

Sir Archibald Henry MacDonald Sinclair 1890-1970



1st Baronet of Ulbster, Caithness
1st Viscount Thurso

Born in London on 22nd October 1890, the only son of Clarence Granville Sinclair and his wife Mabel, daughter of wealthy New York businessman Mahlon Sands.

He was educated at Eton and Sandhurst entering the army in 1910 in the 2nd Life Guards. On the death of his grandfather in 1912 he inherited the baronetcy of Ulbster plus 100,000 acres at the northernmost tip of Scotland.

During the First World War Sinclair served on the western front and for five months was Winston Churchill's second in command. While in France he met Marigold, daughter of Lieutenant-General James Stewart Forbes, and after a whirlwind courtship they married. He ended the war as a major in the Guards Machine-Gun Regiment.

After the war Sinclair became an aide to Winston Churchill, serving as his military secretary at the War Office (1919-21) and as his private secretary at the Colonial Office (1921-1922). In 1922 he entered Parliament as MP for Caithness and Sutherland, standing as a Liberal.

After Sir Herbert Samuel lost his seat in the 1935 General Election, Sinclair was persuaded to take his place as party chairman.

When Churchill became Prime Minister on 10th May 1940 Sinclair became Secretary of State for Air a post he retained until the dissolution of the coalition in May 1945.

During the war the Air Marshals found Sinclair a considerable asset for he was always willing to champion their cause and use his special relationship with Churchill.

In the General Election of 1945 he lost his seat and after failing again in 1950 he accepted a peerage in the first honours list of the post-war Churchill government, becoming Viscount Thurso, of Ulbster. In 1954 he became Liberal leader in the House of Lords.

He died in Twickenham on 15th June 1970.

Battle of Britain Locomotive Group 300+ Club

This club has been formed to promote a monthly draw to raise funds to restore rebuilt Battle of Britain class locomotive No.34059, *Sir Archibald Sinclair* to running order. New members and multiple memberships are very welcome but applicants must be over 16 years of age.

The club will consist of at least 300 memberships, each allocated a unique number for the year from March through to the following February. If the club is well supported an additional draw of £25* will take place each month. The draws will take place on the 25th of each month and prizes will be given as follows:

March, May, July, Sept, Nov, Feb
£50 + £100 + £25*

April, June, Aug, Oct, Jan
£50 + £50 + £25*

December
£50 + £250 + £25*

All winners will receive a cheque within a month of the draw and a list of prize-winners will appear in the *Bulleid Society* and *Battle of Britain Group* magazine *Bulleid Express*.



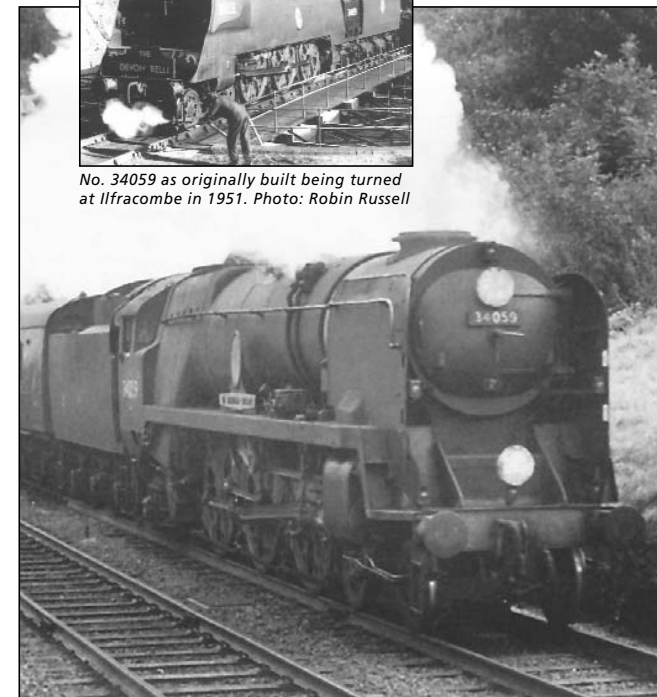
No.34059 undergoing restoration at Sheffield Park. Photo: Richard Salmon

If you would like to make a donation, assist with the restoration or obtain further details of the 300+ club, please contact:
Bluebell Railway Battle of Britain Group,
The Bluebell Railway, Sheffield Park Station,
Uckfield, East Sussex TN22 3QL.

THE BLUEBELL RAILWAY 34059 BATTLE OF BRITAIN LOCOMOTIVE GROUP



No. 34059 as originally built being turned at Ilfracombe in 1951. Photo: Robin Russell



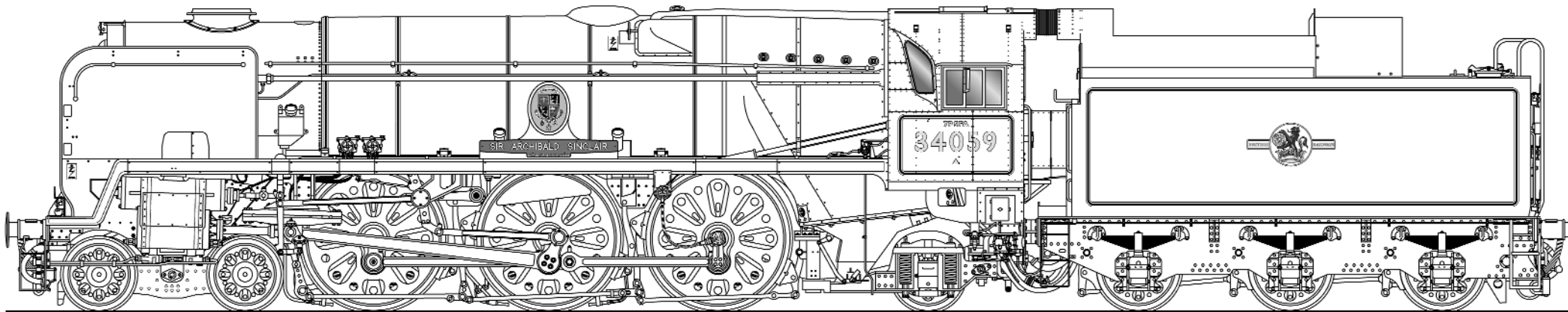
No. 34059 Emerging from Buckhorn Western Tunnel. Photo © Philip Conolly

Restoration of the rebuilt Bulleid Light Pacific No. 34059

SIR ARCHIBALD SINCLAIR
BATTLE OF BRITAIN CLASS

Further details can be found on the website operated jointly by the Bluebell Battle of Britain Group and the Bulleid Society

www.bulleidsociety.org



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REBUILT BATTLE OF BRITAIN CLASS LOCOMOTIVE No. 34059, *Sir Archibald Sinclair*

Designer: O.V.S. Bulleid

Built: April 1947, Brighton Works, Southern Railway.

Rebuilt: March 1960, Eastleigh Works, BR

Redesign Team Leader: R.G. Jarvis

SR No. 21C159, BR No. 34059

Withdrawn BR: 29th May 1966

Arrived on Bluebell: 28th October 1979

Sir Archibald Sinclair is a younger version of *Blackmoor Vale* though casual inspection would not reveal it. Emerging from the same Brighton Works in April 1947, it was one of the series named as a tribute to the personalities, aircraft, RAF stations and squadrons connected to the Battle of Britain, in this case the wartime Air Minister. Initially the engine went to Nine Elms depot near Waterloo, and in 1949 spent some time on the Eastern Region lines from Liverpool Street as a trial of pacific locomotives on this region. It returned to the Nine Elms later that year.

The design innovations on these engines were not as successful as had been hoped, principally valve gear inaccessibility in the oil sump and the steam reverser. These, together with the relative inaccessibility of the boiler, due to the air smoothed casing, manifested themselves in high running and maintenance costs and a growing reputation for unpredictable performance. Eventually BR decided that the class would have to be rebuilt along conventional lines. All the Merchant Navy class and over half the Light Pacifics were so treated, including No. 34059, before the decision to concentrate on developing diesel and electric traction halted the

programme. How radically the appearance was altered can be seen by comparing No. 34059 with No. 21C123.

The Rebuilt Locomotive

Rebuilding produced an impressive locomotive in a more classical style than the original design, although externally the most obvious difference was the removal of the air smoothed casing. The boiler, two of the three cylinders, frames and wheels were unchanged.

The evidence is conflicting as to whether, from a performance view, they were improved by rebuilding, but they were now the most modern express steam locomotives on British Railways and performed well until the end of Southern steam in July 1967.

The locomotive spent nearly all its life on the South Western main lines. Based initially at Nine Elms, London, it went to Exmouth Junction after rebuilding, before moving to Salisbury shed in January 1965. Throughout this time it worked main line services between London and the West of England. The two gaps in this service were the visit to the Eastern Region's London - East Anglia lines and a brief sojourn on the Southern Region's Kent lines in 1960-61 in the last stages before electrification.

No.34059 was withdrawn on 29th May 1966 and like many others of the class, was sold to Woodham Brothers of Barry, South Wales. It was bought for preservation by a group based on the Bluebell who decided that the line really had to have an example of the ultimate in Southern steam power. It arrived at the Bluebell on 28th October 1979, without a tender, most of these having been disposed of by the yard to a local steelworks for use as ingot carriers.

A great deal of work towards the restoration has been done in the intervening years, not least of which is fund raising – the overhaul of a Barry locomotive always costs many times the purchase price. Many of the missing fittings have been found and bought or made, and most significantly, a new tender chassis and tank have been constructed.

Technical data

Wheel arrangement:	4-6-2
Cylinders (3):	16 3/8 x 24 in.
Boiler pressure:	250lb/sq in
Firegrate area:	38 1/4 sq ft
Tractive effort:	27,720 lb
Evaporative surface:	2122 sq ft
Superheater:	545 sq ft
Total:	2667 sq ft
Driving wheel diameter:	6 ft 2 in
Bogie and trailing wheel diameter:	3ft 1in
Tender water capacity:	5,250 gallons
Coal capacity:	5 tons
Weight of engine:	90 tons 1 cwt
Weight of tender:	42 tons 12 cwt
Length - engine:	44 ft 2 3/4 in
Length - tender:	23 ft 2 in
Total:	67 ft 4 3/4 in