to Worcester (85A)
- Aug-59 Reallocated to Hereford (86C)
- Nov-63 Reallocated to Cardiff East Dock (88L)
- May-65 Withdrawn after covering x,xxx,xxx miles
- Jun-65 Sold to Woodhams Scrapyard, Barry
- Sep-81 Becomes 136th loco saved from Barry, bought by Great Western Steam Locomotive Group, and moves to Gloucester Warwickshire Railway
- ???-8x Moved to Swindon as part of railway display
- ???-89 Moved to Llangollen Railway
- ???-xx Moved to Oswestry
- Nov-03 Moved to Llynclys as part of Cambrian Trust
- Feb-10 Purchased by the 6880 Society
- Apr-10 Returned to Llangollen

If any member can help with the missing dates, please let the newsletter editor know at paul.appleton@ianallanpublishing.co.uk

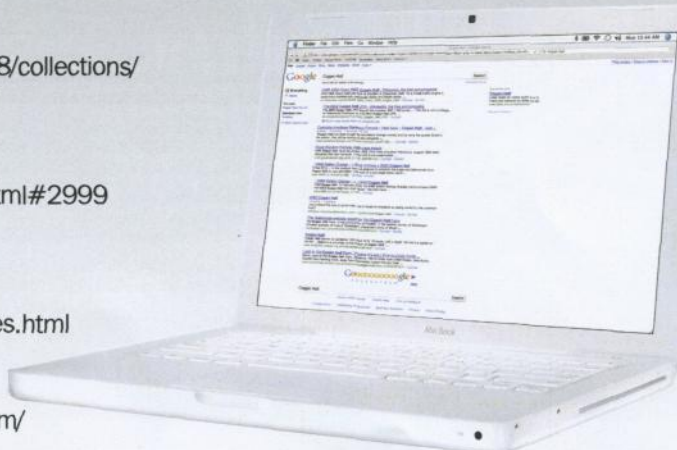
which will be used to create a second tender for use with 5952. All this will be done through a separate funding scheme initially, so that those who want to contribute to only one of either 6880 or 5952 will be able to do so.

Cogan Hall

5952's name originates from an old manor house in Penarth, Glamorgan, South Wales, which was the focal point of a 16th century farming area. Today it is still used for such a purpose, with the farming of livestock presently ongoing utilizing traditional methods. The buildings are still there but the place is a shadow of its former self, and during the 19th Century they underwent some extensive remodelling.

Links/Appreciations

- Richard Postill - <http://www.flickr.com/photos/16749798@N08/collections/>
- 4920 - <http://www.southdevonrailway.org/Loco-Summary.html>
- 4930 - <http://www.4930hagleyhall.org.uk/>
- 4936 - <http://www.kinlethall.co.uk/>
- 4942 - <http://www.didcotrailwaycentre.org.uk/guide/projects.html#2999>
- 4953 - <http://www.4953pitchfordhall.com/>
- 4965 - <http://www.vintagetrains.co.uk/4965.htm>
- 4979 - <http://www.furnessrailwaytrust.org.uk/other4979.htm>
- 5900 - <http://www.didcotrailwaycentre.org.uk/guide/locomotives.html>
- 5967 - <http://www.bickmarshhall.co.uk/>
- 5972 - <http://www.westcoastrailways.co.uk/>
- National Preservation - <http://railways.national-preservation.com/>
- Cogan Hall Farm - <http://www.oldcoganhallfarm.com/>



Experiences with Granges – David Huntbatch

In nice, clean ex-Works condition, No. 6859 Yiewsley Grange stands outside Swindon Works on 2nd February 1964. David Huntbatch.



I've been a member of the Betton Grange Society now for a number of years and for a large part of the time have contributed as an 'Express Member'. With all the railway preservation projects alive in the country how do any of us decide which ones are worthy and which ones merely interesting? How do we decide which ones to back and which ones to wish 'good luck'? What motivates us to put our hand in our pocket and say "Yes, I believe in this"?

Well in my case it's because I remember 'Granges' with fondness, the locomotive you could throw at any job and it wouldn't let the side down. With good reason it was an engineman's favourite for that reason. My life began in Wolverhampton and it was here that 'Granges' were an everyday experience, mostly on fitted freights from Oxley running to Crewe and Banbury, but also on relief trains and summer excursions to and from the south coast. The 'Granges' could handle it all. It was a great pity that none survived into preservation.

For these reasons, when Quentin floated the idea of building 6880, I knew it was for me. To build a 'Grange' hit the right spot in my thinking, not just because there were none left, but because this class of locomotive was important in GWR history and the largest class to have no survivors. Life isn't right without one.

In 1962 to 1964 I was working in Birmingham and travelled home to Wolverhampton Low Level from Snow Hill each night. My choice was the 17.55 train, a semi-fast, steam-powered working, rather than an all-stations DMU. Frequently an Oxley or Tyseley 'Grange' was in charge. My favourites were 6853 Morehampton Grange, 6856 Stowe Grange and 6831 Bearley Grange, not forgetting 6861 Crynant Grange. As a trainspotter I'd seen all members of the class many times over the preceding years, but it was always a pleasure to experience them in action. So at 17.55 each night it was a brisk 'right away' from Snow Hill down through the tunnels, sweeping through Hockley then opening up for the climb past Handsworth & Smethwick and the Hawthorns to the first stop at West Bromwich. The passengers were people returning home from work, the three or four compartment coaches filled with

commuters, stepping quickly from the train, the door already open before the train was quite stopped, the slamming of the doors heard moments later.

Station stops were rarely longer than 20-30 seconds. Then it was away again hard on the power up through Swan Village and into the tunnel beyond, before racing down to the next stop at Wednesbury. Now on the flat the locomotive was notched up for the quick spin along to Bilston, our final stop before Low Level. Off again, it was the hard squealing of the flanges through Priestfield Station curve that grabbed our

attention before the last sprint past Monmore Green and through the tunnel before bursting out at Low Level Station. The schedule for the 13 miles said 35 minutes, the fastest I recorded was 22 minutes, 25 seconds. Not bad for a start to stop including three intermediate stops. The 'Kings' were allowed 25 minutes non-stop, admittedly with 12 on.

I remember too a visit to Swindon Works in February 1964 when an ex-works 6859 Yiewsley Grange stood outside the paint shop in perfect condition. You can see my photo, of the locomotive that day reproduced here, and yet it soon all went downhill so quickly.

Towards the end of Western steam I had my worst experience with a Grange, this was in 1965 and caused letters of complaint to be written to the *Express & Star* newspaper in Wolverhampton. 'Wolves' were drawn away in the 'cup' to Portsmouth in January that year and I travelled on the excursion train from Wolverhampton to Portsmouth. The locomotive was a very run-down 6833 Calcot Grange. It lost time continuously all the way to Portsmouth arriving at Fratton Park ten minutes after the game had started, hence the complaints. The fact was that the locomotive wouldn't steam. We stopped at Oxford and Basingstoke for some time to clean the fire and regain some steam pressure. The driver told me at Basingstoke that the coal was very poor and that they had steam leaks everywhere. 45 mph was about the fastest we went that day. The return was no better. No name or number plates on the engine by this time; it was a wretched day, the locomotive reduced to a wreck by lack of maintenance over a long period.

What is fantastic now is that we have the opportunity to put all that right and show what a 'Grange' can really do. We can give back prestige to this versatile and much loved class of locomotive. This is why I'm in the Betton Grange Society. It's why I have now joined the Board to do what I can to see the project through and build the locomotive as soon as possible. I'm looking forward to the day when 6880 moves under its own power for the first time. Then the legacy of Western steam will be a big step nearer completion and we'll have a locomotive to be proud of.

Membership Matters – Richard Cadge

It is pleasing to report there has been a steady flow of new members since our last newsletter. This has been helped by our attendance at the prestigious GWR 175 events held at Didcot and the Gloucester Warwickshire Railway.

The purchase of *Cogan Hall* has also provided further interest and media attention in the project.

We have recruited a further 'Express' member and our first two 'City' members have been signed up.

We are delighted to welcome the following new members:
Richard Newton, Roy Tattersall, Stephen Gardiner, Mike Yeadon,

Jim Neal, Geoffrey Bottoms, Will Nicholls, Geoffrey Griffiths, Peter Bamber, Mark Shere-Massey, David Mark.

We are keen to gain more members and would like existing members to persuade friends and relatives to join the Society. As an added incentive any member who signs up another member before the end of August 2010 will receive a free gift and the same for their friend.

The free gifts are as follows:

- Society Membership – Polo Shirt
- City Membership – Sweatshirt
- Express Membership – Rugby Shirt or Fleece.

Membership Options

A reminder of the options available – please tell your friends!

Society Membership

Society Membership costs £10.00 per month for a minimum of 24 months.

Benefits of Society Membership include:

- A signed and numbered limited edition drawing by Craig Tiley
- A DVD from B&R Videos featuring archive materials
- A membership certificate acknowledging your contribution
- Access to construction
- Invitation to travel on the inaugural train*
- Access to footplate*

(* Subject to availability)

City Membership

City Membership costs £34.40 per month for 100 months
Benefits of City Membership include:

- All of the benefits for Society Membership
- One footplate driving experience on the Llangollen Railway with an ex BR steam locomotive.
- A section of boiler tube from 7927
- The official SSS2 DVD from Bellhurst Productions
- A signed and numbered Limited Edition print from a painting by Malcolm Root of 6880 Betton Grange

Express Membership – Limited to Just 50 Members

Express Membership costs £68.80 per month for 100 months

Benefits of Express Membership include:

- All of the benefits for Society and City Membership
- Three further footplate driving experience on the Llangollen Railway with an ex BR steam locomotive.
- Life membership of the Llangollen Railway
- A Privilege Pass, only available to Express subscribers, and which gives access to all events held by '6880 Betton Grange Society'
- An exclusive '00' Gauge model of Betton Grange manufactured by Hornby and fitted with specially commissioned etched brass name and number plates

Regional Groups

We are forming regional groups to support the project in various parts of the Country. This has developed from an idea by long time member Neil Tiley.

Neil lives in Swindon and suggested that if he was equipped with a mini sales stand, stock and publicity material he could attend local railway and model railway events. Neil has already made some event bookings and is encouraging others to join him.

A South Wales group is also currently being formed.

If any members would like to form a regional group please get in touch – it is a good way of raising funds and interest in Betton Grange and it's good fun too!

New Rugby Shirt

The latest addition to the 6880 clothing range is a rugby shirt designed by Mark Jones. The shirt features our usual logo on the front and 'Grange 68' on the back.

They are well priced at just £25.00 each and have been selling very well at recent events.

More great merchandise is available online at www.6880.co.uk



Photo: Quentin McGuinness

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