



# STANIER MOGUL FUND NEWS

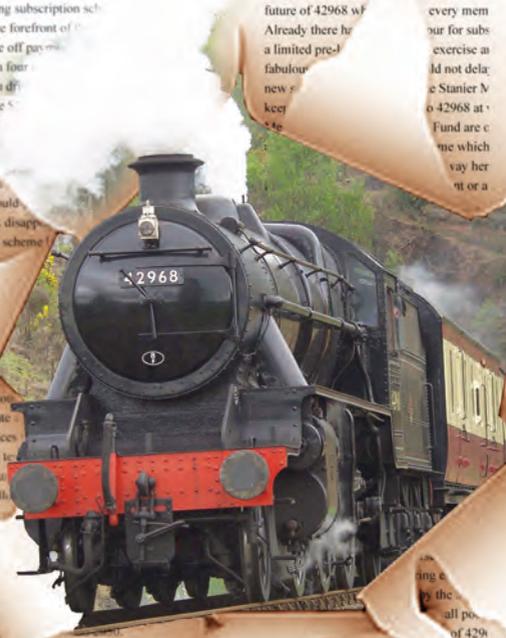
## ISSUE No 77 MARCH 2015



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# Daily Heritage Gazette

APRIL

- LAST EDITION -

2015

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## STANIER MOGUL FUND LAUNCHES NEW SUBSCRIPTION SCHEME

**WORLD  
SCOOP**

**SMF  
SPIRIT OF 2040**

**NEWS  
FLASH**

Breathtaking Innovative Brilliant - Just some of the comments received on launch of new subscription scheme by the Stanier Mogul Fund which has been designed to keep 2-6-0 steam locomotive No 42968 at work on the Severn Valley Railway until 2050.

Members of the Stanier Mogul Fund are once again offered a ground breaking and rewarding subscription scheme which will ensure that their steam engine No 42968 remains at the forefront of the railway heritage movement until around 2050. In return for either a one off payment or a fixed monthly payment they can enjoy benefits ranging from on train four course meal luxury dining experiences to sumptuous buffet lunches and hands on driving and firing

experiences to footplate visits on a working steam locomotive.

The SMF Launch Manager, Mr Richard Greaves, told SMF News, "I believe that this is the most attractive and exciting subscription ever offered by the SMF, with something for everyone and with prices to suit all pockets, whilst at the same time protecting the long-term future of 42968, which is what every member of the Fund wants."

Mr Greaves went on to say, "Already there has been a clamour for subscriptions following a limited pre-launch marketing exercise, and members wanting to take advantage of the fabulous benefits on offer should not delay in sending off their application forms or risk disappointment."

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**The SMF Spirit of 2040 Subscription Scheme - make sure you enjoy the super benefits by sending off your application TODAY.**



*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

The Magazine of the  
Stanier Mogul Fund

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## EDITORIAL:

**RICHARD GREAVES**

My apologies for the late arrival of this bumper issue of SMF News and my belated good wishes to you and yours for 2015. I can picture already the puzzled faces and mutterings of "What's this all about." I am referring, of course, to the front and inside covers of this issue of SMF News. If I offer you a gentle reminder that I am both your Editor and Fund Raising Manager, you may begin to start putting two and two together and hopefully you will arrive at four.

For some time now the SMF has been on a steady course, with little to excite or involve the membership, but the arrival of new and young blood on the CoM, together with some quite extraordinary comments made from the floor at last year's AGM - you were not there? Oh, you missed a treat – convinced me that the Fund needed to extend its horizons, and quickly.

You will read the full story later in this bumper edition of SMF News No. 77, but briefly, the SMF has always looked to ensure financial contribution funding for two overhauls ahead. Time moves ever quicker and with the current overhaul underway and contribution funding in place for both this and the next overhaul, together with the young talent now in place on the Committee for the long term future, your CoM agreed that now was the time to look at 2040.

What you should not make the mistake of doing is falling about laughing at the suggestion of funding a 2040 overhaul today. Why not? Well, I could talk all day on this subject, but briefly, 2040 is closer than you think – just twenty five years away. To put that in perspective, we, the SMF, have owned and operated 42968 now for 42 years! Allowing for inflation, a 2040 overhaul funding contribution will not be cheap, so the sooner we start raising the money, the sooner we will achieve our objective. Remember, the younger members of our Committee will still only be in their forties and fifties when this overhaul falls due, and their task in the intervening years will be to raise the contribution funding for the *following* overhaul.

I accept the fact that many of us may not be around in 2040, myself included, but does that matter? Most of us have been involved with 42968 for many, many years now, and I for one would love to know that her future as a working steam locomotive was assured for the longer term before I go and sign on for duty at the great engine shed in the sky.

Railway preservation is an ongoing and never ending commitment, and as I have always, always said you cannot stand still. Lose the momentum and you lose the high ground, and then you are always on the back foot trying to catch up. Today, there are too many railway preservation projects to attract the attention of supporters and, in my honest opinion, there will be no chance to catch up.

So please, do not laugh or treat this subscription launch with scepticism. Do please read all of the information and then read it all again and if necessary once again. Fully digest it and then have a good laugh if you still think that way. However, by that stage I earnestly hope that you will have started to think or be fully convinced already that this is not a laughing matter but a serious and mature attempt to continue, into the longer term future, what we started together all of those forty two years ago.

Have a good look at the benefits on offer, the primary one of which, that of meal packages, I have been asked for many times in recent years. In addition, there are fire and drive benefits and footplate rides, all of which will take a great deal of commitment to organise and manage by your Committee but, if successful, will result in the long term working future of 42968.

I have spent a considerable amount of time and resource in devising, planning and bringing to the launch stage what I truly believe is an innovative, rewarding and exceptional SMF subscription scheme that provides excellent and value-for-money benefits in return for members' investments that will ensure the long term working future of 42968.

Finally, please remember that through the past generosity of the membership and the sheer hard work of both the CoM and on the ground workers we have achieved so much together over the years. If we let this opportunity slip through our fingers now, we must then ask ourselves what has all of the past endeavour been for? We have brought 42968 back from the brink of extinction to such successes that it would have seemed at one time impossible to achieve. If we succeed in this new venture, what a wonderful legacy we will leave behind for our future CoM and 42968 herself.

I will close by saying - Let the *Spirit of our past* fire our *Spirit of desire* and speed us to our *Spirit of success*

**AND**

**If like me you are passionate about 42968 and her long term working security  
then join me today by sponsoring a 2040 worker and be part of the  
SMF Spirit of 2040**

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*Front Cover: Photograph Peter Rosier / Artwork by Ian Lunt of Lunt Printers, Fazakerley, Merseyside*

*Back Cover: Photograph Peter Rosier / Artwork by Ian Lunt of Lunt Printers, Fazakerley, Merseyside*

Time marches on as ever - another year is upon us, and by the time you read this we will be over a quarter of the way through 2015 - hopefully the weather will be improving thereby encouraging more outdoor activity, including pursuing railway related interests and, perhaps, joining John's working parties at Bridgnorth.

Our engine remains dismantled, and to the casual observer it may look as though little is happening. It is true that, as I write, the boiler is still awaiting space in the SVR's boiler shop, but much work has been done in the meantime, as John will tell you.

As I explained last time, our Committee meeting dates are such that the number of meetings to review in my report each time varies. This time, since my last report, there has been only one, in October followed by the AGM.

The Committee meeting covered the usual reports and included an update on progress with updating our internet website and the use of social media. Those leading on this were given the go-ahead to continue as they proposed, and the results should be visible soon, if not already.

We also discussed our record of Fund assets held, the status of the few so called 'Complimentary' members of the Fund, the on-going saga of the SVR's renegotiation of the locomotive agreements, and reviewed the recent Sales Stand performance at the Autumn Gala and the Driver Experience event, and agreed dates for the next 12 months' meetings. Please note the 2015 AGM will be held on 17 October.

Future funding requirements, primarily in respect of the circa 2040 overhaul, were reviewed and a proposed new subscription scheme discussed. Whilst the target overhaul is well in the future, the subscriber benefits would be achievable within three years and the younger members that are now on the Committee gave us the confidence for further development of the proposals, anticipating that our engine will still have the active support of the SMF when the time comes, allowing a further period in service. I also believe it could attract new members to the Fund. We are due to consider this again at our meeting in January - if it has been given the green light, more details will be given in this SMF News by Richard.

The AGM itself was one of the best attended by the membership that I have witnessed, demonstrating the continued enthusiasm, interest and (dare I say?) passion for the Fund and our engine. Alongside the usual reports and business, various topics were debated, details of which will be in the minutes issued with the next SMF News. All serving Committee members were re-elected unanimously.

Now looking ahead. I hope that 2015 will see significant progress with the overhaul, such that by this time next year, I can begin to have confidence in predicting a return to service date. As for a certain OO scale model, I now understand that its release has been delayed and it is not likely to appear before 2016 - the race is on!!

**42968**

**SMF SPIRIT OF 2040 - *Preserving Yesterdays Past .....  
..... For Tomorrows Future***

**OUR ENGINE**

I am sitting down to start writing this report at the beginning of a new year. The coming year (2015) will be pivotal in the returning to traffic of our engine; up to now we have made tremendous progress with the stripping down. All of the work so far, with the exception of lifting operations, has been volunteer led, but this year should see the railway workshop staff getting more involved with re-making and re-conditioning, and, of course, boiler work.

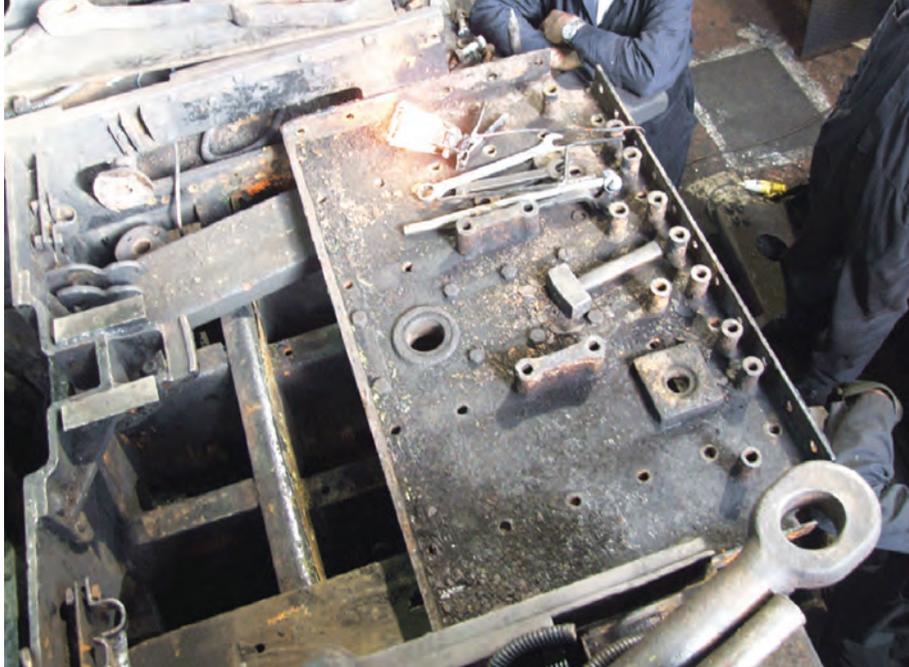
This, of course, does not mean there will be any less work for us to do. Our job will be to follow up assisting with strip down and re-assembly and also ensuring re-assembled parts are painted in a manner that will see them through the next ten years. To recap on the last six months, you will recall from the last notes that the boiler was removed on the 22<sup>nd</sup> of July; this left us with a mountain of work to tackle, but it is amazing how we have ploughed through it. To start with, there were a number of fittings still attached to the boiler when it was lifted; most of these were small, but the superheater header and the manifold were quite significant. All of these with the exception of the superheater header were quickly dealt with.

Our initial brief for the chassis was quite simple: remove as much “shit” as possible and get it looking respectable. A couple of our group made a start on the smoke box saddle with a spade! After a couple of days digging and removing what looked and certainly felt like a ton of wet ash, they found the main exhaust steam pipes. These look rather similar although considerably larger to a petrol engine exhaust manifold and indeed they do a very similar job. These pipes were originally a casting but were replaced by a steel pipe fabrication during the late 90s overhaul. After considerable

*Below: The smokebox saddle of 42968 with the exhaust manifold pipes exposed.  
Bridgnorth works 13/11/14.*

*Photograph: Robin Spain*





*Above: The dragbox of 42968 with the top cover removed. Bridgnorth works 13/11/14.  
Photograph: Robin Spain*

effort by relays of workers, this area has now been chipped down and is awaiting assessment by the full-time staff.

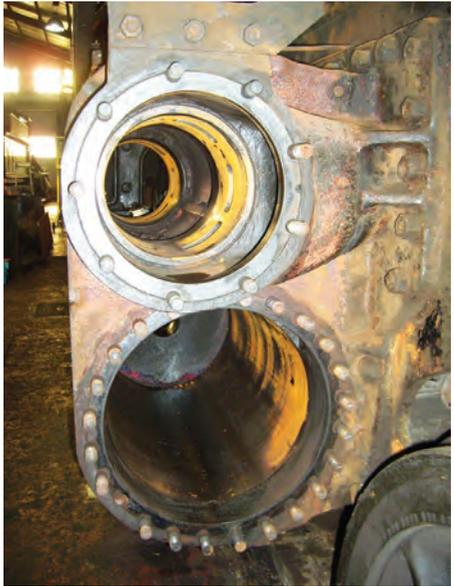
With the front end now accessible and ready for work, we turned our attention to the drag box. Again, the drag box received a considerable amount of attention at the 1980s overhaul but has been largely untouched since; the cab floor was removed together with the plate-work that covers the drag box. Again, many buckets full of the aforementioned material were removed to eventually expose the drag box. Then the good news: the top, which is a considerable size fabrication about ½” thick, had to be removed to inspect the inside. After removal, cleaning and preparing for assessment, this had to be put back, although in a temporary fashion, so as to keep the loco mobile (there is nothing to couple to without a draw bar: no drag box - no draw bar).

### **LOCOMOTIVE UPDATE**

The above is only a snapshot of what we have been up to in the last six months with the help of our week-end friends. The chassis is now completely stripped with the exception of the wheels and bearings. All motion, valve gear, pistons and associated covers and parts, together with brake gear are removed. This does not in any way mean we are short of work: we are now pushing on with removal of all of the cover holding studs from the piston and valve chests. Also, we will shortly be starting to look at the copper lubrication pipe work, i.e. cleaning out and refurbishing as required. The idea is to keep as much of the pipe work as possible in place so as to preserve the existing runs.

Finally, and as usual, can I just remind you that we currently meet at Bridgnorth every Thursday and that you are all welcome, regardless of skills. So I look forward to seeing you. **MY CONTACT No is 01384 278075.**

**Right:** View of 42968's right hand side piston and valve bores. Bridgnorth works 15/11/14. **Photograph: John Bowater**



**Left:** View inside of 42968's right hand side cylinder. Bridgnorth works 15/11/14. **Photograph: John Bowater**

**Below:** 42968's loco frames inside Bridgnorth works 15/11/14.

**Photograph: Robin Spain**



In the March 2011 issue, SMF News No. 69, we visited the Lake District to find 2949 in a spot of bother, having run into the rear of the preceding return excursion from the Southport Flower Show at about 1.45 in the morning of 25<sup>th</sup> August 1939. Technical details of the collision or its cause were scant: this is the most revealing report so far discovered and comes from the following day's edition of the *Times*:

*Two excursion trains returning overnight from Southport filled with visitors to the flower show there collided in Kirby-in-Furness Station early this morning. Thirty-two passengers were injured, but only 12 were detained in hospital.*

*One train, destined for Bootle and dropping passengers at intervening stations, was drawing out of Kirby Station when the other, a fast train for Aspatria not booked to stop until Millom, ran into the rear of it. The driver had slowed down for a curve in the line at the far end of the station and by a prompt application of the brakes was able to lessen the force of the impact considerably. Even so, the guard's van was smashed and the windows and mirrors of several coaches forward were broken. The smokebox door of the engine was unhinged and thrust into the box.*

*Other damage was limited to a scarred and twisted track and the displacement of the last few coping stones at the end of the platform. Had the platform not been able to check the swaying it is probable that the rear train would have left the rails.*

The cause could be one of two scenarios: the signals were improperly Off for the second train; or the driver missed the signals and passed them at Danger. This report suggests that he was alert, thus placing the probable responsibility with the 'bobby',

***Below:*** Kirby (Cumbria), from the station footbridge, looking south on 12<sup>th</sup> August 2012. The long, straight approach gave 2949's driver some sighting distance to make an emergency brake application prior to impact. The house on the left, shown in the post-accident photo, obviously still survives. ***Photograph: Jim Norman***



**Right:** 2949 later on the morning of the accident. The limited damage is apparent, as are the round topped cylinders.

**Photograph:** *Evening Mail*

possibly in not having returned his signals to Danger after the arrival of the first train. This, though, is entirely speculation.

I finished that part of the Archive Report by promising to visit the site and endeavour to ascertain further information. This was done - twice - but both the lack of any real progress in the search and the preponderance of other suitable material for these Reports have delayed the reporting of these expeditions. Now its turn has come.

The only real advance was a contemporary copy of the local newspaper, the *Evening Mail*,

which naturally concentrated on the fates of the local people on board who were injured in the accident. It did, though, include a photograph showing much more of the damaged engine. This clearly shows the localised nature of the damage, confined almost entirely to the smokebox, but significantly it shows that 2949 had already acquired round top cylinders at this early date, the first such evidence we had. She was built with square topped ones, as shown in the accompanying photograph of her taken on Kingmoor shed, Carlisle circa 1935, courtesy of the Kidderminster Railway Museum. She is in original condition and numbered 13249; she was renumbered 2949 from 23<sup>rd</sup> December 1935 so the change occurred between then and the date of the accident. Significantly, she received a Heavy General repair, according to the Engine History Cards (EHC), from 4<sup>th</sup> October to 27<sup>th</sup> December 1937, less than nine months and only 33,604 miles from a Heavy Service repair, completed on 28<sup>th</sup> January that same year.

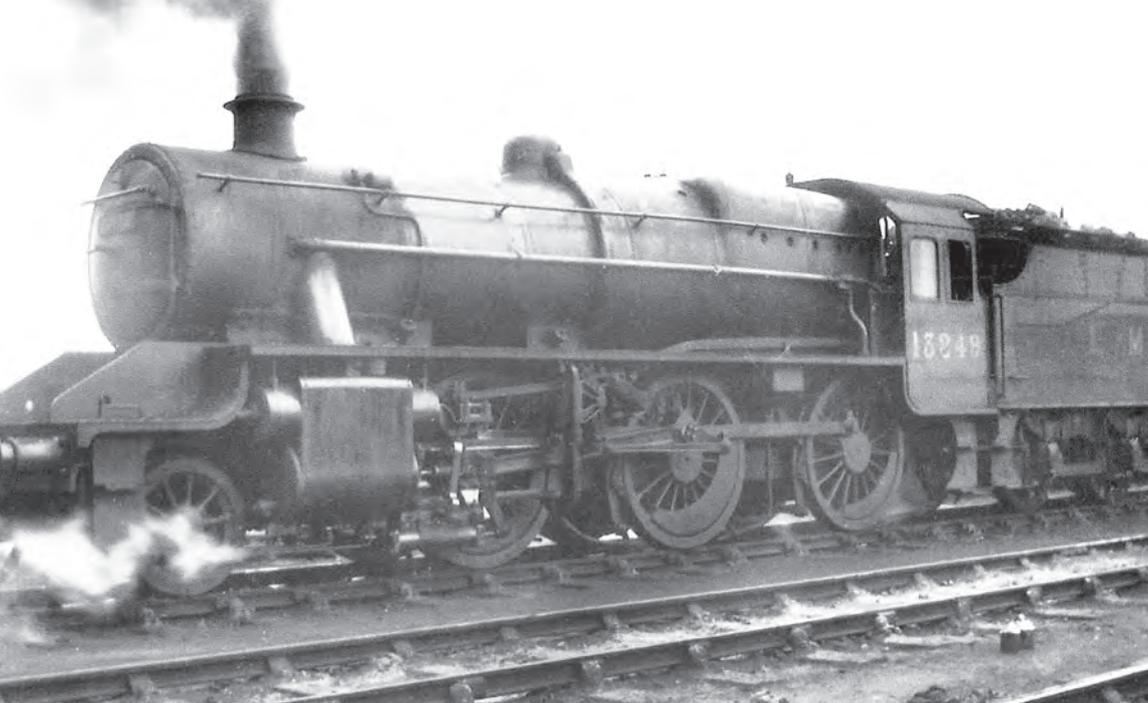
An engine involved in a serious accident generally requires Works attention, and the EHC shows her at the Works from the accident date until 28<sup>th</sup> October 1939; 56 days on Works, for a Heavy Service repair. 'Heavy' usually involved a boiler lift, and replacing the boiler was not uncommon following a collision. The momentum forces could move tubes and stays and a full strip down was often necessary. In this case, the boiler, No. 8400 (incidentally, 13268's original boiler) was not replaced and stayed on the engine until August 1941, when following repair it passed to 2982 w.e.f. 31<sup>st</sup> January 1942.

While not a huge advance, we have at least learned a few things.

While on the subject of boilers, I'd refer members back to SMF News No. 75, March 2014, which took boilers as its theme. I have been reading, yet again, the excellent RCTS book, *Raising Steam on the LMS* by the late Arthur F. Cook. This contains a wealth of detail on all LMS boilers, the 3D type of the Stanier Crabs included, and turns up some interesting facts.

All the major pre-Grouping companies built their own engines and boilers, but rationalisation followed the Grouping with many of the smaller Works being closed,





*Above: 13249 stands on Kingmoor shed circa 1935 clearly showing the original square topped cylinders.*

*Photograph: Courtesy Kidderminster Railway Museum*

and new building and repairs concentrated at Crewe, Derby, Horwich and St. Rollox. Over time, new boiler construction was from 1932 concentrated at Crewe, the only exception being replacement boilers for pre-grouping Scottish engines, which remained at St. Rollox; all Stanier boilers, except those built by outside contractors, emanated from Crewe. This though left an anomaly with boiler numbers – all boilers carry an individual boiler number – in that new boiler numbers were approaching those already issued from Derby, and it was very undesirable for two boilers to share a common number.

From late 1933, a new number series was introduced. The Moguls' boilers had been allocated Numbers 6051 – 60 (engines 13245 – 54, and built with the safety valves in the top feed) and 6071 – 99 (engines 13255 – 83, and built with the safety valves on the firebox). The new system started on 22<sup>nd</sup> December 1933 with the next new boiler to be built - 8400, and this number displaced 6084. This boiler was then fitted to 13268, so it was our engine which started the new Crewe system. Incidentally, the missing engine, 13284, had boiler 8416 correctly in series, but this had not been numbered under the previous system, and was completed on 17<sup>th</sup> January 1934. Three spare boilers to Order No. BS1/12 were completed between 5<sup>th</sup> and 17<sup>th</sup> December 1935 and numbered 9246-48. These reverted to stays of copper and steel as with the boilers for 13245 – 79 and 13284, 13280 – 83 having stays of Cupro-Nickel and Steel. The spare boilers differed also in having mudhole doors at the firebox top corners, the first forty did not.

Fascinating things, boilers! Want to learn more about them? Come and join us on the Thursday working parties at Bridgnorth!

# **SMF**

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# A DREAM WAS BORN

RICHARD GREAVES

Forty five years ago, a dream was born. In 1970 a small group of railway enthusiasts visited Woodhams Scrap Yard in Barry South Wales to see and photograph, amongst over 200 other rusting and withdrawn ex- BR steam locomotives, a 2-6-0 Stanier Mogul bearing the faded number 42968 on her cab side.

It was already realised that this locomotive was unique in that she was constructed at Crewe Works in 1934 as part of an order for forty locomotives to the first design of William Stanier (later Sir), following his appointment as CME to the LMS Railway Company, and that she was the only survivor of that class of forty engines.

In retrospect, it would have been so easy to have shrugged shoulders, mutter, "But what can we do?" and moved on. Perhaps another individual or group would have come along to purchase her, or perhaps not .....! Maybe 42968 would have been one of the few engines cut up at random by Woodham's to encourage the sale of the many others; who knows what fate would have befallen 42968. However, and fortuitously, this group of enthusiasts did not shrug their shoulders and move on, and that same evening the Stanier Mogul Fund (SMF) was born. The rest, as they say, is history.

History: a simple word but encompassing so much. In the early days, dogged determination in the face of seemingly, at the time, insurmountable odds. Fortitude in what we knew could one day be achieved. Outstanding support from an ever increasing membership who saw and believed in what we said could be done. And finally, after many trials and tribulations that could fill this magazine and more, unrivalled success that, in some small way, we on the Committee of Management (CoM) felt was our way of saying thank you to all who had supported and believed in us.

Given that the SMF is a purely volunteer-led Fund, the CoM has remained remarkably stable over its forty five year history and if we take just the Secretary's position, this post has been filled on only four occasions:- initially by David Montgomery, followed by David Barker, who sadly passed away, then Jim Norman, and finally, our current Secretary, Ian Marshall. Other posts are very similar and I believe that this stability has been our bedrock.

I mentioned successes and again I could write a book about them (in fact Jim Norman and myself did). However, to mention just a few here:- the original restoration of bringing 42968 back from a scrapyard condition engine to a fully working, main line registered locomotive; thirteen (lucky for some) main line railtours without a single mechanical failure, due in no small part to the engineering skills of the SVR workshops; first steam locomotive since the end of BR steam to work a passenger train up the Lickey Incline (ably assisted by 7325); north and southbound climbs of The Long Drag over the S&C and surmounting Sugar Loaf and Copy Pit summits, all single handed. The list of main line achievements is endless and culminated with her successful appearance at 'Steam on the Met 98'.

Returning to preservation, visits have been made to Crewe Works Open Weekend; the K&WVR; WSR; G&WR; GCR and the Llangollen Railway. Her most recent and, in my opinion, her most remarkable achievement was that of running over 100,000 miles since she returned to traffic. Following 42968's return to traffic in 1991, she has been (apart from periods of overhaul, maintenance and running repairs) an operational locomotive for eighteen of that twenty four year period, a quite remarkable



*Above: A forlorn looking 42968 stands in Woodhams scrapyards, Barry, South Wales, on 5/4/70 with her memories of happier times. Little did she know what future awaited her with the coming of the SMF ...!*

**Photographer unknown / SMF Archive**

achievement. Quite honestly, just mentioning the above is, I believe, mind boggling and breath taking.

But of course, all of the above is now just historical information. We all deserve to revel in what we have achieved, and rightly so, but as time never stands still, our thoughts must again turn to the future because, as you all know, this Fund and its membership never stands on its past laurels, but always looks to the future. To dwell on the past will not achieve our future aspirations.

I doubt no one person could have achieved all of our previous achievements, but the SMF is not and never will be just one person. It is a collective group of enthusiastic, loyal and supportive members who today number just under 600 like-minded persons. As a group, we have achieved so much together, both in the past and by securing the medium term future; surely we cannot now just let all of that come to an end? It is my true belief that together we must now look to ensure the long term viability of keeping 42968 a working steam locomotive, both during and beyond our lifetimes, thereby continuing to give pleasure to ourselves and the many hundreds of thousands who will visit heritage railways in the years ahead, and who never had the privilege we had of experiencing steam railways as an everyday, primary mode of transport.

The heritage railway movement continues to grow at an incredible pace – New Locomotive builds, plans to re-open abandoned lines, extend existing lines, bridging gaps – the list goes on and on. To service all of these developments will need a continuous flow of serviceable locomotives, steam and diesel. New builds alone, whilst admirable, cannot be expected to meet this demand, and in any case many of these will not really be suitable for preserved lines, for example, the A1, P2, Un-rebuilt Patriot, Clan, etc. Whilst fine for main line work and heritage Gala events, they are not the practical choice for everyday power requirements on preserved lines.

Today, there is no part of a steam locomotive that cannot be repaired or replaced; the technology exists - at a price! And, it is this price that is at the forefront of every owner's or owning group's future consideration. The SMF has always planned for the future, not the present, but the future, and today is no different than twenty five years ago.

Following completion of the original restoration in 1991, we on the CoM, recognised that whilst the SVR was committed to the next heavy overhaul cost, we as a Fund would need to be in a position to offer financial support if our membership were to enjoy ten yearly turnaround times that matched its expectations. We therefore set ourselves a financial target of building a monetary reserve to meet our anticipated future funding costs for not one but two ten-yearly overhauls ahead.

Today, we have that funding in place for the current overhaul which, as you know, is now underway on the SVR, and for the next overhaul due around 2027. But, what of the following one which will be due around 2040 and which is now only twenty five years away? Remember, we have now owned and been responsible for 42968 for forty two years, so twenty five years is not that far ahead!

Whilst some of us (myself included) may not see 42968 back in service after the 2040 overhaul, does that really matter? Certainly not to me. After all my years associated with 42968, she has become a part of my life, a lifelong friend, and unlike me, whose parts will become life expired, I for one would dearly like to believe that I can continue

***Below:** What a transformation since 1970! It may have taken twenty one years but, oh my goodness, was it worth it! 2968 stands in Kidderminster loop on 30/8/91 some four months after restoration from scrapyards condition, and all thanks due to the generosity and support of members of the SMF.*

***Photograph: Richard Greaves***





*Above: And the transformation continues. Resplendent in BR mixed traffic livery with the later crest on her tender, 42968 stands at the south end of Bridgnorth shed yard in ex-works condition following her first ten yearly Heavy Intermediate overhaul on 14/03/03. Once again, this was due entirely to the support and generosity of members of the SMF.*

*Photograph: Malcolm Ranieri*

to play a small part in her working future for many, many years to come. At the same time, I will also know that she will be giving endless pleasure and countless thrills to hundreds of thousands of visitors who will travel behind her and no doubt gaze in awe upon her. “Where is all this leading to?” I can hear you say. Well, now to the crux of the matter. I will now open the firebox door and let the fire of dreams and passion burn ever brightly in your eyes.

During the past eight months I, as your Fund Raising Manager, have given countless hours of thought and research to this subject and have devised what I believe to be an innovative, inspiring, imaginative and rewarding 2040 Fund Raising scheme. This product, if supported by the membership, will enable us to achieve your CoM’s anticipated contribution funding that our younger, up and coming Committee members will need, to give them a head start in the years ahead. It will ensure that 42968 continues to be a working steam locomotive until around 2050. Beyond that date, it will then be in the hands of our new breed of Committee members. But if successful, what a legacy for us to leave them, and for the long-term future of our beloved 42968. If, like me, you share all the beliefs and aspirations I have talked about, and again like me you would like to play a part in 42968’s longer term future as a working steam locomotive, I now invite you all to contribute to and be a part of the SMF **SPIRIT OF 2040** Subscription Scheme. By remembering and building on the spirit of our early pioneering members, we in turn can provide the **Spirit of Today** to drive and fire **The Spirit of Tomorrow** inside 42968.

# SMF SPIRIT OF 2040

## Subscription Scheme Launch

RICHARD GREAVES

The SMF **Spirit of 2040** Subscription Scheme has been devised by myself (RG) and is fully supported by your CoM. If successful, this scheme will provide all of the anticipated contribution funding necessary to complete 42968's 2040 ten yearly Heavy Overhaul, ensuring that she remains a working steam locomotive until at least 2050.

There are many ifs and buts – will steam engines still be allowed to operate in the 2040s? Will there still be heritage railways by then to run them on? These and many more questions can be asked and/or pondered upon. However, the SMF has never been run on ifs and buts, unable to and cannot dos, maybe or maybe nots. Stand still and you lose the high ground, and the momentum is lost for ever. It is my belief and that of your CoM that to continue our success and that of 42968, you must always look to and plan for the future, regardless of any short-term uncertainties.

We now have a young and enthusiastic nucleus of CoM members to carry the Fund and 42968 forward into the long-term future, and in these depressing economic times I believe that it is us, the mature and loyal members of the SMF, who have the financial means and the will to support them and thereby ensure that our dream, born in 1970, is passed to our future generation of railway preservationists.

If we allow the dream to fade away now, what has all of the past endeavour and support been for? No, 'onwards and upwards' delivered the dream to where it is today, and that momentum will continue to drive the dream forward to ever greater visions tomorrow.

So what are the nuts and bolts of this scheme? The SMF **Spirit of 2040** is, I believe, an imaginative, innovative, inspiring and rewarding subscription that aims to raise a not inconsiderable sum of money in a relatively short period of time. The scheme will be open for a maximum of three years until 31<sup>st</sup> October 2018, or earlier if fully subscribed before then. With an ageing membership, this will enable as many of us as possible to make our contribution and to participate in and enjoy the appropriate benefits whilst we are still able to do so.

The theme of the product is based around a Locomotive Works and the workers who are employed there on locomotive overhauls. The benefits vary depending on the level of investment you wish to make, and these range from £20,000 to just £999 **before** any discounted offers.

In return for your contribution, you will be sponsoring not a nut and bolt but an imaginary worker whose real life role will be needed during 42968's 2040 Heavy Overhaul. These roles range from the CME to the Works Manager and Workshop Managers down to the Foremen, Charge-hands and shop-floor Shift Workers. In return for your sponsorship, there is an exciting range of benefits. These reflect the level of contribution, but all of them will offer travel and meal packages on SMF-chartered special trains (hopefully hauled by 42968, depending on what mood she is in on the day).

Those of you who have previously enjoyed a travel and meal benefit on a SMF Special Charter in the past will know that we do not disappoint, and you can rest assured that whichever package you sign up to, we will leave no stone unturned to ensure enjoyment and complete satisfaction for you and your guest(s) on your big day event.

A choice of innovative payment options are also available from outright purchase (which attracts a discount), or by monthly Standing Order over thirty months, or by payment in quality goods that we can sell on our Sales Stand or at auction. If you choose this latter method of payment, we can accept only the following excellent to mint quality items:-

Model Railway items. Quality hard and soft backed books but only from the recognised major publishers. Die cast model road vehicles and Railwayana. We would also consider quality B&W or colour negative collections of BR or pre-BR steam and first generation diesel subjects, and Edmundson-type railway ticket collections. We will value your goods at the full price that we can achieve in selling them either on our Sales Stand or by auction, and credit that amount immediately in full or part payment of your chosen sponsored worker subscription. It works like this:-

#### **EXAMPLE 1**

Chosen sponsorship is Works Manager at £15,000: You donate a steam locomotive nameplate in payment. We will have the nameplate valued by a reputable auction house and placed in auction. We will assume that the plate sells after costs for £17,300. Your sponsorship subscription of £15,000 is taken from the proceeds and the balance of £2,300 is returned to you. If the plate achieves less than the £15,000 after costs, then you will need to make good the balance either by a one-off payment or by monthly Standing Order over a maximum of thirty months, or by further donated goods.

#### **EXAMPLE 2**

Chosen sponsorship is Shift Foreman at £5,000: You donate two smokebox number plates, a station totem sign, a book collection and some model railway engines. The two plates and station totem sell at auction for £2,600 after costs and we value the book collection and model engines at £2,400. This will pay for your sponsorship subscription in full.

#### **EXAMPLE 3**

Chosen sponsorship is a Shift Worker at £999: You offer and have valued by us at £999 a model railway collection. This will pay for your sponsorship subscription in full.

#### **EXAMPLE 4**

Chosen sponsorship is a Shift Charge-hand at £3,000: You offer model railway goods, some books and a quantity of die cast models which we value in total at £1,900. This amount is credited to your sponsorship subscription immediately and the shortfall of £1,100 is paid for either as a one off payment or by monthly Standing Order over a maximum of thirty months, or by further donated goods.

Any member wishing to pay or part pay for a sponsorship subscription by offering goods should in the first instance contact myself, Richard Greaves, either by telephone or by post using my contact details on Page 3 of this magazine. If telephoning and I am not available, please leave your name and contact details and I will return your call a.s.a.p.

#### **DO I HAVE TO WAIT FOR THE SCHEME TO BE FULLY SUBSCRIBED BEFORE RECEIVING MY BENEFITS ?:**

Absolutely not. A further product innovation not seen before in previous SMF subscriptions is segmentation. To avoid a long wait for the entire scheme to sell out and benefits to commence, this subscription is made up of self-contained job-grade segments. When each segment is fully subscribed the advertised benefits for that segment will be made available. For example, the CME, Works Manager and the three Workshop Managers' sponsorships are all individual segments. As soon as any one of these sponsorships is fully paid up all of the benefits will be made available.

The nine Shift Foreman and nine Shift Charge-hands are both separate segments and again, as soon as the nine sponsorships in each grade are fully paid up the appropriate benefits

will be made available. Likewise, each of the three 45 Shift Worker sponsorships are separate segments, and when the first forty five sponsorships are fully paid up the first of those three segments will become available. To summarise, each segment stands alone within the subscription and is not dependent on any other segment sponsorship. In practise, it works like this:- if only the CME and forty five Shift Worker sponsorship applications were received by the closing date, then just those two segments would operate and receive the advertised benefits. It really is that simple, and it is that simplicity that I believe will be key to the success of this subscription.

***Remember also that the five ‘top end’ sponsorships when fully paid up are all guaranteed to operate as advertised because they are single person sponsorships.***

### **WHAT IF MY SEGMENT IS NOT FULLY SUBSCRIBED ?:**

This will depend on the number of sponsorships that are fully paid up within that segment by the subscription closing date. If it is viable to continue with the segment benefits then we will do so. Alternatively, your segment may be combined with another part-funded segment. However, the benefits that you will receive will not be of a lesser value than those that applied to your own sponsorship. Finally in the, hopefully, unlikely event that a segment is not successful and is withdrawn by the SMF CoM, then you will receive a full refund of all monies that you have contributed to date. If your sponsorship included donated goods, then the previously agreed monetary value or, in the case of auctioned items, the monies received will be refunded to you. It should be noted that any donated goods or items auctioned cannot be returned. It should also be noted that these monetary refunds will apply only if the sponsorship segment is withdrawn by the SMF CoM. No other refunds whatsoever are applicable.

### **WHAT IF I CANNOT PARTICIPATE IN ANY OF THE BENEFITS ?:**

Should that unfortunate situation arise then you can nominate, at any time, another person to receive the advertised benefits on your behalf.

### **HOW DO I APPLY ?:**

You will find a detailed SMF **Spirit of 2040** Application Form stitched into the centre spine of this magazine which gives outright purchase or Standing Order payment options page by page for each of the sponsored grades available. Please note that some of the application forms are dual purpose and apply to two grades of workers. On these forms, simply select the grade you wish to sponsor and tick the boxes applicable to your chosen grade. The appropriate benefits for each grade of worker are detailed on the reverse side of each application form.

As previously mentioned, a considerable amount of time and work has gone into devising, planning and bringing to market this exciting and innovative subscription scheme, which I trust with every finger and toe crossed that you will find just as exciting and rewarding as I do, and that it will stoke and fire up your enthusiasm to make you want to sign up today.

Please remember that the sooner we have sufficient members on board in the chosen grade segments, the sooner we can organise the appropriate SMF Special **Spirit of 2040** Works Trains, which will commence running following 42968’s return to traffic. I should mention that for the ‘Top End’ sponsorship subscriptions where the sponsor has exclusive use of a special train, operating dates will be as flexible as possible to suit your specific requirements.

## LIMITED OFFER – EARLY BIRD SIGN UP BONUS

As a new subscription launch opening offer and for a limited period only, I can offer you, in addition to the 10% outright purchase discount, an additional 5% discount on **all** grades of sponsored workers whose subscription is paid for by **outright purchase only**. This offer is available only until 5<sup>th</sup> October 2015. For this limited period, therefore, a discount of **15%** will be applied to all sponsorship subscription applications paid for by outright purchase. From 6<sup>th</sup> October 2015 the discount for sponsorship subscription paid for by outright purchase will revert to the advertised 10%. If you are considering applying and intend to pay by outright purchase during this limited period, the extra discount offer is a genuine opportunity not to be missed.

You may think that the top end sponsorships - CME, Works Manager and Workshop Managers - are very expensive and out of the financial reach of most members, and I would not disagree with you. But remember that there are only five such positions to sponsor, which represents just 1% of our membership. I have designed this subscription to cover the potential needs and pockets of **every** member, and whilst I expect most applications to be for Shift Worker sponsorships there may be members out there who have a special occasion coming up, maybe a special anniversary, retirement or perhaps a 'works do' and are looking for something different. Maybe a member has a nameplate that he or she would like to trade for a once-in-a-lifetime opportunity for themselves and their guests.

Whilst every sponsorship offers excellent benefits and a memorable day out for members and their guests, the 'top end' sponsorships will offer that added element of luxury and individuality that makes a special occasion unique, and will provide memories that we hope will be treasured for many years to come. These enhanced benefits do of course reflect the advertised premium price, but they do offer choices that you, our membership, can select. And please do not forget that the primary purpose of this scheme is to provide funding to ensure the long term working future of our engine, No. 42968.

I am delighted to tell you that, following a limited market research study into the viability of this product, we have already secured sponsorship subscriptions for one Shift Foreman and six Shift Workers. What a great pre-launch start! If anyone would like to discuss any aspect of this subscription or its benefits, please do not hesitate to contact me - my office door is always open to you all. Of course, I may not be in, but if you leave your name and telephone number, I will return your call a.s.a.p.

Please also remember that we, as a respected locomotive owning group, are striving to preserve yesterday's past for tomorrow's future, whilst enjoying a bit of fun along the way. If any member has any views on this new subscription venture, I would welcome your written comments good, bad, or even if you think I have finally lost the plot, for possible inclusion in 'Letters to the Editor' in future issues of our house magazine, SMF News. Do please let me know what you think.

And finally, please remember that it is always much, much easier to reach the top of the hill if you are already half way up than if you have to start from the bottom, and believe me, today we are half way up. Together, let us go forward as one and achieve this latest goal in record breaking time, for I believe without doubt that this will be the last and final achievement for the majority of us to add to our dream. Will you join me today with a spirit of adventure and together we will go forward with a spirit of determination and make the SMF **Spirit of 2040** our most successful, dynamic and memorable subscription scheme ever, and thereby ensure that our dream of today is carried on by our CoM and members of tomorrow.

**WITH YOUR SUPPORT THE DREAM WILL CONTINUE .....!**

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**STANIER MOGUL FUND 2014 –  
42968 AUTUMN DRAW RESULTS:**

**RICHARD GREAVES**

The 2014 SMF Raffle did not quite match the record gross receipts that were achieved in 2013, and unfortunately neither did we manage to reach our hoped for gross return receipts above the £5K figure. If just fifteen more members who had been sent a book of tickets had returned them fully sold, we would have achieved the magical £5K once again – that’s how close it was!

Nevertheless, we did achieve a healthy gross return of £4,700 which, although a little disappointing after last year, was still a sizable sum, and one that I was pleased to reach. My sincere and grateful thanks to all members who did take part, either by selling the tickets or buying them themselves.

To those who were unable to support last year’s raffle, perhaps you will consider supporting our raffle later this year and thereby help to support one of our primary fund raising channels.

A list of the winning ticket holders is shown below.

**STANIER MOGUL FUND - 42968 AUTUMN DRAW 2014  
RESULTS**

			<u>TICKET</u>
1 <sup>st</sup>	S J Fairbrother	Blackburn	1157
2 <sup>nd</sup>	M J Draper	Evesham	1034
3 <sup>rd</sup>	W Crane	Northampton	0210
4 <sup>th</sup>	Mr J Ricketts	Mold	1565
5 <sup>th</sup>	Mr E Thompson	Birmingham	0768
6 <sup>th</sup>	Roger Walker	Walsall	1384
7 <sup>th</sup>	Dr D Brownridge	Hartlebury	0331
8 <sup>th</sup>	D Wright	Burnley	3561
9 <sup>th</sup>	T J Davenhill	Stoke-on-Trent	0946
10 <sup>th</sup>	Mr G Farr	Bridgend	1809
11 <sup>th</sup>	Mr R Durrant	Willenhall	1147
12 <sup>th</sup>	Mr D Tyreman	Newcastle-Upon-Tyne	2561
13 <sup>th</sup>	Mr D Tyreman	Newcastle-Upon-Tyne	2565

The winning tickets were drawn by members of the Stanier Mogul Fund attending the SMF AGM held at the Kidderminster Railway Museum, Kidderminster on Saturday 18<sup>th</sup> October 2014.

Richard Greaves  
SMF Draw Promoter  
18<sup>th</sup> October 2014

**FREEPOST PLUS - REPLY PAID ENVELOPE**

For your convenience, this new facility is enclosed for you to return any of your application forms when subscribing to:- SMF ‘SPIRIT OF 2040’, ‘The Lifetime’s Commitment Subscription Scheme’ and / or ‘The First of the Finest Subscription Scheme’, OR to make a donation AND to advise the SMF in respect of Bequests and/or In Memoriam instructions.

**PLEASE NOTE:**

All returns to the SMF should be sent in this envelope  
the contents will then be passed to the appropriate CoM member.

**'COPPED AT'**

In this issue (Page 48) we leave the Birmingham area and head towards Wolverhampton. But before we do the opportunity of a quick 'bunk' around some of the Birmingham sheds is too good to miss. Our progress towards Wolverhampton is delayed at Watery Lane, Tipton, by the passage of a northbound express headed, would you believe, by a Stanier Mogul, which gives us a further two 'cops' in this issue and brings our total number of sightings in the series to 33.

**'UNsung HEROES'**

I have known Ian Lunt and his late father for many years. They ran a small printing firm in Prescot near to where I live, and started printing our raffle tickets when I first introduced the SMF Annual Raffle to the membership and which Ian continues to print to this day.

Over the years Ian, like most of us, has had to move with the times and changing technologies becoming ever more knowledgeable with IT and digital methods of working. As a result, not only does he produce most of the additional insert leaflets that are included with SMF News, but also his expertise has moved into digital enhancement and manipulation of photographs.

An example of his work can be seen on the front and rear covers of this magazine. Much of his work in this field goes un-noticed as it involves only minor corrective work. For example, removing scratches, brightening an image or removing the arm, leg, or head of one of those irritating 'gricers' who just edge into your master shot, potentially ruining it, until Ian works his magic. Many of the superb images printed in SMF News owe their quality not only to the photographer who took the shot but also to Ian for his skill in bringing out the very best of the content.

His assistance to myself and the Fund is also greatly appreciated in his ability to work, in some cases, to my very tight and demanding timescales, often on a twenty four hour turnaround. His patience and understanding of my requirements is second to none, as are his hours of working, sometimes delivering work after 9 pm at night in order to meet these demanding deadlines.

Ian is one of those unsung heroes whose work behind the scenes for the SMF would go completely un-noticed by the membership until brought to their attention in this way. My sincere and grateful thanks to him for all the work and commitment that he delivers on my behalf to ensure that you, the membership, receives the very best of my endeavours.

**MEMBERS NOTICE****A LIFETIME'S COMMITMENT SUBSCRIPTION SCHEME**

The bi-annual certificates related to the above scheme were recently sent out to those members currently contributing to it. If you are one of those contributors and have not yet received a certificate, would you please advise me using any of the contact details shown on Page 3.

*Dick Lewis, Treasurer.*

**REMEMBERING 42968 –  
WITH A BEQUEST OR IN-MEMORIAM:**

**RICHARD GREAVES**

The means of supporting 42968 and the SMF are many and varied (as detailed in my Fund Raising report on Page 25 of this issue of SMF News).

However, there is one final avenue available to each and every member that was not mentioned, and that is by giving instructions in your will to leave a bequest to the SMF or, while still able to enjoy the pleasure of seeing and riding behind 42968 yourself, by making an In Memoriam contribution on behalf of a loved one. Both methods can be recorded both bi-annually in SMF News and, if a sum greater than £1,000 is left as a bequest in your will, then your name can also be recorded on a plaque mounted in the cab of 42968.

Although not a subject any of us wish to dwell upon, it is a fact of life that our passing at some time is inevitable. It is of course important to ensure that the financial needs of all loved ones are fully protected, but any residue after that can be designated to worthy causes such as the SMF and 42968, who may have given you many hours of pleasure and enjoyment over the years and whose endeavours you wish to continue supporting by preserving yesterday's past for tomorrow's future.

A Bequest can be either a financial fixed amount, say £2,000, or a percentage of your estate after all costs and expenses have been accounted for, say 2%, 10% or 25%. It can also be named as specific items, for example, all of my model railway collection, railway book collection, die cast model collection, Railway Ticket collection, railway negative collection or items of railwayana, or all of these. It is your choice and your decision what you wish to leave and to whom. The important thing is that you do leave specific instructions, preferably with a solicitor, as to how you want your estate to be dealt with on your passing. It is always a good idea also to inform those people or organisations who will benefit from your estate of your wishes. Should you decide otherwise in the future, you can always change your wishes, remembering to inform those previously advised of your original intentions.

The benefit to the Stanier Mogul Fund and 42968 from both large and small Bequests and/or an In Memoriam are considerable in that they make an immediate financial impact by reducing the need to raise similar sums from other fund raising channels, all of which are becoming increasingly difficult to achieve.

A bequest from you to 42968 will ensure that a memory of you is carried forward in SMF News for many years to come. Having contributed to and been part of this great locomotive of ours and its supporting group, the SMF, for so long, will you continue that support with a provision in your will to the SMF?

Any provision will be accepted both with gratitude and the assurance that it will only ever be used in a responsible and mature manner to ensure the long term working future of our locomotive, No. 42968.

In conclusion, I would urge any member considering making a will and a provision to the SMF to seek the advice and services of a solicitor to ensure that you receive professional advice, and that your will is correctly drawn up to your specific wishes.

A SMF Bequest and In Memoriam leaflet is enclosed with this magazine for your further information and consideration.

**42968**

**SMF SPIRIT OF 2040 - Preserving Yesterdays Past .....**  
**..... For Tomorrows Future**

Our three fund raising channels continue to be the backbone of the Fund's finances, covering all running expenses as well as providing a surplus which is allocated to the 2040 Heavy Overhaul provision.

I have already reported on the SMF 2014 Raffle on Page 22 of this magazine, so I will move straight on to the 42968 'A Lifetime's Commitment' subscription scheme. This subscription has now, I believe, reached a plateau at around 210 members contributing between £2 and £20 per month each. It provides a very useful and much appreciated monthly income and will remain open for both existing members and as the entry point for new members joining the Fund, who must now subscribe a minimum of £2 per month.

The third funding channel is the Sales Stand, which continues to trade successfully through the generosity of members and others who donate goods for us to sell. However, with the launch of our new SMF subscription scheme SMF **Spirit of 2040**, I anticipate that, if successful, it will have an adverse impact on both the Sales Stand takings and the income generated by 'A Lifetime's Commitment'. This is only to be expected if members divert their monthly standing orders and railway related collections to purchase sponsorships in the SMF **Spirit of 2040** subscription. I am not concerned by this as all income from this new subscription will be allocated to the 2040 overhaul fund, leaving the annual raffle, residual receipts from the sales stand and remaining income from 'A Lifetime's Commitment' to fund the day to day running expenses.

On the plus side, I am optimistic that the SMF **Spirit of 2040** subscription will attract more members to support this scheme because of the generous benefit packages offered, thereby achieving our 2040 financial target earlier than would happen if we maintained the existing strategy.

For those of you considering a donation of goods to the Sales Stand, you now have the added incentive that if the goods are suitable (as outlined in the SMF **Spirit of 2040** launch report on Page 18), they can contribute in full or part payment towards a sponsorship within that subscription. So perhaps now is the time to decide if you can part with any surplus items of model railway or even your model railway collection, or just one of your nameplates, in return for a number of superb and memorable benefits. And remember, memories can often be more rewarding than objects!

If, however, you just want to donate goods for the benefit of 42968, then we will of course be most grateful for your contribution **but please note that Videos and books that are NOT of BR or pre-nationalisation railway or road content can unfortunately no longer be accepted as we are overstocked with such goods.** Please ring me to discuss further or arrange pick up on the contact number shown on Page 3.

I believe that the SMF now offers its membership one of the most variable and comprehensive means of supporting a preserved steam locomotive currently available within the heritage movement. These range from monetary or goods donations, one-off or regular payments through the 'First of the Finest' subscription, regular monthly payments of various amounts to suit your choice into the 'A Lifetime's Commitment' subscription, and now one-off or fixed monthly payments to the SMF **Spirit of 2040** subscription in return for a varied selection of superb benefits.

Currently, payments can be made by cheque or standing order, and soon we will be able to accept payments using social media channels, thanks to the knowledge and expertise of our new IT guru's on the CoM. During the coming months those of you who are IT 'savvy' and have access to the internet will see a re-vamp of our website as our new CoM members begin to redesign and update it.

Whilst we continue to look at new methodology and opportunities to improve and expand our fund raising skills and awareness, we remain heavily committed to you, our loyal and dedicated member, to support us by whatever means and in whichever way you feel most comfortable with. As I always say and will continue to say, you have been our bedrock of support over many, many years and will, I am confident, remain our backbone of success for the foreseeable future. My sincere thanks for your past, present and I hope future support.

### **SALES STAND DAYS – AUTUMN 2015**

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

<b>Thursday</b>	<b>17th September 2015</b>	<b>SVR Autumn Steam Gala</b>
<b>Friday</b>	<b>18th September 2015</b>	<b>SVR Autumn Steam Gala</b>
<b>Saturday</b>	<b>19th September 2015</b>	<b>SVR Autumn Steam Gala</b>
<b>Sunday</b>	<b>20th September 2015</b>	<b>SVR Autumn 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**

### **PLASTIC CARRIER BAGS**

**ARE YOU COMING TO THE SVR AUTUMN STEAM GALA ON  
17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> or 20<sup>th</sup> SEPTEMBER 2015 ?**

**IF SO WE WOULD BE MOST GRATEFUL FOR SUPPLIES OF  
NEW OR USED PLASTIC CARRIER BAGS FOR RE-USE  
ON OUR SALES STAND.**

**ALL QUANTITIES GRATEFULLY RECEIVED.**

**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 3**



### **AROUND EARDINGTON**

*Above: Running down Eardington bank, 42968 paired with 45110's 4,000 gallon Stanier tender whilst her own was being re-tyred, approaches Eardington Halt on 25/10/11 with the 12.15pm Bridgnorth to Kidderminster service.*

*Photograph: John Oates*

*Below: With steam shut off, 42968 eases the 1.35pm Bridgnorth to Kidderminster train over the Sterns per-way slack on 18/7/11.*

*Photograph: John Oates*





### **AROUND KIDDERMINSTER**

***Above:** After running round her train at Kidderminster, 42968 sets back on to the stock that will form the 2.20pm service to Bridgnorth. 14/10/12.*

***Photograph: Richard Greaves***

***Below:** In somewhat inclement weather, 42968 runs round her train from the stop blocks at Kidderminster Town station after bringing in a train from Bridgnorth on a wet 21/9/12 during the SVR Autumn Gala. Driver Dave Evans and Passed Fireman Kevin Cronin were the footplate crew.*

***Photograph: John Tidmarsh***



# SMF

Chief Mechanic

Works M



**ARE YOU C  
YE**

# SPIRIT OF 2040

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Manager

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Workshop Manager (Paint Shop)

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Shift Foreman  
(10 / 6 Night)

Shift Foreman  
(6 / 2 Early)

Shift Foreman  
(2 / 10 Late)

Shift Foreman  
(10 / 6 Night)

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**ON BOARD  
ET?**



### **THE 2014 SMF AGM**

***Above:*** A serious looking CoM team at the top table prior to the start of the 2014 AGM held in the Library Room at the KRM on 18/10/14. Left to Right are:- Richard Greaves, Peter Holder, James Cooper, Ian Marshall, Jim Norman, John Bowwater, John Tidmarsh and Will Marsh.

**Photograph: John Oates**

***Below:*** On the other side of the top table and eagerly awaiting the start of the 38<sup>th</sup> AGM of the SMF on the 18/10/14 are those members of the Fund who attended.

**Photograph: John Oates**





### **THE 2014 SMF AGM**

*Above: The proposed new SMF Polo shirt was displayed to members at the 2014 AGM on 18/10/14 which, together with a Fleece Jacket, will be made available to those members of the various working parties (Loco and Sales Stand), to provide a corporate Fund identity. Working members John Ashton and Dave Busk have led on this project.*

**Photograph: John Oates**

*Below: The 2014 SMF raffle draw is underway at the AGM meeting on 18/10/14 and with RG holding the 'ticket container', a member pulls out a winning ticket. For the full set of results, see Page 22*

**Photograph: John Oates**



## 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.

**R. K. BLENCOWE HISTORIC RAILWAY PHOTOGRAPHS**  
**48 Cherville Street, ROMSEY, Hampshire. SO51 8FD**

**Tel No: 01794 502733 or e-mail: [r.blencowe@ntlworld.com](mailto:r.blencowe@ntlworld.com)**

**THE TRANSPORT TREASURY**  
**Logie Shannoch, Drumrossie, INSCH,**  
**Aberdeenshire, Scotland. AB52 6LJ**

**Tel/Fax No: 01464 820717. Mobile 07867 645410**  
**or visit: [www.transporttreasury.co.uk](http://www.transporttreasury.co.uk)**

**or e-mail: [info@transporttreasury.co.uk](mailto:info@transporttreasury.co.uk)**

**INITIAL PHOTOGRAPHICS**  
**C/O - C Stacey, 25 The Limes, Stony Stratford,**  
**MILTON KEYNES. MK11 1ET**

**Tel No: 01908 562082**

**KIDDERMINSTER RAILWAY MUSEUM**  
**PHOTOGRAPHIC ARCHIVE**  
**C/O – Kidderminster Railway Museum, Station Approach,**  
**Comberton Hill, KIDDERMINSTER, Worcestershire. DY10 1QX**

**e-mail: [krm@krm.org.uk](mailto:krm@krm.org.uk)**

**or Tel No: 01562 825316**

**NORMAN PREEDY**  
**'Hazel Court', 115d Barnwood Road,**  
**Barnwood, GLOUCESTER. GL4 3HA**

**Tel No 01432 610922**

**RCTS PHOTOGRAPHIC ARCHIVE**

**[www.rcts.org.uk](http://www.rcts.org.uk)**

**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 3**

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

**If you make a donation of £5 or £50, take out a SMF Spirit of 2040 Sponsorship or a Lifetime's Commitment Subscription for £2 to £5 per month , 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***

***SMF SPIRIT OF 2040***

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

In the last few articles I related experiences encountered on my second relief job which lasted from 1990 to 1995. This time I am going back to the 1980s and my first relief job, which followed my posting at Garston (Church Road). I was at Church Road from January 1982 to December 1983 and my main reason for wanting to move was financial. Church Road closed from 14.00 Saturday to 06.00 Monday, which meant no Sunday work and little chance of overtime.

By the summer of 1983, with just three years service, I had no chance of getting a class C box and I had used the one sideways move I was allowed, going from Rossett to Church Road, which were both B boxes. This meant that the only option for promotion was to apply for Class 2 relief jobs. The disadvantage of these jobs was the very irregular hours, as you knew what shifts you would be working only one week ahead. The advantages were the extra experience gained from working a number of different boxes with different signalling systems and traffic patterns.

On the financial side there was usually plenty of overtime, plus the travelling time paid from your home station to all the other boxes you worked. This rather archaic system dated from the time when most signalmen would walk to work (or perhaps cycle if you were lucky). If you were in a regular box it was your responsibility to get there, but if you were a relief man then one box would be designated your home station and you were paid walking time from there to any other boxes you worked at a rate of twenty minutes to the mile. By the 1980s most signalmen had a car of some description to travel to work, but BR still paid the walking time to boost the low wages and as an incentive for men to apply for the more arduous relief jobs. The system was not abolished until 1994 and the advent of Railtrack.

After applying for a number of vacancies, I was appointed General Purpose Class 2 Relief Signalman at Edge Hill and transferred in December 1983. The job was unusual in that your home station was not a signalbox but the Movements Inspector's office on Picton Road in Liverpool. This meant you were paid travelling time for all the boxes you covered. The job involved providing relief at six different boxes on five different lines, and these were as follows. Olive Mount Jct. and Huyton Jct., both on the Liverpool - Manchester line; Prescott on the Huyton to Wigan Line; Hough Green on the CLC route to Manchester via Warrington Central; Edge Lane Jct. on the Bootle Branch; and Sefton Jct. on the L&Y route to Aintree via Marsh Lane.

In this article I will concentrate on Prescott as it was the first box I learnt and it survived until as recently as October 2012. As can be seen from the diagram, the box had a crossover and a loop on the Up side. Branching off the loop were a number of private sidings for the British Insulated Callenders Cables (BICC) Works. The main reason for the box's continued existence was to cater for the daily trip freight to the works which ran from Arpley Yard in Warrington and comprised Continental ferry vans to be loaded with copper cables produced in the works foundry and sent for export.

The box was open only for a single shift Monday to Friday, and as it was only a grade A box, the pay was very low. This meant there was a permanent vacancy as no one would apply for the job, so it was always covered by relief men. The key for the box was kept in the station Booking Office, along with the clock, bardic lamp and



*Above: Prescott signalbox on 17/10/82. Although of LNWR design, it replaced an earlier box and came second-hand from another location in 1957. It closed in October 2012.*

*Photograph: Richard Greaves*

*Below: The interior of Prescott box in 1984 showing the 30 lever BR Midland frame. Note the numerous white levers indicating that they were out of use.*

*Photograph: Adrian Bodlander*



detonators, as the box was frequently broken into and vandalised. Picking up and dropping off these items at the start and end of your shift gave you the chance to have a chat with the booking clerk and listen to him dealing with passengers enquiries.

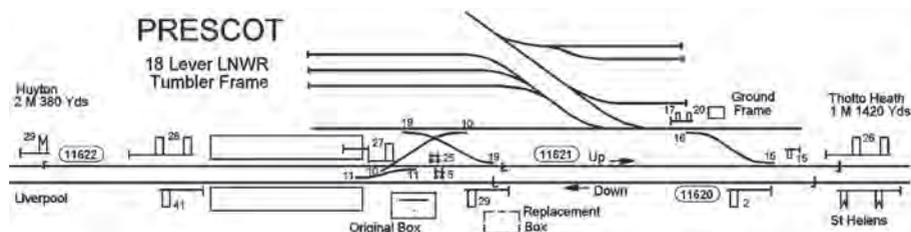
One morning when I was there, a chap asked for a ticket to somewhere that sounded like 'Tato Eat'. The clerk sold him a ticket without hesitation, so when he had gone I just had to ask, "Where on earth was he going?" "Oh, he wanted a ticket for Thatto Heath," was the reply. I know local accents can be hard to understand but this guy took the art of H-dropping to Olympic standards (Thatto Heath is two stations up the line from Prescott in the Wigan direction).

The traffic at the box was mainly local passenger trains, which comprised an hourly semi-fast from Liverpool (Lime St) to Blackpool interspersed with an all stations shuttle from Liverpool (Lime St) to Wigan (North Western) and much the same pattern still applies today. The only variation was the previously mentioned trip working to the BICC plant. This usually arrived around midday and would be brought to a stand in the down platform. You would then reverse No's 10 and 11 points to enable the train to propel into the Up loop. As there was no signal provided for this move you called the driver back by means of a hand signal (officially a Yellow flag should have been used, but frequently a rolled up newspaper sufficed). The loco would then uncouple and run round its train via the Up Main. Once the loco was attached at the St Helens end the train could draw forward clear of the siding connections and propel back into the works, under the supervision of the BICC shunter. *(I remember doing this in the 1970s when I was a guard at Edge Hill! - JN).*

As the headshunt could accommodate only two wagons, the driver usually needed a mainline shunt to clear the siding points. If there was any shunting required, the BR loco would usually perform these duties, after which the driver would wait for the vans to be loaded, before returning them to Arpley to be formed into a Speed-link Freight Service. BICC did have their own small shunting loco but this was rarely used, as the driver had other duties in the works and was frequently unavailable. There was a telephone provided at the exit signal for the BR driver to advise the signalman when he was ready to depart, but this was permanently out of order due to a broken cable (...at *British Insulated Callenders Cables!* - JN), so the driver would give a long blast on his horn when he was ready to depart. This would be repeated at frequent intervals if you didn't get him a road immediately, which was not always possible.

The only unusual incident I had to deal with at Prescott involved a train which normally was nothing to do with Prescott. This train supplied domestic coal to the Liverpool Fuel Co., whose sidings were located near Olive Mount Jct. on the Liverpool and

**Below:** Prescott Signalbox Track Layout Diagram in 1984. *Drawn by Jim Norman*





*Above: A view of the BICC sidings in 1984 looking in the Up direction towards St Helens. A Class 47 with a Ferry Wagon stands in the Up loop and the BICC Works diesel shunter is in the sidings during shunting movements with Ferry Wagons.*

*Photograph: Adrian Bodlander*

Manchester line. This train would arrive on the Down line from the Manchester direction, having originated at one of the local collieries. It would proceed to Edge Hill Gullet Sidings to run round and then return to Olive Mount to propel into the sidings.

One morning in February 1984, I was on duty at Prescot following a substantial overnight snowfall which had clogged most of the point-work, and I was expecting a visit from the per-way gang to clear the points. However, before anyone arrived I received a phone call from Lime Street Control (we still had local control offices in those days), saying that there was a coal train stuck on the main line at Olive Mount, and could I run it round in the loop and send it back to Liverpool. I said I was willing to try but couldn't guarantee the points would all work. "Just do what you can," said the guy at Control, "We really need your help."

The train in question was the previously described coal train. Having arrived at Edge Hill, the loco had run round its train without any problems as the points in the Gullet had all been cleared by the per-way. The Edge Hill signalman had then sent the train to Olive Mount without checking if the per-way had been and cleared the points for the coal sidings. Of course, this hadn't occurred and the Olive Mount signalman had been unable to get the train into the sidings despite his best efforts, hence the request to send the train to me.

When the train arrived at Prescott on the Up line, I thought it would simply be a matter of reversing the train into the loop via No. 16 points. It turned out to be anything but simple as, while the points came over fairly easily, the ground signal would not come off, a sure sign that the points were not fitting correctly. Plan B was to reverse No. 11 crossover and let the train propel back down the Up line and into the Down platform. This was necessary as No. 10 points worked only in conjunction with No. 11, so access to the loop from the Liverpool end was only possible from the Down line.

Having called the driver back with a Yellow flag, this was successfully accomplished and I then reversed No. 11 points and gave the driver a hand signal to draw forward into the loop. At this point things took a turn for the worse as the guard (or maybe the second man as freights were still triple manned in those days), shouted up to the box, "These points are standing off at least an inch, bobby, but I'll tell the Driver to go through them if you say so." Having been given this information I had no choice but to grab a point clip, walk down to the crossover and clip up the leading end of No 11 points.

The foregoing manoeuvres had occupied about fifteen minutes, during which time I had been offered a passenger train from Huyton, which I had refused as I was occupying the clearing point. The Huyton signalman was now getting quite agitated and kept ringing me to ask when I was going to accept it. I could only answer that I

***Below:*** English Electric Class 40 No 40099 passes Prescott station with the BICC sidings on the right, complete with works shunter, and Prescott signalbox on the left. The train is 1L76, the 09.38 Liverpool (Lime St) to Southport 'Orange Lodge' Relief, on 12-07-79.

***Photograph: Richard Greaves***



couldn't do anything until I had got the coal train into the loop. Getting the point clip in place took some time due to the need to clear snow and frozen ballast but was eventually accomplished after much swearing and skinned knuckles. The train was called forward into the loop, the point clip removed and I returned to the box to normalise the points and accept the passenger train.

The phone from Huyton could be heard ringing continuously during the above operations but there was no way to speed things up. When I rang Lime St. Control to explain what had been happening, I was expecting to get some stick for the delay but instead the guy thanked me for my efforts and said they were grateful that I had been able to get the train off the main line. Quite a contrast to the setup under Railtrack when Control would always be badgering about delays of a couple of minutes which were nothing to do with you. Of course even after all this effort, the job was not finished as the loco still had to run round its train and return to Edge Hill.

Due to the build up of traffic and the need to use both Up and Down lines, another 40 minutes passed before I could carry out the run round, and then a further 30 minutes before I could get the train away. Thus the coal train eventually returned to the sidings it had left several hours earlier having accomplished absolutely nothing other than to cause complete chaos and substantial delay to a number of passenger trains, all of which could have been avoided by a simple phone call from the Signaller at Edge Hill!

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**'THE FIRST OF THE FINEST'**

**42968 MAINTENANCE SUBSCRIPTION SCHEME**

**MAXIMUM HOLDING NOW £1,000**

***Stanier Mogul Fund Maintenance Subscription Scheme in units  
of £10 each (maximum holding £1,000)***

**Offers a low cost opportunity to contribute to the ongoing maintenance of  
42968 and can be purchased singularly or in multiples of £10, either by  
outright purchase (cheque / PO) or by Standing Order -  
(minimum of £5 per month).**

**If you wish to increase your financial holding in the  
Stanier Mogul Fund please:-**

***Complete and return the enclosed  
'The First of the Finest' 42968 Maintenance Subscription Scheme Application  
Form in the Freepost Plus envelope provided.***

For many years, a Driving and Firing Experience week for SMF members has been a feature of the Fund. It all started when such an experience was included as a benefit of one of Richard's schemes, but the enthusiasm of those that participated led us to organise further events, usually in October.

Over the years we have covered most of the line, Kidderminster to Bewdley, Bewdley to Arley but the favourite is always Bridgnorth to Hampton Loade, with its opportunity to drive up Eardington Bank in both directions. The preferred motive power has always been 42968, but it has to be said that on many occasions she has shown a reluctance to participate, performing faultlessly for others but failing just before being used by those that give so much to keep her going.

For those who have never 'had a go', it is difficult to explain the sheer magic of being on the footplate with hand on either the regulator and brake or a shovel at the ready. To feel an engine respond to your touch and hear the noise at the chimney amid the bustle and sheer energy that is generated is just amazing. One look at the happy faces of those completing 'their turn' is enough to convey the excitement.

All this is, of course, possible only because of the skill and expertise of the SVR crews who provide help, guidance, encouragement and that vital envelope of safety. Over the years, we have been indebted to the drivers and firemen who have worked with us. So with 42968 out for overhaul, it looked like we would have to wait a few years for the opportunity to once more charge up the bank. But some of our addicts were getting restless and it was suggested that, in the interim, a substitute engine might be acceptable. So three days in October 2014 were organised and, to our surprise, all the places were snapped up.

*Below: Posing for the camera on the buffer beam of 7812 'Erlestoke Manor' at Hampton Loade during the SMF 'Drive and Fire' week on 7/10/14 are, L-R Peter Holder, James Cooper, Fraser Goulding and Driver Rod Derry*

*Photograph: John Tidmarsh*





*Above: Looking as though he is thoroughly enjoying himself is our very own John Tidmarsh alongside an equally happy looking driver, Rod Derry, in the cab of 7812 'Erlestoke Manor' at Bridgnorth during the SMF 'Drive and Fire' week on 9/10/14*

*Photograph: Lynne Tidmarsh*

As the date approached, we learnt that the allocated loco was to be 7812 *Erlestoke Manor*. Our first time on a green engine!! One look at the weather forecast indicated that perhaps someone had a sense of humour, as Manors are not known for their comfort when driven backwards in the rain! In reality, 7812 provided a really great experience and won many converts. The sharp exhaust as she climbed the bank was a joy, and the regulator proved sensitive to an inexperienced touch. Everyone had a wonderful time.

Rod Derry was the driver for the three days and his ultimate professionalism and desire to ensure that all had a great time within their own capability made everyone very relaxed. He was ably supported by Chris Proudfoot and James Cooper, who did their best to instruct on where coal was required and how it should be got there. Ever since these experiences started Chris has been trying to turn me into a fireman, and to his eternal credit, he has never given up on me !

One of the disadvantages of repeated runs between two stations is the number of times you have to hook off and run round. Five runs, ten times. If all had to be done by the fireman in addition to looking after us on the footplate, it would be an exhausting day, so we always volunteer to take on these duties.

It is certainly true that down between the buffers wrestling with heavy metal couplings and vacuum pipes, not to say the dreaded steam heating pipes, while it is pouring with rain and you consider how Rod has once again managed to stop just where one of our wonderful passengers has ignored the 'Do not flush in a station' sign somehow seems like a real steam experience. On this occasion, I was joined by the A Team of Fraser Goulding, Dave Busk, John Ashton and Peter Holder, and we all took turns at 'going under'. The level of banter would have done credit to any steam shed.



*Above: The train crew who made the SMF 'Drive and Fire' week possible were, L-R, Guard John Akehurst, Fireman (and again, our very own), Chris Proudfoot and Driver Rod Derry, seen in the cab of 7812 'Erlestoke Manor' at Bridgnorth on 9/10/14. A big thank you to these 'professionals', all of whom are members of the SMF, for making the 2014 SMF 'Drive and Fire' event so enjoyable. **Photograph: John Tidmarsh***

So thanks to all for making it such a success, especially those that paid for the experience, John Akehurst and Nigel Kimberlin who acted as guards, Will Marsh who provided support in preparation, the volunteer signalmen who made it all possible, and not forgetting Gavin and his team who provided everyone with a much appreciated lunch each day. We all had so much fun that we hope to do it all again (possibly without the rain!) in 2015.

The dates are now set for 13th, 14th and 15th October, and if you would like to join us and book your place, please give us a ring or drop us an email. As always, its first come first served.

**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**

Having enjoyed an excellent article about 46202 after the Harrow train crash, I checked through the illustrations. Most were obviously of the damaged express engines but one was of an ordinary passenger tank engine sitting at the end of a platform with at least one coach behind it. Checking through the article again I realised it was as relevant to the Harrow crash as any of the others as it was the only train engine to escape undamaged (being at the front of the train that was run into from behind) but no one seemed to know where the picture was taken.

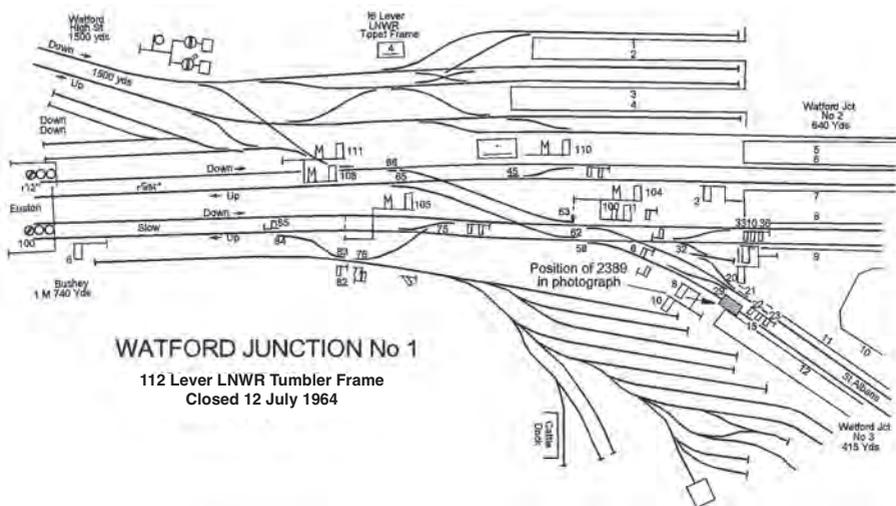
There was so little extraneous information in the photo that I concluded there was no hope of anyone identifying the location. A bracket signal with some background sidings and trees were the only obvious features, apart from the loco and coach end. Closer scrutiny revealed the start of a turnout abreast of the signals. This was to be very helpful. Probably the original negative would have had a little more in view to right and left but the reproduction was all I had to go on.

As the train that was run into at Harrow started from Tring it might have used a Watford engine. What made the photo interesting was that the engine was in full backward gear, as though it had just reversed onto the coach to couple up. That happened every weekday morning at Watford Junction as a handful of commuter services set off from Platforms 11 and 12 for Euston. There was something faintly familiar about the sidings and the trees in the background that might fit that scenario. The signals were definitely LNWR arms so they were right for the area but by the 1950's would not most semaphores be LMS? Obviously older arms hung on here and there away from the main lines and Platforms 11 and 12 were merely branch platforms for the St. Albans Abbey line. (Their main use by the 1950s was for the rush hour commuter trains to and from Euston and as a refuge for Up goods trains to reverse into to let following passenger trains go past. They were also the main route to and from the engine shed, the carriage shed, North Watford (Garston) coal yard and St. Albans gas works. By the 1950s the branch passenger service was lightly used and terminated in Platform 10 which was adjacent to the loco yard on the back of Platform 11.)

All the photo of 42389 showed around the engine was some double track in front of a platform end with a bracket signal about 20 yards ahead suggesting a branch diverged to the right. A barrow crossing lay between platform and signal. A turnout was on the nearer track abreast of the bracket and therefore not controlled by it. A number of sidings, of which the nearest terminated with a rail built buffer stop, were just beyond the bracket signal. Past all of this was a group of deciduous trees not too distant. It was clearly winter but overcast so there was no shadow to give a clue as to orientation or time of day but the juxta-position of the above items did seem unique enough to make a sure match if one could be found.

*So how much of a match have I found from photos and other data about Watford Junction?*

If this is Watford junction it is likely to be a morning commuter train preparing to depart Platform 12 because all the other starter signals lacked a background of sidings and were upgraded to upper quadrants by the LMS. This is confirmed by aerial photos F and G.



*Above: Watford Junction No 1 Signalbox Track Layout Diagram Circa 1950s.  
Diagram drawn by: Jim Norman*

The full backward gear setting could suggest an engine that was coupling up to start a train or taking it over from another engine. Alternatively, it could have been about to compress the buffers to uncouple.

The bracket signal is correct in type for Platform 12, the left arm (Watford No. 1 box lever 10) for joining the Up Slow and the right (shorter) one for going across to the Up Fast (Watford No. 1 box, lever 8) (prints F & G). The other signals at the south end were far taller and upgraded to LMS upper quadrant semaphores by BR days (again see prints F & G).

The turnout just by the platform ramp under the photographer is a match with the aerial photos and signal diagram which show such point work at the end of Platform 11 at Watford Junction. The trailing crossover could have been used by the engine in just coming off shed, wrong line, down Platform 11 to reverse on to the front of the train. Signalling existed to cover this move. There was also a crossover here for reversing goods trains taking refuge from passenger traffic on the Down Slow. It is a pity the photo doesn't show more of this track-work as it could confirm or deny my conclusion. The fact that the turnout is opposite the bracket signal and platform ramp fits with the signal diagram and prints F & G.

The rail built buffer stop also matches with the prints F & G. Today the buffer stop can be seen moved south to allow the positioning of two overhead wire posts. Its original position would be about where the farthest of the five nearer lineside S & T cabinets stand in prints A, B and D. The bracket signal would have been just past the board crossing about where the traffic cone is sitting in those prints. Although Platform 9 (Up slow) has been lengthened Platform 11 and 12 ramps are obviously untouched with their original slabs still in place (see print D taken from Platform 9).

The trees are still in the background but 60 years bigger although my wider angle lens makes them look further away than in our photo. Prints E and J show that the trees

were really quite close to the platforms at this point because the goods yard is relatively narrow here.

Initially I expected the buffer mis-alignment to suggest the train is on a curve but the pronounced curve of Platforms 11 and 12 ends short of their ends (see prints C & D). It may be that the loco has just skewed itself in backing up to the train and/or that the coach and engine buffer centres are differently spaced. The coach would definitely be on the curve. Print J shows a passenger train standing in Platform 12 but the loco detail is poor. There may be two tanks not coupled at its head or a coach roof of uneven colouring. The lead engine is sitting where 42389 is located in our photo.

Following this analysis I met Deryk Smith, a signalman who regularly relieved at the four Watford boxes. When shown the photo he quickly concluded that it was Watford Junction Platform 12 and went on to produce signal box diagrams for the steam period. These have certainly helped to convince me of the fact.

### Platform numbering.

I have used the 1950 platform numbers above as they coincide with the date and the signal box diagrams. With the evolution and expansion of the car park the St. Alban's branch was given a new platform in the goods yard so Platform 10 was closed. Platform 11 was renumbered 10, 12 was renumbered 11 and the new platform for St. Albans became 12 with a rather extended walk for passengers.

### Jim Norman writes:-

*SMF News has a good record of naming unknown locations, and above we have the latest. In this case, we hadn't even asked! The original print which started off this massive piece of detective work was reproduced on Page 29 of the last issue, and arrived marked '... at Harrow.' This would have been very convenient for the article, but I knew straight away that nothing in the shot matched that location, hence the caption, 'location not known'. Mr. Trentholme's letter was accompanied by many photos, some period (but without copyright permission), and some modern day, taken by himself, all with in-depth explanations, and while these latter do indeed support his hypothesis, don't really belong in SMF News. I have though left in his references to all these in his text. In a phone call, Mr Trentholme explained that behind the trees was a park containing, at one time, an orphanage. This is now gone, of course, having been replaced by the inevitable housing development.*

*This document is an amazing piece of work and an object lesson in how such detective work should be conducted. My thanks to him for the time and trouble taken to clear up this particular conundrum*

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**42968**

**SMF SPIRIT OF 2040 - Preserving Yesterdays Past .....**  
**..... For Tomorrows Future**



**'COPPED AT'**

***Above:*** 42974 stands in Aston shed yard on 9/5/59

***Photograph:*** Jeff Ward / Courtesy KRM

***Below:*** On 24/3/57 42979 stands on Monument Lane shed.

***Photograph:*** H K Boulter





**'COPPED AT'**

*Above: 42972 is seen on Bescot shed in 04/63*

*Photograph: Jim Davenport*

*Below: Running under caution signals, 42984 passes Watery Lane Signalbox, Tipton, with the 8.10pm Birmingham (New St) to Chester (General) express passenger train on 7/7/59.*

*Photograph: Michael Mensing*



There now occurred an event which I think helped my advancement up the promotional ladder in no small measure. The second in command in the Accident Section, Bill Reay, had secured promotion as head of the Accident Section at St. Pancras District Office, but due to an ongoing reorganisation at HQ, his boss had got a (then) temporary promotion to the HQ Accident Section and Bill was temporarily in charge. Well, this dragged on for a month or two, and Bill didn't mind as he was getting higher grade duty pay which was actually more than his new grade, but the DOS at St. Pancras was far from happy and was pushing for Bill's release to take up his new post.

As he was under intense pressure, our DOS, Joe Greenwood, felt he had to comply with the request, so he sent for me and asked me if I would be happy to do the job temporarily. I replied that I was no Rules and Regulations expert, but I was dealing with events after they had happened, had considerable experience and access to all the necessary documentation, so I'd be very happy to give it a go. He said that that was a very sensible attitude, so I would be senior accident clerk from the following Monday with higher grade duty pay to boot! Joe was retiring on Friday, and I was introduced to his successor, Bill Haynes, who seemed a very decent sort, but I little knew how soon we were to come together in a somewhat dramatic turn of events.

It was my weekend off, and on the Saturday morning I turned the radio on for the news which, to my horror, reported that there had been a collision between two of our Richmond / Broad Street electrics at South Acton Station. My first duty in my new post on Monday morning, therefore, would be attending a joint enquiry, and preparing the report for submission to H.M. Railway Inspectorate, a much respected body in those days, and a legal requirement. I phoned my second in command, who was on duty, and he confirmed the necessary arrangements had been made for the enquiry, so I awaited Monday with some trepidation. In a lot of respects this was a good grounding because, if I survived this my credibility as a good all rounder would get a considerable boost, and being thrown in at the deep end meant I didn't have too much time to worry over what might happen.

In the event, it would have been all fairly straightforward had it not been for the presence of the Southern Region, as the signal box in the rear was Bollo Lane Crossing (Southern), which had offered the two trains involved to South Acton, so we had the signalman, the S&T Inspector, the D.S.I. and the D.T.S. Woking, one Rupert Shervington. Now Rupert liked the sound of his own voice, and managed to drag out the enquiry to last the whole day when it could have been all over by lunchtime. Basically, the fault lay with the South Acton signalman not carrying out the fog working provisions which were in force at the time.

What had happened was that in thick fog, a train had arrived at South Acton, and not having had clearance from Acton Wells, the signalman held it awaiting this. The train guard arrived at the box to carry out Rule 55, was advised of the situation, and that the starter signal would be lowered as soon as the all clear was received from Acton Wells. The guard was on his way back to tell the driver about the situation when the all clear was received. The South Acton signalman immediately cleared his starter signal, just as the guard arrived back at his train. As he was returning to his compartment the driver shouted back that the signal had been reversed whereupon the guard immediately



**Above:** Class 501 3-Car EMU headed by M61185 arrives at Gospel Oak with the 11.02am Willesden Jcn to Broad Street service on 8/11/70

**Photograph:** RCTS / Courtesy David F Cole

headed back to the signalbox to find out what was amiss. Suddenly, out of the gloom another train piled into the rear of his train, the guard being very lucky that he was still on the platform!

It transpired that the South Acton signalman, concerned at the mounting delays, had come to the door of his box and shouted, "Have you gone?" Receiving no reply, he accepted the next train with the consequent disastrous results. It was a requirement that the enquiry established that the equipment between Bollo Lane and South Acton was in full working order, and that the correct bell signals had been exchanged, but apart from this, it was purely an internal matter. However, Rupert didn't see it that way and kept on raising matters that were either irrelevant or red herrings, and Bill Haynes and I were not sorry to see the end of that day.

It did me no harm, however, as my report, with minor alterations, was accepted by everybody concerned, and Bill Haynes trusted me to get on with the job without any interference on his part during the remainder of my time in that post.

The ongoing H.Q. reorganisation was still throwing up these temporary posts, however, they were temporary only in that they would not be confirmed until the whole reorganisation process was complete and ratified by the management and unions, at which point they became permanent. One of these was that of the sleeping car distributor for the West Coast, a post held by my colleague, Don Ell, who told me it was coming up and suggested that I apply. This I duly did and was successful, moving to the Headquarters Rolling Stock section in the late autumn of 1959. With hindsight, this became the happiest and most fulfilling period of my whole railway career.

I have said before that one of the great interests of the steam railway was the sheer variety: on almost any shed visit you could anticipate something unusual either because of locomotive failure, a “foreigner” borrowed to cover a turn, or perhaps a works running-in turn.

An early oddity I recall was “Queen of the Bellyaches” a.k.a. *Queen of the Belgians*, an ancient LNWR machine I believe which appeared at my home town of Coventry but was, I believe, a Stafford engine (*she was ‘Prince of Wales’ class No. 25648. Surprisingly, she was repaired after running into the rear of the preceding train at Winwick Jct. on 28th September 1934, by which time many of the class had been withdrawn. She survived until October 1948, the last of her class and over ten years later than the penultimate withdrawal - JN*). Line-side spotting produced all sorts and even modest Coundon Road (on the Coventry - Nuneaton branch), where three of us met to plot our trips, produced locos from afar. How about these as a sample: 41263, 24E, March 1954; 42457 11C, March 1954; or a real prize 45126 68A in April the same year, or another 68A loco., 44315 on 23rd April 1959.

Coundon Road wasn't the only place for rarities: Coventry, visited frequently as a lad, also produced some startling foreigners. Blackpool's 45580 *Burma* visited on 22<sup>nd</sup> November 1953, and Spital Bridge's 43064 was there on the same day – what a pair of cops they were. A month later on 22<sup>nd</sup> December 1953, Newton Heath's 45104 was noted. 6<sup>th</sup> February 1955 produced more variety with two Black 5's well away from home in 45209 from 24B. A month later, and more rarities in the shape of 45643 *Rodney* from 12A, and 42732 from 26A.

***Below: Still allocated to Kingmoor shed Carlisle, but now coded 12A, Black 5 No 45126 runs through Manningham station with a train for Bradford (Forster Square) on 10/6/64.***  
***Photograph: R K Blencowe Negative Archive***





**Above:** *Stanier 2-6-4T No 42636 stands in Blackpool Central station awaiting departure with an Up passenger train Circa 1955.*

**Photograph:** *Brian R Fairhurst / Courtesy R K Blencowe Negative Archive*

Less unusual was 45508 on 26<sup>th</sup> May 1955 – whilst not too rare as such, it meant a lot to me: it was my last Patriot cop. A much prized cop that turned up at Coventry on 26<sup>th</sup> October 1958 was Holbeck's 46109 *Royal Engineer*, which had proved very elusive on numerous trips.

Browsing through the old notebooks, it would be easy to produce a catalogue of oddities but older readers will no doubt remember that's just how it was: you really didn't know what was going to turn up next or what you might see as you passed some obscure yard or junction. So here's just a few samples of the steam era circa 1952 to 1955.

2987 *Bride of Lammermoor* at Leamington Spa in February 1952, one of just a few of this famous class still running.

46900 was still around and was noted on Monument Lane mpd around the same time. An unusual working was one of the Stanier Moguls from Birkenhead, which was seen at Coventry in 1952 (sorry, no exact date recorded).

A trip to Wales and a visit to Machynlleth mpd produced two ex-Cambrian 0-6-0s in the shape of 849 and 895 on 29<sup>th</sup> July 1953. I must admit when I was transferring my old notes from the books to the spreadsheet, I had to look these two up and had quite forgotten that I had been fortunate enough to see ex-Cambrian locos.

One of our quite regular cycle trips was to Rugby, and we always tried to see what was on the works. Rugby Works was lesser known than Crewe or Derby but filled a useful role and was always worth checking. It had a lane alongside it and by propping cycles against the wall it was usually possible to see through the windows. It was always a very useful jumping off point for bunking Rugby's big mpd too - entrance via the official entrance was more than difficult without a permit. Just one entry then as a sample of Rugby Works which had Springs Branch Black 5 No 45289 under repair on 29<sup>th</sup> December 1953

Stanier 8Fs from all over the network were common at Coventry and just three examples early in 1954 were 48494 18B, 48520 8B, and 48704 15B. Nuneaton had a number of Ivatt Class 4s on its allocation but a stranger of that class in February 1954 was 43036 from Bristol Barrow Road; a long way from home. The following day I was at Handsworth Junction (between Snow Hill and Wolverhampton LL) where a Hall, 4940 *Ludford Hall* from 83E, was also a long way from home.

A wheezy “duck eight” surprise at Rugby was 49409 from 86K on 9<sup>th</sup> April 1954; later in the year on 29<sup>th</sup> October a Blackpool 2-6-4T 42636 was also at Coventry.

11B’s Black 5 No 45317 was at Coundon Road early in 1955, while a trip to Birmingham on 17<sup>th</sup> April took in Tyseley, and there we found a Blackpool Black 5 in the shape of 44927.

Readers will have noticed some unusual 2-6-4T sightings in the Coventry area and just to round off this little piece on oddities and rarities, here are three more; 42649 from 25F at Coundon Road on 11<sup>th</sup> May 1955; 42294 from 24A, also at Coundon Road on 21<sup>st</sup> June 1955; and on the same day, to produce two excellent cops was 42429 from Carnforth at Coventry.

Bear in mind I was a schoolboy for most of the period this piece covers, and I have to say I have no idea of what workings these locos were on. It was all part of the fascination of the steam scene now long gone. Happy memories.

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***Below:*** 46109 ‘Royal Engineer’ negotiates Wortley Junction, Leeds with the Down ‘Thames Clyde Express’ from London St Pancras to Glasgow St Enoch Circa 1958.

***Photograph:*** Courtesy The Transport Treasury



**OBITUARY – ANTHONY LESLIE WINSTANLEY**  
**26<sup>th</sup> DECEMBER 1938 - 26<sup>th</sup> OCTOBER 2014**

**RICHARD GREAVES**

It is with great sadness that I have to report the passing of Tony Winstanley, a longstanding and dear friend of mine and a staunch member and supporter of the Stanier Mogul Fund.

I first met Tony through my future wife, Vivienne, in 1970 when I was taken to his house that he shared with his wife, Doreen, to be 'shown off for approval'. We soon became friends and he later became a work colleague when he joined me as a Sales Representative working for Post Office Telephones (later BT) in Liverpool.

Our friendship grew quickly and he became the natural choice to carry out my 'Best Man' duties when I married Vivienne in 1972, a function that he carried out with dignity and humour, although my stag night was a different matter. Tony and his family later moved from Liverpool to York when he took employment with a private communications firm, but we always kept in touch and often went on holidays together as families.

Tony had been an electrician by trade before joining PO Telephones and had served overseas in Aden as a Linesman in the Royal Signals during his National Service. He did his basic training at Catterick in North Yorkshire, and many are the tales he told of his time there. He was very much a 'can do' person and could turn his hand to most things mechanical, including car servicing and almost any job around the home that you could imagine, including building extensions from foundations to roofs.

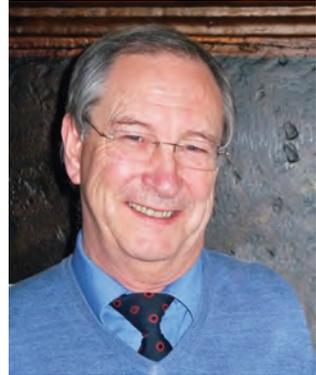
He was a very likeable, easy going person with a friendly and helpful attitude, accompanied by a wicked smile and gift of the gab that was an instant success in capturing the attention of the opposite sex. That said, Tony was a devoted family man and was fiercely proud of his wife and two children, whom he adored.

Tony was without doubt a workaholic, and after returning to BT to work in the Cellnet (Mobile Phone) Division, he retired from there at the statutory retiring age of 60. Not content with sitting at home, he found employment in the local B&Q Warehouse as a Section Leader in the electrical department. Some years later whilst assisting a customer, he was offered a position at York College as an Electrical Assessor, a position he retained for the rest of his life, the customer he assisted being no less than the Principle of the College!

Throughout all of this time, Tony was a regular visitor to our home in Rainhill, staying with us for two, three or four days at a time and assisting me with repairs to donated model railway engines that needed his TLC expertise. He never ceased to amaze me with his patience and skill in repairing and turning what appeared to be hopeless demics into engines that ran like sewing machines. He has over the years earned the SMF hundreds if not thousands of pounds of sales in model railway engines that would otherwise have either gone in the bin or been sold for a pittance as 'non runners – bought as seen'.

Unknown to us all his last visit to our house was in April last year following which, after a short but typically courageous fight against lung cancer caused by exposure to asbestos almost fifty years ago, he died on Sunday 26<sup>th</sup> October 2014. Vivienne and I attended his funeral at York Crematorium on Wednesday 4<sup>th</sup> November 2014 attended only by family with the exception of ourselves, for which we appreciated the privilege to pay our last respects to a dear friend.

A previous 'Unsung Hero' of the Stanier Mogul Fund, his contribution was greatly appreciated. Rest in peace our dear friend, rest in peace.



## 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 3. 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,**

Once again my heartfelt thanks to EVERYONE involved in the Drive and Fire experience. Rod, James and the two Johns I can name but also the guard, the two guys who came on the footplate to aid in coaling and watering, and the signalmen, all helped to make the day one to remember. I must also thank the weather god! Morning was rainy, but in the afternoon the sun shone. Driving tender first in the backless cab of Erlestoke Manor was an absolute joy (*bet it was not in the morning – Ed.*).

Spending time with James and especially Rod was enthralling. Watering was slow and my time was spent with Rod explaining to me how the Manor differed from 42968. Magic! I thought I had got too old for this but now I cannot wait until next year. May I also add my pleasure in the purchase of the Brandy glasses, they are exquisite.

Many thanks,

**David Wright, Burnley.**

**4<sup>th</sup> December 2014**

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**Dear Richard,**

Just a little 'thank you' for another SMF News and for publishing one of my prints. I still remember that visit to Salisbury: there were several locos in good condition and in good locations, too. Back in the pre-digital era, you had to keep an eye on how many shots you took and where the trip was going next; could your next 'want' be there and photographable? Happy days and happy shed bashes with or without permits.

We are now blessed with the heritage rail movement and a link back to those days and I am ever grateful to all the devoted people who keep favourite engines running for my pleasure. Do you remember an RCTS Duchess hauled special to Edinburgh? There were several but I did one in 1963, I think. A wonderful day and on our return to Crewe, my two pals and I watched 46251 *City of Nottingham* back off to go to 5A and said, "That's the last time we shall see a Coronation in steam!" How wrong we were! So every time I get the SVR or SMF News or the 82045 information, I think about that day.

So again, thank you for all the work that goes into keeping 42968 on the road and for all the pleasure that it brings to me and thousands of others. With best wishes,

**Tony Cousins, Rugby.**

**30<sup>th</sup> October 2014**

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**Dear Richard,**

I hope you are OK. Just read issue No 76. Another excellent read.

Interesting photo on Page 42, nicknamed by fellow enthusiasts as 'Bill's Bulgies' because they bulge out on the near side and are straight on the far side. They only bulge seemingly for me and people will spend hours on the optical illusion trying to explain it to me! You look at the photo and next time you see one, it'll drive you crazy!

Good to see the young blood on the CoM. Good luck to them and the older youngsters on the Committee, you do a good job. I also enclose a cheque for £20 and raffle counter foils, as you say, today is the tomorrow I thought was yesterday. Keep up the good work. Best wishes,

**Bill Crane, Northampton.**

**4<sup>th</sup> September 2014**

**Dear Richard,**

Enclosed is a cheque for £20 for prize draw tickets and a gift of £30 for the SMF. For as long as I'm able to financially support the SMF I shall do so. My best wishes to you and the team in your endeavours to return 42968 to steam again. Sincerely yours,  
*Alan Davies, Swansea.* *4<sup>th</sup> September 2014*

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**Dear Richard,**

Please find enclosed raffle ticket stubs and a cheque for £30 including a £10 donation for No 42968. I hope we again break the £5,000 mark!

Once again an excellent magazine, a good mix of articles., I particularly liked Jim Norman's thought provoking 'Death of a Princess'. Of course the 'Duke' was actually designed by J. F Harrison, ex LNER and an avowed 'Gresley Man' (*Robin Riddles was the head man and therefore takes the credit - or blame! - JN*).

Despite some excellent performances in preservation, she still seems to spend too much time out of traffic for repairs and continues to be heavy on coal. I am yet to be convinced that the theoretical advantages of Caprotti valve gear can be translated into day to day service.

I have started putting aside a few unwanted items for the Sales Stand and will let you know when there is enough to arrange to pick them up. It may be some time though. Anyway, good luck with the raffle and best wishes to yourself and family.

*Ray & Hazel Flintoft, York.*

*8<sup>th</sup> September 2014*

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**Dear Richard,**

Thank you and your contributors for two more excellent magazines: the 75th issue for March 2014, and the latest Autumn edition No 76. As ever, there is a remarkable spread of interesting articles. One would be hard pressed to find a similar range by perusing several specialist publications, and there they are, all under two covers, accompanied by so many good photographs of 2968 and her classmates.

Regrettably, I have to tender my apologies for non-attendance at the AGM on the 18th October. I am sorry not to be there to support the Committee, all of whose members do so much for the Stanier Mogul, and all of whom are far more than "fit for purpose". With best wishes,.

*Fraser Goulding, Walpole Highway.*

*11<sup>th</sup> October 2014*

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**Dear Richard,**

How kind of you to write (on 02/10/14) and I will with enthusiasm follow the course of history of 42968 as it has a long way to go (I hope).

Once I have found my feet in the U.S. (Daughter's home), I may send some notes of what I see - mainly I'm afraid it will be MTBA (Massachusetts Bay Transit Authority), who still have a number of ageing F40s, but these are now living on borrowed time as their successors are now arriving. Otherwise it is Amtrak Acela and AEM-7 (although they are getting quite a reputation for failure in traffic!)

I don't suppose the "T", as it is known, other activities would be of interest to members - they include three metros, one Tram-Train, some Trackless Trolleys (Trolleybuses), and innumerable bus services.

I'm sorry the Lickey is devoid of suitable photographs, mine are awful. The superb image on the back page of SMF News No 75 of the two moguls breasting the bank is very dramatic and shows how steep it is. It would be a good introduction to the subject. Incidentally, I've had afternoon tea in the house that edges into the picture on the right - friend of the station master! Thank you again for keeping in touch. Yours sincerely,  
*Ben Stone, Chelmsford, New England, USA.* *9<sup>th</sup> October 2014*

**Dear Richard,**

A wee donation towards the 'work'. I'm sorry being so far away I cannot contribute more practically. Many thanks for keeping your hand to the plough. Every best wish,  
*Les Turner, Inverness.*

*2nd September 2014*

**Dear Richard,**

Sorry we have not achieved a quick turn around but the 2014 raffle ticket counter foils are enclosed herewith following our return from holiday. We have sent our proxy for the AGM to Ian, and unfortunately we will again be unable to attend this year.

It is good to hear that the loco is progressing and we hope that there will be no delays in the boiler shop. We really are looking forward to her return to steam, but we know that patience is certainly a virtue when it comes to overhauls. With all our thanks to you and the CoM, and everyone who has been involved with the work, for another excellent year. Very best wishes,

*John & Jenny Williamson, Laxey, IoM.*

*21st September 2014*

**SMF SPIRIT OF 2040**  
**Subscription Scheme**

by the Stanier Mogal Fund which has been de- No 42968 at work on the Severn Valley Railw are once again offered a ground breaking and ensure that their steam engine No 42968 reme movement until around 2050. In return for eit, payment they can enjoy benefits ranging from experiences to sumptuous buffet lunches and to inspect visits on a w... subscriptions ever offer for everyone and with prices to suit all pocket long term future of 42968 which is what ever. Mr Greaves went on to say "Already there has a limited pre-launch marketing exercise and t to take advantage of the fabulous benefits on not delay in sending off their application form the comments received on launch of new sub- Fund which has been designed to j... No 42968 at work on the Severn V... Members of the Stanier Mogal Fund are a ground breaking and rewarding s... ensure that their steam engine No 4... railway heritage movement until around off payment or a fixed monthly payment the four course meal luxury dining experie and hands on driving and firing experie... by the SMF with something for everyone and all pockets whilst at the same time protecti future of 42968 which is what every member. Already there has been a clamour for subscri a limited pre-launch marketing exercise and t fabulous benefits on offer should not delay in new subscription scheme by the Stanier Mog keep 2-6-0 steam locomotive No 42968 at work) Members of the Stanier Mogal Fund are once and rewarding subscription scheme which will remain at the forefront of the railway herit In return for either a one off payment or a fix train four course meal luxury dining experie and firing experie... following a limited take advantage of the fabulous benefits on off

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**ARE YOU ON BOARD YET?**

**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:- *Gary Hadley* of Stourbridge, *Mike Clement* of Formby, *William Basey* of Wrexham, *Clive Threlfall* of Knutsford, *David Sztencel* of Wakefield, *Richard Van Gucci* of Oxford, *Phillip Bell* of Kendal, *C J A Cope* of Kings Nympton, **Non-members, Chris Hughes** 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. Finally, a number of members have donated goods during the last six months that I have yet been unable to deal with. Please bear with me and I will get on top of the backlog shortly. 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:- **Bob Grant, 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:**

Lots to correct this time and all in SMF News No. 76, September 2014. On Page 46, 'Letters to the Editor' from Mr D J Andrews of Birmingham, concerning the shed code of Worcester shed. I am advised by David Tyreman that Worcester shed retained its WR code of 85A until closure in 1965. David has also pointed out that, again in SMF News No. 76, on Page 34, 'Southern Memories', Bournemouth shed is referred to as 70B, which was in fact Feltham. Bournemouth was 71B changing to 70F on 30/9/63 until closure in 1967. Finally, in issue No. 76 Page 37, the lower picture of 34098 needs major correction for which I am indebted to Norman Preedy and David Tyreman. First off, the spelling of *Brokenhurst* in the caption is wrong and should be Brockenhurst. Second, the direction of travel is not Up but a Down service from Waterloo. Finally, the date is now thought to be 17/9/66 and not 17/9/61 for the following reasons: the third rail for the Bournemouth electrification is in place on the Up line; the nameplate of the engine has been removed, only the backing plate is in place; the shed-code of 70D (Eastleigh) became effective only from 30/9/63; the engine is in a filthy condition; and finally, the first coach behind the engine, a full brake (BG), is in the new BR corporate livery of blue and grey, all of which confirms that the date could not have been 17/9/61! Oh boy, who would be an editor?

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

# SMF SPIRIT OF 2040

## Subscription Scheme

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