



STANIER MOGUL FUND NEWS

ISSUE No 80 SEPTEMBER 2016



NEWSFLASH SEE PAGES 26 TO 28

SMF SPIRIT OF 2040

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CLOSES 31-12-16 GET ON BOARD TODAY

SMF SPIRIT OF 2040



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

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



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

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**CLOSES 31-12-16
GET ON BOARD
TODAY**



*SEMPER PROTEGAMUS
(LET US ALWAYS PROTECT)*



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

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

STANIER MOGUL FUND NEWS

The Magazine of the
Stanier Mogul Fund

Published Half Yearly

March/September

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EDITORIAL:

RICHARD GREAVES

Welcome to my eightieth edition of SMF News and I am aware that my own age is catching up fast on this number of published editions. If someone had told me back in 1973 that I would still be editing SMF News and still as passionately involved and committed to the long term *working* future of *our* engine; which to me will always be known as Stanier Mogul No. 42968, I would not have believed it. Thank you to each and every one of you for reading and responding to my Editorials, Fund Raising Appeals and rantings over the years

It does get harder with every new issue of SMF News to parcel up requests and appeals to try and make them interesting and, more importantly, dynamic enough for you to take notice and respond enthusiastically. And yet here I am in 2016 with life still in the old dog and, yes, still beating the old and battered drum, and sadly, as you will read elsewhere in this issue, beating it ever more loudly than of late.

Finding motivation in the face of perceived apathy is hard and to try and turnaround such a situation when it is alien to all that you have experienced in the past is even harder. For the last three or four issues of SMF News I have tempered and moderated my comments in my various appeal reports in the hope that this would encourage more of you to recognise and support the Fund in its quest to secure the last 'golden mile': that of achieving our perceived figure of contribution funding for the 2040 overhaul and thereby reach our goal of securing our engine's long term *working* future.

Alas, that strategy appears to have fallen on deaf ears and so, regrettably, I am therefore reverting to my previously known characteristic of blunt and straight forward talking. What has prompted this, you may ask? Well amongst other things about which you will read elsewhere in my various reports, I have not received a single letter for inclusion in 'Letters to the Editor'. This does concern me as it is indicative of a lack of SMF interest within the membership. Whether you have a good, bad, contentious or even an indifferent opinion on a particular aspect of SMF affairs, I want to hear from you.

Meanwhile your CoM continues to work tirelessly to ensure that your interests and

those of 42968 are fully maximised to achieve the best possible results, be that financial, engineering, administration or commercial. Every member of the CoM is totally committed to the common cause on your behalf.

Steam locomotive preservation today is a massive undertaking and I consider myself both fortunate and privileged to be part of and to work with such a dedicated group of people who together form the elected CoM of the SMF. From the sages like myself, John Bowater, Jim Norman and Dick Lewis, who have been a part of it since the early days, to Ian Marshall and John Tidmarsh, who now form the central core bringing much expertise with them. They in turn are now supported by our new generation of Peter Holder, James Cooper and Will Marsh, who are transforming our Fund to meet the needs of the twenty first century and who, between them, will carry the burden of responsibility forward into the future. All bring their life skills and fields of expertise, knowledge and professionalism to the SMF to ensure that our engine, 13268/2968/42968, continues long into the future as a *working* steam locomotive representing an age when daily travel behind a steam locomotive throughout the UK was an everyday way of life.

In recognition of the outstanding CoM that you the membership are so fortunate to have, all that is asked of you is your continued support in whatever way is best suited to your circumstances, be it physical support by volunteering to join our midweek working parties during 29's current overhaul, or on our Sales Stand at Kidderminster. You can contribute financially by supporting our various subscription schemes which offer a variety of options. These include one-off monetary donations or by regular monthly payments. For those special occasions, you can when available contribute to our premier subscriptions such as the current SMF Spirit of 2040 scheme and enjoy all the enhanced benefits that they offer. Alternatively we welcome suitable donated goods for our Sales Stand which, incidentally, is wholly dependent upon your generous support, or you can support our Annual Raffle. Finally, you can make a provision now to remember 42968 in the future by way of a bequest or instruction in your will.

Please remember that although many of us may be getting older, myself included, the aims, objectives and aspirations of us all remain, I trust, as strong today as they have over the last forty five years or more and which have driven us on over those years to the achievements and success that we have all enjoyed together. Remember, 42968 can only give back to us what each and every one of us is prepared to give to her – now and in the future.

I will conclude on this subject by saying what is repeated elsewhere in my various reports, and that is that your support today is as vital as it was forty five years ago. Make no mistake, until our 2040 objective is achieved I for one will remain as committed as I have always been. I sincerely hope that this sentiment is echoed by you all as well.

Finally in our 'Copped At' series we arrive at that Mecca of all things LMS, namely Crewe. We could of course cover all of the pages in this magazine with pictures at this location, but unfortunately we have a connection to make for Chester so it is, I am afraid, just a brief stop. But what a treat is in store for us with two new cops: 42973 and 42980, which brings are tally up to thirty six out of the class of forty, and our old friend 42968 lurking on Crewe North shed. Come on now, no loitering; the Chester train is waiting to depart.

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

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

Another year is racing by, although I'm still waiting (at the beginning of July) for some proper summer weather! Our 40th AGM will soon be upon us when you read this – yes, it is our 40th, although the Fund has existed for longer and we purchased our engine from Barry in 1973, some 43 years ago.

You can read elsewhere in this issue of SMF News an obituary for Phil Pixton, the true founder of the SMF, who sadly passed away earlier this year.

At some point we are all called to that 'engine shed in the sky', and with a membership that was largely recruited during those pioneering days for the SMF, purchasing and then restoring our engine, it is with sadness, that the passing away of members will be inevitable. With this in mind one of the agenda items at recent Committee meetings has been about how to attract younger members to secure the long term future of the Fund, which in turn will ensure our engine will continue to enjoy an operational future. Your Committee is looking at the best way to attract new members, aimed primarily at those born after the Fund was formed, making use of digital technology to minimise communication costs, and seeking ways that they can become directly involved, to give an incentive to joining us.

Since my last report, in the March SMF News, there have been two Committee meetings. As well as discussion on attracting new members, we have talked about progress with the current overhaul, fund raising and Sales Stands, all of which will be covered in other reports in this News. A standing item on our meeting agendas is the SVR Locomotive Agreement, whereby the SVR around four years ago advised that they wanted to update the Agreements with all loco owners. This has dragged on, with brief flurries of activity and some intervening periods when nothing much has happened. The main negotiation with the SVR has been by a small group representing the various owners to keep numbers manageable, with that group reporting back to all the owners and obtaining their views. Since our last meeting (as I write this was at the end of April) things have moved on and it is our intention to provide a full update at the AGM in October.

A new membership leaflet for general recruitment and raising awareness of the Fund has been prepared by some of my Committee colleagues and should start to appear at SVR stations and on our Sales Stands shortly, if not already given the time before this report is read. If you know someone that may be interested in supporting a steam locomotive, please recommend the SMF to them – after all, we have a proven track record of keeping our engine operational and supporting overhauls to minimise time out of traffic.

So back to the AGM in October. The minutes of last year's meeting and agenda for this year with full details are enclosed, but just to confirm, it is at the Kidderminster Railway Museum (adjacent to the SVR's station) in the upstairs Library Room, on Saturday 22nd October starting at 14.00 hours. I hope to see you there, when you will hear the latest on the Locomotive Agreement negotiations, the current overhaul, and after the meeting you will be able to witness the draw of the winning tickets in this year's SMF raffle. Why would you want to miss it?

This is the second part of my article of the Fund's Constitution, continuing from where I left off in SMF News No 79 – March 2016.

Please refer to my comments at the start of the first article in SMF News No 79 – March 2016

Article 6. The Fund shall hold an Annual General Meeting in each calendar year at such time and place as may be determined by the Committee of Management, notice of this Meeting, together with the agenda, shall be posted to all Subscribers not less than 35 days before the Meeting, but failure of any Subscriber to receive such notice shall not invalidate the Meeting.

This is self explanatory, covering the requirements for an Annual General Meeting and notice thereof.

Article 7. Extra-ordinary General Meetings shall be convened by the Secretary at the request of the Committee of Management or within three months of the receipt by the Secretary of a request in writing by 100 Subscribers to the Fund stating full and specific reasons for such a Meeting. The notice convening the Meeting shall be sent to each Subscriber at least 28 days before the date thereof and shall include a statement giving the reasons for calling the Meeting, but failure of any Subscriber to receive such notice shall not invalidate the Meeting.

This covers the holding, if required, of an Extra-Ordinary meeting.

Article 8. At every Extra-ordinary General or Annual General Meeting, each Subscriber shall have one vote exercised personally or by proxy, irrespective of the number of units or amount of subscription he/she may hold in the Fund. A proxy need not be a Subscriber but must be appointed in writing by the Subscriber's advising the Secretary not less than 7 days before the appointed Meeting. A joint subscription will constitute one vote.

All business conducted at any Extra-ordinary General or Annual General Meeting shall be considered 'Special' other than the reports of Members of the Committee of Management, the election of said Committee of Management and the appointment of any Auditors, which shall be deemed 'Ordinary'. No Ordinary business shall be decided by any such meeting unless seconded by another Subscriber to the Fund, either in person or by his/her proxy, when a majority decision at the said Meeting shall carry the proposal. Any Special business, including any alteration to the Objects of the Fund or this Constitution, shall require a resolution to be seconded by another Subscriber to the Fund, (either in person or) by notification in writing to the Secretary not less 21 days prior to the meeting (or by his/her proxy). The duly Seconded proposal shall then be passed by not less than two thirds of all votes cast by Subscribers or by proxy at the Meeting. A successful resolution shall be put forward in the notice of the next Annual General Meeting where a two thirds majority of all votes cast by Subscribers or by proxy shall carry such resolution.

This explains the voting rights of members, limiting this to one vote per member or joint members regardless of the subscriptions or units held and the use of a proxy vote. Other than the reports of CoM members, election of the CoM and the appointment of any Auditors, all business conducted at an AGM or Extra-ordinary General Meeting is considered 'Special'. Whilst ordinary business can be decided at the meeting subject

to a proposer, seconder and majority of the meeting's attendees (including proxies), any special business requires a resolution seconded and notified to the Secretary not less than 21 days before the meeting. Once discussed at the meeting it must be passed by at least two thirds of the meeting attendees. If passed it is included in the notice of the next AGM for further consideration and again would require a two thirds majority of the attendees for it to be carried. At this stage it could become a formal change to the Fund's Constitution or Objectives, or a new policy, but see the following Article which could mean a further vote to be required before the resolution would be adopted.

Article 9. At every Extra-ordinary General or Annual General Meeting, voting shall be by a show of hands but at the discretion of the Chairperson a poll of all Subscribers may be held. A poll may also be held at the request of not less than one third of the Subscribers present. A poll may be called either before a show of hands is counted or on the declaration of the result of such show of hands. Those Subscribers who have already voted in person or by proxy on the resolution that is the subject of the poll shall not be eligible to vote in the subsequent poll, in accordance with the provisions of Article 8. Voting papers shall be despatched to all eligible Subscribers within 21 days of the Meeting and must be received, duly completed, within 42 days of the Meeting by the Secretary. The result of any such poll shall form an appendix to the minutes of the Meeting.

The Secretary shall cause minutes of every Extra-ordinary General or Annual General Meeting to be taken and these shall be distributed to all Subscribers not less than 35 days prior to any subsequent General meeting. The result of all voting by a show of hands or by postal poll as declared by the Chairperson shall be final.

Voting at a meeting is by show of hands, but the Chair can direct that a poll of all members be held either before or after a show of hands of those present. This allows the Chair to stop those attending to force through any resolution that could be detrimental to the Fund, and instead ensure that the view of the membership overall is taken into account. A poll of all members can also be held at the request of at least one third of the members attending the meeting. The timescale for holding such a poll is set out to ensure the matter cannot be left in abeyance.

Minutes must be published ahead of the next General Meeting. The Chair's declaration of the result of any vote is final, preventing any malicious challenge.

Articles 8 and 9 together ensure that any comments made at an AGM cannot become part of the Fund's policy there and then. A resolution must be properly submitted ahead of any such meeting, considered at the meeting, then published in the notice of the next AGM for consideration at that meeting, and passed by the stipulated majority at both meetings. Even then the Chair can intervene by requiring a poll of all members.

Article 10. The management of the Fund shall be vested in a Committee of Management comprising the Secretary, Treasurer, Membership Secretary and not more than five other Subscribers to the Fund. Each Member of the Committee of Management shall be a Subscriber to the Fund holding at least one unit in the Fund and shall be elected at each Annual General Meeting. Members of the Committee of Management retiring shall be eligible for re-election. Interim vacancies may be filled by the Committee of Management. A quorum of the Committee of Management shall be not less than five members.

The duties of the Members of the Committee of Management shall at all times be as laid down by the Committee of Management in the terms of reference which may be inspected on written request to the Secretary.

This explains that the management of the Fund day to day is in the hands of the CoM which comprises three specified roles - Secretary, Treasurer and Membership Secretary - and up to five others, all properly elected at each AGM. (There is a current proposal to increase the others maximum to six.) The CoM can make decisions on all matters unless otherwise stated in the Constitution (such as the home base of our engine). At least five CoM members must be in attendance at a CoM meeting for any formal business to be dealt with - the quorum.

All CoM roles have a terms of reference giving brief information on what the role covers. These are not part of the Constitution and when it comes to anything beyond the norm it is often handled by the individual who volunteers at the time or is most suited.

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

SMF SPIRIT OF 2040

Subscription Scheme

CLOSES 31-12-16
 GET ON BOARD
 TODAY

Our Engine:

Your working party has continued to make good progress over the last six months. We have in conjunction with the SVR carried out a thorough survey of the condition of the front frames, buffer beam and exhausting equipment. With the exception of a casting that sits below the blast pipe, which will need to be replaced, the remaining parts have been found to be in sound condition and as a result we have now completely cleaned and prep-coated the front frames, the inside of the front structure and the steam pipes.

We are now progressing with the same process on the rear drag box. Part of this, including the rear buffer beam, is in poor condition and will have to be replaced. We have removed all of the fixing rivets that hold the lower portion of the cab in place ready for complete removal of the cab. This will give us access to the cab lower floor, drag box and buffer beam.

Also in the same period, work has started on the boiler. The SVR instructed an outside testing company to carry out non destructive tests (NDT) on the boiler to assess the general condition and help them in assessing the work that will be required. These tests have shown the rear wrapping plates, i.e. the section that you see in the cab, to be in poor condition and they will need extensive replacement. There are also parts of the lower side plates on both left and right hand side that will need attention. On the positive side the boiler barrel and throat plate seem to have come through the NDT quite well.

In preparation for the boiler work required, one of the boiler shop volunteers has been working hard and has removed all of the foundation ring fixing rivets with a view to removal. Other work that has been accomplished by the boiler shop volunteers include grinding the heads off and drilling of stays in the above mentioned areas ready for removal.

The SVR is also now starting to make steady progress on our engine. The expansion links that we removed have now been machined, along with new die blocks to suit the newly-machined links.

Drawings are also being prepared for the later design of valve liners. When these are fitted we hope this will cut down on valve maintenance and reduce the occurrence of broken rings, which has proved so problematic in the past.

Locomotive Update:

The overhaul of locomotive 13268 is now slowly gathering pace and I do expect that by the time you read this report the boiler will be in the works. As to the frames, I also expect that the cab will soon be removed and we, together with the SVR full time staff, can proceed with the repairs to the buffer beam and drag box.

This overhaul will be the most comprehensive and thorough that our locomotive has received in preservation and the work being done often exceeds that which is essential to keep her running. This will ultimately stand her in good stead for the foreseeable future.

As you can see from the above, we still have plenty of work to get on with. We meet every Thursday at Bridgnorth and any extra help would be very welcome. As I have said before, if you would like to join us, the only essential skill is the willingness to get stuck in and work; you do not need any specific engineering skills, although if you do have any these could be most useful.

If you are interested in joining us or require any further information without obligation please contact me on the following number for an informal chat.

My contact Tel No. is 01384 278075.

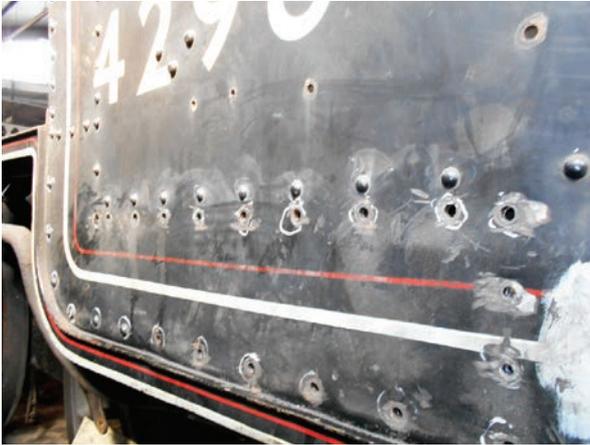


*Left: View inside front frames of 13268 showing exhausting pipe-work and structural casting before cleaning and painting. Bridgnorth shed 9/15.
Photograph: Robin Spain*

*Right: The L-H cylinder casting after cleaning and painting 3/16.
Photograph: John Bowater*

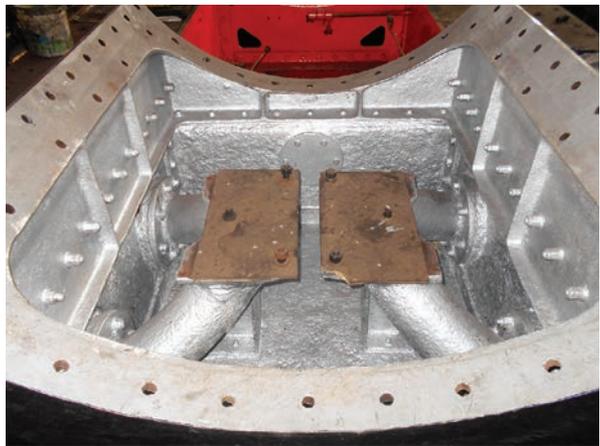


*Left: Looking inside the valve chamber showing reference mark details for new liners 3/16.
Photograph: John Bowater*



*Left: Cabside showing retaining rivets in process of removal 31/03/16.
Photograph: Robin Spain*

*Right: The inside of the front frames showing exhausting pipe-work and structural casting after cleaning and painting 6/16.
Photograph: Robin Spain*



*Left: The R-H Cabside showing rivets and part of footplate removed 23/06/16.
Photograph: Robin Spain*



*Left: Rear view of 29's boiler outside the SVR Boiler shop at Bridgnorth 14/07/16.
Photograph: Jim Norman*



*Right: The left hand side of 29's boiler outside the SVR Boiler shop at Bridgnorth 14/07/16.
Photograph: Jim Norman*



*Left: Front view of 29's boiler outside the SVR Boiler shop at Bridgnorth 14/07/16
Photograph: Jim Norman*

Here we go again, the SMF Annual Raffle is upon us once more.

Now let me repeat once again right from the outset just how important it is to complete and return your tickets to me at the earliest opportunity. Last year we were just £10 short of the 2014 raffle return, however, after the draw date in 2015, I received over the next week or so letters containing cheque donations each of £20 from three members who all wrote to apologise that they had 'Put the books of tickets to one side and had forgotten about them.' My sincere thanks to those three members for sending donations in lieu of ticket sales, but had they returned their books of tickets in time the 2015 raffle would have out-turned £50 better than the 2014 raffle.

So what, I hear you say; you still got your money. Yes, that is true, but as your Fund Raising Manager and Promoter of the Fund's annual raffle it actually gives me pride, not to mention personal satisfaction, to improve returns year on year for the benefit of *our* engine.

Many members still request and receive a book of tickets, but never return them.

WHY? If you no longer want to receive a book of tickets, then why not tell me using the SAE envelope enclosed with this mailing? You do not even have the excuse of not wanting to pay for the cost of a stamp. For goodness sake, is it too much trouble to write your name, first line of address and post-code on the back of the top ticket together with the words – no more tickets (please is optional) - and send just that one ticket back to me?

In addition to saving your Fund the cost of printing additional books of unwanted tickets, it also saves me in the OMO (that's one man operated), mailing and distribution centre (that's our front room), from having to stuff additional unwanted books of tickets into envelopes. Oh, you did not know it was me who had to stuff 550 books of tickets into 550 envelopes together with all the other paraphernalia into those same envelopes. Well, now you do so, you have no excuse. Its not rocket science, is it?

If you do not support the SMF or 42968 in any other way, your CoM would be more than delighted to receive your one completed raffle book return each year. Its not asking a lot, is it? As I always say, it could be **YOUR** book of completed tickets and £20 cheque that pushes us onwards past the £5K mark. We have done it once before so it can be done again, and your ticket could be one of the thirteen lucky tickets drawn from the box and guaranteed a prize of greater value than the cost of your full book of tickets

It is flippin' (I would like to use another word but perhaps not), hard work running the raffle and another dose of hassle and effort that I could well do without, but I do it for the benefit of *our* engine. It would be so rewarding if, in return, you guys and girls responded by purchasing or selling as many tickets as you are able to and returning the completed book(s) with your cheque sooner rather than later in the SAE enclosed. Believe me, it's fatal to put them to one side with the good intention of dealing with them later. Another paper or magazine on top and out of sight, out of mind. Do not put off until tomorrow what you can do today. Always remember; Today is the tomorrow that **YOU** thought about yesterday. Think about it.

Although perhaps stating the obvious, these simple requests are not intended for all my regular members who year after year return their completed books of tickets and cheques promptly. Neither do they apply to those members who respond during the following weeks. To all those members, many thanks for your continued loyal support, which I assure you all, is very much appreciated.

On that note, let's go for it and reach the elusive £5K target this year and, in so doing, make an old and weary Raffle Promoter a happy and less grumpy old man. Unfortunately, nothing you can do can change the old, in old! As always, good luck to all who take part.

SMF SALES STAND DAYS – 2016

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

CHANGES TO SALES STAND DATES

**DUE TO A LATE CHANGE OF PROGRAMME DATES BY THE SVR
PLEASE NOTE THE FOLLOWING CHANGES TO OUR SALES STAND
DATES AT KIDDERMINSTER**

**THE SVR AUTUMN STEAM GALA SCHEDULED FOR 22nd / 23rd / 24th
AND 25th SEPTEMBER 2016 HAS NOW BEEN CANCELLED AND
REPLACED BY A NEW EVENT COVERING THESE DATES AT WHICH
NO SALES STANDS ARE PERMITTED AT KIDDERMINSTER.**

**THE SMF SALES STAND THEREFORE WILL NOT NOW BE
AVAILABLE ON THE ABOVE DATES.**

**WE APOLOGISE FOR ANY INCONVENIENCE CAUSED DUE TO
CIRCUMSTANCES BEYOND OUR CONTROL.**

**WE WILL HOWEVER BE ATTENDING A
REPLACEMENT EVENT TITLED
'STEAM SEASON FINALE' TO BE HELD ON:**

FRIDAY	4th NOVEMBER	2016	Sales Stand open	9am to 5pm
SATURDAY	5th NOVEMBER	2016	Sales Stand open	9am to 5pm
SUNDAY	6th NOVEMBER	2016	Sales Stand open	9am to 4pm

**PLEASE NOTE THAT OUR PREVIOUSLY ADVERTISED ONE DAY
SALES STANDS AT KIDDERMINSTER ON 4th 17th AND 28th
SEPTEMBER AND 8th OCTOBER REMAIN UNCHANGED.**

WE LOOK FORWARD TO SEEING YOU

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

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

As those who have known me for as long as SMF News has been around, you all know just how close to my heart this subject is. Funding is the life blood of any voluntary group and the SMF is no different.

Over the years we have been very fortunate in attracting a membership that has not only been financially supportive but, equally, enthusiastic. It is, however, becoming apparent to me that the level of support we have been used to in the past is maybe on the wane, although I would love to be proved wrong. For example, our annual raffle has achieved a slow decline in gross proceeds over the past two years, not dramatic, but enough to take notice. The '42968 A Lifetime's Commitment' subscription scheme, whilst an outstanding success, has seen no new applications for over twelve months now despite some 300 members still outside of it. The SMF 'Spirit of 2040' Sponsorship subscription scheme, despite an outstanding start, has seen no new applications at any grade since the last issue of SMF News was published, and this after enhanced benefits were announced for the Shift Worker grade.

The only income channel to achieve continuity has been the Sales Stand / donated goods. Thankfully, donations have remained buoyant since my last report, as these are vital to feed the ever demanding appetite of our Stand. You will I am sure be aware from the last magazine that our Sales Stand dates have increased this year, thanks to a small team of locally based members. These West Midland members, supported by one from East Anglia and who are regulars on the Gala Sales Stands, approached me and suggested holding a series of one day Stands at Kidderminster on selected weekend dates during the main running season.

The purpose of these small stand dates was to offer the type of goods that would not normally be displayed at Gala weekends, and to date they have proved very successful. However, the success of all our stands, be they one day or Gala events, can remain so only whilst stocks of suitable goods continue to be offered. I will not repeat again here all of the goods that we need, but I will mention those where stock levels are getting low.

First and foremost, we desperately need model railway items. As always, we can accept any make in any gauge and in any condition. Engines, coaches, wagons, track, points, trackside models, buildings, scenery materials and railway-related spare parts of any description – in fact, anything at all in any condition from mint boxed to battered and broken.

Also in very short supply are model road vehicles and buses. In the past we have had some good sized collections of these models donated, but of late not very much and our available supplies are dwindling fast. Again, we are happy to accept boxed and un-boxed examples from all manufacturers including Dinky, Corgi, Days Gone, Exclusive First Editions (EFE), Matchbox, Models of Yesteryear, Oxford Die-cast, Trackside, Vanguard, Original Omnibus Company, B-T models and any others that I have missed including foreign manufacturers. Again, any scale, any condition from mint boxed to chipped and battered.

And then in no particular order, good quality hard and soft-backed books from all the recognised publishers, both past and present on Railways, Shipping and Road Transport subjects. Aircraft books can also be accepted. But please, no more 99p coffee table books as we are awash with them. Railwayana – anything at all but in particular Wagon Plates, Railway Lamps of any description and any station enamel signs, including station nameplates. Also sought after are smokebox and cab-side number plates, clocks,

watches, ticket clippers, any signalbox items and of course that elusive Duchess or King or, in fact, any nameplate. They say God loves a trier, and I still live in hope. Other items of interest are Edmondson Railway Tickets, Railway photo prints (postcard size if possible) or negatives, any dates up to 1990 and if possible with details of the subject – date, location and working or direction of travel. Also wanted are items or collections of Meccano and BAYKO. A more detailed list of ‘wants’ is shown on Page 23 and on the enclosed insert, but even these cannot detail everything!

If you have anything that you think may be of interest to me, please give me a call and let me have first refusal. At worst I can only politely say no!

The future viability of **OUR** Sales Stand is only as good as the supply of stock that we can sell on it, and that is ultimately down to you, the membership. I look forward to hearing from you. See also my article on the SMF ‘Spirit of 2040’ Subscription on Page 20

I hope that you all remain as enthusiastic about fund raising as I do as it is the life blood of the Fund. Without it we would not be where we are today and, without doubt, we will not be where we want to be tomorrow. Perhaps even more importantly, it is essential to ensuring the *working* future of 42968.

I look forward to hearing from you.

YOUR SALES STAND URGENTLY NEEDS

ANY MODEL RAILWAY GOODS

ANY MODEL ROAD VEHICLES

ANY WAGON PLATES (RESTORED OR UN-RESTORED)

**IF YOU CAN HELP WITH ANY OF THE ABOVE ITEMS OR OTHER
SUITABLE GOODS LISTED ELSEWHERE IN THIS MAGAZINE
PLEASE CONTACT RICHARD GREAVES USING ANY OF MY
CONTACT DETAILS SHOWN ON PAGE 3**

42968

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

Following the launch of our new look website in October last year, I am delighted to report that it is already proving an invaluable asset to the Stanier Mogul Fund in promoting its work and keeping everybody up to date with our activities and the progress of our locomotive's overhaul. It has been challenging at times getting to grips with the software involved, but good fun and thoroughly rewarding to see the end product and its ongoing success!

Recently, we have added a dedicated Sales Stand page that can be accessed from the head of the News page. This gives all the information of when and where our sales stands will be open for business and will be kept up to date as and when new dates are added, or in the unlikely event of any being cancelled.

The most exciting development so far is the commissioning of the Members' Portal. This gives our members exclusive access to a hidden area of the website using a personal user-name and password. First, you will need to register by clicking on the "Members Portal" option on the website

menu and filling in the registration form. Once approved, you will receive a password that you can change when you log in, if desired.

Inside the Members area the following features are waiting for you: a *Notice-board* which displays news from your Committee, announcements of such activities as footplate experiences and special trains; a *Calendar* which contains all the dates for members of working parties, Sales Stands and any other events the SMF are involved with organising; a *Technical locomotive information*, a whole section filled with all



Members Area

Welcome to the Members Portal.

This area is for Stanier Mogul Fund members and gives access to information for members only.

To change your members portal password please click here.



For general enquiries concerning the Stanier Mogul Fund please contact us here.



Sales Stand

Throughout 2016 we will be operating a number of small sales stands with a full sales stand for the Steam gala events. The stands will be located on the concourse of the Severn Valley Railways Kidderminster Town station, selling a variety of goods donated by members and supporters to raise money for 42966 and keep the fund running. We look forward to seeing you at our stands.

Dates for your diary:

- Saturday 16th July - SVR Peep behind the scenes day - Small stand
- Saturday 6th August - Small stand
- Saturday 13th August - Small stand
- Saturday 20th August - Small stand
- Sunday 4th September - SVR on the Buses event - Small stand
- Saturday 17th September - Small stand



the facts and figures regarding our locomotive and its class; a *Current subscription schemes*, which you can download and print. If there was an article of interest that you remember from an old SMF magazine then worry not, as recent back issues of the SMF magazine are now available for you to read online, or download if you so wish. Facebook and Twitter continue to grow steadily with now over 300 Facebook followers, and our posts reliably reaching over 3,000 people each time. Our overhaul updates, courtesy of Jim Norman and Robin Spain, prove to be popular along with our ‘Guess the Location’ photos of Stanier Moguls and various other trivia. If you have any ideas for a post or of any significant anniversary relevant to the Fund or the locomotive then please do drop us a note so that we can mark the occasion online. I hope you enjoy the SMF website, and find it useful and informative. We are looking to continuously add to it and improve it so that it is ever changing and meeting the demands of its users. If you have any queries or suggestions, please contact me: webmaster@staniermogulfund.org.uk

MEMBERS NOTICE

ADVANCE INFORMATION FOR YOUR DIARIES SMF 2016 AGM DATE

**This year’s SMF AGM will be held on Saturday 22nd October 2016
at our usual venue – The Library Room
on the first floor of the Kidderminster Railway Museum
Adjacent to SVR Kidderminster Town Railway Station
Commencing at 2pm**

42968

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

This magazine will be the fourth since the launch of the above subscription scheme and will exhaust our current stocks of the twelve page brochure and application form that appears in the centre fold of this issue of SMF News.

The initial launch of this subscription produced spectacular results and within twelve months achieved over £45K of gross inward investment. After benefit costs that investment will be added in its entirety to the 'ring fenced' 42968 2040 overhaul fund.

Those enlightened members who have already contributed to the grade of their choice in this subscription will subsequently enjoy and experience the delights of all the benefits of their chosen sponsorship grade, and as promoter of this subscription I personally will ensure that they will enjoy and savour every single minute of their experience.

That's the good news; from now on its all downhill.

Since the turn of the year we have unfortunately received not a single new application to join this subscription, despite my news release in SMF News No.79 that I had increased the benefits of the Shift Worker sponsorship. This enhancement extends the applicants' option of inviting not one but up to three guests to join them when visiting the SVR to travel behind *our* engine and to take lunch. The reasons for this negativity could be many and varied, for example:-

- 1) I could not be bothered to reply
- 2) I do not think it is value for money
- 3) I will not be here in 2040 so its not my concern
- 4) I no longer care what happens to 42968 in the future
- 5) I think our Fund Raising Manager has lost the plot
There may be many others, etc., etc., etc

I personally do not have a problem with any of the above. I have fought many battles and even lost and won wars over the last 40 odd years of my involvement with 42968. I will let my track record speak for itself.

However, what I do have a problem with if any of the above reasons (or others) are pertinent to you is, why have you not bothered to tell me?! Perhaps it is too difficult to lift a pen or switch on a computer and compose or scribble a note or letter and send your viewpoint to me? As I mentioned in my Editorial, is complacency or even apathy creeping into our Fund? Is this the beginning of the end of our great and enviable achievement? Feedback on a campaign such as this is vital and could have provided me with the opportunity of acting upon any comments and, if necessary, making adjustments.

In eighteen months I have not received a single communication voicing a single objection or concern against this subscription. On the contrary, all I have received are letters of praise, some of which I have published in SMF News 'Letters to the Editor'. Certainly, if I had received letters of concern, these would have been printed too for your comments, or not as the case may be!

As I said in an earlier issue of SMF News you would not believe the time and toll it took upon me to devise, construct, fine tune, finalise, present to and obtain CoM approval and finally bring to the market-place this subscription scheme. I passionately believe it to be innovative, rewarding both for the subscribers and 42968, far reaching and financially productive for the future of both 42968 and the SMF. With better grass roots support it would have ensured our engine's long term future as a *working* locomotive throughout and beyond the lifetimes of the majority of the current membership whilst, at the same time, providing benefits that all subscribers could embrace and enjoy.

I genuinely thought that this last big push to 2040, to achieve the last 'golden mile' that we have worked and strived for together for over 45 years would have appealed to all of you,

even to the extent of a sell out! Unfortunately, despite the exceedingly long hours and the very hard and demanding work involved (all willingly given to the cause, I must add), this now appears not to be the case. That's not to say it's been a failure however, far from it. Many small groups who could raise nearly £60K of funding in eighteen months would consider that to be hugely successful, but we are the Stanier Mogul Fund and as such we are used to much greater responses and results.

So where does that leave us? Well, as I implied, its not all doom and gloom. Those enlightened members who have already seen the potential of this subscription and applied can, with their guests, look forward to some memorable benefits and the SMF 2040 overhaul fund will receive a modest increase to its current total.

As your Fund Raising Manager and Subscription Project Manager I have to express disappointment at the current take-up response and in particular for the Shift Worker sponsorship. With the enhanced benefit announcement in SMF News No. 79, I did expect a mini-rush of applications, but with the current take-up levels it is evident that this may not now happen. Should there be no significant response to the 2040 subscription from this magazine release then I have agreed, with your CoM, that there is little point in requesting funding for a reprint of the SMF 'Spirit of 2040' brochure and application form and therefore the SMF 'Spirit of 2040' subscription will close to new applicants on 31st December 2016.

Obviously, all existing subscribers together with those paying by Standing Order will receive all the advertised benefits in full or bettered, once 13268, as she will be by then, returns to service.

There is still time for the majority of our membership to subscribe and be part of this innovative and forward thinking subscription that will ensure that our engine continues to steam and do the job she was built for. well into the twenty first century. You can do this by:-

- 1) Outright purchase of the available sponsorship of your choice and still receive a 10% discount
- 2) By Standing Order contributing a minimum of £33 per month for 30 months
- 3) By offering suitable goods at full re-sale value on our Sales Stand in full or part payment for the available sponsorship of your choice

Remember, to receive the benefits of this innovative and forward thinking subscription scheme, you must be a part of it. The thinking time is over, the dilly-dallying time is over and the clock is now ticking. You must act in the next few months or you will have missed the train - and this is the last train!

Go the extra mile today and help us to achieve the last 'Golden Mile' by subscribing to the SMF 'Spirit of 2040' Sponsorship Subscription scheme and be part of 42968's long term *working* future, whilst at the same time enjoying great benefits, great company and taking an active part in a great series of great events.

And do not forget also that if for any reason you are unable to attend any of the events yourself, you can nominate someone else to take your place.

REMEMBER - YOU ONLY HAVE UNTIL 31st DECEMBER 2016

BE PART OF AND HELP TO ACHIEVE THE LAST 'GOLDEN MILE'

DO NOT MISS OUT - APPLY TODAY

THE SMF 'SPIRIT OF 2040' SPONSORSHIP SUBSCRIPTION SCHEME

'THE FIRST OF THE FINEST'
42968 MAINTENANCE SUBSCRIPTION SCHEME
MAXIMUM HOLDING NOW £1,000

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

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

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

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

**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)

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

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

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

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

Accessories including buildings, signals, track etc. etc.

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

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

WE ALSO URGENTLY NEED

ANY RAILWAY DVDs / BR ARCHIVE ONLY VIDEOS

ANY MODEL ROAD VEHICLES

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

STEAM SOUND RECORDS L/Ps AND E/Ps

AND ANY QUALITY

HARD/SOFT BACKED RAILWAY BOOKS

ALSO BOOKS ON SHIPPING AND ROAD TRANSPORT

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

WE ARE ALSO

VERY SHORT OF RAILWAY MEMORABILIA.

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

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

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

WE ALSO NEED

BAYKO AND MECCANO

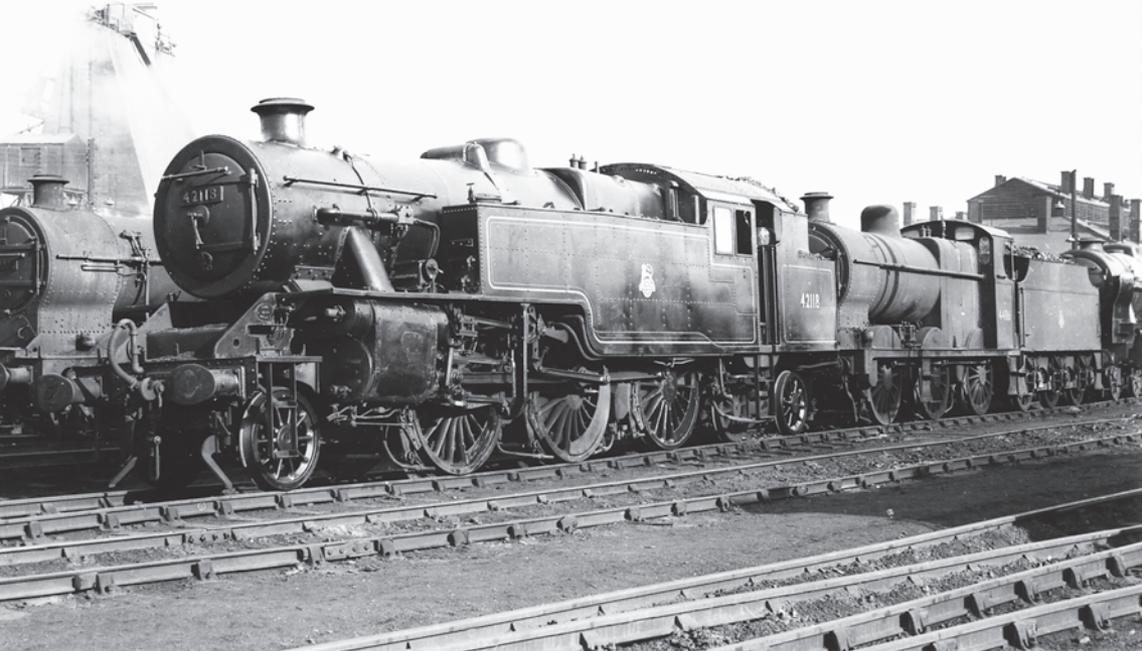
Boxed sets or loose in any quantity

All donations can be converted into current SMF Subscriptions.

Collections can be arranged from most parts of the country

Usually within four to twelve weeks.

**If you can make a donation or wish to discuss a possible donation further,
please ring Richard Greaves on 0151-426 7111
any evening between 6pm and 9pm
or write to me at the address on Page 3**

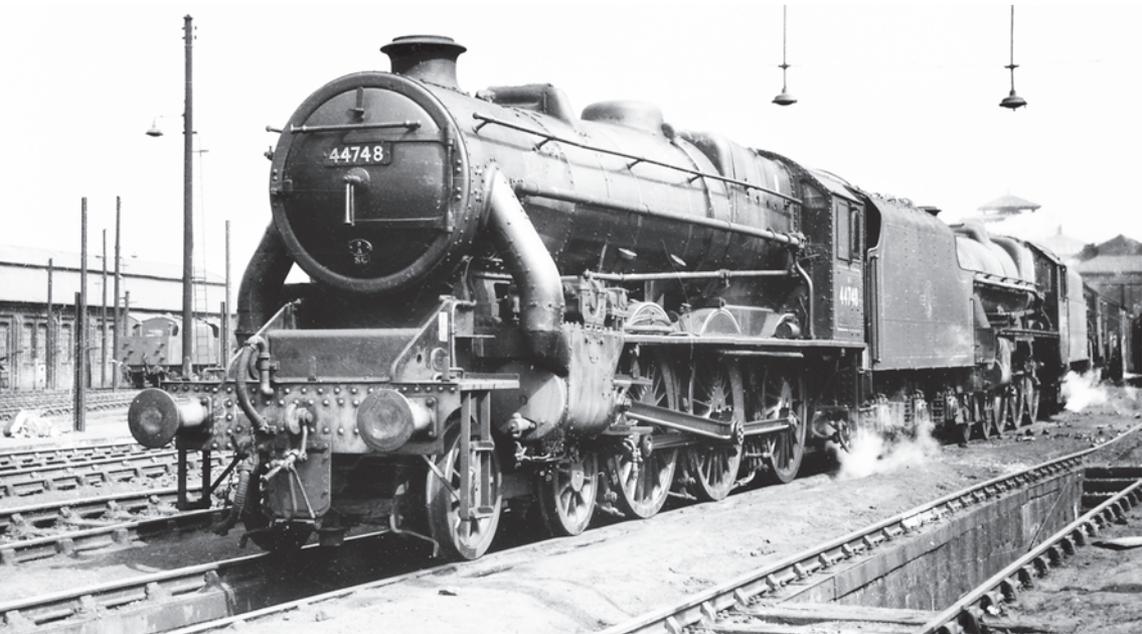


MEMORY LANE AT WILLESDEN

Above: Fairburn 2-6-4T No. 42118 awaits her next turn of duty in April 1956. Built at Derby in August 1949, she remained in service until September 1965. Behind her stands 4F 0-6-0 No. 44116. A May 1925 Crewe built engine, she was an early candidate for withdrawal in November 1959. **Photograph: Norman Preedy**

Below: Black 5 No. 44748 was fitted with Caprotti Valve Gear and Timken Roller Bearings. Built at Crewe, she entered service just after nationalisation in February 1948. First numbered 4748, she was re-numbered in June 1948 to 44748. Seen on shed on 2nd July 1960, she remained in traffic until September 1964.

Photograph: L G Marshall / R K Blencowe Negative Archive

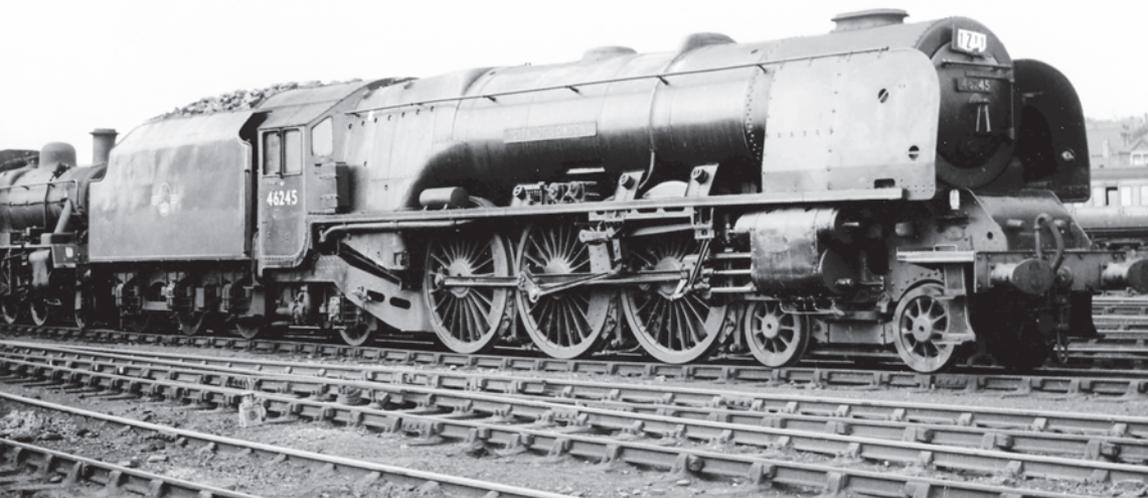




MEMORY LANE AT WILLESDEN

Above: 46125 '3rd Carabinier' is seen at her home shed on 30th July 1963. Built by the North British Locomotive Co she entered traffic in August 1927 and was originally named 'Lancashire Witch' until 1936. Re-built in May 1949 she was withdrawn from Annesley shed in October 1964. **Photograph: Richard Greaves Collection**

Below: Coronation 4-6-2 No. 46245 'City of London' was a June 1943 product of Crewe Works. New to Camden, she remained there until that shed closed to steam, moving to Willesden in September 1963 where she is seen on 14th June 1964. A final move to Crewe North shed, near to her birth-place, followed in July 1964 but that shed had little work for pacific power by then and withdrawal came swiftly in September 1964. **Photograph: R K Blencowe Negative Archive**



NEWSFLASH

Your CoM is delighted to report that the boiler of 42968 was taken into the SVR boiler-shop during the morning of Monday 15th August 2016.

Thanks to our printers, Spectrum Birches Ltd of Walsall, we have managed to hold the presses to include this long awaited development within the pages of this magazine.

A full report will be given at our AGM on October 22nd 2016, followed by a more comprehensive update in SMF News No 81, March 2017.

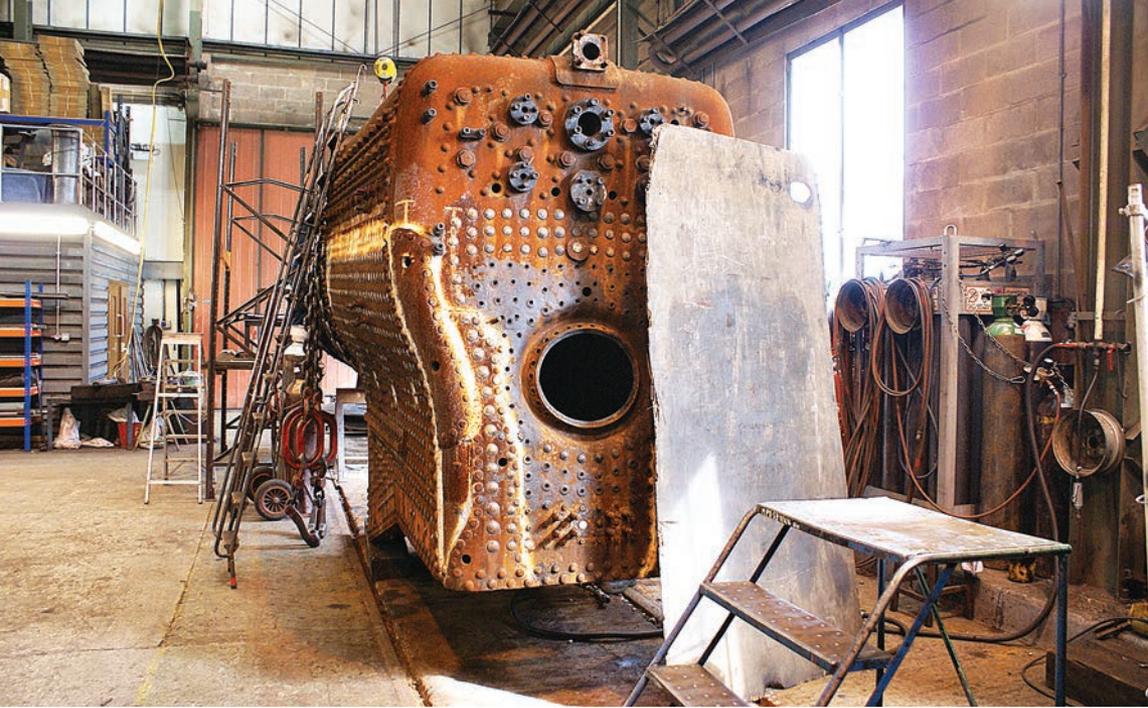
We can now say, with some certainty, that we have reached the end of the beginning, of this ten yearly, Heavy Intermediate Overhaul.

Thank you for your patience and continued loyal support.

Below: Easy does it and in she goes. The boiler of 42968 enters Bridgnorth Boiler Shop on the well-wagon that has, for some time, been her home. Monday morning, 15th August 2016.

Photograph: Duncan Ballard



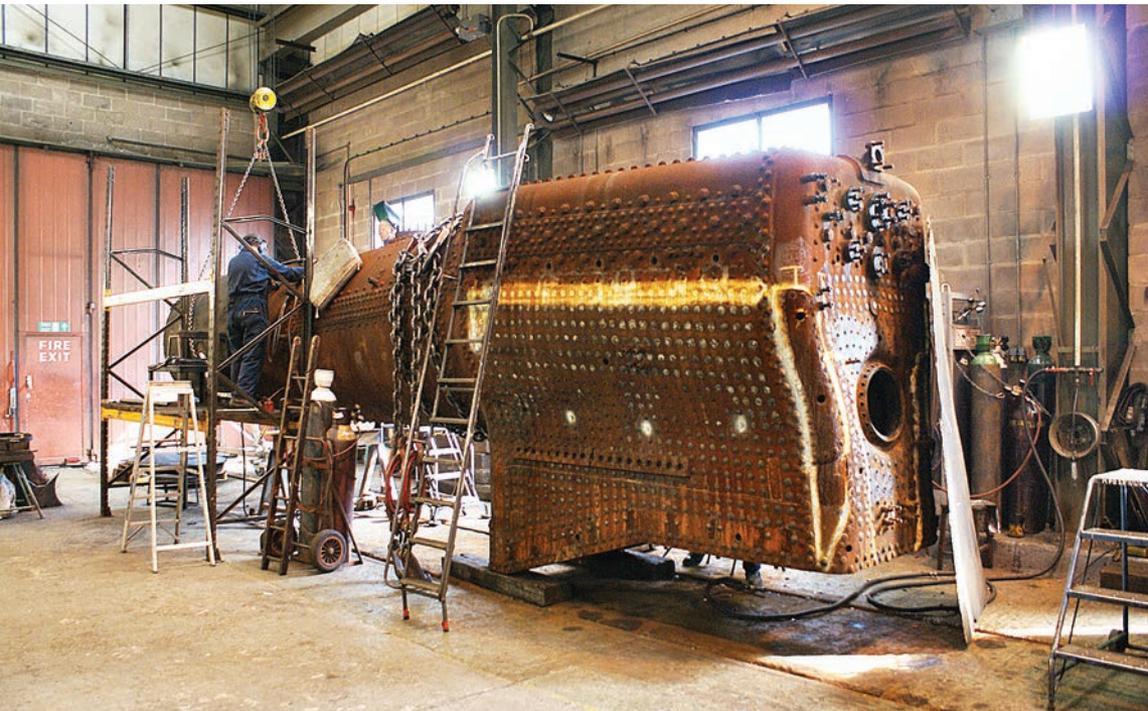


Above: With our boiler now off the well-wagon and safely on the floor of the boiler shop, the fitters are now ready to start work. 16th August 2016.

Photograph: John Oates

Below: Work is underway to remove the smokebox. 16th August 2016.

Photograph: John Oates





Above: The fitters are seen at work on both the firebox and the smokebox on 16th August 2016.

Photograph: John Oates

Below: Anyone seen my boiler? It's in the boiler-shop! Meanwhile, in Bridgnorth shed work continues on the frames of 42968. 16th August 2016.

Photograph: John Oates





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



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

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

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



***PLEASE COMPLETE AND RETURN
THE ENCLOSED APPLICATION FORM TODAY
IN THE FREEPOST PLUS ENVELOPE PROVIDED***



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' and / or 'The First of the Finest Subscription Scheme', OR to make a donation, OR to return your Raffle Ticket stubs and cheque AND to advise the SMF in respect of Bequests and / or In Memoriam instructions.

PLEASE NOTE:

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

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

**If you can help or know of anyone who can assist,
please contact Jim Norman whose details appear on Page 3**

SPiRiT OF 2040 closes 31/12/16

Chief Mechanic

Works N



**GET ON
TOD**

SPiRiT OF 2040 closes 31/12/16

cal Engineer

Manager

ger (Boiler)

Workshop Manager (Paint Shop)

Shift Foreman
(10 / 6 Night)

Shift Foreman
(6 / 2 Early)

Shift Foreman
(2 / 10 Late)

Shift Foreman
(10 / 6 Night)

Chargehand

Chargehand

Chargehand

Chargehand

Riveter

Painter

Painter

Painter

Riveter

Painter

Painter

Painter

Coppersmith

Painter

Painter

Painter

Tuber

Painter

Painter

Painter

Tuber

Painter

Painter

Painter

Tuber

Filler & Stopper

Filler & Stopper

Filler & Stopper

Arch Man

Filler & Stopper

Filler & Stopper

Filler & Stopper

Fitter

Flatter

Flatter

Flatter

Turner

Flatter

Flatter

Flatter

Welder

Flatter

Flatter

Flatter

Boiler Maker

Flatter

Flatter

Flatter

Boiler Maker

Liningman

Liningman

Liningman

Boiler Maker

Liningman

Liningman

Liningman

Brass Smith

Liningman

Liningman

Liningman

Inspector

Varnisher

Varnisher

Varnisher

Apprentice

Apprentice

Apprentice

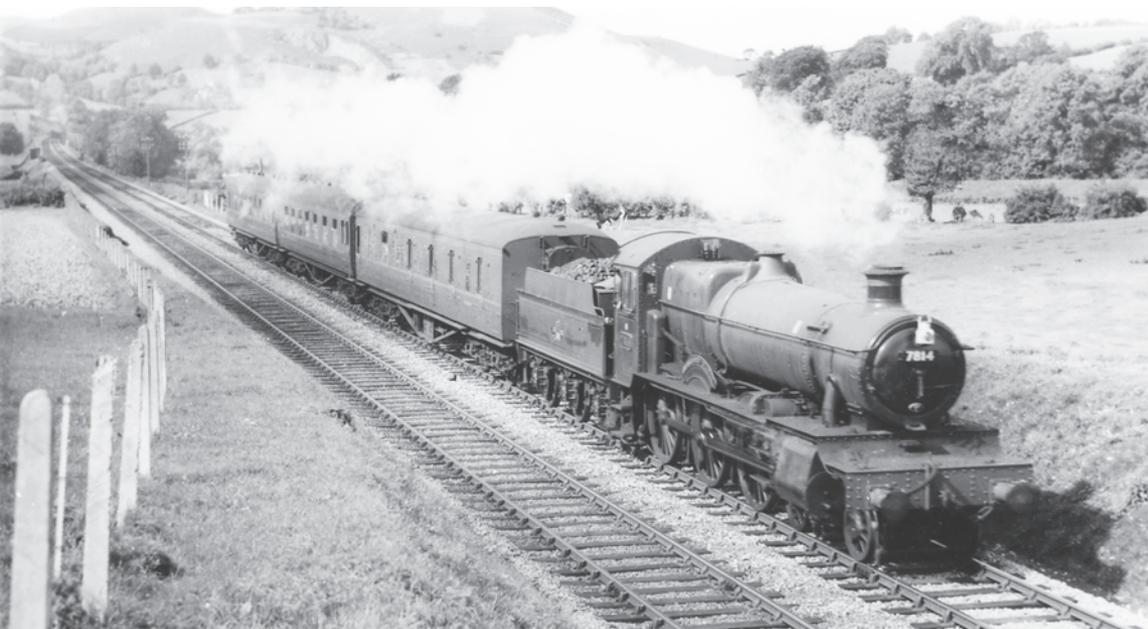
Apprentice

**BOARD
DAY**

As and when space permits, I will drop the odd photograph into this new column, in the hope that one of you eagle-eyed experts may be able to pin-point the location for me. In the scene below we have 7814 'Fringford Manor', with a local passenger on a double track stretch of line but with no date or location.

She carries the later crest so we can assume the date to be around 1959/60 or later but unfortunately the shed plate is out of focus and cannot be read. I believe the location to be somewhere on the Cambrian network and even though double track on those routes were few, the locality remains elusive.

If you think you know the answer please contact me either by telephone or by using the SAE enclosed.



Photograph: R K Blencowe Negative Archive

EARLY 2017 - SMF SALES STAND DAYS

**The Stanier Mogul Fund Sales Stand will be open for business
At Kidderminster Town Station on the following dates in early 2017
The full 2017 programme will appear in SMF News No. 81 – March 2017**

FRIDAY	17th MARCH 2017	SVR Spring Steam Gala	Main Stand
SATURDAY	18th MARCH 2017	SVR Spring Steam Gala	Main Stand
SUNDAY	19th MARCH 2017	SVR Spring Steam Gala	Main Stand
SATURDAY	08th APRIL 2017	Open House Weekend	Main Stand
SUNDAY	09th APRIL 2017	Open House Weekend	Main Stand

SMF Driving & Firing Experience 2017



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

... on the regulator
... climb Eardington Bank.
Full round trip
between Bridgnorth and Hampton Loade.

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

Cost £250 including hot lunch

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

First come, first served !



Above: 42968 crosses Hays Bridge at Eardington with the 1.35pm Bridgnorth – Kidderminster train on 02/01/06.

Photograph: Raymond Jones

Below: With the fireman about to surrender the single line token to the Bewdley North signalman, 42968 runs into Bewdley working the 3.30pm Highley to Kidderminster Town local service during the Spring Gala event on 24/03/12.

Photograph: Raymond Jones



The Stanier Moguls were built as mixed traffic locos, able to work everything from heavy goods and mineral trains up to all but the fastest of expresses. They were based on George Hughes' 'Horwich Crabs'; in fact, except for the appointment of William Stanier as the new Chief Mechanical Engineer, they would have been built as another forty members of that class.

The 'Crabs' were excellent engines, arguably the best locomotive investment made by the LMS prior to Stanier's appointment. Introduced in 1926, the Traffic people immediately elevated them to express duties and, as express passenger engines, the first hundred appeared painted Crimson Lake. It was, though, a stardom which was doomed to a short life. The LMS began an admirable programme of accelerating its passenger services across the board; this was in contrast to its eastern neighbours, whose improvements consisted of inserting a few very fast services amongst the proletariat, the final outcome of which was the LNER's 'Coronation' train timed between King's Cross and Edinburgh in six hours, while the LMS's 'Coronation Scot's' timing between Euston and Glasgow was half an hour longer.

By the early 1930s, the speeds of the fastest LMS expresses was beyond the abilities of the 'Crabs', which reverted to the more typical work of a mixed traffic engine: various loose-coupled goods, fast fitted goods, parcels, local and secondary passenger, and excursions, where they soon excelled. This loss of first class workings was recognised by the next batch of new engines being turned out in lined black livery, the original hundred following suit at their next repaint.

Below: 42961 departs Arpley Junction, Warrington, westbound in November 1962 with a Class H mineral train. She is about to take the 'low level' through the lower Bank Quay station below and perpendicular to its west coast main line counterpart, then on towards Widnes and Garston.

Photo: Colin Whitfield / Railphotoprints



And so it was that the Stanier engines were never to work first class expresses, at least as a matter of course. They settled into the same work with the same efficiency as their predecessors, but one result of this is that there are almost no performance logs of these engines at work in LMS and BR days. But there are three very unusual logs recorded by Fred Goulding, a goods guard, in 1965 and he recorded these runs as in Table 1. Speeds of course, are not recorded, but they do give an interesting insight into the more usual sorts of trains which were the class's usual fayre. We can assume that 2978's crew had an interesting time with equal to 65 behind them!

Log 1

Page sixty one

04.30 Class 7 Freight from Arpley - Buxton on Thurs. 29th July 1965
 Driver Sammy Savage 8B Engine No.42948 Bro 954466
 Load 6=12

	arr	dep
Arpley N.E.		05.00 shunting 5 loco causes 25mins.
Cinderland Cr.	05.25	
Skelton Jc.	05.30	05.45.(delay unrecorded)
Cheadle Jc.	06.00	07.15
Bramhall Moor Lane		07.35 08.10
Chinley Sth.Jc.	08.40	
Buxton Jc.		09.35
Buxton	09.55	
Weather Rain.		

Page fifty nine

04.30 Class 7 Freight from Arpley - Buxton on Tues 27th July 1965.
 Driver George Pearson 8B Engine No.42951 Bro.732161.
 Load 13/1 14=26.

	arr	dep
Arpley N.E		05.10 (delay unrecorded)
Cinderland Cr.	05.42	
Cheadle Jc.	06.20	08.15 (delay unrecorded)
Chinley Sth Jc.	09.55	
Buxton Jc.		10.25
Buxton	11.05.	
Weather Rain.		

Page twenty seven

01.15 Class 8 Freight from Heaton Mersey - Widnes on Wed 9th June 1965.
 Driver 8C Engine No.42978 Bro.950170
 Load 44/5 49-65

	arr	dep
Heaton Mersey	04.10 (delay unrecorded)	
Cinderland Cr.	05.12	
Arpley Jc.	05.55	Detach 15 Lds.,Att.19 Lds.
No further details of this turn recorded.		

Interesting as it is, this log gives no indication of the class's abilities at speed. Our good friend David Tyreman in the RCTS book¹ on the two classes does though provide Log 2, which, with its maximum of 78 mph (twice) by our own engine, is something of a harbinger of things to come. A further glimpse was recorded by G.A.M. Wood in 1961 behind 2973 very similarly loaded. Speeds again were in the mid-70s, showing that 2968's efforts were not an isolated case.

To be continued next issue

¹ Young, John and Tyreman, David *The Hughes and Stanier 2-6-0s* (2009) RCTS, Maidenhead ISBN 090 1115 96 7

Log 2

5.20pm Euston to Birkenhead (14th February, 1938) (8.36pm ex-Crewe)

Stanier taper boiler 2-6-0 2968 (5' 6" wheels)

Load: 8-264/276 tons. Timed from 7th coach.

Stations	Miles	Sched.	Mins.	Sees.	Speeds
CREWE (south end)	0	0	00	00	-
Steel Works Box	1.5	3	4	22	40
Worleston	3.7		6	59	56/58
Calveley	8.1		11	22	63
Beeston Castle	10.5		13	29	72
Tattenhall Road	14.4		16	34	78
TATTENHALLJCT.	16.2	19	17	56	77
Waverton	17.8		19	12	78
M-P 178	19.9		20	57	Bkes.
			<u>Sigs.</u>		10
<u>Chester (north end)</u>	21.1	27	25	21	

Average speed, Beeston Castle to M-P 178, 75/5mph (9.4 miles)

Average speed, Tattenhall Rd. to Waverton, 77/6mph (3.4 miles)

Below: On 15th September 1951, 42960 takes the ten coach W571 Manchester - Shrewsbury special working through Cheadle Hulme. Note the ex-GWR stock, with some vehicles in the new blood and custard colours.

Photograph : BKB Green / Initial Photographics



Log 3

Date: Friday 20/07/61
 Loco: 42973 (6C)
 Train: 9.30 Manchester - Kingswear
 Load: 8 261 / 285
 Weather: Dry, some sun
 Recorder: G.A.M. Wood

<u>Miles</u>	<u>Miles</u>	<u>Location</u>	<u>Sched</u> min.	<u>Time</u> Min.sec	<u>Speed</u>		
0.00	<i>0.00</i>	PICCADILLY	0	0.00	No slip	d. 9.29.52	
1.80		Longsight		4.34	40		
		Cross from SL to FL at Slade Lane. No slack					
2.90	<i>2.86</i>	Levenshulme		6.11	42		
4.35	<i>4.31</i>	Heaton Chapel (1:376)		8.01	50	max	
		Fast in					
5.90	<i>5.86</i>	STOCKPORT EDGELEY	10	10.25		a. 9.40.17	
		Station	4	3.51			
0.00	<i>0.00</i>	STOCKPORT EDGELEY	0	0.00	slow	(9.44)	
1.55	<i>1.47</i>	Edgeley No 1 Junction Box		3.05	37	9.44.08 RT	
2.35	<i>2.35</i>	Cheadle Hulme		4.47	47	f off	
4.60	<i>4.69</i>	Handforth (1:445)	7.33		53/56		
6.10	<i>6.12</i>	WILMSLOW	8	9.36		a. 9.53.42. 1½ L	
		Station	1	1.24			
0.00	<i>0.00</i>	WILMSLOW	0	0.00		(9.53)	
1.65	<i>1.63</i>	Alderley Edge		3.42	45	d. 9.55.06. 2L	
4.65	<i>4.71</i>	Chelford		7.04	63	f off	
6.90	<i>6.89</i>	170		9.02	65½		
8.50	<i>8.54</i>	Goostrey		10.29	70		
10.45	<i>10.39</i>	Holmes Chapel		12.05	72		
12.90	<i>12.89</i>	164		14.11	65/67		
14.30	<i>14.31</i>	Sandbach		15.27	62		
		p.w.s			p.w.s	[40]. f off	
		p.w.s.			p.w.s.	[20]	
17.90	<i>17.89</i>	159		21.15	36	(10.13)	
18.90	<i>18.85</i>	CREWE	20	23.45		a. 10.18.51. 6L	
		Station	7	5.40			
						'Mancunian' pass on fast line; sent off before L'pool - Plymouth. Start on yellows. (10.20)	
0.00	<i>0.00</i>	CREWE	0	0.00	slow	d. 10.24.31. 4½ L	
2.30	<i>2.28</i>	2		5.07	50	ea	
2.90	<i>2.79</i>	Willaston		4.40	54		
4.50	<i>4.46</i>	Nantwich		7.24	65		
5.30	<i>5.28</i>	5 (1:97)		8.10	54	min	
7.30	<i>7.28</i>	7 (1:184)		10.15	58/53	ea	
8.90	<i>8.89</i>	Wrenbury		12.01	59		
10.30	<i>10.28</i>	10 (1:230)		13.27	52	working hard	
11.30	<i>11.28</i>	11 (1:107)		14.37	47		
12.30	<i>12.28</i>	12 (1:115)		15.54	45½		
13.80	<i>13.83</i>	Whitchurch		17.37	61	f off	
	<i>18.73</i>	Prees		22.05	70		
20.30	<i>20.28</i>	20		23.24	63½		
22.00	<i>21.94</i>	Wem		24.56	65½		
24.30	<i>24.28</i>	24 (1:208)		27.01	66/60½	min	
25.50	<i>25.50</i>	Yarton		28.07	67		
		maximim			75		
28.10	<i>28.06</i>	Hadnall (1:155)		30.21	68½	f off	
30.30	<i>30.28</i>	30		32.24	60/66	coasting	
		Crewe Bank			15	s-s average 52.05 mph signals (11.13)	
		Very slow in				a. 11.02.13. 11e	
32.7	<i>32.68</i>	SHREWSBURY	53	37.42		1022 took over	

Excellent. The 9.30 Manchester – Kingswear / Swansea was being run in two portions, and for some reason the Kingswear train was steam hauled through to Salop. 42973 was grimy. It was driven hard and although time was necessarily lost on the tight electric schedule to Crewe, the train was very early at Salop. I have known no better, or equal, performance on this line.

Note: Original mileages thought correct at time shown first, corrected mileages ascertained later in italics.



***Above:** No. 42970 stands towards the south end of the middle road at Shrewsbury ('Salop' to railwaymen) station. She carries an 8H shed plate, the code for Birkenhead from that September 1963. According to the Engine History Cards, the loco was there from the 5th to 26th October that year, which narrows the date down nicely. The loco beyond is Class 5XP 'Jubilee' No. 45660 Rooke, the subject of the tests described in the last issue of SMF News.*

***Photo:** Kidderminster Railway Museum*

***Below:** No 42959 waits at the north end of Shrewsbury station on 23rd May 1961. She had received a Heavy General repair at Horwich Works from 24th January to 14th April, hence the clean condition.*

***Photograph:** Jack Adamson*



**MEMORIES OF A SIGNALMAN PART 12 -
HOUGH GREEN Part 2:**

ADRIAN BODLANDER

While the operation of Hough Green was quite straight forward (in fact, very boring) it did have one piece of equipment which I had not come across in previous boxes and which is worth describing. The block instruments on the CLC route were operated using a system called Welwyn Block Control. This had been introduced following a serious accident at Welwyn Garden City on the East Coast Mainline in 1935. A relatively inexperienced signalman had been on duty at Welwyn Box and due to confusion had given a line clear to the box in rear for an express, not realising that the previous train had not passed clear of the section. The express soon caught up with the slower local train and collided with the rear of it at about 65 mph. The result was 14 fatalities and 29 people seriously injured. (The Ministry of Transport report is available at http://www.railwaysarchive.co.uk/documents/BoT_Welwyn1935.pdf - *JN*).

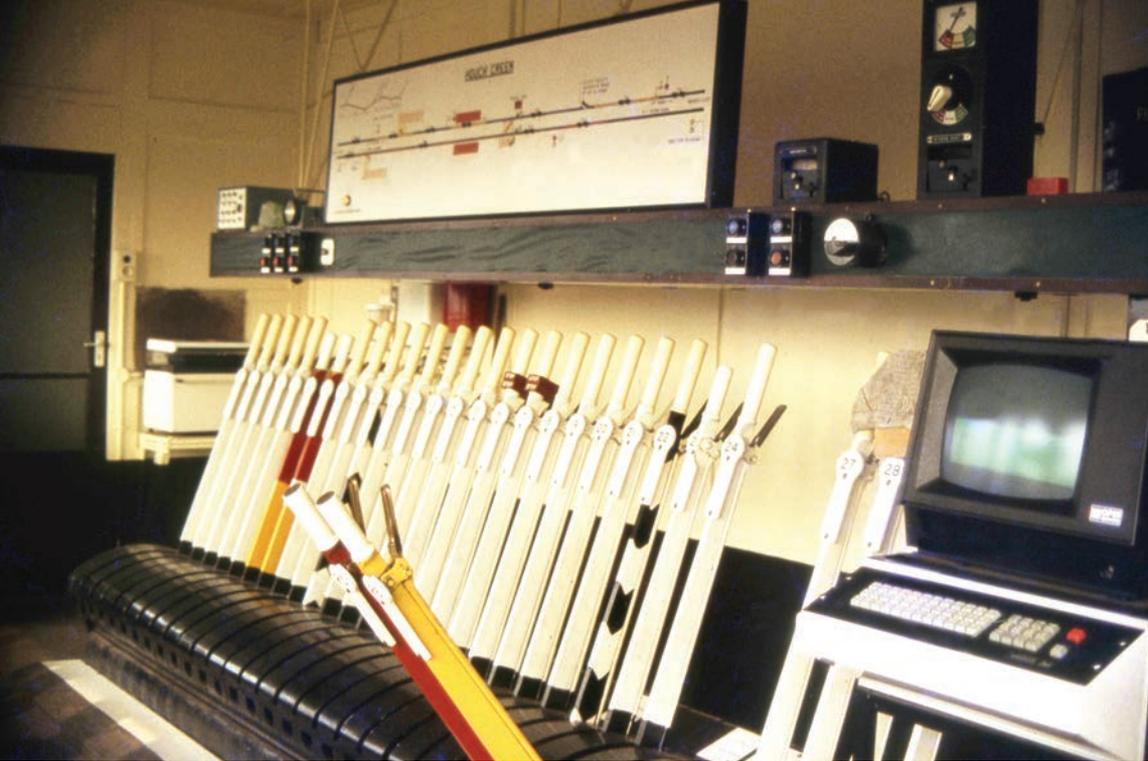
One of the recommendations of the inquiry which followed was that the railway companies should devise a system to prevent a signalman from giving a second line clear before the first train had cleared the section, rather than relying on the signalman's memory. This was achieved by linking the block instruments with the track circuits. Once a line clear had been given the block instrument would not be able to give a second one until a train had occupied and cleared the track circuit ahead of the home signal at the box in question, proving that the train had arrived at the box and cleared the section. However it was necessary to provide an override to be used when a train was signalled but did not proceed through the section.

This was known as the Welwyn Block Release and took the form of a circular drum about four inches in diameter which was mounted on the block shelf. In the upper half

***Below:** Hough Green Signal Box. A 1965 BR (LMR) built, flat roofed design, housing a fifty Lever BR Midland frame. This picture taken in April 1984 is looking east in the Manchester direction.*

Photograph: Adrian Bodlander



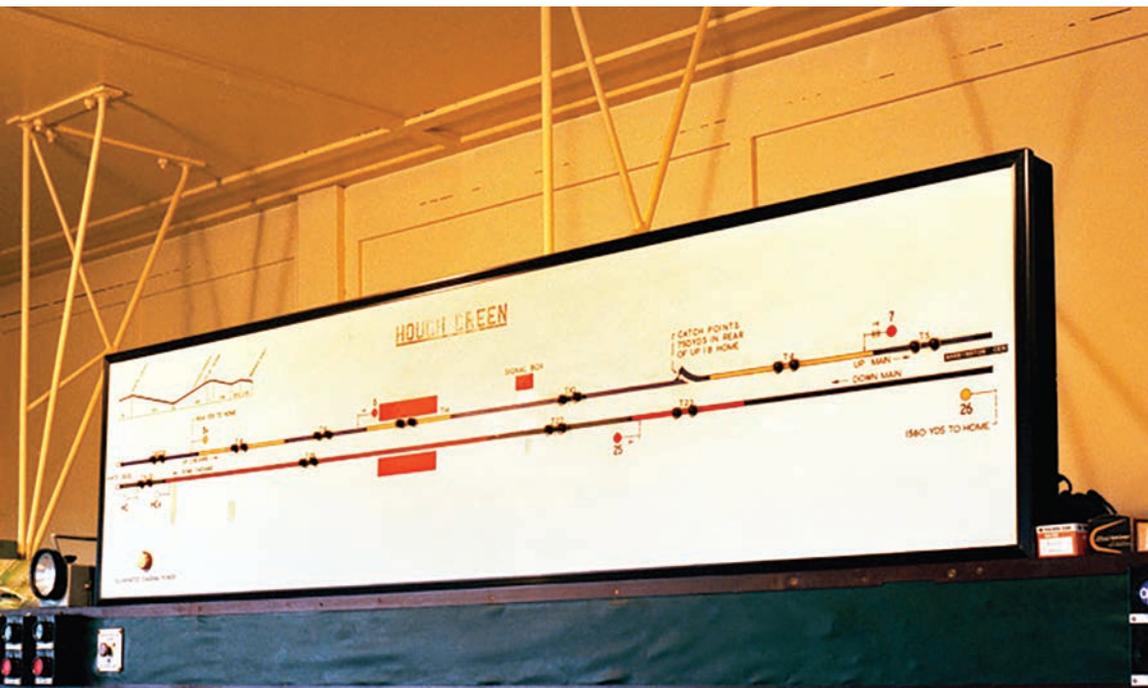


Above: Interior of Hough Green Signal Box in April 1984 showing the lever frame, block shelf and the track diagram above it.

Photograph: Adrian Bodlander

Below: A view of the Hough Green Signal Box track diagram on 12/2/88.

Photograph: David Ingram



of the face was a small window displaying the letter F (for Free), while in the lower half was a small winding handle which needed to be turned 60 times to bring the F back into the window and obtain a second Release. The reason it took so long was to give the signalman “thinking time” so that he was absolutely sure the section was clear before giving a second line clear.

At Hough Green, the release needed to be used when Widnes East box (which was open only on early and late turns) wanted to switch out of circuit. Part of this procedure required the adjacent boxes (Hough Green and Warrington Central) to give Widnes a line clear to enable him to clear his section signals before operating the block switch. A second line clear was then required to signal the next train, which entailed the use of the release.

The first time I used the device at Hough Green, things did not go according to plan. Having diligently wound the required 60 turns on the release, I was still unable to give a line clear to Warrington Central. The signalman was soon on the phone wanting to know what was going on, as he had a train ready to leave. On hearing my tale of woe he said that the release at Hough Green was not set up properly, and gave a release before the ‘F’ was fully in the window. “You will need to listen for a click as soon as the ‘F’ starts to appear,” was his advice, “and be quick about it, you’re putting a delay into this B— train!” Following his advice, I was able to give a line clear but not before the train had suffered a five minute delay. Strangely I never heard anything about it from Control so perhaps the driver was able to make up time.

BR’s desire to save money by opening boxes only for the fewest number of shifts they could get away with caused the only unusual incident which occurred while I was at Hough Green. The normal passenger service comprised an hourly semi-fast Liverpool Lime St.- Manchester Oxford Road, interspersed with an hourly Lime St.- Warrington Central all stations shuttle. This shuttle did not run on Sundays so you had only the Manchester service to deal with. This sparse service allowed Warrington Central box to switch out as well as Widnes East, which created a very long block section from Hough Green to Glazebrook East.

One Sunday at Hough Green I found a special Notice for a loco-hauled excursion to Liverpool over the CLC, which was a very rare event. I cannot remember where the special was from but it made a change from DMUs, though sadly I did not have my camera with me to record the event. There was no problem with the inbound journey in the morning but for some inexplicable reason the return train in the afternoon was timed to leave Lime St. only five or six minutes behind the regular service. Unfortunately the running time from Hough Green to Glazebrook East was about fifteen minutes so the special was going to suffer a big delay. I remember contacting the supervisor at Lime St. to see if the special could leave ahead of the Manchester train but to no avail. In due course the special train arrived at my starting signal and the driver was soon on the phone asking about the delay. When he was told he was waiting for the previous train to clear the section he was not too bothered, thinking that Widnes and Warrington boxes were open. His response on finding the next open box was Glazebrook is not printable, but suffice it to say the parentage of the train planners was called into question!

The only freight traffic on the CLC route at that time was a trip working to the Burtonwood Army base near Warrington, which still had a rail connection. This former World War II air base had been operated by the American Army since the 1960s as their main stores and supply depot for its forces in Europe. A trip working known as 6T71 ran from Arpley to Burtonwood on an ‘as required’ basis, usually about once a



Above:** A Met-Cam Class 101, 2-Car DMU, approaches Hough Green Signal Box with a local service for Liverpool Lime St. in April 1984. **Photograph: Adrian Bodlander

month. The connection to the base was on the Up line and was controlled by a ground frame released from Widnes East box. Although Arpley Yard was only a few miles from Burtonwood as the Crow flies there was no direct connection so the train had to travel to Liverpool and run round at Edge Hill before gaining access to the up CLC line via Allerton. After unloading its vans, the trip would have returned to Arpley via Manchester and Stockport.

There was a widely held belief in the Warrington area that the base was used to store nuclear warheads, though this was always denied by both the Americans and the Ministry of Defence. A friend of mine who was a second-man at Arpley Depot at this time was rostered to work 6T71 on one occasion and described the trip as follows.

After arriving at the ground frame the guard got the release from the signalman and the train backed down the siding as far as a locked gate. After a short while this was opened by US personnel and the train continued propelling into the base until it reached the unloading point. The loco remained coupled to its train while unloading took place and the train crew were all told, "Stay on the loco." Well, my mate got bored after about ten minutes so he got off the loco and went for a stroll. He hadn't gone far before he was stopped by two soldiers with machine guns who told him to get back on the loco and stay there until his train was ready to leave. They did not look like the kind of guys you would want to argue with so my mate hurriedly complied.

Whether this had anything to do with the presence of nuclear warheads or was just normal security, you will have to judge for yourselves!

CONFESSIONS OF A - COMPUTER PROGRAMMER – PART 2 (Concluding): JOHN TIDMARSH

In my previous article I talked about the production of the Great Britain Timetable by computer in the 1980s. In this article I am going to talk about another area where there was an aspiration to use computers to assist a previously manual process: Crew Scheduling.

This was the first area I worked in when I joined the Project. I was delighted to be able to do something rail connected but I soon found out that a life-long interest of railways did not give me any knowledge of the intricacies and problems of scheduling crews. I was on the Technical side of the project and my equivalent on the Functional side was Harry Savin, based at York. Harry, it seemed to me, knew everything about railways based on a career's practical experience; we have now been close friends for nearly thirty years and I have not changed my view. Harry took the arrival of yet another technical bod whom he had to educate in his stride, and he was soon being bombarded by questions from me: what was a booking on point, what was a PNB, what was a Service Car? All were answered with good humour. He had a practical example that illustrated every point and usually an exception that proved every rule. It was the start of a great working relationship and one of the most enjoyable times of my career.

In simple terms, Crew Scheduling for passenger services was divided into three areas: Main Line Balancing (MLB), Mini Items and Local Services. Main Line Balancing allocated crews to long haul, usually out and home working, for example between London and Newcastle or London and Liverpool. There was no lodging at this time. Local Services tried to allocate crews to intensive suburban services.

The area where I initially started work was, however, Mini Items. Mini Items were those items of work that required a driver but which were totally within a location, e.g. York. They varied from locomotive preparation and disposal, locomotive movements and ECS working to shunting. In the logical sequence of things (although to be honest, we never entirely glued things together), Mini Items came after Main Line Balancing. The inputs were therefore Traction Schedules that included inter depot work that had been allocated to a driver plus local work that still needed covering, and Crew Schedules which showed the inter depot work that a driver had been allocated plus spare time that could be utilised.

So what was a driver's schedule? In those days before the swear words of flexible rostering had been invented, a driver's schedule was eight hours long. And that meant eight hours, eight hours and one minute was not acceptable. Much to my amazement, however, a driver could be booked on at any minute, day or night, so it was perfectly acceptable for a driver to report for work at 03:33 am.

As implied, the schedule started with booking on (reading notices, etc.) which had to take place at a booking on/off point within a depot, continued with a series of work items, then finished with booking off which had to take place at the same booking on/off point as booking on, even if there was more than one within the depot.

There were also strict rules regarding Physical Needs Breaks (PNBs) which had to take place at a nominated PNB point (i.e. canteen) between the third and fifth hour of a shift, i.e. the PNB break (which was thirty minutes long) had to start some time after three hours after booking on and finish before five hours after booking on. Again the odd minute on the wrong side would break a schedule. Each depot was divided into points at which work items or activities started, stopped or occurred, these as already stated included booking on/off and PNB points.

A schedule as it started to build up would therefore consist of activities connected by walks to get from one to another. These walks were laid down for each location. Oddly they were not consistently arrived at: guards walks were calculated by taking the distance between the points and applying a walking rate, while drivers times were arrived at by a member of management and a member of the LDC (Local District Council, i.e. the union) walking together with a stop watch. It was therefore theoretically possible for a guard and a driver to take different times to walk the same distance.

Even this complexity was not the end of the story as some walks involved Service Cars, i.e. BR road vehicles effectively acting as buses to cover longer distances, for example between Toton Yard and Long Eaton station. These Service Cars worked to timetables that had to be incorporated into walks. All incoming schedules were (theoretically) legal, so it was a matter of adding work to those men capable of doing it plus all the walking, etc. involved.

So where to start, which activity to try first? It would have been possible to start at the beginning and work through to the end but this would not give the best chance of best use of resources. What was needed was an indication of the times of the day that would prove the most difficult and start there. So for each minute of the 24 hour day, a calculation was done as to the number of men potentially spare and the number of jobs waiting to be covered. When one was taken from the other an indication was given of the likely difficulty at that time. If work was taken from drivers then the lowest number (or usually sequence of numbers) gave what was known as the Critical Interval. This was the most difficult time so first priority was to cover jobs that spanned this interval in all or part.

Each task often had an associated driver: for example if an engine worked into depot and was then disposed, then the driver working the incoming service was the associated driver. It made sense from every point of view from reliability to common sense to allocate tasks to the associated driver if at all possible. so this was tried first. If this was not possible then every other driver with time at the depot was tried. It would not be long before a task would be discovered that no one could take. At this point the god-like activity of creating a driver occurred, i.e. a man who in practice would never work out of his home location was created to take the job. His schedule would create new spare capacity and between every allocation the Critical Interval was recalculated. This process of allocation went on until every job was covered, and once the process had been run for every location then all work should have been covered.

So did it work? The basic indication of success was the number of extra men that had to be created out of each depot. The test runs we did were then examined by those doing the job practically, who agreed that in general our results were good and the allocation was very similar to what they would have done manually.

Was it ever used in anger? In many ways, the work we were doing was ahead of its time, so while many lessons were learned that were carried forward to processes and systems in the future, I'm afraid that it never went into production. In my view, a great shame considering all the excellent work that had been done. But you can't win them all!

John Tidmarsh's article on the production of Timetables by computer brings to mind working in the Timetable and Diagramming (T&D), Section of the GN Line Managers Office in the Euston Road for six months in the late Spring and Summer of 1959.

On the fourth floor, under the (very) strict eye of the Section Leader – a giant of a man in all senses with a large streak of humour which would appear, often when least expected. Thus we beavered away producing the WTT not only for the GN Main Line, but also the whole of the former GC lines east of Manchester, using the Train Graph method of old.

Two of us were then allocated to the GC lines between Doncaster/Sheffield and Woodhead by all three routes, together with Mexborough through to Pilsley (south of Chesterfield). Interesting pieces of railway with few passenger services of any kind but with vast numbers of freight trains. The latter included a handful of Class C and D fully fitted – conveying fish, beer – with the vast majority being Class H, J and K, slow moving coal or trip trains.

The main basic passenger elements were two fold – with Marylebone to Manchester services, and all GC cross country trains via Banbury.

On being directed to address the line between Mexborough and Woodburn Junction (just east of Sheffield), my only instruction was to make sure you **never** allow two trains in the same direction in the same signalling section on the same line.

Starting from 00.01 I got to 08.35 before difficulties arose. I found that I had three coal trains getting into one section with only one running line. No matter what, I was in a jam. Seeking help from my colleague, he checked the situation – “You have a problem. No bother, there is no chance at all that all three trains will be at the same place at the same time. Minimise the distance travelled together and show Arthur (our boss) what you have got to do.”

Approval was quickly given with the stern warning, “Don't take this as a precedent.” We pressed on.

Down below on the ground floor in February 1959, a sub-section of the T & D Section was working on the production of the GN Main Line by Computer, a Ferranti machine and most up-to-date. Angst reigned. The booked services could be dealt with quite simply but how to accommodate special, un-booked relief, ECS moves and the like? These fitted on to the “old” graph system without bother but the Computer could not / would not cope!

After several weeks of trying, with considerable help from Ferranti, even Gerry Fiennes accepted this was not the answer, for the moment.

John (*Tidmarsh – Ed.*), no doubt intentionally, makes no mention of the introduction of TOPS in 1972, undertaken with the considerable help of some Southern Pacific (USA) experts – another story, but what a success.

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www.staniermogulfund.org.uk**

After qualification I was then deployed around various investigations in the West Midlands Division until being allocated to the subsequently abortive major study of Birmingham New Street which took place during the freezing winter of 1962/3.

I was lucky in that I had excellent lodgings at the time, my land lady being a wonderful elderly native Brummy and was most concerned about my welfare, so I survived the rigours of that winter without so much as a cold. The house was right next to Edgbaston Cricket Ground, and during test matches, when they show the 'City End' on TV, I can still see it and it brings back some happy memories. However, it was not to last, as a massive review of regional boundaries to do away with penetrating line anomalies meant that the whole of Birmingham and the West Midlands became LMR territory, and there were alterations to the Divisional boundaries as there were to be more smaller divisions.

The West Midlands Division became the Birmingham Division; we lost a whole chunk of our eastern area, and temporarily the LM and Western Region Divisional offices were merged until new staffing levels were worked out, and WR staff wishing to remain with the Western Region were re-deployed. This meant we had a vast army of staff who were declared 'surplus to requirement', and we were employed on any job that came up. I did quite a spell at Crewe as a major investigation had just started there, then I was moved to Birmingham and had a spell as the administrative clerk in the Divisional Office, before being allocated to the Un-remunerative Railway Services (URS) section. I remained there until securing promotion as Leader of the Special Investigation Committee at Nottingham Divisional Office.

This job was somewhat depressing as it was the task of the Special Investigation Committee to progress the Beeching Plan, for which we were less than enthusiastic. I spent quite a lot of my time overseeing the withdrawal of services from many of the brewery sidings from that wonderful network of dedicated brewery railways around Burton-on-Trent. These were serviced by a fleet of beautifully maintained and turned out little 0-4-0 tank engines belonging to Messrs. Bass and Worthington. Another example of our unenthusiastic approach was when we proved that the Derby to Birmingham local service proposed for withdrawal did, in fact, pay. We were told, somewhat tersely by our Line Manager at Derby: that's not what we were supposed to prove, and to re-examine our figures! It was therefore decided to throw in the rebuilding of a station, Whitacre I think it was, but this only produced a one-off deficit of about £7k, which was laughed out of court at the subsequent public enquiry conducted by the Transport User's Consultative Committee, and the service was never taken off.

At that time, Nottingham Divisional Office was scattered all over Nottingham, my department being located at Nottingham Midland station in what had been the old control office in LMS days. I was lucky enough to obtain lodgings at 2 Hamilton Drive, The Park, Nottingham, which was an exclusive area peopled by the top professionals: surgeons, judges and the like at the top end, but at my end the large Victorian villas had mostly been converted to bed-sits. However, we were inside the gates adjacent to both the castle rock, and "Ye Olde Trip to Jerusalem", reputed to be the oldest pub in Britain and having secret passages into the rock under the Castle, and it was my local!

They used to close the park gates annually on Christmas Day just to show that it was private land not dedicated to the public, but I noticed on my last visit that the gates had been replaced by barriers operated by a 'smart card' - the march of progress, I suppose.

One fond memory of Nottingham remains, however, and that was my trip to the Cromford and High Peak line, which was still operational at that time. My second in command had at one time been Goods Agent there, and suggested the visit, which he organised to good effect. It was obvious at the outset that the staff there still very much respected and liked him, so I was afforded the VIP treatment with a conducted tour of the engine shed, which still had the original short 'fish bellied' rails in situ. These have since become collectors' items, and even at that time the foreman was busy turning some of them into desk ornaments for selected 'top brass' by polishing the head, cleaning and painting the web black, this latter carrying the C&H.P.R ciphers, and mounting them on a polished wooden base.

I was then asked if I would like a trip up the cable worked incline, as they were sending up a tender of water for the small shunting engine based at the top, and I said indeed I would. The foreman then produced a short length of substantial chain with a large hook at one end and some leather thongs at the other, hooked it over the leading axle of the tender and secured it by plaiting the leather thongs on to the cable, all of which looked a bit flimsy to me! He then told me and my colleague to mount the tender's footplate, which had had a handrail welded to the front, and when we were settled, he pulled an enormous lever situated at the base of a tall signal which was at the foot of the incline. After a few moments, the signal came 'off', he told us to hold tight, the

Below: J94 No. 68030 stands at Middleton Top (Cromford and High Peak Railway) 11/09/56
Photograph: R J Buckley - Initial Photographic



cable tautened and with a bit of a jerk we proceeded sedately up the incline past the catch points and dugout which was provided to stop runaways coming to a spectacular end on the main line at the bottom. We proceeded through wonderful scenery to the engine house at the top, passing some loaded wagons on the way down which were sent to balance the load on the winding engine.

When we got to the engine house at the top I was taken in for a guided tour by the engineman. I found that the enormous lever at the foot of the incline activated a small bell on a curly spring, similar to that in a butler's pantry, which indicated to the engineman that the load was attached to the cable and ready for haulage. He then pulled off the signal at the base of the incline to signify he was about to start the winding engine. This latter was electrically powered and was controlled by the engineman with a controller that looked as if it had come from a tram! The original winding engine had, of course, been steam, and an original steam engine was still in existence at Middleton Top, although the incline had been closed, and the track lifted. George took me over there, and it was an amazing sight to see this entirely original beam operated winding engine with its original wooden clad Cornish boiler whose working pressure was 2 psi!

The whole thing was immaculate as the engineman had been retained because the entire site was scheduled to become a museum, which it now is, within the Peak District National Park. The buildings at the foot of the Cromford incline and the adjacent Cromford Wharf on the canal have become the Rangers' HQ and a visitor centre, the tall signal post, bereft of its arm, still standing guard over all.



Colour-Rail

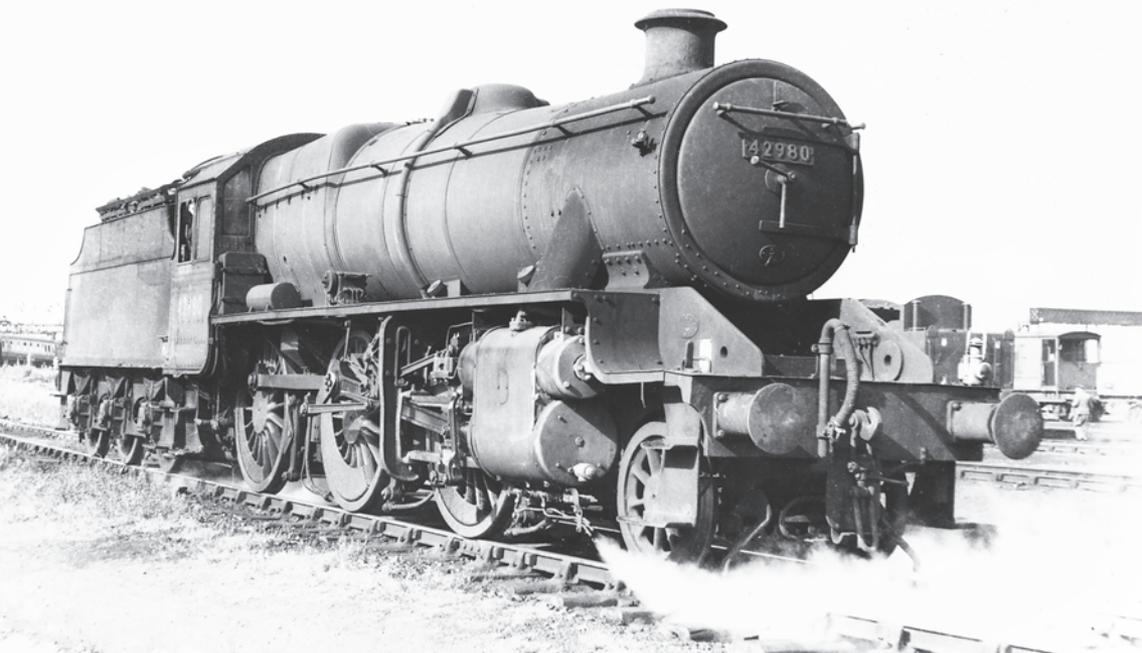
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'COPPED AT'

Above: 42980 Crewe South shed yard 18/08/62.

Photograph: Norman Preedy

Below: 42968 awaits her next duty on Crewe North shed (no doubt as delighted to see us as we are of her), 27/03/60.

Photograph: A Swain / *The Transport Treasury*

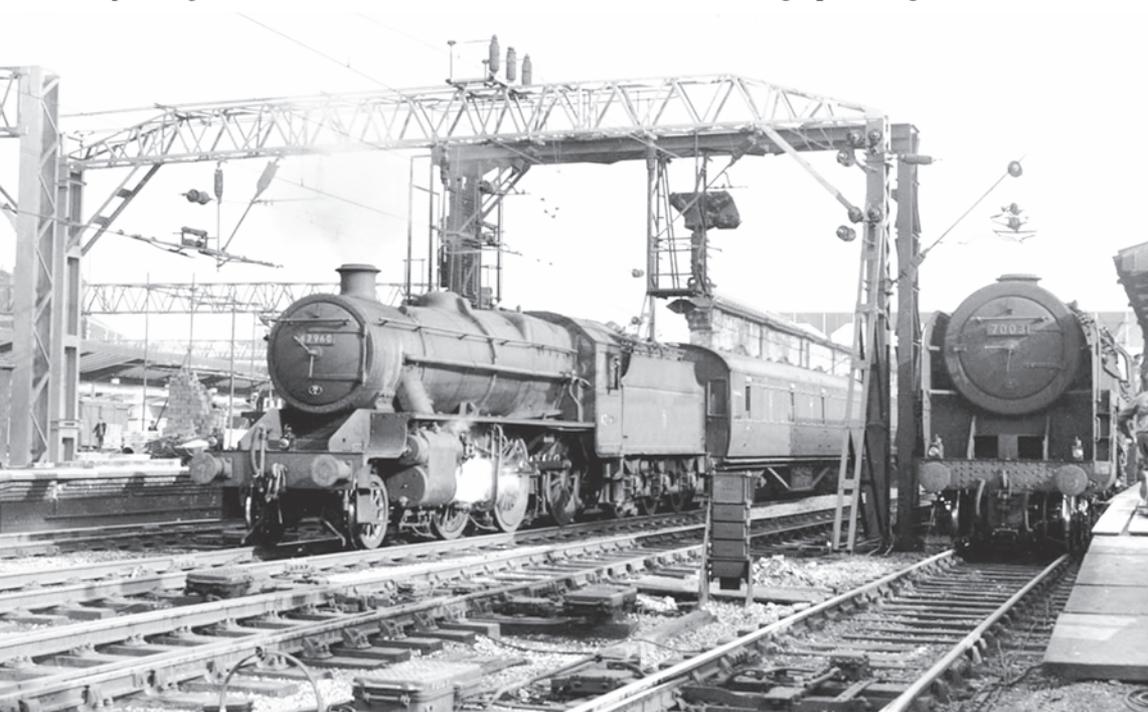




'COPPED AT'

Above: 42973 Rattles over the north end point-work as she runs into Crewe Station with an Up passenger train from the north on 23/03/61. ***Photograph: P J Cupper***

Below: Standing at the north end of Crewe Station with a parcels train for Chester, 42960 shares company with Britannia No. 70031 'Byron' waiting to depart on a Down passenger train on 28/05/60. ***Photograph: Douglas Hume***



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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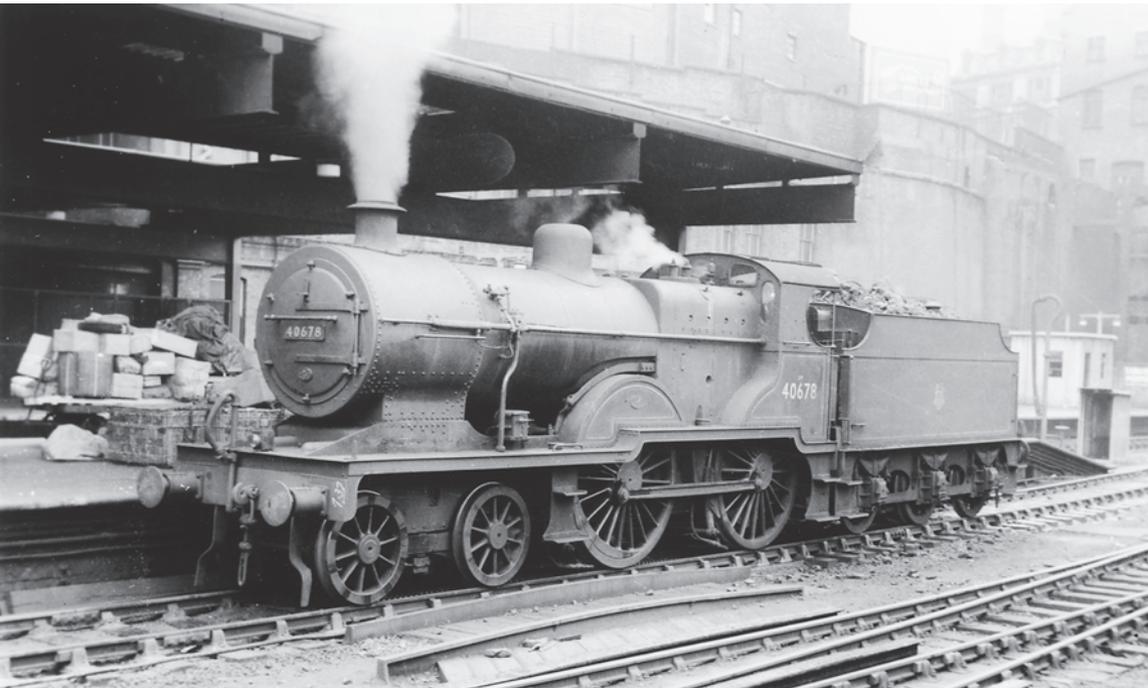
Being a Coventrian, my steam allegiance fell naturally to the LMR and their 2P 4-4-0s were a familiar sight on the WCML and in and around the lines radiating from Birmingham New Street. These somewhat elderly looking machines were used for light duties and frequently appeared at the head of WCML expresses in my neck of the woods, being employed as pilot engines. It always struck me as a slightly odd combination to see them coupled ahead of a Rebuilt Scot or a Jubilee, but it was quite common.

By the age of 15 I realised that there was a clutch of steam sheds around the West Midlands that I had not visited. It also dawned on me that I had an aunt who lived in Smethwick: problem solved, I could use my own 2P machine to visit the Black Country. My 2P had no boiler and was a 1-1-0. It was my trusty cycle and the only steam generated came from the driver's (rider's) efforts. Aunt's house was within cycling distance of my home; all the sheds were within cycling distance of Smethwick (just). So cheap accommodation and free transport, my puffing and panting to propel two wheels cost nothing. I'm sure that that trip also awakened my interest in ale since aunt's house was about 200 yards or so from Cape Hill Brewery, then the home of Mitchell's & Butlers and Brew XI, the smell of which wafted through my bedroom window every morning! I can't help reflecting on that when another flagon of Mr. Batham's nectar goes down on my visits to the Railwayman's Arms at Bridgnorth.

So August 1954 saw me on the road and a week cycling around Birmingham and the Black Country, all on my own. Day one and disaster. I called into New Street on the way through to Smethwick, and on leaving my bike chain broke. This obviously meant works attention and fortunately a nearby cycle shop was able to service my trusty steed

Below: Class 2P 4-4-0 No. 40678 stands light engine at the south end of Birmingham New Street on 02/10/54.

Photograph: R K Blencowe Negative Archive





Above: Johnson 3F 0-6-0 43433 lays over between duties on Saltley Shed 8/59.

Photograph: Norman Preedy

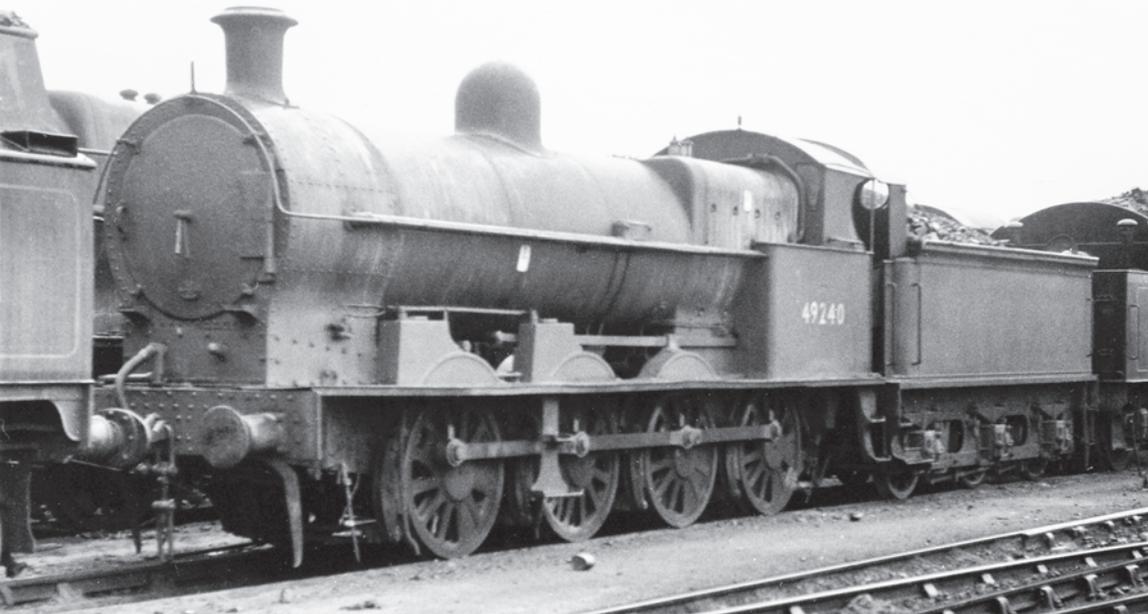
and soon had me back in steam and underway. Saltley beckoned and produced only 54 locos. on shed (only 54!) with nothing exceptional.

Next day it was off to Bescot. I didn't then possess a copy of Adrian Fuller's wonderful Bible, the British Loco. Shed Directory, but my kindly uncle knew where 3A was and off I pedalled. Bescot produced 27 locos. of which seven were 0-8-0s. Until recently the knowledgeable M6 traveller could still see the old steam shed, which stood approximately opposite today's RAC Control Centre. Sadly the old shed has now been demolished.

With 3A safely in the notebook, it was on to Wolverhampton and Bushbury. My emerging interest in West Bromwich Albion, who won the FA Cup earlier that year (1954), did not preclude my cycling past Molineux, nor did getting round three sheds and a works: I may even have had a permit for the works. First stop, Bushbury, whose Jubilees were very familiar in my home town. Not much on shed, just sixteen locos. including four Jubilees. Stafford Road held twenty seven but these included no less than nine Castles and two Kings, most of which were also familiar from my lineside visits to Leamington Spa. Oxley was a shed I knew little about – nor the hill on which it stood. Forty five locos. rewarded me for surmounting the climb and then on to the works.

I hadn't realised that Wolverhampton Works had some significance and the twenty six locos. under repair were an interesting collection. Apart from the local engines there were 9785 (87B), 6114 (86A), 2008 (6C), 2134 (6C) and 5316, also from Birkenhead. Whether the two old veterans from 6C were under repair or in for scrapping my records do not reveal; in those days they were simply 'cops'.

Next day was a challenge: Stourbridge Junction. I was vaguely aware of the Lickey Bank but had no real knowledge of how hilly were the West Midlands and I soon

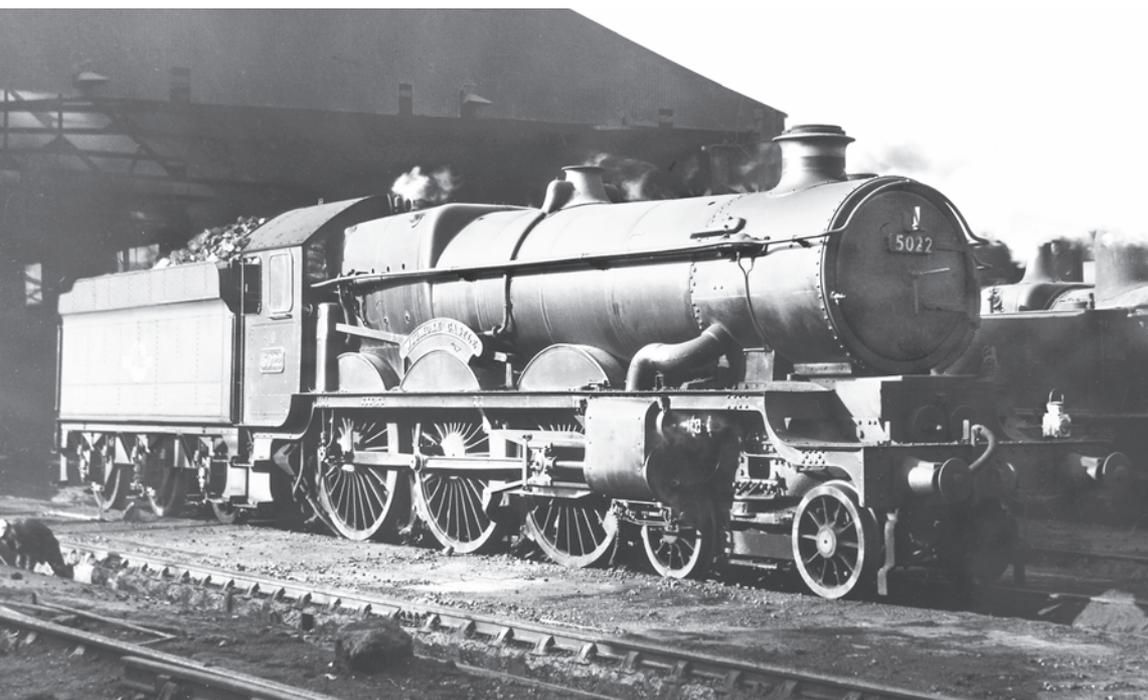


Above: Bowen Cooke 0-8-0 7F Super Ds were a relatively common sight in the West Midlands, and No. 49240 is seen on 21/1/62 on Bushbury shed. She had begun life as Class G1 LNWR No. 1485 in June 1914, rebuilt as a G2a in November 1940, and survived until September 1962.

Photograph: Tony Cousins

Below: Stafford Road could always be relied upon to provide a few 'namers'. No. 5022 'Wigmore Castle' is seen at the shed on 30/08/53.

Photograph: B K B Green / Initial Photographics





Above: 6904 'Charfield Hall' stands in the yard at Stourbridge Junction shed on 28/05/61. Photograph: F A Blencowe / R K Blencowe Negative Archive

realised that my entry to the Tour de France would not be a good idea. Still, my 2P cycle, powered by my super heated sweat, eventually steamed into 84F and up went the 'cop' count again. Twenty one were on shed. Years later and after its closure, I was to get a job working only a mile or so down the road from the old shed; I found the site one day and the post-steam dereliction: how depressing.

The old notebooks reveal that I called into Bromsgrove on the way back to Smethwick, but strangely there is no record of my visiting the shed. Most unusual.

My final day at aunt's encompassed some line-side observations at Handsworth Junction, just 400 yards from the Hawthorns and still in regular use today, although The Hawthorns Halt now has a new location a little further south. This produced an interesting collection. Of the ten locos I recorded in a fairly short stay there included 3763 (82B), 4943 (83B), 3040 (86G), 8408 (87C) and 7753 (86F). The Hall from Taunton and the ex-ROD from Pontypool Road were not too unusual but I wonder what the three foreign Panniers were doing at Handsworth Junction, unless they were *en-route* to or from Wolverhampton Works. I spent quite a little time at this Junction in later years; it was always busy and there were always some interesting workings. Down trains were working hard on a good gradient and there was a fine mixture of passenger and freight passing by with haulage ranging from the mighty Kings down to the humble Pannier tanks.

So back home after five days' pedalling round Birmingham and the Black Country. 266 locos. recorded in that time and another fascinating insight into the steam railway of the 1950s.

I still have the records; if any SMF member is interested I can copy them; I would invite a small donation to SMF funds in return.

LETTERS TO THE EDITOR

Letters to the Editor are welcomed on any relevant SMF subject and should be sent to him at the address shown on Page 3. The content should be kept brief and not more than 400 words, or accept that some material may be omitted or condensed. Publication is at the discretion of the Editor and is subject to Magazine space constraints. Only letters bearing a bona fide name and address will be published.

During the past six months no member has written to me with anything to say on SMF related matters and so the conclusion of your Editor is – We on the CoM must be doing something right then !!!

TAIL LAMP:

COMPILED BY RICHARD GREAVES

DONATED GOODS: – **Richard Greaves:** My grateful thanks to the following members and non-members who have donated goods to the Sales Stand during the last six months:- **Howard Mills** from Liverpool, **David Sztencel** from Wakefield, **Bob Grant** from Neath, **Rob Newman** from Bromsgrove, **Alan Bridge** from Paignton, **Bob Williamson** from Studley, **Alan Dalton** from Birmingham, **Keith Lawrence** from Camberley, **Sylvia Peers** from Wombourne, **Gary Hadley** from Stourbridge, **Norman Ashfield** from Sutton Coldfield, **David Phillips** from Newport, **Ken Price** from West Hagley, **Richard Shaw** from Oldbury, **Dave Thompson** from Bartley Green, **John Wilcox** from Lichfield, **Tony Cousins** from Rugby, **Peter Field** from Stafford, **Paul Hudson** from Bridgnorth, **Harry & Paula Sheffield** from Kingswinford, **Peter Stott** from Northwich, **Tony Hall** from Bushey, **Roger Walker** from Brixham, **Jim Norman** from Abram, **David Cox** from Callington, **Ian Heyes** from Thatcham and **Robin Spain** from Stourbridge and non-members, **Ian Bennett** from Coventry, **Peter Stamper** from Stourbridge, **Mrs C Wynn** from Sedgley, **David Barge and Thomas Barge** from North Petherton, Somerset, **Martin Male**, **Mr Dagger on behalf of and from the estate of deceased member**, **Peter Parton** from Malmesbury 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:- **Dave Busk**, **Dave Beer**, **John Tidmarsh**, **Dick Lewis**, **Bill Maffey**, **Jim Norman** and I also include **myself** in this role, looking after the North West and North Wales areas.

MEMBERS NOTICE

SMF SPIRIT OF 2040 SUBSCRIPTION SCHEME

DUE TO THE RELATIVELY SMALL TAKE-UP OF SUBSCRIPTIONS IN THIS SCHEME AND ITS PREMATURE CLOSING DATE OF 31ST DECEMBER 2016 IT HAS BEEN DECIDED THAT CERTIFICATES TO THOSE ENLIGHTENED MEMBERS WHO HAVE AND WHO MAY APPLY UP TO THE CLOSING DATE WILL ON THIS OCCASION BE PERSONALISED.

THEREFORE ALL CERTIFICATES IN THIS SUBSCRIPTION WILL BE SENT TO SUBSCRIBERS EARLY IN 2017

THANK YOU FOR YOUR PATIENCE AND WE TRUST THAT YOU WILL APPRECIATE THEIR QUALITY ON RECEIPT.

It is with great sadness that I have to report the passing away of SMF founding member, Phil Pixton, on 12th March 2016.

My first acquaintance with Phil was in early 1969, when he was one of the then 8F Preservation Society members restoring No. 8773 to LMS condition as 8233. Phil was a coach painter by trade and worked at the bus garage in Stockport, in which town he lived. That he achieved a very high standard of paint finish on the 8F goes without saying.

But Phil had an interest in another loco, Stanier Mogul No. 2968, and had already made visits

to Barry scrapyards where she then lay, and carried out some preventative maintenance. He eventually persuaded three of us to join him viewing the engine, a visit which resulted that same evening in a preservation attempt, immediately named the Stanier Mogul Fund, being launched.

Phil became a regular working party visitor to Barry, our main task being to prepare the loco for movement over British Railways lines ‘dead on own wheels’ to the SVR. A secondary task was to prevent further deterioration of the engine, and to this end gallons of waste engine oil, obtained by Phil from the bus garage, were liberally poured over her. One result was that she was kept in very presentable condition, and was considered to be the best kept engine in the yard.

It was during these visits that Phil took some time off to attend to one of his other passions in life, and married his girlfriend, Carol. Carol was always supportive of Phil’s involvement in the Fund, and always maintained an interest in its activities, even joining in working parties.

Phil also took on an administrative role in the Fund, and from the beginning carried the title ‘Assistant Secretary’, a post he held until 1977. From this time he became less active within the Fund but always maintained his interest, along with a similar interest in buses. He still used his painting skills, and he and fellow founder member Maurice Hughes were responsible for the painting of Class 50 017, now at the Plym Valley Railway but since again repainted, into ‘Coronation Scot’ colours!

Phil’s transport was a Minivan, which he kept in immaculate condition. One reason for its longevity (and it was still in his ownership to the end) was the frequent re-sprays



Above: Two old friends re-united. Phil puts another round on during a visit to 42968’s footplate in August 2006.

Photograph: John Bowater

it received; probably every couple of years, and it appeared in a different colour each time. Another of his great interests was buses, and he bought and restored to mint condition a Southdown Leyland Lion, another vehicle he owned to the end.

Phil never left the Fund in any real sense: he enjoyed reading the magazine and followed our progress. He returned to 2968's footplate in 2006, even taking a turn on the shovel. Old friends reunited.

I remember Phil as a very calm, gentle, quietly spoken man, but very good company. He was extremely knowledgeable in his favourite subjects, which tended not to follow the mainstream: his interest in Stanier Moguls, an unloved class in the 1970s, being typical.



Above: A youthful looking working party at Barry Yard in South Wales, and 42968 looks almost pristine after another coat of Phil's used engine oil! Left to Right – Jim Norman, Richard Greaves, Vivienne Greaves, Carol (soon to be Mrs Pixton) and Phil Pixton 4/2/73.

Photograph: Richard Greaves collection



Above: Preserved Class 50 No. 50017 'Royal Oak' as repainted by Maurice Hughes and Phil Pixton at the premises of Riley & Son (E) Ltd, in Bury, is seen here at Tyseley on 21/04/02.

Photograph: preserveddiesels.co.uk

It probably isn't true that 2968 owes her survival to Phil; had the SMF not bought and restored her, no doubt another group would have done so. But Phil's lasting legacy is the Stanier Mogul Fund: its setting up was in a major sense down to Phil, and had it not been formed it is unlikely that another group would have cared for and tendered our engine so well. And so I have no hesitation in commending the SMF as a lasting memory to Phil Pixton, and to offer our sincere condolences to Carol, his family and friends.

SMF SPIRIT OF 2040

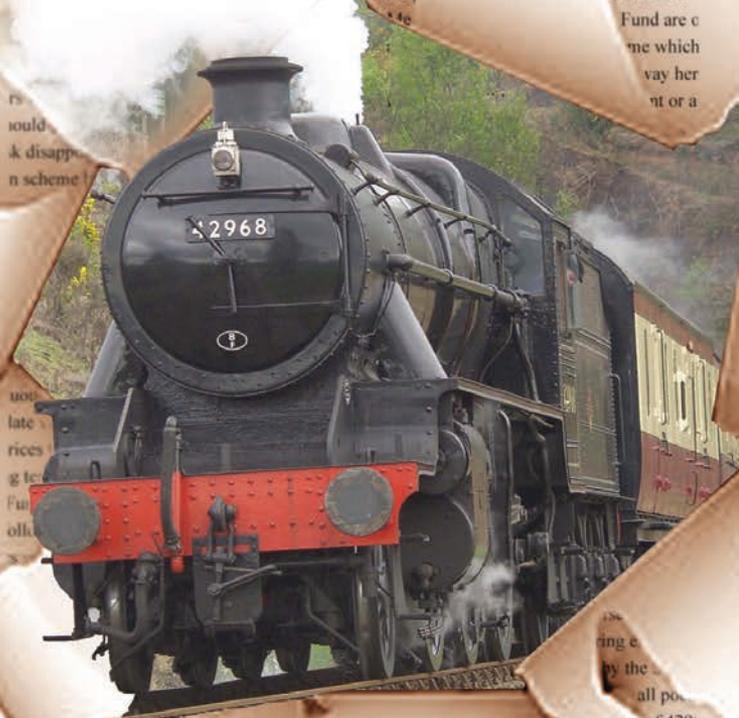
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