



STANIER MOGUL FUND NEWS

ISSUE No 79 MARCH 2016



SEMPER PROTEGAMUS

(LET US ALWAYS PROTECT)



SMF SPIRIT OF 2040

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GET ON BOARD TODAY

SMF SPIRIT OF 2040



*Left: 42968 awaits her fate at Barry Scrapyard, 5/4/70.
Photographer not known / SMF Archive*

*Right: The 1998-2003 Overhaul.
42968 is seen inside Bridgnorth Boiler Shop on 20/1/03.
Photograph: Richard Greaves*



*Left: The 2013-2017 Overhaul.
Bridgnorth shed 2/3/14.
Photograph: John Bowater*

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**GET ON BOARD
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**

STANIER MOGUL FUND NEWS

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Stanier Mogul Fund

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EDITORIAL:

RICHARD GREAVES

Although it is disappointing to report that the boiler of 42968 is not yet in the SVR's Boiler Shop, that day does move ever closer and I have no doubt that the news we are all eagerly looking forward to will be reported in the next edition of SMF News. That said, we continue to enjoy exceptional success on a number of fronts, all of which you will read about more fully within the pages of this magazine.

Briefly, the SMF 'Spirit of 2040' sponsorship subscription is proving to be an outstanding success with almost £60K of gross inward investment secured within the first twelve months of launch. In addition to the CME sponsorship being snapped up on the first day of the launch, I am now delighted to announce that the Works Manager sponsorship was recently acquired and so we now have the top tier of management in place.

The 2015 SMF Raffle gross income out-turned at just £10 less than last year and, whilst disappointing that again we did not reach the magical £5K, we did arrest the decline that was experienced in 2014.

Our biggest success story of 2015, however, has seen the expansion of our Sales Stand operating dates. A number of our regular team who work on the Sales Stand suggested in agreement with the Kidderminster Station Master, Geoff Smith, and his Assistant, John Davies, to trial a small Stand on selected weekend dates in the late summer and autumn periods. Following the trial period further dates have now been agreed with Geoff and John for 2016 and these are shown elsewhere in this magazine. If you are visiting the SVR on any of these dates, including the two Steam Gala events, please do drop by and say hello.

The 'Thursday Gang' have made steady progress on the 'bottom half' of 29's overhaul and continue to meet most Thursdays at Bridgnorth. John B is always keen to recruit new volunteers for his team, so if you have always wanted to 'get up close and hands

on' with a steam locomotive, I hasten to add don't shy away any longer: the team is very friendly and there will always be a job available to match your skills and, yes, even if you have none, everyone has to start somewhere and you will be made most welcome, so give John B a call today on any of his contact details shown on Page 3. John T and Dick L together with their 'Dirty Gang' again ran a very successful SMF Drive and Fire experience event on the SVR last October for our members. John T has penned a full report on this event which appears elsewhere in this magazine, so suffice to say here that everyone, including our team that ran it, appears to have had a wonderful time.

Peter H and James C have been extremely busy over the last twelve months re-building the SMF Web Site to incorporate such things as a Members Forum, Twitter, Facebook and Pay Pal payment options. The site, although not quite finished, is well advanced and is now well worth a visit. If you do experience any problems or have any comments please e-mail them to either Peter or James at their respective addresses on Page 3.

Turning now to the boring but essential roles of Administration, your CoM continues to meet regularly with Jim N and John B responsible for managing and representing the SMF's interests in respect of the SVR's New Locomotive Agreement programme and your CoM in general managing all the day to day issues that continue to need attention, and of which there are many.

And finally our AGM was again well attended in 2015, which displays a continuing keen interest within our group that is necessary in any organisation, and not least a volunteer run one, to ensure that the elected CoM remains ever vigilant and responsive to the needs of the membership that it is elected to represent. And would you believe that this year will be our 40th AGM? How time flies.

So although our beloved locomotive remains out of service, behind the scenes all of the day to day functions involved in the running of the Stanier Mogul Fund, together with a few more as well, continue and your ongoing support in whatever form be it, 'hands on' with the Sales Stand or Engineering (Thursday Gang), supporting the Fund financially or by donating goods for the Sales Stand, supporting our annual Drive and Fire Experience event (you will not be disappointed), is as important today as it was back in 1970 and remains as it has always been, both very much needed and appreciated.

The continued success of our Fund is due entirely to you, our loyal and supportive membership, who have supported and continue to support us on the CoM and most importantly 42968 magnificently. Thank you and long may it continue.

It now only remains for me to bring you up to date on our travels in the 'Copped At' series, and in this issue we continue our journey in search of that elusive class of Stanier Moguls as we leave the West Midlands and head north through Stafford to the outskirts of Crewe, Unfortunately, on this leg of our journey we do not 'cop' a single member of the class but then, this is no different to my own 'spotting days' when I always found that the fewer member's of a class that you needed, the harder they became to find!

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

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

Well, here we are at the end of another year - a year which for our engine has been a little frustrating as target dates for the overhaul have slipped more than once and, as I write, we are still waiting for the boiler to go into the SVR's boiler shop at Bridgnorth. Whilst the delays are unfortunate the good news is that '29' remains in the same place in the overhaul queue, and our own working parties have continued to make good progress. John will give more detail in his report.

Since my last report there has been only one Committee meeting, in October before the AGM. Minutes of the AGM will accompany the September 2016 SMF News; suffice to say here that it was another well attended meeting which agreed the change of Treasurer. Dick Lewis stood down after around 30 years in the role and this was duly marked by the presentation to Dick of a card with a photograph of him in his natural environment - a signal box - and a framed picture of 2968 on the main line. James Cooper has taken on the role of Treasurer while Dick remains on the Committee. (The presence of 46100 and 60163 on SVR service trains may have helped the AGM attendance, although the late arrival of a train at Kidderminster did delay the start of our meeting slightly!)

The Committee meeting itself spent some time discussing the overhaul position, with further delay occurring on the SVR side due to various reasons, but concluded that as long as our engine maintained its position in the queue awaiting attention there was little that could be done. Plans for final painting as 13268 were discussed, including the sourcing of a correct style shed plate. A steady uptake of subscriptions in the new Spirit of 2040 scheme was reported, including some subscribers who were taking advantage of the donated goods option.

Another successful Footplate Experience event had been run and thoughts turned to whether it should be repeated in 2016 - it was agreed an advert would be placed in the SMF News to gauge interest before making a final decision.

The Sales Stand which operates at Kidderminster had enjoyed a good season, and whilst good quality stock is always wanted, especially model railway items, a significant amount of lower value stock items including books and videos do not get displayed due to space constraints. This had prompted some locally based members to trial a small Sales Stand concentrating on these items in late summer / early autumn with encouraging results, and you will see elsewhere that this is being expanded to cover over a dozen dates in 2016. My thanks to those members who are enthusiastically supporting this venture.

The new Website was also covered, as it had just been launched alongside Facebook and Twitter accounts. A few teething problems were being addressed and more development work was being undertaken along with expansion of the photography page. It was recognised that frequent regular updates will be important to ensure the website and social media pages remain relevant, while the members portal will become 'live' as soon as possible.

Committee Meeting dates for 2016 were agreed - 30 January, 30 April, 23 July and 22 October, this last date also being that of the 2016 AGM - please make a note in your diary now.

And finally - the latest on the Bachmann model suggests it will (finally!) be available towards the end of 2016. Accordingly no further bets will be taken on whether the 12 inches to the foot version or the model will be running first!!

OUR ENGINE:

I am sitting down to write this report on a very windy day at the end of 2015. The outgoing year has seen considerable progress on the frames of our engine and all of the stripping down for inspection and assessment is now complete. Following this we have now started some of the remedial work that our working parties can carry out and the SVR staff have now removed the valve liners and measured up for new ones, which are now in the procurement process.

Our working parties have removed all of the cover plates from the front footplate to reveal the front draw bar and pony truck supports and both have been inspected and are currently in the process of being cleaned and re-painted. As part of this process the front buffers were removed and have been stripped, painted and re-assembled, and now look very smart on a freshly painted buffer beam.

At the same time as the above was taking place working party members have been working on re-furbishing the running plates on both sides of the engine. New steelwork has been fabricated to replace corroded sections at the front of both the LH and RH sides. This has now been welded into place and painted. Welding repairs have also been carried out on cracks in the sections that we have retained. The repairs to the side running plates are now complete and painting will progress as labour is available.

The workshop staff have arranged for the front bogie (pony truck) to be removed and this work will be carried out for us by the weekend volunteers as soon as the wheel-drop is available. This will enable us to proceed with cleaning and painting the exposed areas that previously we were unable to access.

When the pony truck is removed we will start to strip that down and paint it as required. At the same time the workshop staff can assess any work that may be required to bring it up to standard. Hopefully it will need attention only to the bearings, and a thorough clean and re-paint.

Other work in progress at the moment includes repairs to the LH cab side. This sustained some damage when the loco was paired with the Stanier tender and also when our tender wheels were re-tyred. The work involves the removal of plate-work that is distorted due to corrosion and damage, straightening and re-fabricating as required. This work is ongoing.

All in all I think this is a very successful achievement period by your working party.

LOCOMOTIVE UPDATE

I expect 2016 to be the defining year in the overhaul of Our Engine. We have assurances from the SVR that the mechanical and boiler overhaul will start in the next few months. Our boiler is next in the boiler shop queue and I expect to see the boiler moved down from the head shunt in the next few weeks so that preparation work can take place.

As soon as 75069 is finished on the jacks we should move on to them, and then the SVR staff can proceed with the mechanical overhaul. With the preparation work that we have already carried out this should move on at a reasonable pace and I would expect to see a good proportion of the work on both boiler and frames complete by the end of 2016. If all of this can be achieved our engine has a good chance of returning to traffic in 2017. Keep your fingers crossed!

As you can see from the above, we still have plenty of work to get on with. We meet every Thursday at Bridgnorth and any extra help would be very welcome. As I have said before the only essential skill is the willingness to get stuck in and work. If you are interested in joining us please contact me on the following number: **Tel No: 01384 278075**.



Left: Front to Rear:- John Ashton, John Bowater, Fraser Goulding and Dave Busk at work on the frames of 29 inside Bridgnorth shed 28/5/15.

Photograph: Jim Norman

Right: The front transverse angle of the LH upper running plate showing the corroded state with rivets cut off with the angle grinder 23/7/15.

Photograph: Jim Norman

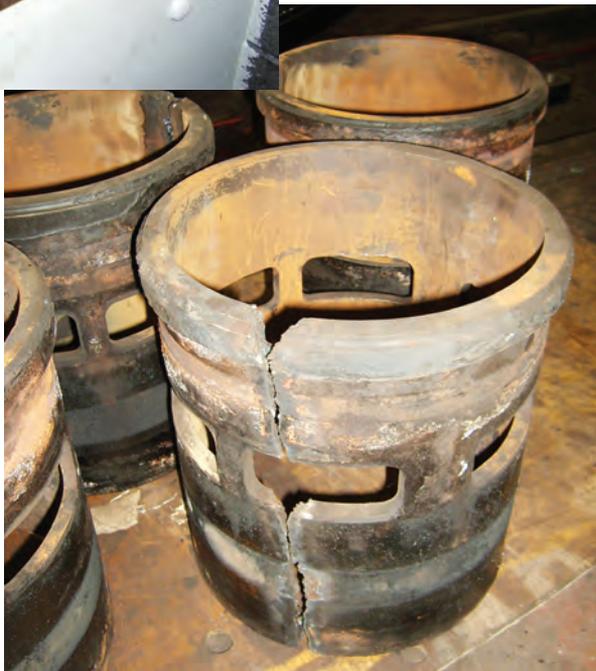


Left: The running plate angles had suffered from both corrosion and buckling due to collision damage. The affected metal was cut out and the process of welding in new angle steel begun, here seen in grey primer on 17/10/15.

Photograph: Jim Norman



*Left: Robin Spain at work on 42968's running plate repair at Bridgnorth shed, 10/15.
Photograph: John Bowater*



*Right: 42968's valve liners after removal at Bridgnorth shed, 10/15.
Photograph: John Bowater*



*Left: 42968 usually occupies the westernmost shed road at Bridgnorth, thereby blocking access to the paint-shop. On 22/10/15 7802 'Bradley Manor' needed to go in it, and so our engine was moved and had a brief spell outside in the sunshine.
Photograph: Jim Norman*

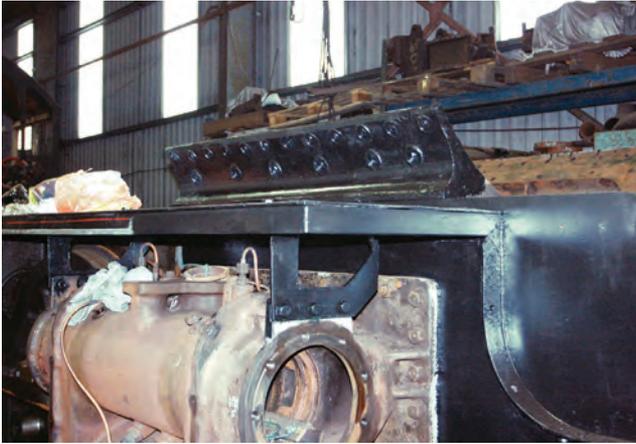


*Left: 42968's buffers, stripped down for inspection at Bridgnorth shed, 11/15.
Photograph: Robin Spain*

*Right: What a transformation! Following overhaul and painting the buffers are now seen re-fitted to an equally smart looking buffer beam inside Bridgnorth shed, 12/15.
Photograph: John Bowater*



*Left: Our Engineering Manager, John Bowater, is seen at work painting parts of the horizontal running plate prior to re-fitment.
Photograph: Jim Norman*



Left: 42968's completed running plate repairs are seen at Bridgnorth shed, 12/15.

**Photograph:
Robin Spain**

Right: With the buffers having been dismantled and cleaned, and both they and the buffer beam re-painted, they were re-fitted to allow the loco to be moved by the SVR as needed. Also seen in this view at Bridgnorth shed on 3/12/15 is the valve chest (upper portal), with the liner now removed.

Photograph: Jim Norman



Left: Part of 42968's LH cab side removed for repairs, inside Bridgnorth shed, 12/15.

Photograph: Robin Spain

The Horwich and Stanier Crabs both carried a number of power class ratings on their cab-sides at various times, settling at 5P5F under LMS auspices, and 5MT under the BR system. Later, both were re-classed as 6P5F for bureaucratic reasons, but no-one really believed that they were the equivalent of a Class 5XP Jubilee on express workings. Was this belief correct? Dynamometer car tests were made pre-war with some 5XP Class engines to determine how accelerated schedules on the Midland Division might be achieved. The efforts of No. 5660 between 12th to 15th October 1937 in these tests have become the stuff of legend amongst LMS enthusiasts, and the following is quoted from 'Historical Locomotive Monographs – LMS JUBILEES' by R.J. Essery and G. Toms, 1994 Wild Swan Publications Ltd, Didcot ISBN 1 874103 17 8.

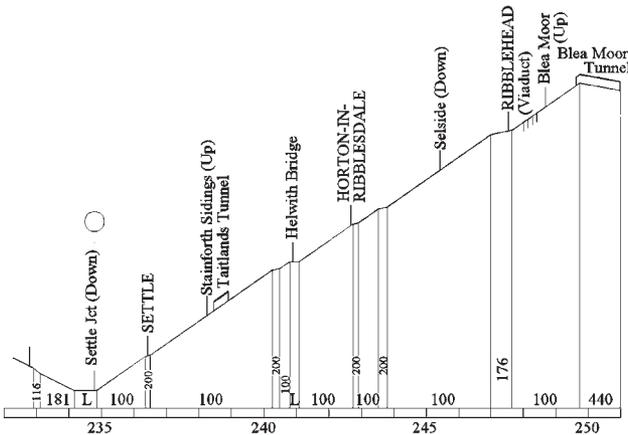
Date: 13th October 1937

Loco: 5XP 'Jubilee' Class 4-6-0 No. 5660 *Rooke*

Load: 302 tons tare including ex-L&YR Dynamometer Car No. 1 (eight coaches plus the Dynamometer car).

Route: Leeds - Glasgow

A Holbeck crew ran *Rooke* from Leeds to Glasgow ... with the aim of achieving 242 minutes for the booked schedule. In fact, 243.6 minutes was achieved, with *Rooke* putting up a good performance, and in particular gaining 1½ minutes on the climb from Settle Junction to Ais Gill. Unfortunately, three minutes were lost between Carlisle and Dumfries due to methods of operation. On the 1 in 100 climb to Blea Moor (a distance of 13.9 miles) an average speed of 51.1 mph was attained, with the speed at the start of the climb being 63 mph, and that at the summit 42.5 mph.



Left: Gradient Profile of the Settle & Carlisle line between Settle Junction and the summit inside Blea Moor Tunnel. The climb starts immediately from the Junction, and while there are breaks in the 1 in 100 ruling gradient, they are very few and extremely short.

On 21st December 1996, 2968 worked the Down 'Christmas Cumbrian Mountain Express' from Crewe to Carlisle via the Settle and Carlisle route, so affording a comparison of performance over the hardest part of that line. Unlike 5660, 2968 was denied a flying start, being brought to a dead stand just prior to the start of the 1 in 100 climb. The log (Table 1) by the late Mike Notley shows how she attacked her task with her heavier train to such effect that no less than 42 mph was attained against the grade, almost equalling 5660's decayed speed at the summit.

The following log (Table 1) included notes Mike made at the time.....

Table 1

Locomotive Stanier L.M.S.R. Class 5MT 2-6-0 No. 2968
Load 9 vehicles 335 tons tare, 365 tons gross.
Footplate Crew Blackburn to Carlisle :- Driver Gordon Hodgson, Firemen Paul Kane of Carlisle, Traction Inspector John McCabe.
Weather Very cold, dry with a fresh easterly wind which became stronger the further north we went. We had bright sunshine leaving Crewe but cloud increased north of Wigan. We continued with broken sunshine to beyond Garsdale but, as darkness fell, the sky cleared and we had a bright winter moon.
Compiler Mike Notley

Dist m.c.	Timing Point	Booked	Actual	Booked m. secs.	Actual m.secs.	Speed m.p.h.
27.65	Settle Junction1	14.21.00	14.35.21	51.00	72.25	13
28.15	Milepost 235		14.37.05		74.09	25
28.65	Milepost 235½		14.38.13		75.17	28
			slips (3)		slips(3)	
29.15	Milepost 236		14.39.24		76.28	24
29.65	Settle		14.40.31		77.35	30½
30.15	Milepost 237		14.41.26		78.30	33
30.65	Milepost 237½		14.42.21		79.25	33½
			slips(2)		slips(2)	
31.15	Milepost 238		14.43.17		80.21	31
31.40	Stainforth Siding		14.43.45		80.49	32½
			slip		Slip	31½
31.90	Milepost 238¾		14.44.41		81.45	34
32.15	Milepost 239		14.45.08		82.12	32
32.65	Milepost 239½		14.46.01		83.05	35
33.15	Milepost 240		14.46.51		83.55	36
33.65	Milepost 240½		14.47.41		84.45	38
34.05	Helwith Bridge		14.48.18		85.22	39
34.15	Milepost 241		14.48.27		85.31	39½
34.65	Milepost 241½		14.49.10		86.14	42
35.15	Milepost 242		14.49.5		86.58	40
35.70	Horton		14.50.44		87.48	39
36.15	Milepost 243		14.51.26		88.30	39
36.65	Milepost 243½		14.52.12		89.16	38½
37.15	Milepost 244		14.52.53		89.57	41
37.65	Milepost 244½		14.53.41		90.45	39½
38.15	Milepost 245		14.54.27		91.31	38½
38.65	Milepost 245½		14.55.14		92.18	38½
38.90	Milepost 245¾		14.55.37		92.41	38½
39.15	Milepost 246		14.56.01		93.05	38½
39.65	Milepost 246½		14.56.47		93.51	38½
			eased		eased	
40.15	Milepost 247		14.57.39		94.43	31
40.40	Ribblehead		14.58.09		95.13	28
	Ribblehead Viaduct		p.s.r.		p.s.r.	27
41.65	Blea Moor	14.41.00	15.00.48	71.00	97.52	31

..... What we didn't know was that a freight train heading for Kirkby Thore Gypsum Plant was not far ahead of us and, as we approached Settle Junction, we sighted adverse signals which eventually stopped us midway between Mileposts 234¼ and 234½. As it was, we wouldn't have had a run at the big hill anyway because there was a 20 mph t.s.r. for about 100 yards just short of Settle Junction signalbox. They certainly weren't making it easy for 2968. After a stand of over 14 minutes, we were underway again, making a tentative start, presumably until the whole of the train had negotiated the t.s.r. but then accelerating in more determined fashion towards Settle.

Having reached 28 mph we found some dirty track and slipped three times in quick succession, speed falling back to 24 mph in the process. On the brief 1/200 easing through Settle, 2968 accelerated in determined fashion and had reached 33½ on the 1/100 before she slipped twice in the very wet rock cutting just north of Milepost 237½. Once past this notoriously difficult stretch 2968 set sail in great style. The determined beat of her exhaust must have been heard for miles as she stormed up the 1/100, reaching 36 before the gradient eased at Milepost 240¼. The easing brought speed up to 42 mph before settling back to just below 40 mph when the 1/100 was resumed. Even then it took no more than a very brief easing to 1/200 around Milepost 243¾ to bring speed up to 41 before it settled back to 38½, a speed which was being maintained before 2968 was eased in preparation for the crossing of Ribbleshead Viaduct. Talking with Gordon Hodgson a little later while we took water at Garsdale, he said that the majority of the climb was done on full regulator and 60% cut off and Paul Kane confirmed that she steamed easily. All the crew were very impressed by this pocket battleship of a locomotive. A breakdown of the average e.d.h.p.'s gives the following :-

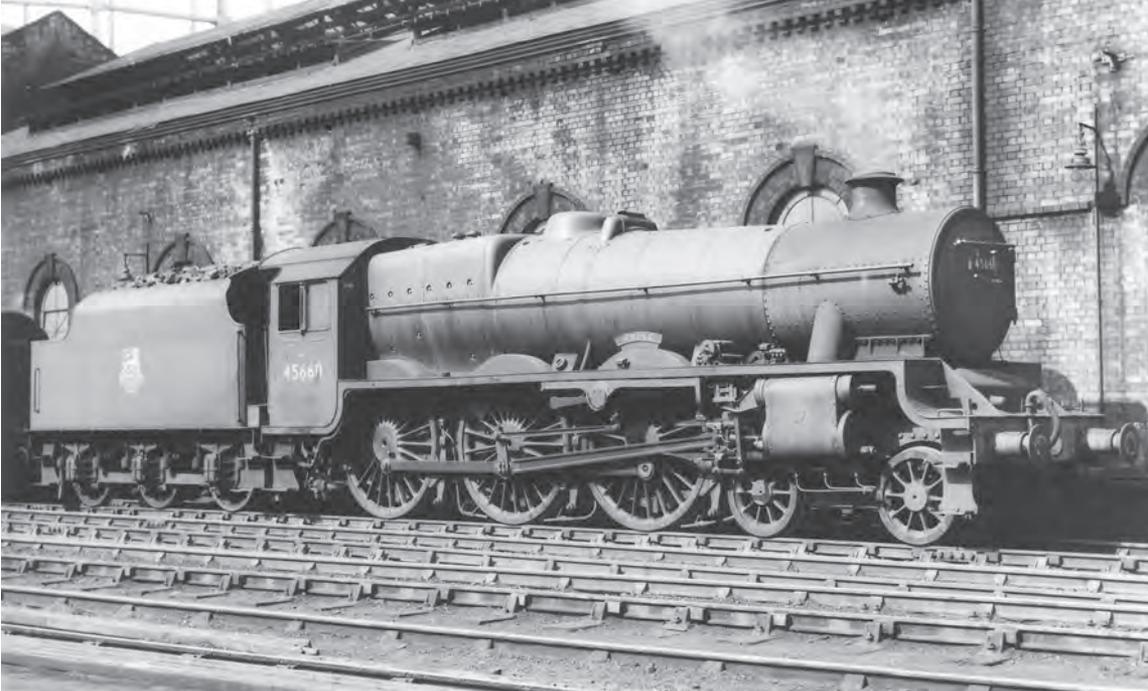
<u>Section</u>	<u>Average e.d.h.p.</u>	
Settle Junction to Settle station	822	Slipping
Settle station to Milepost	240	1,192
Milepost 240 to Milepost	243	1,263
Milepost 243 to Milepost	246	1,297
Settle Junction to Milepost	240	1,022
Milepost 240 to Milepost	246	1,279
Settle Junction to Milepost	246	1,132

From the above it can be seen that once the problems with slipping had been overcome, 2968 was capable of producing a constant figure of close to 1,300 e.d.h.p. or around 1,675 i.h.p. For a loco with just 27.8 square feet of grate and 244 square feet of superheater this is an impressive figure.

It had been a marvellous run and 2968 had won a whole host of new admirers. The S & C had been at its best with fresh snow on the higher ground. Penyghent had looked absolutely superb clothed in white against the blue of the sky as we climbed towards Ribbleshead. What more could one want?

Jim Norman continues

The comparison of speeds requires that 2968's efforts are curtailed just before Ribbleshead viaduct, over which was a 30 mph permanent speed restriction, rather than at the summit; this restriction was not present during the previous trials. Below, the speeds at the start and finish of the climb from Settle Junction can be seen in Table 2.



***Above:** 45660 'Rooke' (perhaps thinking of her exploits over the S&C in 1937), awaits her next turn of duty at Bristol Barrow Road shed on 12/8/57.*

***Photograph:** Courtesy R K Blencowe Negative Archive*

***Below:** At 2.59pm on 21st December 1996, the sun is rapidly setting as, with the end of the climb in sight, 2968's regulator is open to recover rapidly from the 30 mph permanent speed restriction (actually taken at 27 mph), of Ribbleshead Viaduct.*

***Photograph:** Douglas Hume*



Table 2

	<u>5660</u>	<u>2968</u>
Settle Jct (pass)	63	13
Summit (pass)	42.5	38.5 (up to the p.s.r. over the viaduct, but 42 mph at m.p. 241½ against the gradient).

The horsepower figures quoted by Mike (estimated from accepted resistance formulae) of e.d.h.p. of 1,297 compares with the quoted e.d.h.p. of 5660 on this climb of 1,240, and i.h.p.'s of 1,675 and 1,844 respectively. The 5XP was just under 10½ tons heavier than 2968 and had a grate area some 6½% larger.

Other tests of Jubilees as quoted in the RCTS book, 'THE JUBILEE 4-6-0's' by Ray Townsin (2006, ISBN 090 1115 94 0) give the Jubilees a maximum Indicated Horsepower of 1,908. This was from 5614 on 21st April 1937 after Harlington between Amptill and Luton with a 302 ton train at 65 mph against a 1 in 200 gradient. On page 102, the same book gives the i.h.p. per ton of engine weight of six express passenger classes over the Settle – Blea Moor section (see Table 3).

Table 3

Class	Engine	Time (mins)	Av. Speed (m.p.h.)	edhp	ihp	ihp/engine weight (tons)
MR 990	998	22.0	37.9	860	1010	17.30
LNWR Prince	388	21.9	38.0	900	1070	16.10
Compound	1008	20.75	40.2	975	1155	18.75
Jubilee	5660	16.33	51.0	1375	1675	21.10
A4	60019	14.4	57.9	1850	2320	23.20
Coronation	46247	14.12	59.0	1970	2455	23.20
<i>Mogul</i>	2968	22.18	36.9	1297	1675	24.24

(to m.p. 247)

Although 2968 had the slowest climb, this was due to her starting the climb at only 13 mph instead of full speed as with the other locos. Table 3 data was not always obtained under absolute test conditions. Corrected i.h.p. figures for the Jubilee at 1,908 i.h.p. and Coronation at 3,348 i.h.p. (between Carlisle and Shap Summit with 6234, newly fitted with double chimney, on 26th February 1939) give the revised power to weight figures in Table 4.

Table 4

Mogul	1675 i.h.p. / 69.1 tons = 24.24 i.h.p. / ton
Jubilee	1908 i.h.p. / 79.55 tons = 23.98 i.h.p. / ton
<i>(Black Five</i>	<i>1710 i.h.p. / 72.15 tons = 23.70 i.h.p. / ton)*</i>
Coronation	3348 i.h.p. / 105.25 tons = 31.81 i.h.p. / ton

*Figures from 'The Stanier BLACK FIVES', *John F. Clay* 1972 Ian Allan ISBN 7110 0274 6

The overwhelming superiority of the pacific in Table 4 is obvious, but in these tests, both it and the Jubilee were being pushed to their limits under test conditions. The figures in Table 3 are more representative of daily but above average work. What these impressive figures show is that Sir William Stanier's first design for the LMS was a powerful machine, and, size for size, could produce performances comparable with those of its later half sisters.



Above: On 21/12/96 a triumphant 2968 takes the 365 gross tons 'Christmas Cumbrian Mountain Express' past the remote Blea Moor signalbox, firmly establishing her class's honour among Sir William Stanier's greatest locos. Photograph: Edward Hurst

COMMENTS FOUND ON THE WEB:

JIM NORMAN

Stanier 2-6-0 at Warrington, 5th September 1964.

Some lads called these locos 'Camels' . . . never knew why, our group of neer-do-wells called 'em 'Lobsters' . . . 'cos they weren't quite a 'Crab'. . . The class was not all that common in our area, Leeds, but on my travels I saw most of the 40 examples. One particular trip to Warrington comes to mind, Dallam Road had been bunked and Arpley so a rainy station was the venue for the rest of the day. A constant procession of freights thundered by hauled by Crostis - 4, 9Fs - 6, 8Fs - 5, Black 5s - 6, Crabs - 4, Britannias - 2, 4Fs - 3, Jubilees - 4..... and a solitary 42947 off Heaton Mersey, which provided a spectacular display of volcanic pyrotechnics, it was on a heavy van train and through the murk it approached, doing about 25 mph, and making one of the loudest two-cylinder barks I've ever heard, as it drew near the staccato blasts verged on the frightening, the gloom was pierced with what looked like bolts of lightning from the chimney, the firehole illuminated the trail of exhaust orange and red, and the little Mogul tore off into the dark distance, and could be heard for miles, everything seemed a bit mundane after we had got our hearing back. I saw 42961 later when it was at 8F Springs Branch Wigan, I think that was its last home 'cos it was condemned 21st August 1965 and torched 30th November 1965 at Birds, Bynea, Llanelli.

Stonebat5581

From RMWeb, April 3rd, 2009

'Bulleidnutter' wrote:

The boiler on 42968 is the first development of what eventually became the Black 5 boiler.

On the SVR '29 is an absolute dream to work and can easily handle 10 Mk 1s. And when we had 45110 and 42968 running together '29 was out performing 45110. I would certainly snap up a Stanier Mogul if one ever appeared... only because I've fired / driven the loco

We are pleased to announce that the SMF's new website is up and running, along with active Facebook (www.facebook.com/staniermogul) and Twitter (twitter.com/staniermogul) accounts.

It is an exciting new chapter for the SMF as we look at increasing our digital presence to appeal to a wider audience and attract new members, as well as keeping our loyal members further informed by the quickest means possible.

It is our wish that all members get the fullest enjoyment and benefit from our website, and following some feedback from members, we thought it would be helpful to offer a brief tutorial on how to adjust your web page text to suit specific screen sizes.

In Microsoft Internet Explorer and Google Chrome Browsers:

Ctrl and + Zooms in and increases the font size

Ctrl and - Zooms out and decreases the font size

Ctrl and 0 Restores it to the standard 100% size

We hope that these pointers make sense, and enhance your viewing of the website. Please don't hesitate to contact us with any other questions or suggestions regarding our website and social media.



*Left: Facebook Screenshot.
Image: James Cooper*



*Right: Twitter Screenshot.
Image: James Cooper*

The Stanier Mogul Fund (SMF) is run day to day by the Committee of Management (CoM) but the Constitution is the overarching document that governs the Fund's activities and objectives. Although all members are bound by the Constitution I feel many may not be aware of its detail or the rules it imposes on the Fund in general, the CoM and all members. To help members with this and hopefully explain the purpose of certain sections I will be presenting a 'layman's guide' to the Constitution in a serialized form to be published in the SMF News during the next few issues.

The current Constitution goes back to 1999 when Jim Norman, with the backing of the CoM, undertook to review and rewrite the bulk of it to ensure it was both fit for purpose and capable of safeguarding our engine's future. Some sections, or 'Articles' as they are formally referred to, are straightforward and self explanatory, whilst the need for or purpose of others may not be. I will take each in turn and comment where I feel it is appropriate or potentially helpful to understanding. Only text in italics below will be a direct copy of the relevant part of the Constitution, all other text is not part of it. My sincere thanks go to Jim for his help in reviewing my comments and ensuring that they remain 'on track'.

Finally, I must stress that the Constitution remains as is and that this article does not change any part of it, nor does it in any way form part of it and no comments I make should be relied upon in any formal interpretation or application of the Constitution. As we will see later, the Constitution sets out the process that must be followed for any change to be made and the resolution of any dispute.

Article 1. Persons making subscriptions pursuant to the provisions hereof shall comprise the membership of the Stanier Mogul Fund, hereinafter known as 'the Fund', and shall be known as 'the Subscribers'.

This sets out the basics - the name of the Fund and that in the Constitution the membership is referred to as Subscribers. The Fund is the collective of all those making subscriptions at some point, past or present.

Article 2. Every Subscriber shall bind him/herself to abide by the Constitution of the Fund as set out herein, and by any Amendments thereto in conformity to such Constitution, and also to accept as final and binding the decision of the Committee of Management in all cases of dispute or disagreement as to its interpretation.

It is the responsibility of Subscribers to the Fund to notify in writing to the Secretary of the Fund any change of address and the Fund shall not be liable for any omissions for this reason. Should letters to a Subscriber be returned to the Fund marked 'Gone away' or 'Not known at this address', after a three (3) year period the Subscriber shall forfeit his/her units in the Fund.

Here the terms of membership are detailed, all members being bound to the Constitution (in its entirety) and required to follow the objectives set out in it. Also it gives the CoM the final decision in any aspect of interpretation. Secondly it puts the onus on individual members to notify any change of address and allows for the forfeit of units in the Fund for those not doing so.

Article 3. The aims of the Fund are the acquisition of, restoration to and maintenance in working order of the former LMS 2-6-0 No. 2968, hereinafter known as 'the Locomotive', for operation by and on the Severn Valley Railway or any other railway in the United Kingdom so decided upon by the Subscribers.

This confirms the purpose of the Fund and that our engine will operate on the Severn Valley Railway (SVR). It is worth noting that, other than for temporary hire to another Railway, it is the membership overall rather than the CoM who would have to decide if the Locomotive's base were to be changed.

Article 4. This is rather lengthy so rather than repeat it here I refer you to the AGM notice for 2015 (or in due course 2016), where the latest version is quoted as proposed for amendment to include the Spirit of 2040 subscription scheme.

The maximum holdings for all subscription schemes are set out here. As payments to schemes are effectively split into different elements, for example the cost of providing any incentive benefit offered, the amounts stated will not be the full contribution made - it is the value of that scheme's units. The maximum holding and voting rights of a group or organisation ensure that an overall majority cannot be gained by such, which could potentially be to the detriment of the Fund.

Finally in this section there is provision for the CoM to refuse membership. This is an unlikely scenario, but does allow the CoM discretion in case anyone is considered to be a risk to the Fund or its objectives.

Article 5. (a). *In the event of a Subscriber wishing to dispose of all or any of his/her units, he/she shall be free to do so to any person/s provided that the person/s acquiring the transfer does not exceed the maximum stipulated holding of any Scheme, and that the original certificate is returned to the Secretary for the transfer to be recorded in the books of the Fund.*

(b). *In the case of a deceased Subscriber where the next of kin does not wish to acquire the certificate, the said certificate shall become void and shall be returned to the Secretary for cancellation. It shall then be offered for resale to the Subscribers at the certificate's face value and be subject to the maximum holdings stipulation. Monies received from the resale of the said certificate shall be treated as a donation to the Fund.*

The Fund shall not be responsible for the disposal of Subscribers' certificates (other than deceased Subscribers as described above), neither shall the Fund be liable for repayment of any certificate.

This covers the transfer of certificates, including those of deceased members, and confirms that the Fund will not be liable to buy back any certificate.

I will continue in the next SMF News covering subsequent sections of the Constitution. I hope you have found this interesting. If you have any questions please do not hesitate to get in touch.



**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
IN THE FREEPOST PLUS ENVELOPE PROVIDED**

The problem with having responsibility for a number of channels is that they tend on occasions to overlap. However, I am a great believer in spelling things out two or three times (at least), in order to drive a point home as many of you have found out over the years.

Our current major fund raising channels are the **SMF 'Spirit of 2040'** Sponsorship subscription and the Sales Stand. Because of their respective levels of importance to the Fund and also because of recent developments, I have for this issue of SMF News afforded each of them their own individual reports. Therefore under this report heading I will only offer a brief summary.

Our current major fund raising channel, **SMF 'Spirit of 2040'**, is doing rather well in some aspects and could do better in others. When we launched less than twelve months ago I set myself three targets. First was to reach £50K gross inward investment, second was to reach £100K and the third was the bonus target of achieving anything over that. As of today we have grossed almost £60K from this Sponsorship subscription which I am sure that you will agree is extremely encouraging. However, some fifty percent of that figure has come from 'Top End' sponsorships. The take up of Shift Worker sponsorships has been a little disappointing but perhaps many members are holding back to see if the subscription is a 'Go-er'. Well, let me assure you that this subscription is a 'Go-er' across all of the grades to be sponsored, and the benefits applicable to each grade are now guaranteed to take place.

As an added incentive I have improved one of the benefits of the Shift Worker grade to hopefully whet your appetites and kick start a rush of applications. This upgrade is fully explained in my **SMF 'Spirit of 2040'** report on Page 34 of this magazine. The upgrade will of course apply retrospectively to those members who have already applied.

Also, if any member is either thinking of, or is considering applying for a **Work Shop Manager** Sponsorship would they please ring me first using my contact details on Page 3.

This Sponsorship subscription has proved very popular with members who wish to pay or part pay by donating suitable goods for re-sale on our Sales Stand. Please remember that we will credit your chosen subscription with the **full** re-sale value of the goods that we estimate can be achieved on our Sales Stand, and again details of this scheme are given in my **SMF 'Spirit of 2040'** report on Page 34 of this magazine. I can spend a lifetime (and probably have) in devising fund raising schemes for the SMF, however the ultimate success of them all depends entirely on you, our membership, responding to them. A successful outcome to the **SMF 'Spirit of 2040'** Sponsorship subscription will ensure that our beloved locomotive, No. 42968, can look forward to a continued working life up to and possibly beyond 2050. What a lasting testament that will be to all of us who have strived so long to support her!

So why not join your fellow members who have already applied for and committed to sponsoring a Shift Worker in the **SMF 'Spirit of 2040'** Sponsorship subscription and look forward to a super day on the SVR together with (hopefully) 13268, as she will be by then? I can assure you that, with the experience of past events, you will not be disappointed. Why not apply today and join in the fun and enjoyment of a great event in the company of 13268 (fingers and toes crossed, of course!).

Turning now to the SMF Sales Stand there have been a number of recent exciting developments which for the immediate future have transformed the fortunes of our Sales Stand. Again a more in-depth report is given within my Sales Stand and Donated Goods Report on Page 23 of this magazine, but suffice to say here that with the commitment and enthusiasm of existing and relatively new members of the sales team, we have been able to increase the number of opening dates throughout 2016 at our usual location at SVR Kidderminster Town station. Full details of our 2016 programme of Sales Stand dates appear on Page 26 of this magazine.

Hand in hand with that announcement comes the appeal for more donated goods to ensure that we maintain a plentiful supply of suitable stock to make all of this extra work worthwhile. Further details are given in my other reports but I will repeat here that, as always, we are totally reliant on your goodwill, generosity and continuing support to make this venture successful. In return we will put in the hours of labour, sweat and toil in fair weather and foul to make it happen on your behalf. Together as a team we can and will ensure that 42968 has a long and successful working future.

SMF SPIRIT OF 2040 Subscription Scheme

by the Stanier Mogul Fund which has been de- No 42968 at work on the Severn Valley Raibls are once again offered a ground breaking and ensure that their steam engine No 42968 remains movement until around 2050. In return for oil payment they can enjoy benefits ranging from experiences to sumptuous buffet lunches and to frequent visits on a subscription offer for everyone and with prices to suit all pocket long term future of 42968 which is what ever Mr Greaves went on to say "Already there has a limited pre-launch marketing exercise and to take advantage of the fabulous benefits on not delay in sending off their application forms the comments received on launch of new sub- Fund which has been designed to g- No 42968 at work on the Severn V- Members of the Stanier Mogul Fund a ground breaking and rewarding s- ensure that their steam engine No 42 railway heritage movement until around off payment or a fixed monthly payment the four course meal luxury dining experience and hands on driving and firing experiences by the SMF with something for everyone and all pockets whilst at the same time protecting future of 42968 which is what every member. Already there has been a clamour for subscrip a limited pre-launch marketing exercise and it fabulous benefits on offer should not delay in new subscription scheme by the Stanier Mogul keep 2-6-0 steam locomotive No 42968 at work Members of the Stanier Mogul Fund are once and rewarding subscription scheme which will remains at the forefront of the railway heritage In return for either a one off payment or a fix train four course meal luxury dining experience and firing experiences on following a limited l take advantage of the fabulous benefits on off

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train four course meal luxury dining experie and firing experiences on following a limited take advantage of the fabulous benefits on o limited pre-launch marketing exercise and n- some of the comments received on launch of the Stanier Mogul Fund which has been designe to rk on the Severn Valley Railway until 2050. ad are once again offered a ground breaking off events that their steam engine No 42968 have been for movement until around 2050. off payment or a fixed monthly payment on train four course meal luxury dining hands on driving and firing experiences ever offered by the SMF with something Any whilst at the same time protecting the "what every member of the Fund wants" subscriptions following "members wanting "offer should "forms or "subscription scheme by the Stanier Mogul Fun een designed to keep 2-6-0 steam locomotive rk on the Severn Valley Railway until 2050. "the SMF and Fund are once again offered a ground breaking subscription scheme which will that their steam engine No 42968 remains at front of the railway heritage movement until offer a one off payment or a fixed monthly can enjoy benefits ranging from on train experiences to sumptuous buffet lunches to visits on a subscription offer offered sng for everyone and with prices to suit the same time protecting the long term "every member of the Fund wants" clamour for subscriptions following d mem- "wanting to take advantage of the in sending off their application forms or risk

**GET ON BOARD
TODAY**

SALES STAND AND DONATED GOODS REPORT: *RICHARD GREAVES*

Because of recent developments I have on this occasion decided to combine these reports. For the last few years the future of our Sales Stand has been discussed both within Committee and with the dedicated and loyal group of members that work on the Stand as to its future viability. The two main areas of concern have been ensuring that sufficient volunteers are available to work on the Stand, and a continued supply of goods to sell. Such had been the difficulty in staffing that we have in recent times restricted our openings to the SVR's Spring and Autumn Steam Galas and the Sunday of Members and Shareholders Weekend. However, in the last couple of years there has been a remarkable turnaround in the fortunes of our Stand.

Firstly, we have attracted the services of a number of members who were keen to be involved with the Sales Stand and most of whom are local to the West Midlands conurbation. Secondly, we are continuing to receive good supplies of quality goods from our membership enabling us to maintain reasonable stock levels.

During last year I was approached by members of the team with a proposition to trial a small version of our stand on selected Saturdays and Sundays during the late summer and autumn period at our usual location at Kidderminster Town station. This idea was to test the non-enthusiast market with lower-end goods that are stored in the container and which are not suitable for display at Gala events.

We decided to give it a go, and with the kind assistance and agreement of the Kidderminster Station Master, Geoff Smith, and his Assistant Station Master, John Davies, six dates were selected. The trial concluded that there was sufficient potential to proceed further and a selection of dates were agreed with Geoff and John for 2016. The details of these dates are given on Page 26 of this magazine and also on the SMF Web Site.

So what does all of this mean. Well, firstly that the Sales Stand certainly has a medium term future of three to five years; and secondly that we now need your continued support and generosity in supplying us with suitable donated goods as detailed in our adverts and inserts. As always we can usually pick up goods from you within four to six weeks, although in some parts of the country this may take a little longer. Again, please remember that suitable goods can be credited against a **SMF 'Spirit of 2040'** Sponsorship or smaller quantities will be credited with First of the Finest certificates. Remember also that all monies raised from the Sales Stand are used solely to keep our locomotive, No. 42968, in working condition for our future enjoyment and pleasure.

At this stage I must mention that there are two items that we can longer accept, these being videos other than pure BR Archive, e.g. the B&R series, Marsden Rail, Railway Roundabout, BTF, Ivo Peters, etc.; and the other is what are commonly known as coffee table books. Regrettably the market no longer exists for these two items and we are awash with them. Otherwise the doors of our storage depot and our arms are wide open to:- **ANY MODEL RAILWAY** items in any gauge, any age, any condition from battered and broken to mint and boxed and anything in between. We have a constant market for all makes of 0, 00 and N gauge and can accept any other gauges up to 4' 8½"! Good quality soft and hard backed **BOOKS** from all the past and present recognised main stream publishers, steam, diesel and electric, including Irish and American railways. Despite recent articles in the monthly railway press that the bottom has dropped out of this market, we still experience good demand for quality material.

We are starting to get low on **MODEL ROAD VEHICLES**, including **BUSES** from cheap and cheerful unboxed items in the smaller gauges, right up to mint and boxed / unboxed items from Dinky, Corgi, EFE, Matchbox, Original Omnibus Co (OOC), Oxford, Base Models, Vanguard, etc., etc. **ANY** donations of these items would be very much appreciated.

ANY DVDs on railway related subjects

MAGAZINES are still sought after **BUT PLEASE**, only those titles listed in our adverts and enclosed inserts. **HOWEVER**, please note that we can now also accept the following titles: – ‘Great Western Journal’ and ‘Traction’, which is a modern image (diesel) magazine. **Any items of RAILWAYANA** across the entire spectrum, including any signalling equipment, cast iron signs, any lamps and particularly locomotive, cab and tail lamps, gauges, any station signs from, e.g. Porters Room to Station Totems, Shed Plates, Smokebox Number Plates, Works Plates, Cab-Side Number Plates (ex-GWR / WR Locos), Loco Whistles, Watches, Clocks, Paperwork, Engine History / Record Cards, Restaurant Car items, eg, Tea / Coffee pots and condiments, serving plates, cutlery, etc., and don’t forget my fantasy of one day spotting a member staggering towards our stand carrying a genuine Duchess or Castle nameplate muttering “Eh now, is this any use to you lads?” – Dream on, Richard!

Also sought after are **EDMONDSON** Railway Tickets, **BAYKO** and **MECCANO**. In fact **ANYTHING** that you consider may be of interest to us, **PLEASE** give me first refusal.

As always we can collect from you within reason: obviously it would not be cost effective to pick up £20 worth of goods from, say, Skegness unless one of my couriers happened to be going there on holiday, but generally we can arrange pick ups within four to six weeks, and often much quicker. Alternatively, with a greater selection of Sales Stand dates available this year, you can if convenient deliver any goods to our Sales Stand at Kidderminster Town station on any of our advertised dates. Assistance to carry any goods (including that genuine nameplate - joke) from your car is always available: just ask any of our team on the Stand. With your kind support and generosity, the future of our Sales Stand will be assured for the next few years at least, generating valuable income to keep 42968 in working condition.

PLEASE ALSO REMEMBER that your donated goods can be credited, at our full estimated re-sale value, either in full or part-payment for any of the remaining **SMF ‘Spirit of 2040’** Sponsorship subscriptions. So, what better way of thinning out some of your collection(s) or even that genuine Duchess or Castle nameplate hanging over the fireplace that you or your better half is now fed up to the back teeth of keeping clean and you were wondering what to do with?! The answer is simple: exchange your items for a **SMF ‘Spirit of 2040’** Sponsorship and together with your invited guests enjoy a great selection of benefits in return.

If you have any goods to donate or wish to discuss, without any obligation whatsoever, a possible donation, or would like more details on how your donation can be turned into a **SMF ‘Spirit of 2040’** Sponsorship and the benefits that this will offer, please contact myself, Richard Greaves, using the contact details on Page 3.

My thanks in anticipation and I look forward to either hearing from you or having the pleasure of an informal conversation with you.

SPECIFIC DONATION WANTED

Does any member have a 00 Gauge Bachmann 1990 (ex Mainline)
4,000 Gallon Stanier complete tender (body and chassis) in BR Lined Green
in as near mint condition as possible as fitted to

Bachmann’s Royal Scot and Jubilee model locomotives?

I have a mint ‘Bahamas’ Jubilee locomotive but without a tender
which has been donated for re-sale on the SMF Sales Stand.

Alternatively is there any member with such a tender who would like
to purchase the locomotive to go with it?

If you can assist or are interested in purchasing the loco, could you please contact
Richard Greaves on **Tel No 0151-426 7111**

**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 Edmondson 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**

SMF SALES STAND DAYS – 2016

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

Saturday	05th September	2016		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
Saturday	02nd April	2016		Small Stand
Sunday	17th April	2016	SVR Shareholders Day	Small Stand
Saturday	30th April	2016		Small Stand
Saturday	07th May	2016		Small Stand
Sunday	15th May	2016		Small Stand
Saturday	04th June	2016		Small Stand
Saturday	16th July	2016	Peep Behind The Scenes	Small Stand
Saturday	06th August	2016		Small Stand
Saturday	13th August	2016		Small Stand
Saturday	20th August	2016		Small Stand
Sunday	04th September	2016	On The Buses	Small Stand
Saturday	17th September	2016		Small Stand
Thursday	22nd September	2016	SVR Autumn Steam Gala	Main Stand
Friday	23rd September	2016	SVR Autumn Steam Gala	Main Stand
Saturday	24th September	2016	SVR Autumn Steam Gala	Main Stand
Sunday	25th September	2016	SVR Autumn Steam Gala	Main Stand
Saturday	08th October	2016		Small 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**

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



***Above:** 42968 leaves Quorn on the GCR with a Loughborough to Leicester North, Russ Hillier Goods Train Photo Charter on 2/2/07.*

Photograph: Russ Hillier

***Below:** A reminder when loose coupled goods trains were an everyday sight on the railway network. 42968 approaches Eardington Halt with the lightly loaded afternoon goods for Bridgnorth on 11/3/07 during the SVR Spring Gala weekend.*

Photograph: Raymond Jones





Above: 42968 approaches Quorn, on the GCR, with a Russ Hillier goods train photo charter from Loughborough 2/2/07.

Photograph: John F Stiles

Below: 42968 departs Quorn (GCR), in charge of a Loughborough to Leicester North goods train during her visit to the Great Central in January 2007.

Photograph: Ian McInness | Courtesy David Tyreman



SMF

Chief Mechanic

Works M



**GET ON
TOD**

SPIRIT OF 2040

cal Engineer

Manager

ger (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

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Tuber

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Painter

Painter

Tuber

Filler & Stopper

Filler & Stopper

Filler & Stopper

Arch Man

Filler & Stopper

Filler & Stopper

Filler & Stopper

Fitter

Flatter

Flatter

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Turner

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Welder

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Boiler Maker

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Boiler Maker

Liningman

Liningman

Liningman

Boiler Maker

Liningman

Liningman

Liningman

Brass Smith

Liningman

Liningman

Liningman

Inspector

Varnisher

Varnisher

Varnisher

Apprentice

Apprentice

Apprentice

Apprentice

**BOARD
DAY**



***Above:** Having got the road 42968 awaits the guards 'right away' at Kidderminster Town, working her own celebration train, the 3.40pm SMF 75th Birthday Special to Bridgnorth on 24/1/04.*

Photograph: Nicholas Huband

***Below:** A fine study of 42968 as she awaits the 'right away' at Arley station with a Kidderminster to Bridgnorth service on 12/3/05.*

Photograph: Rob Newman





Above: Working a SVR Steam School Special train on 22/5/05, 42968 stands at Hampton Loade waiting for the road north to Bridgnorth.

Photograph: Rob Newman

Below: Drifting down-grade 42968 slows for the Sterns per-way slack, working a Bridgnorth to Kidderminster train on 19/9/08.

Photograph: Steve 45xxx



SMF SPIRIT OF 2040

Sponsorship Subscription Scheme

RICHARD GREAVES

The **SMF 'Spirit of 2040'** Sponsorship subscription has to date financially exceeded both my expectations and monetary targets. That's great, I hear you all say, **BUT** it is and it isn't. 'Oh dear,' I hear you all say.

To raise almost £60K of gross inward investment into a new subscription scheme in less than twelve months has to be good news which I do not deny. However, almost half of that amount has come from the two top sponsorships, and believe me when I say that those two members and their invited guests are going to have a wonderful time participating in the various benefits that their chosen sponsorships offer.

Turning now to the Shift Worker Sponsorships, this is the element of the scheme that raises the **'BUT'** in my opening paragraph. To date, take up has been well below my expectations, and this after receiving no – yes, no – adverse comments whatsoever on this scheme. The Shift Worker sponsorship is the one grade that I thought would have been the most popular by some margin, but for whatever reason it appears not. Surprise surprise!

Given that this subscription has a limited time availability window, and to hopefully kick start this grade sponsorship, I have decided to amend one of the benefits immediately by increasing the number of guests that accompany the member from **one to three**. This upgraded benefit will of course apply retrospectively to those members who have already applied for a Shift Worker Sponsorship subscription. Please be aware that the application forms that appear in the centre pages of this magazine will continue to show the old wording as it is not cost effective to make the printing changes until a re-print is ordered.

I believe that this enhanced change to the benefits of the Shift Worker grade now make this a very attractive offer and one that I hope will convince many of you to now apply for. One of the foremost principles of this sponsorship when I devised it was to offer the opportunity for as many of our membership as possible to participate in it by giving a wide choice of affordable options and innovative payment methods to achieve this. To date members have opted to use all of these methods, viz, outright payment, which offers an attractive 10% discount; monthly standing order; and by donating goods in both full and part-payment. It works like this:-

EXAMPLE 1:

Chosen sponsorship is Workshop Manager at £10,000: 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 £11,300. Your Sponsorship subscription of £9,000 (£10,000 less £1,000 – 10% discount for outright payment = £9,000), is taken from the proceeds and the balance of £2,300 is returned to you. If the plate achieves less than the £9,000 after costs, then you will need to make good the balance either by a one-off payment or by monthly standing order over a maximum of thirty months, or by further donated goods. If the latter two top up methods were used, then the 10% overall discount would be subject to confirmation.

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 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.

EXAMPLE 4:

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.

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.

I make no apology for repeating again here the following paragraphs from my SMF **'Spirit of 2040'** Sponsorship report in the last edition of SMF News:

*We have already secured the short and medium term future of 42968, 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 £850 or just £33 per month for thirty months, or by donating suitable goods to our Sales Stand in full or part payment then 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

PLEASE NOTE

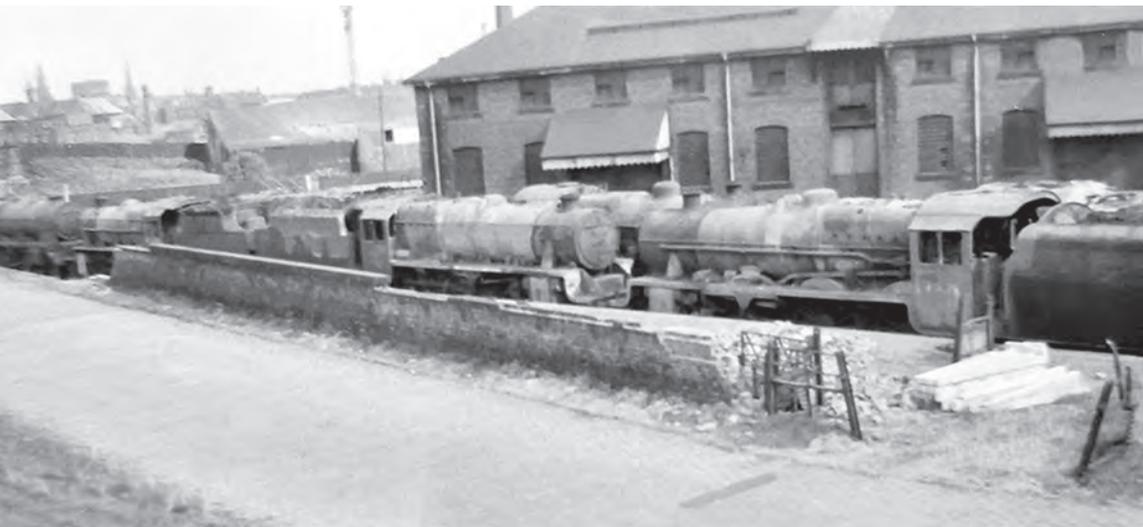
**IF ANY MEMBER IS CONSIDERING APPLYING FOR ONE OF THE WORKSHOP
MANAGER SPONSORSHIPS WOULD THEY PLEASE CONTACT RICHARD
GREAVES BEFORE APPLYING AND REMEMBER ALSO THAT THESE ARE NOW
THE LAST 'MANAGEMENT TIER' POSITIONS AVAILABLE**

**SPOTLIGHT ON 13245 / 2945 / 42945
FOLLOW UP:**

JIM NORMAN

This pioneer of the Class was spotlighted in SMF News No. 71, March 2012, since which a further and very interesting photo has emerged, unfortunately from an unknown source.

Following the fire in Preston shed on 28th June 1960, she and several other locos were rather badly scorched, requiring a return to various Works for remedial action. 42945, of course, was eventually dispatched to Horwich, but in the short term the damaged engines were moved across the main line and stored at Maudlands Sidings. This photo taken 2nd July that year shows a few of these engines at that location, being right to left 5XP 45675 *Hardy*, Black Five 45150, 42945 and a second 5XP, either 45633 *Aden* or 45684 *Jutland*.



Above: A view of the damaged engines mentioned in the text above seen at Maudlands Sidings, Preston on 2/7/60. Photographer not known / SMF Archive

FREEPOST PLUS - REPLY PAID ENVELOPE

For your convenience, this 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', 'The First of the Finest Subscription Scheme', OR to make a donation, AND to advise the SMF in respect of Bequests and / or In Memoriam instructions.

PLEASE NOTE:

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

The regular SMF Members Driving days between Bridgnorth and Hampton Loade took place during October in 2015, a little later than usual on the 13th, 14th & 15th. In spite of this we were for once blessed with perfect weather on all three days. The usual group of enthusiastic participants was joined by the large group of volunteers that put so much effort in each year to make it all possible, and in the process have a great few days with much banter and good company.

As we started on the Tuesday, 7812 Erlestoke Manor was the rostered loco, but it soon became clear that she was not well with piston ring problems leading to reduced power and a huge use of water. Oliver, our fireman, was having to use all his considerable skill to maintain steam pressure.

Our fault for choosing to start on the 13th, I suppose! I knew we were in real trouble when Rod, our driver, advanced down the platform with a 'someone' from the shed at lunch time. Both had expressions on their faces that indicated that good news was not forthcoming! The opinion was that while she would hopefully last the day, it was felt that it was unrealistic to expect her to last the other two days.

I tried to be helpful and said we would be quite prepared to substitute 46100, which was leaving every morning for high speed trials between Bewdley and Kidderminster! For some reason this suggestion was not taken seriously and 1501 was suggested as a replacement. Tank engines are usually not ideal for this type of event as there is limited space on the footplate, but Rod confirmed that he could cope. Now the only worry was the participants reaction to a tank engine.

Below:** 1501, the SMF Drive and Fire replacement engine, displays the correct Class 3 (ECS) headcode as she makes steady progress up Eardington Bank and approaches the Halt with a Hampton Loade to Bridgnorth train on 15/10/15. Spotted through the forward facing cab window is Lynne Tidmarsh on the regulator. **Next year this could be you!

Photograph: John Oates





Above: Fraser Goulding puts another round into the firebox of 1501 at Bridgnorth, prior to leaving for Hampton Loade with a SMF Drive and Fire Experience train on 15/10/15. Next year this could be you! Photograph: John Tidmarsh

In reality most greeted the change with enthusiasm. 1501 is a gutsy little engine with small wheels and large cylinders giving it a power classification between 4 and 5, necessary for its previous BR role of ECS workings into and out of Paddington. She seems to be a favourite everywhere and was a pleasure to drive.

So once again a great three days was enjoyed by all. Huge thanks for making it all possible to Rod Derry and Steve Jones, our patient drivers; Oliver Huxley and our own Chris Proudfoot on the shovel; Peter Field, Nigel Kimberlin and Ray Durrant, our guards; and of course the 'Dirty Gang', Fraser Goulding, Dave Busk, John Ashton and yours truly who were only mildly disappointed not to get soaking wet while wrestling with large pieces of dirty metal and those pesky pipes between the coaches!

We must not forget, of course, the amazing staff in the buffet at Bridgnorth, who managed to produce lovely food with smiles and good humour throughout the constantly varying timetable!

So, what plans for 2016? Once again the answer was not what we wanted to hear. October 2016 is almost completely taken up with engineering work and hence no suitable dates were available. Never mind, the SMF is nothing if not flexible, and so we will move to spring 2017. The weather might even be more reliable and the evenings lighter. We have booked three days, 25th 26th and 27th April 2017, but will you be there? There is an advert in this magazine and Dick Lewis will be taking expressions of interest; why not give it a go and join the fun? And I do mean FUN.

If you have often been tempted to but not got up the nerve because you're worried about what is required, give me a ring or drop me an e-mail and I will explain what is involved in practice. Rest assured that those with no experience through to those that have done it every year all have a brilliant and safe time: there really is nothing quite like it.

Here are answers to some Frequently Asked Questions:

Why Should I give it a go? - How ever often you have stood on a platform or at a lineside, read a book on steam and how it works, or enjoyed a ride on a train behind steam, there is nothing like the experience of being on the footplate, lifting the regulator and feeling the whole engine come to life as the fire begins to roar.

Do I need any Knowledge or Experience? - No, the Severn Valley crew will be there to give you all the help and guidance that you need.

Is it Safe? - As always on railways, safety is the absolute priority and the Severn Valley crew will ensure that you are safe at all times. All they will ask is that you listen to their instructions and follow them at all times.

Will I be asked to do anything I can't cope with? - Absolutely not. What you do will be entirely up to you. Some participants, for example, are keen to have a go at firing and find it a very enjoyable part of the experience, but no one will insist so if you don't want to do any aspect that is fine; it is your experience and the crew will merely want to ensure that you have the best time.

Where will the event take place? - Normally the experience runs from Bridgnorth to Hampton Loade and return so you get the chance to drive up Eardington Bank in both directions.

Can I share the Experience? - Your turn can be used by up to two people who can both ride on the footplate. It is up to you whether you share the driving and firing or whether your companion merely wants to sit on the seat on the other side and just watch you enjoying yourself.

*Below: I think the look on the face of Lynne Tidmarsh says it all, as she stands in the cab doorway of 1501 at Hampton Loade on 15/10/15 during her SMF Drive and Fire experience. **Next year this could be you!***

Photograph: John Tidmarsh





Above: 'It ain't half hot in here mum'. Three very happy looking footplate crew members pose for the camera as 1501 draws forward onto Bridgnorth shed at the end of another successful SMF Drive and Fire event. L-R Joint organiser and participant, John Tidmarsh, SVR Driver, Steve Jones and SVR Fireman and SMF member, Chris Proudfoot. Next year it could be you on the footplate!

Photograph: Lynne Tidmarsh

Will I get dirty? No one would pretend that a steam locomotive footplate is the cleanest place in the world so you will need to wear old clothes or overalls and stout shoes / boots with if possible steel toe caps.

Which engine will it be? Even on the occasions that 42968 is operational it is impossible to make promises. The choice of loco will be at the discretion of the Severn Valley and depend on what is available at the time.

Can I ride on the trains as well? The experience trains will be running all day and you and your friends and family are welcome to travel on any of them.

Will I enjoy it? Nothing in life is guaranteed but 100% of the people who have done it so far have had a fantastic time and many have returned for a second (and even third and fourth!) go.

Are there still spaces available? The only way to find out is to ring Dick Lewis and ask!

42968

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

SMF

Driving & Firing Experience

2017



Feel your hand on the regulator
as loco and train climb Eardington Bank.

Full round trip
between Bridgnorth and Hampton Loade.

Available on April 25th, 26th, 27th, 2017

Cost £250 including hot lunch

To enquire about availability and book,
contact Dick Lewis on 01395 277 558

First come, first served !

**AT LAST! – A STANIER MOGUL IN 00 GAUGE –
Part 2:**

JIM NORMAN

I reported in SMF News No. 74, September 2013, that Bachmann were to produce a model of the class in three different forms, at a R.R.P. of £118.95, since which time... well, not a lot really for two years. The Archive was asked to provide drawings, which we did, and then it all went quiet. But work restarted and it was announced early last year that the project was in the Drawing Office. At the Warley Model Railway exhibition towards the end of November, the pre-production prototype - produced from a 3D printer - was unveiled.

It is expected that the model will be available from August or September this year, but prices have jumped somewhat, now at £131.70, or £155.70 with DCC fitted, both prices quoted at Ehattons.com. So better get your letter off to Santa Claus; it should certainly be available for the Christmas rush!



*Above: The Bachmann, 00 gauge pre-production prototype 3D image of its forthcoming Stanier Mogul, was unveiled at the Warley Model Railway exhibition in 11/15.
Image supplied by: Jim Norman*

**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**



Above: 42968 stands on shed at Bridgnorth on 22/6/11.

Photograph: John Bowater

Below: Waiting to return to Kidderminster with a SVR Steam School Special, 42968 stands in Bridgnorth station on 22/5/05.

Photograph: Rob Newman



Continuing with the year 1984 and my Class 2 relief job. I will now move from Prescot to Hough Green on the former Cheshire Lines Committee (CLC) route from Liverpool Central to Manchester Central via Warrington Central. The box was a modern, flat roofed design built in 1965 by the LMR to replace an earlier CLC box. It housed a 30 lever BR Midland frame similar to the one installed at Prescot. However when I worked there nearly all the levers were White (out of use). In fact there were just six working levers, controlling four signals and a detonator placer for each line, which might make you wonder why there were so many levers or indeed why the box still existed at all! The reason for the number of levers can be found in the track layout in the 1960s which showed that Hough Green had a sizable goods yard as well as being the junction for the loop line which served Widnes Central Station and Tanhouse Lane before rejoining the CLC route.

The passenger service to Widnes Central was withdrawn towards the end of 1964 and the line closed completely a few months later. The goods yard closed about the same time so it is possible that none of these connections were actually worked from the new box. Unfortunately the long planning time for new works meant it would not have been possible to change the size of the box or the frame at short notice. The reason the box still existed with so little to control can be found in the expansion of the third rail electric network on Merseyside during the 1970s.

As part of this scheme, the Western end of the CLC route between Liverpool Central and Hunts Cross was to become part of the Merseyrail system, connected to the L&Y route between Liverpool Exchange and Southport by means of a new tunnel under Liverpool city centre. Liverpool Exchange and Liverpool Central (High Level) stations would close and Liverpool Central (Low Level) would be converted from a terminus to a through station. Services from Manchester would be diverted to Liverpool Lime Street via Allerton and Edge Hill.

The last service from Liverpool Central (High Level) was a DMU shuttle to Gateacre, which was withdrawn in 1972, after which the Liverpool Central to Hunts Cross West Junction section was closed for conversion to third rail. When the line reopened in 1978 budget cutbacks meant that the electric trains terminated at Garston, which was about half a mile short of Hunts Cross West Junction, where the CLC joined the chord line from Allerton on the LNWR Liverpool - Crewe line. Hunts Cross Station was another mile beyond the junction towards Manchester and this final one and a half mile stretch was not electrified until 1982.

This involved remodelling the junction to allow the electric trains to cross the existing running lines and run parallel to them on their own electrified single line on the Up side of the formation, before terminating in a new bay platform at Hunts Cross. To control the revised layout a new Power Signal box was to be built to replace the existing mechanical box. Trains between Hunts Cross and the adjacent boxes at Allerton Jct and Hough Green would now be operated under the Track Circuit Block system rather than absolute block.

Under this system there were no block instruments or bells, no acceptances or clearing points, the system relying on the ability of a track circuit, when occupied, to put a colour light signal to danger behind a train. The regulations merely stated that providing



Above: Loco hauled trains on the ex CLC route were quite rare in diesel days but on 18/5/75 Class 47 No 47191 is seen east of Hough Green, near Widnes East, heading towards Warrington Central in charge of 1Z45, a Troop Special from Liverpool.

Photograph: Richard Greaves

the signalling equipment was in working order and all track circuits were showing clear you could clear your signals for a train to proceed. VDU type train describers were provided to advise signalman of the approach of a train.

The effect of these alterations was to make Hough Green a “Fringe” box between the two signalling systems as Absolute Block working was still used between Hough Green and Widnes East, the next box in the Manchester direction. It also led to an unusual dispute between the S & T and local management.

Prior to commissioning of the new signalling, Hough Green had opened only for two shifts, Monday to Saturday. At night and on Sundays the box switched out using a block switch as previously described at Prescott. However the S & T advised the area manager’s office that it would not be possible for Hough Green to switch out under the new system and the box would have to be manned continuously. Local management was furious as they found out about this only when the scheme was almost complete. The cost of employing an extra man at Hough Green to cover the additional shifts would have to come out of their existing budget, while the re-signalling scheme was being paid for by Merseyside Passenger Transport Executive, as part of the electrification works.

The Area Manager then said that he would not advertise a vacancy at Hough Green and the extra shifts would have to be covered by relief men. The union then became involved but management would not budge and the box had a permanent vacancy until it closed. It then became quite normal for relief men to be rostered at Hough Green for several weeks at a time and during the summer of 1984 I had a five week stretch there plus numerous individual weeks.

To be continued in SMF News No 80



‘COPPED AT’

Above: 42950 passes Stafford station on the Down slow line with a northbound tank train on 7/8/56. Note the lack of hi-viz clothing on the PW staff alongside. Fowler 2-6-4T 42347 stands on the adjoining road.

Photograph: Brian Morrison

Below: Re-starting from Stafford station after a water stop, 42958 heads North on the Up Fast line with an ECS train on 30/12/58.

Photograph: John Dew





‘COPPED AT’

Above: 42981 has a full tender of coal suggesting that she has come on this Class C Parcels train at Crewe. She is seen heading south along the Up Slow at Madeley in September 1960.

Photograph: Derek Cross / Courtesy David Cross

Below: Heading a lengthy Class E goods train on the Up Slow line towards Stafford, 42962 passes the long closed station at Betley Road on 22/8/53.

Photograph: E Russell



Well, 1962 dawned along with the arrival of Doctor Richard Beeching, and because of his innovations, I was destined to move away from proper railway work, and into the heady realms of the Work Study Department. Although I prospered personally the jobs became more and more embroiled in internal politics, which did little to advance the cause of the railway, and eventually led to my total disenchantment with the system and my departure. I had been at HQ Rolling Stock for three years, and if you weren't to be left behind in the promotion stakes, especially in the Beeching era, it was time to move on.

The LM Region had just taken over responsibility for the old GC line out of Marylebone and had set up a District Manager's Department there in which there was a vacancy for the Senior Trains Clerk, Class 1, who was also in charge of the accidents section. It was a post for which I was well qualified, so I applied and was duly granted an interview at the London Divisional Manager's Office located at that time in Finsbury Square.

On arrival I was greeted by an old friend, John Paxton, currently senior accident clerk at St. Pancras DOS, who was also up for interview for the same job. I had a good interview with the Assistant DM, who, after the interview asked me if I would wait until after he had seen John, as he wanted to talk to me again. After John had gone I was once more summoned into his presence, where he told me that there was absolutely nothing between me and John, either in seniority or suitability, but he was appointing John to the post as he was currently in 'Accidents' so was more up to date with current legislation in that field.

However, I would be eminently suitable as a Work Study Investigator now that this was being extended into the realms of the operating department, a discipline with which the current Investigators were not familiar, as their investigations had so far been confined to freight depots on loading / discharge and cartage functions, so how about it?

I was somewhat taken aback by this and said I really hadn't considered it but would give it a try if he thought it would be worth it. He was very pleased with my response, and said he would write to my boss, which he did. I won't bore you with subsequent events except to say that I was instructed to apply for the posts which were shortly to appear on the vacancy lists. I had two interviews, one at Liverpool which I knew I hadn't got, and one at Birmingham which I was sure I had, as it was the most heavily rigged interview in my favour that I had ever attended. Basically all I had to do was to agree with the interviewer! On my return to Euston, I was asked how I rated my chances and I said if I didn't get this one, I'd eat my hat!

Sure enough a couple of days later the little brown envelope containing my appointment slip arrived, and in July 1962 I left Euston for Birmingham to face, for me anyhow, a very uncertain future. Work study was a very new discipline regarded with deep suspicion by the workforce, particularly in the operating department as it was considered to be a high-tec version of the dreaded Staff Commission, known colloquially as the 'razor gang', whose sole aim in life was to reduce staffing levels. I must admit that some of the team leaders with whom I subsequently worked were of that opinion also, which was completely at odds with our indoctrination.

After a few weeks of being deployed on various menial tasks the time came for me to go on my training course at Swanbourne Work Study Training Centre, the LM Region

work study school, which was a six week residential course, and boy, did they put you through it! At Swanbourne we were instructed that the purpose of work study was to achieve the optimum performance at any location utilising all available facilities. If during investigations it was found that more resources were available than were necessary to obtain the required level of performance, then they should be reduced or re-deployed. Anyone who thought work study was going to be a doddle soon learnt the error of their ways, and it was often the wee small hours of the morning before the after dinner tasks were completed. However, on my course (Time Study Course No.16), there was an excellent bunch of chaps and as it was all totally new to us, we mucked in together, helping each other out when we could. We worked hard and played hard, finishing with a right royal rave on our final night at the 'Shoulder of Mutton' in Little Horwood, the village adjacent to the college.

I designed and made a suitable coat of arms for the centre, which we all signed and presented to the Principal on our final day, for display in our private bar. He said of all the courses which had so far passed through the centre, ours was the best in terms of commitment and co-operation. He was tickled pink by my effort, which he had framed immediately by one of the instructors, who had previously been a supervisor in the carriage shops at Wolverton Works.

It was put on display in our bar by lunchtime, and on the closure of Swanbourne it finished up in the bar of the BR Staff College at 'The Grove' in Watford. It was still there when I attended a management course in 1973!

'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.***

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

SMF - 2015 RAFFLE REPORT AND RESULTS:**RICHARD GREAVES**

The 2015 SMF Raffle was a close run thing but in the final hurdle the going got heavy and we crossed the finishing line a short nose (well £10 actually), behind last years gross return.

Achieving £5K plus was always going to be a big ask, and the fact that we were only £10 down on 2014 at £4,690 was a very credible achievement, given the big fall the previous year and which we have all but arrested.

It is particularly satisfying that our annual raffle continues to be so successful and if just a few more members could support it we may, just may, get back to that magical figure of £5K gross return that we fleetingly achieved in 2013.

My sincere thanks as always to all those members who returned their tickets and to those members who also included or sent a donation. I believe that I did reply to all of you who sent a donation but if I missed anyone out please accept my sincere apologies. A list of the winning tickets is shown below and my thanks to you all once again for your continued support.

**STANIER MOGUL FUND - 42968 AUTUMN DRAW 2015
RESULTS**

			TICKET:
1 st	S Deakin	Manchester	0494
2 nd	Catherine Baggott	Wolverhampton	0780
3 rd	Mr Donald Irvine	Bromsgrove	2774
4 th	Mr J King	Barrow-on-Humber	1537
5 th	D J Andrews	Birmingham	0845
6 th	Mr K M Johnson	Droitwich Spa	1595
7 th	J Nolan	New Brighton	2063
8 th	R Jones	Birmingham	1990
9 th	Mr B Pickup	Hove	2687
10 th	Lorraine Busk	Bromsgrove	0088
11 th	Mr T Relf	Coventry	2633
12 th	Richard Shaw	Oldbury	1362
13 th	D M Boyd	Leigh	0943

The winning tickets were drawn by members of the Stanier Mogul Fund attending the SMF AGM held at the Kidderminster Railway Museum, Kidderminster on Saturday 17th October 2015.

Richard Greaves
SMF Draw Promoter
17th October 2015



42968

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



***Above:** The cold crisp air accentuates the drifting steam from 42968 as she departs Bewdley with a return SVR Santa Train from Arley to Kidderminster on 14/12/08.*

Photograph: Steve 45xxx

***Below:** 42968 takes a well earned rest at the stop blocks at Kidderminster Town station after bringing in a SVR service train from Bridgnorth during the Autumn Steam Gala on 25/09/09.*

Photograph: John Tidmarsh



CONFESSIONS OF A COMPUTER PROGRAMMER – PART 1:

JOHN TIDMARSH

I joined the Computing Division of British Rail (BR) in 1975. The 1970s were the decade when computers had established themselves in businesses doing the obvious jobs such as payroll and stock control and effort was being made to apply them to the more difficult areas. BR was no different and project teams had been set up to look at the industry specific areas of Scheduling and Timetable production.

Two different sorts of timetable were produced, the Working Timetable (WTT) containing all scheduled services including freight working, for use by all railway staff from signaller down, and the Great Britain Timetable (GBTT) that was sold to passengers and travel agents in A5 format and was also available to Telephone Enquiry Bureaus and Travel Centres in A4 format.

The production of the GBTT has been a nightmare since trains started running. Starting with the re-casting of trains and services, each alteration had to be chased through all the tables within the timetables that were to be affected. The timetable itself was cast in lead type and between print runs this sat at the printers waiting for the next set of amendments to be applied, all in all a long, laborious and error-prone process. The result of this was that changes were made only where absolutely necessary and it was difficult to respond to commercial pressures.

So the dream was to plan the trains (by Train Graphs on a screen if possible), press a button and the timetable would come out of the other end (the 70s were very much the sort of time when such grandiose claims were made before the more cynical views of today set in). This would have the dual benefit of allowing a more flexible timetable with no mistakes, and also free the huge amount of lead type currently sitting at the printers to be sold for scrap. This in itself would provide a significant amount of cash. So how do you produce the GBTT by computer?

The trains are clearly the starting point so a data base needed to be created with all the trains. This was called the Train Services Data Base (TSDB). Each train it contained had a unique identifier which was a number preceded by a letter indicating which Train Planning Office was responsible for it, C for Crewe, Y for York, G for Glasgow etc. and contained all details of the train including days run, restaurant facilities, etc.

Most difficult of all were Joins and Splits, i.e. trains that were either formed of two portions coming from two locations, or split to go to two locations. In the 70s this still seemed to happen a lot, particularly at Carstairs. The intention was that this one data base would be used to produce not only WTT and GBTT but also Pocket Timetables and Station Departure sheets, etc., saving much previous duplication. The Train Planning offices were given a 'Freeze Date' by which all their trains had to be on the data base and correct. In spite of the theoretical 'instant' nature of the new process, this was still months before the timetable was due to hit the streets.

The first computer process was then 'Allocation'. Each Table within the timetable was represented by a 'Station Bank', i.e. the list of calling points that would be served by that table and which would be down the left hand margin of the final document. This Station Bank was compared with each train on the data base, if two or more calling points on the train matched stations on the Station Bank then this train appeared on that table and the times were extracted to form a 'Column' for inclusion. With thousands of trains and hundreds of tables, plus the speed of computers at the time, this process took days, if not weeks, of processing but the result was raw tables consisting of a large number of columns.

Next came 'Arrangement'. The collection of columns had to be arranged into the order they would appear on the final table. This is not as easy as it sounds as most tables had overtaking trains. This problem was solved either by taking one station as the timing point and sorting on that; or by splitting columns with arrows connecting at the overtaking point. This process was done table by table and again was not instant.

Many tables had stations which, while not directly in the station bank, provided connecting services. For example in the North East South West Table, Nottingham provided connections through Derby, so you needed arrival and departure times from Nottingham. Maybe my memory is faulty but I remember this process of producing a relatively small number of innocuous times needing more brain power and computer time than almost anything else. The computer churned for hours and hours. I cannot express my admiration for the advances that today enable us to put in Penzance and Wick into a web site and get train times and connections virtually immediately.

More cosmetically, the next task was 'Notation', where column headings were added with multiple sorts of information about the train in the column, days run, facilities, etc. There now existed a data base of tables that together would make up the timetable. In an ideal world these would be perfect as they were automatically generated from the trains; in the real world there were errors and changes. Trains would have been missed altogether, entered wrongly or there would be late changes. Hence there was a facility called 'High Level Edit', which meant that the train planners could edit the tables themselves, adding, changing and deleting.

Once finished each table was copied to a master set that were to be sent to the printers. In practice not all tables were created for each timetable, some tables in remote areas were so static that they remained constant and were never copied in on top of the printers' originals. The computer output itself was sent to printers for Computer Aided Typesetting (CAT), a relatively new process at the time, and in due course out came the timetable.

GBTT in particular was a success and the timetable was produced this way for the first time in May 1984 and then for many years, eventually going to twice a year. The stress of getting it done the first year cannot be over-estimated. Needless to say, as soon as the last timetable by the old method was complete, the lead type was sold for scrap, so from that point the computer was the only way forward. In modern days where everything seems to slip, it is a huge credit to Neil Stafford, my (still) good friend, who was in charge of the technical work, and the Group Manager, Eric Harris, a railwayman of the old school now sadly no longer with us, that it did come out as planned.

And was it all worth it? While I have heard it said that the number of people in Britain with the will and ability to use a railway timetable, let alone the eyesight to read the A5 version, remains surprisingly high, the font size is so small that I would not want to give up my journey planner and go back to the book now.

**GET ON BOARD
TODAY**

42968

SMF SPIRIT OF 2040 -

*Preserving Yesterdays Past
..... For Tomorrows Future*



Above: Signalled for Platform 2 at Hampton Loade, 42968 eases the 1.35pm Bridgnorth to Kidderminster train into the station on 1/8/11.

Photograph: John Oates

Below: 42968 stands at Bewdley station with a northbound breakdown crane train during a Photo Charter event on 11/11/05. Photographer not known / SMF Archive



What was once whispered words, one could even say an almost taboo subject, has today because of various media channels become a much more open topic of conversation.

In my opinion, however, it remains a very sensitive, delicate and personal subject to discuss, and one has to consider at all times the sensitivity of the topic. Above all else it must also be remembered that the audience you are approaching should feel that they *want* to give rather than feeling *pressured* into giving.

Today, people are becoming ever more aware of the fact that a Bequest or In-Memoriam to an organisation or group in which they have an interest or have been involved, sometimes for many years, can make a huge difference to both the future of that group and also the people responsible for running it.

In the case of the SMF, which itself can be categorised as a very small group, the impact of a Bequest or In-Memoriam can be massive in a number of ways. Firstly, a financial contribution (whether a cash sum or a donated collection) makes an immediate impact on the SMF balance sheet and allows funds to be moved into future overhaul contribution accounting lines, e.g. the 2040 overhaul. Secondly and equally important, this reduces the stress and anxiety both on myself as Fund Raising Manager and the CoM as a whole in having to devise, launch and run future fund raising activities

For example; if say one hundred members bequeathed £2,000 each to the SMF we could be certain NOW of achieving our 2040 overhaul contribution funding objective. Similarly, if two hundred members bequeathed £1,000 the outcome would be the same. You may say that this is the lazy man's way of achieving your desired objective without getting off your bum. You may be right, but I would counter that with my own involvement.

I have been a member of the SMF now for some forty six years and throughout that time I have worked tirelessly and willingly. I am not alone in that statement by any means, but I will soon be seventy years old and a number of my colleagues on the CoM are not far behind me. I speak for myself, but I am beginning to get tired a lot quicker than I used to and the day will surely come when I have to reduce my workload. Yes, there are younger and extremely enthusiastic members on the CoM, but they too have full time jobs and the workplace today is a far different place than it was thirty or forty years ago, so we have to accept that their available spare time could well be much more reduced than ours was.

Believe me when I say that my enthusiasm is still as great as ever it was, together with my long-held desire to have in place the finances to provide the anticipated contributory funding to ensure that 42968 is secure for at least two more heavy overhauls. That would take us to around 2050/55 and realistically I do not believe that we can look beyond that for some time yet, if at all.

There are those of you that have been with us from the start or the very early days, and others who joined us along the way. We have had some great times together with 42968 and hopefully there will be many more to come. To me she has played a big part in my life, and I would like to think that many of you feel the same way too.

So before the time comes for us to go to that great engine shed in the sky, is it unreasonable to plant the seed of thought now in the minds of our membership in the hope that they may, after making provision for all of their loved ones, leave some



Above: 2968 looks stunning as she stands outside Kidderminster Town station on 30/8/91. I wonder what she will look like after her 2040 overhaul?

Photograph: Richard Greaves

provision in their will for our beloved 42968, and thereby ease the burden and anxiety on the shoulders of those who will continue to carry the responsibility of ensuring 42968's future as a working locomotive?

I myself have already made a provision in my own will for 29 as she remains as close to me today as she did in 1968 when I first saw her in Barry Scrapyard, and what a journey we have travelled together ever since! If others get a fraction of the pleasure of seeing and riding behind her in steam that I have, it will have been worth every minute of the untold hours that I have spent on her and your behalf. Will you join me by making a provision in your will for her future wellbeing?

A Bequest and In-Memoriam booklet is enclosed with this magazine for your consideration. Please be aware that some of the contact information has changed and this will be corrected at the next update. In the meantime if you would like to remember 42968 the completed form can be returned to me in the enclosed SAE or sent to Dick Lewis, our Administration Manager, at his address on Page 3.

If you have reached this point, thank you for reading my article in its entirety. As I said earlier, it is a very personal and sensitive subject and I trust that no offence has been taken by any of our membership. If you wish to discuss any aspect of it further in complete confidence and without any obligation whatsoever, or have any comments on the content, please do not hesitate to contact me either by letter or telephone. Alternatively, you can contact in complete confidence any member of the Com of your choice.

2016

*Stanier Mogul Fund
Roll of Remembrance*

memoriā tenemus - in memory we hold:-

Bequests

<i>Jack Adamson</i>	<i>Mr Cowen</i>
<i>Ian Lagoe</i>	<i>Brian Marshall</i>
<i>Michael Lewis</i>	<i>Geoff Symons</i>
<i>Dr P Parry</i>	<i>Martin Lodge</i>
<i>Ray Norton</i>	<i>Reg Pardoe</i>
<i>Reg Bates</i>	<i>Graham Tofield</i>
<i>Jim Jack</i>	<i>Frank E. Beighton</i>
<i>Arthur F. Whitehouse</i>	<i>Ken Quanborough</i>

In Memoriam

<i>Murial Grant</i>	<i>In loving memory of Jim</i>
<i>Brian Grant</i>	<i>In loving memory of Murial</i>
<i>Raymond Moss</i>	<i>In loving memory of Mary</i>
<i>Alan Price</i>	<i>In loving memory of Kath</i>
<i>John Standring</i>	<i>In loving memory of Liz</i>
<i>Patricia Bradley</i>	<i>In loving memory of Maurice</i>
<i>Eileen Bright</i>	<i>In loving memory of Bill</i>
<i>Family & Friends</i>	<i>In loving memory of David Kemish</i>

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,

May I just say a few words of thanks for the tribute you published in the September 2015 SMF News in memory of my wife Liz. It is a rare privilege, and one I would imagine that is granted to relatively few, to be able to view one's wife through the eyes of someone else. You did her proud, and I am eternally grateful.

It was for both of us, and is for me still, a real pleasure to be involved with such a dynamic group and energetic people. People I consider to be friends, even though I can no longer attend the SVR and associated events as much as I would wish. I am just pleased that we have been able to give something back, in a way of thanks for the pleasure we obtained from our association with you for more than a quarter of a century. Perhaps I should explain, with a picture of the plaque in the cab published, that I answer to both Nigel and John. Blame the French, who I worked with for many a year, who always had difficulty pronouncing Nigel. So I became John – my second name. And it stuck.

Thanks again and I look forward to the not too distant future when the 'old girl' steams back along the Valley. Guess who will be looking down with a twinkle in her eye! Kind Regards,

John / Nigel Standing, Sherborne.

29th October 2015

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)

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:- *Howard Mills* from Liverpool *Chris Haynes* from Halesowen on behalf of non member *The Great Western SVR Association*, *David Sztencel* from Wakefield, *Andrew Flanagan* from Andover, *Ray Durrant* from Willenhall, *Bob Walden* from Wolverhampton, *Alun Rees* from Highley, *Eric Baggott* from Spalding, *Nigel Hodges* from Shirley, *David Pratt* from Derby, *John Robertshaw* from Halifax, *Bob Grant* from Neath, *Ron Clarkson* from Maidenhead, *Rob Newman* from Bromsgrove, *David Perry* from Cannock, *Alan Bridge* from Paignton, *Mr G Hicklin* from Swadlincote, *Gerald Guest* from Stourbridge, *Rob Thomas* from Bideford, *Simon Offerd* from Tewkesbury, *Phil Jones* from Much Wenlock, *Peter Field* from Stafford, *Peter Summers* from Bewdley, *Stephen Fairbrother* from Blackburn, *Bob Williamson* from Studley, *Neville Wellings* from Neston, *David Spiers* from Walsall, *Ken Lucas* from London, *Alan Dalton* from Birmingham, *Mr D J Andrews* from Birmingham, and non-members, *Colin Stacey* from Stony Stratford, *Mark Billen*, *Don Nash* from Halesowen, *Robert Chappell* from Hereford 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 the couriers who continue to queue up and volunteer for this demanding and onerous task, seeking out the most obscure of addresses to ensure that the donated goods are received safely at our storage and distribution centre! For this period I am indebted to:- **Bob Grant, Dave Busk, Dave Beer, John Tidmarsh, Bill Crane, Dick Lewis** and I also include **myself** in this role, looking after the North West and North Wales areas.

FORM 1:- PLEASE EXPLAIN

Jim Norman:

I have now found the source of the item in the last SMF News (No 78) – *A Trip on a Stanier Crab*. It is in Cyril Birchall's book, *Loco's, Men and Steam Memories* (1986), Oxford Publishing Co., Poole, ISBN 0-86093-316-4.

Richard Greaves:

Following publication of SMF News No 78 I received a very interesting letter from SMF member David Barraclough. He advised that he too was a career railwayman in the 1960s and 70s eventually becoming Divisional Operating Manager at Doncaster. He went on to say that during a spell in the Divisional Manager's Office in Glasgow as Utilisation Officer, he also knew Willie Haston, who was mentioned in the late Geoff Symons's article - Nationalisation to Rationalisation Part 12. What a small world it is.

42968

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

SMF SPIRIT OF 2040

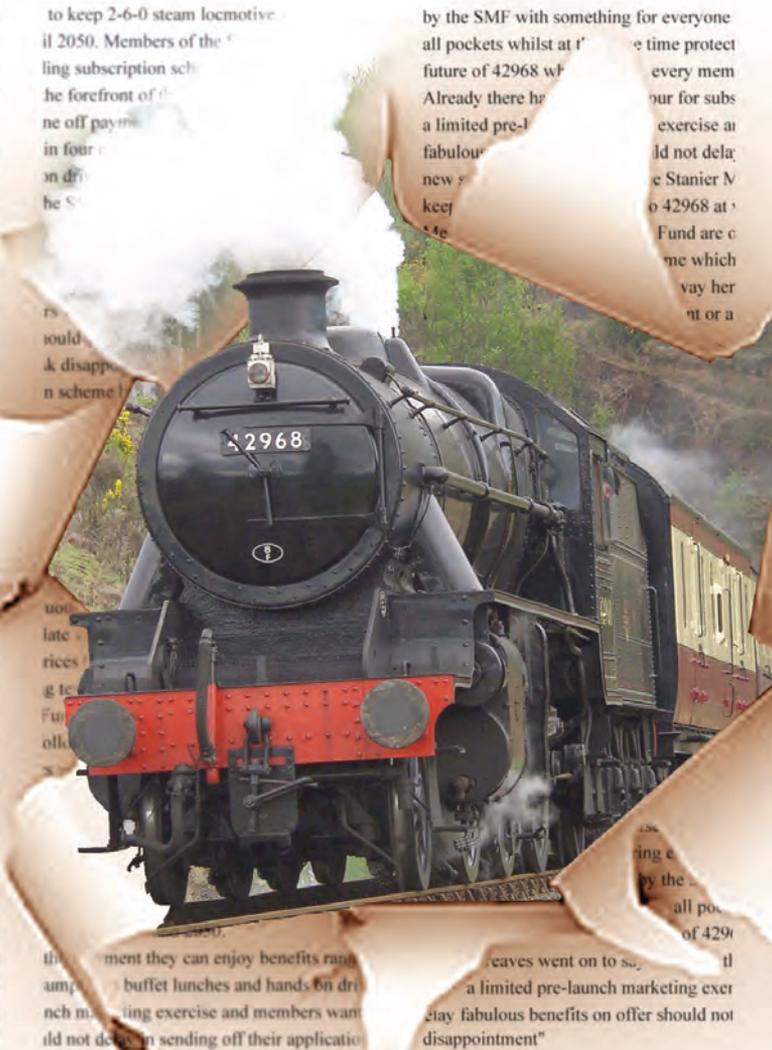
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GET ON BOARD TODAY