



PRESS INFORMATION

OLIVER CROMWELL GETS A (TEMPORARY) NEW NAME

Royal renaming ceremony to mark the centenary of the Territorial Army (8th November 2008).

The Great Central Railway is staging a national event of commemoration and thanksgiving to mark the service and sacrifice of the members of the Territorial Army in its centenary year. The highlight of the event will be the renaming and numbering of British Railways Standard 7, Britannia Class, no. 70013 “Oliver Cromwell” by HRH Duke of Gloucester.

Britannia class engine, no. 70048 was named “Territorial Army 1908-1958” by the then Duke of Norfolk. The TA, the National Railway Museum and the Great Central Railway are teaming up to arrange the temporary renaming and renumbering of Oliver Cromwell. The NRM have given special permission for this to take place.

“It is a particular honour for us to be part of the team marking this centenary. The sacrifice and courage of the Territorial Army deserves recognition and we look forward to welcoming HRH Duke of Gloucester to the railway for the ceremony” said GCR president Bill Ford.

The event, which is open to the public, takes place on Saturday November the 8th at Quorn and Woodhouse Station. The site will open to the public at 10am. The VIP party will join ex servicemen, civilian employers and others paying respects to the fallen with a two minute silence. Then the temporary new identity for Oliver Cromwell, “Territorial Army 1908 2008” will be unveiled. The engine will also carry a 'new' smokebox number, no. 70048.

It is also hoped a special travelling post office train will run carrying a first day cover marking the occasion. After the ceremony the VIPs will be invited onboard the GCRs first class dining train.

“It is a fortunate but very fitting coincidence that Oliver Cromwell could play the part once reserved for her long scrapped classmate no. 70048” concluded Bill. “The 15 guinea special wasn't the only anniversary the engine needed to meet this year!”

Oliver Cromwell was returned to steam this year after a four year work programme. It was a partnership between The Great Central Railway, Loughborough Standard Locomotive Group, 5305 Locomotive Association, Steam Railway Magazine, The National Railway Museum and Bressingham Museum. The partners would like to record their thanks to Detek CNC Ltd, Cromwell Tools, The Friends of the National Railway Museum, the readers of Steam Railway Magazine, 4c systems, the staff and students of Welbeck College, Main Line Steam Trust, The David Clarke Railway Trust and Bill Ford, president of the Great Central Railway.

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