



# STANIER MOGUL FUND NEWS

ISSUE No 76  
SEPTEMBER 2014



22nd JULY 2014  
AND  
IT'S OFF



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*SEMPER PROTEGAMUS  
(LET US ALWAYS PROTECT)*



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*The opinions expressed in this magazine are not necessarily those of the Editor,  
or any members of the Committee of Management of the Stanier Mogul Fund.*

**VISIT THE SMF WEB SITE AT  
[www.staniermogulfund.org.uk](http://www.staniermogulfund.org.uk)**

# STANIER MOGUL FUND NEWS

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Stanier Mogul Fund

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EDITORIAL:

RICHARD GREAVES

### **HOLD THE FRONT PAGE - NEWSFLASH:**

I am delighted to report that at 12.20pm on 22nd July 2014 the boiler of 42968 was lifted clear of the frames at Bridgnorth shed. After the ashpan had been quickly removed, the boiler was placed on a well wagon ready to enter the Boilershop when space becomes available. A full report will be given in the next issue of SMF News.

The Stanier Mogul Fund is about to enter an exciting, demanding and hopefully rewarding period in its history which will equal, if not exceed, the many successes of our illustrious past.

We have three young and enthusiastic members on our CoM who are already bringing new and innovative ideas to the table. The most recent of these recruits are introduced to you in Spotlight on the Committee on Page 21.

The SMF Footplate Experience days are back on the agenda this October, and despite having to use a guest engine (for obvious reasons) these were fully booked by June 2014. 42968's Heavy Intermediate overhaul is now well under way, and with the boiler-off work on the frames can now begin immediately.

Plans are well advanced for what I hope will prove to be a popular and well supported SMF Return to Steam Special, full details of which will be in next September's SMF News.

Saving the best until last, you will read in my Fund Raising Report on Page 16 of our plans to look at introducing a major new subscription scheme which, if accepted and fully supported by the membership, will see 42968 remain a working steam locomotive until at least 2050! Now that would be some achievement in and beyond our lifetimes, would it not? If approved by your CoM this subscription scheme will be launched in the March 2015 SMF News (the publication of which may be delayed until April to accommodate the launch). Although ambitious, I firmly believe that with your support and loyalty, as demonstrated on many previous occasions, it will be achievable. You, your CoM and 42968 – The perfect SMF family.

So, watch this space: as I said at the beginning -

**WE ARE ENTERING EXCITING TIMES - AGAIN**

I need to start this report with some back tracking - it now looks like my prediction of Bachmann's Stanier Mogul making an appearance during 2014 was optimistic. The latest I can gather (at the end of June) is that there is still no confirmed date of arrival on the shelves, and even which quarter is not yet advertised. I still however feel confident that the 4mm to the foot version will beat the full size original into service. Anyway, that is the end of the commercial (other model railway brands are available)! The good news is that our engine's overhaul is proceeding well. I'll let you read John Bowater's report, but if you don't believe me (or John) then have a look at the pictures. I feel extremely proud to be a member of a voluntary organisation that has purchased, restored from Barry scrap yard condition, and is now overhauling (with SVR input, of course) for the second time a steam locomotive that is now over 80 years old. The Stanier Mogul Fund has a track record which is no doubt the envy of many other organisations.

This is down to you, the membership, for supporting the various fund raising schemes that have run over the years, from the original purchase to the ongoing *A Lifetime's Commitment*. I know I've said it before, but it needs repeating - thank you all for your support in the past, the present and, hopefully, the future. Your Committee continues to review the requirements - financial and otherwise - to maximise our engine's time in service, but at present the SVR's apparent lack of enthusiasm to progress the new locomotive agreements (which they instigated) is challenging our crystal ball. Ultimately though, money talks, so the stronger we are financially the better.

Turning now to Committee matters: because our meeting dates are not at precise three monthly intervals (dates are picked on venue and Committee members' availability) we have met three times since my last report, in January, March and June. Regular updates are given at each meeting by Dick (Treasurer), John B (Engineering), John T (Membership), Peter (Publicity) and Richard (Sales Stand / Fund Raising) and you can read more on some of these aspects elsewhere in this SMF News. In addition, Jim keeps us up to date with activity on the proposed new locomotive agreements with the SVR, such as it is. Suffice for me to say here that each of them, along with James and Will, is 'doing their bit' for our engine - my thanks to all the Committee for their help in making my role as Secretary both easier and enjoyable.

We explored income and fund raising during all three meetings, as previewed by me in the last SMF News, agreeing that the key here is to tap into potential new members via the internet whilst continuing to value our existing members through on-going contributions schemes, bequests and donations for the Sales Stand. It was recognised that the most successful schemes since the original purchase and restoration have been those that have given tangible benefits to subscribers, such as special trains (some including dining) and driver experience, so any future scheme should include rewards to encourage take up. The internet aspect is being worked on by the 'younger generation' on the Committee - James, Peter and Will. The aim is to set up SMF 'pages'

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**Front Cover: IT'S OFF!** *The boiler of 42968 rests on the ground at Bridgnorth shed shortly after being lifted from the frames at around 12.20pm on 22/7/14. The ashpan was quickly removed and the boiler lifted onto an adjacent well wagon.*

**Photograph: Jim Norman**

**Back Cover:** *Still giving front line service just two weeks before withdrawal for a Heavy Intermediate overhaul, 42968 heads a Kidderminster to Arley Santa train away from Bewdley past Northwood Lane on 23/12/12.*

**Photograph: Chris Farman**

on social media sites to carry frequent updates on our engine, alongside a facelift for the website including, if possible cost effectively, the ability to contribute / donate electronically. Electronic communication is increasingly popular, and is often seen by the youth of today as the only way to obtain information and keep in touch.

The presence of James, Peter and Will on the Committee has given us all renewed confidence in the longer term future of the SMF. To cement that confidence we need to attract young members in to the Fund, who will provide future security for our engine and the necessary drive to keep her active throughout the 21<sup>st</sup> century.

Finally, a reminder that our AGM is on Saturday 18 October this year, starting at 14.00 hours in the Library Room (upstairs) of the Kidderminster Railway Museum, adjacent to Kidderminster SVR station. I look forward to seeing as many as possible of you there, when you can hear the very latest on the progress of the overhaul and have the opportunity to discuss any Fund related topic. Please see the enclosed notice and proxy form, the latter enables you to show your support even if you are unable to join us.

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## **‘COPPED AT’ AND ‘UN Sung HEROS’:**

**RICHARD GREAVES**

### **‘COPPED AT’:**

In this issue, our ‘Copped At’ series on Page 44 brings our journey out of *Gods Wonderful Railway* territory and back on to more familiar LMS tracks as we take a break at Birmingham New Street station. During our refreshment stop we ‘cop’ another two members of the class, bringing our total to date up to thirty one. I do hope that you are enjoying this series and if so, or even if not, it would be nice to hear your views.

### **UN Sung HERO’S:**

In this issue of SMF News I would like to mention two members whose unseen services to the SMF membership contributes significantly to the financial success of our Sales Stand.

**Stan Curran**, whom I have known for many years and count as one of my close friends, is very knowledgeable on the pre-owned and re-sale price values of Hornby Dublo, Wrenn, Dinky Toys, Meccano, Bayko and other specialist models. These items do come our way from time to time, and with Stan’s assistance, I am able to achieve the best market value. Other items not suitable for display on the sales stand are sold on my behalf by Stan, either on e-Bay or through his extensive network of contacts.

**Tony Winstanley**, another long-time and close friend (he was the best man at my wedding in 1972), is my works manager. Let me explain further.

When I advertise or ask, plead or beg to you all for model railway items in mint, battered broken or anything in between condition, Tony is the person who gets the bottom end models of your donated items. As well as testing the top end before display, his skills in the model railway engineering field are second to none. What has stood in your condemned line at the back of the mpd for the last twenty years or more goes into ‘Rainhill Works’ during one of his frequent visits to 18 Knowsley Road, and invariably comes out as a working locomotive.

Occasionally, however, some, but not many, ‘demics’ are beyond even his extensive skills range, but just like the real railway these are stripped down and the re-usable parts stored and labelled for future spares. Little is wasted.

These two members have given many, many hours of their time freely and willingly to the SMF cause and contributed significantly to the financial success of the Sales Stand. My sincere thanks are extended to both Stan and Tony for their friendship and kind support over many years.

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**OUR ENGINE:**

I am sat here writing this on a lovely June day. But doing this reminds me that we are already half way through the year; the days are now getting shorter so we are on the slippery slope towards winter. On a more cheerful note, progress on 'Our Engine' has been going on at a cracking pace during the last six months since I last wrote.

As I am sure you will recall at the time the last newsletter went to press, our engine had just moved into the locomotive works, and with 42968 safely inside we soon set about removing the boiler cladding. This was achieved as a joint project with the Bridgnorth weekend working gang (we detached parts mid week and they removed them at the weekend). This is how a lot of the strip down work is accomplished and we are eternally thankful to our weekend colleagues whom we never see.

With the cladding safely in storage our attentions turned to the smoke-box. After inspection by Ian Walker it was decided that, as yours truly had put his chisel through the side of the smoke-box, it would be sensible to have a new one (it was very thin from burning).

With this in mind, and to help the boiler-smiths when the boiler is stripped, we made a start on drilling out the rivets that hold the smoke-box to the boiler, all 42 of them, and each one is 4" long, that's approx 100 mm for the youngsters amongst you, through steel. This proved to be a mammoth task but with perseverance, and some of our members re-honing their drill sharpening skills, we did eventually succeed. This may seem a menial task but believe me it has got to be done and the time it will save in the boiler shop will be significant. Removal of the smoke-box will now require only the remainder of the rivets being burnt out which, with a hole through, is relatively easy.

While we were entertaining ourselves playing with rivets, the full time boiler staff set about burning the ends off all of the small and flue tubes ready for extraction. The weekend guys made the first attempt at removing and made considerable progress. We have assisted in the week with tube removal and disposal of the removed tubes.

The above may not seem much when you put it into words, but a substantial amount of progress towards stripping the boiler has been achieved. I am sure that by the time you read this all of the flue and small tubes will have been removed.

**LOCOMOTIVE UPDATE**

The boiler is now detached from the frames ready for lifting. The cab is also detached and ready to go.

The preparatory work on the boiler is at an advanced stage now that we have ground the ends off a considerable number of stays ready for removal.

I have included a number of photographs showing the work undertaken and the people doing it, this will, I am sure, show more clearly than my words can just what we have achieved so far.

**NEWSFLASH:**

Following a Working Party day on Thursday 10<sup>th</sup> July 2014 I can report that all flue and small tubes have now been removed from the boiler and that the 'back end' of the boiler has been released prior to lifting.

**STOP PRESS:**

**The boiler was lifted at approximately 12.20pm on 22<sup>nd</sup> July 2014 and placed on a well wagon, ready for movement towards the boiler shop.**

**WORKING PARTIES:**

Once again can I remind you that we meet at Bridgnorth on either Wednesday or Thursday every week. There are jobs for everyone whether you are skilled or un-skilled. **With the boiler off the frames vacancies now exist for scrapers and cleaners** and your support would be very welcome. For working party dates please contact me on the following Tel No:- **01384 278075.**

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## WORK IN PROGRESS

**Right:** Inside Bridgnorth shed after removal of the boiler and firebox cladding, 2/3/14.

**Photograph:** John Bowater



**Left:** Peter Fields and Alan Moody removing the top feed casting, 2/3/14.

**Photograph:** John Bowater

**Right:** Robin Spain grinding smokebox rivets, 2/3/14.

**Photograph:** John Bowater



## WORK IN PROGRESS

*Right: John Bowater removing crinoline, 6/3/14.  
Photograph: Robin Spain*



*Left: John Bowater and Alan Moody working on the smokebox rivets and top feed, 20/3/14.*

*Photograph: Robin Spain*

*Right: John Ashton inside 42968's smokebox working on the blower ring, 21/4/14.  
Photograph: John Oates*



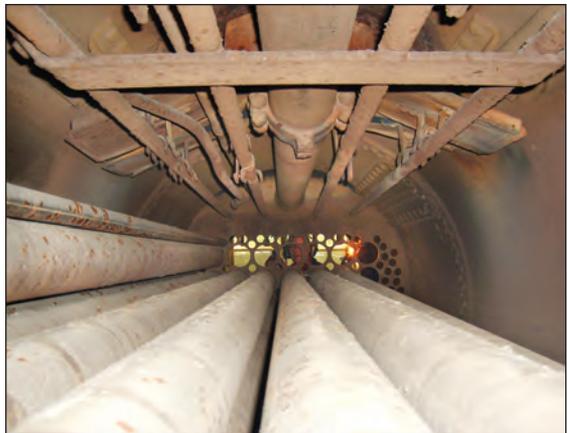
## WORK IN PROGRESS

**Right:** John Bowater drilling smokebox rivets, 21/4/14.  
**Photograph:** John Oates



**Left:** John Bowater inside 42968's smokebox drilling rivets, 7/5/14.  
**Photograph:** Robin Spain

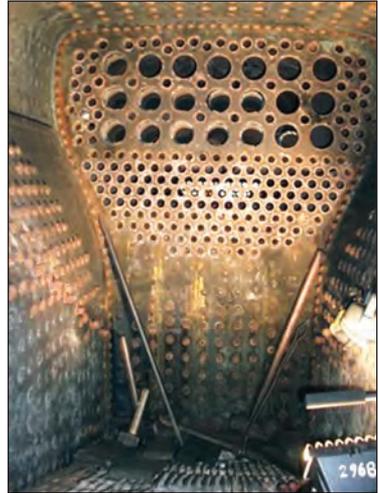
**Right:** Looking inside the boiler from the smokebox end after removal of some flue and small tubes, 18/6/14.  
**Photograph:** John Bowater



## WORK IN PROGRESS

**Right:** A view inside the firebox showing the rear copper tube-plate after removal of some flue and small tubes, 18/6/14.

**Photograph:** Fraser Goulding



**Left:** John Ashton and Robin Spain removing a flue tube, 18/6/14.

**Photograph:** Fraser Goulding

**Right:** 'The Happy Gang' take a break from their labours on Platform 2 at Bridgnorth station on 18/6/14. Left to Right are Robin Spain, Alan Moody, John Ashton and, nearest the camera, Fraser Goulding.

**Photograph:** John Bowater





### **WORK IN PROGRESS**

***Above:** Gently does it! The SVR's Cowans Sheldon 30 ton lifting capacity steam crane eases 42968's boiler clear of the chassis at Bridgnorth shed on 22/7/14.*

***Photograph: John Oates***

***Below:** With the cab roof and boiler now removed, 42968's rolling chassis is pulled clear of the suspended boiler (out of view to right) by the shed pilot locomotive, Class 08 diesel shunter D3201, to enable the boiler to be lowered to the ground and the ash pan to be removed on 22/7/14.*

***Photograph: Dave Busk***



Having achieved by a hair's width the magical goal of a £5,000 gross return in 2013, the question on everyone's lips now must surely be, "Can we repeat that again this year with an even greater grip?"

I always believed it was possible, but only if you gave your unstinting support. It now needs every one of us to return this year's raffle tickets, and even if you cannot afford to buy or sell a full book of tickets then please do the best you can. Every ticket purchased is so important and contributes to the grand total. I do appreciate that raffles are not everyone's favourite choice of fund raising, but it is a very important income channel for the SMF.

Please do not let the tickets get buried under a pile of newspapers or correspondence with the good intention of returning them tomorrow or next week because, do you know what? Today is the tomorrow that you meant to return your raffle tickets to me yesterday – honest! Please, please, please fill them out today – now (there are only ten), and post them in the enclosed SAE before today's last post-box collection.

We have been very fortunate this year to receive sponsorship from the SVR in respect of the first and second prizes, and our thanks and appreciation are extended to the SVR and in particular the General Manager, Nick Ralls, for his very kind and generous gesture. Our First Prize is a Half Day Introductory Footplate Experience Course on the SVR on a date of your choice subject to availability, and the second prize is two Dining Car tickets on the Sunday Only SVR Ltd Dining Car Train, again on a date of your choice subject to availability. Third prize is £50 and there are ten consolation prizes each of two SVR first class travel tickets.

I hope you find these prizes attractive and that they convince you all to enter this year's raffle, and remember: if you do not enter you cannot win! So now it is down once again to your good selves to show just what we can achieve and to get us ever further over the £5K threshold

In closing, my thanks once again are extended to the SVR for their generous support, and I wish good luck to all who enter this year's draw and offer my sincere thanks in anticipation of your support.

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### **SAE ENCLOSED**

**For your convenience this facility is again provided, for you to return your application forms to subscribe to:-  
‘The Lifetime's Commitment Subscription Scheme’  
and / or  
‘The First of the Finest Subscription Scheme’,  
or to return your Raffle Tickets, or to make a donation and to advise the SMF in respect of Bequests and In Memoriam instructions.**

I mentioned in a previous Archive Report that I have resorted to trawling the internet in an effort to find new material. This can be a frustrating process, with many hours spent staring at the screen for no result; or becoming distracted by interesting material which, alas, has no relationship to the search. But just now and then the task becomes fully worthwhile when some gems are discovered. Such was the case a few months ago: I stumbled by accident on Dave Lennon's Flickr site, <https://www.flickr.com/photos/95062750@N04/>.

Flickr is a photo hosting website enabling members to publish their work on line, and Dave, under the pseudonym of Dallam Dave, has many excellent railway photos there. He was, and still is, a genuine railwayman and his employment provided locations and opportunities unavailable to the layman, although many are at the place of his assumed name, the main line at Dallam and Dallam Branch Sidings, Warrington. These are areas shunned by many photographers and these photos provide a welcome change from the standard three-quarter front view of engines and trains in the countryside. From the many hundreds on his site, a few concern Stanier Crabs, our engine in particular, but the various subjects were taken in the 1960s through to the present day, steam, diesel and electric. I have restricted myself to the following, though.

Grateful thanks go to Dave for permission to use these most interesting photos.

*Below: On an unknown date, 42968 works a lengthy permanent way train tender first along the Up Goods line past Dallam Branch Sidings Signal Box, from which the photo was taken. The train has passed home signal No. 64, which is still off, to continue along that road, although the distant below, No. 69, is on. It is running as a Class J, or more likely Class 8 by then: mineral or empty wagon train not fitted with the continuous brake. A brake van at each end was common with Pway trains. Beyond the engine are the Longford Gas Works sidings, with its own shunter and wagons visible. The little 0-4-0 diesel was preserved and went to Emsay in the 1970s.*

**Photograph: Dallam Dave**



**Opposite Page Upper:** Also on the Up Goods and with Signals 64 and 69 set as in the previous picture, we see our engine hauling an emu en-route to Birkenhead and the Wirral lines. The unit has been through Horwich Works and is on its way home. These units bore a strong resemblance to those operating out of Liverpool Exchange to Southport and Ormskirk, introduced by the LMS in 1938, but unlike these the Wirral stock had centre buffing gear, so required barrier wagons between the engine and trailing brake van. As they were air braked, they were technically loose coupled and so running as a Class H or, again, Class 8. Although there is no date, I'd suggest from the engine's state of cleanliness that it was shortly after the Wigan Brake Van Tour, which took place on 13<sup>th</sup> August 1966.

**Photograph: Dallam Dave**

**Opposite Page Lower:** Possibly the most interesting - to us - photographs are three depicting our engine with Ivatt Class 2 46447 en-route to Barry. Several points emerge from these shots, only one of which is reproduced here. Firstly, 0-6-0T 47298 was not present in the convoy. It had for a long time been thought that these three engines made the journey together with 47298 trailing behind 42968, the order they were in at Barry yards. Some doubt was cast on this when a photo by David Seabourne appeared on Page 7 of SMF News No.43, March 1999: the Ivatt and Stanier engines were in their rightful places, but the Fowler machine was not.

Other information gleaned from these photos is that 46447 and 42968 started this journey behind an 8F (unfortunately not identified) under the reporting number 8X59. Sadly, the date was not recorded, but most probably 29<sup>th</sup> April 1967. We have a photo by Gerry Bent dated 28<sup>th</sup> April of two Stanier Crabs at Springs Branch, Wigan (see SMF News No. 66, September 2009, Page 7); one is clearly 42954 but the other cannot be other than 42968. We also have a sighting dated 30<sup>th</sup> April by John Chalcraft of the engine at Barry top yard. In each case, however, these sightings are unconfirmed by other contributors.

Returning to the photo, this rather sad train is on the Up Goods line passing Dallam Branch Sidings Signal Box (closed 17<sup>th</sup> September 1972 with the commissioning of Warrington Power Box), well out of shot to the left, and is approaching Folly Lane overbridge. The Dallam Branch itself is behind the photographer, and was the original terminus of the Warrington & Newton Railway, opened on 25<sup>th</sup> July 1831. The wagon on the far right is in the North Yard on No. 2 road. The ladder crossing behind the engine, but more clearly seen in the first photo, ran the full width of the layout from No.1 road to the shed shunting neck, with single slip connections to all four running lines.

Incidentally, the Ivatt Class 2, which was our engine's companion at Barry for some years, is approaching the end of her first restoration at the East Somerset Railway since removal from Barry in June 1972; the boiler is steam tested and back in the frames. At the rate of progress in the last year, she might well be back in service by the time you read this. But to put this into perspective, our engine is currently undergoing her third overhaul in that same period.

And so yet a bit more is added to our knowledge.

**Photograph: Dallam Dave**



With the recent addition of three new, young (compared with the age profile of most of your existing CoM) and very enthusiastic members to the CoM, together with our Secretary, Ian Marshall (a mature youngster), we now have in place the foundations for a long term CoM to look after the future management and deliverability of keeping 42968 in working condition for the long term future.

With that in mind, your CoM now has the renewed confidence to move forward in developing a new fund raising initiative that will ensure finances are in place to provide support funding to the SVR in future years. Initial ideas will be brought to the CoM meeting prior to the AGM on Saturday 18<sup>th</sup> October 2014, and if a way forward is approved at our January 2015 CoM meeting the new scheme will be launched in our March 2015 edition of SMF News. This is an ambitious timescale for such a high profile fund raising scheme but one that I am confident is achievable. With this in mind, please be aware that the March 2015 issue of SMF News may be delayed until April.

Our Sales Stand continues to be successful. However, due to a number of reasons, some of which are beyond our control, we have now restricted our attendances on the SVR to the Spring and Autumn Steam Galas, the latter of which from this year is a four day event, giving us a total of seven trading days.

As always, our insatiable demand for model railway equipment continues, together with quality hard and soft backed books, model road vehicles, cars, buses, lorries, etc., any items of railwayana, videos and DVDs, but please, only BR Archive, viz pre-1968 content. I am awash with Fred Dibbna's and Great Railway Journeys of the World, etc., etc., etc. Magazines are also still required, but again I must stress: only the titles and dates specified in the enclosed literature. Please note that a new title has now been added to our 'wants' list, which is '*Traction*'. This, for the uninitiated, is a modern image monthly magazine.

A more detailed list of items is shown opposite and on the insert enclosed with this magazine. I am waiting and my couriers are waiting; all we need is for you to have a sort out this winter and give me a ring with your offers.

Do you know of anyone, maybe a friend, neighbour or family member who is looking to dispose of any of the above mentioned items or those listed on the enclosed Donated Goods insert? If so, then why not suggest the SMF as a good home for their goods? You don't need me to tell you how much we will appreciate their generosity. Recently a number of collections have come to us through this channel.

The '42968 A Lifetimes Commitment' subscription scheme is an open and ongoing method for you to make a small (from just £2) monthly subscription; why not sign up today and join over 200 other SMF members who are supporting 42968 in this way? Alternatively, you can make either a one-off or regular payment into our 'First of the Finest' subscription. Application Forms for both of these schemes are included with this magazine.

Finally, if you are intending to visit this year's Autumn Steam Gala in September on any of the four days, or next year's Spring Steam Gala in March 2015 and you have any donated goods that you can bring with you, we would be delighted to receive them. We can offer assistance to carry them from your car to the Sales Stand, which is situated on the main concourse at Kidderminster Town station, usually outside the Refreshment Rooms.

Thanks again for all your past, present and future support. Remember: Income Funding through any channel, be it Subscriptions, Donated Goods, Raffle Ticket Sales, Bequests or one-off financial donations is the life blood of the SMF that will ensure 42968 continues to be a working steam locomotive in the years ahead.

**SUPPORT YOUR SALES STAND TODAY**  
**42968 NEEDS YOUR DONATED GOODS**

**TO RE-STOCK OUR SUPPLIES OF GOODS FOR THE SALES STAND  
WE URGENTLY NEED YOUR DONATED GOODS  
AS DETAILED BELOW**

**AS ALWAYS WE ARE DESPERATELY SHORT OF  
MODEL RAILWAY EQUIPMENT, AND WHEN WE SAY  
WE CANNOT GET ENOUGH OF THIS, WE REALLY MEAN IT.**

We can sell any amount of this in any gauge, any age, Steam, Diesel or Electric outline.  
Tinplate, Plastic, Kit Built or Proprietary, Modern or Ancient.

Accessories including buildings, signals, track etc. etc.

Triang, Hornby, Mainline, Dapol, Replica, Airfix, Bachmann, Lima, Hornby Dublo,  
Wrenn, Hornby Tinplate, Trix, Trix-Twin, Peco, Fleischmann, Heljan, Jouef,  
Vi-Trains, Liliput, Marklin, Rivarossi, Graham Farish, Minitrix, etc., etc...

Locomotives, Coaches, Wagons, working or broken, boxed or loose, mint or battered.  
Single items to whole collections, we will be most grateful for anything.

**WE ALSO URGENTLY NEED**

**BR ARCHIVE RAILWAY VIDEOS / DVDs**

**AND MODEL ROAD VEHICLES**

**E.G. DAYS GONE, EFE, CORGI, DINKY, MATCHBOX ETC.**

**STEAM SOUND RECORDS L/Ps AND E/Ps**

**AND ANY QUALITY**

**HARD/SOFT BACKED RAILWAY BOOKS**

**ALSO BOOKS ON SHIPPING AND ROAD TRANSPORT**

We would appreciate donations of any of the above from single items to collections

**WE ARE ALSO**

**VERY SHORT OF RAILWAY MEMORABILIA.**

Lamps, Clocks, Watches, Badges, Signalling items, Wagon, Shed and Works Plates  
even the odd number or nameplate would be useful to have!!!

Posters, Excursion Leaflets, Paperwork, Pre-1968 Timetables etc

**AND Pre-1968 BR Edmundson type tickets/BR Steam Negatives/Prints.**

**WE ALSO NEED**

**BAYKO AND MECCANO**

Boxed sets or loose in any quantity

All donations can be converted into current SMF Subscriptions.

Collections can be arranged from most parts of the country

Usually within four to twelve weeks.

**If you can make a donation or wish to discuss a possible donation further,  
please ring Richard Greaves on 0151-426 7111  
any evening between 7.30pm and 9.30pm  
or write to me at the address on Page 2**

After about twelve months doing the job of Junior Relief Clerk, my senior colleague was promoted to HQ Control, so I became the Senior Relief Clerk and consequently began to cover the more senior posts.

You were officially allowed to cover posts two grades senior to your own, i.e. my post being graded Class 3, I was able (officially) to deputise for Class 2 and 1 posts, although not getting paid for it, but I finished up doing Special Class reliefs because I'd had two cracks at applying for the Traffic Apprenticeship. Although unsuccessful on the first occasion I had been selected at the second attempt to go forward to the BRB for the final interviews. I had a very nice letter from the General Manager regretting that I had not been successful, but my achievements would be noted on my service history, and would assist in furthering my future career, which it undoubtedly did. After that I quite often got put into senior posts which I shouldn't have done, but I think they were trying me out.

One of my relief posts was the deputy to the Senior Clerk in the (then) electric trains office responsible for the d.c. electric services operating out of Euston and Broad Street. One of this guy's duties was the production of the platforming booklets for Broad Street and Watford Junction, which were issued to the signalmen at Watford No.5 box and Broad Street No.1 box so that they knew where to platform incoming services. This wasn't too bad at Broad Street as you had only a few additional peak hour Eastern Region dmu services coming in off the GN route which used Broad Street as a terminus rather than Liverpool Street. However, it was a very different ball game at Watford where we had Bakerloo Line trains as well as our own to contend with.

In order to accommodate everybody, it was necessary to put two trains down one platform at times, but the complications arose when our trains were split into three-car sets after the peak hour, and some of the Bakerloos would lay over and then go down to the sheds at Croxley Green, not forgetting our own service to Watford High St. and Croxley Green. The trick was not to get a train on the stops which was due to go out before the one you had put in behind it! Due to sickness I got lumbered with this job one year, and my solution was to use a track diagram, working timetable, and red and green coloured matchsticks - it worked, thankfully! I was asked to cover the senior post, which was four grades higher than mine as an emergency due to sickness, so you actually had the anomaly of my second in command being a higher grade than me, but he always refused to do the top man's job: didn't want the responsibility.

The head of the electric trains office hailed from Wigan; his name was Tom Earnshaw, and he was your archetypal career railwayman of the old school who had come up through the uniformed grades, and was always immaculately turned out. His early career had been centred on third and fourth rail d.c. electric services operating in the North West, but his favourite was the Bury/Bacup services in the Manchester area which used side contact third rail pickup, which he always considered to be the most efficient. This was basically engendered by the decision to remove sleet brushes from pickup bars for the clearance of wet snow or hoar frost off the conductor rails, and the introduction of "oil pot" or de-icing trains which he considered an extravagance, "...all because the bloody Southern Region have done it!" Tom had no time for them at all.

Another senior post which I covered and enjoyed was that of the special train clerk, whose job it was to organise special charter trains, the majority of which were boat trains to Liverpool Riverside for Cunard, Canadian Pacific and Royal Mail Lines. As you can imagine, these trains had to be prepared to a high standard, and carried side-boards with



**Above:** 46114 'Coldstream Guardsman' of 8A Edge Hill shed passes under Bridge No 110 at Aldbury, one mile south of Tring, as she makes her way back home in charge of an 'Empress Voyager Boat Train' from London Euston to Liverpool Riverside on 3/8/56.  
**Photograph: J Robertson / Courtesy The Transport Treasury**

“Ocean Liner Express” alternating with those of the shipping company concerned throughout the entire length of the train. The shipping companies paid for the latter, and woe betide you if they were not displayed or damaged, or dirty. Great care was taken over the preparation of these trains as they were prestigious from a BR and shipping company point of view, and the following tale illustrates how seriously we took the provision of a first rate service.

Canadian Pacific complained that their “Empress Voyager” trains were not being cleaned properly, and were untidy when inspected by their reps. on the platform. However, we knew that they were not being inspected until about half an hour after the empty stock had arrived at Euston, by which time the passengers were well into the process of joining the train, and had had plenty of time to start the process of distributing detritus throughout the coaches. Despite all our protestations to this effect it fell on deaf ears!

It was the practice to platform the empty stock of Boat Trains one hour before departure to allow for the loading of the considerable quantity of baggage which these trains generated, so unless it was inspected immediately it was platformed, it was never going to be seen in its pristine condition. Therefore the General Manager of Canadian Pacific's U.K. Shipping Operations was invited to Euston, and after coffee and a chat was taken

to Willesden Carriage Sidings, and allowed to inspect the train from end to end. He then travelled with the empty coaching stock to Euston, and on arrival was spirited away for more coffee, etc. Returning to the train some fifteen minutes later to inspect it again, he was appalled! He said he never would have believed that so much mess could have been created in so short a time, and we had no further complaints from Canadian Pacific. My final months in the District Office were pretty fraught as we seemed to have a spate of sickness amongst some of our senior staff, and at one time I was attempting to cover three posts at once. One of these was head of the New Works section, which at that time was deeply embroiled in the construction of the Bletchley flyover. This was part of a major national freight plan aimed at routing freight traffic from the north, east and west around London rather than through it. The flyover was designed to avoid delays being caused by east and west bound fast freight services crossing the very busy West Coast Main Line at Bletchley.

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### **SALES STAND DAYS – AUTUMN 2014 - SPRING 2015**

**The Stanier Mogul Fund Sales Stand will be open for business  
at Kidderminster Station on the following dates**

<b>Thursday</b>	<b>18<sup>th</sup> September 2014</b>	<b>SVR Autumn Steam Gala</b>
<b>Friday</b>	<b>19<sup>th</sup> September 2014</b>	<b>SVR Autumn Steam Gala</b>
<b>Saturday</b>	<b>20<sup>th</sup> September 2014</b>	<b>SVR Autumn Steam Gala</b>
<b>Sunday</b>	<b>21<sup>st</sup> September 2014</b>	<b>SVR Autumn Steam Gala</b>
<b>Friday</b>	<b>20<sup>th</sup> March 2015</b>	<b>SVR Spring Steam Gala</b>
<b>Saturday</b>	<b>21<sup>st</sup> March 2015</b>	<b>SVR Spring Steam Gala</b>
<b>Sunday</b>	<b>22<sup>nd</sup> March 2015</b>	<b>SVR Spring Steam Gala</b>

**Please feel free to visit with both your monetary and moral support!**

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**If you have any Goods to donate OR any new or used  
Plastic Carrier Bags and can bring them on any  
of the above dates this would be very much appreciated.  
Assistance will be available to collect goods from your vehicles**

## SPOTLIGHT ON THE COMMITTEE

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### JAMES COOPER PROFILE

The Severn Valley Railway has been a major part of my life since joining the Junior Club at the age of eleven. From there my interest in railways grew and grew. I joined Bewdley mpd in 2006 and I am now qualified as a passed cleaner (passing my exam on no less than 42968!). I subsequently qualified as a Guard and I am now training as a signalman at Arley Signalbox.

Away from the SVR, I worked for several years as an Accounts Apprentice for EIP Metals Ltd in Smethwick. However, last year, somewhat inevitably, I took a career change and began working at DB Schenker Rail UK as a trainee freight train driver. Recently, I successfully completed my training and I am now undertaking route learning duties.

My involvement with the SMF began when I accompanied our locomotive on its visits to the Llangollen and Great Central Railways. I am delighted to be getting involved more closely with the Fund's activities as an active member of the Committee of Management and contributing to the safe care of 42968 now and in the future.

*Below: Will Marsh on the footplate of 42968 at Kidderminster in May 2011.*

*Photograph: David Marsh*



*Above: James Cooper at the Kidderminster Railway Museum on 28/6/14 during a SMF CoM meeting.*

*Photograph:  
John Tidmarsh*

### WILL MARSH PROFILE

I have always been involved in steam locomotives and railway preservation since a very young age, having first got involved with the Bluebell Railway from the age of eight. When I was ten my family moved to the Midlands, and when I was fourteen I started volunteering on the SVR at Bridgnorth mpd. At fifteen I worked under the then Works Manager, John Robinson, and was later offered an apprenticeship when I left school.

On leaving school at sixteen in September 2006, I started my apprenticeship in Bridgnorth mpd, successfully completing it in September 2011 and became Mechanical Charge hand in March 2013. It was during this time that I first met some of the SMF stalwarts including John Bowater, Chris Proudfoot and Colin Williams, to mention just a few, and I worked with them on 42968 on many occasions during its last ticket.

My interest grew in 42968 and I joined the Stanier Mogul Fund in 2009. My involvement with 42968 has increased in recent years, and after conversations with John Bowater I was invited to join the CoM and was elected as a Non-Executive Member at the AGM in October 2013.

In addition to my paid capacity, I am an active volunteer on the SVR, being a fireman, signalman and, more recently, I became a founder member of the SVR Class 14 Diesel Group.

To be honest I really always wanted to belong to a society which owned a Black Five and, as steam ended, I expected this opportunity would turn up. After all, a group of people were after an 8F so it would surely be only a matter of time. However, in the end they all went to private individuals and that was that.

So why get involved with a Stanier Mogul? After all, they were an obscure class and nothing like as popular as a Black Five. Well, the Moguls were still one of Stanier's great designs. They had some of the L&Y features from the Crabs (the L&Y was of course *the* pre-grouping line! [*True!* – *Jim N*]) and they were quite common in Wigan. During the mid sixties there was usually one knocking around at Wigan Wallgate while I was waiting for the train home from school. Finally of course, 42968 was one of the Wigan engines and had seemed reasonably intact when I visited Barry scrapyards in 1968. So when I found out a group of people were looking to resurrect 42968, it seemed to be a good idea to join up.

Was it a good move? I think everyone thought I was mad. Why did one join an organisation that had a lump of scrap which might never work again, with a committee of strangers who, as far as I knew, had never done this sort of thing before? The family always grimaced when the annual draw came in and I proclaimed that it would not be long now! Their views seemed justified as progress, whilst being made, was quite slow and the return to steam date was always "soon". So was my optimism well founded? Well, the answer is a resounding Yes. Not only did 42968 return to steam but it fulfilled all its promise. In addition to going mainline, we have had several dining car specials for milestone events, plenty of driving days, guest appearances at other lines, and the respect of the preservation world for supporting the engine and always planning ahead. In addition I have been able to get to know several members of the committee and other ordinary members and enjoy meeting up with them when an event is being held. So why has the Stanier Mogul Fund been so successful when other groups have got so far and then either disappeared, packed up or sold the engine on? It seems there are a number of reasons. First of all, the Society has stuck to its knitting. There haven't been ambitious plans to preserve other related engines, which would dissipate the working members and the cash so that both were spread too thinly and ultimately ineffectually. Likewise time and effort were not spent on building a workshop. Secondly, the committee have been resolute and united in their overall aim of preserving 42968, and communication with the membership is very good. Unlike other organisations, there have been no public rifts or disagreements about what is being done, so all the committees' energies have gone into 42968.

There has also been continuity on the committee and forward thinking, always remembering that another overhaul was not too far away and making sure the funds would be available to meet it. Finally, the membership has been fantastic, both in terms of numbers and support. A membership of fewer than 1,000 with around 25% active is probably about the right number to get things done when a funds push is required. The membership has also been supportive of the committee, again fairly unusual as a lot of enthusiasts know it all or are always right and don't always agree with their committee!

Another major contributing factor has been the Severn Valley Railway itself: this Great Western branch line is probably just right for the engine. It is a reasonable length of line

which is not too steep and has good maintenance facilities. The result of all this has been plain to see: a great locomotive working and doing what it was supposed to do, maybe not glamorous or particularly well known but still capable of hard work. Not only that, but if you get the chance to drive you find it is a very capable and powerful machine with a great exhaust bark under load.

So after over 35 years' involvement, what do family and friends think now? Well, the family still despairs, despite my point that the SMF is a far cheaper hobby and a lot more fun than supporting a premiership team such as the Gooners or Man U. Friends are more intrigued. After the initial response of why?, they can see the fun that has been had with it. I already have a number in the queue waiting to join me for a driving day when she's out again, which of course won't be long off.

And the Black Five? Well that's another story.....

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**A LIFETIME'S COMMITMENT  
YOU AND 42968**

**FROM JUST £2 PER MONTH**  
**PRESERVING YESTERDAYS PAST – FOR TOMORROWS FUTURE**

**WHICHEVER WAY YOU LOOK  
A LITTLE BLACK ENGINE WITH NO NAME  
NEEDS YOU TO SUPPORT**

**THE 42968 'A LIFETIME'S COMMITMENT'  
SUBSCRIPTION SCHEME  
FROM JUST £2 PER MONTH**

**PLEASE COMPLETE AND RETURN  
THE ENCLOSED APPLICATION FORM TODAY**

## **ADVANCE NOTICE FOR YOUR DIARIES 2014 AGM DATE**

**This years SMF AGM will be held on Saturday 18<sup>th</sup> October 2014  
at our usual venue in the Kidderminster Railway Museum  
commencing at 2pm**

**The Stanier Mogul Fund - *Preserving Yesterdays Past .....  
..... For Tomorrows Future***



*Above: A shaft of winter sunlight across the rooftops of Be  
after leaving the station with a Kidderm  
Photograph.*



*ewdley catches 42968 as she crosses Wribbenhall Viaduct  
minster to Arley Santa train on 15/12/12.  
: Neil Scott*

When William Stanier was appointed to the position of Chief Mechanical Engineer to the LMS its Locomotive department was in turmoil. Stanier's brief was to sort it out, and one of his first concerns was the lack of a large express passenger class. The 'Royal Scots' had been a great improvement on what existed at their introduction in 1927, but by 1932 it was clear that something much bigger was needed. His answer was the 'Princess Royal' class pacifics but, since neither he nor the LMS had experience of a locomotive of this size, he wisely decided to build initially only three prototypes, Nos. 6200 – 6202.

Soon after design work started, however, he visited Sweden to see a class of non-condensing steam turbine locomotives at work on the Grangesberg-Oxelosund Railway. He was sufficiently impressed to modify the pacific design, in collaboration with Dr. Henry Guy of Metropolitan Vickers, along similar lines so No. 6202 (nicknamed the '*Turbomotive*') did not enter service, by her Engine History Card, until 29/6/35, two years after 6200 and only three days prior to the first of the production series engines, No. 6203.

And very successful she was, too! She proved to have a greater power output than her conventional half-sisters with the added bonus of greater coal and water economy. She was also remarkably reliable for a one-off, experimental engine; in 1936 she ran 72,368 miles at a time when the Princesses were averaging about 80,000. She did indeed have her problems: there was a tendency to stop her when a reciprocating engine would be sent out as fitters were reluctant to work on such a complex piece of machinery, so

*Below: 6202 seen in LMS days at Camden shed on an unknown date. A parallel boilered Scot stands behind.*

*Photograph: The Transport Treasury*



even quite minor problems sometimes led to a works visit. And once there she would be stopped for longer than normally as parts for such a unique engine were not held in stock and had to be specially ordered or even made.

But she proved her design and in the sixteen years to 1951, several of which were spent in store while World War Two raged, had accrued a total mileage of 458,772; this could be compared to 2968's total mileage of about 680,000 up to 1960 (although comparing freight engine mileages with those of express passenger types is rather misleading). By this time, though, she was in need of major repairs, including a new main turbine, and however successful she had been, the expense could not be justified. The future of BR steam did not include turbine propulsion.

Instead of repair, therefore, the decision was taken to rebuild her as a conventional, reciprocating engine. But advances had been made since her half-sisters had appeared in 1933 and 1935; a much better arrangement of cylinders and frames had been schemed out for the 'Coronation' class of 1937 and she would gain these features while retaining the 'Princess' type boiler and 6' 6" coupled wheels.

Thus the rebuilt No. 46202, now named '*Princess Anne*', remained a one-off when she re-entered traffic w.e.f. 15/8/52. It was never established how well this hybrid would perform as, less than two months later on 8/10/52, she was involved in the disastrous double collision at Harrow and Wealdstone Station, an event which ultimately sealed her fate.

The circumstances of this tragic accident are too well known for detailed description but briefly, a late-running overnight train from Perth overran Harrow's Up Fast colour light distant signal at caution and outer and inner semaphore home signals at danger to run at over 50 mph into the rear of the nine coach 7.30am Tring – Euston local hauled by a Fowler 2-6-4T No 42389. The Perth train's engine, 4-6-2 No. 46242 '*City of Glasgow*', demolished the local's three rear coaches but was derailed to the right, where it continued upright along the Down Fast track bed until a point immediately below the footbridge. Despite Signalman Armitage's best efforts to restore all his signals to danger, the 8am Euston – Liverpool express, for so long the *Turbomotive's* regular job, collided with it at 60 mph.

This train was headed by 5XP No. 45637 '*Windward Islands*' and the rebuilt 46202 '*Princess Anne*', the pilot merely working back to its home shed as it had arrived at London without a balancing return working. Attaching it to the front of the Liverpool saved a light-engine path over the congested ex-LNWR main lines. It was thus sandwiched between the masses of the two pacifics and virtually destroyed by the impact. The wreckage of this engine overturned to the left, careered across the Down Fast platform and came to rest on its left side on the electrified Underground tracks, where it mercifully short circuited the traction current and so prevented a further collision. Its tender followed it; the tank torn from the frames lay upside down behind it while the twisted remains of the frames lay under the front of 46202, which had remained behind the 5X's tender. She also lay on her left side, partially on the platform, her tender partially overturned behind her with the still upright leading coach behind that. The other leading coaches of the Liverpool train piled up on top of 46242, completely burying it to the extent that it took three days to extract it. Unfortunately no less than 112 people lost their lives in that accident, making it the second worst in British railway history.



*Above: 46202 Edge Hill shed, 07/49.*

*Photograph: W Hermiston / Courtesy The Transport Treasury*

*Below: 46202 said to be at Crewe North shed, 'fresh off' (Works) in August 1952.*

*Photograph: Norman Preedy*



Of the locomotives involved, 42389 escaped undamaged. 45637 was all but destroyed and virtually broken up on the spot. 46242 was re-railed and sent to Crewe where it was repaired. Such was the damage that three of its four cylinders were smashed, the right hand mainframe sheared off in front of the outside cylinder casting, the right hand motion brackets torn away and the boiler front tubeplate bent. It did not return to traffic until 26/10/53 – over twelve months after the accident – at a cost of £6,800 or about one third of the cost of a new engine. But repaired it was.

But what of 46202? Cushioned to some extent by the 5X in front of it, it is not unreasonable to assume that it would be the least damaged of the three locomotives, and photographic evidence confirms this. So too does the official report into the accident; it specifically states that this engine was the least damaged of the three, yet almost every book or article about No. 46202 says that she was damaged beyond economic repair and withdrawn. Something somewhere doesn't seem quite right.

On recovery, the engine was re-railed onto the electrified lines at Harrow and re-coupled to her tender, then towed off to the north clear of the station. Her bogie, lost in the collision, was replaced to allow her to be towed back to Crewe, prior to which the boiler was lifted and taken back separately in a wagon. The left hand coupling and connecting rods were burned through at the scene. However, in several pieces, the engine returned to Crewe.

And there, apparently, nothing happened, although there is evidence to suggest that repairs were planned, but then the plans changed. Firstly, the engine was not withdrawn for over 19 months after the accident, which is a long time to keep a scrap locomotive of that size. SMF founder member, Phil Pixton, during the Barry days, related to me

*Below: 42389 location not known, 1950.*

*Photograph: R K Blencowe Negative Archive*





**Above:** 45637 'Windward Islands' at Tebay with a Down Class C fitted goods train Circa 1950.

**Photograph: Norman Preedy**

**Below:** 46242 'City of Glasgow' departs her namesake city from Central station with an Up West Coast express 25/5/57. She has been repainted green after her repairs, but was blue at the time of the accident. Despite her name, she was never allocated to Polmadie shed.

**Photograph: J Robertson / Courtesy The Transport Treasury**



the tale of a trip around Crewe Works in 1953 or 1954, when he saw 46202 with its front frames cut off and a new set, complete with new cylinders, ready for attachment. I thought it strange at the time; the front frames' damage hardly merited renewal while damage to the cylinders was minimal. But at that time (2/52 – 1/54) many of the 'Princesses' were having their front frames replaced, complete with new, cast steel inside cylinders. I suspect it was one of these that Phil saw.

But this does not answer the questions: why the delay in withdrawing 46202, and why was she withdrawn anyway? For possible answers we need to look elsewhere.

Contrary to popular belief, the Chief Mechanical Engineer cannot simply build the engines he wants and hand them over to Traffic; there has to be an identified need. But the engines that a CME is remembered by are, inevitably, the large, express passenger classes. Despite the excellent 'Black Fives' and '8Fs', Stanier is invariably associated with the 38 'Coronations'. Likewise, Gresley's reputation is founded on the A4, not the much more numerous 'V2' or 'N2's, and so on with Churchward, Collett and Bulleid. So Bob Riddles, then CME of the combined British Railways, wants a Class 8P to establish his name, but the 'Britannias' don't quite fit the bill. And there is 71000 almost ready and no-one wants it.

The ex-LMS people were still under the Midland's 'small engine' influence; they had the largest engines in Britain in the 'Coronations' but compromised by having as few of them as they could get away with. The LMR resisted all efforts to increase its express passenger potential until electrification came, so no takers there. The LNER certainly

***Below:*** 71000 'Duke of Gloucester' at Shap with the Up 'Mid-Day Scot' from Glasgow Central to London Euston loaded to sixteen bogies, 5/8/54. It was rare for her to work north of Crewe on the WCML.

***Photograph:*** Norman Preedy



was well provided with first class power: various classes of 'A1' and 'A2' were more than ample support for 34 'A4s'. But if they weren't, there was a plentiful supply of still-good 'A3s' and the only slightly less powerful 'V2s', so they didn't need it either. Then there was the Southern, to which Bulleid had bequeathed thirty 'Merchant Navies' and 110 'West Country'/'Battle of Britain' classes, sufficient that the latter could be used on two-coach, branch line workings. And the Great Western had tried a pacific once and didn't like it.

So there was Riddles and 71000, all dressed up and no-where to go. I suspect that he kept 46202 around in case he could persuade one of the Regions to take his new creation, then she could be repaired and returned to traffic. But when this didn't happen, he created a hole in the LMR's allocation by withdrawing her, a hole which 71000 just happened to fit. So 46202 was withdrawn in 5/54 and 71000 went into traffic simultaneously.

Speculation? Of course it is, but stranger things have happened. But, 71000's exploits in preservation notwithstanding, there would be few Crewe North men who believed they got a good deal by gaining 'The Duke' in exchange for 46202.

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**Your Archivist is ALWAYS looking for new material on sightings and photographs of the Stanier Mogul class. If you can help or know of anyone who can assist, please contact Jim Norman whose details appear on Page 2**

**ARE YOU PART OF THE TEAM –  
THE SMF TEAM KEEPING 42968 STEAMING ?**

**If you make a donation of £5 or £50, take out a Lifetime's Subscription for £2 to £5, purchase a First of the Finest subscription, donate one model loco or 20 model locos, half a dozen books or 30 books, buy one raffle ticket or a book of raffle tickets, remember 42968 in your Will or give an In Memoriam donation or actively support 42968 in any other way then you are doing your bit, and are part of the team.**

***DO YOUR BIT AND PLEASE DON'T LEAVE IT TO OTHERS  
BE A PLAYER NOT A SPECTATOR***

***SEMPER PROTEGAMUS - (LET US ALWAYS PROTECT)***

I suspect that, like many other members of the Stanier Mogul Fund, my interest in railways and steam in particular began in the early 60s. A couple of school friends who were seasoned 'spotters' urged me to cycle with them the seven miles or so from Sutton Coldfield to the famous 'field' adjoining Tamworth Station, where it was possible to see both the low level West Coast Main Line and high level Midland main line.

I was nearly 14 and the sight of 'Scots', 'Semi's', 'Jubes', etc. quickly led to the investment of 10/6d (*53p today – Ed*) for a 'Combined Volume'. Of course, I was way behind in the spotting stakes as the other two lads had been spotting for a year or more. I never seemed to catch up with the huge collection of rare GWR 'cops' of the one lad who had annual holidays in Paignton to supplement that seen at Birmingham (Snow Hill), Tyseley, etc. Likewise, the other lad had relatives in Grantham, so having a similar edge when it came to Gresley's masterpieces, in addition to our local LMS collections.

Both were keen to convert me to their respective regions, the former by accompanying him to the bridge at Tyseley Station on Saturday mornings, our transport being provided by his father who had a small business in that area where he worked on those days. I can still recall our collective groans as 6026 'King John' appeared round the cutting from the south at the head of a down express yet again, (what price now?). The other lad persuaded me to take the Midland Red X99 bus to Nottingham with him, walking across town to Nottingham Victoria (now a shopping centre), where we caught a local train via Bottesford to the bay platform at Grantham. We didn't have long to

*Below: 7817 'Garsington Manor' stands near the coaling stage at Tyseley shed circa 1963.*  
*Photograph: Richard Greaves collection*





*Above: 60024 'Kingfisher' sets back out of Kings Cross heading for 34A Top Shed after bringing in 'The Elizabethan' from Edinburgh Waverley, 9/8/61.*

*Photograph: J Davenport / Courtesy Initial Photographics*

wait for my first A4. Signal bells, a distant column of steam, disappearing briefly as it passed under bridges, a rising rumble of sound and then shaking ground as 60024 'Kingfisher' roared through. As both Tyseley and Grantham had adjoining engine sheds, they were very productive visits.

My interest in the Southern evolved when, in the same year, my grandmother decided to join her sister who had retired to New Milton, Hampshire, on the Waterloo-Bournemouth main line. We had many happy holidays at the nearby Barton-on-Sea with its views of the Isle of Wight across the Solent, but to the puzzlement of my parents, I asked to be dropped at New Milton Station on our first visit, rather than the beach.

On arrival, everything was different in railway terms: green totem station signs, creamy yellow and green wooden station buildings, and then: a faint chime whistle, a distant square shape above which rose a familiar plume of steam and spam can 34041 'Wilton' arrived at the head of a rake of green carriages. This was at a time of ubiquitous maroon everywhere else. I remember being impressed by the huge name and town scroll on the side of the locomotive. I had bought a ticket for Bournemouth Central, about ten miles away to the west, and the station names were exotic too: Hinton Admiral, Pokesdown, Christchurch, etc. The lineside had a different and individual character also: the overriding impression was one of continuous scots pine trees and yellow flowering gorse bushes fringing the line, with wisps of steam swirling around them.

Bournemouth Central seemed vast and impressive. From the down platform end it was possible to view the adjoining shed - 70B - an easy conquest for one accustomed to breaching the defences of a closely guarded Aston shed (21D). As we arrived, an immediate thrill lay in store: 35028 'Clan Line' - my first Merchant Navy 'cop' at the

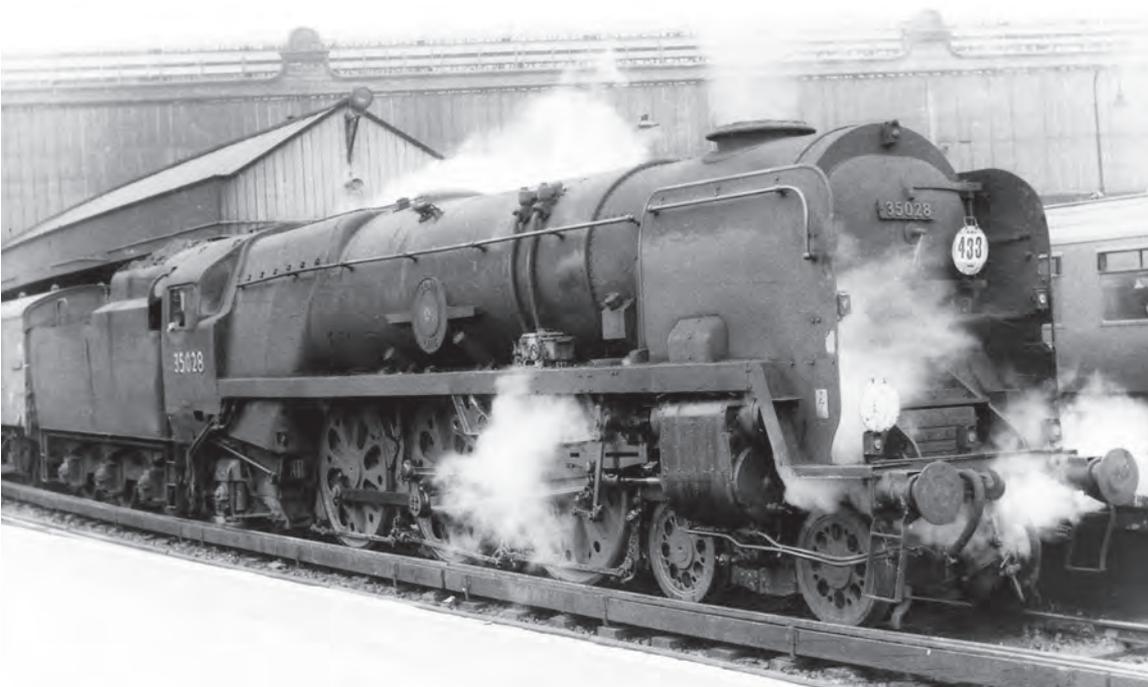


*Above: 34041 'Wilton' stands at Southampton Central during its booked station stop with an Up express for London Waterloo, 10/10/65.*

**Photograph: R K Blencowe Collection**

*Below: Into the last year of Southern steam and 35028 'Clan Line' awaits departure from London Waterloo with train No 433, an unidentified Down service on 13/1/67.*

**Photograph: R K Blencowe Negative Archive**





*Above: 34100 'Appledore' awaits departure time at the east end of Bournemouth Central station with an Up express for London Waterloo on 17/9/61.*

*Photograph: B K B Green / Courtesy Initial Photographics*

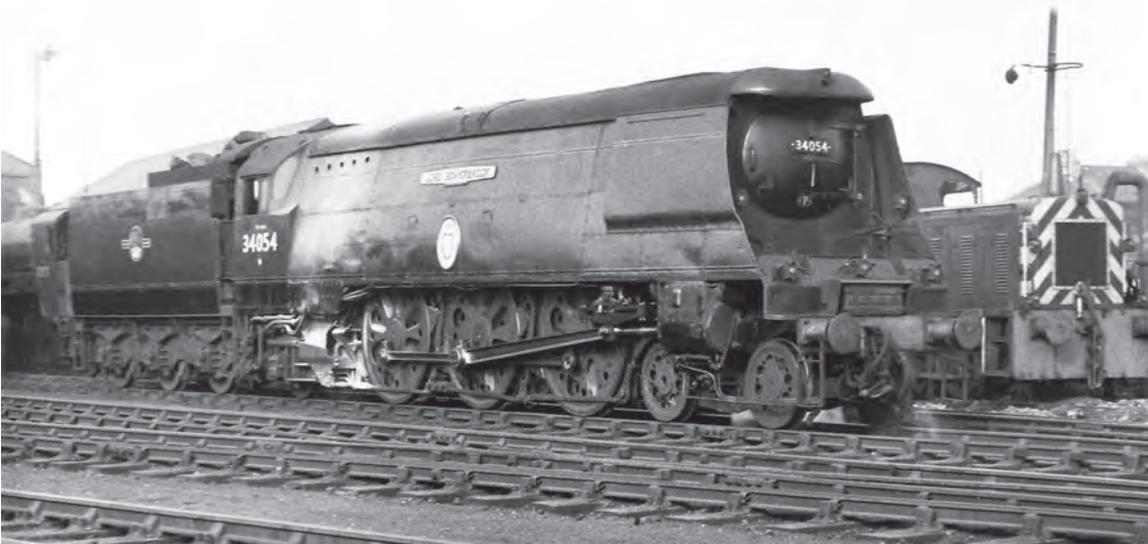
head of a rake of green carriages awaiting departure on the Up platform. Ironically, this locomotive, in un-rebuilt form, was the TT gauge example I had on my small garden shed layout at home. This had been financed, incidentally, by the laborious and lengthy method of collecting empty beer bottles from the local park and getting the 3d deposit refund at the outdoor counter of the adjoining 'Boot Inn'. I was the envy of my fellow spotters on returning home.

Regular visits were made over a three year period. Each time as we travelled south of Salisbury I experienced a rush of excitement, noting the giant advertising hoardings announcing, "You're in the heart of the strong country. Strong and Co. of Romsey Brewery", with an artist's impression of a spam can at full cry. In 1965, however, my Grandmother decided to return to the Midlands, but by now I had made forays as far afield as Eastleigh shed and works, increasing my tally of Bulleids and earlier southern locos. One interesting locomotive in Eastleigh shed was the pre-grouping liveried (30) T9 No. 120.

Glancing through the yellowing pages of my still retained Combined Volume reveals that I needed only three Merchants and half a dozen WC/BBs to complete the set. This was supplemented by an additional coach trip to visit the London sheds, including Nine Elms, with the Birmingham Locospotters Club, always led by the unfortunately named Derek Cowe, who needed only three locos to have seen the entire BR fleet.

The long scrapped 'Wilton' appeared a few years ago in Hornby 00 gauge form and, obviously, I had to have it, which led to my current loft layout featuring loosely - where else but Bournemouth Central?

So, why do I subscribe to the Stanier Mogul Fund? Well I've always had a soft spot for the underdog: the glamorous 'namers' always attract the interest and funding, and over the years I've developed a deep affection for our little engine.



*Above: 34054 'Lord Beaverbrook' stands on Salisbury shed, 18/2/62.*

*Photograph: Tony Cousins*

*Below: A fine study of 34098 'Templecombe' as she makes the Brokenhurst station stop with train No 468, an unidentified Up express on 17/9/61.*

*Photograph: B K B Green / Courtesy Initial Photographics*



The above titled quiz was included in the 75<sup>th</sup> Edition of SMF News and attracted much interest. I waited with great expectation for the arrival of postal sacks full of competition entries. I continued to wait and wait until the closing date by which time I had received just two - yes **two** - entries! What became of all you past train spotters and shed bashers?

My two entrants each submitted valiant efforts but unfortunately neither managed 100% perfection. To be fair though, where they differed to the original the alternative sheds offered did fit the spaces. I also have to admit to one little error on my part when the second part of a shed should have been completed instead of the printed xxx's! However, both of our stalwarts trawled their ABCs to find the only double-barrelled shed name in the country that would fit the available blanks. I must confess even I did not know that a shed existed at that location until I checked it myself. I will leave the rest of you to work it out.

Given that only two members submitted entries, and excellent attempts they were too, and in recognition of their tenacity in completing the incorrect clue of *Warwick* CASTLE, I decided to declare them both as joint winners and they each received two complimentary SVR first class travel tickets. Well done to John Webster and John Pearse. The correct answers are shown below:-

*Percy Main* was the son of George and Mary, living in one of the *Westhouses*, just off the *Devon's Road*. He walked his dog *Royston* in the **BOROUGH GARDENS** and often chatted to PC. "**PLODDER**" Lane – the local bobby. He was partial to a **BANGOR** with his mash with lots of **WORCESTER** sauce and a variety of cheeses like Red **LEICESTER** and Double **GLOUCESTER**. At his local, the **BRICKLAYERS' ARMS**, he enjoyed a pint or three with a glass of *New Port* as a chaser. As a result, he suffered bouts of **COLWICK** and uncontrollable **HITCHIN**, prompting him to visit the local doctor in **GATESHEAD**. After the war, in which he flew **LANCASTER** bombers and **SUNDERLAND** flying boats, he joined the T.A. and his platoon would often **MARCH** down **DALRY ROAD**. He used his car – an American **PLYMOUTH** sedan – to look for work in **TYNE DOCK** and even travelled to **WORKINGTON**, which seemed a good idea at the time! Eventually he found work in a place on **STEWART'S LANE**. He met Kitty through his dog *Royston* and, despite being in his working class clothes, they started a dialogue.

**KITTY BREWSTER** was the daughter of **KEITH** and Bess and lived in one of the **MILLHOUSES** on **COPLEY HILL**. She always looked on the **BRIGHTSIDE**. Kitty enjoyed walking in **TRAFFORD PARK** and visiting the **BOTANIC GARDENS** at **FERRYHILL** to take the fresh **AYR**. Her favourite food was cake, particularly **DUNDEE**. She also had a penchant for chocolate, particularly **THORNTON's** and Cadbury's **BOURNVILLE**. Kitty had a flair for the stage and was in a production of "The Pirates of **PENZANCE**" at **ASTON** Hippodrome and played Lady **HAMILTON** with the **EDGE Hill** Players. She harboured wild ambitions to play with the RSC at **STRATFORD**.

Kitty had a sister called **ROSE GROVE** who married **BARRY** at **St ROLLOX** church, the ceremony being conducted by the vicar of **WAKEFIELD**. Barry had a **REDDISH** complexion. They often met at **SOWERBY BRIDGE** and walked over **LOW MOOR**. They visited stately homes such as **LOSTOCK HALL** and **WARWICK** castle, often travelling in Barry's **BEDFORD** van. They had a son at **OXFORD** University who gained a **RUGBY** Blue.

Percy and Kitty first courted in **NEATH** under the **SUTTON OAK**, but once went too far and were chided by the **MELTON CONSTABLE**. They frequently walked across **NEWTON HEATH** and watched the **OXENHOLME** for milking, overlooking the **SHEEP PASTURE**. They also enjoyed bird watching at **St PHILLIPS MARSH** and

**HOLYHEAD.** They married at **St LEONARD'S** and honeymooned in a **KENTISH Town** near **FAVERSHAM**. They rented a place in **Kirkby** but after a drinking spree, Percy sometimes went for a **BURTON**. Although this caused friction, they soon made it up. Percy had a multitude of drinking pals at the working men's club in **MANSFIELD**, notably **Wal' Sall, WILL' Esden, PETER' BOROUGH, Dany' GRAIG** and **NEVILLE HILL**. For her part Kitty was teetotal, preferring **BUXTON** spring water as her favourite tippie. Every year, all four would have days out, visiting the **AINTREE** Grand National, **BLACKPOOL** Illuminations, **BELLE VUE** Gardens, the Epsom **DERBY, PRESTON** Guild and **BLAYDON** Races. Like many others of their time, when funds permitted they would venture abroad, on one memorable occasion visiting **NEW ENGLAND** in the USA, basing themselves in **BOSTON**. Percy and Kitty had a happy life together. When Kitty's mum had to go into hospital she couldn't **SPEKE** properly so had to take a **PILL**. Percy politely asked Kitty "Is your **MOTHERWELL?**" "She's OK," said Kitty. "She's doing a bit of **READING**. "That's one way of keeping her quiet!" said Percy.

*Copyright SMF member Roger Walker and with his eternal thanks to the late SMF member Ray Norton, whose original "I have shed bashed about a bit!"*

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**IF SO WE WOULD BE MOST GRATEFUL FOR SUPPLIES OF  
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**ALL QUANTITIES GRATEFULLY RECEIVED.**

**MEMORIES OF A SIGNALMAN – PART 8: The further adventures of a Hand Signalman on Merseyrail.** *ADRIAN BODLANDER*

Following on from my previous article, I had one further experience of working on Merseyrail in 1994, but it had nothing to do with the re-signalling scheme. Instead it involved the Merseyrail loop line under Liverpool, which was having major problems with water entering the tunnel and causing corrosion of the rails. This in turn caused track circuit failures which put the signals to danger and resulted in serious delays to the service. So bad was the situation that rails which would normally be expected to have a twenty year life span were being replaced after just five.

The reason for these problems could be found in the industrial decline on Merseyside during the 1970s and 80s. In this period many large manufacturing firms had closed down, the sugar refinery of Tate and Lyle (T&L) being one example. Many of these firms used vast amounts of water and their closure had caused a rise in the water table to the extent that the drainage system in the loop was unable to cope, resulting in the signalling problems previously mentioned. (*My father worked as a crane driver at T&L, and many of the jobs were on what was called 'The Well' – Jim N*) Several sections of track had been renewed during lengthy closures of the system but they had failed to cure the signalling problems. An improved pumping and drainage system had to be designed and installed, but this took several years and in 1994 the situation was far from resolved.

My involvement started on 27<sup>th</sup> June 1994 when I was spare man. Around mid-morning I received a phone call telling me that a hand signalman was required at Lime Street Low Level station, due to a track circuit failure between Lime Street and Central stations. I was asked to do the late turn which meant 14.00 until the end of service.

I decided that it would be easier to go by train than try to find a parking space in Liverpool, so I left my car at Grove Road station in Wallasey and caught a train that put me in to Lime Street Low Level for 13.55. As soon as I got off the train, I saw the hand-signalman at the end of the platform using his hand-lamp to call the driver past the red signal. He was very pleased to see me as he had been unsure when he was getting relief, or even if anyone was coming at all!

He soon handed over his equipment, which comprised the hand-lamp and a chair, and I was left alone on the platform. The procedure for dealing with trains was quite simple: when a train entered the station you contacted the signalman at James Street on the signal-post telephone and asked permission for it to proceed into the section. When this was given you gave verbal instructions to the driver to pass the signal at danger and displayed a yellow hand signal for the guard. Easy enough, I thought, but of course I had forgotten just how frequent the service on the loop was.

All three lines on the Wirral fed into the loop and each had a fifteen minute service, so you would be dealing with a train every five minutes. A further complication was the automatic train stop fitted to every signal on the underground section. When the signal was at red a metal arm was raised vertically, and if a train passed the signal at danger this struck a trip cock on the underside of the train which applied the brakes. When the

signal changed to green the arm lowered and the train could proceed normally. There was no way to override the system in a failure situation so every train which left the station and passed the signal at danger came to a stop a few yards into the tunnel. The driver would then have to leave his seat to operate the reset button which was on the opposite side of the cab. Late arriving passengers who saw the train stop like this thought it had been done for their benefit and became annoyed when the guard would not open the doors.



*Above: Liverpool (Lime Street) Low Level Platform 1 - Wirral Loop Line platform end on 22/7/14; where Adrian spent a cold and draughty shift on 27th June 1994.*

**Photograph: Richard Greaves**

As time passed I soon

found that an underground station was a cold and draughty place, which was particularly annoying as it had been a warm and sunny day when I left home. Something else which became annoying was the number of passengers who were apparently unable to read. Despite the presence of clearly displayed timetables, destination indicators, and an easily read destination on the front of each train, I was continually being asked, "Is that the train for Chester?" (or wherever they wanted to go). It was no good telling them you were not part of the platform staff: you just had to fix a smile in place and tell them the answer.

As the evening rush hour approached the situation became worse with trains signal to signal round the loop. At one point the signalman told me he had eight trains stacked right round the loop. As you gave instructions to one driver you could see the next train waiting to enter the station. Things began to ease off about 19.00 hours when the service reduced to thirty minutes on each line. Now that I had time to think I realised that I was hungry and no one had relieved me for a meal break as I had been promised when I agreed to do the job.

I phoned the signalman who passed my request on to the shift supervisor. After about five minutes he phoned back to say that the platform inspector from Central station (who was also in charge of Lime Street Low Level) would be relieving me in about ten minutes. The said gentleman duly appeared but before he would take over he had to be reassured that I was going to come back as he seemed to think that I would do a runner. After getting an assurance that I would not leave him there he agreed that I

could have a thirty minute break to eat my butties, and told me that the staff mess room was at the top of the escalator to the left of the ticket barrier. I soon found the mess room and it had two big attractions: 1) It was warm! 2) It had a kettle so I could make a brew and keep the flask I had brought for later.

Suitably refreshed, I resumed my post and continued as before until midnight approached when I begin to give some thought as to how I was to get home. Checking the timetable I discovered that the last New Brighton train departed at 23.50 so I informed the signalman that I would be leaving on that train and that any trains running after that would have to look after themselves. When the last train arrived I gave the driver the usual instructions and when I told him not to be too hasty leaving as I was boarding the train myself, he invited me to join him in the cab.

That cab ride from Liverpool back to Grove Road station was definitely the best part of the day, particularly the underground section. The most interesting part was the original Mersey railway tunnel under the river, where the steep gradients as you dropped down to the river bed and climbed up the other side were really noticeable. At 1-27 it is one of the steepest gradients in the country, though I don't suppose the passengers notice anything. I eventually arrived home at about half past midnight after a tiring and unusual day.

I was spare again on the Tuesday and got called for the same job as the fault had not been fixed (I believe it was not fully restored until the end of the week). Wednesday was my rest day and although I did not like the job, I thought at least there was the

*Below: Merseyrail 3-car emu set No 507025 arrives at Aigburth with the 10.25hrs Southport to Hunts Cross Northern Line service on 21/7/14.*

*Photograph: Richard Greaves*



chance to make some money out of it. Needless to say, I was not called!

Thursday I was spare again and a phone call on the Wednesday night saw me doing a morning shift at Aigburth (on the line between Liverpool Central and Hunts Cross), where another track circuit failure needed a hand signalman.

At least, this one was in the open air. Friday and Saturday I was booked early turn in Garston Jct. signalbox, dealing with Freightliners and car trains for Fords Halewood factory.

So ended another week as a relief signalman in 1994.

## **RAILWAY PHOTOGRAPHS**

If you collect railway photographs I can recommend all of the following dealers. I use them regularly and a selection of their work appear frequently in the pages of this magazine. They each offer a super service and their prices are very reasonable. There are many thousands of images to choose from covering all era's and regions including modern image.

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### 'COPPED AT'

*Above: 42957 stands on the Up Through road between Platforms 3 and 4 in Birmingham New Street station with a southbound ECS train at 5.25pm on 10/5/57. An original Derby Lightweight DMU stands in Platform 4, and a Glasgow train (identified by the carriage roof-boards) is in Platform 3. **Photograph: Michael Mensing***

*Below At the north end of Birmingham New Street station on 19/8/61 we find 42979 of 21D Aston shed awaiting departure with ECS, probably bound for Monument Lane Carriage Sidings. Interestingly, 1G24 is chalked on the smokebox door, possibly from an earlier working, or she may even have arrived and terminated with that train.*

***Photograph: Neville Simms***





#### **'COPPED AT'**

***Above:** A run-down and work stained No. 42950 awaits departure time at the south end of Birmingham New Street station with what appears to be an Up local suburban service on 26/11/63.*

***Photograph: G Coltas***

***Below:** 42947 simmers in Birmingham New Street station and attracts the attention of some young spotters on the opposite platform after arrival with a Down local from Rugby on 13/6/64. The headlamps have already been changed to Class C indicating that the train engine will now work the ECS probably to Monument Lane Carriage Sidings.*

***Photograph: Alan Roberts***



## LETTERS TO THE EDITOR

*Letters to the Editor are welcomed on any relevant SMF subject and should be sent to him at the address shown on Page 2. The content should be kept brief and not more than 400 words, or accept that some material may be omitted or condensed. Publication is at the discretion of the Editor and is subject to Magazine space constraints. Only letters bearing a bona fide name and address will be published.*

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**Dear Richard,**

Firstly, thank you for your letter about my donation of items from December, which was waiting when I reached home on Friday night. The 'First of the Finest' certificate is a thoughtful touch, and greatly appreciated.

I enjoyed my first stint on the SMF Sales Stand (*SVR Spring Gala – Ed.*). Thank you very much for your company. It was good to have the time and opportunity to chat to you and the two Johns (*Tidmarsh and Ashton – Ed.*) in between the busier periods. It was a revelation seeing: a) how well organised and slick the whole operation is; and b) how much time and effort you put into it. That is an extraordinary commitment over the years. I can understand the love/hate relationship you have with the Sales Stand, especially the setting up and closing down.

I hope you had a more even time the following day, maybe a bit warmer too, and that you had a good trip back home. I remarked to John T that this dose of massed enthusiasts will last for a while!

Now that I am not working as much, I'll be glad to help again.

Best wishes as always,

*Fraser Goulding, Walpole Highway.*

*24<sup>th</sup> March 2014*

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**Dear Mr Greaves,**

Ref your 75<sup>th</sup> Issue Magazine – Page 17 'Copped At' LMS Engines on Worcester shed. During late 1965 early 1966 all Midland area sheds went under LM Region control and many ex LMS engine types appeared.

In the Ian Allan book "Heyday of Tyseley and its Locomotives" the following LMS engines are photographed:- 46470 / 45134 / 48061 / 44859 and 44774. These engines worked anywhere on ex GWR routes in the area – hence Worcester (from Snow Hill). Tyseley's code was 2A at the time – not sure of Worcester's. I can remember travelling behind Black 5s on the 7.06am Henley in Arden to Wolverhampton LL service on many occasions.

I hope this is of interest.

Yours sincerely,

*Mr D J Andrews, Birmingham.*

*19<sup>th</sup> March 2014*

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### A CAUTIONARY TALE

**Dear Richard,**

I thought I should share with you details of the strange burning smell in our home and its cause! I noticed this on some of the very hot days we enjoyed a few weeks ago in the bedroom which I use as an office.

I had put this down to the computer becoming overheated as it is switched on all day but this afternoon I moved some papers on the window ledge which had been awaiting my attention and found that one of these had a quite large burn hole in it. I then realised that this must have been caused by the sun's rays being focussed on it through my SMF glass paper weight which was also on the window ledge. Furthermore, I have now discovered burn holes in the wallpaper at the side of the window frame.

I will leave it to you as to whether you feel that other proud owners of SMF glass paper weights need to be alerted to my experience. (*The glass paperweight referred to was part of a glass set which was a benefit to members who subscribed to a previous and now closed SMF subscription scheme. Members should also be aware that other glass objects will reflect sunshine, for example, ladies make up mirrors – Ed.*)

Kindest regards,

*Dave Westerman (and Linda), Stafford.*

*17<sup>th</sup> June 2014*

**DONATED GOODS:** – **Richard Greaves:** My grateful thanks to the following members and non-members who have donated goods to the sales stand during the last six months:- **Dave Phillips** of Newport, **Rob Pilley** of Sutton Coldfield, **Stephen Fairbrother** of Blackburn, **Stephen Pratt** of Halesowen, **Neville Wellings** of Neston, **Ray Durrant** of Willenhall, **Keith Langston** of Winsford, **Richard Shaw** of Oldbury, **Dave Beer** of Birmingham, **Ian Heyes** of Thatcham, **David Sztencel** of Wakefield, **David Cairns** of South Africa, **Howard Mills** of Liverpool, **Cedric Evans** of Sale, **Malcolm Johnson** of Brigg, **Alan Roberts** of Halesowen, **Stephen Leyland** of Bolton, **Bob Watkinson** of Riddings, **Arthur Hewitt** of Worksop, **Norman Ashfield** of Sutton Coldfield, **Richard Spencer** of Chippenham, **Dave Baker** of London, **Michael Hollingworth** of Alfreton, **Ivan Evans** of Knowle, **David Richmond** of Alvechurch, **Ian Harrop** of Sutton Coldfield, **John Hollowood** of Walsall, **David Roberts** of Madeley and **Alan Bridge** of Paignton. **Non-members, Peter Valleley** of West Midlands, **Father Harrington** of Merseyside and other members and non-members who brought donated goods when visiting the Sales Stand at Kidderminster and other SMF events. Also two members in the south of England whose goods are in our possession with Ian Marshall but which have not yet reached me and will be credited in the next edition of SMF News. My apologies to any member that I have overlooked and, as always, if you drop me a line I will ensure that you are credited in the next issue of SMF News.

My sincere thanks also go to the couriers who continue to queue up and volunteer for this demanding and onerous task, seeking out the most obscure of addresses to ensure that the donated goods are received safely at our storage and distribution centre! For this period I am indebted to:- **Dave Busk, Dave Beer, John Tidmarsh, Ian Marshall, Bill Maffey, Dick Lewis** and I also include **myself** in this role, looking after the North West and North Wales areas.

**RICHARD GREAVES: FORM 1 - PLEASE EXPLAIN:**

Oh dear, I am getting sick of these Form 1s! We are back to SMF News, No 74 Page 33 ‘Copped At’ and the lower picture that depicts 42978 at Mangotsfield. In SMF News Issue No 75 I had to explain that this train was not taking the Bath line at Mangotsfield North Junc but the Bristol line. At that time it was thought that the train was a West Country working, with 42978 coming off in the Bristol area. I have now been informed that train No M905 was in fact an eight coach York to Bristol TM relief. So there you have it and, hopefully, I can put that one to bed at last!

**VISIT THE SMF WEB SITE AT**  
**[www.staniermogulfund.org.uk](http://www.staniermogulfund.org.uk)**

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