

Betton Grange 6880

Building the 81st Grange



NEWSLETTER

Winter 2010/11

Welcome to another issue of the Betton Grange Society Newsletter, following a busy period of activity there is plenty to report.

The big news on the engineering front is the cutting of the steel for the extension frames. You can read more about this in the Engineering Report overleaf, but needless to say this is a major step forward and makes a real statement to the public as once machining of these has been completed and they are delivered to the engineering team at Llangollen, they can be offered up to the main frames and for the first time 6880 will be a full length locomotive!

Less obvious progress has been made elsewhere with the weatherproofing of the recently acquired ex-LNER box van providing a secure home for locomotive parts purchased along with 5952 *Cogan Hall* from Ken Ryder. Many of these will be used, or copied for use, on 6880.

The AGM was held on 9th January and three new directors were formally appointed, bringing much needed skills to the Society. The dates for Steel, Steam & Stars 3 were announced to the members present – see page 3 and put the dates in your diary now!

One area we have been keen to beef up is the publicity campaign and members may have seen the recent feature in *Steam Railway* magazine. As a direct result of this and the leaflet we also inserted into the issue, a number of new members have joined and also several donations have been made, including one rather large one!

Regular press releases are going out to the railway press every month, every time there is something to report, and extended features are planned for a number of railway publications to spread



Ken Ryder (middle) hands over the nameplate for 5952 *Cogan Hall* to David Huntbatch and Quentin McGuinness at Llangollen.

the word as far and wide as possible about 6880 and enticing more people to support this exciting project.

Meanwhile three new promotional stands have been acquired for use at galas and model railway exhibitions, sponsored by Director David Huntbatch. They are decorated with 'Betton Grange' paraphernalia and each comes complete with a DVD player that will be used to show a publicity video produced by David, which is arranged to play on a continuous loop.

Apart from the cylinders, we really do have most of the parts needed to build the 81st 'Grange'. A lot of these items, such as the boiler, wheels and tender, require a considerable amount of work doing on them, and of course this in turn requires substantial quantities of money. The only thing holding us back is a shortage of cash; quite simply the more people we have on board, the quicker progress will be seen. If you have completed your programme of

monthly £10 contributions, why not carry on paying £10 each month? It really will make a big difference!

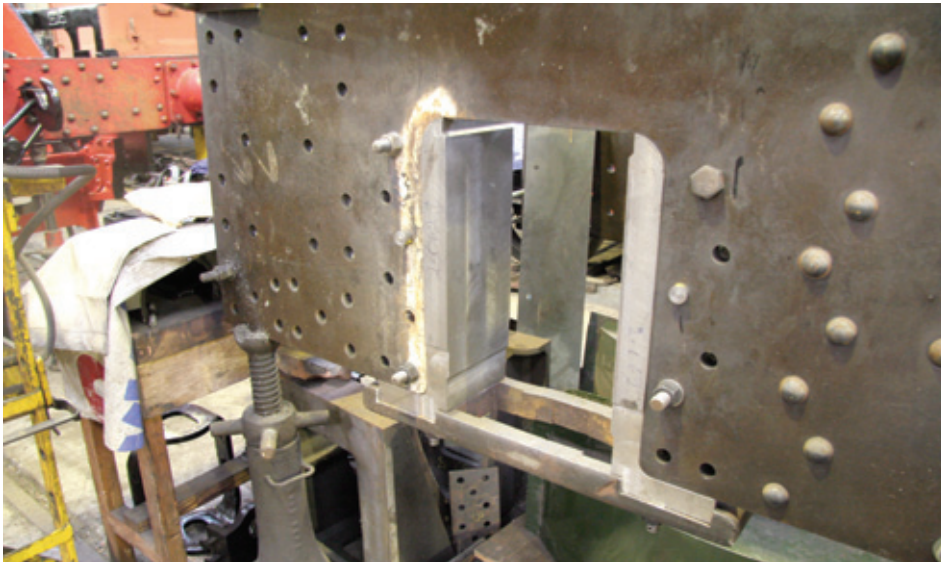
Paul Appleton, Editor



6880 Engineering Progress Report



The steel for the extension frames has been cut and delivered to G H Stone at their Street, Somerset premises, and now await machining and drilling before delivery to Llangollen. David Huntbatch.



Good progress has been made on machining and fitting eight of 6880's hornguides. Richard Cadge.



Another view showing one of the hornguides, which is fitted in place using temporary bolts.

The principal objective from the major fund raising effort that was Steel, Steam & Stars 2 was to raise enough money to get the extension frames for 6880 cut, machined and fitted. It is therefore gratifying to report that RHG Stone have taken delivery of the steel sections, which are 85mm thick, that the two principal components of the extension frames will be machined from.

RHG Stone were selected, based not just on price, but the fact that they came recommended and had completed work recently for the West Somerset Railway amongst others. With the steel delivered to their Street (near Glastonbury in Somerset) premises, RHG Stone will now set about machining and drilling the frames with delivery expected back at Llangollen Railway Engineering by the end of March, or early April.

Because space is at a premium in the shed at Llangollen, Dave Owen has indicated that it will be necessary to move the 'Grange' frames back to allow sufficient room in the space between 6880 and 4141, which is undergoing major overhaul, for the extension frames to be assembled and offered up to the main frames, so that they can be drilled through.

Once the extension frames are fully fitted to the main frames, the front buffer beam and associated strengthening brackets can be assembled onto them.

Fitting the extension frames will include the mounting of the racking plate on heavy duty angles, which have already been purchased.

When the above is complete, it will be ready to receive the cylinders and bogie. As mentioned elsewhere, we have to start from scratch with the cylinders, so the next major fundraising push will be for the £60,000 to have the castings produced for these.

It is our intention to borrow the bogie from *Cogan Hall* and work on refurbishing it, should commence shortly.

Meanwhile good progress has been made with the hornguides; eight of these have been machined and fitted to the frames with temporary bolts. At the time of writing, two of the four ties had also been mounted

on the fireman's side; so shortly the leading and driving axle horns will be complete.

Work is to commence on the rear axle horns which are a slightly different design and a machining drawing is being prepared by Pete Simpson. Whilst waiting for this, machining of the first two spring hanger brackets is being fitted in.

The cab sides have been reassembled by a members' volunteer group and fitted to the frames, along with the cab roof, with the help of Dave Owen's team. The 6880 team then fitted the angles and spectacle plate.

Pete Thomas, Dave Owen and Quentin McGuinness are due to meet shortly to prepare a job list as there is a considerable amount of work that 6880 volunteers can be getting on with whilst the paid staff focus on the heavier, more specialist stuff.

Forthcoming working party dates:

- Working Weekend 5th -6th February
- Working Weekend 5th - 6th March
- Working Weekend 2nd - 3rd April
- Working Weekend 7th - 8th May
- Working Weekend 4th - 5th June

Jobs planned for the first of these weekends includes fitting six sections of footplating to the frames and preparation of the buffers for fitting to the extension frames when they are delivered. Contact Pete Thomas if you are able to help out on any of these dates as it helps plan the work we are able to undertake, or feel free to turn up at Llangollen if you are unable to plan ahead. The more pairs of hands we get, the more we can get stuck into.



Richard Pumphrey is busy securing the spectacle plate to the front of the re-assembled cab in the workshop at Llangollen. Richard Cadge.



A general view of 6880 in the shed, showing the re-assembled cab on the locomotive's main frames. Richard Cadge.

Steel, Steam & Stars III

Much acclaimed by the railway press for being innovative, the last two SSS events have proved to be vital fund raisers for 6880 and have helped raise the profile of the Society across the length and breadth of the country - and further afield too.

There were many requests for a SSS event in 2011 to keep up the biennial sequence, but with so much happening on the engineering front in 2010 it was agreed to leave it a further year. With the extension frames now underway, with steel cut and machining about to

start, the time is right for another fund-raising push, this time to raise £60,000 to get the new cylinders underway.

To achieve this, we have to keep costs under careful control, whilst maximising the revenue potential. Of course there will be several star exhibit 'guest locomotives' to supplement the ever expanding home fleet, with several suggestions being looked into, and there will be lots of extra attractions too, like narrow gauge and miniature railways, a fully fledged steam and vintage rally, beer festival, goods trains,

observation car and who knows, possibly even trains down the extension to Corwen?

The trick will be to keep the event interesting and sufficiently attractive, without breaking the bank and taking unnecessary risks. The organising committee is exploring new money making ideas and it is hoped to get the publicity material together in time for the summer. You will be kept up to date on developments through this newsletter and emails for those who volunteer to help at the event.

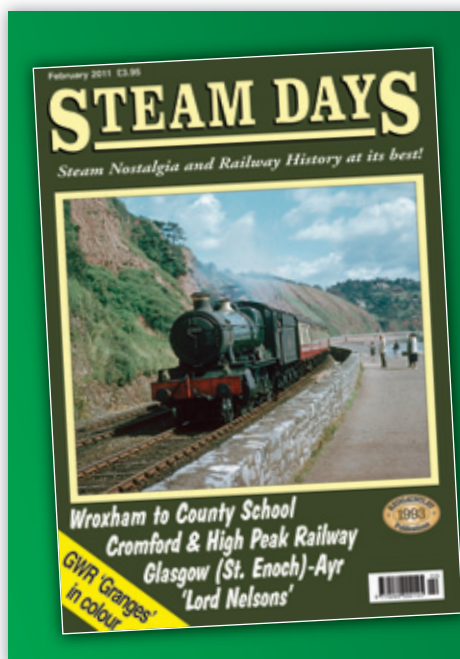
JACK OF ALL TRADES

A selection of images showing the versatility of the ex-GWR 68xx 'Grange' class, reproduced with the kind permission of *Steam Days* magazine.



Above: No. 6847 *Tidmarsh Grange* stands at Swansea High Street's platform 5 having just arrived from Bristol with the Saturdays-only 12.37pm on 11th August 1963. No. 6847 lasted until the end of Western Region steam, withdrawn from Worcester shed in December 1965. Colour-Rail.com/307329.

Right: Empty car flats are being returned to BMC's Cowley factory by No. 6841 *Marlas Grange*, seen here just east of Tyseley. At the time of the picture, taken on 27th August 1964, it was an Oxford-based engine, from where it was withdrawn in June 1965. M Mensing.



Betton Grange Society members will no doubt be interested to know that a colour photographic feature on the ex-GWR 'Grange' class is in the latest issue of *Steam Days* magazine, cover-dated February 2011. A small selection of the pictures are shown here, but the feature is a real 'Grange' feast with eight pages of full colour images, including some real gems.

You can get a copy for £3.95 from most branches of W H Smith and other larger newsagents, or direct from Red Gauntlett for £5.00 inc P&P from; Steam Days Subscriptions, PO Box 464, Berkamsted, HP4 2UR. Tel: 01442 879097.



Above: Seen in charge of a holiday special from the south coast, No. 6871 *Bourton Grange* is going well on the climb up Hatton Bank on Saturday 8th August 1964, about to pass a Southern Region Type 3 with green corridor stock heading for home territory. No. 6871 was withdrawn from Oxley shed in October 1965. M Mensing.



DIRECTOR PROFILE

This is the first in a series of mini features introducing 6880 B oard members to the wider membership. First up is group Chairman, Quentin McGuinness

Being born in April 1962, I was unfortunately too young to remember much Western Region Steam. However, on the 1st Jan 1965 I witnessed 7829 *Ramsbury Manor* depart Redhill station during the last day of steam services on the Reading-Redhill line, which was local to us. Then on 21st June 1965 I saw sister engine 7828 *Odney Manor* leaving Aberystwyth station whilst waiting on the narrow gauge line as part of a Welsh holiday.

On the 6th March 1966 Dad took me to Southall shed to see 4079 and 6106 shortly after being purchased by the GWS. Just seven months earlier he had seen one of the last 'Granges' in service at that shed, but I regret to say he didn't take me on that previous trip.

I am very grateful to my Dad for the frequent visits to our local station, Surbiton, on the Waterloo Mainline during the 1966-67 period. We would travel by bus and sometimes took a train down to Woking, usually hauled by a Standard 5 or a Bullied Pacific. I remember well, sitting on the old parcel cages eating our sandwiches, whilst watching the mainly filthy locos passing through the station. Health and Safety wasn't so hot then; my Dad managed to get me into several steam sheds, including Nine Elms, Banbury, Machynlleth, Bolton, Heaton Mersey and Lostock Hall. The experience of walking



A young Quentin McGuinness, aged 4, bunks Banbury shed on 10th September 1966 and is dwarfed by former LMS and BR 'Standard' type locomotives. T. McGuinness.

between engines and through puddles of water lying in the ash-strewn yards, will remain forever in my mind.

The end of steam on the Southern came in 1967 and I was given a short footplate ride along with my Dad at Guildford Shed on a Standard 5, as the crew ran over the loco's redundant supply of detonators. The loco was about to depart for the scrap yard and you could certainly say she went with a bang!

Dad took me to see the 'End of Steam' specials in 1968 in Lancashire and at the age of six I was just old enough to

understand the loss of something important to me.

We never lost interest in steam and continued to visit preserved steam railways. Mainline steam returned and the thrill of travelling behind steam at speed could once again be experienced.

I developed an interest in photography during my teens. Naturally this extended into railway photography. I also became keen on walking, particularly in mountainous areas like Wales and the Lakes. My other hobbies include an interest in wildlife - particularly birds of

ANNUAL GENERAL MEETING

The 6880 Betton Grange Society's AGM took place at Llangollen on Sunday 9th January in the Henry Robertson Suite. Including the Directors there were just 15 members present, with apologies received from several members who couldn't make it due to adverse weather conditions in some parts of the country.

An update on the engineering position

was given and a large photograph of the newly cut steel for the locomotive's extension frames was on view. Some members expressed concern that progress on the locomotive seemed to be slow, especially when compared to some other new-build projects, but much has been happening as can be seen from the Engineering Report in this issue, and members were further reassured by the

appointment of Pete Thomas to the Board who will be planning engineering work that can be tackled by members during working weekends.

Quentin McGuinness presented the accounts and an abridged copy of these is enclosed with this newsletter. More detailed accounts are available on request for anyone who wants a copy. They run to quite a lot of pages so it isn't practical to

prey, rock and jazz music, art and design, model railways and travelling in general.

On leaving school at 18, I entered employment with an oil company based in their London area offices. Later on I moved to a more local company in the sales and parts office of a diesel engine manufacturer, where my experience with loco restoration helped and I developed customer service skills.

I first entered the world of preservation in 1983 when I visited the Glos Warks Railway. I joined Ken Ryder's GWSLG to help restore his locos. The first job was helping paint the frames of *Odney Manor*, the very engine I had seen 18 years before! I soon got very involved and became the Group's Newsletter secretary. I was aware that Ken had not purchased any tank locos, so I offered to set up a scheme to attract shareholders to fund a 'Large Prairie' from Barry scrap yard. I took out the initial adverts to save 5199 and became Project Manager. Dad soon joined in and the loco was purchased after fundraising in 1985.

The locomotive was sidelined somewhat by the restoration of 7828, but nevertheless I managed to locate most of the required second-hand parts for her and a list of contacts that have proved useful to this day.

The GWSLG split up at Llangollen and 5199 went her own way. We took her to Long Marston Army Depot and restored the many components, purchased tools and equipment and made 5199 a rolling chassis before returning to Llangollen in 1996.

I had also become very involved with the restoration of Carrog station. It was in



Now a regular on the footplate at Llangollen, Quentin is seen during a firing turn on 3440 Cit y of Truro, on 30th May 2005, by now at the ripe old age of 43! T. McGuinness.

1995 that I took a bold step and left my employment in London. Taking a year off, I devoted my time to volunteering at the station, living in a caravan and scouring the country for the artefacts that were needed to bring back the station to life in time for the opening in 1996. After that I settled permanently in North Wales and have lived in Llangollen since 1997.

In 2003 I was very proud when I could give my Dad the first go on the regulator of 5199 as she moved under her own steam for the first time in 40 years. It didn't stop there though. Will Naylor and I had already launched a plan to build a 'Grange'. So in 2003 the 6880 Bett on Grange Society was officially incorporated. The rest is history as they say, suffice to say that today I remain totally committed to seeing a 'Grange' built and to the



continuing success of Llangollen Railway where we are based.

Currently I am employed as a Driver for DHL in Wrexham. I am part of the Railway's operating department as a fireman and encouraging my nine year old son Ben's fascination with steam in the family tradition!

send them to everyone. Contact Richard Cadge if you require a full set (see page 8 for contact details).

Dates for Steel, Steam & Stars 3 (SSS3) were also announced as being 21st to 29th April 2012. Again, an action packed nine day event is planned with the clear objective of raising sufficient money to have the new cylinders for 6880 cast. It was suggested from the floor that one of the main problems is getting enough volunteers to run the event properly. It was explained that an organising

committee has already been formed and a first meeting held. Many new ideas have been discussed and it has been agreed that local groups will be sought to handle mundane tasks like car parking, so that members can get closer to the action and focus on more important and interesting roles. A liaison officer will be appointed to coordinate the volunteer effort and organise a rota, whilst a members day (see separate item) is being organised for April where we hope to meet as many members as

possible and recruit for the big event.

Three new Directors were voted onto the Board; David Huntbatch and Paul Appleton who have already been serving since the summer were formally appointed and have been joined by a third new member, Pete Thomas, who brings engineering expertise and will be making a full review of the work done so far, what needs to be done, when and how.

Minutes of the AGM will be made available shortly.

MEMBERSHIP REPORT

There has been an encouraging increase in membership of the society in recent months. A new membership leaflet has been produced which was first used as an insert in *Steam Railway* magazine. This produced several new members and a significant number of donations. The leaflet is currently inserted in the *Western Celebration* Bookazine.

The current membership status is as follows:

Society Members	137
City Members	2
Express Members	14
Total	153

Over the past year the membership has increased as follows:

Society Members	21
City Members	2
Express Members	3
Total	26

In addition to the new members some existing members have increased their regular contributions and others have restarted regular contributions, which is all very positive. We are keen to encourage more members to make regular monthly contributions to the project. A copy of the new membership leaflet is enclosed with this Newsletter. If you can introduce a friend, or increase your own contribution, we will be very pleased to hear from you!

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



Express members receiving their Hornby models of 6880 on their Footplate Experience day at Llangollen. Left to Right: Geoff Morris, Marcus Mayers, John Pearse, Jeff Jones, with Chairman Quentin McGuinness (far right). D Wilcock.

MINI STANDS & EXHIBITIONS

The Society has recently purchased three Mini Sales Stands for use at model railway exhibitions around the country. In addition we've added three 19" televisions with built-in DVD players to show a 6880 Betton Grange Promotional DVD that introduces the project to newcomers using archive footage of Granges at work and charting the progress so far in assembling the frames and cab of our locomotive.

This initiative follows the creation of area groups of volunteers based at Swindon for

the Wiltshire and Avon area and Pontypridd for South Wales. The third Mini Stand is at Llangollen for use anywhere in the country. The creation of other area groups is planned.

The idea is to have a presence at model railway exhibitions being run in mainly Great Western territory, a likely source for new members and the chance to raise funds through the sale of merchandise.

David Huntbatch.

Upcoming dates and shows we're planning to attend are:-

5-6th February - Stafford Railway Circle Exhibition, Stafford County Showground, Nr Stafford.

5th March - Abingdon & District Model Railway Club's Exhibition, White Horse Leisure Centre, Abingdon, Oxfordshire.

13th March - Wyre Forest Model Railway Club's Exhibition, Perdiwell Leisure Centre, Worcester.

2nd April - The Association of 16mm Modellers, Stoneleigh, Warwickshire.

9th April - Pontypridd Model Railway

Club's Exhibition.

9-10th April - Bentley Model Railway Group, Christie Miller Leisure Centre, Melksham, Wilts.

9-10th April - Stourbridge Railway Society's Show, Bonded Warehouse, Stourbridge, Worcs.

16-17th April - Sutton Coldfield Railway Society, Bishop Walsh School.

28-29th April - Risborough & District MRC - Railex, Stoke Mandeville Stadium.

If anyone can lend a hand with any of these forthcoming dates, please contact; David Huntbatch on 07740 029447 or Quentin McGuinness on 07989 396577



MEMBERS' DAY

It is planned to hold a Members' Day at Llangollen on one of the weekends in April, to coincide with the return of the machined extension frames from Stone's. A trip along the line will be amongst the attractions for 6880 members. The actual date will be circulated once we have a realistic date from Stone's to work from.