

6880 Betton Grange

6880

Building the 81st Grange for the 21st century

Find us at www.6880.co.uk

Quarterly Newsletter No: 2

Welcome to our second quarterly newsletter.

Those of you who read the railway press, visit the website or receive our e-mail updates will already know the groundbreaking news that the Vale of Glamorgan Council have agreed to release 7927 Willington Hall, for the purpose of donating the boiler for use with 6880, a re-creation of one of the engines missing from preservation, and the chassis to be converted into a Hawksworth County "County of Glamorgan", another new build project coming from the Great Western Society at Didcot. Other plans now released involving the Barry 10 locomotives include a GWR 47xx and the other two "Counties", a 4-4-0 & 4-4-2T. This has taken many years of negotiations between the Vale of Glamorgan Council, the Great Western Society, Welsh Development Agency and ourselves, and should see Willington Hall moved to Llangollen later this year for the separation of the boiler from the frames and a full evaluation of the work needed to be carried out.

The acquisition of the boiler now propels the building of 6880 Betton Grange to the forefront of the "new build" projects and finishes what has been a busy year for all on the project. I had hoped to bring you this newsletter in early December, but this important news, and the full launch of our project had to take precedence in the short term.

As has become a tradition at this time of year I will now review the year in full.

February 2003 saw the first steaming of 5199, and she was handed over to traffic on the Llangollen Railway during the April Gala. The team hardly took a break before starting off on the next project, turning the attention to 6880 Betton Grange. At the beginning of March we brought the website back online, if you have not done so already please take a look; we've a project outline, "Grange" history section, up to date project news, discussions or simply signup for our e-mail newsletter. We can be found at www.6880.co.uk.

We visited open days at Crewe and Barrow Hill promoting 6880, and we are planning on more shows for 2004. Crewe was attended with an in-steam 5199.

We entered into negotiations with the owners of Kinlet Hall for the purchase of the spare Collet 4000 Gallon tender which has been in Pentrefelin yard for some years. Our next step was to move it to the workshop yard and do what we do best, get our hands dirty and make a mess. Result; one rusty kit of parts for a "Grange" tender and the 5199 team active again.

Right from the start of this project we made the decision to get the financial structure in place before we made a proper appeal launch, and, after trawling through all the paperwork needed, we have finalised this position. We are pleased to announce that we are now a Limited Company and Registered Charity.

Taking this route maximises our financial situation through the Gift Aid scheme and sets the seal on the status for our plans. The Charity application took a lot longer than planned, and was only completed on the eve of the announcement of the decision on the future of the Barry 10.

During the course of the last year various parts have been sourced, a Dr Dicker from Birmingham donated a cab side window frame taken off 6869 Resolven Grange, this was purchased directly from the scrapyards breaking the locomotive. We have learned of the whereabouts of another chimney complete with a copper cap, and the latest donation is a set of whistles. To complement the acquisition of these parts we also placed an order with the 2857 Society for a set of cab side number plates for 6880.

The ongoing battle for locating drawings goes on, we are sure that the NRM does house those we are missing, but staffing levels have prevented any further progress in cataloguing those they do possess at the moment. Not to be deterred, we have been gathering estimates and quotes for components, suppliers of steel for the frames have been located near Stourbridge, and a foundry for the cylinders in Stoke on Trent, and we are piecing together the proper costings for these items.

Christmas 2003 was chosen for our funding appeal launch, we used the news of the boiler release in the railway press for maximum impact, and have a limited advertising campaign running to match the press coverage we have received. We have based our fundraising principle on the time served practise of a lot of people doing a little, and we have membership available from as little as £10.00 per month. Full membership, with the option to vote at the Society AGM is available to anyone who contributes £240.00 or more either in one lump sum, or by regular payments. We are currently finalising our awards scheme and will announce this shortly.

2003 has been a momentous year for us but we still have a long, long way to go to complete the project, and we can only do it with your help. This year has only been the start of the beginning, and, with this in mind, please find whatever little you may have to help this project, and ask yourself "are you part of it?"

That's all for this update, thanks for reading.