



STANIER MOGUL FUND NEWS

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*SEMPER PROTEGAMUS
(LET US ALWAYS PROTECT)*



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

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

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EDITORIAL:

RICHARD GREAVES

Well, for once I am at a loss to know where to begin, so much has happened during the last six months. Perhaps at the beginning is best!

Three days after posting SMF News 82, I developed a nagging pain in my right side and twelve hours later my dear wife delivered me to A&E at our local hospital. Five hours later, I was in bed on a surgical ward and the following day underwent a four hour operation for what should have been a routine Appendix operation – except it was anything but routine. By the time of my operation, it was discovered that the appendix had perforated causing peritonitis and extensive contamination, hence the four hour operation and twelve nights in hospital followed by a convalescence period from which it took over three months to recover, and during which I picked up a three week dose of Bronchitis for good measure!

Needless to say, I was glad to see the back of 2017 and trust that 2018 will be a better year all round! To those of you who knew of my situation and sent cards, e-mails or telephoned to wish me a speedy recovery, please accept my sincere thanks and appreciation; they certainly helped to lift my spirits at the time. Well, so much for my 'me time' following reduced workload on the SMF CoM! That old saying, 'Beware what you wish for,' certainly came to haunt me.

Many thanks for all your letters and e-mails following publication of SMF News 82. Any doubts that I had of producing such a large article on a non-SMF subject, namely 'The Lickey Incline', were swept away by the number of praiseworthy comments in support of this and of our magazine. I received not a single negative comment. Thank you so much for responding, and please keep your communications by whatever means coming, good or bad. Remember, it is you are readers that we aim to please and keep interested, and if we are doing that I need to know, and equally so if we are not getting it right.

Now let's continue with some good news. Without wishing to steal the thunder of our Engineering Manager, John Bowater, 'our engine' went on the jacks in December and the remaining driving wheels are now out and ready for turning. You may remember that in my last editorial I was a little downbeat concerning the ongoing delays to our overhaul. Well, I had a long discussion with Jim Norman on this subject during one of his kind

visits during my convalescence and I have to admit, he has both enlightened me and cheered me up on this matter.

Yes, we all know on the CoM that this overhaul has not gone to plan as we expected and has over-run by some two years through no fault of ours or, to be fair, the Severn Valley Railway. Delays in the overhaul of 'Taw Valley' were unforeseen and the long residency of the workshop jacks by 7714 impacted on both 75069 and consequently ourselves. Finally, the occupation of the Jacks by 'Dunrobin' was short lived when major faults were discovered with the driving wheels. This has now finally allowed 13268 to move on to the jacks and allow work on the 'bottom half' to move forward. Add to all of this major personnel changes and re-organisation and you had the perfect toxic mix.

With the appointment of Neil Taylor as the new Works Manager (Steam Locomotives), at Bridgnorth it was soon clear that a new and significantly improved regime throughout the workshop, both mechanical and boiler shop, was taking place. It is to Neil's credit that, since he arrived, I personally have heard only glowing reports of his management concept. Aware of the ongoing apparent delay to our overhaul timescale, Neil kindly offered to speak at our AGM last October. Again, his overview and question and answer session allayed many concerns from the floor and instilled the trust and confidence of those members present.

So, what is the good news, I hear you say. Well, I have to admit that Jim has reassured me (and that takes some doing), that these delays have in fact worked to our advantage in that considerably more work has been undertaken on 13268 than she would have received had she gone through works at the rate we expected. A good example of this is the rear dragbox and trailing frames. Now I for one have read the spiel and seen the pictures on this job just as you have. My take on it has been that it's a few pieces of metal welded and bolted into place, so what's the big deal?

Well apparently, not so and Jim has done an article for me on this job (see **Page Nine**). This work would have been a 'patch up and mend' affair had we not had time on our hands, and by doing the full job now this should see out the engine's lifetime. Further articles by Jim in future issues of SMF News will explain other aspects of this overhaul that the additional time has allowed us to undertake.

Jim's overall evaluation of this overhaul is that the time spent now on 13268 will result in this becoming the most comprehensive and thorough Heavy General overhaul '**our engine**' has ever received, including those done at LMS and BR Workshops. In Jim's opinion (which I have no reason to doubt), she will emerge in 2019 as good as she was when built in 1934! Well, that's good enough for me and I feel much more relaxed about the extended overhaul time now, so here's to 2019 and the return of 13268.

A few other items that I want to mention briefly. A number of members have queried my continued appeals for donated goods, given my Sales Stand run-down timescale in SMF News 82. **YES**, we still want donated goods for the Sales Stand; please see my extended article on this subject (see **Page Twelve**). Moving on, although I have taken off my Fund Raising hat the 'Spirit of 2040' subscription is still 'my baby' and close to my heart. So, I have written one final article on this subscription, which closes on 30th June 2018 (see **Page Fifty Four**). This will still give you time to join and take part in this futuristic, worthwhile and highly recommended (by me), subscription which will generate attractive benefits for you, your guests and, of course 13268.

Our 'Copped At' series in this issue (see **Page Sixty Six**), brings us out of North Wales and on to the Wirral Peninsular, perhaps not an area that would immediately spring to mind when thinking of the Stanier Moguls, but you may be surprised! Again we make no 'Cops', but we have visited some new locations.

As always, my sincere thanks and appreciation for your continued interest and support, by whatever means, in the SMF and '**our engine**'; please be patient: the wait will be worth it

Hello again everyone. Writing this during the last few days of 2017 prompts me to both look back on 2017 and forward to 2018 in terms of the Fund and our engine.

Firstly, looking back on 2017. As I reported to the AGM in October, this has been something of a curate's egg with the year starting with the promise of good progress on the overhaul to achieve a return to steam around mid-2018, only for this to slip to late 2018 by April. With arrears of work in the boiler shop at Bridgnorth affecting the return to steam of 75069, there is now concern that this could have a knock-on effect on the work on our boiler, although when asked at the AGM for his projected date for 13268's completion Neil Taylor (SVR Bridgnorth Works Manager – Steam Locomotives) reiterated the October 2018 target.

These changes and slippages have to be expected in the world of steam locomotive restoration, but it is frustrating for myself, the Committee of Management (CoM) and you that timescales have extended far beyond the original expectations. However, we cannot achieve a successful return to steam by ourselves – this requires joint effort with the SVR and we must continue to support Neil and his team in every way we can. Also in 2017 Dick Lewis stepped down from the CoM after many years of active involvement with the Fund, including a substantial time as Treasurer and latterly as Administration Manager. On behalf of the Fund, I thank Dick for all he has done for the SMF and wish him all the very best for a long and happy 'retirement' in east Devon. Part of our October CoM meeting included succession planning, as Dick had been one of the joint signatories on many of our investment accounts, as well as undertaking administration and liaison roles for the Fund.

Looking forward to 2018, everyone will be hoping that this is the year that our engine does return to steam on the SVR, ready to play a full part in the 2019 season, including our own 'Return to Steam' special and perhaps even some SMF Footplate Experience days. Our working parties, led by John Bowater, continue to provide vital additional resource for the overhaul. You may well have seen pictures of the tender resplendent in LMS black as evidence of tangible progress; I hope the locomotive part will be similarly black and shiny in twelve months' time.

With Dick's departure from the CoM, there is a vacancy on the Committee. In the short term the CoM can co-opt a willing (!!!) volunteer, ahead of formal election (if they've not been scared off by then) at the 2018 AGM. There are no required qualifications, just the willingness to join in the discussion (always interesting, often lively!) and decision making that the CoM undertakes, primarily at four face-to-face meetings each year, but also 'behind the scenes' by e-mail and phone contact between meetings, to maintain the smooth running of the Fund. The next meeting as you read this will be on Saturday 7th April at Bridgnorth, with further meetings in July and October 2018 at Kidderminster. If you are interested, why not get in touch with me – details inside the front cover – by phone (evenings or weekends), e-mail or post?

To close, I want to offer a few thoughts on the work of the CoM, all done voluntarily in our spare time. (Some CoM members are retired, but others work full time, and then there are family commitments, etc., etc.) I truly believe that the CoM does a marvellous job in managing the Fund – income, expenditure, savings, policies and, of course, '**our engine**' – taking into account resources available both in and outside the Fund to achieve our primary aim of, currently, getting 13268 back in steam. We fully appreciate

that not all of you will agree with our decisions every time, but we will do our best to explain them at the AGM each year and in the pages of the SMF News, and if you contact us we will provide any further background or explanation possible. Constructive criticism and suggestions are always welcome, but please remember that it is the CoM's role to ensure the Fund's efforts are focussed on our engine, ensuring its long term operational future.

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.

Also for any administration changes including change of address, telephone, mobile or e-mail address and general letters of communication.

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.

CAN YOU HELP

Your Archivist is ALWAYS looking for new material on sightings and photographs of the Stanier Mogul class.

If you can help or know of anyone who can assist, please contact Jim Norman whose details appear on Page 2

***Front Cover:** 42968 draws admiring looks as she arrives at Hampton Loades with the 'Severn Valley Venturer' Dining Car Train the 11.05am Bridgnorth to Kidderminster on 17/04/06.*

Photograph: The Late Alan Price

***Back Cover:** 2968 Piloting 7325 provide a photographer's dream shot as they depart Taunton on 25/10/97. The train was 1Z68 'The Meldon Meanderer' 5.20am Crewe to Meldon and 1Z27 forward from Meldon to Newton Abbot. The two steam engines had taken the train over at Bristol (Temple Meads). Despite a late start from Bristol due to the late running of the incoming diesel hauled special, no less than forty minutes were recovered by smart running between Bristol and Exeter (St Davids).*

Photograph: David Letcher

OUR ENGINE:

2017 was, as I expected, a pivotal year in the restoration of our Locomotive. With full time staff now fully committed, considerable progress has been made and I do expect 2018 to be the penultimate year in the long re-build process.

Unfortunately things did not go exactly as planned, but I am afraid this is always to be expected when you are working on machines that are 80 to 100 years old. Jim has written a separate article for this magazine dealing with the delays in the overhaul of our engine, so I am going to concentrate on the achievements and considerable progress that has been made since my last report written in June 2017.

At the time of my last report, the new drag box was just complete. Work has continued in this area and has involved re-constructing, from new materials, the whole of the lower cab supporting steelwork and running plates. This work is now complete to the point where the cab sides can be re-fitted.

The work has been carried out by SVR staff assisted by our working party members. They are currently applying six coats of paint to this metalwork prior to the cab sides' being re-fitted (once the sides are fitted it will be impossible to access this area, so this paintwork is critical to the long term condition of our engine).

Also during this last six months considerable progress has been made with the reinstatement of the lubrication system for the engine. The cylinder system is now complete (by the cylinder lubrication system, I mean everything that is fed from the cylinder mechanical lubricator to the pistons and valves); this has involved re-making new pipe runs and supporting them in a way which, I hope, will make them easier to clean around and also less prone to the chafing, which made much of the original pipework unsuitable for further use.

With the locomotive now supported on the lifting jacks, the remaining wheels have been removed and the axle boxes dismantled ready for refurbishment. Work is continuing to clean and get preparation paintwork on to the previously inaccessible parts of the frames and wheels. An important part of this cleaning work is the exposure of parts that are prone to cracking so that testing can take place and remedial work carried out if required.

At the time of my last report, I was hoping to see work start on the tender and, indeed, it did. The tender was brought into the works in June and work started immediately to remove all paintwork that required attention. This revealed some corrosion to the tank in the front area around the shovelling plate; this area is subject to corrosion due to the mixture of slacking-down water and coal dust. All of the suspect metalwork was removed and new platework and a new shovelling plate fitted.

On investigation we found the remainder of the late 1990's built tank to be in good condition. The tender has since been completely re-painted; as you can see from the photographs accompanying this article. The tender is currently in the paint shop where the inside of the tank is being cleaned and painted, and at the same time new water valves are being fitted.

As the running gear for the tender was completely refurbished when the new tyres were fitted, this will complete the planned work on the tender.

For the work on the tender, I must express my thanks to the SVR paint shop staff and SVR volunteers, including the 'Wednesday Gang'.

LOCOMOTIVE UPDATE: (January 2nd 2018)

13268 is now sitting on the lifting jacks with the wheels and axle boxes removed ready for refurbishment; this is actually later than planned as it was decided to complete the

fabrication of the lower cab floor and running plates prior to putting her on the jacks. However, although undertaken in a slightly different way, the work planned for the frames has been achieved.

As to the tender we have seen considerable progress far in excess of what we envisaged; this is indeed a really positive achievement.

Progress on the boiler has not been as I expected. The boiler shop has been plagued by labour problems and, indeed, a massive work-load backlog. 75069's boiler should by now have been completed and indeed fitted to the locomotive; in practice we do not anticipate it being complete until February 2018. On the positive side, as soon as 75069's boiler is clear, labour will move to our boiler.

The Plan for the next six months is as follows:-

With 13268 now sitting on the lifting jacks, the SVR staff will concentrate on the re-metalling and overhaul of the axle boxes and horn guides. Work has already started on the frame ties and we have identified further re-fabrication work with regard to the front truck pivot point. Our 'Thursday Gang' volunteers will concentrate on cleaning and painting the remainder of the frames as the above work proceeds.

The wheels are currently in the process of being cleaned and painted in primer. As soon as this is complete, the journals and axles will be tested for cracks before the wheel-sets go to South Devon Railway Engineering for reprofiling.

As always we meet every Thursday at Bridgnorth and I would like to thank our volunteers and SVR volunteers and full time staff for their continued support.

Any extra help will as always be welcome, and as I have said so many times before, the only essential skill is the willingness to get involved. Assistance is required throughout the skill sets from cleaners to skilled machinists and anything in between, so please do not feel you have nothing to offer – **YOU HAVE**

If you are interested in joining us, please contact me on the following number.

My contact Number is 01384 278075
(please leave a message if your call goes to mailbox)



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The purpose of a Heavy General overhaul, which is what our engine is undergoing, is to return the engine to virtually as new condition, and we and the SVR are well on the way to achieving this. Inevitably during such a fundamental undertaking, unexpected and expensive faults are discovered; they can be either postponed to a later date if not too serious, or tackled at the time. One such fault was found at the engine's trailing end, and the SVR decided to take it in hand at this overhaul, although this would increase both the cost of the overhaul and the time taken to return the engine to traffic. This was undoubtedly a correct decision.

The stripping down of the underfloor area of the cab revealed areas of steel which are never normally seen. They are though regularly deluged with water and coal dust from normal footplate activities. Water, of course, generates rust and coal dust is in itself corrosive in its ability to retain water and so contributing to damp conditions in contact with the steel. Our engine's platework is over eighty years old and had suffered badly in these areas.

Regular photographic updates in this and previous issues of SMF News and also the Fund's website have kept members informed of how the work was progressing, but despite the best intentions, it has been pointed out that those of a non-technical turn of mind struggle to understand what is being portrayed, and why it is taking so long. Hopefully, this article will provide some explanation.

It should be understood that the structure below the footplate floor boards is very complex, with many shaped pieces of steel, some of up to 1/16 inches thickness, all needing to be flanged and then riveted together. Just how much of this complex steelwork was effected came as an unpleasant surprise; very little of that from 1934 survived in a suitable condition for further service.

Photo 1: Below



Here we see on 1 December 2016 below the upper horizontal stretcher forming the top of the dragbox. The steel plate to the left with its upper portion in grey paint is the driver's side mainframe. Note the lines below and above the rivet holes where the plate has thinned down due to wastage. They shouldn't be there; the plate should be flat all the way down. Likewise, the flange of the dragbox lower stretcher where it is riveted to the mainframe; it can be seen that the steel around the holes of removed rivets is considerably thicker than the

surrounding metal. This is why the decision was taken to renew everything. Note that rivet removal entails drilling through with progressively larger sizes of drill bit to release it.

Photo 2: Right

The rear four feet or so of both trailing frames were cut off and new metal welded in their place. This photo from 3 April 2017 shows the right hand plate tacked in position but still supported by the overhead gantry, while the cut off left hand frame is seen to the extreme left. This gives some idea of how much metal has been replaced, but in practice it was much more: the vertical stretcher, part painted in grey, would later be removed and replaced. Note that some holes in the new $1\frac{1}{8}$ inch plate have been drilled prior to fitting.

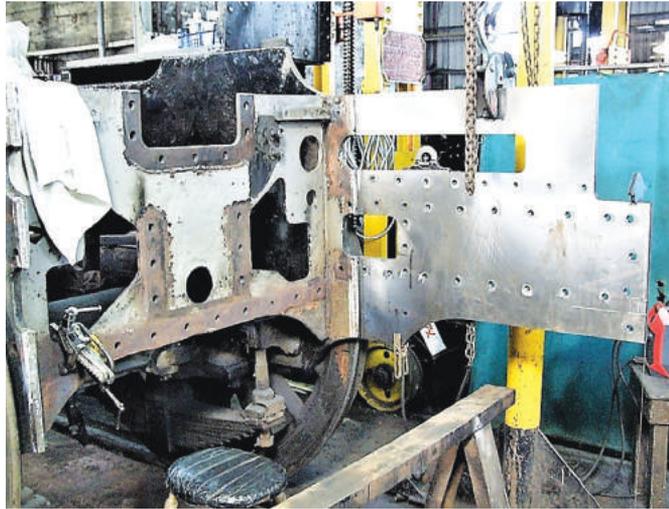


Photo 3: Below



As the structure starts to come together again on 8 June 2017, we gain an idea of its complexity, although many stretchers, including the upper dragbox and everything which should be at the photo's upper edge, are yet to be added. At the photo's lower edge is the hind buffer beam; between the mainframes left and right is the lower dragbox stretcher, ahead of it is another vertical stretcher. These stretchers all have to be cut to shape then machined to the exact width to within a few thousandths of an inch, the shaped holes cut into them, and all the rivet holes drilled, only a very few of which are seen here.

Those who are happy at home DIY might not appreciate the difference between drilling a 6mm hole through a piece of pine and a $7/8$ inch hole through thick steel. Firstly, you cannot start with a $7/8$ inch drill bit; you need to start small and build up. So every hole seen, and a lot more not in the photo, would start with, say, a $5/16$ inch bit to make the pilot hole in the carefully marked and centre punched location. Once this has penetrated the perhaps $1\frac{3}{4}$ inches of two thicknesses of metal, it will be followed up by a larger bit, say $5/8$ inch. Only when it has gone all the way through do you follow it up at the final size, in this case $7/8$ inch. And then you start the next hole.

Photo 4: Right

Unlike cars, or the aforesaid piece of pine, steam locomotives use rivets as their fastenings. Unlike nuts and bolts, they tend not to work loose in service, and the act of hammering over the rivet head expands the shank to ensure the rivet is a tight fit in the holes within the two steel pieces. But it is not a quick process: the rivet must be heated to red heat, inserted into the hole, then one man holds the tool against the pre-formed head while a second man uses a special pneumatic hammer to shape the head on the other, previously parallel, side. This photo from 31 August 2017 gives a small idea of the number of rivets which have had to be turned.



Photo 5: Below



So far we've concentrated on the situation between the frames, but the lower cab structure outside of them has received equal treatment. This view on 30 November 2017 shows the fireman's side with the new running plate angles and some of the lower floor in situ. Above it is the support for the upper floor and also where the lower part of the cab side rivets to the smaller angle above the running plate and to the box-like structure above and behind it. Note that none of the rivet holes are yet drilled in these pieces; since those in the cab side are already there, this can happen only after the cab side is accurately

positioned and can be used as a template. There are still many holes to be drilled and rivets to be driven before this single part of the overhaul is complete.

This is just one small part of the work; while all this is happening further work is going on in the machine shop. A steam engine has many pin joints in its coupling rods, connecting rods, valve gear, brake rigging, and various other places. Each of these has a phosphor bronze bush as its wearing surface. Each bush is individually sized on both its inside and outside diameters. Each bush is being renewed, and each has to be individually turned to size.

I hope this gives the reader some idea of the complexity of the work our engine is receiving. This overhaul is probably the most comprehensive she has ever received in the over eighty years of her life. She will emerge from this as good as new.

At the start of 2017 I decided to change our accounting year, which traditionally had always been from 1st January – 31st December to 1st April – 31st March to fall into line with our SMF accounting period year ending 31st March. By doing so it does mean that the early year Sales Stand returns which include the SVR Spring Steam Gala now fall into the following calendar year but overall it does make life a lot easier for our Treasurer, James, when he is doing the SMF year end accounts.

2017/18 (starting 1st April 2017 to 31st March 2018) has been a good year for the SMF Sales Stand with twenty four days booked and all covered. We now split the appearances into Small Sales Stand (SSS) and Main Sales Stand (MSS). The SSS days consist of tables only and the MSS days consist of the main framework frontage with tables around it. The MSS is usually only used on Steam and Diesel Gala Days. In 2017 we looked at our table situation. The wooden framed table tops sitting on trestles, which have served us well for many years, had become heavy and cumbersome as our volunteer age profile increased. It was not just the setting up and taking down of these but also moving them from and to our storage container some quarter mile distance away!

The decision was taken to replace them with modern, lightweight, commercial quality catering tables and through the kind assistance of John Ashton (one of our regular volunteers) a suitable quantity was sourced and purchased. This one action has eased the workload on our operating days considerably.

In 2016 and with the introduction of the SSS concept, we decided to improve both our visual presence and signage. With no MSS framework to attach the SMF banner to, a free standing outdoor advertising display banner was designed by the Sales Stand team and an order placed for two of these (one for each side of the Sales Stand frontage), with our long-standing printing company Spectrum Birches of Walsall, who specialise in these types of printed advertising display products. They do look very attractive and professional and have drawn much favourable comment from both members and visitors to our Stand. Alongside of this, we decided to invest in suitable SMF corporate clothing consisting of lightweight tops and fleece jackets (designed to cater for all seasons). These were again sourced by John Ashton and very smart they look, as I am sure you will agree from the photograph accompanying this article.

My report in the last issue of SMF News (No. 82), explaining that due to the inevitable increasing age profile of the SMF Sales Stand team, we intended to wind down the Sales Stand during 2020, appears to have caused some confusion amongst the membership. I have been asked by a number of members, do we still want donated goods? The answer is an emphatic **YES**.

During 2018/19 we have agreed a total of up to twenty five operating days and this could well be replicated into 2019/20 ending 31st March 2020. But will it end there? Well maybe, maybe not. Options under consideration include: see out 2020; continue to run stands but only at the three main galas; continue to sell model railway items by taking a stand at Model Railway Swap-meets; or sell on line using eBay. We also have outlets for Railwayana using auction houses and other goods, i.e. quality books, model road vehicles and DVDs through our network of existing sources. So, as you can see, the answer is most certainly **YES**, we still want your donated goods.

However (I much prefer this word than But), we will have to be just a tad more selective or you must accept that some portion of our pickups may have to go straight in the skip. For instance, we can no longer accept Videos other than B&R, Pennine or Marsden Rail. If we do find any others they will be skipped, even the charity shops do



Above: The full complement of the Small Sales Team on duty at Kidderminster on 17/9/16, and see how happy they all look, just as I told you! L to R are:- Dave Beer, John Ashton, Fraser Goulding, Lorraine Busk and Dave Busk.

Photograph: SMF Collection

not want them! We still have a thriving market for **UK related only** Railway Books (Steam Diesel or Electric) and Shipping and Road Transport Books, all either hard or soft backed. **However**, only quality items from the main stream publishers past and present, please. What we refer to as Coffee Table books, e.g., six inches thick on low grade paper with titles such as Wonder Railway Book of the World or Every Steam Engine Built Throughout The Universe are virtually un-saleable, as are most books concentrating on preserved or running on heritage lines. I am sure you know the products I mean.

Likewise, with DVDs. We welcome quality products such as B&R and Marsden Rail, or any **BR era only Steam** together with **any UK only** Diesel or Electric up to the current day, including Drivers Eye View, Carry on Clagging and similar. However, once again overseas, preserved heritage or preserved main line have little or no value; we have crates of them! And please, no Fred Dibner ones either!

Our three best selling products are without doubt Number One, Model Railways of any description, any age, scale, make, or quality, from boxed as new to unboxed shells and demics. Locos, coaches, wagons, kits, trackwork, lineside, etc, etc. If its model railways **whether UK or foreign outline**, we will accept it with open arms.

Second is model road vehicles. Again any age, scale, manufacturer and especially Buses and Coaches. We are desperately short of these products. From boxed as new to unboxed and battered, we need as many as we can get to re-stock our virtually non-existent supplies.

Thirdly, we rarely receive any Railwayana but we can accept any amount of these items. The smaller goods that are donated usually go on the Sales Stand, however, larger and/or more valuable items go to auction to reach a wider audience and usually a higher price. The list is endless but obvious items include nameplates (none yet but who knows?), cabside and smokebox number plates, shed plates, works plates, wagon plates, lineside signage, e.g., Do Not Trespass. Station and engine shed signage, e.g.,

station nameplate totems, any station signage including – Waiting Room, Parcels Office, Booking Office, Way Out, Station Master, Porters Room, etc. Keep Smoke Down, Stop Dead Here, Signal Box nameboards, etc. Smaller items, such as signal box instruments, token equipment, carriage keys, clocks, ticket clippers, watches, office hand stamps, in fact, just about anything related to railways.

Our Sales Stand is in the main managed and staffed by the five stalwarts seen in our accompanying picture. They tend to do all the MSS and SSS days and are supported on MSS days by other regular members who will stay over at Kidderminster and do a few or more days at the Gala events. These members include Bill Maffey from Taunton, CoM members John Tidmarsh from Nottingham and myself from Liverpool, and usually available as a last minute back-up is our Secretary, Ian Marshall, all the way from Bognor Regis. We also have two local members who do mornings and evenings to assist us with the setting up and taking down, and these are Gerald Guest and Martin Meredith.

We would love to welcome any new volunteers either to roster for a full day 8am to 6pm (ish) or, if local to Kidderminster, why not just start off by offering your help for a couple of hours in the morning 8am to 10am or evening 5pm to 6pm (ish)? We can offer good company, although it is sometimes difficult to grasp the humour, even for me, various dialects, tea and coffee on tap and the odd bacon or sausage butty, or toastie thrown in – not in the tea or coffee, I hasten to add.

You can roster yourself for just one or two days as a taster and if you find it's not for you, that's fine. If, however, you do enjoy the role and our company, then you can increase your availability to suit yourself. It's all very informal and flexible. If you feel you may be interested in either checking us out or even joining us, please contact myself in the first instance. My contact details are on Page 2. Don't be shy, we do not bite – honest! Just one point to remember, you would need to be a member of the Severn Valley Railway for insurance purposes.

On a final note, I am sometimes asked why do I print appeal lists in our magazine as well as adding inserts which virtually replicate each other. Well, most of my career was spent in Sales and Marketing with a large Nationalised and later Privatised company, and there is a proven strategy behind such advertising. The appeal in the magazine is a **'permanent presence'**; by that I mean that every time you open or refer to your SMF magazine it is always there within the pages, helping to jog your memory, and hopefully your generosity, unless of course you either rip the page out or until you bin the magazine. Likewise, if you pass the magazine on to someone else, the printed page remains there for others to read and perhaps respond to.

Now I know that some 90% or more of people will, on receiving a magazine-type product, simply gather any inserts and bin them straight away after a cursory glance. However, up to 10% will sift through them and may just have their attention drawn to one or more of the inserts. If nothing else, it is a **'memory ping'** for when the magazine reader reaches the **'permanent presence'** page, just like the one following this article. This often results in a more timely read and digest of the contents. If the insert adds nothing more in postage costs, and printing costs on a large order are minimal (around one penny each), then why not use the available opportunity? For every one thousand sent out, if just one triggers a reaction that results in a donation of £100, it is time and expense fully justified, at least to a Sales and Marketing Manager. Success is always judged by results and the continuing flow of donated goods to the SMF would, I suggest, justify my current strategy.

A full list of our Sales Stand dates throughout 2018 **appears on Page Seventeen** and please note the event and location on November 24th and 25th. The recent news that we

have been allocated a promotional stand at the Warley NEC Model Railway Show has only recently been confirmed. Please also note that we will be displaying only SMF promotional items including SMF branded Mugs, Pens, Keyrings, Christmas Cards, etc., and Membership Application Forms. If you are visiting the show on either day, please seek out our stand and say hello. This is an annual national prestigious event and we are extremely grateful to the organisers and, especially, Mr Chris Dunne for their kind and generous offer to the SMF of a complimentary promotional stand during the two-day event.

I hope that you have enjoyed my extended report on this occasion and that it has helped you to understand my forward planning for the medium term future. The Sales Stand is still a very important income channel for the SMF and your donated goods will help to ensure this continues for the next few years at least.

If you have any goods that you would like to donate for the long term benefit of **'our engine'**, or you would like information on becoming a SMF Sales Stand volunteer, please in the first instance contact me, Richard Greaves, using any of my contact details listed on Page 2.

Please also see my article on Page Fifty Four covering the SMF Spirit of 2040 subscription, which for the final time also has a link to higher value donations.

THIS IS YOUR LAST CHANCE

**SMF SPIRIT OF 2040
SPONSORSHIP SUBSCRIPTION SCHEME**

**THIS SUBSCRIPTION WILL CLOSE ON
30th JUNE 2018**

**YOU CAN PAY FOR YOUR CHOSEN SPONSORSHIP SUBSCRIPTION
EITHER BY OUTRIGHT PURCHASE OR
BY DONATING SPECIFIED GOODS FOR THE FULL AMOUNT
OR IN PART PAYMENT PLUS CASH TOP UP**

CERTIFICATES WILL NOW BE SENT OUT IN OCTOBER 2018

**VACANCIES EXIST IN VARIOUS GRADES FROM SHIFT WORKER
TO WORKSHOP MANAGER AND
ALL GRADE BENEFITS HAVE BEEN ENHANCED**

**PLEASE USE APPLICATION FORMS PREVIOUSLY ENCLOSED WITH
SMF NEWS No's 77 to 80**

**IF YOU NEED A NEW COPY OR REQUIRE ANY FURTHER
INFORMATION ABOUT THE SUBSCRIPTION OR ENHANCED
BENEFITS PLEASE CONTACT RICHARD GREAVES
ON ANY OF THE CONTACT DETAILS SHOWN ON PAGE 2**

**SUPPORT YOUR SALES STAND TODAY
13268 STILL NEEDS YOUR DONATED GOODS**

**TO RE-STOCK OUR SUPPLIES OF GOODS FOR THE 2018 SEASON
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

ANY BR RAILWAY DVDs

STEAM/DIESEL/ELECTRIC INCLUDING DRIVERS EYE VIEW

ANY MODEL ROAD VEHICLES

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

AND ANY QUALITY

HARD/SOFT BACKED BOOKS ON BRITISH RAILWAYS

ALSO BOOKS ON SHIPPING AND ROAD TRANSPORT

We would appreciate donations of any of the above – No quantity too large

BUT PLEASE NOTE: WE CAN NO LONGER ACCEPT VIDEOS

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
if no reply please leave contact details
or see my contact details on Page 3**

SMF SALES STAND DATES – 2018

The Stanier Mogul Fund Sales Stand will be open for business at Kidderminster Town Station (SVR) on the following dates:-

MARCH

Friday	16 th March	2018	Spring Steam Gala	Main Stand
Saturday	17 th March	2018	Spring Steam Gala	Main Stand
Sunday	18 th March	2018	Spring Steam Gala	Main Stand

APRIL

Saturday	07 th April	2018	Open House Weekend	Small Stand
Sunday	08 th April	2018	Open House Weekend	Small Stand

MAY

Thursday	17 th May	2018	Diesel Gala	Main Stand
Friday	18 th May	2018	Diesel Gala	Main Stand
Saturday	19 th May	2018	Diesel Gala	Main Stand
Sunday	20 th May	2018	Mixed Traffic Day	Main Stand

JUNE

Saturday	02 nd June	2018	Goods Gala	Small Stand
Sunday	03 rd June	2018	Goods Gala	Small Stand

JULY

Saturday	21 st July	2018		Small Stand
Sunday	22 nd July	2018		Small Stand
Saturday	28 th July	2018		Small Stand

AUGUST

Saturday	04 th August	2018		Small Stand
Saturday	18 th August	2018		Small Stand
Saturday	25 th August	2018		Small Stand

SEPTEMBER

Sunday	02 nd September	2018	On the Buses	Small Stand
Thursday	20 th September	2018	Autumn Steam Gala	Main Stand
Friday	21 st September	2018	Autumn Steam Gala	Main Stand
Saturday	22 nd September	2018	Autumn Steam Gala	Main Stand
Sunday	23 rd September	2018	Autumn Steam Gala	Main Stand
Saturday	29 th September	2018	Small Engine Weekend	Small Stand
Sunday	30 th September	2018	Small Engine Weekend	Small Stand

Please feel free to visit us 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

**ALSO FOR THIS YEAR ONLY THE SMF WILL HAVE A
PROMOTIONAL TABLE AT THE
WARLEY NEC MODEL RAILWAY SHOW
ON SATURDAY 24th AND SUNDAY 25th NOVEMBER.
IF YOU ARE VISITING THIS EVENT,
PLEASE PAY US A VISIT TO SAY HELLO**

William Stanier was brought to the LMS to sort out the mess that was the CME's Department, the history and problems being well known. There were many old, undersized or generally unsatisfactory locomotives on the Railway, some of them in front line service, so he drew up plans for five new locomotive classes to meet the worst of the problems. These were a Pacific, 6' 9"-wheeled 4-6-0, 6'-wheeled 4-6-0, 2-6-0 and 2-6-4 tank for suburban work. The Pacific and 6'-wheeled 4-6-0 would be entirely new engines; the others would be based on existing types.

This last statement is open to much misunderstanding, and the assumption is that it means simply fitting a tapered boiler to a set of frames, wheels and cylinders in replacement of an existing parallel one. If only life were so simple: the differences between the old and new were considerable. Ignoring the tank engine, which among other things went from two to three cylinders, the people building the new *Baby Scot* are finding out that items from a *Jubilee* are unlikely to fit. And the same goes for the 2-6-0s.

Frames: The Horwich Crab frames were practically trouble free in marked contrast to LNWR ones and, it must be admitted, Stanier ones from various classes. They were 1½" thick and very well provided with both horizontal and vertical cross stretchers. Two other things added to their longevity: although the trailing coupled horn gaps were each provided with a pair of axlebox guides, the leading and driving horn gaps, the latter taking most of the piston thrusts, were horn blocks, single, horseshoe-shaped forgings, which neutralised most of these stresses and prevented frame cracks at the most vulnerable location: the top corners of the driving horn gaps. At the bottom of the horn gaps the frames were extended downwards and the horn clips were bolted directly to these.

The Stanier 2-6-0 frames, also 1½" thick, used one less horizontal stretcher, had axle box guides instead of horn blocks throughout, and the horn clips were bolted to the guides and not directly to the frames. These were weaker arrangements, and while I don't have figures for frame defects for our class of engine, 2968 was stopped in July 2010 and had a frame crack emanating from the top corner of a driving horn gap welded up.

Wheels: The standard LMS wheels had a fairly flat section rim on to which the tyre was shrunk. One Stanier improvement was the triangular section rim, increasing its strength. The last ten Horwich Crabs, 13235-44, were built with Stanier wheels, as were all his own engines. Note that that these wheelsets would have moved around between engines during normal works visits.

Axleboxes: While the Midland locos were rather prone to running hot boxes, the L&YR also had some problems. The boxes provided for the Horwich Crabs were generously proportioned and, while not immune, these engines were fairly trouble free. Stanier brought to the LMS the standard and excellent GWR axlebox, which was further improved by the provision of mechanical lubrication. The Stanier engines had these and hot boxes were not a feature in their running.

Pony Truck: Despite sharing a common wheelbase and pivot to axle length, the trucks were very different. Firstly, the Horwich version used wheels 3' 6½" diameter, Stanier's

were three inches less. The main difference though was that in the Horwich version the engine's weight was transferred via swing links. This was an American system, like many other characteristics of these locos. It was found that this was the cause of several derailments on pointwork crossings of a particular type and angle, although it was mostly the Class 4 tanks that were the culprits. Stanier transferred the weight via sliding cups and pads on the truck frame, the side movement being controlled by horizontal helical springs.

All the Horwich engines were fitted with pony truck brakes on building. Stanier had them removed as they: (i) were a source of extra maintenance, (ii) caused the wheels to lock up and produced wheel flats, (iii) made the truck 'stiffer' and contributed to the derailments previously mentioned.

Cylinders: Because George Hughes would not countenance a higher boiler pressure than 180 p.s.i. (he believed, rightly, that this would cause higher boiler maintenance costs), large cylinders (21" bore) had to be used, and had to be fitted high up to avoid fouling the composite LMS loading gauge. Stanier's use of 225 p.s.i. allowed him to reduce their size (to 18" bore) and lower them and make them horizontal, the only such instance on any of his engines. The main cylinder statistics are given in Table 1, and it will be seen that the events were very similar between the Horwich and Stanier classes (and Stanier's 2-6-0s had the longest valve travel of all Stanier's engines except the later Pacifics). These gave the Horwich engines excellent performance, and they remained in front line service to the end. Indicator tests between engines fitted with Lenz rotary cam gear (there were five such engines: 13118/22/24/25/29) and Walschaert's geared engines gave very good diagrams of cylinder performance. Stanier's engines all had extended valve chests, which the Horwich Crabs did not.

Below: 42782 on Bescot shed on 4th May 1958. Ahead is an unidentified Super D, then 42947.

Photo: Kidderminster Railway Museum



Valve Gear: The Horwich valve gear was based on that of the later *Dreadnoughts* and was very much influenced by American practice. The return cranks were fitted to a square end of the driving crank pins; Stanier used four studs and nuts. The expansion link was very long, while Stanier's reverted to a more usual British length. The valve spindle crosshead was supported by a bracket from the frames on the Horwich loco, but changed to an extension of the rear valve chest cover, as was normal Stanier practice. In both Classes, the combination lever was the Horwich double bend type, also used on the earliest Black Fives, but superseded in other classes by the straight Derby pattern. The Horwich machines' coupling rods were fluted; those of Stanier were rectangular section.

Brakes: The Horwich engines had two steam cylinders between the frames, one operating the leading coupled wheelset and, originally, pony truck brakes; the other was below the cab operating blocks to the two trailing wheelsets respectively. Stanier provided a single cylinder only below the cab floor.

Running Plate: Narrow running plate angles were a common feature on L&YR locomotives, introduced by H.A. Hoy about 1902. Both classes had these, and these were the only Stanier class to feature them, all others having much deeper angles. George Ivatt returned to an even shallower edging with his 2-6-0s, but in these cases they were the horizontal running plate bent downwards and not separate angles. Both classes used the typical Horwich feature of narrowing the running plate at the point where it descends to front buffer beam level. So too of course did the Horwich-designed *Black Fives*, but not the Derby-designed *Jubilees*.

Cab: The cabs were very similar and were developed from the later series of *Dreadnought* 4-6-0s after the roof profile had been altered to fit the composite LMS loading gauge. The rear vertical edge was joggled rearwards by a few inches from about the side windows lower level to the running plate, no other Stanier engines having this feature. But there were differences between the two classes. Firstly, the Horwich engine had been designed to run with a tender either the same as or developed from the *Dreadnought's* type. The lower edge of this tender's tank was a few inches higher than that of the Fowler type actually fitted, so the bottom of the cabsides and tender tanks did not align. When the Stanier engine was drawn out, this mismatch was corrected, as was the disparity in the running steps' height between engine and tender. Secondly, ventilation was provided on the Horwich machine by a lifting vent in the middle of the roof; it was the sliding type on the Stanier engine. And thirdly, the Horwich Crabs' seating was a pair of 'bar stools', circular seats supported on a pole emerging from the cab floor. The driver's seat on the later class was a fold-down wooden type, while the fireman had a similar contrivance on top of the oil cupboard, so it could not be folded away (this seat seems to have been the main source of complaint by firemen on these engines. It says something that they actually had opportunities to use them!).

The Horwich engines used counter-sunk rivets to build the cabs (and tenders) whereas Stanier changed to the very visible snap-head variety. The last ten Horwich engines were built after Stanier's appointment and also had snap-head rivets.

Not all the Stanier Crabs received cinder glasses, the small windows fitted between the cab side windows; however, none of the Horwich variety ever received them.



Above: 42954 at Blaby Sidings on Rugby's Up Through line 12th March 1963. The similarity between the two types from this angle is apparent.

Photo: Peter Stamper

Cab Controls: Eventually, the two classes' controls layouts became very similar. The Horwich engines were built with the Midland vacuum over steam brake, but Stanier's engines had the Gresham & Craven brakes control of a single ejector and crosshead-driven pump. When this was removed and a two-cone ejector fitted, they received the Midland controls. The early Crabs had a sliding regulator handle operable from both sides, but from 13100 onwards, the normal quadrant type was used, as on the Stanier engines. 13000-99 were later modified to conform. The reversers on both were operated by a wheel with drop-in catch to retain it, although there were two types for the Horwich design. Stanier brought top feed to the LMS, but the Horwich machines had the previous arrangement of clack valves on the firebox backplate; the injector steam valves though were in the same locations. The first hundred of the earlier machines had the Midland-type double-flap firehole doors; these were replaced by sliding doors, perpetuated on the Stanier engines. Odd valves appeared in different places, the blower for example, and the steam and vacuum gauges were mounted close together and high up on the backplate; Stanier moved them to their respective sides and mounted nearer to eye level.

Boiler: The biggest visual change brought by Stanier's arrival was the change to tapered boilers in place of the universal parallel boilers used on the LMS. The provision of top feed has already been noted, but the other feature always mentioned was the provision of low-degree superheat in the Swindon manner. Less often mentioned is that the tube ratios of *all* his early engines were less than ideal. This was most obvious from a driver's and fireman's perspective on the Class 5XPs, later *Jubilees*, and to a lesser extent, *Princesses*, but it was there on the 2-6-0s too.

The Horwich machines were far closer to the optimum for the barrel length and grate area, and Table 2 shows how the Stanier engines were eventually modified to bring them closer to this standard. This was no quick fix, needing as it did a change of both smokebox and rear tubeplate, so would be done only when one or both of these became life expired. These engines (and the Black Fives) were performing well enough with the poor tube layout; there was no urgency to the task. It should be noted that, while an improvement, the change from a 14 to a 21 element superheater gave medium- rather than high-degree superheat.

Details of boiler dimensions are given in Table 2. Figures in brackets are those from later in the engines' lives.

Horwich Crab 2725 was tested on the Rugby Testing Plant, which showed up very poor steam generation for a boiler of the Crabs' size. There are no statistics in the boiler dimensions to explain this, and it was at odds with the experiences of several generations of enginemen. The writer is inclined to the view that thousands of enginemen got it right, and somewhere and somehow Rugby got it wrong. Certainly, the reports of indicator and dynamometer car testing of the class pre-war invariably describe the steaming as 'excellent'.

Below: Members of the two classes side by side at Gloucester shed, 28th December 1963, 42878 and 42970. This angle emphasises the differences, most noticeably the boiler, rather than the three-quarter rear views which make recognition more difficult. Photos of the two types together are surprisingly rare; this is only one of three such photos in the Archive.

Photo: Norman Preedy



Tenders: These for the Stanier engines were covered in SMF News No. 70, September 2011. The generic type, generally referred as Fowler, was used on both types of engine, but there was some development over the years. The first five Horwich engines had second-hand Johnson tenders (3826-3830. Until this time Midland tenders did not have their own number series, but assumed the numbers from the locos to which they would be permanently attached), i.e. the frames were from Johnson but with new tanks. 13000, like 13268, still retains her original tender into preservation, The earlier tenders did not have access doors from the footplate to the coal space, nor did they have water scoops. Over time, these deficiencies were remedied by either replacing the tender or by modification to the existing one.

Horwich engines used countersunk-riveted tanks without coal rails; the Stanier engines used snap-head riveted tanks with coal rails, but there were many other variations of these tenders, and over time most or all these were used behind members of both classes. Note the original tenders shown on the two weight diagrams, Figs. 1 and 2, and that the addition of coal rails did not raise the tenders' nominal coal capacity.

Conclusion: So the LMS by mid-1934 had two classes of very capable 2-6-0s. While the Stanier engine might be presumed to represent an advance over its predecessor, this didn't happen in practice. There were areas where it was an improvement, but there were areas where George Hughes' creation was ahead. The Horwich Crabs were probably the best new engines of the pre-Stanier era on the LMS (the Fowler 2-6-4 tanks were also contenders for the title); they were very good indeed, so there is no disgrace in admitting equality. The final Horwich Crab, 42942, was withdrawn as late as w/e 21/01/67, the last Stanier engine, 42954, was withdrawn w/e 11/02/67, giving class lives of 40 year 6 months and 33 years 4 months respectively, both cut short by the elimination of BR steam.

What the Stanier engines did, apart from move the traffic with equal efficiency, was allow Stanier to try out his ideas and the Drawing Offices and Works to take the measure of what was to come. Even had their performance fallen short of expectations, which it didn't, they would have fulfilled a useful service by those criteria alone.

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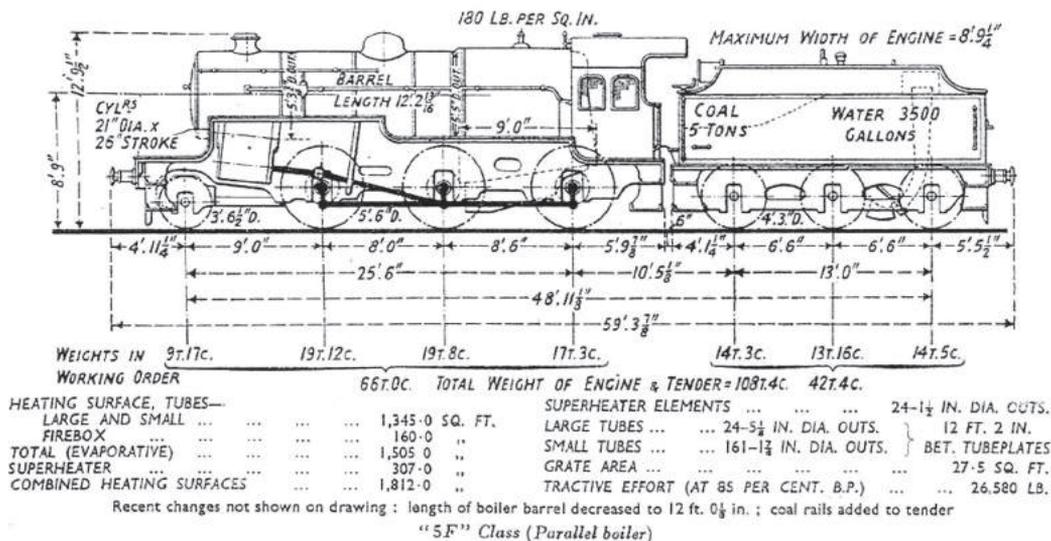
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L. M. S. R.



L. M. S. R.

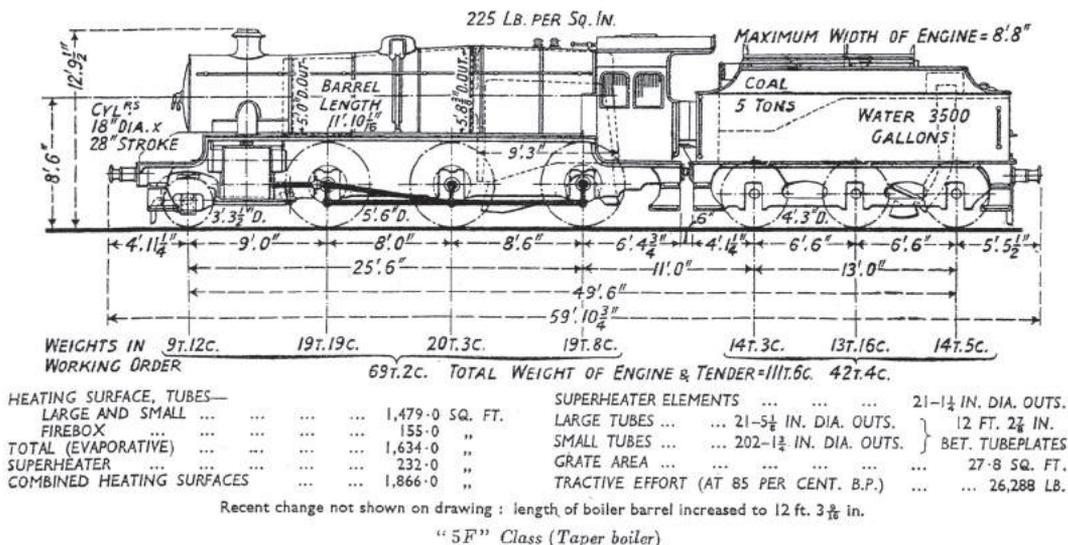


TABLE 1: VALVE EVENTS

	Horwich Crab	Stanier Crab
Valve Diameter	11"	10"
Port Width	1¾"	1¾"
Steam Lap	1½"	1½"
Exhaust Clearance	Nil	¼"
Lead*	¾"	¼"
Maximum Travel	6½"	6½"

* Nominal lead of front port was often higher than that at back for some classes of loco.

TABLE 2: BOILER DIMENSIONS

	Horwich Crab	Stanier Crab
Class	G9HS	3D
Pressure	180 p.s.i.	225 p.s.i.
Length between tube plates	12' 2 ¹³ / ₁₆ " (12' 0 ¹ / ₈ ")	12' 2 ⁷ / ₈ "
Diameter	5' 5" (max)	5' 0" – 5' 8 ³ / ₈ "
Firebox, outside	9' 0" x 4' 0 ¹ / ₂ "	9' 3" x 4' 0 ¹ / ₂ "
Grate Area	27.5 ft ²	27.8 ft ²
Firebox Heating Surface	169 ft ²	155 ft ²
Flues	24 x 5 ¹ / ₈ "	14 x 5 ¹ / ₈ " (21 x 5 ¹ / ₈ ")
Tubes	164 x 1 ³ / ₈ " * (161 x 1 ⁷ / ₈ ")	160 x 2" (202 x 1 ³ / ₄ ")
Combined Surface Area	1,361 ft ² (1345 ft ²)	1,256 ft ² (1,216 ft ²)
Total Evaporative Area	1,521 ft ² (1,505 ft ²)	1,411 ft ² (1,371 ft ²)
Superheater Elements	24 x 1 ¹ / ₂ "	14 x 1 ⁵ / ₈ " (21 x 1 ¹ / ₈ ")
Superheater Surface area	307 ft ²	193 ft ² (224 ft ²)

* Possibly a misprint for 1⁷/₈", as per 'LMS Locomotive Profiles', as this size would not produce sufficient heating surface. A.F. Cook's table lists only the 161-tube layout.

The increase in raffle tickets per book this year from ten to twelve gave an increased monetary return from £20 to £24 per full book purchased helped us to turn the downward trend of previous years and take us back up past last year's gross return of £4478 to £4662. This was, however, still short (just), of the 2015 gross return of £4690 and well short of our 2013 record year of £5003.

Unfortunately, we are losing long-standing members, who fully supported our annual raffle at an increasing rate, to the great engine shed in the sky, and with few new 'full' members joining it is inevitable, I suppose, that receipts are becoming harder to maintain let alone increase. It is only through the kindness and generosity and, it has to be said, their 'love affair' with **'our engine'** of existing members who support our raffle that our receipts continue to remain relatively buoyant.

An example of this was the fact that not one of you voiced any adverse comment to the increase in ticket numbers and consequent higher monetary return, a reaction that I must admit I was fully expecting. Neither did it impact with any significance on the number of raffle ticket books returned, most of which were all fully subscribed.

My sincere thanks to all of you who returned your tickets and helped make the 2017 draw a success. The £5K target may allude us but the raffle still remains one of our main income channels and an important part of SMF finances.

May I remind those members who still receive tickets but do not purchase any or return the unused book that this is one way you can actively support **'your engine'** from the comfort of your armchair. It confuses me greatly why any member who continues to receive tickets but never purchases any and cannot be bothered to send them back with a short note to say they are no longer required, especially when an SAE is enclosed with the magazine. They say there is none so queer as folk, and that must surely apply in this case.

As always, my sincere and grateful thanks to all members who returned their tickets and cheques and also to those of you who included a donation of whatever amount. I do try to write to each of you acknowledging your extra support, but if I did miss anyone out, please accept both my apologies and thanks.

On a final note I have decided that as part of my SMF work reduction programme and after many years of doing the job, 2017 will be my swan-song as SMF Raffle Promoter. Always leave on a high, I was told by one of my old managers, and having stopped the downward fall in gross takings, I believe now is the time to hand this role over to hopefully one of our younger CoM members. So, it is left only for me to say many, many thanks for all your wonderful support over more years than I care to remember; your support has been magnificent.

STOP PRESS: At our CoM meeting on 27th January 2018, Ian Marshall agreed to take on the role of SMF Raffle Promoter. I am sure you will all give Ian the same outstanding support that you have given to me in the past. Good luck Ian.

A list of the winning tickets is shown below and my sincere thanks once again to all who took part for your continued support.

STANIER MOGUL FUND - 42968 AUTUMN DRAW 2017 RESULTS

			TICKET:
1 st	D Tyreman	Newcastle	001008
2 nd	Bill Crane	Northampton	002117
3 rd	M Johnson	Brigg	001320
4 th	R Flint	Morecambe	004259
5 th	J King	Barrow on Humber	000169
6 th	R J Wilcox	Lichfield	002267
7 th	P Tofield	Dumfries	004049
8 th	P Tofield	Dumfries	004045
9 th	Richard Shaw	Halesowen	001974
10 th	P Bruce-Jones	Dorchester	000270
11 th	David Wildney	Acocks Green	000240
12 th	Kneen	Leominster	000445
13 th	D J Cowieson	Cuper	003571

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 21st October 2017.

Richard Greaves
SMF Draw Promoter
21st October 2017

In early 1973, British Railways HQ at Marylebone held a meeting at ‘The Grove’, Watford to announce that HQ had been discussing the adoption on BR of a programme developed and successfully implemented by the Southern Pacific Railroad of the USA.

The acronym used for the programme was TOPS (Total Operational Processing System). This involved all types of freight rolling stock and locomotives on Southern Pacific being continuously monitored by their numerical identification, with each change of location being reported by local TOPS offices to the central Southern Pacific TOPS Control. Reports were made not only on departure from one location and arrival at the intended destination, but also internal movements at either location as well as any intermediate stopping points – planned or otherwise.

For BR purposes initial reports would be undertaken by ground staff – shunters, porters, signalmen, Per-way supervisors, locomotive depot foremen or drivers. NCB colliery staff or staff at any private sidings, including MGR power stations and others, would report by telephone or radio to their local TOPS office, from where the information would be passed to TOPS Central Control computer at Marylebone.

The first meeting at ‘The Grove’ consisted of BR HQ and Regional Operating representatives with two Operators from Divisional level, one of which was myself. For implementation, the team from Southern Pacific under the leadership of Jack Pfeiffer was supported by a BR HQ Team led by Colin McKeever, with TOPS processes being applied to all BR freight and engineers’ wagons, as well as all privately owned freight vehicles using the BR network and sidings – private or otherwise. Detailed briefing procedures were produced for BR Regional and Divisional levels and thence to Area Managers. Non-BR operations were to be encompassed by the appropriate levels of BR management, depending on size and extent of their individual geographic installations.

The first step for TOPS was to establish the location of all freight wagons in a particular geographic area. Cornwall and rural Devon was the first such area, having relatively small numbers of wagons at numerous minor locations. Progression continued through similar locations in the south west and along the south coast, gradually extending to the larger concentration and marshalling yards before moving into the industrial locations of London, South Wales, the Midlands and then the North of England.

When the BR HQ/Southern Pacific teams came to the Doncaster Division somewhat earlier than originally planned, it was their first encounter with very large numbers of wagons at a location where many of these wagons would move in considerable numbers over short – sometimes very short – distances, often with three or four separate movements within time spans of under an hour. This was totally different to long hauls in the USA taking up to several days per movement of one train, or indeed to rural areas in the UK where services could be limited to two or three times a week, and certainly where pick-up goods trains could take several hours to move thirty or forty miles.

At Scunthorpe – like several other major steel works – wagons could arrive at, for instance, Entrance E and re-appeared in numbers either within the hour or sometimes three days later at another location within the steel-works complex, having made, possibly, three internal-user movements behind British Steel Corporation (BSC) locomotives and their staff, in the interim. The preliminary TOPS report on Entrance E movements was critical of inefficiencies, and suggested, “Another pilot should be provided to speed up throughput and wagon availability.” Sadly, the teams had overlooked the fact that geographically there was only room for one shunting headshunt and thus only one pilot could work the sidings at any time. The train arrival pattern from the collieries and iron ore mines was dictated by this restraint and that the pilot was not BR’s but provided and manned by BSC.

The realisation of different working practices that had not previously been encountered came quickly. Many alterations were impractical and un-workable for many and varied reasons. Naturally, in numerous industrial complexes, similar situations occurred quite frequently as TOPS progressed throughout the country.

Within the Doncaster Division we progressed the implementation of TOPS by breaking the Division down into logical 'pieces' utilising three of us at Divisional level with specific responsibility for particular locations, e.g. Scunthorpe/Immingham/Grimsby, Doncaster/Worksop/South Yorkshire, Grantham/Newark, Hull and Goole and Lincoln/Boston and Spalding. Area Managers and their Senior Assistants tackled the last two groupings after gaining some hands-on experience at the preceding larger locations. Training representatives of the ground staff at both BR locations and private sites throughout the Division was particularly important, and involved large numbers of individuals. In many cases shunters and the like had for years worked with their own systems, frequently with scraps of paper and often just their own 'local knowledge' of work patterns was how things were done.

TOPS required complete reports by wagon numbers, location and train/pilot involved. Paper reports were handed in or telephoned to the local TOPS Office. Occasionally we encountered staff who could not, and had never been required, to, write or to read and used only their own words and phrases to describe their surroundings or sidings and actions required. Despite these drawbacks, the responses of ground staff of all grades and ages was, with only one or two exceptions, first class. Strangely the exceptions usually turned out to be where the work-rate demand should have been easy and relaxed. Often the harder and more demanding the task, the better the results. Using paper to write down wagon lists outdoors in wet weather does not work! Laminated note-book covers made this possible, even if slower.

In the Eastern Region, early Divisional Management training took place during the implementation of TOPS at Whitmoor Yard, with its high percentage of long distance (LD), up to 300 miles, fitted freights mixed with block loads of coal from Doncaster and East Coast Route (ECR) collieries. All Divisional Operational Managers (DOMs) spent four, twelve hour shifts covering equally the full twenty four hours midweek coverage to see, and learn, what was involved in a successful switch-over to full TOPS working. This was no mean achievement at a location that is often windblown even in the summer, and while collecting wagon details meant walking up to ten miles during each shift.

When the other BR Regions Divisional staff and Area Managers were undertaking TOPS training courses at 'The Grove', some of the Eastern Region DOMs, by now "old stagers", were called upon to monitor the progress of trainees during their courses. Particular emphasis was placed on the last "Test" of knowledge. The completed "Test" papers were gone through with fine tooth-combs searching for errors, misunderstandings and especially large or even small congregations of wagons loaded or empty that had clearly been "resting" for some days or time.

Checking out these TOPS miscreants became a habit around midnight, with phone calls to supervisory staff on night shift duty and, not infrequently, to "on-call" Area Managers or their staff for explanations to be provided to 'The Grove' by 07.30hrs that morning. Peter Rayner (LMR but ex-ER), Harry Amos (DOM Sheffield), Walmesley (DOM KX) and myself (DOM DR) were not the most popular folk on these occasions. We quickly picked up any "black spots" and kept the BR HQ and Southern Pacific Team well in the picture.

One effect of this was the number of wagons, BR particularly, but even some private owner that were "discovered" in unseen corners or hidey-holes or in the depths of Works complexes, not having turned a wheel in anger for many weeks, even months. In and around Scunthorpe alone we turned up 168 of these "missing wagons". All were condemned, some of them were immovable and had to be broken up on site. Assets written off to the accountants delight! More importantly, it became possible to "achieve more with less" and some healthy inroads were made into the size of the wagon fleet, as well as speeding up the turn-round of empty wagons and allowing loaded vehicles to reach their destinations by reducing the extent of delays incurred on route.

At Hull Inward Yard, the TOPS Office was fitted out with cross-cover lasers. Being unmanned at weekends this resulted in the British Transport Police catching would-be thieves and vandals on two occasions, and stopping this anti-social problem quickly. Not the intended purpose of TOPS but it served as a very useful secondary service!

Early one afternoon, the TOPS equipment at Scunthorpe broke down completely – what to do? One solution, thought to be the most practical, was to gather together nearly 7,000 wagon

cards, often with more than one movement on them, and with the Assistant Area Manager motoring over to Goole to feed everything through their TOPS equipment, a task taking several hours once on site, but successfully completed, and fortunately never again.

On another occasion we were asked by BR HQ to “search” for some 160 MGR specific numbers by location. This to be done over-night on a Saturday when use of the TOPS system was very limited. Unfortunately, one of the night shift Controllers at Doncaster Control pressed the wrong button which requested the search for 16,000 MGR wagons by location. Marylebone rang up shortly before Sunday lunch not best pleased. Apparently we had stopped the TOPS computer main-frame from accepting any information or requests for three hours! The best we could do was to apologise for a human error.

Once implemented, certainly as far as Sheffield, Doncaster and the Anglia Divisions were concerned collectively, we had been able to embrace TOPS with no increase in staffing numbers – even a couple of dozen or so manpower savings. This in fact was really as a result of the overall reductions in wagon load movements as well as the increased load capacity in a good percentage of the remaining wagons in the fleet, including more MGR coal wagons, the spreading container revolution and the larger numbers of 100T tank wagons in the fleet. None the less, some achievement.

By 1977, moves were afoot to incorporate motive power equipment, locomotives and engineers’ mobile equipment, tampers, etc. within the TOPS system. Passenger coaches and Non-Passenger Carrying Coaching stock (NPCC), followed on subsequently to complete the circle. This I did not see to conclusion on BR as I moved to Hong Kong in June 1977 to take up a senior position with the Hong Kong Mass Transit Railway Corporation.

Postscript

In the late 1970s I worked for BR Computing Division at Nottingham and we managed a visit to the marshalling yard at Toton. A manager was showing us around and he explained TOPS. One of us asked what would happen if the TOPS computer went down. His surprising answer was, ‘We would stop all trains until it came back! We could not allow the data base to get out of date! We would never catch up.’ – (*Sub Ed. John Tidmarsh*)

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TOP LINK ENGINES

Above: The other Regions of BR may have had 4-6-2s but the Western had Castles. With the fireman glancing down on the holiday-makers below, 5020 'Trematon Castle' restarts a Down passenger train from the Dawlish station stop on 29/8/61.

Photograph: Brian Marshall/Courtesy Ian Marshall

Below: Un-rebuilt 'Battle of Briton' 34051 'Winston Churchill' passes light engine on the Up line through Broadclyst station on 16/8/65. The station was located east of Exeter (Central) between Pinhoe and Whimble and closed in 1966.

Photograph: Brian Marshall/Courtesy Ian Marshall

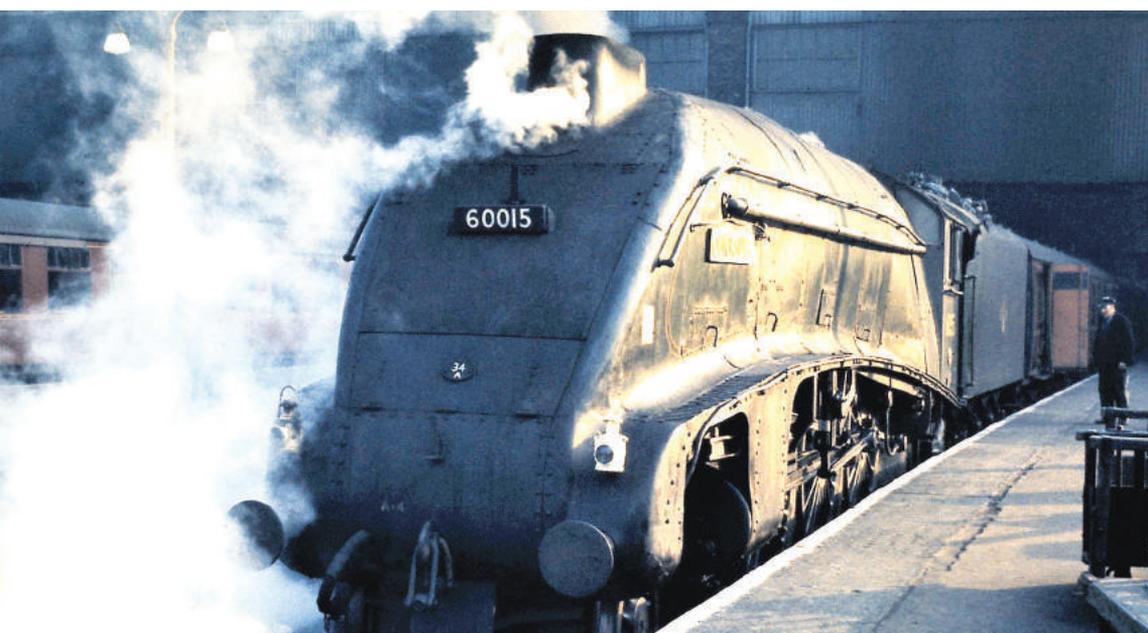




TOP LINK ENGINES

Above: A Stanier master-piece and considered by your Editor to be the most handsome of all engines ever designed. 'Coronation Class' 46255 'City of Hereford' waits on Kingmoor shed rostered to work forward the Carlisle to Leeds via S&C leg of train IX82 SLS 'Three Summits' Railtour on 12/07/64. This train would later continue from Leeds to Crewe over Standedge behind 45647 'Sturdee' before handing over to Royal Scot 46155 'The Lancer' for the final leg back to Birmingham (New Street). The train had started from Birmingham (New Street) behind 46251 'City of Nottingham' which worked to Carlisle over Shap. **Photographer not known / R Greaves collection**

Below: One of Gresley's finest, A4 class 60015 'Quicksilver' awaits departure from Kings Cross with a Down northbound express. Date unknown but prior to April 1963. **Photograph: Richard Hill**



During the summer of 1967, the West Coast Main Line north of Crewe had a good selection of steam hauled passenger trains, particularly on Saturdays, with 'Britannias' and 'Black Fives' covering nearly every steam turn. The 1.27pm (FSO) Manchester (Victoria) – Glasgow, which combined with a Liverpool portion at Preston, was more or less guaranteed to provide enthusiasts with a ride behind a 'Britannia' northbound over Shap, and the 2pm from Glasgow could be relied upon to give them the same in the opposite direction. Dieselisation of the Scottish Region had been completed by late spring, so the opportunities to experience steam north of Carlisle were very limited. However, none of this mattered to those enthusiasts who adored 'Jubilees' because for them the Settle & Carlisle was the main attraction. The last three active 'Jubilees' were based at Leeds Holbeck (55A) and every Saturday from the 15th July to 26th August one of them was provided for the 6.40am (SO) Birmingham – Glasgow between Leeds and Carlisle, a train that I travelled on as often as possible. The sounds of a 'Jubilee' roar was too good to miss.

After the 'Jubilee' had arrived in Carlisle, a different locomotive was attached to the train to take it to Glasgow, often a diesel. On one occasion it was 'Britannia' No. 70021 '*Morning Star*', and this tempted me to stay on the train as far as Annan. On another occasion, 'Black Five' No. 44878 of Carlisle Kingmoor (12A) was provided. The return from Carlisle in a southerly direction could be aboard the (SO) Glasgow – Blackpool or the (SO) Dundee – Blackpool via the West Coast route, both trains being regularly worked by 'Black Fives'. The long climb to Shap was usually a struggle for these locomotives, especially when the load was eleven coaches, as happened when No. 45013 hauled the Blackpool train.

You can be assured that these journeys were very much an anti-climax after enjoying the often stunning performances by 45562 '*Alberta*' and 45593 '*Kolhapur*' on the Settle & Carlisle route earlier in the day. But there were some moments of excitement, such as when the driver of 'Black Five' No. 45279, having lost time on the uphill section, allowed the speed to rise to exceptional levels on the long downhill stretch and we swept through Bolton-le-Sands at 86 mph. That wasn't the highest speed achieved by a 'Black Five' on this section of line in the summer of 1967, I am reliably informed.

The final day of the 6.40am Birmingham – Glasgow via Leeds in the 1967 timetable saw no less than 235 people dressed in railway enthusiasts' attire, i.e. carrying tape recorders, notebooks or cameras, waiting for the train at Leeds City when it arrived behind a 'Type 4' diesel. The rear coach already contained about 40 others who had boarded the train at previous stations en-route, such as Sheffield, to ensure that they were close to the locomotive when the 'Jubilee' came on at Leeds. As No. 45562 '*Alberta*' (transferred from Farnley Junction [55C] the previous November) coupled up to the eight-coach train, it was more like a 'Railtour' than many actual railtours.

In the course of the journey, a travelling ticket inspector (TTI) boarded at Skipton. Nobody got off. Before he had reached the middle of the train his Excess Fare pad was used up and he must have collected quite a lot of money by that time. At the next stop, Appleby, he called to a member of the platform staff 'There are people getting off without tickets!' to prepare him for the deluge of people who had not paid a fare. Sadly, he had been duped, as nobody got off and 45562 '*Alberta*' accelerated away and left him standing with a bewildered station ticket collector!

After the three cylinder 'Jubilee Indian Summer' had finished, it was time to concentrate on the West Coast Main Line, and the focus for many enthusiasts was the

90 miles between Preston and Carlisle. In the past, two railtours, each headed by a 'Jubilee', had left rather poor impressions on me of what to expect on this much celebrated ascent to the summit, but on the 7th October, there was another 'Jubilee' hauled special to look forward to.

Although Holbeck closed to steam on 30th September, No. 45562 'Alberta' was kept in reserve to fulfil this appointment with the West Coast over Shap. The train comprised only six coaches and after a stop at Carnforth to visit the shed (10A), the remainder of the journey went off without any incident, but in view of the light load it was hardly an inspiring performance. At Carlisle, passengers on the train were allowed to visit Kingmoor shed (12A), the home of all surviving 'Britannias' and the most northerly outpost of steam on the BR network.

It was a harrowing sight to see so many 'Brits' in store, many without connecting rods and others with sacks on their chimneys. 'Black Fives' too were standing silently and cold in substantial numbers. The prospect of seeing steam over Shap in the summer of 1968 looked to be very remote on account of the situation prevailing at Carlisle that day.

Towards the end of 1967, the closure of Kingmoor, Workington and Tebay sheds on 31st December was announced, a gloomy prediction that turned out to be true, but hardly surprising in the case of Kingmoor to all those who had visited on the 7th October. Another nail was being knocked into steam's proverbial coffin, and the only consolation would be if some of the 'Britannias' could be transferred elsewhere when Kingmoor closed, but that was by no means certain.

Even though steam operation had ceased in most of Yorkshire, a Carlisle based locomotive continued to appear regularly on the 5.47pm 'Fridays Only' (FO), Manchester Exchange – York service right through till December, and as well as 'Black Fives', we were treated to No. 70024 'Vulcan' on this train as the autumn turned into winter. In previous years, the (FO) locomotive would return from York as a 'pilot engine' on the celebrated Newcastle – Red Bank empty newspaper van train the following day, but as the 'Red Bank Vans' was now a 'Type 4' diesel diagram, the (FO) loco wasn't needed and came back light engine into steam territory as soon as it had reached York, calling, it was said, at Normanton for water.

In the week leading up to Christmas, some of the traditional relief trains that ran between Manchester and the north-east were entrusted to steam, which was quite a surprise because there was no steam servicing facilities at Leeds, where the steam locomotives came off the trains. They were nearly all routed via Diggle, which included the 1 in 59/47 gradient up to Miles Platting, in contrast to the previously mentioned (FO) train which ran via Rochdale and Hebden Bridge, involving an easier climb out of Manchester.

I well remember being on the footplate of 'Black Five' No. 45073 hauling one of those trains routed via Diggle. The vacuum gauge was showing that the brakes on the coaching stock were 'dragging' and holding us back. Speed had fallen to approximately six mph as we reached the steepest part of Miles Platting bank and the reverser was set at 75%. "If we slip now we've had it," the driver said to me. No sooner had the words left his mouth than 45073 lost her grip. The driver reacted immediately and shut the regulator. He opened up again after the briefest of pauses, and with the regulator back to its former position, arresting the wheel-slip and the locomotive kept the train moving marginally slower than before, but good enough to creep over the top at little more than walking pace. What an impressive bit of driving! He could have taken on a banker, but obviously didn't think one would be needed.

Not everyone had a telephone in 1967, so it was on trains such as these that information was passed around that could really be useful to the dedicated 'steam basher'. The grapevine was saying that a football special ('Footex' in railway terminology) was scheduled to run from Carlisle to Blackpool and return on Boxing Day and was scheduled for steam! I had a healthy disregard for rumours because they often turned out to be wrong, but this was one that could not be dismissed or ignored; how would I feel if the 'Footex' (running at 59 minutes past the eleventh hour) came over Shap with steam and I wasn't around? Devastated!

Carlisle was too difficult to reach by train on Boxing Day morning. My daily transport was a 1935 Austin Light 12 and it was too long a journey both for the car and for me to drive there, so the best solution was to go by train to Blackpool where it would be possible to test that rumour.

Arriving at Blackpool (North) station in the early afternoon, I was pleasantly surprised to see a 'Black Five' waiting with a train of nine coaches, which at first glance could have been the empty stock of the 'Footex'. A small crowd of enthusiasts had gathered next to the locomotive, and I soon learned that No. 45353 was on the 2.20pm relief to Leeds City. Furthermore, the football special had gone to Blackpool (South) and, yes, it was steam hauled. The locomotive had been 70013 'Oliver Cromwell' and the load was thirteen coaches. The prospects of a good 'thrash' over Shap with that load was excellent.

But the 2.20pm to Leeds was an enticing prospect, too. Negotiations had already taken place with the driver of No. 45353 to ask if he could reach the first stop at Manchester (Victoria) a few minutes early so that all the steam enthusiasts could catch a train back

Below: 45353 is seen east of Poulton with the 2.20pm Blackpool (North) to Leeds Relief train on 26/12/67. ***Photograph:*** Paul Riley/Courtesy the Late Alan Castle





Above: 70013 'Oliver Cromwell' catches 'the glint' at Strickland as she climbs to Shap Summit on 26/12/67 with a Footex special from Carlisle to Blackpool (South).

Photograph: Maurice Burns/Courtesy the Late Alan Castle

to Blackpool that would connect with the return 'Footex' to Carlisle. He seemed confident of doing so, plus he was willing to do his best.

Some of those on the platform at Blackpool North had no stomach for taking this chance and who could blame them, for it would be some time before another 'Britannia' hauled passenger train ran over Shap, or possibly never (in fact it was more than 42 years). Consequently, they were left behind as No. 45353 departed spot on time for Manchester and Leeds. A lively performance by the 'Black 5' was made more interesting by a divergence at Horwich Fork Junction and a journey over the line through Hilton House. A retired driver whose railway career began on the L&Y in 1919 had told me he knew eleven different routes between Manchester and Blackpool, and I suspected that this would have been one of the more obscure ones. I had done it myself only once previously.

The train was running several minutes early as it approached Salford and everyone was very optimistic about catching that return connection back to Blackpool. Unfortunately, a signal at danger was coming into view and the brakes were applied. Although the train did not actually stop, we crawled up to the signal at walking pace before the red changed to amber and precious minutes were lost by this delay. After our 'Black Five' was given the road, a DMU displaying 'Blackpool South' on the destination blind came past! Through no fault of our driver, the gamble had ended in disaster.

A difficult choice now had to be made: whether to stay with 45353 to Leeds and be guaranteed another forty plus miles of steam haulage, or to catch the next train to Blackpool and hope that the 'Britannia' would be leaving late.

Only a few of us decided on the second option, the majority settling for a ride over Standedge with the 'Black Five'. As we watched 45353 depart and storm up the gradient to Miles Platting without a banker, there were grave doubts in our minds that the right decision had been taken. The journey by DMU back to Blackpool was very tense. It was due in South station at the very same minute that the 'Footex' was due to leave. "Would drunken football fans be delaying the closure of the doors?" was the only positive thought that could keep our hopes alive.

There was no salvation at Blackpool. The 'Britannia' had already departed on time at 5.45pm as the DMU coasted towards the station and we caught a glimpse of a very clean No. 70013 '*Oliver Cromwell*' blasting past in the darkness followed by a long train of well-lit stock. Life was cruel, the 'Black Five' run to Leeds would have been so much better than this.

Riding back to Preston on the next available train, the first thing to do when we got there was to enquire if 70013 had made its second appearance that evening. Like the 'Black Fives' that hauled the (SO) Glasgow-Blackpool and (SO) Dundee-Blackpool trains in the summer, the 'Britannia' was committed to a five and a half mile circuit from Preston via Todd Lane Junction and Farington Curve Junction to Preston in order to change the direction of travel. Information received was that 70013 had only come through once and it was expected, on its return passage, to travel north through Platform 1 on the west side of the station (the part that in 2018 is no longer used for train departures). So just three dejected enthusiasts made their way over there to take in some of the atmosphere as this elusive train came through.

Below: Shaded from the sun, overnight frost lingers on the grass bank as 70013 'Oliver Cromwell' passes Lytham heading a Carlisle to Blackpool (South) Footex special on 26/12/67.

Photograph: Peter Fitton



There was a moment of high drama as No. 70013 '*Oliver Cromwell*' coasted into Platform 1 at Preston. A red signal was showing but it changed to green as the locomotive approached. Fortunately for us the driver was on the outside of the curve and did not see it change, so the train came to a halt. I grabbed a door handle on the front coach but was met by an Alsatian dog as I opened the door. "You can't get on here," a man wearing a pointed helmet and standing behind the dog proclaimed. "We missed it at Blackpool," I said, telling the truth but not elaborating any further. "Okay then," the police officer replied. "Hurry up."

A sympathetic copper! We joined the train with a great sense of relief and 70013 restarted immediately. The Preston to Preston journey had apparently taken 35 minutes and the train was now also running 35 minutes late.

I took a seat in a compartment occupied by a jolly character known as 'The Wellington Mouth'. He had an opinion on almost anything and was not afraid of expressing himself in a loud enough voice to be heard at a great distance. However, he was very knowledgeable about railways and everyone seemed to get on well with him. He was fascinated to know how we had got on the 'Footex' at Preston, and my detailed explanation caused him great amusement.

Due to an unscheduled stop at Lancaster, 70013 had lost more time and soon afterwards the driver was making a determined effort to gain some ground, the noise from the chimney filling the compartment. "I'll give him six minutes!" the Mouth proclaimed as the thrash got louder and faster. "Six minutes!" he repeated. Did anyone understand where he was coming from? I didn't and nobody else made a comment.

After about six minutes the music from '*Oliver Cromwell*'s chimney fell away by several decibels and the high-speed roar was replaced by a whimper. "I told you!" the Mouth chortled gleefully. He had been right and I was amazed that he had made an accurate prediction just from a seat in the train. (Members of the 5305 Locomotive Association support crew, who have since ridden with No 70013 on the main line, probably have their own theories about what was happening to the locomotive during that time span on that fateful 26th December 1967). Were the injectors failing to cope with the demand for steam, causing the water level in the boiler to fall; was the boiler pressure dropping or had the fire been too thin and been torn to pieces?

I'm sure 'The Wellington Mouth' knew the answer. He once told me that he had timed a Churchward 2-6-0 at 96 mph descending from Hollinswood Summit. It was his home territory because, as his nickname suggested, he lived in Wellington. The conversation had begun when I mentioned that I had experienced a very fast 'Castle' run on the 'Cambrian Coast Express' over the same section of line, and somebody else on that train had claimed a speed of 100 mph. "I'm not surprised," the Mouth had said, and then went on to relate the saga of the 2-6-0. Did he have any reason to lie?

In due course our train reached Tebay and 70013 pulled up in the platform alongside the water column. Enthusiasts spilled out of the front few coaches and watched as the 'bag' was put in the tender. Presently a member of the station staff appeared carrying a lamp and asked the driver why he had stopped. "I want a banker," he replied. "There are no engines in steam here, the shed is shut for Christmas," the stationman told him. The place was due to shut totally in five days.

Well, that was enough to cause the driver some distress – thirteen coaches up Shap from a standing start hadn't been seen since the days of Stanier Pacifics, I reckon, and even then, most of them would have started with plenty of momentum, so he was entitled to be despondent. "What am I going to do?" he was heard to mutter, to nobody in particular except himself. There was one bystander able to give him some sound



Above: Boxing Day 26/12/67 was a cold, crisp and sunny winter's day. The sound of an approach and highlighted by the winter sun, comes into view creating, a stunning scene. 70013 'Oliver C seen on the outward journey at Strickland on the climb to Shap Summit on 26/12/67. With King the Kingmoor shedmaster to roster a Class 7P Pacific to a Class 1 diagram
Photograph: Paul Riley/Cor



*...aching steam train can be heard before the long plume of smoke, hanging in the crisp winter air
...Cromwell' has been rostered to work a Footex special from Carlisle to Blackpool (South) and is
...rmoor shed closing to steam in five days time, could this have been the last throw of the dice by
...m over Shap? Although we will probably never know, if it was, Thank You.
...courtesy the Late Alan Castle*

advice. "You'll have to thrash it!" We knew that would be inevitable. What a splendid scenario – an enthusiast inspiring a driver in a fairly desperate situation.

As the 'bag' came out of the tender, the audience piled back into the coaches and then No. 70013 stormed out of the platform, making a good impression in the first mile or so and speed rising to 35 mph. With a start like that there was no doubt that '*Oliver Cromwell*' would have no difficulty in reaching the summit. In the darkness, huge glowing red cinders were streaking past the carriage windows in the most amazing pyrotechnic display I have ever seen. At Scout Green, after more than one and a half miles on the 1 in 75 gradient, the valiant effort was registering a speed of just less than 30 mph. It was an awesome climb. The engine was eased approaching the summit, so the speed levelled off to 22 mph. It was the same figure which 70013 would fall to more than forty-two years later on the locomotive's next northbound passenger turn over Shap on Friday 19th March 2010, but the load would be one coach less and, of course, 70013 had raced through Tebay non-stop in 2010. Clearly the minimum speed could have been higher if the driver on the 'Footex' had continued to hammer the engine in the same style all the way to the summit.

Down the other side of Shap the train gathered speed and 70013 was getting close to 80 mph before the brakes came on for a stop at Penrith where some of the Carlisle United fans left the train. The final dash from Penrith to Carlisle included an exhilarating maximum in the region of 85 mph, but it was not easy to time accurately at that kind of speed in the dark! There could have been an 'even time' run over this section had the train not been stopped by signals outside Carlisle.

The football supporters made their way home, but for the railway enthusiasts who had come from far and wide, it was not quite as easy at 9.45 pm on Boxing Day evening. For the three of us, and I suspect for some of the others too, a sleeping car train from Carlisle down to Lancaster was the first step. We alighted there to wait for the morning 'Boat Train', the 6.15 am Heysham - Manchester (Victoria), which was still a 100% steam diagram.

From the beginning of January 1968, diesels were said to be taking over all remaining steam passenger diagrams on BR, so it seemed this opportunity was too good to be missed. Fortunately, that rumour proved to be false, as the 'Boat Train' continued to be steam hauled until 5th May 1968, but on 27th December 1967, nobody was sure of what was going to happen.

After our long wait, 'Black Five' No. 44711 arrived at Lancaster and we enjoyed a fast run to Preston, with a maximum of 76½ mph. It was said that Carnforth (10A) was the last depot from which drivers in the Top Link were still being rostered on steam, and it was the 6.15 am Heysham - Manchester (Victoria) and the 8.55 pm Manchester (Victoria) - Heysham that gave the Carnforth men that distinction.

The remainder of the journey to Manchester was quite lively too, and then it was home to bed for some rest.

Two days later it was time to see what the last steam hauled (FO) Manchester (Exchange) - York had to offer. I was absolutely delighted to see that it was No.70013 '*Oliver Cromwell*'. Whether this had been arranged on purpose to emphasise the locomotive's celebrity status, or whether it had been a random choice, I don't know. However, the locomotive was beautifully clean, just two days from retirement, which was a token of the esteem in which 70013 was held by Carlisle Kingmoor.

Sadly, the driver as far as Leeds was a miserable sod who claimed that 70013 was "knackered" and he made just about the slowest journey to Leeds that we had ever experienced on this service. As enthusiasts we were often blind to the fact that many drivers hated steam and friendly banter was not part of their job!



***Above:** 70013 'Oliver Cromwell' stables the stock of a Carlisle to Blackpool (South) Footex into the carriage sidings. She will then run light engine to Blackpool (North) shed via Kirkham for servicing and turning in preparation for the return journey home to Carlisle. 26/12/67.*

Photograph: Peter Fitton

***Below:** After working in to Blackpool (South) on a Footex special on 26/12/67, 70013 'Oliver Cromwell' has run light engine via Kirkham to Blackpool North shed for servicing and is seen being turned in readiness for the homeward run to Carlisle.*

Photograph: Peter Fitton



Any attempt to cajole the driver of 70013 into giving the enthusiasts something good to remember of this day would have been wasted, as he just wasn't interested. What a contrast this event proved to be in comparison with the same locomotive's exploits three days earlier. But that was the nature of steam, so unpredictable and always capable of delivering surprises, good as well as bad.

The disappointing experience with the last steam hauled (FO) Manchester (Exchange) - York wasn't quite the end of steam travel for me in 1967. On New Year's Eve, 31st December, a trip from Manchester (Victoria) to Preston on the 8.55pm 'Belfast Boat Express' to Heysham, hauled by 'Black Five' No 45017, brought the year to a successful conclusion.

Returning to Manchester afterwards on the DMU, we then drove through Albert Square amongst the New Year revellers in the trusty 1935 Austin 12 with one member of the '20.55' Club (8.55pm in 12-hour clock jargon), standing up through the sliding roof and saluting the crowds.

We were young and slightly foolish. A police officer stepped off the pavement and flagged us down, saying we must keep our bodies *INSIDE* the car, as we were causing a distraction to other drivers! It was the second brush with the law within a week for me, and maybe you are wondering if this led to a life of crime. I cannot say any more at the moment.

Below: The fireman of 70013 'Oliver Cromwell' is looking back for the 'right away' signal from his guard at Blackpool (South) with a return Footex special to Penrith and the 'Border City', no doubt keen to get home and a night's sleep. The fireman worked throughout to Carlisle and although the train stopped at Tebay for a banker, none was available. This had been thought to be the last steam departure from Blackpool (South) but it was later learned that an unidentified 8F worked a failed BRCW 3-Car DMU to Manchester (Newton Heath Depot) one evening in mid 1968.

Photograph: Peter Fitton





Above: 45017 at Carnforth shed on 13th July 1968. This was the engine that gave David his last steam hauled run of 1967, when he travelled behind her between Manchester (Victoria) and Preston on the 'Belfast Boat Express' 8.55pm Manchester (Victoria) – Heysham on 31/12/67.

Photograph: Norman Preedy

Historical Notes

'The Wellington Mouth', D T J Rollason, died some years ago. I think if he had written his memoirs, they could have been very interesting.

A log of 70013's journey from Carnforth to Shap Summit on the 19th March 2010 appeared in 'Steam Railway' magazine, Issue No. 375 on Page 82.

The only Carlisle Kingmoor (12A) locomotives to continue in service after the depot was closed, apart from 70013 'Oliver Cromwell', were a few 'Black Fives' that migrated to some of the sheds still operating steam in Lancashire and Cheshire.

The Jubilee hauled six coach train headed by 45562 'Alberta' mentioned in the article, which ran on 7th October 1967 and which was my third attempt at a good run over Shap, was 'The South Yorkshireman No. 8' Railtour. It ran from Bradford (Exchange) to Carlisle, outward via Shap and return via the Settle & Carlisle and included visits to Carnforth and Kingmoor sheds. It was organised by the Jubilee Railway Society.

Some parts removed from No. 45562 'Alberta' before she was scrapped by Cashmore's of Great Bridge will be used in the construction of the new 'Patriot' class locomotive.

RAILWAY PHOTOGRAPHS

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

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Well, once again it looks like it has fallen to me to talk to you all once more on this reserved, private and delicate subject. Despite asking my CoM colleagues to write even occasionally on this subject and perhaps offer alternative viewpoints and comments, no recent offers have been forthcoming.

The annual review that we publish on this subject was once thought upon by long previous CoM members as a ‘step too far’; however, I disagreed and from early tentative steps we have arrived at where we are today. Interestingly, I have never received any communication from the membership disapproving of these annual articles.

Although totally unpredictable, Bequests and In Memoriams are in fact another way of supporting the ongoing objective of the SMF to maintain the long term working future of ‘**our engine**’. Let me say from the outset that we on the CoM are always, and I mean always, saddened to learn of the passing of a member. Over many years we have come to recognise most names and refer to them almost as friends and have in fact met many of them, either at SMF events, at AGMs or through communications. Whether any deceased member has remembered ‘**our engine**’ in their will or not is immaterial to us at the loss of their passing.

However, those who do or have made a provision in their will which benefits ‘**our engine**’ have done so because of reasons of their own. These may include an attraction towards ‘their unique engine’, or a sense of belonging to the SMF, maybe their own contribution to the long term survival of ‘**our engine**’, or maybe a little **thank you** to her for all the enjoyment she has given them during their own lifetime. In most cases we will never know, but let me assure you here and now, every member of your CoM is truly grateful and appreciative of every Bequest and In Memorium that we receive. Bequests and In Memoriams always fall into two categories: monetary or donated goods. In some cases, we are advised by the member of their intentions to the SMF that they have already made in their will. In many other cases, the first we know of a bequest is when we receive communication from a solicitor or family member, hence unpredictable. In either case, whether monetary or goods, the final outcome is monetary as the goods will eventually be sold by us.

As I have mentioned before, I myself have made a provision in my will for 42968 and a relevant copy of this has been deposited with the appropriate CoM member responsible for this aspect of matters. In my case, it is a modest monetary sum, and I know this will go towards the future upkeep of ‘**our engine**’ after all the pleasure (and some heartache) 42968 has given me over many years, it really is the least I can do. However, it must be remembered that the member always retains the right to change their intentions within their will should circumstances change before their passing, so again, the unpredictable factor becomes evident.

In one of Jim Norman’s reports in this issue of SMF News, he is on record as saying that ‘**our engine**’ will emerge from this current Heavy General overhaul “as good as new”. It has been said before that a steam locomotive could unlike us mere humans, go on working for ever, such is the expertise now available to replace with new each and every part of a steam engine. However, at what cost? That of course is the bottom line, and if my modest Bequest will help to contribute to a future successful Heavy General overhaul, then I will go about my duties in the great engine shed in the sky with a whistle on my lips and a smile on my face.

Will you help achieve this future vision by making a Bequest or an In Memorium on behalf of a loved one? Enclosed is our annual booklet on this subject, which includes a Bequest Instruction Form. Although a little dated now it remains valid until 'our engine' returns to traffic.

Please consider my latest offering to you on this subject and decide (if you have not done so already) whether you could make a provision for 'our engine' in your will for her future long term survival as a working steam locomotive, and enable her to continue:-

**PERFORMING TOMORROW -
WHAT SHE WAS BUILT FOR YESTERDAY.**

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2018

*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>
<i>Gerald Lambert</i>	<i>Matthew Holder</i>
<i>Alan Price</i>	<i>Peter Parton</i>

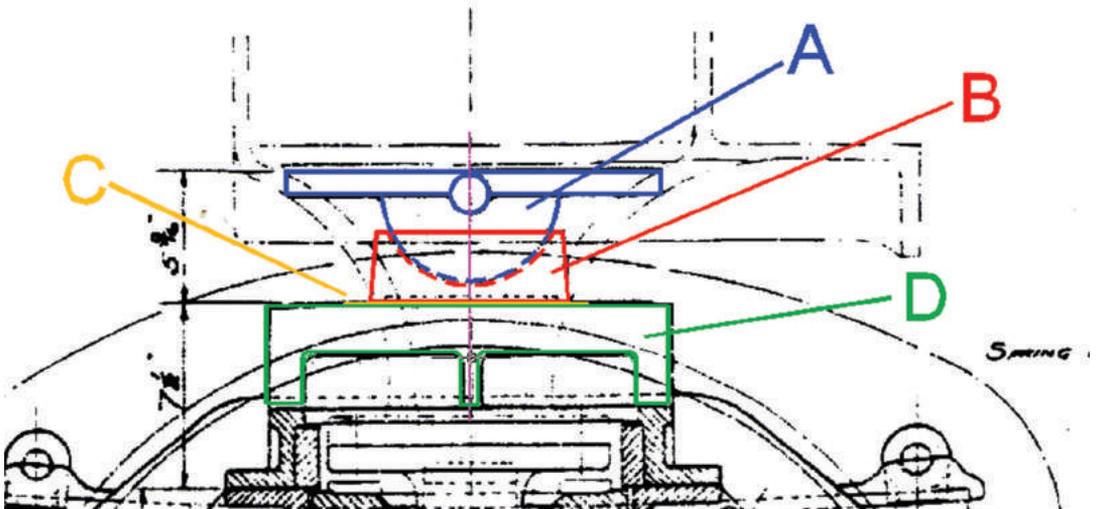
In Memoriam

<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>
<i>Betty Shean</i>	<i>In loving memory of Basil</i>
<i>Barbara Williams</i>	<i>In loving memory of Brian</i>

An engine's weight is transferred to its wheels via the springs. This is easily done with the coupled wheels, but bogies and pony trucks need to be flexible and not remain aligned with the engine frames; they need to be able to swing to each side, but to be restrained in this so as to guide the engine into curves.

There are several ways of applying this flexibility. George Hughes with the Horwich Crabs used swing links, derived from American practice. One end of each vertical link attached to the loco frames, the other to the pony truck so the weight was delivered through the links. William Stanier used the GWR method, itself a development of French practice from the three compound Atlantics ordered by J.G. Churchward in 1904, of bolsters - pads on the frames and pony truck - to transfer the weight. To avoid direct contact between the pads, those on the frames are semi-spherical and locate in cup-shaped pieces which are free to slide on the pony truck pads. It is from the hollowed out portion of the slide pieces that the descriptive if unfortunate nickname of spittoons derives.

DIAGRAM 1



Key:

- A Semi-hemisphere attached to loco frames.
- B Spittoon
- C Slide face
- D Top face of pony truck

Photo 1 – Right
Under the
engine's right
hand front end,
with one of the
semi-hemispheres
top right.

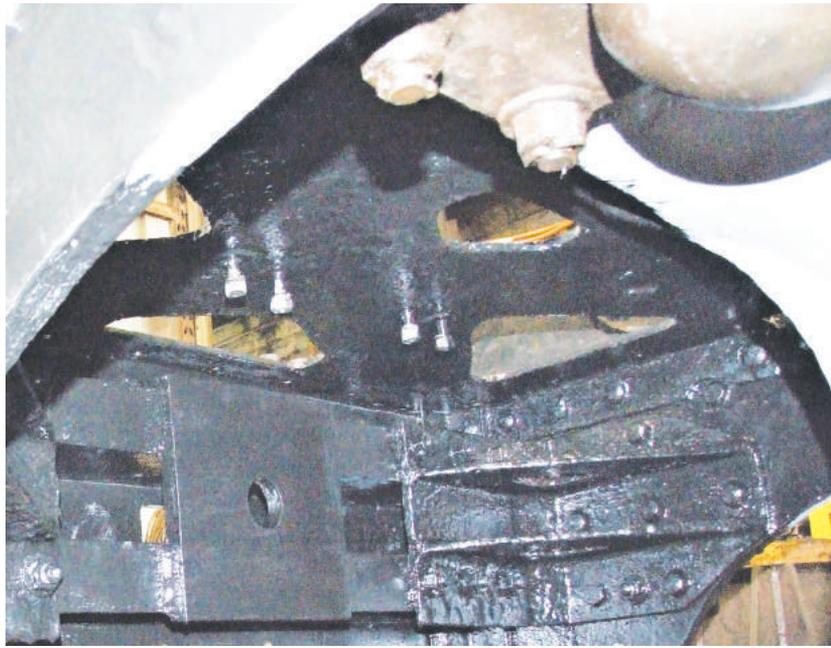


Photo 2 – Left
The top of the
pony truck, with
the phosphor-
bronze slides
ready for
removal. The
horizon coil
spring controls
side movement.

MEMORIES OF A SIGNALMAN PART 15 -

ARPLEY Jct:

ADRIAN BODLANDER

By autumn 1984, after nine months or so in the Edge Hill Relief job, I was ready for a move. While I enjoyed working different boxes, I really preferred to be in a regular box where you knew exactly what shift you were on from week to week. On relief, you only got your orders a week at a time, which made it very difficult to make any social arrangements, particularly as overtime and Sunday work could come up at very short notice. After applying for a number of posts, I was successful in getting a Grade C job at Arpley Jct in Warrington. This box was on the former LNWR route from Ditton to Stockport via Latchford and Skelton Jct. The line was usually referred to as the Low Level line as it passed underneath the West Coast mainline at Warrington Bank Quay.

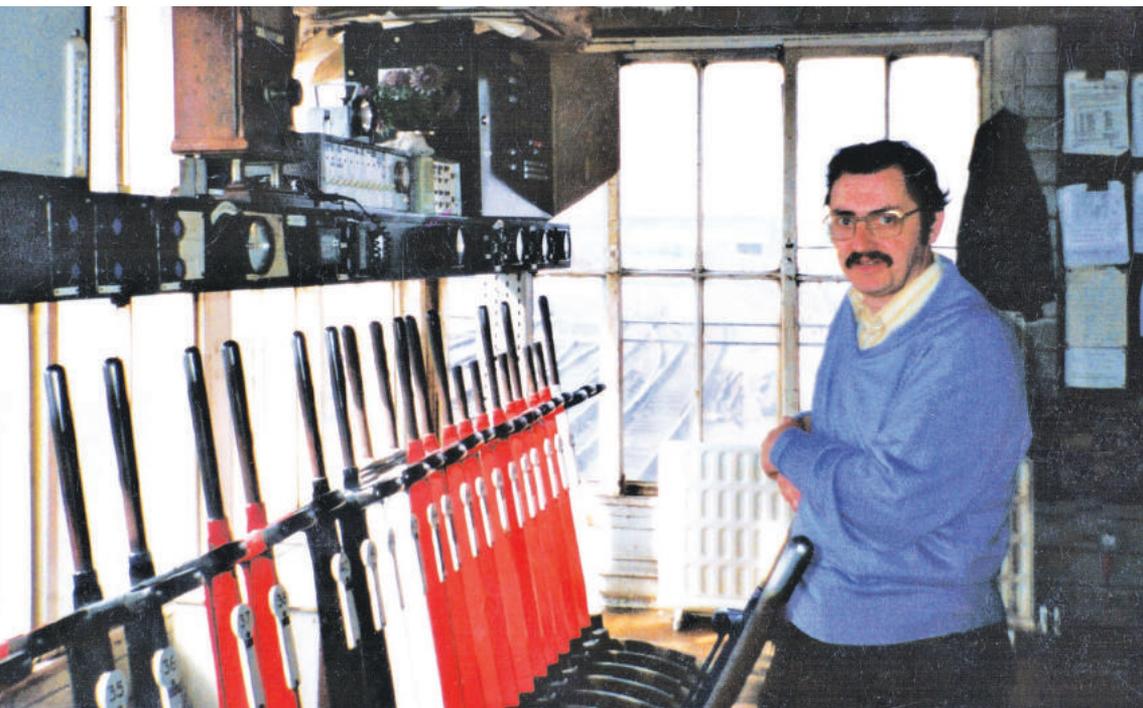
I transferred to Arpley Jct. in November 1984 after just eleven months as Edge Hill Relief. The first thing I did on arriving at the Area Manager's office in Warrington was to ask for time off! This was due to the fact that I had been summoned for two weeks' jury service in Liverpool for December 1984. After the roster clerk had seen the relevant paperwork from the Crown Court, this was agreed to.

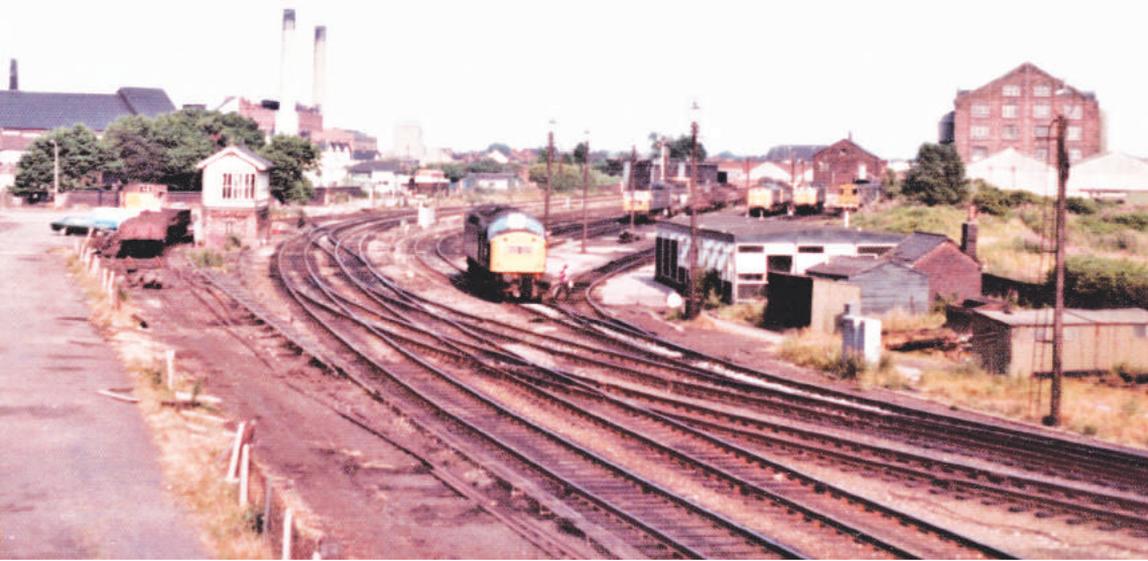
The Low Level route was freight only by the 1980s but had had a passenger service until the 1960s. One of the local services had been the colloquially named "Ditton Dodger" between Ditton and Arpley, which had, in its latter days been operated by an LMS Autocoach hauled by a 2-6-2 tank.

The box controlled the junction with the branch to the mainline at Warrington, as well as loco holding sidings opposite the box and access to the north end of Arpley yard (always referred to as Arpley sidings). Arpley Jct. worked to Warrington Power Signal Box (PSB) on the branch under Track Circuit Block Regulations, while normal Absolute Block applied on the Low Level line, the adjacent boxes being Latchford and Crosfields Crossing. The

Below: Signalman Adrian Bodlander on duty in Arpley Jct. signalbox. Circa 1987.

Photograph: Adrian Bodlander Collection





Above: Arpley Jct. on the sunny Sunday afternoon of 11/7/76, looking east towards Wilderspool. The lines in the left foreground are the 'Low Level' from Ditton while the lines to the right are the 'branch' from the connection off the WCML. A Class 40 has stopped near the holding sidings opposite the single storey building which houses the train crew mess room and booking on point.

Photograph: Adrian Bodlander Collection

block instruments to these two boxes were original LNWR wooden instruments, while working to Warrington PSB was by means of a train describer. Permissive working was allowed on both the Up and Down Branch lines while the Up Branch was also signalled for Bi-directional Working. Propelling was allowed on the Up Branch in the Down direction and trains were also allowed to propel out of Arpley Sidings in order to gain access to the Down Goods towards Ditton and Liverpool without running round. These trains were usually quite heavy and would convey traffic for Runcorn, Ditton, Garston and Edge Hill. Through traffic from the Stockport direction was mainly coal for Fiddlers Ferry power station as well as stone trains from Tunstead Quarry in the Peak District, heading for the cement works at Widnes. These trains were worked by Buxton crews and were relieved opposite the box by Warrington men, who would take the train to Widnes, wait for it to be unloaded and bring the empties back to Arpley where the Buxton men would take over again for the return run. The Warrington Train Crew Office was located opposite the box and you would phone the mess room when you had the stone train on the block to give the men time to walk out as the train came to a stand by the box.

Fiddlers Ferry was the major power station for the North West of England and coal trains to supply it came from many parts of the country. Along the Low Level line from Stockport came trains from Healey Mills Yard, which assembled trains from various collieries in Yorkshire. Over the branch came trains from Point of Ayr and Bersham in North Wales, Bickershaw in Lancashire and Knockshinnoch in Scotland. These latter two trains were allowed to propel down the Up branch and conveyed a brake van so that the guard would be at the front of the train during propelling movements and would be able to operate the brake setter in case of emergency*. These were probably the only Merry Go Round (MGR)

coal trains to run with a brake van. The brake van remained coupled to the train as it went through the unloading plant in the power station and they had to be fitted with narrow footboards to avoid fouling the mechanism which operated the bottom discharge doors on the MGR coal wagons.

All the other coal trains coming down the branch ran round in the sidings to the east of the box which were shown on the box diagram as MSC (Manchester Ship Canal) Co, sidings, but were always referred to as the Latchford Old Line (LOL). As its name implies, it was the original main line until construction of the MSC commenced in 1887 when the line was severed, a new line being constructed at a higher level to cross the MSC on an overbridge, the stub of the old line being retained as exchange sidings. After exchange traffic ceased the line was retained to serve an engineering works and Greenalls Brewery, but by the 1980s it was purely a run round loop.

After three weeks training I was passed out in early December, meaning I would only work the box for a couple of weeks before my two weeks jury service, which would take me to Christmas when the box closed for several days, due to freight services being cancelled over the holiday period. Things were very quiet anyway as this was the time of the miners strike, with no coal trains running so I just had to deal with a few trip freights, the previously mentioned stone train and light engine moves on and off the holding sidings. This meant long periods of inactivity with just a few short periods when you were quite busy. This was good for catching up on your reading but very boring as far as the job was concerned.

This situation continued until April 1985 when I foolishly booked on for a late turn while suffering from a bad back, the result of an over energetic session of car cleaning the previous day. The first attempt to pull any levers resulted in my back locking up completely and my being unable to work the box. I then had to contact the office to ask for relief. This was arranged quite quickly after which the Movements Inspector (the new name for

Below: Warrington Arpley stabling point on 11/7/76. Locomotives on view from left to right include representatives from Classes 47, 40, 24, 25 and 08. Oh happy days.

Photograph: Adrian Bodlander Collection





Above: 40007 and an unidentified sister engine await their next turns of duty as they layover on Warrington Arpley stabling point on 12/2/78. This was a regular visit for me on a Sunday morning when doing a 'photo bash' around the local area and would include Widnes West Yard, Wigan Springs Branch DD, Edge Hill Stabling Point, Garston Stabling Point and Birkenhead DD. Was it really 40 years ago!

Photograph: Richard Greaves

signalling inspectors) took me to the local A&E to be checked out as he thought I might have slipped a disc.

Even in those days, A&E Departments were pretty busy so I had to wait about an hour before I was seen by a doctor. This period was spent laying flat on a trolley in a cubicle and this proved to be all the treatment I needed, as by the time the doctor came my back was perfectly OK. However, the doctor was obliged to give me an examination during which it was discovered that I had a hernia. Whether this had happened at the same time as the back spasm or some time earlier I couldn't say, but it did put an end to my pulling any levers for the next eight months or so.

After seeing my GP and then being referred to a consultant, the hernia was confirmed and I was put on the waiting list for the necessary surgery. As this was a very minor procedure, I was told to expect a wait of at least six months. Given the work that I did, my GP was not happy that I should continue working in a signal box during the waiting period and I arranged with the office to be put on "light duties" until I was fit to work the box again. The temporary job I was given was that of "Window Man", based in the Train Crew Office opposite the box, booking the drivers and guards on and off duty. Thus started the only part of my Railway Career not connected with signalling.

* Possibly a different era, but these trains at one time were dragged back along the branch by a Class 08 diesel shunter, the job being known as 'The Draw-backs'. It wasn't popular. The train weight was beyond what the 08 could manage so banking by the - usually - two Class 20s was needed. If their driver was the enthusiastic type, he could easily overwhelm the 08! - **JN**

I know I know. I said I had taken my SMF Fund Rising Hat off and so I have. But this has always been my ‘baby’ and with the end date just a month or two away and no other CoM member clamouring to take the role on (no surprise there then), I could not let the moment pass without a word or two.

Since the last magazine, further applications have been received from members exchanging donated goods in return for subscriptions in this forward thinking, futuristic and innovative subscription scheme. Many members have said to me that they would have joined had the base subscription and monthly payments been lower. As I have previously explained, when 42968 came out of service in January 2013 (was it really that long ago), we had a long-standing written agreement in place which was incumbent both on future Severn Valley Railway (SVR) management and SMF Committee of Management representatives, to return 42968 to traffic expeditiously with an anticipated three year turnaround. We all know now that this did not happen, just as we all know the reasons why.

Had this anticipated turnaround been achieved as expected, it gave me a window of opportunity of just three years or 36 months to launch and complete the subscription – a very tight schedule – hence the uprated monetary values and monthly payment rates to meet the time available – or so I thought at the time!

Hindsight is a wonderful excuse tool for management and I make no excuse for hiding behind it. In 2013, I could act only on the information I had at the time and this I did. Had I known in 2013 what I know today, then things would have been very different, but so much for hindsight.

The subscription was, as mentioned before and in my opinion still remains, extremely innovative and just one example of this was the opportunity for members to donate goods in return for full or part payment of subscriptions, which a number of you have done, including more since the last magazine hit the streets.

Now although with hindsight I cannot retrospectively change the monthly payments, I can still offer any member two opportunities to join the Spirit of 2040 subscription even at this late stage, but only until 30th June 2018 when the subscription will finally close. Firstly, I am still more than happy to accept suitable donated goods in return for full or part payment subscriptions (should the donated goods be valued at less than the minimum subscription price then you would need to top this up with cash). For example, the minimum subscription level is Shift Worker at £999 less 10% discount = £899. Value of donated goods £900, subscription paid for in full. Value of donated goods £700 plus cash top up of £199, subscription paid for in full.

Please be aware though that I can now accept only quality goods in full or part payment for these subscriptions, and by that I mean, **ANY** model railway items regardless of condition (although poor condition items will reflect in the re-sale price and contribution factor), **ANY** Railwayana from name-plates to ticket punches and everything in-between. **ANY** road vehicles in any condition, especially buses and coaches and **ANY** quality book collections from all of the present and past main stream publishers, either hard or soft backed on **UK ONLY** railway, shipping or road transport subjects.

Please be aware that there are also higher priced subscriptions available which offer increased benefits so for example if you offered a Railwayana collection valued at £5,000 then this would pay for a Shift Foreman subscription, which offers greatly enhanced benefits over a Shift Worker subscription at £999.

The second option to join this once in a lifetime opportunity is by making a one-off cash payment, which also continues to attracts a 10% discount, meaning a Shift Worker

subscription at £999 is reduced to just £899 or a Shift Forman subscription at £5,000 is reduced to just £4,500. Other subscription options are still available, including Shift Chargehand at £2,700 (after discount) and Workshop Manager at £9,000 (after discount). Please note that these discounts also apply if the subscription is paid for either in donated goods or goods and cash top up.

ALL subscriptions currently available now have enhanced benefits which make them much more attractive, and do not worry if you have already subscribed to this subscription because these revised benefits will also be retrospectively applied to existing subscribers.

If you are interested in joining this subscription, or if you just want more information before deciding, please contact myself, Richard Greaves, using any of the contact details on Page 2. **BUT REMEMBER**, time is running out and you have until only 30th June 2018 to be part of what I assure you will be the finest SMF subscription benefit scheme ever run.

Can I also mention that, while many of you may blink at the various subscription level prices, had you for instance, and again with the benefit of hindsight, taken out a Shift Worker subscription in 2013 over 66, months your monthly payment would have been £15 per month, a figure many of you said you would have been tempted to pay. Today, you can make a one off payment of £899 and receive greatly enhanced benefits for less than what you would have paid over 66 months! Throughout that five year time period there has been no price increase, so whilst your £899 has fallen in purchasing power you are in fact getting more for your money given the enhanced benefits! To me it's a no brainer, but then I am the Subscription Manager so perhaps I am a little biased – perhaps

In past subscriptions people have often said to me, "If only I had joined when I could but I left it too late; I'm sorry now." Well, don't be sorry this time because it's not too late yet for this subscription, but time is running out fast.

MAKE and TAKE the decision today and be part of the 'SMF Spirit of 2040' subscription and enjoy all the benefits to come.

Don't be a IF ONLY - be a I'M PART OF IT. APPLY TO ME - TODAY.

Finally, there is no Application Form enclosed with this magazine as I did not consider it cost effective to re-design the form to incorporate the enhanced benefits for one publication. Original Applications Forms are still held by myself should you wish to apply, together with details of the enhanced benefits. My contact details are shown on Page 2.

Please consider carefully all that I have written in this report and decide whether you wish to be part of this innovative, attractive, worthwhile and futuristic subscription scheme to secure the long-term working survival of 'our engine' into the second part of this century. What an achievement and what a legacy to leave for future generations.

**REMEMBER - ITS NOT ALL ABOUT US
BUT IT IS - ALL ABOUT 'OUR ENGINE'**

**GET ON BOARD
TODAY**

42968

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

Following the article in the last issue of SMF News on The Lickey Incline, which from the bumper mail-bag in 'Letters to the Editor' in this issue appears to have been well received by our readership, I thought you may be interested in a shorter follow up article containing some further interesting information. This initially was as a result of information that came to light during my time sourcing and selecting photographs to support the original article and which either did not fit comfortably within the original article or came to my attention after the article had gone to print or space constraints prevented inclusion within the original article.

Before progressing, may I again offer my sincere thanks to Mr Richard Strange, who helped me immensely with historical and factual information in the preparation of the original article and whose further assistance with this follow up article has been of great help. My thanks also go to Jim Norman for correcting information which was previously thought, or assumed to be, correct.

Let us start with a little mystery surrounding Big Bertha's replacement, 9F 2-10-0 No 92079 and in particular her chimney. When built at Crewe Works in March 1956, she was fitted with a single chimney. In the book listed under Bibliography at the end of the original article (see Page 52 SMF News 82), it is stated that 92079 received a double chimney during her visit to Swindon Works between 29/7/59 and 4/1/60. However, in the book titled *British Railway Steam Locomotives 1948-1968* by Hugh Longworth and published by Oxford Publishing Co, an imprint of Ian Allan Publishing Ltd, no reference is made to 92079 ever receiving a double chimney. Adding further

Below: 92079 is seen at the Bromsgrove Bank Engine Coaling Stage on 13/5/63. Her single chimney is clearly visible. Note also the cut-away section of the top left side of the tender to aid coaling which was still done by hand at Bromsgrove Bank Engine Coaling Stage. 9430 is ahead of the 9F.

Photograph: Bob Yate





Above: Another view of 92079 standing on the Bank Engine Coaling Stage Siding at Bromsgrove on 1/6/63 which again clearly shows her with a single chimney.

Photograph: Bob Yate

confusion to this matter, reference is given to 92079's being fitted with a double chimney in the Ian Allan ABC British Railways Motive Power Combined Volume dated Spring 1963 and published by Ian Allan Publishing.

So, what prompted this confusion? Following publication of SMF News No 82, I received an e-mail from SMF member Bob Yate from Stafford (see e-mail in Letters to the Editor, Page 68) in which he says that 92079 never received a double chimney and sent me two photographs dated after its 1959 works visit to support his claim and which accompany this article. As an aside, note the cut-away in the upper front tender side of the first picture. This was to aid coaling at Bromsgrove Bank Engine Coaling Stage, which was done manually!

Returning to the thorny question of 92079's chimney, I am now assured by Richard Strange, a noted railway historian who has access to many official records, that 92079 was in fact never fitted with a double chimney. So, unless you know different, that closes the page on that little issue. My thanks to Bob for this information.

A little known fact, or at least to me until I started researching information on the original article, was that on two occasions 0-4-0STs, one of Caledonian and the other of L&Y backgrounds, were shedded at Bromsgrove for oil pre-heating duties. I was fortunate to obtain a photograph of 56020 at Bromsgrove shortly before withdrawal (allocated there from Burton w/e 6/12/52 and remaining there until withdrawn w/e 12/3/55). It had been intended that she would pre-heat and pump oil for 69999 during an earlier proposal to convert the Garratt to oil burning for use on Lickey banking duties, however this never happened until later. 56020 remained stored at Bromsgrove throughout her allocation period at the end of a siding between the Wagon Works and shed. Unfortunately, I have been unable to track down a photograph of 51217 at

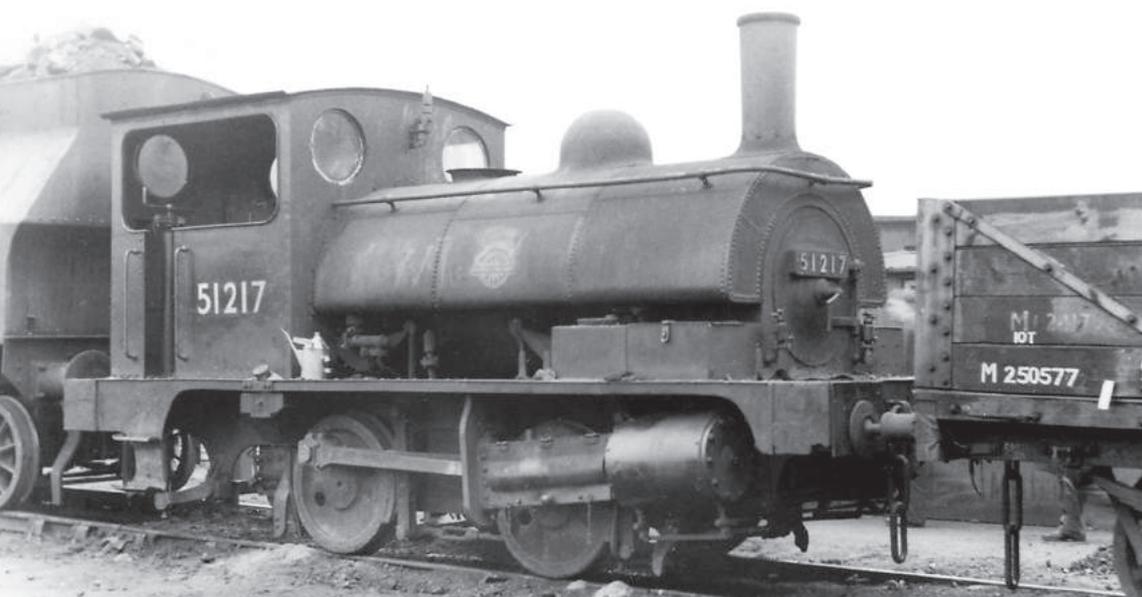


Above: 56020 is seen stored at Bromsgrove in 1955 shortly before she was withdrawn w/e 12/3/55. Transferred from Burton shed during w/e 6/12/52 for oil pre-heating duties, these services were never required and she remained stored throughout her period of allocation.

Photograph: IRS/Courtesy Peter Stamper

Below: The second of the engines allocated to Bromsgrove for oil pre-heating duties was 51217. This time it was during the short period when the Garratt No. 69999 had been converted to oil burning and was loaned to Bromsgrove for banking trials using this fuel. 51217 arrived from Derby w/e 21/5/55 and returned to Derby on 16/9/55. She is seen here at Barrow Road shed, Bristol in 1958 from where she would be withdrawn on 3/11/61.

Photograph: E T Gill/Courtesy R K Blencowe Negative Archive





***Above:** The Garratt used on Lickey banking duties, No. 69999, travelled between Gorton Works and Bromsgrove under her own power. Working L/E between Gorton and Bromsgrove, she is seen here at Chinley East Junction taking the Hope Valley Route via Edale on 29/6/55.*

Photograph: Dr LA Nixon

***Below:** On 7/8/55 69999 is seen passing Kings Norton station working L/E from Gorton Works to Bromsgrove.*

Photograph: Peter Stamper



Bromsgrove (allocated there from Derby w/e 21/5/55 and returning to Derby on 16/9/55), during which time she did undertake her intended duties. If any member has a photograph of 51217 at Bromsgrove in their collection, I would be most grateful for a copy. Alternatively, if you know the whereabouts of one in another collection I would appreciate details of this information. All costs will of course be reimbursed.

Following re-allocation to Derby 51217 moved to Bristol (Barrow Road) shed w/e 5/10/57 and remained there until withdrawn on 3/11/61. I did trace a photograph of 51217 on shed at Barrow Road taken a few years after her short stay at Bromsgrove and pictures of both of these engines accompany this article.

Having mentioned the Garratt No 69999 a couple of pictures came my way of her running between Gorton Works and Bromsgrove. They were taken at Chinley East Junction and Kings Norton and again both of these are shown for interest.

Turning now to one of life's little mystery's, that really intrigue you (or at least me). It came about by my coming across no less than three different sightings of the same train on the same day and followed up by a shed visit sighting the following day – let me explain.

Below: 92008 awaits departure from Bristol (Temple Meads) on 18/8/62, with 1M20 7.55am Paignton to Nottingham relief. Clearly visible on the smokebox door can be seen the Train Reporting Number. **Photograph: John Clark Collection/Courtesy Richard Strange**



Above: Map showing location of Stonehouse (Bristol Road) station. **Origin of map unknown.**

I had selected a photograph for the Lickey article of 42837 starting the climb from the foot of the incline. Initially the Reporting Number on the Crab was queried, however, what followed between myself and Richard Strange was worthy of a Sherlock Holmes investigation. The Crab was working 1M20, the 7.55am Paignton to Nottingham Relief on 18/8/62. However, following discussions with Richard Strange about the Reporting Number it transpired that he had two photographs in his collection taken of this train on the same day, but earlier in the journey

and not with 42837 at its head! We now know that 1M20 left Bristol (Temple Meads) behind 9F 2-10-0 No 92008 with 1M20 clearly chalked on the smokebox door and with a LM type Reporting Number Board in place on the top lamp bracket. Later in the journey the train was photographed at Stonehouse



Above: Passing Stonehouse (Bristol Road) station on 18/8/62, 92008 appears to be steaming well, working 1M20 7.55am Paignton to Nottingham relief. Note the bottom left corner of the top Train Reporting Number Board.

Photograph: Cedric Catt/Courtesy Richard Strange

(Bristol Road), a small wayside station south of Gloucester near Standish Junction where the WR lines diverge for the Golden Valley route to Swindon (see accompanying map). 92008 appears to be going well at this point, as the photograph shows. 1M20 is next seen at Bromsgrove beginning the climb up the Lickey, having stopped to take on bank engine(s), but now with 42837 in charge. The Reporting Number board carried by 42837 (see photograph) is almost certainly the same one as that carried by 92008 (note the bottom left corner of the Reporting Number either torn off or folded back, exactly as viewed on 92008 in the photograph at Stonehouse (Bristol Road). So, what happened to 92008? The 9F was next seen on Gloucester (Barnwood) shed the following day, Sunday 19/8/62, but why the engine change the previous day?

Below: Now in charge of 1M20, the 7.55am Paignton to Nottingham relief train, 42827 had stopped at Bromsgrove to take on banker(s) and is now commencing the climb of the Lickey Incline at Finstall on 18/8/62. Again, note the bottom left corner of the Train Reporting Number Board.

Photograph: Norman Preedy



Normally an engine leaving Bristol would work through to at least Birmingham or even, as in this train's destination, Nottingham. The question remains unanswered and we can only speculate as to the possible reasons for the loco change which brought the Crab onto the front end to work the train forward. These could include:-
The 9F developed a fault forcing a loco change in the Gloucester area.
The 9F was the booked loco only as far as Gloucester

Almost certainly the true answer will remain a mystery unless, of course, **YOU** know the answer, in which case Richard Strange and Richard Greaves would love you to share it with us. What a coincidence though that three photographers, all probably unknown to each other, took up photographic positions miles apart from each other on that August Saturday in 1962 and innocently photographed a passing train, little realising that they would cause such interest and deliberation some 55 years later. Such is the interest still in the steam-age railway!

Finally, for this Return to the Lickey article, I would like to share some Then and Now views of Bromsgrove and The Lickey Incline with you and hope that I don't cause grown men and women to weep.

I hope that you enjoyed this follow up article as much as I did in preparing it for you.

This article would not have been possible without the help and assistance of the following to whom I extend my sincere thanks and appreciation:-

Richard Strange, Rob Newman, Peter Stamper and Jim Norman and all the photographers or Photographic Collection Holders to whom each photograph is credited and who have kindly given their permission for me to re-produce their work in the preparation of this article.

POSTSCRIPT:

Have you ever wondered how a diminutive little 0-4-0ST locomotive with minimal coal and water capacity ever managed to travel under its own steam from Bromsgrove to Derby?

I am indebted to Rob Newman who supplied me with the following information concerning the journey undertaken by 51217 following her transfer from Bromsgrove to Derby on 16/9/55.

When 51217 had finished its oil heating duties at Bromsgrove (the oil filler apparatus was adjacent to No. 3 Road at the shed), it was transferred back to Derby. It left Bromsgrove heading north with banking assistance up the Lickey to try to conserve coal and water! A stop was made at Bourneville shed to top up, and water was taken again at Camp Hill and Landor St. Coal was obtained from signal boxes along the way! Another stop was made at Perrin and Harrison sidings where they filled up with coal again from the signal box store. Water was refilled at Whitacre and coal was picked up from the lineside at Tamworth troughs, where it had been washed off the tenders of larger engines! More water was taken at Tamworth and Wichnor, before dropping on Burton-on-Trent shed for yet more coal and water. After another water stop at Clay Mills, the engine was delayed by single line working at Repton and Willinton. When Derby shed was finally reached, the locomotive was in need of coal and water again! When the same locomotive was transferred to Bristol (Barrow Road) it was another lengthy business on a Sunday worked by Bromsgrove men, the locomotive resting overnight on Bromsgrove shed. The following Monday morning, the locomotive was taken south (again with a Bromsgrove crew), but only got as far as Dunhampstead before needing to stop for a blow-up, thus causing many delays. The locomotive had stopped short of steam again by Defford and had to be pushed to Eckington by the following train. So long had that short journey taken that the Bromsgrove men were relieved at Eckington by Gloucester men.



Left: Bromsgrove station as it used to be in all its glory. In the distance, 44806 has stopped to take on banking engine(s) for the climb up the Lickey Incline on an unrecorded date.

Photograph:
**P G Whitehouse/
 Courtesy KRM**

Right: An unidentified 'Peak' class diesel on a north/south cross country service speeds through a dilapidated Bromsgrove station in the early 1970s. Gone is the Down platform, with both Up and Down stopping trains now sharing the remaining Up line platform. The remains of the Wagon Works stand silent on the right.

Photograph: Rob Newman



Left: Bromsgrove station on 11/10/10. At least a second platform on the Down side has been reinstated, together with a footbridge. Gone though is the Down Through line and so too the Wagon Works and shed, the site now occupied by mature trees on the left. Beyond the bridge on the right was the site of the oil depot and beyond that the steam age Bank Engine Coaling Stage Siding.

Photograph: Rob Newman



Left: Class 150 150105 climbs up the Lickey Incline at Pikes Pool Lane on 16/11/17 with an Up London Midland service. The masts and wires are already in place, transforming this iconic location for ever.

Photograph: Rob Newman

Right: Class 153 SUR 153364 leads a 3-Car Class 170 running down the Lickey Incline with a southbound London Midland service at Pikes Pool Lane road bridge. The masts and wires of electrification are clearly in view.

Photograph: Rob Newman



Left: The modern look of masts and wires needed for the imminent electrification of the Lickey Incline will still rely on diesel power for many years to come, as seen by this Cross Country Class 220 Voyager climbing the Lickey Incline with a northbound service on 5/1/18

Photograph: Rob Newman



Left: Rising from the ashes of the steam and early diesel era on 1/12/17 is the new Bromsgrove station and interchange, now boasting four platforms together with all of the modern era paraphernalia.

Photograph: Rob Newman

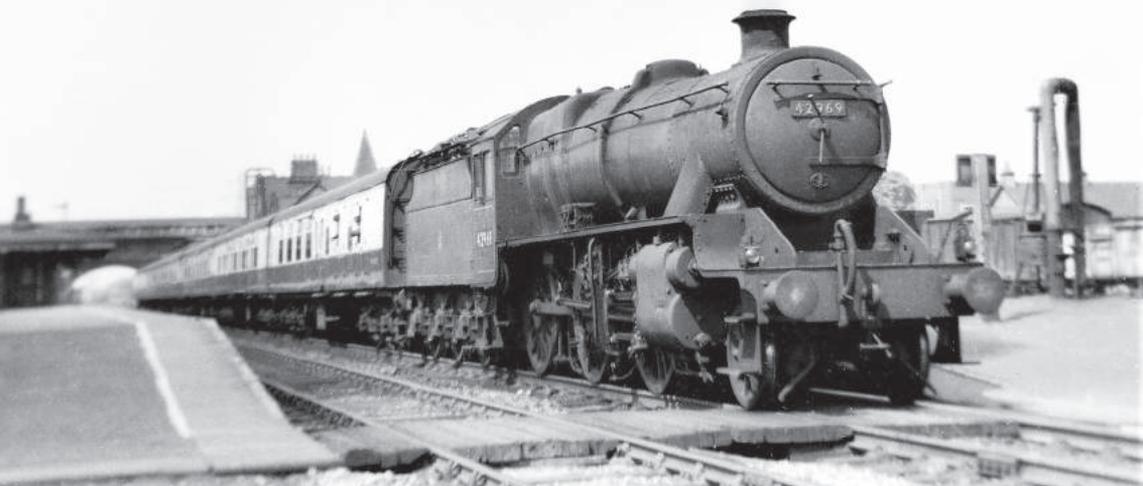
Right: Bromsgrove station Up Main Platform 2 looking north on 31/12/17. The masts and wiring is imminent. The site of the old station is beyond the signal displaying a green aspect, the oil depot was on the immediate left and the Down yard, Wagon Works and shed were all on the right side in front of and beyond the right side platform staircase.

Photograph: Rob Newman



Left: Bromsgrove station looking south from Platform 2 on 31/12/17, awaiting the last of the overhead wiring in the current scheme. Beyond the platforms can be seen the bridge which once looked down on the Bank Engine Coaling Stage Siding. See lower picture Page 32 SMF News 82 – and now cry yourselves to sleep.

Photograph: Rob Newman



‘COPPED AT’

Above: 42969 makes the Hooton station stop on an unknown date prior to 23/6/62, but note that the tender displays the early BR crest. The train is a Birkenhead (Woodside) to London (Paddington) service which 42969 will work to Chester (General). Here, a WR engine will take over for the onward journey via Ruabon and Shrewsbury.

Photograph: R K Blencowe Negative Archive

Below: Coming along the Liverpool Underground third rail lines from West Kirby, this must be one of the more uncommon locations to catch sight of a Stanier Mogul. Displaying a Class K headlamp 42983 (6C) approaches Bidston station on 14/2/59 with a Trip Goods of van wagons from the Cadbury's Factory at Moreton to Morpeth Dock Goods Yard at Birkenhead. The line curving to the left is the New Brighton to Wrexham (Central) line, still in passenger use today although cut back to Bidston.

Photograph: Barry Shore





‘COPPED AT’

Above: *Passing Mollington Street on the approach to Rock Ferry station, 42961 heads a Birkenhead (Woodside) to Chester (General) stopping train. Although undated, the time period would have been between mid-September 1949 and mid-September 1954, when the engine was allocated to Birkenhead shed (6C). Photograph: D Swale*

Below: *42974 hauls a heavy goods train upgrade from Morpeth Dock Goods Yard, Birkenhead on 4/7/55. The train will join the main line to Rock Ferry and beyond near Green Lane. She is seen at Canning Street, and Birkenhead Town Goods Yard is visible on the right. All of this railway land is now derelict or has now been swept away with the exception of the disused track-bed leading into the tunnel at the rear of the train. Approach roads and flyovers to the Mersey Road Tunnel linking Birkenhead and Liverpool now replace rails and sleepers. Photograph: SMF Collection*



LETTERS TO THE EDITOR

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

Richard

I very much enjoyed Ben Stone's article on the Lickey Incline (Issue No.82) as it brought back many happy memories of my early days trainspotting at 106 Bridge (Vigo), Bromsgrove and Blackwell. However, the captions for a couple of the photos refer to 9F banker No. 92079 receiving a double chimney during its visit to Swindon Works in 1959. Although it did receive a heavy general repair there, this loco was never fitted with a double chimney, although it did lose the large electric light at that time. I took several photos between 1960 and 1963 that confirm this statement.

Bob Yate, Stafford

By e-mail 4/10/17

Dear Richard,

It was with some sadness that I read of your hand coming off the regulator of fundraising. Though I can fully understand your reasons and, after so many years of dedication to our engine with no name, I think she will miss your efforts on her behalf.

I corresponded with you about this time last year and amongst many other things, I did say that you were the best thing that happened to our engine, I still believe that.

I should like to thank you personally for everything you have done for us whilst wearing your fundraising hat and I'm sure you will be missed from this role. Enjoy your time doing the things you want to do.

Many thanks.

Colin Beech, Redditch.

By e-mail 11/9/17

Richard,

Superb, Richard, can't wait for bedtime to read it. (Nowt down for you tonight luv.).

All the way to the back cover. I was at the Lickey that day, remember up at 6am, drove my old XR2 and managed to park up at Vigo. Going across the field talking to the Central TV film crew. They said they would have still been in bed but for some twxx ringing the station telling them about it.

Twxx were me!! The only reason it didn't make ITN main news that night.... Royal Yacht 70000 going to Edinburgh. But, 2968 starred on local TV News. Cheers,

Mel Thorley, Stockport.

By e-mail 3/10/17

Dear Richard,

Thanks for the latest (No. 82, September, 2017) SMF 'News'. The 32 page 'Lickey Incline' article is superb, the photographs stunning. I have the late H. C. Casserley's Oakwood Press 1976 book 'The Lickey Incline' and 'Over the Lickey' by Donald Smith & Derek Harrison (Peter Watts Publishing, 1990): Ben Stone's SMF 'Lickey' article is a worthy successor to both of these books - with better illustrations.

This particular SMF 'News' is worth a 'fiver' of anyone's money - for the 'Lickey' article alone!

Best wishes,

Michael Denholm, Dunbar.

By e-mail 3/10/17

PS : I must 'put my money where my mouth is' - a donation is in the post

Richard,

Impressive. (Following receipt of complimentary copy of SMF News No 82 – Ed)

Morale. Inevitable decline across the board in both preservation Societies and the others. Death, illness, general ageing, all play a part. “No one gets younger,” about sums it up.

Richard Strange, Nottingham.

By e-mail 5/9/17

Dear Richard,

I enjoyed my visit to the SVR last year for the 2016 SMF AGM, it was definitely worth the effort and hear things first hand from the very dedicated and efficient Committee, as well as your dedicated and efficient self.

It's a great pity that 'our engine' will not be in steam as soon as we would all like but hope that progress from now on will be swift. The regular updates on progress are very much appreciated from those like myself who live some distance away.

Needless to say, I am enjoying the excellent SMF News but have yet to read the article on the Lickey. You have done an excellent job in sourcing such high quality and interesting photos to illustrate the article as there is so much detail to see. Unfortunately, I was unable to join any of the mainline runs by the 'Mighty Mogul' but from time to time, enjoy watching the excellent footage on the special DVD the Fund published. The spectacular topping of the Lickey is the highlight of course, so have watched that countless times.

Finally, I look forward to meeting you and other members before long for a run behind 'our engine'.

Best wishes, Nick.

Nicholas Huband, Emsworth.

18th October 2017

Hello Richard

Many thanks to the team for a great magazine, as always.

A picture is worth a thousand words and the pictures of the overhaul are great, keep them coming. You could probably produce a booklet as a photographic record when the overhaul is complete.

Ben Stone's article on the Lickey Bank is a master piece and an excellent inclusion in the magazine. ten out of ten for using it.

I enclose my cheque for the raffle tickets – I regard the purchase of these each year as my 'subscription' to the SMF. I know of no other organisation which does not have an annual subscription!! Perhaps those who don't or won't buy tickets might think of the raffle as such? I don't suppose there is any danger of winning anything this year? No, I thought not.

Please give my apologies for non-attendance at the AGM as I will be working on the day, but the CoM has always had, and will continue to have, my full support. Very best wishes,

Chris Dawson, Neston.

September 2017

Dear Richard,

The article in the September News 2017 on the Lickey incline brought back some boyhood memories. I train spotted between the ages of nine and twelve between 1958 and 1962 when diesels put an end to that. Anyway, two or three of us used to venture out on our own, parents quite happy to let you go out on your own in those days. At one point we bought a 'Midland Rail Rover' and one of the places we rode was up and down the Lickey bank, the noise was spectacular. I remember the banking engines tailing off at the summit. They looked quite impressive as they tailed off one at a time.

I liked your photos also, and it prompted me to get my old transporting books out and, guess what, I had spotted about 75% of the locomotives, including the impressive 46147 'The Northamptonshire Regiment'. One of its nameplates along with a Bassett Lowke model of it is in our local museum. Anyway, please find enclosed 2968 Autumn Draw 2017 counterfoils and cheque. Hoping to see you at the 2017 SMF AGM. Thanks for all you do for the SMF Fund. Best wishes,

Bill Crane, Northampton.

1st October 2017

Dear Richard

The Lickey Incline article is the best I have ever seen with great photos. A place I never visited in steam days being a GW fan, I spent all my youth at Tyesley or Birmingham Snow Hill. Yours faithfully,

D J Andrews, Birmingham.

6th September 2017

Dear Richard,

Bequests & Memorium

Can I firstly say what an excellent job you carry out on behalf of the SMF, your enthusiasm knows no bounds, though I feel others may not be so enamoured but well done.

In particular I enjoyed your article on the above in Issue 81 and I can wholly echo your comments about the life skills train spotting gave you and stood you in good stead for later life. To ramble a bit, it has likewise taught me a lot about the geography of the country and like you I don't need a map in general. The association of trains and places with named engines and their history, the ability to access sheds, etc. by stealth and guile, and self confidence to travel around the UK on your own at a very young age (to Edinburgh for the day on my own aged 12), were all brought back to me recently whilst returning to many places visited in such circumstances in the 60s. I felt I could just take up where I left off then. Sorry to recap but its always nice to know you are not on your own.

Back to the point and following your article on Bequests in SMF News 81, I have made arrangements with everyone at home, of the items in my 'collection' that I would like to go to the SMF when the time comes, nothing formal, just an understanding. I still get much joy from them now but good to get things sorted. In the interim please find enclosed a cheque as a small donation.

Again, it has highlighted the very good times that we all had in a much more innocent age. Kind regards,

Chris Partridge, Stratford Upon Avon.

8th August 2017

(Thank you for sharing your own memories with us, Chris, of that wonderful steam age era. They were great days and gave us so much innocent pleasure which have stood the test of time in each of our own memories. Again, thanks for sharing your snapshot- Ed.)

Dear Richard

I enclose completed raffle tickets and have separately purchased further subscriptions in the 'Finest' scheme.

Could you please record my apologies for absence at the forthcoming AGM. If present I would strongly endorse the current stance of the CoM in resisting those, who concerned at the poor interest rates offered by the various banks holding SMF funds (aren't we all), press for 'expert advice'. This would involve expense initially to advise a suitable portfolio which would then incur ongoing management fees. With a total of near £700k fees at a percentage would start at £7k with no certainty that when cash was needed it would not be 'a bad time to be selling'. Now is a bad time to be trying to predict what is going to happen to interest rates, stock markets or currencies, all the more reason to stick to the line taken at the last AGM.

With reference to issue 82 of the SMF News. I did appreciate the article on the Lickey. I only saw steam in action there fleetingly on a Wolverhampton Locomotive Society shed bash. This arrived in time to view, and hear, from the foot of the bank a train ascending about ¼ mile away, and departed after the current 9F returned to base. Do not be too gloomy about the delay in the return of the loco to traffic. Ask yourself, which one of the two depicted at the Lickey summit on the back of the news has been in the Engine House since it opened, and could still be there when the other is ending the next ten year turn of duty? The answer is, in no small measure, thanks to your efforts. I hope that you will now be able to have a better 'engine / life' balance. Yours sincerely,

John Bailey, Hitchin.

18th September 2017

Dear Richard

I have read the latest edition of SMF News with great interest. It continues to be an excellent production no doubt due to the guiding hand of the editor!

I quite understand your desire to stand down from several activities. I too doubt whether there will be a rush of volunteers to take over! I enclose my proxy form for you to vote as you see fit at the AGM and formally tender my apologies. I wonder if the CoM has ever considered forming a limited company by Guarantee to take over the incorporated organisation that the Fund is?

I only raise this because the Hornby Railway Collectors Association of which I am a long standing member is currently having a vote to do just that.

Bearing in mind the net assets of the Fund and the natural ageing process of the Trustees, I think that it might be worth considering and perhaps raising at the AGM.

If the CoM has considered it before and dismissed the idea then forgive me for raising it. Thanks again for your wonderful and unstinting service over the last 47 years and best wishes for the future.

Kind regards,

John Robertshaw, Halifax.

12th September 2017

(Note: John's question about forming a Limited Co., etc., has been passed to our Secretary, Ian Marshall, for reply – Ed.)

Dear Richard,

Re SMF Fundraising

Please find enclosed the completed raffle ticket stubs and cheque for the Autumn Draw.

Reading SMF 82 Editorial I note your decision to reduce your activities. I have often thought that your drive and commitment to 42968 was (and still is) outstanding and is one of the main reasons why the locomotive is financially sound today. You can look back on your work throughout those many years with great pride at a job well done.

I enjoy reading the SMF News and am delighted that you will remain as editor, so keep up the good work. I suspect that there will not be many volunteers coming forward to take on the roles which you have relinquished, we have experienced the same issues in the Vanden Plas Owners Club where I have been a member and held various committee positions over several years.

I too am approaching retirement, as I believe many SMF members also will be so I sympathise with your comments. Thank you for your efforts on the SMF Committee and I hope that the reduction in your roles will enable you to find the extra time to pursue other interests.

Kind regards,

John Washington, Leicester.

29th September 2017

Dear Richard,

Thank you again for SMF News 82. I would like to thank you for all the splendid work you have done for many years on the Sales Stand and for coming here to collect a modest donation.

But the main reason for writing is to express my admiration for the article on the Lickey. I know you did not write it but its depth and variety are superb – a lot to digest, far better than any article I have ever seen in other loco journals – RM included. Well done – no need to hide it and better for coming in one massive part.

I include draw stubs and a modest donation. Retirement is about choosing what you do – no good sitting down and watching TV – keep busy and all the best,

Nigel Hall, Ludlow.

22nd September 2017

Dear Richard

An excellent Newsletter / update again, well done to your contributors compilations. Raffle tickets and a donation enclosed.

You deserve the rest / relaxation of responsibility – sadly, the emphasis is on Rights and NOT Responsibilities – and as we grow older the majority of the younger are unable / unwilling to shoulder the responsibility and hence the proliferation of clip board jobs for the few analysts to unfathom.

Oh for a realisation of the truth of Galatians Ch 5 verses 22-5, what a difference it would make to the world. Best wishes,

R J Wilcox, Lichfield.

September 2017

Dear Richard

Please find enclosed my raffle ticket stubs together with a cheque which includes a donation. Let's hope we hit the £5,000 mark this year.

I'm sorry to hear that you are cutting back on your work load for the Fund but I perfectly understand it. You have given so much of your life to 42968 it is time you spent some time on yourself and your family. I think I can speak for the ordinary members in saying that we appreciate all the hard work, commitment and time that you have put in for so many years and know how important you have been in the success the Fund has achieved. We'll miss the fund-raising rants as well!! Another fine magazine, excellent photos on the Lickey (especially No 61153!). With best wishes,

Ray and Hazel Flintoff, York.

6th September 2017

Hi Richard,

Just to say I particularly enjoyed the latest magazine and especially the article on the Lickey Bank. The content was well worth the added space devoted to it to keep it all in one piece. I just wish I'd seen for myself some of the magnificent sights recorded. By the time I could afford a little on railway tickets the banking was down to panniers or a 9F. I can even forgive the articles mostly muted complaints about 69999! It was also a nice excuse to include a picture of an LNER B1. Well done editor!

I can understand and respect the SMF decision against becoming a charity, though I don't necessarily agree. At least it has been considered in some depth. I make donations to around twenty bodies with 'charitable purposes'. About half of these are railway related, and the SMF is the only one of any of these without charitable status. I say no more and shall not raise the matter again. It does nonetheless have a bearing on the degree to which I feel I can offer financial support.

I'm returning the raffle stubs as usual – the extra two tickets haven't put me off! I'm sure the SMF owes you and your family a huge debt for the fund-raising work you do. You'll be a difficult act to follow.

kindest regards'

Richard Hill, Bewdley.

6th September 2017

(Your kind words and current level of financial support are sincerely appreciated, Richard. I look forward, no doubt like yourself, to the day when 13268 is seen steaming along 'the valley' at the head of the LNER 'Teak set on an 'Inter – Regional Excursion working'! – Ed.)

Dear Richard

Please find enclosed raffle tickets and cheque for this years raffle.

May I be permitted to say thank you for the sterling work you have done over the years in your capacity as Fund Raising Manager. The figure you quote of £1.25 million is nothing short of incredible and it doesn't take a genius to work out how much poorer the Fund would be without your efforts. Although we did not meet until relatively recently, and that in sad circumstances, I have thoroughly enjoyed every conversation we have had over the last few years and your commitment to the cause has shone through magnificently each time we have spoken. All the best in your well earned 'semi' retirement,

Roger Walker, Brixham.

1st October 2017

Dear Richard

What an excellent issue is SMF 82 and what a good editorial decision to print the whole of the Lickey Incline story, which brought back so many memories. A couple I well remember; homeward bound up the hill, and standing at the end of the last coach, head out of window, about three or four feet from Big Bertha giving us an almighty shove. Earlier I had watched a Gloucester Compound come into the station where it stopped and a Jinty came off the yard to bank. The usual exchange of 'crows' on the whistle was incomplete when the Compound took off up the bank leaving the Jinty standing. With no more ado, the Jinty chased after its train which was by then well on the bank, caught up and buffered up on the move. Great skill, great memories – thank you.

I read the piece about becoming a charity with interest too. I have complete respect in the CoM and I think it absolutely proper to have taken professional advice. Having many years' experience as a charity trustee and seen the benefits of Gift Aid income I take a different view but I respect the decision and I hope that this subject is now finally closed and that the Committee can focus all its efforts at keeping 2968 running to which end please accept the enclosed donation.

And finally, do please enjoy your retirement, it is more than well earned. With best wishes, as ever,

Tony Cousins, Rugby.

12th September 2017

Dear Richard

Now that the end of 42968's overhaul is in sight (*must have excellent eyesight – Ed*), can we please have an article in SMF News about those oval driving wheels which have been shown on the Fund's publicity material for the past few years?

I presume they have been to improve clearance when our locomotive is travelling under low bridges. Will those on the right hand side (never shown), be to the same design? The fall plate between cab floor and tender will obviously be rising and falling in accordance with the oval wheels' rotation. The crews on the SVR will presumably be issued with 'travel sickness' pills to combat the ocean liner effect, or is the plan to keep it a secret? Yours sincerely (and 'with tongue firmly in cheek).

David Bradbury, Oldham.

7th November 2017

As part of this overhaul, the engine is having its tyres turned, which should correct this problem! - JN

Dear Richard

I would like to say how much I enjoyed the article on the 'Lickey Incline', even though I never went there in the steam era; it was an excellent account of an iconic railway location. Can we expect any more articles from the same author? Yours sincerely,

David Bradbury, Oldham.

7th November 2017

(None in the pipe-line, I'm afraid, David – Ed).

Hello Richard

I was delighted to receive the September SMF News. Always an entertaining read; I even read and enjoy articles I probably wouldn't expect to. The Lickey Incline article was very interesting and well illustrated. I'm glad you kept it in one piece as unlike a monthly magazine it's a long time to the next part. Obviously with the much lengthier 'memoirs' they have to be split.

Occasionally I am a bit puzzled by some of the technical stuff (and I'm an engineer, though more electrical than mechanical). In this issue (No. 82), the frown appeared on Page 8 with the bottom picture - hemispheres and spitoons. I can imagine a few ways this might work, but wanting to know the truth I resorted to Google. Unfortunately that came up with nothing helpful. Perhaps in a future issue someone could explain this, and perhaps any other less obvious aspects of steam locomotive suspension as I'm sure the apparent simplicity of a

big spring on an axle-box conceals a fair amount of careful design and setting to keep a fast moving engine on the rails. (*See Page Forty Eight – Ed.*)

Sad to hear of your departure from Fundraising, but you have earned that retirement many times over. I assume the £1.25M you estimate you have raised is actual £s, so I wondered what the real value might be allowing for inflation. It's complicated since money raised recently is obviously not as much 'deflated' from earlier funds received. Anyway, I dived into Google again and found a calculator which says that £1.25M in 1970 would now equate to over £18M! Not 1.8 **but eighteen**. So on a crude estimate of taking the halfway mark, you've possibly raised the 2017 equivalent of £10M. At least you will remain as Editor of the News, so I'm sure you will still entertain us on behalf of your Fundraising successor. Lastly, I must send apologies for absence from the upcoming AGM. I would like to attend and it would theoretically be possible, but at three hours driving each way and about £65 cost I feel it is not really practical. I will however salve my conscience by making a donation to the Fund - whichever part you like, even your wallet as you certainly deserve it. Is there a bank account I can deposit to via the internet? Much easier than sending cheques. Such information might be published in the News in fact and might attract some spontaneous donations - like those late night eBay purchases that we regret a few days later. Best Regards,

Mike Sheridan, Southampton.

(There is a 'Donate' button on the website's front page – www.staniermorgulfund.org.uk - JN)

AND FOR THIS ISSUE, THE FINAL WORD MUST GO TO BEN STONE

Dear Richard

Thank you very much for the copy of SMF News and for the additional copies which I am sending to Scott Hartley, who is a knowledgeable writer to 'Trains', to which I subscribe and who also keeps a 'hobby' shop in a Connecticut town.

My time here in the states has not been railway orientated, except in reading magazines, as neither Chelmsford nor Lowell are much, if at all, involved in railways. I think this is a problem throughout New England. It is also a car desert! Commuting is nevertheless done by over 60,000 using the Massachusetts Bay Area Transport (MBAT).

The Lickey article came out better than I'd expected. With best wishes,

Ben Stone, Lowell, New England, USA.

10th November 2017

**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***



DONATED GOODS: – Richard Greaves: My grateful thanks to the following members and non-members who have donated goods to the Sales Stand during the last six months: *Dave Phillips* from Newport, *Howard Mills* from Liverpool, *Bob Grant* from Neath, *David Roberts* from Crewe, *Stephen Pratt* from Halesowen, *David Sztencel* from Wakefield, *Gary Hadley* from Stourbridge, *David Thompson* from Birmingham, *Brian Webb* from Shaftesbury, *Tony Drury* from Annan, *Mr D Foord* from Kidderminster, *Bob Williamson* from Studley, *Neil Wheat* from Sturminster Newton, *Dave Beer* from Birmingham, *Ken Lucas* from London, *Cyril Crampin* from Basildon, *John Pearse* from Bradford-on-Avon, *Bryan Edwards* from Lincoln, *John Ashton* from Sutton Coldfield, *Mike Jones* from Birmingham, *David Wright* from Burnley, *Phillip Bell* from Kendal and Non-Members, *Edward Byrne*, *Trevor Matthews* from Claverley, *Joseph Cresswell* from Halesowen, *Roland Hall* from Salford Priors, *Ian Catling* from Droitwich, *June & Michael Gazey* from Bromsgrove, *Margaret & Mike Green* from Bromsgrove, 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:- **Dick Lewis, Bill Maffey, John Ashton, Dave Busk, Fraser Goulding, John Tidmarsh** and I also include **myself** in this role, looking after the North West and North Wales areas.

I am indebted to **Bill Maffey** who has volunteered to take over courier duties from **Dick Lewis** and to cover an area, west of a line from Bristol to Dorchester. This will include all of Devon and Cornwall. Many thanks **Bill**.

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)

**VISIT THE SMF WEB SITE AT
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