



STANIER MOGUL FUND NEWS

ISSUE No 78 SEPTEMBER 2015



SEMPER PROTEGAMUS

(LET US ALWAYS PROTECT)



SMF SPIRIT OF 2040

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ARE YOU ON BOARD YET?

Daily Heritage Gazette

SEPTEMBER - LAST EDITION -

2015

GREAT SUCCESS FOR STANIER MOGUL FUND NEW SUBSCRIPTION SCHEME

WORLD
SCOOP

SMF
SPIRIT OF 2040
UPDATE

NEWS
FLASH

Following the launch of the Stanier Mogul Fund 'Spirit of 2040' Sponsored Subscription Scheme, which was reported exclusively here in April 2015, the Launch Manager, Mr Richard Greaves, has again given a world exclusive interview to this tabloid.

Speaking to our reporter, Dan the Man Shmogul, Mr Greaves said "Since the launch of our scheme last April this sponsorship subscription has been enthusiastically received by the membership of the Stanier Mogul Fund." "From the CME down to Shift Worker positions, members have been clamouring to register their sponsorships, my telephone has hardly stopped ringing from morning to night."

Pressed further by Dan the Man as to what he attributed the successful launch to, Mr Greaves said, "Without doubt, our members have embraced this new subscription because of its

simplicity, innovation, far sightedness and outstanding benefits." "Our members, amongst the most discerning within the heritage movement, have clearly recognised the value and methodology options that this scheme offers to them." "Members have already made full use of all the attractive payment options available including, outright purchase which offers generous discounts, regular monthly payments and by exchanging model collections and other goods, in full or part payment"

Mr Greaves added, "This pioneering scheme will continue to keep 42968 and the SMF at the forefront of working steam locomotive preservation in the UK" In conclusion, Mr Greaves said, "Members wanting to take advantage of the fabulous benefits, offered by this subscription, should not delay in returning their completed application forms or risk bitter disappointment."

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**

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EDITORIAL:

RICHARD GREAVES

Every now and then something remarkable happens within the Stanier Mogul Fund (SMF), and whilst I should by now be immune to surprises, yet again I have been found wanting.

The launch of any major fund raising scheme is, for the Launch Manager (in this case, me), a time of great worry, stress and sleepless nights. Despite countless hours of research, development, refinement, obtaining CoM approval and finally bringing the product to market, and despite my own belief in the product and boundless optimism, there is always the nagging doubt: how it will be perceived and accepted by the membership?

The SMF 'Spirit of 2040' is a subscription scheme that, I believe, has never before been attempted by any standard gauge locomotive preservation group. That is, to raise contribution funding for a next but one Heavy Overhaul, which today is some twenty five years into the future!

Some people (anonymous), and friends included, think I am stark raving mad! Beyond even, having a screw loose. They tell me, no implore me, in no uncertain terms to call it a day, give it up now and enjoy a bit of life while I still can! But, what they fail to realise, are unable to grasp, is that to me, this is life. Yes, I do have other interests and enjoy social activities outside of the SMF. However, and for whatever reason, I am inextricably drawn to 42968 and her continued *working* future.

And believe me, provided we continue to have sufficient contributory funding available, 42968 is assured of a long term *working* future, because the heritage railway movement today continues to go from strength to strength and the need for suitable steam motive power grows ever greater by the day. Open any current issue of, say, *The Railway Magazine* and you will read of numerous heritage projects ranging from multi-million pound lottery grants for new heritage railway museums, to appeals for locomotive and rolling stock restorations, and from existing line extensions to the

As I write this report to you we are already half way through 2015. Although the six months since my last report have seen further work on our engine undertaken by our members led by John Bowater, input by the SVR has been frustratingly lacking. This lack of formal progress with the overhaul was discussed at the April Committee meeting and I subsequently wrote to the SVR General Manager, Nick Ralls, expressing our concerns and seeking reassurance that work would begin soon.

I have received a reply which confirms the SVR's commitment to our engine and in particular to focussing attention on 42968 soon, now that the protracted and difficult overhaul of *Taw Valley* has been completed. John will be in continuing dialogue with Ian Walker and Duncan Ballard, respectively works and boiler shop managers at Bridgnorth, to ensure that things do happen as expected and a return to traffic in original LMS guise as 13268 takes place in 2017 - the SVR's own target.

Since my last report there have been three Committee meetings, in January, April and June. After the usual updates the January meeting concentrated on the 'Spirit of 2040' subscription scheme, which was discussed at length and given the go ahead, being launched in the last issue of SMF News. The feeling was that with some younger members now on the Committee, the Fund had a secure future, which meant addressing our contribution for the overhaul expected around 2040, would maintain momentum, involve the membership and keep the SMF active.

Continuing the forward-looking theme, progress with the website revamp and use of social media such as Facebook to promote the Fund was reviewed.

At the April meeting we discussed progress with the new Locomotive Agreement that the SVR want to introduce. After a period where very little had seemed to happen, things were now active again. A copy of the latest draft had been provided along with a 'Letter of Intent', the latter for use where (as in our case) the new agreement would not be signed until overhaul commitments from the current agreement have been honoured. All loco owners were attending a meeting with the SVR the following day.

In June we revisited the new Locomotive Agreement, noting that the hoped for 'final draft' as promised at the above meeting with the SVR was not yet available for review, which in turn meant we could not consider signing the letter of intent as this would effectively give our agreement to the final document which we had not seen. This despite the SVR stating at the April meeting that the final draft would be available within a few weeks, and wanting to have the letters of intent signed in June!

Also at our June meeting Dick Lewis confirmed his intention to step down from the Treasurer's position in October, although he is willing to continue as a Committee member 'without portfolio', thus ensuring his vast experience of the SMF, built up over the last thirty or so years, is still readily available. We are fortunate that James Cooper is willing to take on the Treasurer's role, thus making good use of his accountancy knowledge. These changes are of course subject to approval at this year's AGM at Kidderminster Railway Museum Library on Saturday 17th October, start time 14.00 hours (full details are in the AGM insert).

Progress with the new website and Facebook page were discussed and subject only to completion of uploading information to the new pages, a launch in September is now expected. Peter will provide further information on this exciting project to keep the Fund visible in the 21st century.

And finally - the above situation with the overhaul of our engine does mean the Bachmann model is now favourite to be running first, with the twelve inches to the foot version the outsider. But never say never!

SMF Driving & Firing Experience 2015



Feel your hands on the controls as you drive
as loco and train on the main line at Bank.

between Buntingford and St. Neots. St. Neots to
St. Neots to St. Neots. St. Neots to St. Neots.

Available on the 14th & 15th. 2015

including hot lunch

about availability and book,

Ring Dick Lewis on 01395 277 558

First come, first served !

FULLY BOOKED
IF YOU WISH TO GO ON THE STANDBY LIST
RING DICK LEWIS

OUR ENGINE:

I arrived at Bridgnorth last Thursday (25th June) to find the workshop almost empty: 2968, or at least the frames and wheels of her, were outside. Richard Kempton met me with the news that they were having a big move round now that pannier tank 7714 was re-wheeled and off the jacks.

This may seem very irrelevant to our engine but in fact it is not: it is actually very important that 7714 is off the jacks: this clears the way for 75069 to go on them. If progress is maintained at the current rate, 2968 should take her place in November. With 29 on the jacks, the main part of the mechanical overhaul will move on at a pace, and hopefully at the same time the boiler will be in the boiler works.

Since my last report, your working party members have been very busy: all the studs have been removed from the cylinder castings; this is no mean task as there are something like 160 studs and at least 30 of them were broken off and had to be drilled out. Robin Spain has spent many hours on this and done an excellent job.

The inside frames in the areas not affected by the axle boxes are now completely painted and we are progressing to the front buffer beam and running plates. To facilitate this painting, most of the lubrication pipe-work has now been removed and annealed ready for reinstatement. It is our intention to start reinstalling some of the pipe-work as soon as the painting is complete.

LOCOMOTIVE UPDATE:

All of the above has been achieved by our dedicated Thursday gang and I have included a number of photographs showing them at work. It would be good to see any of you that may be interested in joining us; we currently meet every Thursday at Bridgnorth. If you are interested in joining us, please contact me on the following number:-
01384 278075.

Right: Robin Spain annealing 42968's lubrication pipe-work, 11/6/15.

Photograph: John Bowater



Right: View of cylinder casting showing stud removal in progress, 5/15.
Photograph: Robin Spain



Left: Freshly painted sand boxes by Fraser Goulding, 18/6/15.
Photograph: John Bowater

Right: A rare view of an almost empty Bridgnorth shed during the motive power 'sort out' mentioned in John's report, 25/6/15.
Photograph: Robin Spain



Right: Dave Busk says a little prayer (surely not – Ed) 25/6/15.
Photograph: Robin Spain



Left: John Ashton showing off the newly applied paintwork, 2/7/15.
Photograph: John Bowater

Right: L-R Jim Norman and Robin Spain removing one of the front buffers from our engine, 2/7/15.
Photograph: John Bowater

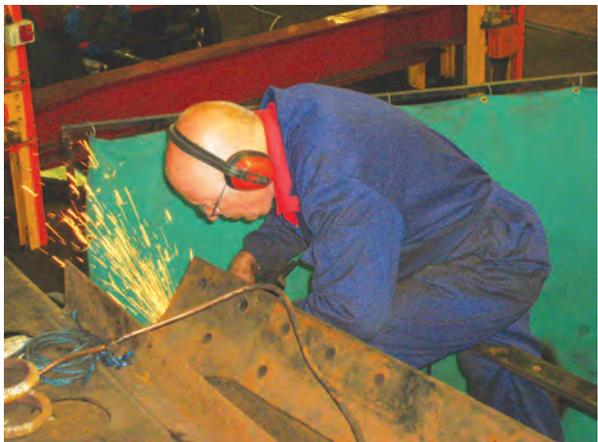


Right: L-R Jim Norman and Robin Spain lifting the engine buffer for removal elsewhere, 2/7/15.
Photograph: John Bowater



Left: John Ashton at work on the inside of the frames, 2/7/15.
Photograph: John Bowater

Right: Robin Spain removes the front section of the footplate for repair, 2/7/15.
Photograph: John Bowater



Our engine is unique. Well, we all knew that: she is the only survivor of Sir William Stanier's first class of engine built for the LMS. But even among her 39 sisters, certain things about her were unusual. Although these have all been mentioned separately before, a more concise description is possibly due.

The first point of difference is the positioning of both works plates. These were fitted to all class members, including our engine, about the middle of the exposed main frames ahead of the vertical running plate. A photo of her at Rugby dated 1955 shows one (and presumably both) in its correct location, yet by 20th August 1958 they had migrated upwards to a position just below the top of the frame. Why? There are no unused mounting holes corresponding to the original location, and it is very doubtful that anyone would take the trouble to fill them in. This suggests that the front section of frames have been replaced at some time between these two dates. She received a Heavy General repair from 21/8/57 to 26/9/57, only 34,492 miles from her previous Heavy repair. Was this the result of collision damage, and were the front frames replaced at this time?

The second point concerns the front buffer beam. Normally, this wouldn't be removed unless there was a specific need, repairs to collision damage is again an obvious example. These engines, like their Hughes-designed predecessors, were rather prone to bending the front buffer beam in the general, run of the mill minor collisions and rough shunts which happened in yards, and the rivets securing it would be drilled out, the beam and its securing brackets straightened and the beam riveted back in place. Both Crewe and Horwich used counter-sunk rivets, so the buffer beam presented a flat appearance. Derby (and Swindon) used snap head rivets, which displayed their presence.

Below: Below Rugby's 'Birdcage Bridge' some time in 1955, 42968 heads an Up Class E goods. The works plates are still in their rightful position.

Photograph: SMF Collection





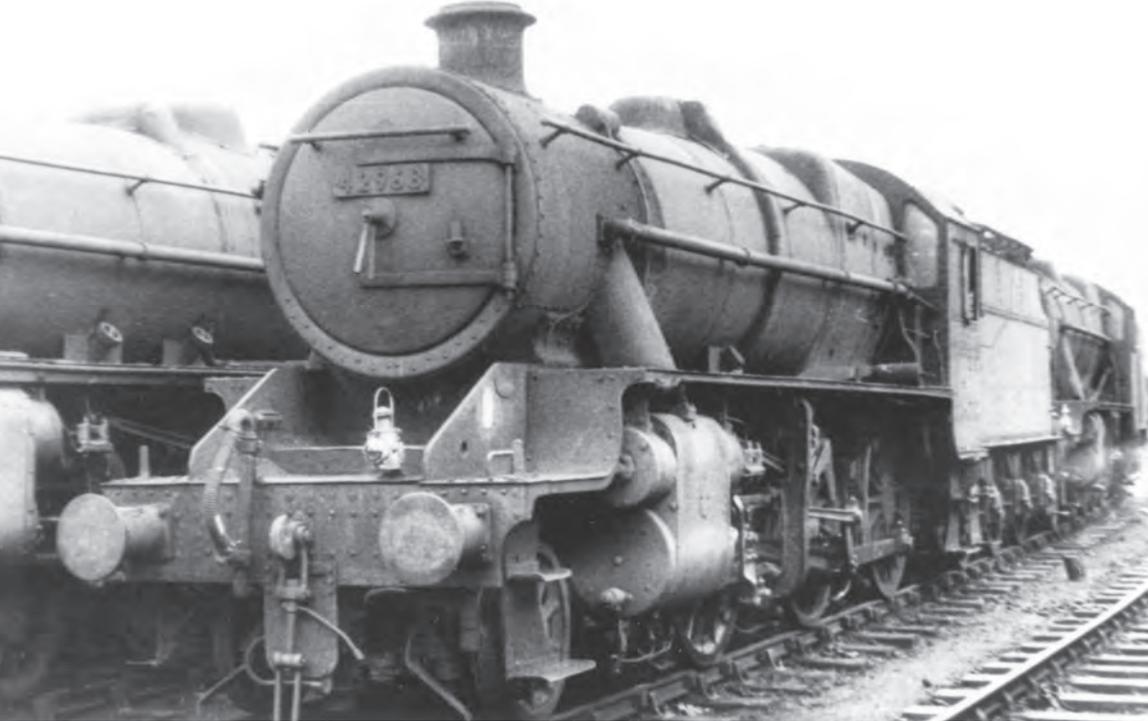
Above: 42968 at Chester No.6 box 20th August 1958 with a Class J Goods (possibly empty chemical tanks for Amlwch). The plates have now migrated upwards.

Photograph: Mike Stokes (Keith Langston Collection)

Below: 42968 at Northampton shed, on a snowy 3rd February 1963. Photographs can be difficult to interpret, as is this one, but close scrutiny reveals no evidence of snap head rivets. The most recent photograph we have, previous to this one, clearly shows countersunk and, is dated 29/9/62.

Photograph: G. Onley





Above: 42968 at an unknown shed, dated June 1964, with which I have reservations. Other photos of this period (of which there are few) do not show the top lamp iron lowered or the snap head rivets, clearly seen here. Note the lack of a shed plate. She is alongside a Black Five, with an 8F behind.

Photograph: G.B. Ellis

On 3/2/63, she was photographed on Northampton shed with countersunk rivets, but by June 1964, snap head rivets festooned the buffer beam. How did they get there? This time span covers the changeover period when engine maintenance of the class was transferred from Horwich to Swindon. Had she been in Horwich for some such repair, she would have received countersunk rivets, but there is no record of her having been to Swindon, nor are there any sightings of her there. There are no recorded sightings of her anywhere between 13/10/1963 and June 1964, but the Engine History Card accounts for part of this: Stored Serviceable (probably at Mold Junction shed) 14/10/63 – 25/2/64. Could she have received a repair at Swindon during this time?

The third issue ties in with the above and might be explained by a Swindon repair. As explained last issue, all boilers have an individual identity number, and this is given on a plate riveted to the firebox back-plate; our engine's clearly states 8412. Boilers generally had a maximum period in service of no more than five years, which *could* be extended after examination by a boiler inspector for up to a maximum of a further two years. 8412 was fitted to the engine during the previously mentioned Heavy General repair ending 26/9/57. By normal standards, this boiler should have been replaced in September 1964 at the very latest, so how come it is still there with the engine in service to 31/12/1966? We saw (SMF News March 2014, Issue No 75) that Swindon did change boilers, so a visit there does not appear to be the answer. Is the plate on the back-plate the original? It isn't too easily seen and wouldn't be too easy to remove; such theft wouldn't be worth the effort. So it is likely that it is boiler 8412, but how did it remain in service for so long?

The answer to any or all of these questions is eagerly awaited!

Right: Kidderminster, 14th January 2006. The raised works plate is clearly seen. The two holes straddling the electrification warning plate mount the pony truck lubrication oil boxes on the frames' inside faces, and are too far forward to have secured the plates in their original locations.

Photograph: Jim Norman



Left and Below: The identification plate on our boiler's back-plate, clearly showing the number 8412 and 225 p.s.i. But is it original? Normally, it is heavily recessed within the cladding sheets and less accessible than shown here on 7/11/14 at Bridgnorth.

Photographs: Jim Norman

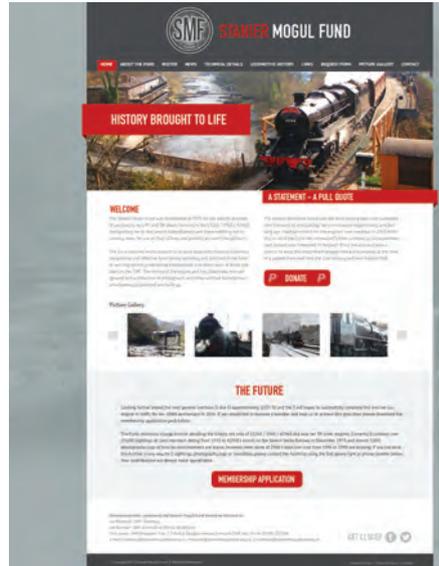


I'm delighted to announce the launch of our brand new website, along with Facebook and Twitter pages, which together complete our project to renew our online presence. Please explore these at your leisure.

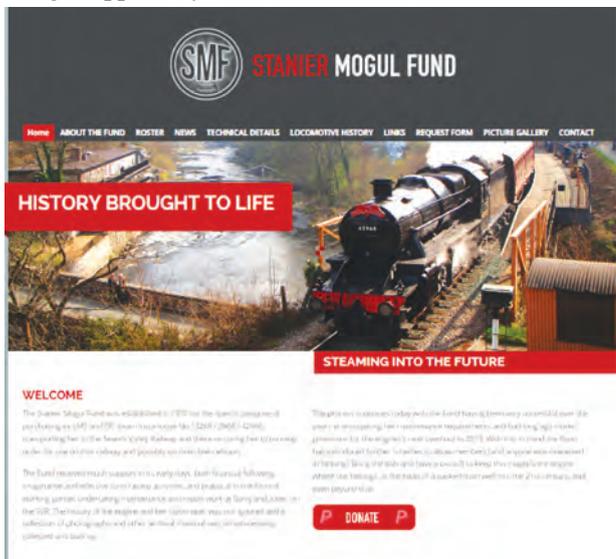
Much of the content of the new site remains similar to that of the previous one – albeit with a facelift – but is aimed at a broader market, with a key focus on the transmitting of news. We have been able to incorporate exciting new media, thanks to the generous support of Karl Jauncey (PSOV), and I should draw your attention to a couple of functions: first, the facility to make a donation – more applicable to the casual visitor, but this is an exceptionally easy and efficient means of making a contribution to the Fund; a means of joining as a member online; finally, and most relevant to the readers of this piece, a members' portal.

The portal offers a little exclusivity to our greatly valued membership, and will contain news specific to insiders, such as when *our* locomotive will be running, details of special trains, and dates of working parties, as well as technical information on the locomotive, an extended Archive section, and finally, the means of downloading subscription scheme/First of the Finest, etc. forms. John Tidmarsh will contact all those he has email information for with details of how to log in – if you would like to be added to his database, please do just drop him a line.

Below: A screen shot from the new SMF Web site.
Image supplied by: Peter Holder



Above: A sample page from the new SMF Web site.
Image supplied by: Peter Holder



So, please 'like' us on Facebook, 'follow' us on Twitter, encourage friends to do likewise, and make a visit to our new site and in particular its members' portal. The on-line 'game' works solely through sharing with others, thus continually multiplying the readership – please help us to get our word out far and wide. As ever, feedback will be gratefully received. Happy browsing!

SALES STAND DAYS – AUTUMN 2015 / SPRING 2016

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

Sunday	6th September 2015	On the Buses	Small Stand
Thursday	17th September 2015	SVR Autumn Steam Gala	Main Stand
Friday	18th September 2015	SVR Autumn Steam Gala	Main Stand
Saturday	19th September 2015	SVR Autumn Steam Gala	Main Stand
Sunday	20th September 2015	SVR Autumn Steam Gala	Main Stand
Saturday ONLY	14th November 2015	Manor Cambrian Weekend	Small Stand
Friday	18th March 2016	SVR Spring Steam Gala	Main Stand
Saturday	19th March 2016	SVR Spring Steam Gala	Main Stand
Sunday	20th March 2016	SVR Spring Steam Gala	Main Stand

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

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

'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.*

Yet again we have had a good response to my appeals for donated goods, and in this report we can segregate the donations into two distinct groups.

Firstly, there are the straight donations and these have included good stocks of books, videos and DVDs which, together with some items of railwayana and model railway equipment, have been collected from members and non-members around the country. Further donations are needed of Railway, Road and Shipping related transport books. Videos, **BUT PLEASE ONLY** BR archive videos, any railway related DVDs, model railway items of any age, any gauge, any manufacturer, working or broken, boxed or battered, any railwayana from nameplates to shed plates and lamps to clocks, pre-1969 Edmundson tickets, **British**, railway negatives or prints (any era up to privatisation – 1900 to 1990), signalling equipment from signal arms to block instruments and tokens to signs, in fact, anything railway related. We are, however, particularly short of Railway Lamps and Wagon Plates.

Pre-1969 Edmundson tickets are always in short supply and single items to collections are most welcome, as are negatives and / or prints of the British steam era and / or pre-privatisation diesel era, e.g. 1900 to 1990, any region, any size negative and preferably post card or en-print size, B&W or colour prints. The only proviso with this request for B&W or colour negatives / prints is that they are at least reasonable to good quality with no blurring or part of subject cut off. Sorry to be pedantic about this but poor quality negatives or prints have very little value.

Railwayana is always in very short supply too, and if you have any items that you can part with, I would be most grateful. Almost anything will be acceptable, but if you have any doubts about its suitability, please give me a ring to discuss further. I am always grateful for the opportunity of first refusal.

Secondly, there are those items / collections offered in full or part payment of SMF 'Spirit of 2040' subscriptions. A number of members have already used this facility to reduce or thin out their railway related collections to pay or part-pay for subscriptions in this recently launched SMF subscription scheme. Please remember that for this scheme (full details appeared in SMF News No 77), we can only accept mint to good condition, quality railway books from the mainstream publishers, railwayana, and model railway equipment. Other collections will also be considered including Edmundson railway tickets, **British**, railway negatives / prints and model road vehicles. Those members who have already availed themselves of this option will now enjoy the benefits that their chosen sponsorship subscription offers.

If you can donate any of the listed items or wish to offer goods in return for part or full payment of SMF 'Spirit of 2040' subscriptions, then please contact myself, Richard Greaves, using the contact details on Page 3 to discuss further and / or to arrange collection. Please remember that your goods will help to keep 42968 a *working* steam locomotive in the years ahead.

Alternatively, if you intend visiting the SVR for the 'On the Buses' day on Sunday 6th September 2015, or the 'Autumn Steam Gala' event on either the 17th, 18th, 19th or 20th of September 2015, or the Saturday ONLY of the 'Manor Cambrian 50' weekend on 14th November 2015, and have any items to donate which you can bring with you we would be very pleased to see you. Assistance will be available to carry any goods from your vehicle to the Sales Stand. The Sales Stand will as usual be located on the main concourse at Kidderminster Town station outside of the Refreshment Rooms.

**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**

**SPOTLIGHT ON 13249 - 2949 / 4249 –
An occasional series by:**

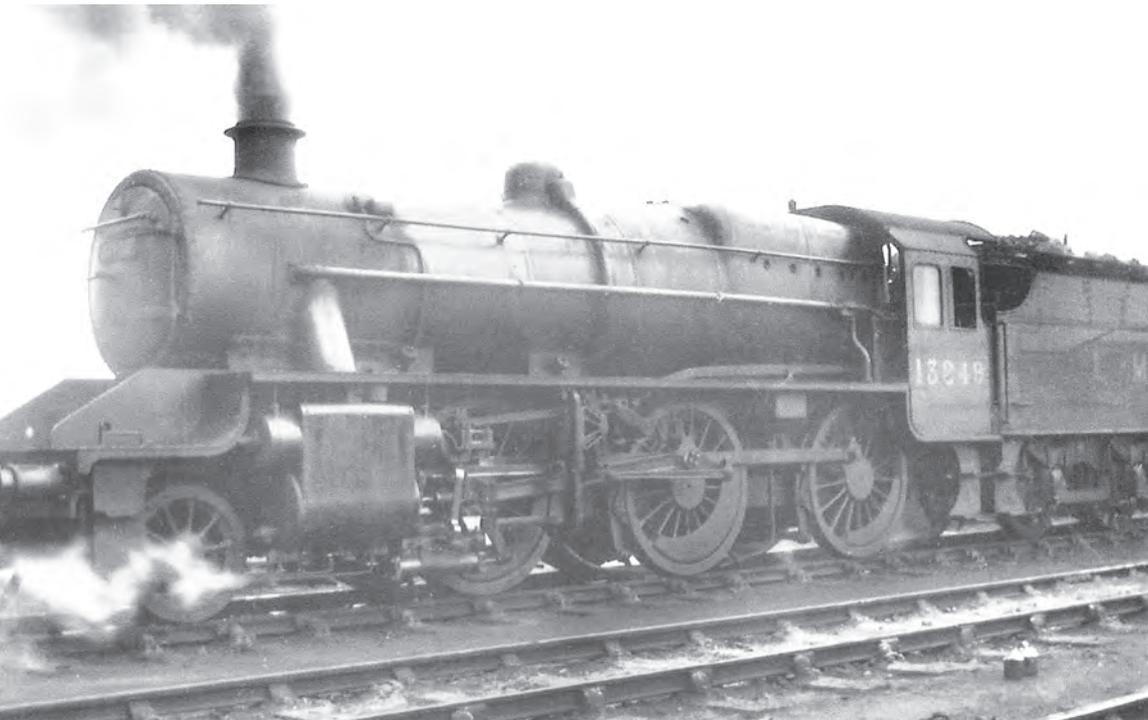
JIM NORMAN

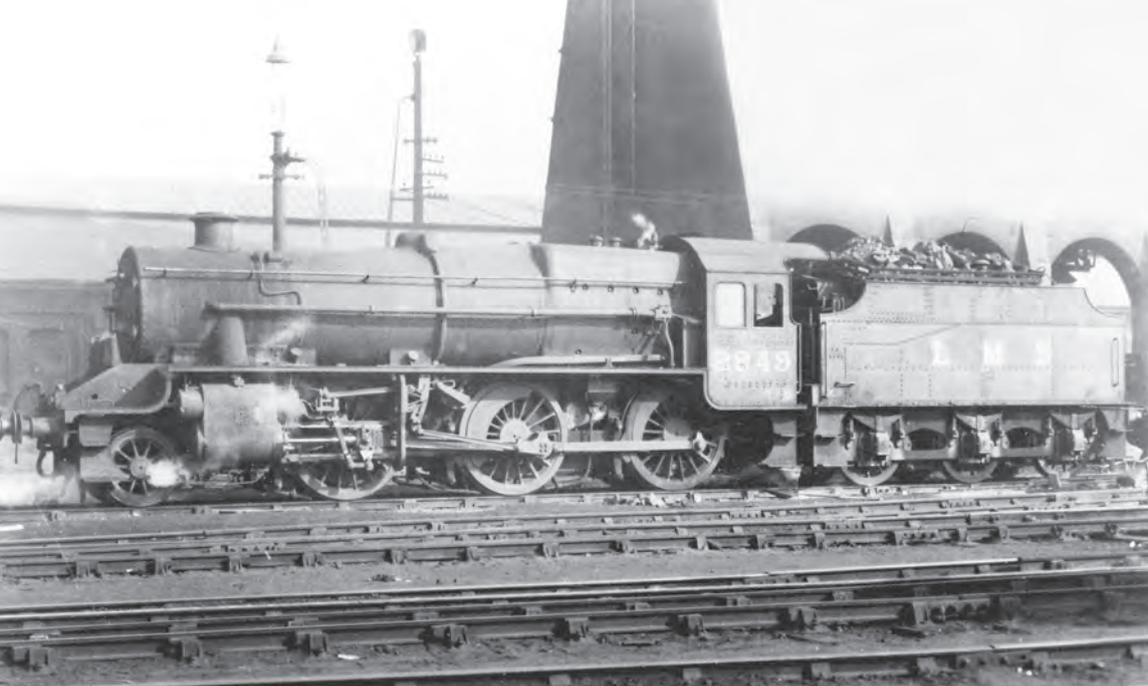
13249 entered traffic on 29th November 1933, the fifth member of the class in service. She had the usual details of these first ten: safety valves in the top feed; boiler cladding with all the taper to the rear and parallel front section, small cover to the steam atomiser pipe on the smokebox, the pipe itself bending rearwards high up then falling vertically to the running plate behind the smokebox, and steam heat to the front end. She also had square topped cylinders, but uniquely these were exchanged for round topped ones early in the engine's life, for reasons not yet ascertained.

She was fitted with boiler number 6055 from new, and carried a total of six throughout her life. The Engine History Card (EHC), says she had three tenders, giving her original tender as No 4518, replaced by 3966 from 27th February 1954, which she retained until 2nd November 1963, one week before withdrawal, gaining 4532 originally fitted to 2963. However, photos show her with the original C-R-T type (4518), a C-F-T type (3966) and a C-R-S type from at least 9/7/60, while she's paired with a C-F-T type at Horwich on 13/10/63 (see SMF News No 70, Sept 2011 for the codes). Whether or not the final change to 4532 (C-R-T) was ever made is unknown. Even primary evidence, in this case the EHCs, is not always reliable.

Originally allocated to Carlisle Kingmoor, she transferred on 13/7/35 to Upperby, moved on 23/11/40 to Workington, then on 21/4/42 went to Crewe South. 20/12/47 found her at Bletchley before moving on 6/3/48 to Speke Junction. It was on 8/7/50

Below: 13249 stands on Kingmoor shed circa 1935 fitted with the original square topped cylinders.
Photograph: Courtesy Kidderminster Railway Museum





Above: 2949 on Willesden mpd on an unknown date, but probably post war. She now has the safety valves on the firebox and full-length taper to the boiler cladding. The vacuum pump has been removed from below the slide bars and a standard, two-cone vacuum ejector fitted (this to NWO 5149 on 4th November 1939), but the crosshead is the original, complete with the pad for mounting the drop arm to the pump spindle. The original atomiser pipe and cover also remain. The cylinders are now round topped.

Photograph: SMF Collection

that she made the most unusual move, to Brunswick shed, Liverpool (CLC), staying there until 14/3/59 when she returned to Crewe South. According to the History Card, she transferred on 24/11/62 to Crewe North, although Peter Hands (*What Happened to Steam*) states Stoke.

This engine was unusual in three ways: **1)** she had her square topped cylinders replaced by conventional round topped ones; this happened too early in the engine's life to be attributable to fair wear and tear. It was the only instance of this happening within the class. **2)** She was involved in a collision with another train at Kirby on 25th August 1939 (see SMF News No 69, March 2011 and SMF News No 77 March 2015), and **3)** was allocated away from ex-LNWR territory to the Cheshire Lines at Liverpool Brunswick shed, staying there for over eight years. Needless to say, almost all sightings of her in this period were in the Liverpool – Manchester – Stockport areas, although there is a single sighting on 15th July 1956 at Willesden mpd, which would be unusual for a Brunswick engine, to say the least.

She was sent to Horwich works for classified repairs in late 1963 (3rd October at least) and parts were duly stencilled with her number for their correct return, but whatever was found on examination proved terminal. She was withdrawn on 9th November 1963 and broken up at the works.



Opposite Page Upper: Clearly displaying her 8E (at that time, Brunswick) shed plate, 42949 stands at the head of the 11.34am Liverpool Central to Stockport Tiviot Dale local, common enough work for this engine, on 23rd August 1955. Of the three major Liverpool termini, Central was the smallest and most cramped, approached through a 1¼ mile series of tunnels from Dingle on a 1:200 decent and a sharp left hand curve into the station. The tender appears to be of the C-F-T type, so No. 3966 from the Engine History Card.

Photograph: Brian Morrison

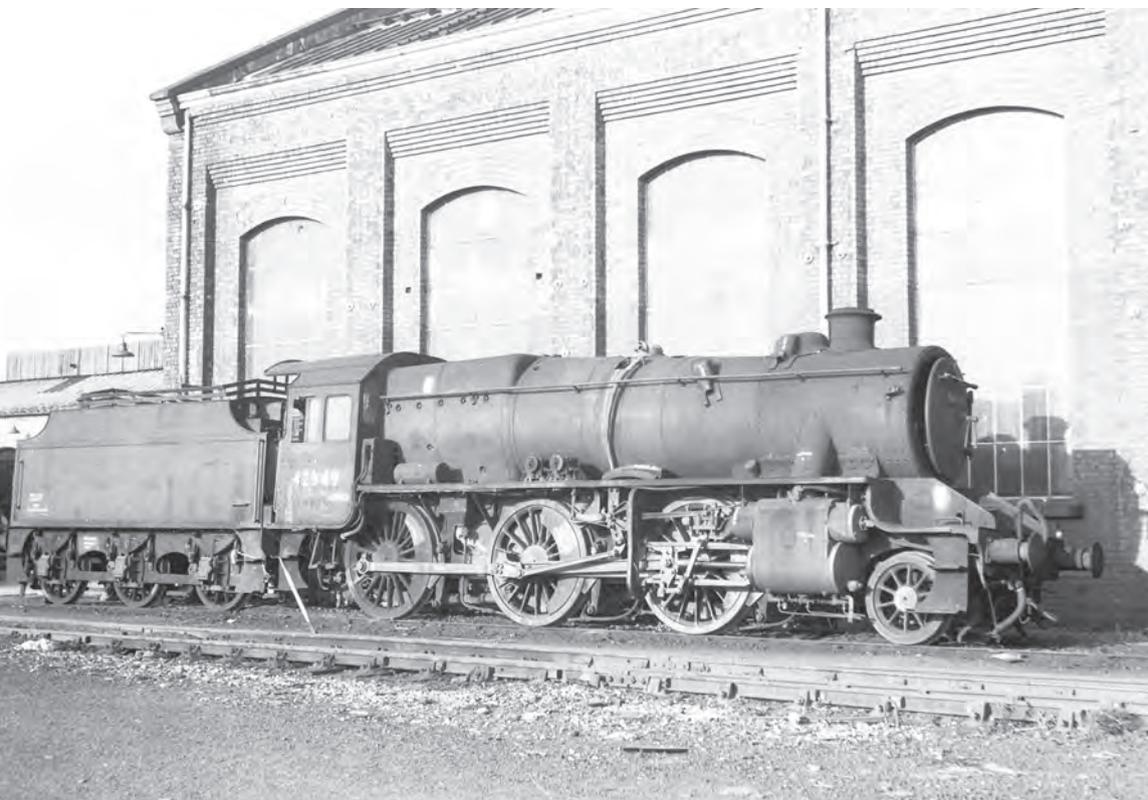
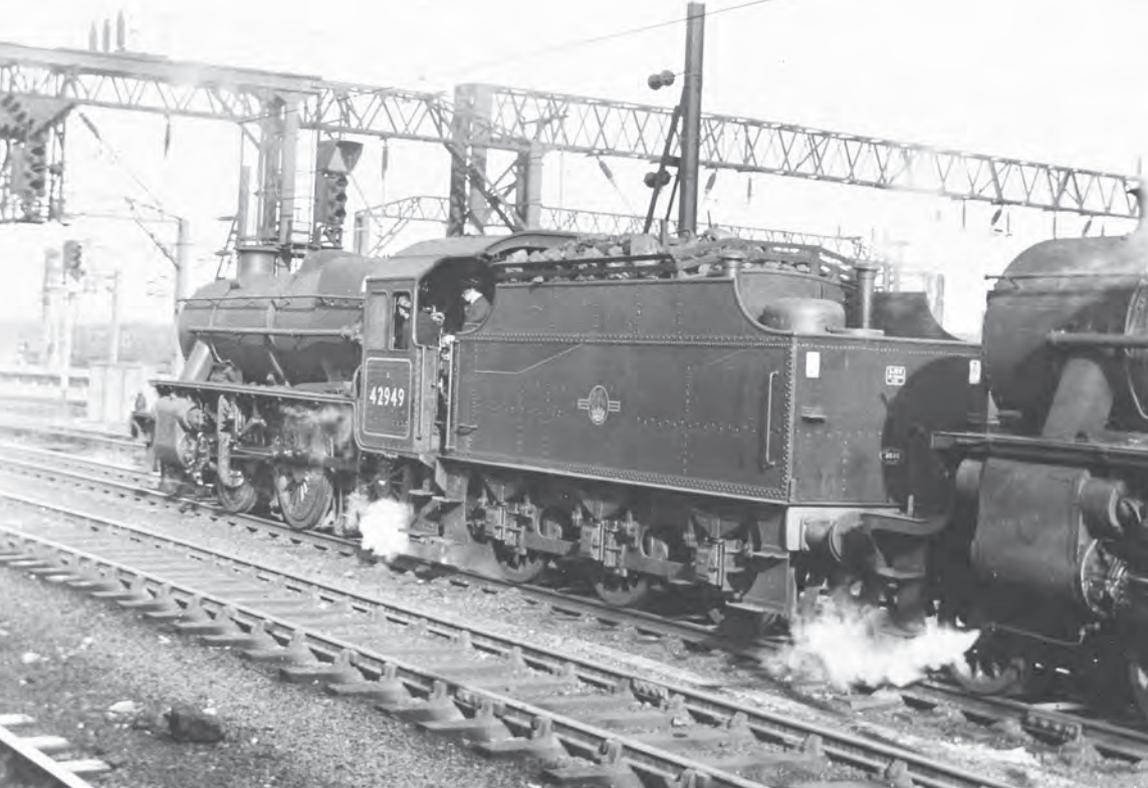
Opposite Page Lower: 42949 heads an eight coach Leek - Edinburgh troop special W621 at Skew Bridge, south of Preston on 9th July 1960. The train of LMS stock is on the Down Fast line, and just about to pass Skew Bridge signal box from where the photo was taken. Such trains were typical work for the class. The tender is now C-R-S.

Photograph: Bill Ashcroft

Below: A Stanier line up on Lostock Hall shed, 3rd October 1962, with a 5XP Jubilee to the left and a Black Five to the right, and 42949 sandwiched between. Little can be easily seen below the dirt, but she carries a 5B shed plate, AWS and electrification flashes, and the cabside lining and later BR crest on the C-R-S type tender can just be identified. The angular type clack cover by the top feed shows clearly, and the steam atomiser pipe now descends vertically from its full sized shut-off cover. This shed wasn't common ground for the class.

Photograph: Bill Ashcroft





Opposite Page Upper: A commendably clean 42949 leads a Black Five at Crewe on 14th July 1963. She now has AWS and electrification flashes. Surprisingly her tender of the C-R-S type is unlined, although the engine's cab side has lining, but not the running plate. For once the coal looks decent!

Photograph: The late Danny Preston

Opposite Page Lower: The end for 42949. She stands at Horwich works on 13th October 1963 with various components numbered for correct replacement, but whatever problem was found, presumably in the boiler, it was deemed that repairs would not happen and the engine was withdrawn. The C-F-T type tender, not recorded on the Engine History Card, is clearly seen. The lettering on it appears to read 4237, which would be correct for that tender type.

Photograph: Leslie Hanson

MEMBERS NOTICE

ADVANCE INFORMATION FOR YOUR DIARIES 2015 AGM DATE

This years SMF AGM will be held on
Saturday 17th October 2015
At our usual venue – The Library Room
on the first floor of the Kidderminster Railway Museum
Commencing at 2pm

42968

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

It is that time of year and once again I am standing, cap in hand, asking and looking for your support in this valuable fund raising activity.

Following three successive years of sustained high returns and financial growth, last year showed a marked reduction in returns with the subsequent drop in income. The reduction in returns and income went almost hand in hand, with around fifteen fewer returns and a fall in income of around £300, meaning that we did not manage to keep above the £5,000 mark that we achieved in 2013. The overall return, together with the income achieved, was still very encouraging, but it does show that every ticket returned is so very important to the success of our raffle.

After a number of years in which the first and second prizes offered footplate experiences, I have this year reverted to cash prizes which have been requested by a number of members who, should they be drawn as winners, would be unable to take advantage of the footplate prizes.

As mentioned above, after falling back slightly last year on the gross receipts, I remain ever hopeful that, with the cash prizes offered this year, there will be an upsurge of support that will take us back to achieving the £5,000 that we fleetingly achieved in 2013. Please remember that every ticket you can sell or purchase will help us to achieve that target. If you do not support 42968 in any other way or have not purchased any of our raffle tickets for a year or two, perhaps this year you will consider purchasing as many tickets as you can afford and help us to achieve a maximum return in 2015.

If you think that your contribution to the SMF annual raffle will make no difference please think again, and if you purchase, say, only five tickets, that £10 contribution may just be the £10 that takes us to the magical figure of £5,000. If any members can sell or require more than the one book of tickets enclosed with this magazine, please give me a call and I will get the extra book(s) to you. One member regularly sells five books of tickets each year and raises £100, what a fantastic achievement!

Although not the most looked forward to SMF event of the year, and I know that you get inundated with numerous other raffle requests throughout the year, I would, as always, be very grateful if you could give or continue your support to 42968, by selling or purchasing as many of the enclosed tickets as you can afford.

My sincere thanks to all who supported last year's raffle, and I also extend those thanks in anticipation to those of you supporting this year's raffle.

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, OR to return your Raffle Ticket stubs and cheque 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.

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

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
or e-mail: 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

or Tel No: 01562 825316

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

Tel No 01452 610922

RCTS PHOTOGRAPHIC ARCHIVE

www.rcts.org.uk

We have many photographs of 42968 but the following illustrated story is perhaps the most unusual to date, unless you know differently?

42968 ‘The Bus’ was spotted by Bath area SMF member Jon Preston, who has kindly provided the following details supported by information supplied by Neil Jennings. Alexander Dennis ‘Dart’ model B37F, Registration No. WX 06 ONC, was supplied new in July 2006 to First Group in Bristol and given the Fleet No. 42968. Seven of this batch, including 42968, were transferred to Bath Depot in 2010. In 2013 her six sisters were transferred away to Marlborough Street Depot in Bristol to work the X2 / X3 services to Portishead, leaving 42968 as the only 2006-build ‘Dart’ left in Bath. Operating under the First Somerset and Avon branding, 42968 is seen in service in the Bath area during 2010 and 2014. My thanks to Jon and Neil Jennings for the above information and photographs.

Right: First Group Somerset and Avon allocated Alexander Dennis ‘Dart’ WX06ONC Fleet No. 42968 seen in Bath on Service No. 14 to Odd Down via Bus Station on 9/12/10

*Photograph:
Neil Jennings*



Left: First Group Somerset and Avon allocated Alexander Dennis ‘Dart’ WX06ONC Fleet No. 42968 seen in Dorchester Street Bath on Service No. 5 to Whiteways on 13/6/14.

*Photograph:
Jon Preston*



Above: During the 2011 SMF Driving Event L-R Dave Busk and John Tidmarsh get to grips with coupling up 42968 to her coaching stock at Hampton Loade on 11/10/11.

Photograph: Lynne Tidmarsh

Below: It could be YOUR hand on the regulator or shovel. 42968 runs downgrade through Eardington Halt with a SMF Bridgnorth to Hampton Loade Driver Experience Train on 13/10/11.

Photograph: John Oates



SPIRIT OF 2040

ical Engineer

Manager

ager (Boiler)

Workshop Manager (Paint Shop)

Shift Foreman
(10 / 6 Night)

Shift Foreman
(6 / 2 Early)

Shift Foreman
(2 / 10 Late)

Shift Foreman
(10 / 6 Night)

Chargehand

Chargehand

Chargehand

Chargehand

Riveter

Painter

Painter

Painter

Riveter

Painter

Painter

Painter

Coppersmith

Painter

Painter

Painter

Tuber

Painter

Painter

Painter

Tuber

Painter

Painter

Painter

Tuber

Filler & Stopper

Filler & Stopper

Filler & Stopper

Arch Man

Filler & Stopper

Filler & Stopper

Filler & Stopper

Fitter

Flatter

Flatter

Flatter

Turner

Flatter

Flatter

Flatter

Welder

Flatter

Flatter

Flatter

Boiler Maker

Flatter

Flatter

Flatter

Boiler Maker

Liningman

Liningman

Liningman

Boiler Maker

Liningman

Liningman

Liningman

Brass Smith

Liningman

Liningman

Liningman

Inspector

Varnisher

Varnisher

Varnisher

Apprentice

Apprentice

Apprentice

Apprentice

**ON BOARD
ET?**



Above: 42968 is coaled up at Bridgnorth shed during a Peter Rosier Photographic Charter event 28/4/03.

Photograph: Peter Rosier

Below: The Signalman's view of a Kidderminster bound departure, as seen from Bewdley South box as 42968 passes with a Peter Rosier Photographic Charter on 28/4/03.

Photograph: Peter Rosier





SALES STAND DUTIES

***Above:** Your overworked Sales Stand Manager (Richard Greaves), enjoys a well earned cuppa during the 2014 SVR Autumn Steam Gala event.*

***Photograph:** Tony Cousins*

***Below:** The SMF Sales Stand enjoys a rare quiet moment during the SVR 2012 Autumn Steam Gala, enabling L-R Richard Greaves (bald head far side centre), to tidy up stock, Dave Busk (behind L-R centre of stand), to deal with a customer, and on the right hand side Ian Marshall oversees proceedings whilst enjoying a butty 21/9/12.*

***Photograph:** John Tidmarsh*



SMF SPIRIT OF 2040

Sponsorship Subscription Scheme

RICHARD GREAVES

Well, I guess you are all wanting to know how the opening salvo went with the launch of the SMF 'Spirit of 2040' Sponsorship subscription. Rather well actually, but plenty of room for improvement.

SMF News No 77, the March 2015 launch magazine, was posted by second class mail on a Friday afternoon and some items obviously arrived the next day, Saturday, which coincided with an SMF CoM meeting at Kidderminster. Just after mid-day I received a mobile telephone call from our Treasurer, Dick Lewis (who had offered his apologies for non-attendance), excitedly telling me that a member, who had been unable to contact me at home, had phoned him asking to reserve the CME Sponsorship until a cheque could be sent. What a start!

During the following weeks we received further applications for Shift Foreman, Shift Charge-hand and Shift Worker Sponsorships amounting to gross inward investment into this subscription of over forty thousand pounds. A number of these Sponsorships have been paid for in return for donated goods, consisting in the main of model railway equipment, which will be sold on the Fund's Sales Stand during future trading days.

I am of course delighted with this response in the opening few months, but if we are to succeed in our attempt to secure the anticipated contribution funding for the 2040 Heavy Overhaul, then we must continue to build on this excellent start.

Although the CME position has now been sponsored there is still the opportunity for you to sponsor the Works Manager or one of the three Workshop Managers or the remaining Shift Foremen and Shift Charge-hand positions, and of course you can sponsor between one and four Shift Worker positions, all of which offer super benefits in return for your chosen sponsorship. If you have a special occasion coming up in the next year or two, perhaps a retirement or special anniversary or maybe a works celebration, or even if you just want to indulge yourself, why not consider one of our remaining sponsorship positions and make your special day unique by celebrating it with us, and at the same time help to secure the long term *working* future of 42968.

And, please do not forget that if you make your purchase by outright payment by 5th October 2015 you will still qualify for a 5% discount, in addition to the 10% discount already offered, giving you a massive 15% reduction on any of the advertised sponsorships available. For example, a Shift Worker Sponsorship at £999 paid for by outright purchase before the 5th October is reduced to £849, that's a saving of £150. A Workshop Manager at £10,000 is reduced to £8,500, a massive saving of £1,500. Now these are offers that have to be worth going for, surely?

Remember that this extra 5% discount is available only until 5th October 2015, and so if you are considering a sponsorship by outright purchase you will have to act fast. Please also remember that you can purchase your chosen sponsorship by standing order payments over thirty months, or by full or part payment of suitable Sales Stand goods as previously mentioned and listed in my donated goods article on Page 18.

If using this last mentioned option, we will credit you with the full resale value that we anticipate can be achieved, either through selling your goods on our Sales Stand or through a reputable auction house, in full or part-payment for your chosen sponsorship 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 £13,500 (£15,000 less £1,500 - 10% discount for outright payment = £13,500), is taken from the proceeds and the balance of £3,800 is returned to you. If the plate achieves less than the £13,500 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. If the latter two top up methods were used, then the 10% overall discount would be subject to confirmation. **And please remember that if this example is used, then the additional 'Early Bird' 5% discount will also be valid, provided that the auction item is received by ourselves no later than 5th October 2015.**

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 a model railway collection which we value at £999. 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.

In the last magazine I invited comments from you all as to your thoughts on this exciting new sponsorship subscription and I left the door wide open by saying that your comments could be good, bad or indifferent. Now being the 'Honest Joe' sort of guy that I am, I fully expected some, well, being polite, comments that would seriously question my sanity. I have to say that even I was unprepared for the response, and you can read **all** of those letters that I have received to date in 'Letters to the Editor' on Page 56. I assure you ('Honest, Guv'), that I have not cherry picked, and every letter received to date is there for all to read.

I am not going to repeat again here all of the launch material that was given in SMF News 77, even though every word remains as valid today as five months ago. Anyone wishing to do so can read again SMF News No 77, as in fact can anyone still doubting the wisdom of it. Instead I will draw your attention to an article on Page 69 in the June 2015 issue of *The Railway Magazine*, under the heading *MORGAN* and written by

David Morgan MBE, ex-Chairman of the Heritage Railway Association. I cannot reprint his comments in full because of copyright issues, but I do urge you to obtain a copy of the magazine and read what he has to say. It makes very interesting reading and puts our own cause into the same perspective that I have been trying, for some time now, to convey to your good selves, and to justify what I have strived to achieve for many years now, as your Fund Raising Manager for 42968, the SMF, and on behalf of you, the member.

It has been my long held view that it is the existing SMF membership that holds the key, or more succinctly, the purse strings, to the long term *working* future of 42968, for we are the generation that remembers everyday working steam. Who of us can ever forget sitting on a Post Office mailbag barrow or standing at the end of platforms, all over the country, straining our eyes and experiencing the build up of excitement as the next steam-hauled train came into view and the cheers or groans that went up if it was a cop, or a stink, not to mention the chorus of boos that greeted the arrival of a diesel-hauled train.

Oh, to stand today on one of Wigan North Western's platforms on a summer Saturday watching a procession of Black Fives, Semis (! –*JN*), Scots, Jub's, etc., passing by, there would be no groans today if it were headed by a 'stink'. Now transport yourselves back to the twenty first century and sit yourself down on a bench at Bewdley station during a Spring or Autumn Gala day. Ok, its not Wigan NW on a summer Saturday, but spend a couple of hours there and I guarantee that you will not go home disappointed, and by the way, don't forget to visit the SMF Sales Stand at Kidderminster and perhaps purchase that pre-owned, hardly used, Bachmann Pannier Tank that you donated to me twelve months ago.

To have achieved what we have in preservation today is truly, truly remarkable and has to some extent enabled us to re-live our younger days. But if not 'us' then who is going to continue that dream, that illusion, if you like, that understanding of 'how it was', if not 'us'? It is 'us' who still crave for the long lost days of steam, it is 'us' who has the means to continue that dream, that passion onwards for the next generation, for it is our generation, 'us', who had that privilege.

And, in some, if not all cases, it is 'us' who are what may be the last generation to have the privileges of early retirement, golden handshakes and decent final-salary pensions. It is privileges such as these that will enable 'us' to ensure that locomotives such as 42968 will be adequately financed, allowing them to continue in steam for many years to come and provide the thrill, excitement and pleasure to tens of thousands of people who never experienced it in everyday life. Hopefully, it will also promote sufficient interest in a section of that future generation to want to volunteer or even work full time in the Heritage Railway industry, and remember, it is 'us' that can make all of this happen.

You, yes YOU, are already an invaluable member of the 'us' club by being a member of what many people believe, and say, is the best run locomotive owning group in the country – the Stanier Mogul Fund. Now it is time to take the next big step in our history and deliver the long term sustainability of keeping OUR locomotive, No 42968, in *working* condition for the next generation and beyond.

We have already secured the short and medium term future, and with your continued support and enthusiasm to the SMF 'Spirit of 2040' Sponsorship subscription we can secure the long term future that will include your children, grandchildren, nephews and nieces, etc. Since 1970 we have travelled a long, sometimes bumpy but very, very successful road together, and it is all because of 'us'. We, the 'us', have made it happen

and it is we, the ‘us’, who, I know, can make the long term *working* future of 42968 secure.

Now, not tomorrow but now, is the time to downsize, ever so slightly, that model railway or railwayana collection and give yourself some more room to re-stock, if necessary, or hand the spare room back to you know who! Treat yourself and guest(s) now, to what, I assure you, will be a wonderful range of SMF ‘Spirit of 2040’ Subscription benefits, in return for just a small part of your valued collection. For instance, just one station nameplate, possibly a few smokebox number-plates, maybe one or two 0 gauge locomotives, perhaps five or six Wrenn locomotives or a selection of Bachmann and Hornby locomotives, coaches and wagons.

Others have already done it, so why not you? Secure your chosen sponsorship today in the SMF ‘Spirit of 2040’ subscription, and in a little while you could be standing on the footplate of 42968, or even have *your* hand on the regulator, experiencing first hand just what your sponsorship has achieved, both for yourself and future generations. Take that first step of confidence today, either by completing the appropriate application form contained in the leaflet stitched into the centre-fold of this magazine, or by lifting the telephone and ringing me, Richard Greaves, using the contact details on Page 3. I will be more than happy to discuss and answer any queries, concerns or issues that you may have and, despite what others may tell you, I do not bite and I am very approachable.

Help to secure the long term working future of 42968 **today**, by supporting the SMF ‘Spirit of 2040’ Sponsorship subscription **today** and perhaps the sight and sound of 42968 at the head of a SVR train storming up Eardington Bank will incite the passion of some next generation recruits, to become the ‘us’ of tomorrow. For make no mistake, without the support of ‘us’ today, there will be no ‘us’ tomorrow.

Together, let ‘us’ continue the success of this subscription, that has now been started by our initial pioneering members, who have already signed up to the SMF ‘Spirit of 2040’ Sponsorship subscription. Be part of 42968’s long term **working** future and enable others to enjoy and marvel at what we have already enjoyed and marvelled at before them. For less than £851 or just £33 per month for thirty months, you too can say –

“I WAS PART OF THAT”

**I BELIEVED IN – I INVESTED IN – I HELPED SECURE THE LONG TERM
WORKING FUTURE
OF THE LAST REMAINING STANIER 2-6-0 - No 42968**

BY SUBSCRIBING TO THE SMF ‘SPIRIT OF 2040’ SCHEME **TODAY**

42968

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



‘COPPED AT’

Above: 42965 is engaged in some vigorous shunting movements at Wolverhampton (Wednesbury Road) MR Goods Depot Circa 1963.

Photograph: Colin Gifford

Below: Running L/Es tender first 42946 (leading) and 42957 make their way past the coaling stage site of the now closed Stafford Road shed as they head for Oxley shed 7/8/65.

Photograph: S Dewey





‘COPPED AT’

Above: 42953 rests at the northern end of the coaling stage at Oxley shed on 19/7/64.

Photograph: S Dewey

Below: Awaiting her next turn of duty, 42966 is seen on Bushbury shed 03/63.

Photograph: S Dewey



As most of the current fund raising channels are already covered in separate reports elsewhere in this magazine, I will keep this report brief.

SALES STAND:

Our Sales Stand was open for business at the three day, SVR Spring Steam Gala and on the Sunday of the SVR Members and Shareholders weekend on 12th April, (on the Saturday of this event, a volunteer 'Jobs Fair' is held at Kidderminster). Good business was done at both events but, obviously, the Gala event is more suited to our range of sales stock. The success of the Sales Stand is due entirely to you, the membership, who continue to supply us with a good range of saleable stock. Needless to say, we need and rely on you to continue your donations to ensure the future success of this income channel. However, please also bear in mind the opportunity to exchange suitable quality goods into SMF 'Spirit of 2040' subscriptions. For further details of this, please refer to my SMF 'Spirit of 2040' report on Page 34 of this magazine.

SMF 'A LIFETIME'S COMMITMENT':

This subscription has now reached a healthy level of support which I would expect to continue for some years to come. It produces a regular monthly income for the Fund, and to date has raised over £61,000. Because we know what the monthly income is, it allows us to plan for future projects and also assists with the day to day running expenses of the Fund, thereby allowing other subscriptions to be used for specific funding purposes. This subscription will remain open for the foreseeable future and allows members to contribute from as little as £2 per month. It is also the entry point for any new members joining the SMF.

SMF '42968 THE FIRST OF THE FINEST':

Our Maintenance subscription scheme allows members to make a one-off donation, a one-off payment of £10 or more, and / or to make a regular monthly payment of £5 or more towards maintenance subscription units of £10 each. This subscription receives regular income throughout the year, mainly in the form of one-off payments, either as a straight donation or for a set number of £10 subscription units. Although a useful income channel, the annual proceeds are wholly unpredictable and thereby fluctuate considerably.

SMF AUTUMN RAFFLE and SMF 'SPIRIT OF 2040': Full reports concerning these two income channels can be found on Pages 26 and 34 of this magazine.

From the above, you will, I am sure, appreciate that securing income through funding channels is a never ending quest, and one that must continue if we wish to see 42968 remain in regular use as a *working* steam locomotive. Only by having sufficient contribution funding in place at the time each Heavy Overhaul becomes due will we be in a position to secure acceptable turnaround times. The alternative is to sit back, do nothing, and hope for the best, and we all know the long term outcome of that policy. It is there for all to see at heritage railways and visitor centres / museums up and down the country, in rusting-hulk form at the end of sidings or stuffed and mounted in display areas.

If anyone knows of a better way of securing the *working* future of our beloved locomotive, other than through the methodology that we currently have in place and are introducing through the updated website, then please let me know; I won't be offended. In the meantime I will continue with the tried and tested methods currently in use, and look forward to your continued support and interest in 42968 and the SMF, in whatever way you can.



SANTA SPECIAL DUTIES

Above: Passing milepost 139½ north of Northwood Halt, 42968 heads a Santa Special train from Kidderminster to Arley 14/12/08.

Photograph: Steve 45xxx

Below: Accelerating hard past Dowles, where the long closed line from Woofferton Junc. trailed in, 42968 makes a fine sight as she works a Kidderminster to Arley Santa Special train on 21/12/08.

Photograph: Steve 45xxx



I soon found that it was a very different ball game at HQ because my responsibilities covered the provision of sleeping cars to all sleeping car services originating on the former LMS system, whether internal or, now, inter regional, and at the end of each day I had to provide a “balance” which showed the disposition of every car in the fleet. It took a while to learn the mechanics of this task, made more difficult in that Don had moved on before I was appointed, so I was given a brief outline of what was involved by the member of section who was the ‘caretaker’ distributor until my appointment, and I had to master the technicalities for myself.

This became very apparent when my boss, Gerald Whittaker, the Rolling Stock Assistant (an old Midland man somewhat parochial in outlook), said I’d better get started on the Christmas Balance as it was now November, and I was handed a great bundle of charts, etc., from the previous Christmas, and told to get on with it! Talk about ‘in at the deep end’, but I managed it, eventually.

Basically, what happened was that there was a reduction in car requirements to Scotland over Christmas, and a similar reduction to England over Hogmanay, so the cars became unbalanced. What had always been done was to send a train of 20 empty sleeping cars (Emcars), from Willesden to Glasgow which involved the provision of an 8F locomotive and train crew being paid enhanced rates to do this. It seemed to me an incredibly expensive and inefficient way of working, and I was sure that we could have got round this by using spare capacity on scheduled services, and a bit of internal shuffling within Scotland. However, my opposite number in Glasgow, Harry Robertson, was a commercial man, and had no idea of how to utilise internal trip working, so as time was short, the ‘Emcar’ ran but I resolved to sort it out by the following Christmas.

I then had a stroke of luck as an internal re-organisation within the Scottish Region gave the control of rolling stock to the Glasgow Divisional Manager, and my contact became Willie Haston, who had come from Glasgow North Control Office, and had a consummate knowledge of internal trip and parcel working. He and I became very good friends, and we worked together to eliminate all ‘Emcar’ workings (apparently there was another one at Easter), with him using internal services to balance and provide additional cars to mainly Perth and Inverness from Glasgow, which I supplied using scheduled services from Euston.

These cars were always fully equipped and offered to Euston Sleeper Reservation Office who usually made very good use of them. I think I was fairly successful in that when I joined the section there were approximately 1,000 additional revenue earning cars and two ‘Emcars’ annually, and when I left the ‘Emcars’ had been eliminated and the additional revenue earning trips had risen to 3,000.

One other interesting feature of working in HQ Rolling Stock was that you had another designated post to cover in the event of sickness, emergency or annual leave, and mine was Travelling Post Offices (TPOs). I covered this post for quite some considerable time due to there being a vacancy that management had difficulty in filling. In those days they were still using the lineside apparatus for picking up and setting down mail, and the apparatus on the trains had always to be on the left in the direction of travel, consequently the entire train had to be turned on reaching its destination. This was achieved at Willesden by taking the train from the Carriage Sidings to Willesden High Level Junction, across the North London Line to North Pole Junction and reversing back into the Carriage Sidings.



Above: 72009 'Clan Stewart' is seen near Stonehaven in charge of an Up southbound TPO train from Aberdeen on 25/7/56. Note, the correct formation of TPO vehicles with mail bag apparatus on the left side facing direction of travel.

Photograph: R Butterfield | Courtesy Initial Photographics

Changes to the vehicles in the train were controlled by Post Office HQ, except in the case of a mechanical failure, and it was Post Office policy to shunt their administrative staff around from post to post to give them maximum experience. This gave the Post Office a fully flexible workforce, but it was a matter of luck whether you got a contact who knew anything about TPO working or not. I was lucky at first as my contact was an ex-TPO sorter, but he was replaced by a Mr. Howard who had come direct from the Accounts department and hadn't got a clue! He had a habit of ringing up at about 3pm wanting to make a vehicle substitution, and on being asked what was the problem said there wasn't one, they just thought the replacement vehicle needed a run out! It was explained, gently at first, that the train had been turned, and replacements had to be made before this took place so we needed 24 hours notice. I don't think we ever cured him of this annoying habit.

42968

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

The engine on the return trip was always the same one we brought from the north, but as we had not worked up the previous night we would now be allocated a Camden locomotive. When we climbed aboard my heart sank - it was a Stanier Class 5 2-6-0, a type of engine I strongly detested for a host of reasons. The main fault with them was that the fireman could not sit down and rest his arm on the hand rest, as this was almost level with his knees, and the lack of height of the cab roof prevented him from putting his head out unless his shoulders were also out of the cab, truly a dangerous practice, apart from the discomfort.

It was when the shed-men had alighted from the footplate that I noticed the oil box, which acted as a seat, had no lid on it. I swung from the cab and hunted round for a piece of wood of any description, as I had no intention of standing up on the long haul home. Fortunately I soon found a piece that would suffice, and we were on our way. When I picked up the shovel I noticed the state of the tender: the coal was 'well back', and I knew it would not be long before I would be in the tender scraping the coal forward with the coal pick.

At 8.50pm. prompt we began the stiff drag out of Camden Yard, and as I busied myself putting on a generous amount of coal round the firebox we entered the tunnel, situated immediately at the outlet of the yard. I slammed the fire-hole door shut, as I wanted to create a rather large fire, and in order to do this without choking it by putting too much on too quickly, I would endeavour to place a little on at rapid intervals. This would give the coal the chance to ignite and, indeed, conformed to the rule of firing 'little and often'. The whole idea of this scientific method was to expose more area of coal to naked heat. Indeed, if a big fire was put on all at once the coal underneath would be covered with more coal and therefore would have to remain 'cold' whilst the coal above and below was being ignited. By firing frequently the coal had a chance of burning through and then igniting the next round of coal, thus making up a large well-burnt fire. Once the grate, the brick arch and the whole firebox was well and truly hot, it made the job of keeping steam up to the pressure mark that much easier.

I knew it would be no picnic humping fifty laden wagons all the way home and, indeed, the road from Camden climbed steadily all the way to Tring, some thirty miles to the north. By Willesden we had gathered some speed, but the locomotive was working at full capacity and would not increase her rate of progress now until we topped Tring Cutting. I had to nurse her like a baby, giving her more coal but being very careful not to over-fire her. I also had to keep the boiler well up the glass because once the water level dropped, the pressure would be jeopardised and then it would take a tremendous amount of skill and ingenuity to bring the boiler back to normal. The piece of wood I had procured for a makeshift seat had hardly been used, but Froghall (Warrington), was a long way off and I would be glad of it long before we arrived home.

As we passed Tring the engine began to accelerate briskly, and Billy notched the wheel back. When this was done we were pestered by the knock of the big ends, due to the small driving wheels and the fact that when the wheel was notched up, expansion and compression was taking place at the same time in the same cylinder, although on opposite sides of the piston. The fire was now burning well with a yellowish white



Above: With a long coal train of forty plus wagons behind the tender 2957 makes steady progress at Ashton south of Roade on the WCML as she heads north with a Class F goods on the Down Slow line, probably routed for the Northampton line 28/8/48.

Photograph: L Hanson

Below: 42948 appears to be well in charge of her load of forty plus wagons as she passes Lambs Sidings signalbox at Bletchley, on the Up Fast line heading a southbound Class C goods train on 4/4/59.

Photograph: F A Blencowe / Courtesy R K Blencowe Negative Archive



glow, and after spreading another charge of coal round the box I indulged in a well-earned sit down. The tender of this class was less than the width of the footplate by some 2ft., thus rendering no protection at all to the driver on one side and the fireman, if he was sitting down, on the other. Due to the lack of height of the tender, a yawning gap was open to the elements right beneath the cab roof.

Approaching Leighton Buzzard on the slow line, I waited until we had passed the station, and then I rammed the blower on hard, for we were about to enter a nasty little tunnel. From the top of the chimney to the roof of the tunnel was a mere couple of inches, and the sides of the cab were just as close to the walls of the tunnel. With the blower on as hard as it would go, and the fire-hole door shut tightly, I leaned forward as far as I possibly could with my handkerchief round my mouth, my driver doing likewise. Even this did not prevent a terrific back-flash from the fire-hole as we hit the entrance of that 'hole in the wall'. We were quickly through but happy to be out in the fresh air again, because although it was short it was a nasty piece of work.

We stormed through Bletchley and were soon on the way to Roade, a junction where we could be turned either through Northampton, on the road which veered away to the right, or carry on along the straight road to Blisworth and Kilsby tunnels before running down into Rugby. We were kept to the main line, and arrived at Rugby on time. Here we were scheduled to be examined by the Carriage & Wagon staff, and for this we were allowed 26 minutes.

Coming to a stand, with our tank filling hole opposite the water-column, I shouted 'Whoa' to my mate, then clambered up the tender to fill the tank. This took precious time, as by now we were hungry and ready for something to eat, so as soon as the tank was full I skipped back on to the footplate and hastily consumed a sandwich. The respite did not last long, however, and in no time at all we were pulling out of Rugby on the final lap of the 100 miles to Warrington. Somehow, once on the right side of Rugby, it seemed for the first time that we were really on the way home. This was another peculiar aspect of these jobs; that the road back never seemed as far as the road going up.

Brinklow was passed in fine style, and Nuneaton flashed by dead on schedule. Negotiating the twisting line at Atherstone, then flying past Polesworth, we headed for Tamworth with the distant signals all in our favour. I then stoked the engine in readiness for the trough because soon I was to pick up water; a tricky affair to say the least. After passing through Tamworth, the next box was Coton Crossing, followed by Hademore Crossing, with the troughs being situated between the two. Now, as the names imply, the 'crossings' were literally places for road traffic to cross the railway line. My 'landmark' for the commencement of these troughs was a certain number of telegraph poles from the distant signal, and in order to count these correctly I had to bend down, so I could see the skyline, then count seven poles and lower the scoop. Alas, there was no indication when we were over them, and if the scoop was left in a second or two longer than it should be it would be knocked off by the wooden sleepers raised to rail level at the point of road access. Somehow, we took it all in our stride, and rarely did we have any trouble from lost scoops.

Thus with a full tank we passed through Lichfield and away past Armitage, on towards Colwich, through Shugborough Tunnel, Queensville and then on to the left-hand curve



Above: Heading south on the Up Slow line at South Kenton 42951 has charge of a Class H goods train of over forty mixed wagons on 3/10/59.

Photograph: A Swain / Courtesy The Transport Treasury

before swinging right-handed through Stafford. From here the road climbed steeply for about ten miles then, at the summit of this incline, Madeley Troughs. After topping the tank to capacity I sat down to enjoy a smoke, with an easy descent for the next ten miles to Crewe. Here we were turned through the sidings, as few goods trains were allowed through the station. Even so, it was classed as a main line, therefore it did not take long to negotiate the few boxes. Soon we were being let out on to the main line proper, at Coalyard, and then it was plain sailing for the last twenty miles to Warrington where we left the main line, to steam gently down the slow line to Froghall. The time was 2.12am and I was not sorry to arrive. I hooked the engine off from the train and we proceeded light engine to Dallam Shed, to stable the locomotive and complete my maiden trip to London.

I can't remember where this story came from, so apologies to the author should he read it here. A 50 wagon load would equate to something over 600 tons, so despite his initial lack of enthusiasm, the engine seems to have performed its task well enough – JN.

In this article I will continue my reminiscences about Prescott, as more memories have come to mind following completion of the last article.

The first thing I want to talk about is keys. Now if your signalbox was open continuously this was not something you needed to worry about as the box would only close once a year, at Christmas, and relief men would not normally be involved in that. Three of my relief boxes came into that category: Olive Mount, Huyton and Hough Green. Prescott, as previously mentioned, had a single shift 07.30-15.30, Monday to Friday, while Edge Lane and Sefton Jct. were manned 06.00-22.00 Monday to Friday and 0600-13.00 on Saturday.

In these latter two boxes there was a single key which the late man would hide in a pre-arranged place for the early man. As a relief man I was issued a key by the staff office in Liverpool, with the proud boast, "This is a standard key which will fit all the boxes you cover." In fact it was nothing of the sort; I think the only box it opened was Olive Mount, where it was not required. The boxes which closed overnight had all been broken into at various times and fitted with new locks, all with different keys. I once asked one of our inspectors why they did not buy some spare keys from Petty Cash. "There is no petty cash these days," was the reply. "I would have to pay for the keys myself and claim the money back, and BR might not pay out!" This was the desperate state of BR in the 1980s.

Returning to Prescott, the single key was kept in the booking office, as mentioned in the previous article. This arrangement worked perfectly for the normal shift but could cause problems if you needed access to the box when the booking office was closed. One day when I was working the early turn at Edge Lane, the roster clerk rang up and asked me to come back at 23.00 to open Prescott in connection with some emergency engineering work at Huyton (officially you were supposed to get 12 hours rest between turns, but there was an override clause which permitted you to return to duty after 9 hours in an emergency. Strangely, whenever you were asked to do this, it was always an emergency). After I had agreed to do the turn, I rang the booking clerk at Prescott to find out what the arrangements were if the booking office was closed when I needed to open the box. It was duly agreed that the key would be left under a metal grating on the platform.

Inevitably when I arrived at the station the key could not be found, despite a thorough search of the platform. This left me with two options: 1) gain access to the box by breaking a window; 2) go to Huyton box, where I knew the movements inspector was based, and ask for further instructions. I chose the second option as I did not fancy working in a cold box with a broken window. I should explain that numerous break-in and vandalism attacks at the box had not only broken a lot of windows but also destroyed a lot of the wooden glazing bars. The works dept. had not replaced these, creating a number of windows much larger than their original size. One such window was next to the door and if broken could easily be climbed through. This would, however, make the box very draughty unless you could find a way to block it up, and the only heating was a coke stove which was notoriously difficult to light.

On arrival at Huyton I was advised by the inspector that Prescott might not be required so I should make myself a brew and wait developments. The emergency work being carried out by the Per-Way was the replacement of a broken rail near the junction with the St Helens line. The only train booked to pass Huyton during the night was a parcels

train which came off the St Helens line at about 03.30. The track gang were confident that the repair could be completed and the line given back before the train arrived. If they were wrong and the job over ran, Single Line Working (SLW), would have to be put into operation to get the train through and Prescott box would have to be opened to reduce the SLW to the shortest distance.

In the event the Per-Way were right, the job was completed about 02.30 and I was sent home having spent a pleasant couple of hours reading a book in a corner of the box with a nice warm stove and access to the kettle for a brew. Of course, I was still paid a full shift plus travelling time!

Talking about engineering work brings to mind another unusual situation I experienced at Prescott. This involved the box being opened for a Saturday night and a Sunday day shift in connection with track relaying between Prescott and Huyton. The possession was in fact taken between Huyton and St Helens but Prescott was required so that its crossover could be used to place trains on the correct tracks for the work and reduce wrong direction working to the shortest distance.

I was rostered the Sunday day turn, booking on at 08.00 to relieve the night man and work until the job was finished. This was shown in the notices as 16.00 "But," said the roster clerk cheerfully, "the guy who did this turn last week was away by 2pm." Needless to say I was not so lucky. When I booked on the night man advised me that, while the relaying job was going okay, a tamping machine had cut through the signalling and phone cables. This meant the block instruments were out of order as well as the direct phone to Huyton box and the internal dial phone. The only working

Below: Prescott Signalbox looking towards St Helens. The box appears to have suffered from vandalism and is in a very sorry state. It had switched out for the day and a S&T Linesman can be seen greasing the pulley wheels, below the front facing windows 02/84.

Photograph: Adrian Bodlander



phone was the direct line to St Helens box, so all messages had to be passed via the St Helens signalman.

As the day proceeded, the relaying job seemed to be going ok and a couple of empty ballast trains were sent towards St Helens, and I was advised of other trains leaving the possession at Huyton. The work was finally completed about 15.30 and the possession given up, but I was unable to close the box as the block failure had still not been restored. Prescott was provided with a block switch to enable it to switch out of circuit when not required. However, this could only be achieved if the boxes either side (Huyton and St Helens) were able to communicate, either by block instrument or phone. Obviously, this was not possible so the box would have to be continuously manned until the fault was repaired.

By 18.00hrs there was no sign of anything being fixed, so I asked the St Helens signalman to contact the duty supervisor at Liverpool and ask him to arrange for me to be relieved. This was quickly arranged with the proviso that I return at 06.00 rather than my rostered time of 07.30. The guy who relieved me was not from the Liverpool area at all but was a St Helens relief who did not know Prescott. He had agreed to act as 'caretaker' during the night provided there were no train movements. While there were no booked trains on a Sunday night, you could never guarantee that there would be no unscheduled movements, so it all seemed highly irregular to me. Nonetheless, it seemed to be the only way I was going to get out of the box, so I booked off in double quick time and made a bee line for my car before he could change his mind.

Returning at 06.00hrs I found the situation unchanged with no trains having passed and the signalling cables still not repaired, though there was a vague promise from the S&T that they would have the problem sorted by the end of the day. The train service started about 06.30hrs, which involved my first experience of operating trains under the 'Time Interval System'. This meant returning to the method of working used in the early days of railways, before the invention of the electric telegraph. Quite simply, you were allowed to send a train towards Huyton provided at least ten minutes had elapsed since the departure of the previous train. As no line clear release could be obtained from the box in advance, the driver had to be authorised to pass the section signal at Danger and proceed through the section at Caution. The latter was necessary as it was not known if the previous train had passed clear of the section. It could have broken down or been held at the junction by Huyton due to problems on the Liverpool-Manchester line.

As far as trains from Huyton were concerned, the first you knew of them was when they hit your first track circuit in rear of the Home signal, you then pulled off and belled the train to St Helens in the normal way. Fortunately the Up Home signal was fitted with a device known as a track enunciator which sounded a loud buzzer when a train hit the track circuit with the Home signal at Danger, so there was no possibility of bringing the train to a stand.

It felt really weird to operate trains in this way, but in fact everything went smoothly and trains passed to and fro quite happily with no problems. Looking back, it seems incredible that this primitive system was still in use in the 1980s and it was not finally withdrawn until the 1990s. The new regulation which replaced it only allowed one train to pass through a section with no communication, after which the job was stopped until the signalmen at either end of the section were able establish reliable communications. This could be with two way radios or, more recently, mobile phones. By 15.00hrs and with the normal end of the shift approaching, there was still no sign of the fault being fixed, so I again had to request relief via the St Helens signalman. I



***Above:** Huyton Signalbox looking towards Liverpool 10/87. It would be officially closed on 14/7/2014 as part of the electrification work on the ex-Liverpool & Manchester Railway route, some nine days **after** it had been demolished!*

Photograph: Adrian Bodlander

was quite surprised when the guy who turned up was the same St Helens man who had covered the night shift. Despite his previous comments, he was quite prepared to take over the box provided there were no movements in or out of the sidings. Having been assured that the BICC trip had already been dealt with, he replied, "That's OK then, everything else is just straight up and down." In fact he had only to cover the job for a couple of hours as block working was finally restored about 17.30, after which he was able to close the box.

I later found out that the S&T had needed to replace about half a mile of signalling cable which had been completely destroyed by the tamping machine. It was the responsibility of the S&T to move the cables before any relaying or tamping took place so they were really to blame for causing the problem in the first place. When I returned to Prescot later in the week, I found that it was only the block signalling which had been repaired with the telephones still being out of order. This was because Telecoms (the T in S&T) were now operated as a completely separate department. They obviously did not consider Prescot to be of any importance as it took another three weeks before the phones were fully restored.

I could not help reflecting that in the nineteenth century (and for a good part of the twentieth), communications and signalling had relied upon wires strung above ground on telegraph poles, which would have been unaffected by track repairs or relaying. What price progress!

**A REMARKABLE GIFT ON BEHALF
OF A REMARKABLE LADY – LIZ STANDRING RICHARD GREAVES**

I first met John and Liz Standring on one of our SMF Special trains, the Return to Steam special I believe, which ran on the SVR on the 13th April 1991. Walking through the train talking to and introducing myself to the members on board, I came to John and Liz who engaged me in conversation. Their interest in both the SMF and 2968 was apparent from the outset, as was the attentiveness and questioning from Liz; usually it is the male respondent who wants to know about the background workings and mechanics of steam locomotives.

It transpired that John and Liz had joined the Fund, most likely after reading an SMF brochure handed to them or distributed on the train in which they were travelling at the time, by my dear wife, Vivienne, who undertook this task (with SVR approval), on most days that I worked as a volunteer guard. Following a scenario that most members will recognise themselves, John and Liz made a contribution to the Fund, which at that time gave them life membership. They followed this up by purchasing further subscriptions in each new scheme that was launched and they soon became regular faces on the various SMF special trains that we ran in connection with these subscription schemes.

As I got to know them better, it became apparent that Liz had a greater interest and understanding of mechanical workings than most of the fairer sex that accompanied their other halves, in that she really was interested in 2968 as a working steam locomotive rather than an object to be admired.

Little by little I got to know more of Liz over the next few years. She was very much what I would call a 'man's lady', in that she could mix quite easily and on an equal footing in the company of men. For instance, she was a keen and competent motor cyclist, enjoying both short and long distance rides with John, not though on the back seat of his bike but with both hands firmly on the handle bars of her own bike!

Right: *During the running of an SMF Special charter train on 3/9/94, members had the opportunity to experience a footplate ride between two SVR stations. Liz is seen at Arley in the cab of 8F No 48773 after her footplate ride from Bewdley when the 8F was deputising for the non-availability of 2968. In another time and place Liz could have been assumed to be either the driver or fireman, so natural did she look.*

Photograph:
Richard Greaves



John and Liz owned a narrow boat on which they cruised the waterways of England and Wales. Not content with sitting back and watching the countryside glide past, Liz was at her best either on the tiller or operating the numerous lock gates through which they passed. Out of season, Liz could be found scraping, painting and varnishing amongst the many other routine maintenance tasks that had to be undertaken. Liz came over as a very competent 'can do' type of person and displayed an 'anything a man can do, I can do' attitude.

One of the most endearing memories I have of her is leaning out of the cab of SVR based 8F No. 48773 during her stint on the footplate, enjoying one of our subscription benefit packages in 1994, when the 8F was substituting for the non-availability of 2968. She looked so 'naturally at home' in that pose, and that just typified Liz for me. Having said all that, Liz was an articulate, vivacious and charming lady who had a mischievous smile and a twinkle in her eye, but one who would not suffer fools readily. She treated you as you would wish to be treated yourself, and in that, she commanded respect and dignity.

In 2006, I had reason to telephone John on some SMF business, only to learn the shocking news that, following a short illness, Liz had unexpectedly passed away. The news stunned me and although I had only known Liz through the SMF, it was as though I myself had lost a good friend. John and I kept in touch on a regular basis, and sometime later after he had had time to regain some semblance of control over his life, he contacted me and quite casually said that after due consideration he wanted to make a contribution to the SMF that 'would make a difference', and which would recognise the affection and pleasure that Liz and he had enjoyed from their involvement with 42968 and the SMF. Further discussions took place between John and myself and later, in February 2007, a joint meeting was held with representatives from the SMF Committee of Management.

At the time (2006/7), the SMF was raising contribution funding for the current (2015) Heavy Intermediate overhaul and now, with the passage of time and the current overhaul well underway, I can tell you that, following our meeting with John, a way forward was agreed and in due course we received a substantial cheque from him. This enabled us to immediately open discussions with the SVR Management and in return for agreed contributory funding, we received a commitment from them ensuring turnaround times which, today, sees our engine undergoing her second Heavy Intermediate overhaul since restoration. As a token of our appreciation and gratitude, a plaque is now carried in the cab area of 42968 acknowledging this generous contribution.

I am sure that today Liz is up there in that great engine shed in the sky that most of us aspire to go to one day, and that she has her overalls on with a spanner held firmly in one hand and an oily rag in the other, looking down on the progress of 42968's 2015 overhaul with a knowing wink and a mischievous smile.

Our sincere thanks go to John for a truly remarkable gift on behalf of a truly remarkable lady.



Above: The plaque which is now carried in the footplate area of 42968 in recognition of the generous financial gift, given to the SMF by John Standring, in memory of his wife Elizabeth.

Photograph: Richard Greaves

High summer.
On an afternoon of still heat
I lean over a remembered bridge parapet
And squint down along shining tracks
And follow them until, attenuated by distance,
They merge with the hazy horizon.
Summer fields have whitened for harvest,
Drowsy cattle lie in the clumped shade of old trees:
Above all, there's *no noise* –
Rare indeed in a jarring, wrenching age.

Years fall away and I am unshackled from time
On this hot, silent afternoon,
And in my reverie it's 1959 again:
I'm standing with my Dad, in the same spot, in the same heat.
We are both unsuitably dressed: he in sports jacket and flannel trousers
And, as always, a shirt and tie; I'm in shorts and a school blazer, sweltering.
And we are waiting.

There's a faint rattle as the taut signal wires tremble,
And although we can't see the semaphore,
We know what this means and peer into the blue distance
Waiting for the sudden blurt of white steam
And the hoot of the approaching engine.

Dad strains his ears to catch the distant thump,
Says it's not a three-cylinder beat: I haven't a clue how he knows.
A black dot insinuates itself on the horizon,
White and grey vapours sit low over it, disappearing into the summer air.
The thump sharpens to a bark,
The dot grows to a defined shape
And in a rush of heat, grimed maroon and immense power
The express train is upon us.
The coaches clatter and bang under the smoke-drifted bridge,
I fumble with my notebook and biro.

Lawrence wrote that he wept like a child for the past.
I don't do that, and didn't that afternoon
After more than half a century of what we, without understanding it, call time.
But the effortless recall of so much that I had loved and lost
Was a shock, a sudden gasp, a sharp pain. It lingers on as a sweet ache.



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



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

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

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



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



**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)

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.

Dear Richard,

As you had told me on Thursday last that the next magazine would be published soon, I was delighted to see the familiar brown envelope drop on my doormat last Saturday morning. I have to say that this bumper edition was so compelling, particularly the SMF 'Spirit of 2040' fundraising scheme, that I did not get to make my breakfast until after 2.00pm!

I have been a member of the SMF from the early days and have early newsletters duplicated on a coarse A4 paper to prove it. My continuous membership ever since has been to support our Mighty Mogul with money and, more recently, some practical help. My support has never wavered because all the promises made in the early days have been met and we have had the pleasure of 2968 (LMS fan) running on the Valley and, of course, the amazing performances on the big railway. Your considerable fund-raising efforts, the CoM members' hard work and the general members' massive financial contributions have guaranteed that, once fully restored from its ex-Barry condition, we have had the use of "our" engine for the majority of the ensuing years.

Thanks to prudent financial management of the monies, extracted by your inevitable harangues in every magazine, the down-time for the necessary overhauls has always been minimal compared with so many locos lying unloved and rusting on a back road somewhere. We only have to look in "Steam Railway" to see how many locos are in pieces, and lacking funds to be overhauled, to be proud of the SMF's record, and I know how much the Valley has relied on our reliable mogul over the years.

Having digested the weighty info on the SMF 'Spirit of 2040' I can only say that this has to be the most imaginative way of convincing all friends of the "Mighty Mogul" to once again dig deep on behalf of 'our' engine. I for one, have already sent my instructions for four "shift workers" and look forward in the coming years to a great family day out and other benefits. Every previous scheme has been rewarding to me and I remember with affection the footplate ride and steaming up the Valley in the Observation Coach with a sumptuous buffet as an example. Clearly, many others have supported them to help raise the huge sums needed to keep 2968 on the rails.

I am of an age when, through hard work and some luck, I am in a position to give my support now to benefit a future generation, and many more, I am sure, are of a like mind. As you say, we can act now to keep 2968 steaming for many years. The "Mighty Mogul's" proud record deserves no less.

Well done Richard! I am confident that the support of the CoM and our loyal members will result in another impressive fund-raiser. Best wishes,

Dave Beer, Birmingham.

26th April 2015

Dear Mr Greaves,

Re. Stanier Mogul Fund News Issue No 77 March 2015. Thank you for the latest SMF News, interesting as always.

I used to hear all sorts of stories from my mother about work, and travelling on the train from Roby to Prescott, where she was employed by BICC and where she met my father.

Mum and my grandparents got to know Tom Lyon, one of the Prescott signalmen, although this was after she had left BICC and moved to North Wales.

Clearly mum would have been fascinated by Mr Bodlander's article on Pages 36 - 41 had she been alive today, and I wonder if you could kindly send me a spare copy of the magazine for me to pass on to an ex-employee of BICC please? A cheque for £6 is enclosed which I hope will suffice; if it is not enough please let me know. (*A copy of SMF News No 77 was sent by return of post – Ed*). Many thanks and kind regards,

David Norman, Wrexham.

26th April 2015

Dear Mr Greaves,

Just a note to say how saddened I am to hear of Tony Winstanley's death. Although I only met Tony two or three times when he popped round to pick up my donations to the Sales Stand we always ended up putting the world to rights and chatting for much longer than we intended! I will miss his visits and can only pass on our condolences to yourself and to Tony's family.

I now have two bags of items ready to donate, however, there is no rush until you have sorted a suitable collection date. Just let me know when you are available. With best wishes,
Ray & Hazel Flintoft, York.

29th April 2015

Hello Richard,

Many thanks for the SMF News, full of interest as always. When I first read about the SMF 'Spirit of 2040' scheme, my initial thought was that everyone else's Premium Bond had come up, but not mine! But, when I reached the more numerous 'grades' I saw the wider appeal of the scheme. So I will be nursing the pension to save £850 before the discount deadline of 5th October 2015.

Now that Hornby and Bachmann are slowly sorting out their delivery problems I hope to assemble some more boxes of older models in the coming Autumn or Winter: plus a few books etc. In the meantime, best wishes for the overhaul of 2968, and to yourself, the CoM and all involved with our loco.

John Pearse, Bradford-on-Avon.

7th May 2015

Dear Richard,

About four years ago I wrote to you a letter including the following paragraph: "Your commitment to the well-being of the sole remaining Stanier Mogul is a beacon shining through the preservation mist. Of several loco preservation groups I have joined none come anywhere near the SMF; in fact some have never contacted me since my original donation several years ago! How do they survive? Many other groups may have stalls, stands and the promotional material but the SMF surpasses them all." This is still very true. The recently launched SMF 'Spirit of 2040' Scheme surpasses all previous ones. The facility to turn surplus models, books etc into a significant share in the future of the loco is brilliant. Imagine the scene: "I want to give £999 to the Stanier Mogul Fund?" Mrs Wife replies, "Oh, no you are not. We need xxx etc and what about the grandchildren?" On the other hand, Mr Husband suggests donating surplus models to the Stanier Mogul Fund; Mrs Wife enthusiastically, "Oh yes, you can get rid of all that clutter!"

Many of us have reached the stage in life where downsizing is the order of the day? I could not subscribe in cash but I am willing to give part of my collection in lieu, confident that this way there will be no domestic murmurings or objections! I trust the new scheme will be a complete success because it gives the donor a real sense of ownership. I wish the new scheme every success. Thanks again,

Tony Drury, Much Wenlock.

11th June 2015

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:- *Don Irvine* from Bromsgrove, *Patricia Bradley* from Bristol, *Chris Partridge* from Stratford-upon-Avon, *Mike Aldron* from Swansea, *Alan Dalton* from Birmingham, *Peter Cawthorne* from Keighley, *John Stout* from Reading, *David Spiers* from Walsall, *Ian Harrop* from Sutton Coldfield, *Richard Marriott* from Sutton Coldfield, *The Late Ken Bayley* from Hertford, *Will Marsh* from Church Stretton, *David Richmond*, from Alvechurch, *Norman Ashfield* from Sutton Coldfield, *Colin Richardson* from Bognor Regis, *Tony Hall* from Bushey, *Bob Williamson* from Studley, *Michael Clemence* from Aylesbury, *John Edwards* from Birmingham, *Paul Marsden* from Plymouth, *Howard Mills* from Liverpool, *Neil Wheat* from Sturminster Newton, *Tony Walker* from Haworth, *David Roberts* from Madeley, *Gerald Guest* from Stourbridge, *Pauline Beighton* from Oxford, *Brian Grant* from Chandlers Ford, *David Sztencel* from Wakefield, *Dave Beer* from Birmingham, *Keith Lawrence* from Camberley, *Phillip Bell* from Kendal, **Non-members**, *Steve Bach* from Rednal, *Julian Beck* from Solihull *Ann and Kevin Robertshaw* from Inkberrow, *Dave Howell* from Bridgnorth, *Mr Samuel* from Maidenhead, *Father Harrington* from Merseyside, *Ray Clapton*, *Brian Rimmer* from Liverpool, *Colin Stacey* of Stony Stratford, *Brian Green* of Warrington, *Ken Bugbee* from Hemel Hempstead (on behalf of his late father and SMF member *Mr S H Bugbee* from London), *Mrs Stevenson* from Stourport on Severn, *Mr and Mrs Holder* from Bewdley, *Mr Dave Pring* of Lichfield on behalf of his late brother *Gordon*, and other members and non-members who brought donated goods when visiting the Sales Stand at Kidderminster and other SMF events. 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 my couriers who continue to queue up and volunteer for this demanding and onerous task, seeking out the most obscure of addresses to ensure that the donated goods are received safely at our storage and distribution centre! For this period I am indebted to:- **Dave Busk, Dave Beer, John Tidmarsh**, and I also include **myself** in this role, looking after the North West and North Wales areas.

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

**VISIT THE SMF WEB SITE AT
www.staniermogulfund.org.uk**

SMF SPIRIT OF 2040

Subscription Scheme

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**ARE YOU ON BOARD
YET?**

