



FUNDRAISING

80097 Appeal

Preservation for generations...



EAST LANCASHIRE RAILWAY

The ELR Needs More Resident Steam Power.

The popularity of the Standard Class 4 has already been demonstrated on the ELR with the long term hire and operation of 80080 from the Princess Royal Class Locomotive Trust. The simple and economic operation has made it a popular engine amongst crews and railway engineers.

80080 has proved to be a very capable and reliable performer having been tasked with hauling some of the railways heaviest trains and also being the mainstay of motive power in recent years. The versatility of the class has been proven and therefore the speedy completion of the restoration of ELR based sister engine 80097, which is owned by the resident Bury Steam Locomotive Company, (BSLCo), would be an ideal addition to the ELR's operational steam locomotive fleet.

80097 Overview

Comprehensive is probably the best way to describe the restoration work that's been undertaken on 80097 since its rescue from Woodham's of Barry in 1985. As with any Barry 'wreck' from that era little in terms of boiler fittings, motion and other easily removable parts had been left behind by the time the BSLCo had secured its future for the ELR. Since arrival at Bury, there has been little left untouched in terms of restoration so far on the locomotive.

The chassis has received significant attention with virtually all components having been stripped, cleaned, de-rusted and refurbished. Work on the wheel sets, both driving bogie and pony truck, has extended to re-profiling the tyres, re-machining the journals and then marrying them with the re-furbished axle boxes. This then enabled the frames to be reunited with the wheels.

The many and varied boiler fittings and other non-ferrous items that had attracted the attention of others whilst at Barry have had to be replaced. These, in the main, have been remanufactured at significant cost and all now await re-fitting.



The extensive network of lubrication pipes that feed the axle boxes, motion parts and cylinders have been replaced, and this has included some painstaking work in ensuring that the final pipe work arrangements mirror the original BR design drawings.

Replacement of those missing valve motion components, side rods and connecting rods has been a monumental exercise which has required 'original' parts to be tracked down and also new parts having to be manufactured. Work on refurbishment of the valves and cylinders has been equally meticulous and extensive. The side and rear water tanks/bunker have been extensively repaired and have been reunited with the loco along with a new smokebox which has been trial fitted to allow other work to proceed in anticipation of the return of the overhauled boiler.

And so we come to the main purpose of our appeal. As is usual in long term restoration projects such as this, the boiler has been the last major component to receive attention. Extensive work is required on the boiler barrel and firebox and whilst a lot of the minor works have been undertaken by the restoration team the more technical aspects of the repair have to be carried out by specialist contractors to ensure safe, long and reliable service from the loco.

Discussions are ongoing between the ELLRCo. and the BSLCo with the intention of the ELLRCo. funding the completion of the overhaul of the boiler and reassembly



of the locomotive within the next 18-months.

We hope to announce shortly there is a formal agreement in place between the ELLRCo. and BSLCo. to secure the loco's long term future and operation on the ELR.

History of the Standard 4 Class

The British Railways Standard Class 4 tank is an extremely popular class of steam locomotive, one of the successful BR standard classes built during the 1950s. They were used primarily on commuter and outer suburban services as well as pick-up goods trains.

BR built 12 Standard Classes of steam locomotive after evaluation of inherited locomotive designs from the 4 pre-nationalisation companies. This determined that many Great Western designs had route availability problems due to width over cylinders, London North Eastern designs were considered too heavy, and recent Southern Railway designs lacked simplicity and ease of maintenance. As a result the 12 Standard Classes developed owed a lot to London Midland & Scottish Railway designs.

Standard Class 4 tanks were designed at Brighton Works with the programme being overseen by R.A. Riddles and based on the ex-LMS Fairburn 2-6-4T with some modifications to improve route availability. The lineage of the class can be tracked back to the Fowler 2-6-4T design of 1927.

The Standard 4 tanks were originally allocated to all regions of British Railways, except the Western. They became particularly associated with the London, Tilbury and Southend Line working commuter services out of London until that route was electrified in 1962. They were also widely used in East Sussex and Kent on those lines of the former London Brighton and South Coast Railway that were not electrified. Another group worked on the Scottish region on the Glasgow commuter services. During their later years in service they were deployed to the Western region too.

130 of the 155 strong class including 80097 were built at Brighton Works. Others came from Derby and Doncaster works over a 6 year period from 1951. More were planned however the order was cancelled due to the impending dieselisation. 80097 entered service in December 1954, was withdrawn in July 1965 and languished at Barry scrap yard until moving to Bury in May 1985.

In the 1960s there was a mass withdrawal of steam locomotive classes. Older types were withdrawn in preference to the Standard 4s, which the class remained intact until 1964. The final nine were withdrawn from the Southern Region on 9 July 1967. Fifteen Standard Four tanks have survived the cutter's torch. This is the

highest number for any preserved BR standard class, and is second only to the now eighteen strong LMS Black Fives as the most preserved main line type. 80097 is one of three Standard Tanks that has yet to haul a train in preservation. However, this is about to change...

Funding Completion of 80097

The final piece of the jigsaw for 80097 is the boiler work needed to return the locomotive to steam. The boiler is estimated to cost around £90,000 which would see the engine completed and in traffic towards the end of 2015. Once completed the locomotive will have a 10 year boiler certificate.

To help us achieve the completion of 80097 we will require help from many sources. We would welcome any donations which are a vital source of income for the East Lancashire Railway. All gifts, both large and small are gratefully received and would see the locomotive completed on time.

There are many ways to give:

- **A Regular Donation** – make a monthly donation of whatever you can afford
- **Donate online** – directly to the East Lancashire Railway – it's quick, easy and secure
- **A Gift in your Will** – Ensuring the past is for the future

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With any donation you give please make sure you Gift Aid it so we receive an extra 25p for every £1 you donate!



The East Lancashire Railway is raising funds to support various ongoing projects.

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