



**STANIER
MOGUL
FUND
NEWS**

**ISSUE No 81
MARCH 2017**



PUBLISHED BY THE STANIER MOGUL FUND



*SEMPER PROTEGAMUS
(LET US ALWAYS PROTECT)*



**STANIER MOGUL FUND
COMMITTEE OF MANAGEMENT**

| | | |
|---|------------------------|--|
| Secretary: | Ian Marshall | 2 Defiance Place, Felpham, Bognor Regis, West Sussex P022 7QL Tel No: 01243 585458 e-mail: secretary@staniermogulfund.org.uk |
| Treasurer: <i>Web-Manager</i> | James Cooper | 37 Severnside Mill, Bewdley, Worcestershire DY12 1AY Tel No: 07791 648502 e-mail: j.cooper2968@googlemail.com |
| Magazine Editor: <i>Fund Raising Manager: Sales Manager Donated Goods Co-ordinator: Raffle Promoter</i> | Richard Greaves | 18 Knowsley Road, Rainhill, Prescot, Merseyside L35 0PA Tel No: 0151-426 7111 e-mail: richardgreaves18@gmail.com |
| Membership Secretary: <i>Database Administrator</i> | John Tidmarsh | 7 Hemingway Close, Carlton, Nottingham, Nottinghamshire NG4 1FH Tel No: 0115-987 6150 e-mail: john.tidmarsh@dsl.pipex.com |
| Engineering Manager: | John Bowater | 5 Blandford Drive, Wordsley, Stourbridge, West Midlands DY8 5RE Tel No: 01384 278075 e-mail: john.bowater@hotmail.com |
| Archivist: | Jim Norman | 7 Chaucer Place, Abram, Wigan, Lancashire WN2 5QB Tel No: 01942 861043 e-mail: j.norman2007@btinternet.com |
| Publicity Manager: <i>Web-Manager</i> | Peter Holder | 14 High Clere Drive, Bewdley, Worcestershire DY12 2EZ e-mail: peter.holder@yahoo.co.uk |
| Administration Manager: | Dick Lewis | Apartment 1, Elford, 6 Douglas Avenue, Exmouth, Devon EX8 2AU Tel No: 01395 277558 e-mail: r_e_lewis@talk21.com |
| Technical Archivist: | Will Marsh | Foxglove Cottage, Felhampton, Church Stretton, Shropshire SY6 6RJ Tel No: 07540 116433 / 01694 781467 e-mail: wmarsh@live.co.uk |

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

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

STANIER MOGUL FUND NEWS

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Stanier Mogul Fund

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Editor:

Richard Greaves
18 Knowsley Road
Rainhill, Prescot,
Merseyside
L35 0PA

Tel No: 0151-426 7111

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EDITORIAL:

RICHARD GREAVES

Firstly, may I take this opportunity to wish you and yours a Happy, Healthy and Peaceful New Year.

This year has got off to a great start with progress on our engine accelerating at a fast pace. I will not steal John's thunder but I think that you will agree his report and the supporting pictures are very upbeat.

This issue of SMF News is a bumper issue of no less than 72 pages. With so much to talk about together with absorbing and in-depth reports from Jim, I will need every one of those pages to get everything in! I make no excuse for the number of pictures I have selected: I believe each picture tells a thousand words and I hope you all agree with me.

Your Committee of Management (CoM), continues to work tirelessly on behalf of both the membership and our engine. It has been decided that, with the rate of progress taking place on the overhaul, the time has now come to refer to our engine as 13268, which is the number she will carry when she returns to traffic. However, some SMF forms, leaflets and brochures may continue to show 2968 and 42968 during the transitional period.

Continuing on a positive note, we received a good response to my drum beating with a further £7K invested in the 'Spirit of 2040' scheme, either by donated goods, outright payment or standing order. This now brings the total invested in this scheme to over £68K, which, in a two-year period, is, I believe, quite remarkable. Further information on this scheme is given in my Spirit of 2040 report on Page 20.

You will find a bulging 'Letters To The Editor' column later in this magazine, which no doubt resulted from my concerns raised in SMF News No 80. Some were praising and some were scathing but that's good: I welcome all comments and, as I said last time, a well-filled mailbag is healthy so please keep your letters coming in. I don't

want to have to beat the old drum, often referred to as ‘Richard’s Rant’, yet again next time!

A couple of significant issues to mention. Those eagle eyed amongst you will have noticed on Page 2 that an e-mail address has now appeared alongside your Editor’s contact details – and not before time, I hear some of you mutter. My trusty fourteen years old computer finally gave up the ghost before Christmas and a new one had to be sought. The opportunity was therefore taken to join the twentieth century (*we’re in the twenty first century now, Richard! – JN*) – (**Yes, I know, Jim but I was in the NINETEENTH CENTURY BEFORE! – Ed**). modern technology revolution and progress from the age of the wheel into the world of webs, spams, cookies and macros, not to mention e-mail, Windows 10 and Word 2016, a far cry from the good old XP. My sincere thanks go to John T for his frequent visits to Rainhill and for his untold patience in helping me through some of my worst moments.

I have to tell you that at my age it has been a steep learning curve but the basics are finally beginning to stick. Anyone got a cheap source of pain-killers for my headaches? (*Search the web! – JN*). (**Such a nice, helpful boy! – Ed**). As you may have gathered, dear reader, a little banter between Proof Reader and Editor!

Returning briefly to ‘Spirit of 2040’, a number of letters which appear later in this magazine had a similar theme, that being the value of and short timescales to invest in the various grades of workers. I replied fully to those members but I have also put a full explanation of the reasons on our Web Site (inside the members portal), so those of you who have internet access can have a read and perhaps appreciate the various constraints that I was faced with.

Last year’s raffle was a little disappointing with gross takings around £200 down on 2015. However, you can rely on me and I am already working on ways to correct this in 2017 following an excellent suggestion from a member.

The Sales Stand opened on all of the advertised dates in 2016 and takings were encouraging. We have agreed to continue with the one-day stands in 2017 and the full programme appears on Page 19 and on the SMF Web Site.

Again, on the Web Site James and Peter have been working hard to introduce a ‘Young Members’ membership scheme to enable younger people (over 60 – only kidding) up to 30 years of age to join and participate in the Fund’s activities with a view to gaining their interest and, hopefully, retaining them long term. James and Peter have done a great job on this project, which went live on 1st January 2017.

Finally, we re-vamped our SMF Membership Application Form, and even if I do say so myself it does look pretty good. These are now displayed in the publicity racks at most if not all of the SVR stations following approval by the respective Station Masters and on the SMF Sales Stand during operating days.

I think you will agree that we have not been idle on the top table during the last six months and more detailed reports await you within.

Thank you all for your continued support and interest which, I sincerely hope, you will continue to give us, and which we in turn greatly appreciate.

Turning now to our ‘Copped At’ series we are in Chester this issue searching for those last four elusive Stanier Moguls to ‘cop’ and complete the class. Alas, although we visit two of the Chester sheds – Midland and Mold Jct., together, with a look inside Chester General station and even find time to take a quick ride up the branch to Mold, we do not make any ‘cops’ on this visit.

Welcome to my first report of 2017, albeit written in the last days of 2016! I'm looking forward to an exciting year for our engine, which I hope will see her well on the way to a return to steam in the early part of 2018. Given that the Severn Valley Railway (SVR) is now concentrating its efforts on 13268 and 75069, having returned 813 and 7714 to traffic in the latter half of 2016, I expect to see good progress made throughout 2017.

This forthcoming period in service will see our engine wear the original LMS livery and number carried when out-shopped from Crewe in 1934 for the first time since January 1936 (when her number changed to 2968). You will recall that the question of whether to change the livery / number part way through this next 10 year period in traffic was raised in SMF News 73, and that a ballot would be held in due course. I for one favour a change mid-period to 2968, thus reflecting the renumbering carried out by the LMS, and minimising the overall change of livery required as the lining is similar. Also, this would potentially allow a natural progression after the next overhaul to British Railways livery with the early 'cycling lion' emblem, perhaps changing part way through that period to the later British Railways emblem (again requiring minimal change to lining, etc.). I stress that this is only my opinion – the members' ballot will decide what, if any, change will be made during this forthcoming period. As to when any change is made, that will ultimately depend on the SVR's traffic requirements, availability of painter / sign-writer and paint-shop space.

We must remember that public perception is important. It is often the case that people like to 'knock' what is familiar (and dear) to them just because they think they know better or believe that it should be done differently. I suspect that a lot of SMF members will have been frustrated at the time it has taken to get our engine to the 'front of the queue' for this overhaul, perhaps criticising the SVR for not getting on with it sooner. However, the bigger picture is that the SVR is endeavouring to run a (primarily) steam hauled timetable providing a heritage experience that is attractive to everyone, not just railway enthusiasts, and comments from some friends of mine recently suggest they are achieving this. One, a Ffestiniog member, after a visit described the SVR as well organised and professionally run, whereas another with no particular interest in railways enthused about the lovely old steam engine which pulled their train and the wonderful atmosphere.

As the SMF, our primary responsibility is to maximise operational periods for our engine, minimising time out of service for whatever reason. When in service the engine must be well presented and perform reliably – the colour, ("owner's") name on the tender and the number are not important to the casual observer, but equally we as the SMF need to be content that the livery and number are appropriate for our engine. Much research is currently being carried out to ensure that small details, like the shed allocation plate attached to the smoke-box door, are accurately portrayed.

It is also important for the Fund that our presence is continually advertised, by all available and cost-effective means. Digital communication, like it or not, is the future and the Fund is using social media more and more to get information 'out there'. We have discussed at recent Committee meetings the introduction of an 'electronic only' young persons' membership, with the launch of this agreed at our October meeting for January 2017. The aim is to attract some new, younger members who we hope will stay to become long term supporters, and potentially even in due course be elected as

Committee members, sustaining the Fund's active role as owner and custodian of our engine well into the future.

I hope you have found my article, of which the concluding part is published in this edition of the News, on the Fund's Constitution of interest. It is my intention to follow it up with a piece on why the Fund has not gone down the route of becoming a Charity. This is a recurring question and was raised during the Fund's AGM last October, with the explanation accepted by those present. However, as I am sure others will be interested in the reasons I intend to set them out in an article in the next (September 2017) issue.

Finally, a further mention of the 2016 AGM. This was the fortieth in the Fund's history and was well attended. Some interesting questions were raised and various views aired by those in attendance, but the overall impression I got from the meeting was one of a locomotive owning group that is supported by its membership and 100% committed to keeping our engine in operational condition through regular overhauls undertaken by the SVR with appropriate financial support from the Fund. Please make a note of the date of our next AGM, on Saturday 21 October 2017 starting at 14.00 hours in the Library Room (upstairs) of the Kidderminster Railway Museum.

Thank you for your continued interest in and support for the Stanier Mogul Fund.



**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**

This is the third and concluding part of my article of the Fund's Constitution, continuing from where I left off in SMF News No 80 – September 2016.

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

Article 11. Any books of accounts or other records kept by any Member of the Committee of Management or any property belonging to the Fund in his/her safe custody shall, on his/her ceasing to act, be handed to his/her successor or to the Secretary of the Fund.

This is to ensure that the Fund's records and assets are passed on to and held by currently serving members of the CoM.

Article 12. Any two Members of the Committee of Management as elected under Article 9 of the Constitution acting in agreement with the wishes of the Committee of Management are authorised to execute on behalf of the Fund any agreement or undertaking entered into by the Fund with the Severn Valley Railway Company Ltd or any other organisation in the U.K. with regard to the operation, maintenance and control of the Locomotive, both Members acting together in such execution.

This sets out how the CoM acting on behalf of the Fund can deal with any formal business with the SVR. For instance, when it comes to signing off the new Locomotive Agreement two CoM members can do so as long as they act in accordance with the overall CoM's wishes.

Article 13. The Committee of Management shall elect from its own Members a Chairperson of the Fund who shall preside at every Extra-ordinary General or Annual General Meeting or Meeting of the Committee of Management and, in the event of an equality of votes, shall have a casting vote in addition to any voting rights granted to him/her under Article 8. Should the Chairperson not be present within fifteen minutes after the time appointed for holding any such Meeting, the Subscribers or Members of the Committee of Management, as appropriate, shall elect an acting Chairperson from those members of the Committee of Management present. Such acting Chairperson shall enjoy all rights and privileges of that Office for the duration of that Meeting only.

The role of Chairperson is usually undertaken by the Secretary, who will have a casting vote if any vote is otherwise equal. Should the nominated Chairperson not arrive then those present can elect a temporary stand-in from the CoM members present, allowing the meeting to continue. (For a CoM meeting a quorum would still need to be achieved.)

Article 14. During periods of restoration, maintenance or repair of the locomotive, no Subscriber to the Fund shall be permitted to interfere with or work on the Locomotive at any time, unless properly authorised to do so by a member of the Committee of Management of the Fund. Whilst the Locomotive is in the custody of, and maintained by, the Severn Valley Railway Company Limited or any other organisation within the U.K., the properly appointed officer of that organisation shall be responsible for the operation and safe keeping of the Locomotive in accordance with the Locomotive Agreement in force at the time.

This ensures any work carried out on our engine is properly authorised and controlled under the direction of a CoM member, such as John Bowater's regular working parties. Overall responsibility for safe keeping of the locomotive rests with the SVR under the terms of the current Locomotive Agreement.

Article 15. Neither the Fund nor any Member of its Committee of Management shall be held responsible for any loss, injury, damage or otherwise to any individual or his/her belongings whilst participating in any of the Fund's activities. Whilst working on the

Locomotive (in accordance with Article 14) any Subscriber to the Fund shall be a fully paid up member of the Severn Valley Railway Company Limited or other relevant organisation as the case may be, and must have signed documents provided by that company.

The 'get out clause', although it cannot override the 'Duty of Care' imposed by Health and Safety regulations. Volunteers, as well as paid staff, come under the SVR's duty of care, hence the need for any working party member to be an SVR member and have complied with any associated requirements for a 'working member'.

Article 16. The examination of the Fund's books shall be carried out annually by a chartered or certified accountant (appointed by the Committee of Management) appointed at the Annual General Meeting. Any recommendations made by the examiner(s) must be considered at the next Annual General Meeting of the Fund.

The Fund's accounts must be examined annually by a suitable qualified person. The responsibility for appointing an examiner rests with the CoM but must be duly approved at the AGM.

Article 17. The Fund shall be dissolved only when the following conditions have been met: (i) A resolution to do so has been passed by not less than three quarters of the total votes of Subscribers exercised either personally or by proxy at an Extra-ordinary General Meeting of which three months' notice has been given of the intention to propose such a resolution being accompanied by such explanation of such proposal/s as deemed necessary by the Committee of Management.

(ii) Following a successful resolution at an Extra-ordinary General Meeting, a postal poll of all Subscribers shall be undertaken in which a majority of three quarters of all votes received shall be in favour of the proposal/s for the resolution to succeed. The Meeting shall further decide by a simple majority decision, the means and timescale for the despatch of all necessary voting forms to all eligible Subscribers, the means and time scale of Subscribers returning such papers, duly completed, the means of counting the votes cast and the means and time scale of informing all Subscribers of the result of the poll.

If, upon winding up or dissolution, there remains after the satisfaction of all debts and liabilities, any assets, they shall be divided between the Subscribers in the same proportion of monetary holdings of units subscribed to the Fund as on the date of dissolution.

The requirements for the winding up of the Fund, stipulating the necessary majorities required at each stage in the process and the distribution of any surplus monies after settlement of all liabilities.

The current strong position of the Fund both administratively and financially makes dissolution of the Fund unlikely in the short to medium term, but in years to come legislation governing the operation of heritage railways generally could make the Fund redundant if the only option was to 'stuff and mount' our engine in a museum. I sincerely hope it doesn't come to that in my lifetime, and that the Fund continues to prosper and keep 13268 / 2968 / 42968 operational for many generations to enjoy.

I hope you have found these articles interesting. If you have any questions, please do not hesitate to get in touch using my contact details on Page 2.

Front Cover: 42968 stands opposite Bewdley North signalbox during a light engine movement on 14/10/09

Photograph: John Tidmarsh

Back Cover: 42968 departs Hampton Loade with the SVR Venturer Dining Car train from Kidderminster to Bridgnorth 4/5/09. The headboard was commissioned by the SMF in the 1990's and presented to the Venturer Dining Car crew in thanks and recognition for their splendid help and assistance when working our members' special trains.

Photograph: Rob Newman

OUR ENGINE:

As I sit down to write this report the sun is shining on a lovely day - the 2nd of January. I hope this is a good omen for our engine, as I sincerely believe that this is going to be the defining year in our locomotive's overhaul. I don't expect to see the job finished this year but I do expect to see the majority of the work completed and substantial progress made in re-building.

Many of you will, I am sure, already know that there have been big changes at Bridgnorth works in the last few months. Indeed, there have been many changes over the last few years in an effort to improve efficiency and get locomotive overhauls completed more quickly. Some of these efforts have been successful and we have seen a big improvement in working conditions and co-operation between full time and volunteer staff. However, the rate of throughput has not improved significantly as can be seen by the way the completion date for our engine has steadily slipped back.

The new arrangement implemented at the end of last year will see three dedicated teams, one working on maintaining the running fleet and two concentrating on overhauls. The boiler shop will affectively remain as it is. Each team has a leader and dedicated staff, together with assigned projects and completion dates.

Our engine is assigned to the overhaul team headed by newly appointed Mr Graham Bennett, and the second overhaul team is headed up by our own Will Marsh, and their first responsibility is 75069.

75069 is scheduled to be the next locomotive overhaul completed later this year. 13268 follows behind and is scheduled for completion by June 2018. This is quite a demanding programme but has been planned carefully and I am very optimistic that it can and will be achieved.

Returning to our engine, which I will now refer to as 13268, the boiler as planned went into the boiler shop last August and progress was swift in removing the smoke box and front ring. Our efforts drilling the fixing rivets two years ago paid dividends and saw this part of the job completed very quickly.

Since then progress has been rapid in removing stays and rivets to remove those areas of plate-work that were identified by the Non Destructive Testing (NDT), carried out last year. Currently the plate-work is still in position but the foundation ring has been removed.

To date no additional work on the boiler has been identified other than that previously mentioned. However, this is extensive and will involve renewing some three quarters of the outer back plate and a large section of both left and right hand outer firebox sides, together with the front tube plate and smokebox. New plate-work is now on order for all of this work. Work on the boiler has been carried out by a combination of volunteer and paid staff and we are most grateful for the assistance of the boiler shop volunteers who work regularly on two days per week.

Returning to the frames and the efforts of our own working party, we have made good progress with the cleaning and painting of the running plates, both underside and top. With much assistance from the Bridgnorth mid-week volunteers, the rear buffer beam and drag box have now been removed. The drag box, with the exception of a few reclaimed parts, will be completely replaced and a new buffer beam will also be made. Material for the above is now on site and the full time staff, led by Graham, have started work on the re-building of these parts.

Graham's team has also been working at the front end of the locomotive. The Pony Truck has been removed and the cylinder boring has been completed. The front end is now awaiting the fitting of new valve chest liners. Removal of the Pony Truck has revealed what I hope will be the last major cleaning and de-rusting project in the area under the truck and cylinders. This work is now in progress.

In additional to the above, work has now started on the re-bushing of the brake rodding and hangers, and for this we are indebted to yet another Bridgnorth volunteer.

This is without doubt the best progress I have been able to report to you since the overhaul started, and with 13268 now second in line for completion, I expect it to continue.

LOCOMOTIVE UPDATE:

As you can see from the above the race is now on to complete 13268 for 2018 and I expect that during this year our own working party will come under increasing pressure to keep pace with all the other work being carried out, so please keep supporting your engine.

We meet every Thursday at Bridgnorth and I would like at this stage to thank, in particular, our regular volunteers who have steadfastly persevered over the last few years. I think that this year we will start to see the results of all their hard work. My sincere thanks go to each and every one of them.

As always, any extra help would be very welcome and as I have said many times before, the only essential skill is the willingness to get stuck in and work. In return we offer friendship, camaraderie and companionship, together with job satisfaction.

**If you are interested in joining us please contact me on
01384 278075**

(If no answer, please leave me a message and I will get back to you.)

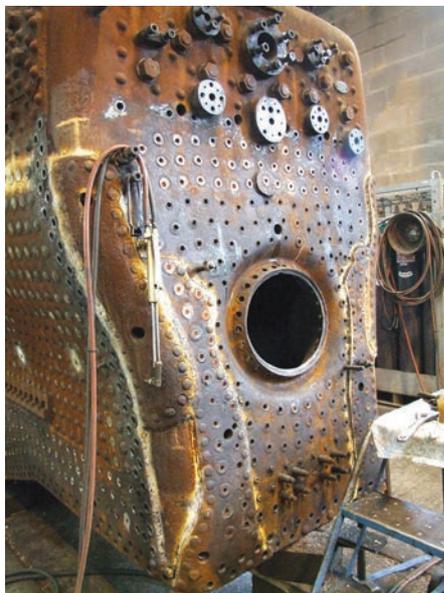


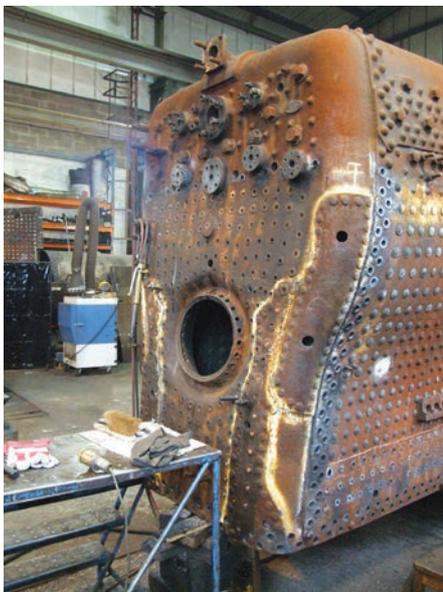
Left: Top side of frames following painting in gloss red and black as per LMS practice 11/8/16

Photograph: Jim Norman

Right: Work by full time staff about to start on removing firebox back plate 13/10/16

Photograph: Jim Norman





Left: Full time staff about to start work on removing firebox back plate. Viewed from opposite side 13/10/16

Photograph: Jim Norman

Right: Smoke-box end of boiler. Rivets securing the front tube-plate being drilled out 13/10/16

Photograph: Jim Norman



Left: The trailing end of loco following rear buffer beam removal 13/10/16

Photograph: Jim Norman



Left: Close up view of the trailing end of loco following rear buffer beam removal 13/10/16

Photograph: Jim Norman

Right: The severely wasted rear buffer beam laid out as a template for shaping of a new replacement 10/16

Photograph: Robin Spain



Left: Balance weights attached to boiler when lifting 10/16

Photograph: Robin Spain



Left: The boiler has been rolled over and is in the process of being repositioned within the boiler shop 10/16

Photograph: Robin Spain

Right: The badly rusted areas in bottom of rear dragbox 10/16

Photograph: Robin Spain



Left: John Ashton painting right side running plates 11/16

Photograph: Robin Spain



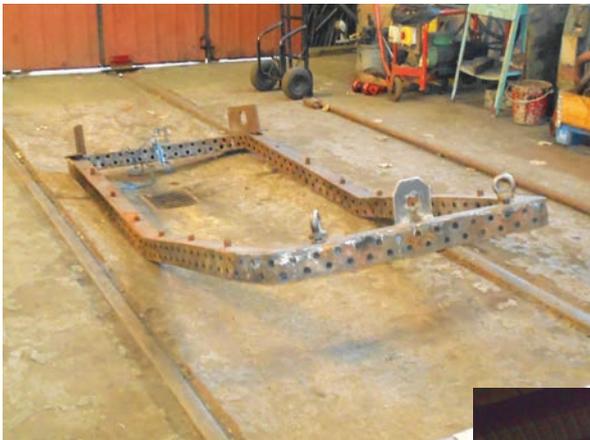
Left: Fraser Goulding applies the finishing touches to the re-fitted sandbox 11/16
Photograph: Robin Spain



Right: Sandbox painted and re-fitted 11/16
Photograph: Robin Spain



Left: Work continues on the boiler and the foundation ring has now been removed 11/16
Photograph: Robin Spain



Left: View of the foundation ring 11/16
Photograph: Robin Spain

Right: Work in progress removing rivets and stays 11/16
Photograph: Robin Spain



Left: With the Pony Truck removed a whole new area is revealed to be de-greased, cleaned, prepared and painted 08/12/16
Photograph: Jim Norman



Left: Parts from the engine brake cylinder mounting receiving attention 12/16
Photograph: Robin Spain

Right: Cylinder boring equipment in position and ready to start 12/16
Photograph: Robin Spain



Left: No Dragbox - No more (at least for a little while) 12/16
Photograph: Robin Spain



Left: Right hand cab-side removed by fork lift truck 18/12/16
Photographer not known

Right: Left and right hand cab sides removed together with rear dragbox and buffer beam 18/12/16
Photographer not known



Left: Robin Spain works on the construction of the new dragbox for 13268 in Bridgnorth works 19/01/17
Photograph: John Bowater

The 2015 Raffle, Sales Stand and 'Spirit of 2040' are high-value funding channels that warrant their own reports and which appear elsewhere in this issue of SMF News. I will, therefore, concentrate here on the remaining Fund Raising initiatives.

A Lifetime's Commitment remains open and will continue to do so as it is now incorporated into the New Membership Form. Again, there have been no new joiners from the existing membership, which I find disappointing given the low monthly commitment (from £2 per month). I know there are no material benefits but I would have thought that (with the exception of those already paying fixed monthly amounts into other subscriptions or as donations), most members would have been willing to subscribe that amount if only to pay the cost of their twice-yearly in-house magazine, SMF News. Sadly, not so far. However, I live in hope (ever the optimist), that those members who currently do not subscribe to this subscription may soon see the light and join up. An application form is enclosed with this issue of SMF News, and all that I ask is that you please read it and give it your consideration.

The First of the Finest continues to attract mild interest which is encouraging and this subscription too will remain available for members to make one-off or even regular monthly payments, thereby increasing their holding in 13268.

During the next few months I intend to discuss, within Committee, the future of fund raising given the declining membership and age profile, not only of the membership but also that of the Committee, myself included. I will report back to you on the conclusions, if any, which we reached in the next issue of SMF News.

**YOUR SALES STAND
URGENTLY NEEDS THE FOLLOWING GOODS
FOR THE FUTURE SECURITY
OF YOUR ENGINE**

**ANY MODEL RAILWAY ITEMS
ANY ROAD VEHICLES ESPECIALLY BUSES AND COACHES
ANY GOOD QUALITY HARDBACK OR SOFTBACK BOOKS
ANY WAGON PLATES (RESTORED OR UN-RESTORED)
ANY ITEMS OF RAILWAYANA**

**ANY OF THE ABOVE CAN BE OFFERED AS A DONATION
OR AS PART OR FULL PAYMENT FOR A
SPIRIT OF 2040 SUBSCRIPTION**

**IF YOU CAN HELP WITH ANY OF THE ABOVE OR ANY OTHER
GOODS MENTIONED IN OUR ADVERTS OR INSERTS
PLEASE CONTACT OUR DONATED GOODS / SPIRIT OF 2040
MANAGER RICHARD GREAVES USING ANY OF THE CONTACT
DETAILS ON PAGE 2**

SMF SALES STAND DAYS – 2017

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

MARCH

| | | | | |
|----------|------------|------|-----------------------|------------|
| 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 |

APRIL

| | | | | |
|----------|-----------|------|------------------------|------------|
| Saturday | 8th April | 2017 | SVR Open House Weekend | Main Stand |
| Sunday | 9th April | 2017 | SVR Open House Weekend | Main Stand |

MAY

| | | | | |
|--------|----------|------|-----------------------|-------------|
| Sunday | 21st May | 2017 | SVR Mixed Traffic Day | Small Stand |
|--------|----------|------|-----------------------|-------------|

JUNE

| | | | | |
|----------|----------|------|--|-------------|
| Saturday | 3rd June | 2017 | | Small Stand |
|----------|----------|------|--|-------------|

JULY

| | | | | |
|----------|-----------|------|----------------------------|-------------|
| Saturday | 15th July | 2017 | SVR Peep Behind The Scenes | Small Stand |
| Saturday | 29th July | 2017 | | Small Stand |

AUGUST

| | | | | |
|-----------|----------------|------|--|-------------|
| Saturday | 5th August | 2017 | | Small Stand |
| Wednesday | 16th August | 2017 | | Small Stand |
| Saturday | 19th September | 2017 | | Small Stand |
| Wednesday | 23rd September | 2017 | | Small Stand |
| Wednesday | 30th September | 2017 | | Small Stand |

SEPTEMBER

| | | | | |
|----------|----------------|------|-----------------------|-------------|
| Sunday | 10th September | 2017 | SVR On the Buses | Small Stand |
| Thursday | 21st September | 2017 | SVR Autumn Steam Gala | Main Stand |
| Friday | 22nd September | 2017 | SVR Autumn Steam Gala | Main Stand |
| Saturday | 23rd September | 2017 | SVR Autumn Steam Gala | Main Stand |
| Sunday | 24th September | 2017 | SVR Autumn Steam Gala | Main Stand |

OCTOBER

| | | | | |
|----------|-------------|------|--|-------------|
| Saturday | 7th October | 2017 | | Small Stand |
|----------|-------------|------|--|-------------|

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

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

I am often asked, “Do you not get tired of beating the old drum?” or, “Do your rantings ever embarrass you?” Well the short answer is No and No. Let me explain.

On this very subject, ‘SMF Spirit of 2040’, I took a very mild and relaxed approach in my report in the March 2016 issue of SMF News and what was the result – zilch, nowt, not a penny was invested. OK, now I am frustrated, the heckles are up and so in the September issue I gave a little clout to my report, let my feelings be known. I get a little bad press (see Letters to the Editor), that’s alright, I can take criticism and constructive advice and, as an old dog, I can even learn new tricks. That’s nothing new to me over the years. But let’s look at the bottom line and let me answer my doubters, all of whom incidentally I replied to personally. Let me never be accused of shirking from what I write here.

Following my little ‘rant’ or whatever you want to call it, what did it achieve, if anything? Well, very encouragingly a further £8,000 of inward investment into the subscription, bringing our total to date to over £68,000, which in a two year period I think is a very satisfactory result. So, it does appear that most if not all of you do appreciate a little ‘rant’ now and then, if only to confirm that you have wound me up!! I did say in the September 2016 SMF News that I would close the SMF Spirit of 2040 scheme on 31st December 2016. However, given the encouraging result mentioned above, I have decided to only partially close it. This means that subscribing by Standing Order is now no longer an available option on the grounds that it will now take too long to complete over the maximum timescale. However, until the 30th June 2018 you will still be able to apply for a SMF ‘Spirit of 2040’ subscription, either by outright purchase or by giving suitable goods for re-sale on the Fund’s Sales Stand. If the valuation of the goods is less than the value of your chosen subscription you would need to meet the shortfall by a cash payment. For example: Cost of Shift Worker £899 (after 10% discount), valuation of goods £750, balance to pay in cash = £149.

Only the following goods would be considered:- **ANY** model railway equipment, **ANY** model road vehicles – bus collections in particular, **Quality** main stream publishers hard / soft backed book collections, **ANY** Railwayana (including nameplates), **Selected** DVDs – but **ONLY** titles of BR Archive content e.g., B&R etc. You can mix and match the goods if you so wish: some model railway equipment, some books and some DVDs or any other combination of your choice.

If you are considering down-sizing your collections or even disposing of them, then why not use this option and enjoy a great day or days out with family or friends (or even both, depending on the subscription benefit), in the company of like-minded members and, of course the beneficiary of all this attention, 13268.

Remember also that all of the various ‘Grade’ benefits (with the exception of the two top management posts), have been enhanced since the scheme was first launched and now offer even greater rewards.

Please be aware that due to reprinting costs as mentioned in the last issue there are no application forms enclosed with this magazine. If you wish to apply and do not have an application form from previous issues and/or require further information on any of the enhanced benefits, please contact me using any of my contact details listed on Page 2.

Please remember the clock is now ticking and you have just eighteen months to be part of the SMF ‘Spirit of 2040’ Sponsorship subscription. If you fail to grasp this last

chance, I can assure you that you will miss out on a great occasion(s), the like of which will never be repeated. Be part of it by applying using any of the methods listed above – **TODAY.**

It would be quite an achievement to reach £70K or more, and to do that needs only a minimum of two more applications for Shift Worker subscriptions. Finally, please always remember that: -

**13268 CAN ONLY GIVE BACK TO YOU TOMORROW
WHAT YOU GIVE TO 13268 TODAY**

CAN YOU HELP

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

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

FREEPOST PLUS - REPLY PAID ENVELOPE

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

PLEASE NOTE:

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

**GET ON BOARD
TODAY**

SMF SPIRIT OF 2040 - **42968**
Preserving Yesterdays Past
..... For Tomorrows Future



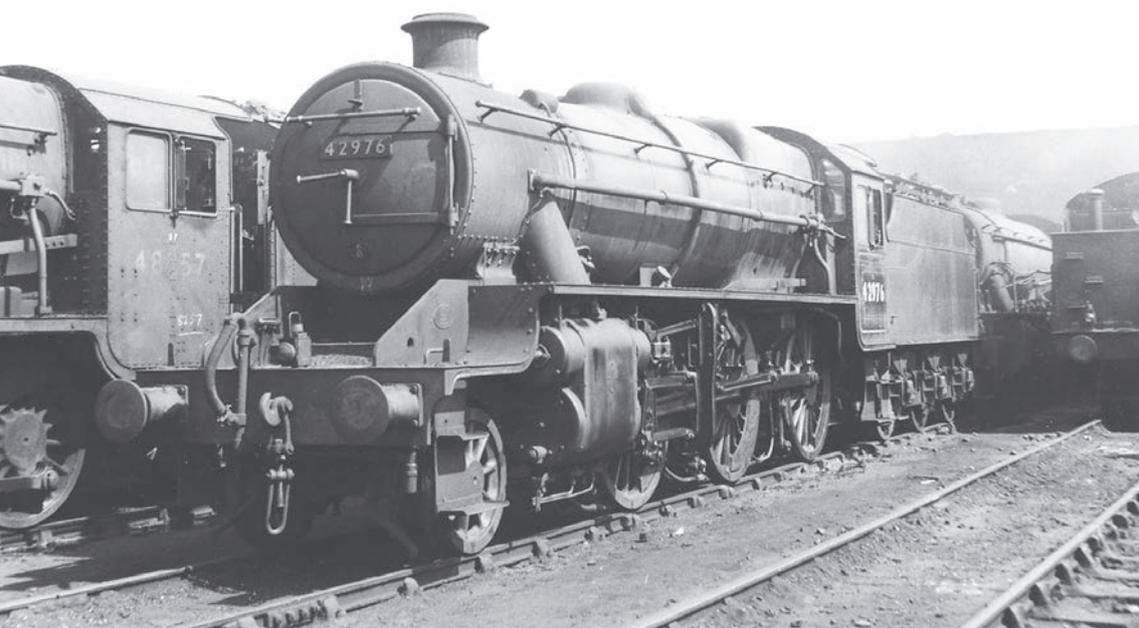
'COPPED AT'

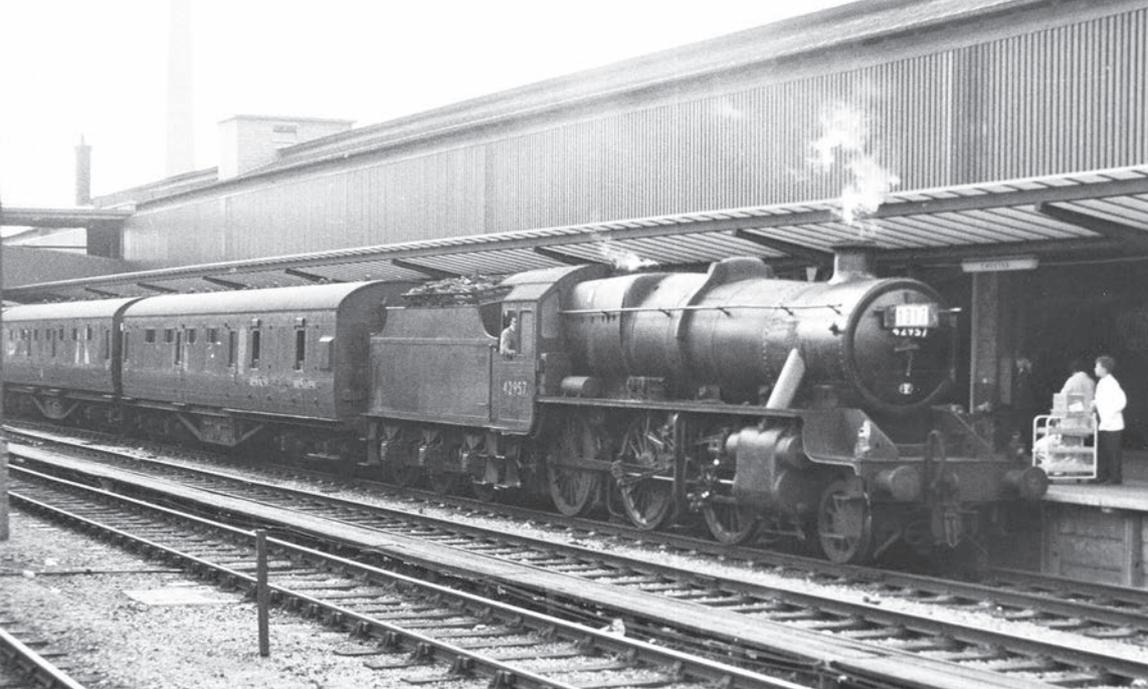
Above: 42981 and Black 5 45382 share company on Chester Midland shed 10/7/62

Photograph: R Reid

Below: 42976 and 48257 await their next turns of duty at Mold Junction shed 14/8/55.

Photograph: D Tee





‘COPPED AT’

Above: 42957 Arrives at Chester General with 1D17 the 7.45am Birmingham New St – Llandudno train on 4/8/62

Photograph: BWL Brooksbank / Courtesy Initial Photographics

Below: 42971 waits departure time at Mold station with a two coach local train thought to be the 12.40pm Denbigh to Chester General service on 14/5/59.

Photograph: G Earl



Our Sales Stand enjoyed another year of successful trading and in doing so reduced our stocks of 'Premium' range goods considerably. Although we welcome almost any railway-related goods, when I talk about 'Premium' I am referring to **ANY** items of Model Railways, new, used, battered or bruised, boxed or loose, any age any make, any gauge, locos steam, diesel, electric or clockwork, Coaches, Wagons, track-side items, track and point-work, scenic, signals or switches. **ANY** Quality hard and soft-backed books from all the mainstream publishers, **ANY** items of Railwayana from Nameplates and Number Plates to Watches and Whistles, and from Signalling and Signalbox items to Lamps and Buttons.

Also, very low in stock are model road vehicles. Again, **ANY** make, **ANY** condition, **ANY** scale and particularly Buses and Coaches.

We have another busy season ahead of us and desperately need any of the items listed above, listed on Page 25 of this magazine or on the enclosed leaflet. Please have a good sort out and, who knows, you may even surprise yourself by offering enough goods to pay for or go towards a 'Spirit of 2040' subscription. It really is surprising how much you can find when you start looking.

Railwayana is also under-stocked particularly, the lower end items such as wagon plates, shed and smoke-box number plates, carriage keys, whistles, buttons, lamps of any description, etc.

One item we must call time on is the good old VHS video. We are over-stocked on this one and with little chance of making any noticeable inroads into it. The only exception is B&R, Ivo Peters and Marsden Rail videos, for which we still have a market.

The Sales Stand is one of our major funding channels and every penny we raise from the Sales Stand goes to our engine, ensuring that she remains a working steam locomotive for many years to come. We have the boys and girls to sell the goods; all we need is a good supply of suitable goods to stock on the tables. If you come across anything that you are not sure would interest us, please contact me and let me have first refusal.

One thing I must mention is collection of goods. Please do not think I am ungrateful when I say this, but if you have a few items with a resale value of, say, £25 and it involves my courier in a round trip of, say, two hours, then when you factor in his time and fuel expenditure, I am sorry to say that it is just not cost effective. So, if we speak and I ask some such like questions, please do not think I am rude or ungrateful: I just have to consider the financial viability of the pick up.

I am also aware that some of you have given much over the years, others have given what they can spare and others none at all. Again, I appreciate that not all of our members will be collectors of everything railways. However, I would urge those of you who perhaps have not responded to my appeals for a while or even not at all, to have a look around and see if there are some items that you could part with that would benefit 13268 and her long term survival as a **working** steam locomotive.

As always, I will be stood to attention by my various communication channels awaiting your telephone call, e-mail or letter, and remember:-

**13268 CAN ONLY GIVE TO US TOMORROW
WHAT WE GIVE TO 13268 TODAY**

**SUPPORT YOUR SALES STAND TODAY
13268 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

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 – No quantity too large

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 see my contact details on Page 3**

Again, the eagle-eyed amongst you may have spotted our latest initiative, which has been heavily promoted across the Internet, most prominently on social media platforms, in recent weeks. On New Years Day 2017, we launched an on-line Young Members Scheme, designed to attract and encourage younger members of our steam preservation movement to look to the future and take an active role in the safeguarding of surviving LMSR ‘Stanier Mogul’ No 13268.

Needless to say, we’re always on the look out for new members of all ages, and welcome everybody on board with equal enthusiasm. However, we are ever mindful that our loyal membership, of which you are an invaluable part, has an age profile that is in a great way biased toward older folk. We consider it prudent, therefore, to pave the way for future generations’ enjoyment of our locomotive, and are more than aware that its longer-term safeguarding rests in the hands of today’s young people. So, we are offering an incentive for under-30s to join us (but remain at least as delighted to receive applications from over 30s!).

If you know of anybody that might just be tempted, and meets the criteria beneath, please don’t hesitate to direct them to our website (www.staniermogulfund.org.uk), where an application may be made in minutes. As ever, you are our greatest ambassadors, and your spreading the word is vital to the success of the scheme. Thank you in advance.

Conditions

£10 purchase of ‘First of the Finest’ certificate.

Prospective young members should be under the age of 30 at time of application.

Upon reaching 30 years of age, young members will be invited to become full members of the Stanier Mogul Fund by making a ‘Lifetime’s Commitment’ (monthly standing order of between £2 and £10 - your decision on the amount), or otherwise allow their affiliation to lapse.

Benefits

Access to members’ exclusive information on website portal, including downloadable PDFs of biennial magazine.

Subsidised travel on SMF special trains.

Entry into an annual young members’ prize draw to win a Footplate Ride on the Severn Valley Railway, or a place on the annual SMF Footplate Experience.

Getting ‘hands-on’ with the engine in regular working parties (participants must also be Severn Valley Railway members in order to meet insurance requirements).

Participation in any future subscription schemes with exclusive rewards.

Shaping the future of the Stanier Mogul Fund, thus securing the long-term preservation of LMSR No 13268 as a working steam locomotive.

**GET ON BOARD
TODAY**

42968

SMF SPIRIT OF 2040 -

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

**ARCHIVE NEWS – STANIER MOGUL PERFORMANCE LOGS -
PART 2 - CONCLUDING: JIM NORMAN**

2968 during her main line career from 1996 to 1998 soon showed what the class could do. The first outing, *The Lyndhum Fayre* of 7th December 1996 was run in very foggy conditions so a mere 12 mph was the figure over the 60 mph limit which applied to the engine. This was twice achieved, during seventeen miles in the high 60s and low 70s (Table 4). Only one mile per hour more was achieved on 8th March the next year with the *Mogul Mountaineer*, loaded to ten vehicles for over 400 gross tons (Table 5). A similar story emerged on 19th October 1997 with another ten-coach, 400 ton load, the *Ynys Mon Express* (Table 6), while Table 7 shows the *Central Wales Adventurer* of 3rd January 1998. This train was diverted over the Welsh Marches route due to flooding of the planned itinerary across the Central Wales line, and high speeds were achieved in an attempt at getting near a punctual arrival at Newport, where the train terminated prematurely.

Log 4

Lyndhum Fayre

7th December 1996

Load - 10 vehicles 374 tons tare, 400 tons gross

| Dist m.c. | Timing Point | Actual | Actual m.secs | Speed mph |
|----------------------|------------------------------|---------------|----------------------|------------------|
| 9.78 | Landor Street Junction | 09.57.01 | 30.06 | 20 |
| 10.75 | Washwood Heath No. 1SF | 09.59.12 | 32.17 | 38 |
| 12.16 | Washwood Heath East Junction | 10.00.54 | 33.59 | 50 |
| 13.60 | Milepost 37 | 10.02.35 | 35.40 | 60 |
| 14.38 | Castle Bromwich Junction | 10.03.17 | 36.22 | 63 |
| 16.06 | Water Orton | 10.04.47 | 37.52 | 64 |
| 17.40 | Milepost 32 | 10.06.05 | 39.10 | 67 |
| 18.40 | Milepost 31 | 10.06.58 | 40.03 | 70 |
| 20.01 | Kingsbury Junction | 10.08.16 | 41.21 | 68 |
| 21.07 | Kingsbury Branch Junction | 10.09.14 | 42.19 | 66/64 |
| 22.40 | Milepost 27 | 10.10.33 | 43.38 | 66 |
| 23.73 | Wilnecote | 10.11.48 | 44.53 | 68 |
| 25.62 | Tamworth H.L. | 10.13.27 | 46.32 | 67 |
| 27.40 | Milepost 22 | 10.14.59 | 48.04 | 69 |
| 28.40 | Milepost 21 | 10.15.51 | 48.56 | 70 |
| 30.00 | Elford GF | 10.17.07 | 50.12 | 72 |
| 31.40 | Milepost 18 | 10.18.23 | 51.28 | 71 |
| 33.18 | Wichnor Junction | 10.19.50 | 52.55 | 72 |
| 34.40 | Milepost 15 | 10.20.54 | 53.59 | 70 |
| 35.40 | Milepost 14 | 10.21.47 | 54.52 | 65 |
| | | brakes | brakes | |
| 37.25 | Branston Junction | 10.23.51 | 56.56 | 24 |



Above: Having run through heavy mist and fog for most of the journey, 2968 finally arrives at Lincoln Central with 1Z54 7.39am from Stafford, 'The Lyndum Fayre' on 7/12/96.

Photograph: John East

Below: 2968 climbs to Copy Pit summit with 1Z58 7.22am London (Euston) to York via Blackburn, 'The Mogol Mountaineer' on 8/3/97.

Photograph: John Leck



Log 5

Mogul Mountaineer

8th MARCH 1997

Load - 10 vehicles 379 tons tare, 409 tons gross

| Dist m.c. | Timing Point | Actual | Actual m.secs | Speed mph |
|----------------------|-------------------------|-----------------|----------------------|------------------|
| 0.00 | CREWE (Platform 12) | 11.32.54 | 0.00 | - |
| 1.00 | Milepost 159 | 11.36.46 | 3.52 | 30 |
| 1.50 | Milepost 159½ | 11.37.38 | 4.44 | 38 |
| 2.00 | Milepost 160 | 11.38.21 | 5.27 | 43 |
| 2.50 | Milepost 160½ | 11.39.00 | 6.06 | 47 |
| 3.20 | Coppenhall Junction | 11.39.52 | 6.58 | 50 |
| 4.00 | Milepost 162 | 11.40.47 | 7.53 | 53 |
| 4.70 | Minshull Vernon | 11.41.33 | 8.39 | 56 |
| 6.00 | Milepost 164 | 11.42.55 | 10.01 | 59 |
| 7.50 | Winsford | 11.44.26 | 11.32 | 62 |
| 8.80 | Winsford Junction | 11.45.39 | 12.45 | 67 |
| 10.00 | Milepost 168 | 11.46.42 | 13.48 | 72 |
| 11.00 | Milepost 169 | 11.47.32 | 14.38 | 73 |
| 11.85 | Hartford | 11.48.15 | 15.21 | 68 |
| 13.0 | Milepost 171 | 11.49.17 | 16.23 | 65 |
| 14.50 | Acton Bridge | 11.50.41 | 17.47 | 62 |
| 15.50 | Milepost 173½ | 11.51.37 | 18.43 | 65 |
| 16.50 | Weaver Junction | 11.52.33 | 19.39 | 62 |
| 18.00 | Milepost 176 | 11.54.04 | 21.10 | 58 |
| 18.90 | Preston Brook | 11.54.56 | 22.02 | 63 |
| 20.00 | Milepost 178 | 11.55.59 | 23.05 | 62 |
| 21.20 | Moore | 11.57.08 | 24.14 | 64 |
| | | eased | eased | |
| 22.15 | Acton Grange Junction | 11.58.07 | 25.13 | 53 |
| | Signal WN217 | sigs | sigs | 15 |
| 23.50 | Milepost 181½ | 12.01.17 | 28.23 | 15 |
| 24.15 | WARRINGTON (Platform 5) | <u>12.04.17</u> | <u>31.23</u> | - |



Above: Stretching her legs alongside the North Wales coastline at Penmaenmawr, 2968 heads 1T60 7.51am London (Euston) to Holyhead 'The Ynys Mon Express' on 19/10/97

Photograph: Richard Greaves

Below: Due to flooding beyond Llandrindod Wells, the 1Z30 5.20am Newport to Gloucester via Shrewsbury, returned to Craven Arms before taking the Welsh Marches route through Hereford, to reach Newport. 2968 is seen passing Condover on the first and scheduled part of the journey, with the excitement still to come:

Photograph: Neville Wellings



Log 6

Ynys Mon Express

19th OCTOBER 1997

Load - 10 vehicles 371 tons tare, 395 tons gross

| Dist m.c. | Timing Point | Actual | Actual m.secs | Speed mph |
|----------------------|----------------------------|---------------|----------------------|------------------|
| 52.40 | Milepost 171 | 20.44.53 | 74.02 | 61 |
| 53.40 | Milepost 170 | 20.45.52 | 75.01 | 60 |
| 54.00 | Milepost 169½ | 20.46.21 | 75.30 | 61 |
| 54.72 | Beeston Castle | 20.47.15 | 76.24 | 61½ |
| 55.40 | Milepost 168 | 20.47.51 | 77.00 | 60 |
| 56.00 | Milepost 167½ | 20.48.21 | 77.30 | 60 |
| 56.40 | Milepost 167 | 20.48.50 | 77.59 | 60 |
| 57.29 | Calvey | 20.49.40 | 78.49 | 63 |
| 58.00 | Milepost 165½ | 20.50.16 | 79.25 | 64 |
| 58.40 | Milepost 165 | 20.50.43 | 79.52 | 65 |
| 59.00 | Milepost 164½ | 20.51.10 | 80.19 | 67 |
| 59.40 | Wardle | 20.51.36 | 80.45 | 70 |
| 60.00 | Milepost 163½ | 20.52.02 | 81.11 | 69 |
| 60.40 | Milepost 163 | 20.52.28 | 81.37 | 70 |
| 61.60 | Worieston | 20.53.31 | 82.40 | 72 |
| 62.40 | Milepost 161 | 20.54.09 | 83.18 | 69 |
| 63.40 | Milepost 160 | 20.55.07 | 84.16 | 59 |
| 63.7 | Crewe Steel Works Junction | 20.55.36 | 84.45 | 55 |
| 65.35 | CREWE (Platform 12) | 20.59.31 | 88.40 | - |

Log 7

Central Wales Adventurer

3rd JANUARY 1998

Load - 8 vehicles 299 tons tare, 325 tons gross

| Dist m.c. | Timing Point | Actual | Actual m.secs | Speed mph |
|----------------------|-----------------------------|-----------------|----------------------|------------------|
| 0.20 | Approx. midway 19¼/19½ | <u>15.51.37</u> | <u>2.21</u> | - |
| 0.00 | Approx. midway 19¼/19½ | 15.52.33 | 0.00 | , |
| 0.20 | Craven Arms SB | 15.53.42 | 1.09 | 20 |
| 0.49 | Craven Arms | 15.54.32 | 1.59 | 30 |
| 1.32 | Milepost 20¼ | 15.56.02 | 3.29 | 36½ |
| 1.62 | Stokeswood Crossing | 15.56.33 | 4.00 | 48 |
| 2.52 | Milepost 22 | 15.57.29 | 4.56 | 61 |
| 3.40 | Onibury LC | 15.58.17 | 5.44 | 65½ |
| 4.52 | Milepost 24 | 15.59.18 | 6.45 | 69 |
| 5.72 | Bromfield LC | 16.00.23 | 7.50 | 69½ |
| 6.52 | Milepost 26 | 16.01.01 | 8.28 | 72½/73½ |
| 7.34 | Felton's Crossing | 16.01.39 | 9.06 | 72 |
| 8.14 | Ludlow | 16.02.17 | 9.44 | 70 |
| 8.52 | Milepost 28 | 16.02.42 | 10.09 | 67½ |
| 9.52 | Milepost 29 | 16.03.35 | 11.02 | 69½ |
| 10.33 | Saltmore Crossing | 16.04.13 | 11.40 | 74 |
| 10.72 | Milepost 30¼ | 16.04.37 | 12.04 | 73½ |
| 11.21 | Ashford Bowdler LC | 16.04.54 | 12.21 | 76 |
| 12.54 | Woofferton Junction SB | 16.06.03 | 13.30 | 70½ |
| 13.32 | Milepost 32¼ | 16.06.42 | 14.09 | 66/65 |
| 14.52 | Milepost 34 | 16.07.50 | 15.17 | 67 |
| 16.10 | Eye Court Farm Crossing | 16.09.06 | 16.33 | 70 |
| 16.52 | Milepost 36 | 16.09.34 | 17.01 | 69 |
| 17.52 | Milepost 37 | 16.10.27 | 17.54 | 68 |
| 18.53 | Leominster LC | 16.11.21 | 18.48 | 68 |
| 19.08 | Leominster | 16.11.44 | 19.11 | 68 |
| 19.52 | Milepost 39 | 16.12.12 | 19.39 | 72 |
| 20.52 | Milepost 40 | 16.13.02 | 20.29 | 71½ |
| 21.32 | Milepost 40% | 16.13.42 | 21.09 | 65½ |
| 22.52 | Milepost 42 | 16.14.54 | 22.21 | 61½ |
| 23.32 | Milepost 42¼ | 16.15.40 | 23.07 | 58 |
| 24.52 | Milepost 44 | 16.16.50 | 24.17 | 67½ |
| 25.52 | Milepost 45 | 16.17.44 | 25.11 | 66½ |
| 26.05 | Wellington LC | 16.18.06 | 25.33 | 66 |
| 26.52 | Milepost 46 | 16.18.39 | 26.06 | 65/64½ |
| 27.37 | Moreton-on-Lugg LC | 16.19.24 | 26.51 | 65 |
| 28.45 | Lyde Court Farm Crossing | 16.20.26 | 27.53 | 63 |
| 29.78 | Shelwick Junction | 16.21.55 | 29.22 | 52 |
| 31.55 | HERFORD (Platform 1) | <u>16.27.07</u> | <u>34.34</u> | - |

These logs were recorded by the redoubtable Mike Notley, sadly no longer with us. And now, after a lapse of eighteen years, the truth can be told: at least some of these logs, excellent as they are, do not tell the truth. They are false. Mike realised that the truth could land crews in very serious trouble due the excessive speed above the 60 mph limit, and adjusted some logs *downwards* to prevent this. Speeds often rose well above 75 mph and on one occasion, which really worried him, he recorded 84 mph, no less than forty percent above that allowed.

It is well known that our engine rewrote the history of her class by her exploits over no more than thirteen months' main line usage. Few people realise by just how much she did this.

**SMF SPIRIT OF 2040
SPONSORSHIP SUBSCRIPTION SCHEME**

**THIS SUBSCRIPTION WILL NOW REMAIN OPEN
UNTIL 30th JUNE 2018**

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

CERTIFICATES WILL NOW BE SENT OUT IN JULY 2018

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

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

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

Shortly after this came the inevitable re-organisation, the first part of which was the relocation of all the disparate parts of Nottingham Divisional Office in the new building called Furlong House, which had been built on the site of the old engine sheds. The next was the merger of Nottingham and Leicester Divisions, the new Divisional Manager being the former Leicester DM, our own man having decided to leave the service and take holy orders. All the posts in the new office were advertised on a 'closed list' basis, and we were invited to apply for suitable posts.

I wanted to get back into the operating side, preferably passenger, but I was allocated the post of deputy head of the freight section, in which I was not happy as there seemed to be no coherent organisation, so, in desperation, I started applying for jobs nationwide, one of which was leader of the parcels planning team at WR HQ, Paddington. I was very surprised to get an interview, but didn't entertain much hope as another contender with whom I was waiting said the present second in charge of the team was up for it and must be the favourite. However, three weeks after my return to Nottingham a rather 'dishy' young lady from our staff office appeared at my side, and with a broad smile said 'congratulations', handing me the small brown envelope confirming my appointment to the Paddington post. She told me that they'd known a fortnight ago, but our beloved leader insisted on signing all appointments notifications personally, and he was away at the time, so they'd had to wait for his return.

So, in April 1966 I returned to London for what was to be the penultimate chapter of my railway career, one which was dominated by railway politics, Paddington being too close to 222 Marylebone Road (colloquially known as 'The Kremlin') for comfort. It was rather ironic that about three weeks after moving to Paddington, I was back at Derby as WR representative at an inter-regional meeting regarding improvement of delivery times for parcels traffic from east to west, and I and my team spent about two months monitoring flows from the East Lancashire area in conjunction with our LM colleagues, during which time we were based in the old locomen's hostel in Gresty Lane, Crewe, the main advantages being that it was cheap, and meals were available around the clock.

One other notable event in 1966, which was going to have a profound effect on my life, was the great seamen's strike in June of that year, leading to all the major liners being tied up in Southampton for its duration. This was such a spectacular sight that the Southern Region organised some special excursions from Waterloo, with a boat trip down Southampton Water and the Solent to view all these magnificent vessels. Euston Camera Club, of which I was still a member, organised an outing on one of these, and I became re-acquainted with my old typing pool supervisor from Euston HQ Rolling Stock days, who had been invited along. I was heavily into 8mm movies at the time, and had my trusty Canon SLR Zoom movie-camera with me to record this momentous event, and Joyce asked me if she could see the film when processed.

Well, I duly went around to her place and gave her a film show, we got on so well that further meetings were arranged, and the rest, as they say, is history. We got engaged in September and were married on Easter Saturday, 25th. March 1967. We spent our honeymoon on the Isles of Scilly so travelled down to Penzance on the 'Cornish Riviera' express the following day, travelling First Class, as it was a quaint old custom

of the GWR carried on by the WR that staff going on honeymoon were given First Class passes. We went over by helicopter on the Monday and our pilot took us over the stricken oil tanker, 'Torrey Canyon', which had gone aground on the Seven Stones reef that weekend, and it was an awesome sight with that great horrible oil slick stretching into the distance, and waves breaking up through the vessel, which by then was breaking apart.

We returned to begin our married life in a flat at Chingford, commuting daily to Liverpool Street, but new housing being built at Clacton at very reasonable prices, plus the Clacton Electric's in full swing lured us to moving there in January 1968. I now enjoyed First Class travel as of right, so the commuting, although arduous, was comfortable.

Due to internal re-organisations, I had become management staff with responsibility for parcels current operations, as well as being the BR representative on the British Rail Universal Trolley Equipment (B.R.U.T.E.) design panel, which met at Swindon. I was also sent to the Railway Staff College on an instructor's course on the use of brutes (as they were known), and was later used as an instructor on parcels handling courses in the Reading Division. To aid me in this work, I was given two model brutes by the Terminals Manager. These latter had been constructed by apprentices at Lansing Bagnall during the development of the system, and were wonderful little models with working brakes and towing gear, for which I made a scale load of representative parcels, and were a great help in lecturing when it was difficult to obtain the real thing! They stayed with me for many years and I eventually donated them, complete with load, to the National Railway Museum where they were displayed in a cabinet adjacent to the car park entrance to the museum. My wife and I were given a wonderful behind the scenes tour of the NRM by the Curator of Collections (i.e. the small stuff) as a thank you. It is really incredible the amount of stuff that is in store for future exhibitions, ranging from guards' watches through directors' gold passes, silverware, cutlery, crockery, model railway collections in most scales to signal box lever frames and equipment.

One thing Joyce and I noticed as we passed was a pair of the great iron gates from the front of Euston Station. They were originally mounted under the Doric Arch (one pair) and the other pair each side by the lodges, and we both said in unison as we passed, 'Euston Gates'. There was just one pair beautifully restored, and David, who had been amused by the chorus, said they had the remainder, but as yet, lacked the money to restore them. During our tour, he showed them to us and they were a pretty sorry sight, unkempt and rusty and we can only hope that they will be restored one day.

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



Silhouetted against the setting sun on Safari Curve, south of Bewdley, 42968 heads
Photograph: M



*s for Kidderminster Town with a return Santa Train from Arley in December 2006.
Malcom Ranieri*

The 2016 SMF Raffle out-turned at a gross figure of £4,478, just over £200 down on 2015. This was a huge disappointment to me as, until the final week of ticket sales, we were neck and neck with takings on last year. However, in the final four days we fell away sharply, which could of course be down to my urging you all to not leave returning your tickets to the last minute. Me and my big mouth again!

Sadly, we have lost a few members this year to the engine shed in the sky, all of whom purchased their tickets year on year, which could be a further contributory factor.

To address the decline in gross takings over the last couple of years, I have a few ideas to discuss with your CoM and, if approved, will be introduced for this year’s Raffle. However, let’s not be too despondent with this year’s out-turn; after all, gross taking of just under £4,500 is a pretty good achievement.

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

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

**STANIER MOGUL FUND – 42968 AUTUMN DRAW 2016
RESULTS**

| | | | TICKET: |
|------------------|---------------|------------------------|----------------|
| 1 st | Chapman | Ferndown | 3254 |
| 2 nd | J Stout | Caversham | 2794 |
| 3 rd | P Doel | Folkestone | 2481 |
| 4 th | Evans, Robert | c/o J Evans Highley | 1824 |
| 5 th | W M Gibbon | Whitland | 1955 |
| 6 th | Richmond | Alvechurch | 1261 |
| 7 th | R H Spencer | Chippenham | 3241 |
| 8 th | Geoff Holland | Holmbrook (Cumbria) | 3041 |
| 9 th | C R Loizou | Street (Somerset) | 3095 |
| 10 th | T K Palin | Llandysul (Ceredigion) | 0367 |
| 11 th | R Willcock | Port St Mary (IoM) | 2905 |
| 12 th | M Wildney | Acocks Green | 2675 |
| 13 th | Mr C Parker | Oswestry | 0074 |

The winning tickets were drawn by members of the Stanier Mogul Fund attending the SMF AGM held at the Kidderminster Railway Museum, Kidderminster on Saturday 22nd October 2016.

Richard Greaves
SMF Draw Promoter
22nd October 2016

**WHICHEVER WAY YOU LOOK
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MOGUL PLATES - THROUGH THICK AND THIN:

STEVE LEYLAND

It's a curious fact that up to 31/12/15 only seven smoke-box number plates from Stanier Moguls have appeared in auctions countrywide. That's 17.5% of the class. For the L.N.E.R. equivalent (K1 2-6-0s) the figure is more than double that and for the B.R. equivalent (76XXX) 23.4%. The Horwich 'Crabs' have had 25.7% of their plates in auction; 'Black 5s' and Stanier 8Fs 30.8%. The Ivatt 4MTs come out tops amongst fairly modern and modest L.M.S. classes with 30.9%. Only Jinties (17.6%) and the Fairburn Tanks (16.2%) come anywhere near the Mogul figure out of the thirteen L.M.S. classes checked.

The reason for the lower percentage is due either to fewer number plates surviving at withdrawal and scrapping of the locos, or very long term possession by individuals who do own a plate. The prices that those seven have fetched has, perhaps surprisingly, been only slightly higher than average for much more numerous classes such as the 'Black 5' or 8F. Usually prices are higher for smaller classes such as 'Manors' in relation to 'Halls', for example.

When the L.M.S. types came to be renumbered following nationalisation, styles of smokebox number plates tended to vary within many classes, and the Stanier Mogul was no exception, depending (we must assume), where the plates were cast. The forty engines received either one with what might be termed 'regular' thin-styled plain numerals, or the less common thicker, more curved type. Spread throughout the number series, seemingly at random, the thicker type, well in the minority, were applied to the following engines:-

42954/58/61/62/64/67/72/73/75/76/82/83/84

Below: 42983 is seen at Bolton shed on 27/12/65 after arrival that day from Heaton Mersey for examination and assessment. She stands forlorn in company with 75039 and never steamed again being withdrawn on 19/1/66. Photograph: Steve Leyland





Above: 42951 stands withdrawn at Bolton shed on 29/3/66 with the recently removed smokebox numberplate from now withdrawn sister engine 42983 (standing alongside), positioned on her right side buffer beam. The different styles of numerals are clearly seen.
Photograph: Steve Leyland

Consistency throughout the B.R. era would be dependant on the plates not needing replacement (by one of the opposite style) due to breakage in service and no evidence of this has come to light.

When Gorton mpd closed in June 1965 it sent all nineteen of its Stanier Moguls to Heaton Mersey shed, a whoppingly rare transfer of so many machines of the same class simultaneously to another single depot. Following that Gorton closure, Bolton mpd began to get a lot more 9 Division allocated locos for the various exams associated with mileages run because, I believe, of the wheel drop facility at Bolton, which not all sheds had. Heaton Mersey Stanier Moguls were part of this interesting development at 9K and a number were dealt with or assessed in the way described. The following list shows which visited Bolton mpd with arrival and departure dates where applicable. In certain cases no repairs were carried out and the engines withdrawn, not even returning to their home shed:

| | | |
|-------|---------------------|---|
| 42964 | 18/6/65 – 3/8/65 | |
| 42982 | 20/8/65 – 1/10/66 | |
| 42945 | 21/11/65 – 23/12/65 | |
| 42957 | 21/12/65 – 8/1/66 | Examined only. Steamed to return to home shed for withdrawal. |
| 42983 | 23/12/65 – 19/1/66 | Withdrawn 19/1/66. Did not return to Heaton Mersey. |
| 42960 | 23/12/65 – 19/1/66 | Withdrawn 19/1/66. Did not return to Heaton Mersey. |
| 42951 | 24/2/66 – 19/3/66 | Withdrawn 19/3/66. Did not return to Heaton Mersey. |

Under Heaton Mersey, all nineteen engines went, mostly through withdrawal, in less than a year. On the occasion of the enclosed photograph (29/3/66), I popped down to the shed at Bolton during my dinner hour and found the number plate just removed from the by then condemned 42983. I propped it up on the front of 42951 (also withdrawn), this illustrated the contrasting style of casting mentioned earlier. 42983 is on the right of the photo.

**MEMORIES OF A SIGNALMAN PART 13 –
EDGE HILL RELIEF Cont'd - SEFTON Jct., Part 1: ADRIAN BODLANDER**

Moving on from Hough Green we find ourselves at Sefton Jct, which had the unusual distinction of being the largest box I worked in terms of the number of levers it contained, while handling the fewest number of trains. The box was on the former Lancashire and Yorkshire (L&Y) railway line from Fazakerley, on the Kirkby – Wigan line, to Gladstone Dock and the North Mersey Goods Depot. There was a spur to Aintree Station on the Ormskirk – Preston line and a connection to the Southport line at Marsh Lane Jct.

In the 1880s the L&Y had established a large goods yard at Aintree, known as the Aintree Gridiron. This huge yard comprised some 18 miles of sidings to cope with the increasing docks traffic and to allow the L&Y to compete with the LNWR, which had its own equally large Gridiron at Edge Hill. Aintree Steam shed had opened in 1886 and was located in the triangle between the Fazakerley line and the Aintree station spur. In the early twentieth century, the section of line from Marsh Lane to Sefton plus the Aintree station spur was electrified by the L&Y under its third rail suburban scheme and the first electric train from Liverpool Exchange to Aintree via this route ran on the 1st June 1906. There were two intermediate stations at Linacre Road and Ford. There was also a station on the non-electrified section from Sefton to Fazakerley. This was Aintree Racecourse Station, which had opened in 1890 and was used for one day a year to serve the Grand National.

*Below: Sefton Jct. Signalbox looking towards Fazakerley (Liverpool District) 3/84
Photograph: Adrian Bodlander*





Above: Interior of Sefton Jct. Signalbox (Liverpool District). Note the number of white levers which signify, out of use. 03/84 **Photograph: Adrian Bodlander**

Sefton Jct. signalbox had been opened by the LMS in 1942 to their ARP (Air Raid Precaution) design and incorporated a 90 lever frame supplied by the Railway Signal Co of Fazakerley. Such was the level of traffic that the box needed two signalmen and a box lad to cope with all the movements. By the time I worked there in 1984, those glory days were long gone. The passenger service had been withdrawn in 1951 and the third rail removed. The goods traffic to the docks had been in decline during the 1960s and finally ceased in 1968 with closure of the North Mersey Goods Depot on 10th June of that year. Aintree steam shed had closed on 12th June 1967, but the building was still standing minus track. At the Fazakerley end of the line a Permanent Way Engineers depot had been established, but the connection to the Wigan line had been severed, all trains gaining access via Marsh Lane and the Bootle branch. At Aintree Station the connection with the main line still existed but was normally clipped out of use. At Marsh Lane the final section of the line down to the docks had been lifted. In 1984 there were three freight services which kept the line and the box open. The most important one was containers to the Aintree Container base, which had been built on the site of the former gridiron sidings. This was not part of the Freightliner network, but was operated by the shipping company, Overseas Containers Ltd., and was designated as an "Inland Port". The establishment of this and other similar depots had been a cause of major industrial unrest, with the Dockers' union claiming the right for their members to man these depots. The down side of this for OCL was that every time there was dispute on the docks the men at the Container Base walked out as well, even

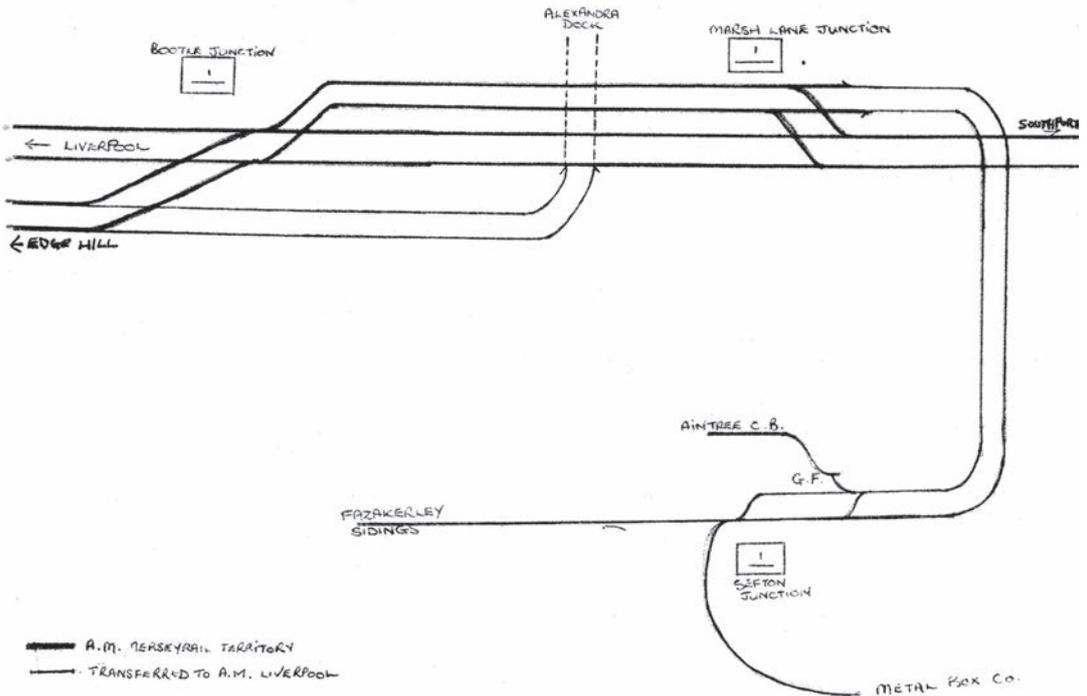
though the dispute did not involve them. The Base had a daily train from Southampton six days a week, which arrived about 06.30, and after unloading and reloading containers, the return working departed about 19.00 hrs Mon-Fri and 13.00hrs on Saturday.

The line from Marsh Lane retained double track as far as Sefton Jct., beyond which it split into two single lines. The original branch carried straight on to serve the previously mentioned engineer's depot, while the spur curving left towards Aintree Station served the Metal Box Co., whose factory was beyond the station. A connection from the spur line passed to the rear of the station before reaching the company's private siding. Trains comprising two or three vans would run to the works once or twice a week as required.

The Per Way depot would receive trains conveying old track panels from relaying sites at the start of the week, usually one or two trains. After unloading, they would return the empty wagons to Guide Bridge, which was one of the main Per Way depots in the area. Fazakerley Depot would despatch several trains of new track panels with concrete sleepers at the end of the week to various locations in the North West for use on relaying jobs over the weekend.

Below: Sefton Jct. diagram showing lines in the surrounding areas.

Drawing: Adrian Bodlander



The standard reference work on this subject is ‘An Illustrated History of LMS Locomotives’ (Bob Essery and David Jenkinson), Volume I – ‘General Review and Locomotive Liveries’ Oxford Publishing Co, 1981; and Volume V – ‘The Post-Grouping Standard Designs’, Silver Link Publishing, 1989. I have the full five volumes of this series, but find it has many omissions, contradictions and much vagueness. Much reliance was therefore placed on period photographs. This was easier said than done as most film of the day was ‘blind’, i.e. could not distinguish between black and red; a consequence is that red lining does not show on a black engine. Fortunately, the Archive contains an official photograph purporting to be of 13245 (actually 13265) in photographic grey livery, clearly showing all lining and lettering; and a high resolution photo of 13257 brand new (Fig 9), and taken on better quality film showing the lining clearly. Unfortunately, this is a slightly oblique view, and what is needed is an absolute side on view. The Archive does contain some of these, but none where the lining shows up, other than 13265. There is also a side elevation drawing, but since the cab numerals are an incorrect size and positioned too low, this cannot be used.

The books describe the livery as their Code B2: *Post-1927 Standard, Gold/Red Insignia, 10" Numerals* – which is not particularly enlightening.

Overall:

All external parts of the loco and tender were finished in black except for the front and rear buffer beams, which were vermillion. The buffer bodies were also vermillion, but the raised bands to the outer ends were black. Vacuum standpipes were vermillion alongside the buffer beams, but black above that. The buffer beams themselves had a black edging one inch wide all around.

The smokebox number plate was an iron casting with raised letters. The books state that the numerals were sometimes polished, but photographs of many engines show them as apparently painted black, but there are numerous photos of 13268 showing them picked out in white. The shed plate was an early LMS style ‘enamel’ type, ‘2’ for Willesden. This is presenting its own difficulties and will be the subject of a separate report. The tender number and capacity plates were raised digits painted white against a black background and are already in situ.

Loco and tender were lined in vermillion, the width being 3/8 inch except where mentioned.

Cylinder cladding bands – single line along the inside edge of each band.

Running plate angle – single line positioned one inch above the lower edge from front to rear of loco only. At the front, the line was carried vertically upwards behind the ends of the buffer beam.

Boiler – single line ½ inch wide at front edge of first boiler band, i.e. that between boiler and smokebox.

Firebox - single line ½ inch wide immediately ahead of cab spectacle plate. This line continued across and down the housing for the front of the reverser screw on the left hand running plate, in line with that on the firebox (See Fig 4).

Cab – single line inset two inches from the cab sidesheets’ outer edges, with square corners to the lower rear. The line continues across the top of the sidesheets, but with rounded corners at the junction with the vertical lines (see Fig 4 and 5).

Tender sides and rear – single line inset two inches from panel edges as with cab sides. The tender sides consist of two panels separately lined: the main lower panel up to the double row of rivets from front to rear between the bottom of the front and rear cut-outs; and similar for the remaining panel above the rivets. The horizontal lines immediately abound their respective rows of rivets (See Fig 1).

Insignia – there is much confusion and little detail for this. The books state that Crewe (which built the engine) did not use transfers but hand painted the insignia on locomotive and cab. Officially, the digits were gold with red shading (see below), but Crewe also used a light straw colour which weathered to resemble faded gold. We should use gold.

Three heights of digits were used, all using ‘scroll and serif’ (Midland style) lettering:

Power Class: 4F this was scroll pattern 2" high plus ¼" shading below and to the right. Numerals were 2½" wide plus shading, letter F is 2½" across top face (See Fig 2). Position was above the strut between the cabside windows. The class was raised to 5P4F from September 1934. The Archive has only three photographs showing a loco, 13258, with this classification and five-digit number but with the power class below the side windows and the shed plate is the later cast iron variety. 13280, though still has the enamel type. 13281 had the lowered power classification and enamel plate in a photo dated 08/34, which date is unreliable. 13268 was renumbered 2968 during a Light Service repair 22/7-20/9/35, almost certainly still classed as 4F.

Running Number: 13268 10" high plus shading, top edge positioned immediately below the horizontal rows of rivets below the cab windows. This places the bottoms of the characters level with or an inch or two higher than the top of the running plate: there are slight variations apparent in photographs, which might be due to the visibility or otherwise of the shading. The books give no dimensions or spacings for these other than the ten inch height (See Fig 4, 5 and 8). Fig 8 is possibly the best interpretation of a photo, but no pretence of 100% accuracy is made.

Tender: LMS insignia 14" high plus lining spaced 40" apart, centre-to-centre of letters. The ‘M’ wasn’t quite central on the lower panel, being moved rearwards and upward to clear lines of rivets, the L and S following suit. The front of the M is just behind the vertical row; the bottoms of all characters above the horizontal row (See Fig 6 and 7).

The shading colour applied by the LMS came in three types: black (which obviously does not show on a black engine); solid vermillion; and ‘counter-shaded’, i.e. vermillion to the right and ‘glazed lake’ on the undersides. Although the photographic grey photographs appear to show the ‘solid’ shading (Fig 3), the in-service photographs, as far as can be made out, show counter-shaded, i.e. darker underneath (Fig 5).

Cab Interior: the boiler backplate, tender front and cab sides below the side windows were black. The underside of the cab roof was white. The spaces between - side panels around windows and front spectacle plate - were given a wood grain effect. (13065’s cab interior has the white roof but is black from the floor up to it). 8233 was so finished during its original preservation repaint in 1969-1970.

Fig 9 is a general view of a loco in service, i.e. in correct lined black with the lining actually visible.

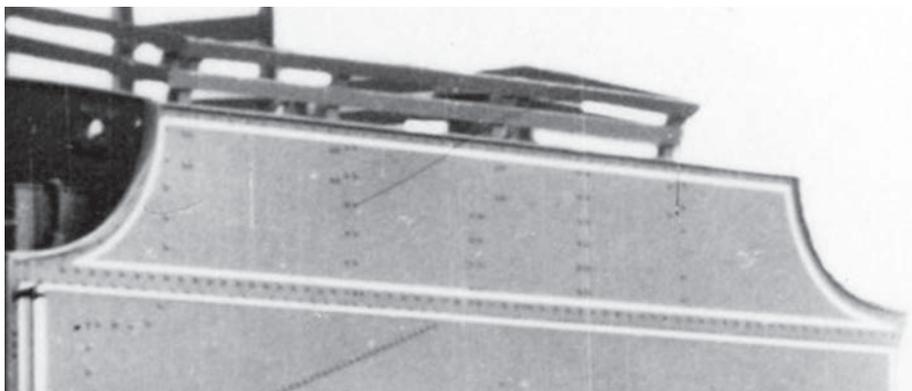


Fig. 1

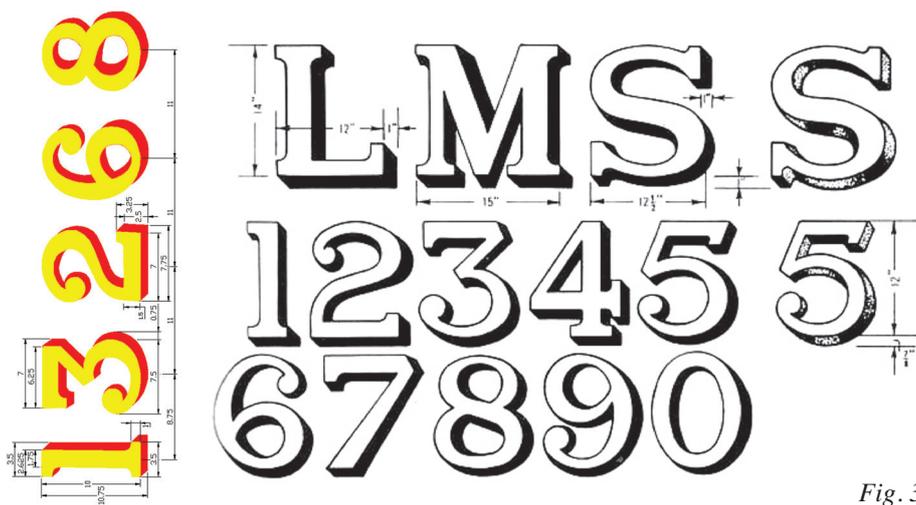
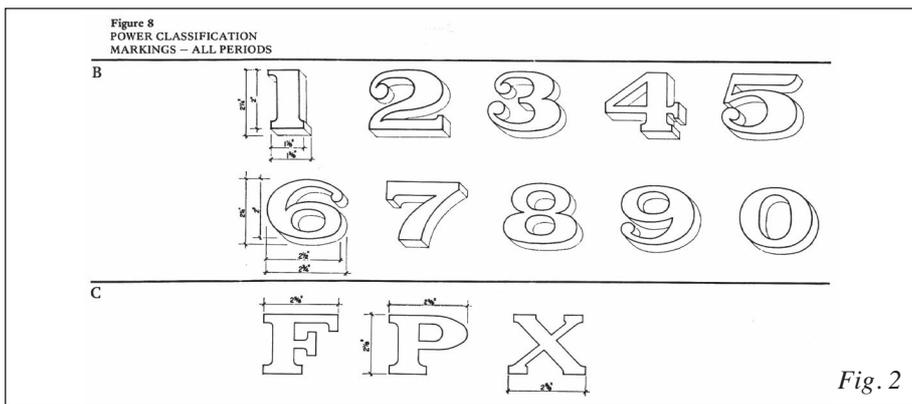




Fig. 4

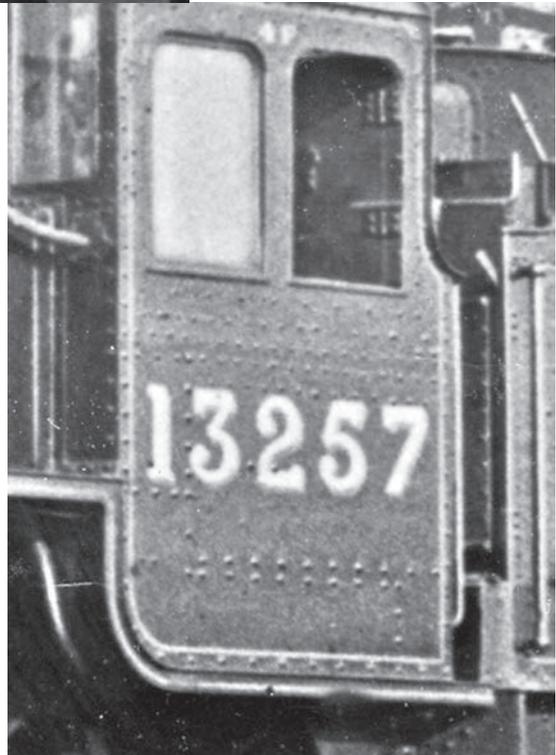


Fig. 5

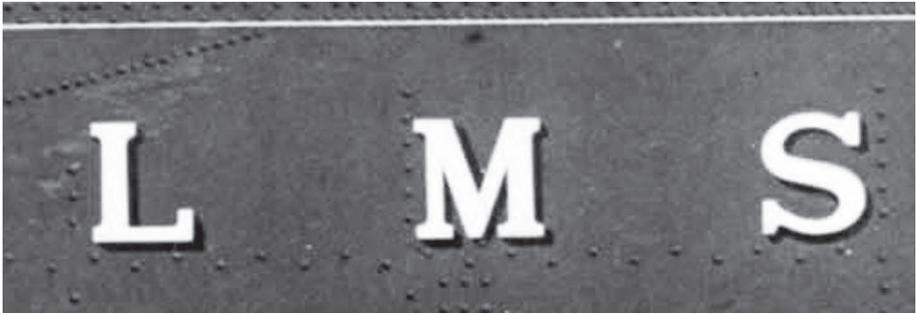
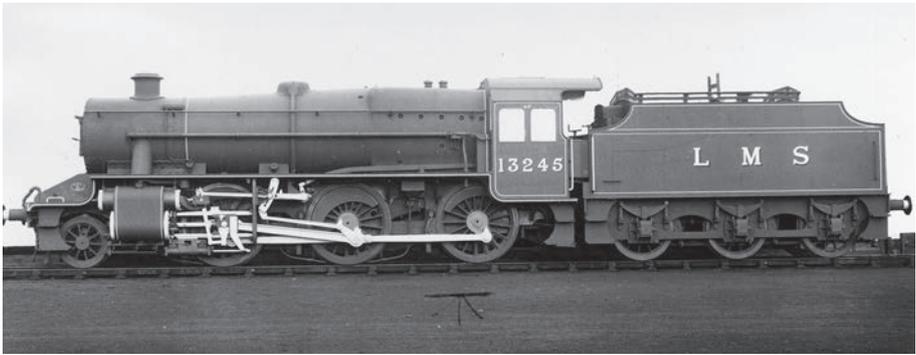


Fig. 6 and 7



Fig. 8

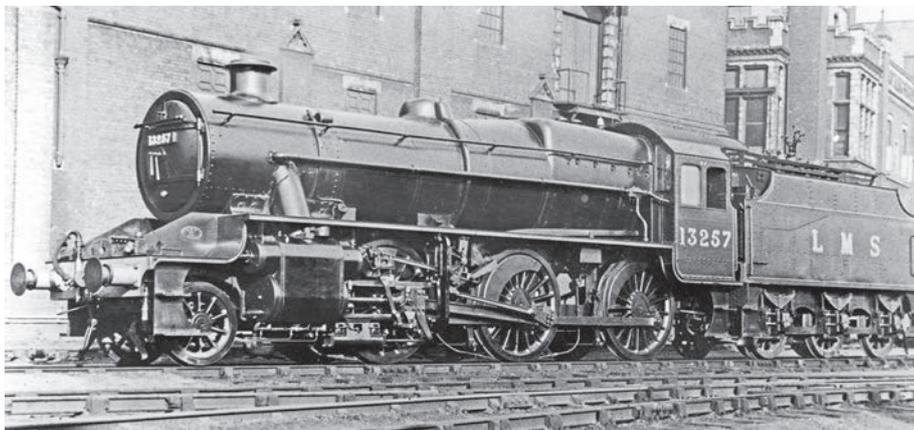


Fig. 9



H16538 – Engine numberplate for smokebox door

The dimensions and layout of a typical Horwich mogul smokebox numberplate before the 1934 LMS renumbering are shown on this drawing. The cast-iron plates were $\frac{3}{8}$ in thick, 5 $\frac{7}{8}$ in deep and 1ft 10 $\frac{1}{2}$ in wide. The Midland style numerals were polished metal on a black background.

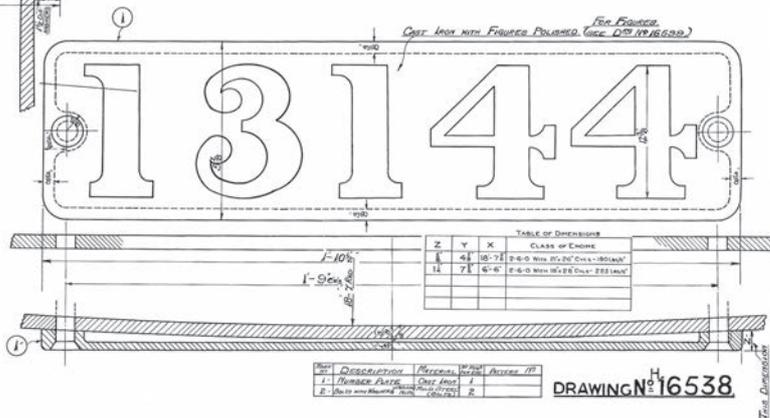
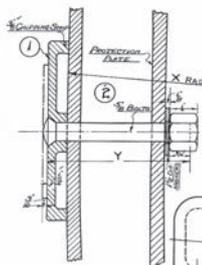


Table of Dimensions

| X | Y | Z | Class of Engine |
|--------|--------|------------|---|
| 5/8" | 4 5/8" | 18' 7 3/8" | 2-6-0 with 21" x 26" cylinders 180 p.s.i. |
| 1 1/4" | 7 5/8" | 6' 6" | 2-6-0 with 18" x 28" cylinders 225 p.s.i. |

Shed Plate



From new 13268 was shedded at Willesden (2 in the LNWR and Western Division system) shed. In 1934 there was a major revision of motive power depots and the system which lasted to the end of BR steam was introduced: there would be a concentration shed (the A shed) with a number of lesser 'garage' sheds with a suffix above A. At the same time a common shed coding system was applied across all divisions and the allocation of each engine was shown by a Midland-style (white on black) cast iron oval plate on the lower part of the smokebox door.

Prior to this the LNWR (and L&YR) had used enamel plates, white with a raised rim in black and a single black digit to show the LNWR shed code. At the

Grouping these were – or should have been – transferred to the smokebox door, but in practice Crewe rarely did this until 1930, but new 'Standard' locos, including 13268 did receive 'enamel' plates. There have been major problems in obtaining details of these early plates, and I have never actually seen one. Questions were:

- 1 Were they actually enamel?
- 2 Were the rims and / or digits raised?
- 3 Were they the same size and shape as LNWR ones?
- 4 What was the size of the LNWR and, if different, LMS plates.

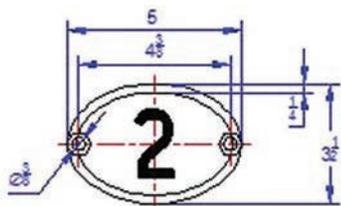


Photos of these plates are not common, and mostly either of poor quality (railwayanna sites) or taken from a distance on photos from the period. An appeal on the internet produced the following:

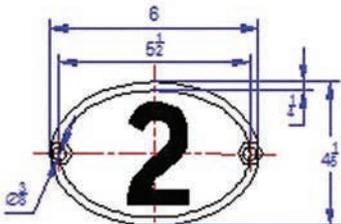
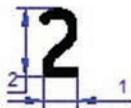
According to Talbot's *LNWR Engines* "Under the LMS up to 1935, LNWR-style shed plates were fitted to the smokebox doors in Midland style" He describes the plates thus: "an oval plate of white enamel with black numerals and border. The plate was 5in. long by 3½in. high, with numerals 2in. high." Four examples are illustrated with photographs in the book.



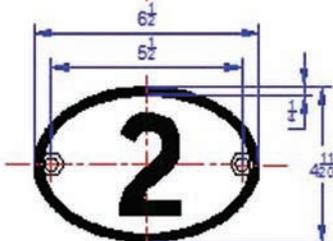
While useful, this suggests that the width of the plate is less than the pitch of the mounting holes of the cast iron plate and the holes



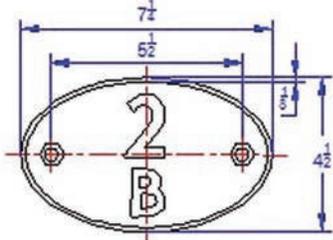
LNWR Plate



LNWR Plate scaled to fit smokebox bolt holes



LNWR Plate scaled to fit smokebox bolt holes without fouling border



1935 LMS Plate

Dimensions in inches

in our smokebox door. I do not recommend drilling further holes but by increasing the size of the plate by 20%, the existing holes could be reused. This makes the plate six inches wide, a difference I doubt anyone will notice (see drawings).

Alternatively, a slightly larger plate 6 1/2" x 5" avoids the conflict of holes and rim, but see photo of the 2 shed plate. All this assumes that they were the same size as the previous LNWR Type, which is less than certain.

I now feel that, while the rims were raised, the numerals were merely painted on. The raised rim might prove a problem, and since the mounting bolt could overlap it, it might be best left off.

Assuming that this is acceptable it leaves the problem as to who can make the plate? Newton Replicas make cast plates but do not mention enamel (they asked me what an LMS enamel shed plate was!) so we need to look elsewhere.

CAN YOU HELP

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

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

A small but happy and merry band of boys and girls now forms the core staffing of both our one day 'Small' Sales Stands and our multi day 'Main' Sales Stands. But the story does not end there. They also work in our Storage and Distribution Warehouse (sometimes known as 'The Container') located at Kidderminster, sorting shifting and pricing the treasures they return with after undertaking long, exhausting and often arduous journeys in the course of their courier work.

For example, two of my Agents, namely Agent Busk and Agent Ashton, recently went on a long and gruelling journey deep into another country – namely Wales. Travelling to its capital city, Cardiff, they noticed that their return journey on the same direct route back was blocked by great volumes of stationary road vehicles of all description. Fearing for their own safety (from rebellious wives) they decided to take an alternate route home, which saw them negotiate a little-known turnpike under the towering arches of Crumlin Viaduct before stealthy skirting around the ancient walls of Caerphilly Castle, and then swiftly securing a safe passage back to their comfort zone of Worcestershire.

Many tales of daring deeds, and in some cases a little recklessness and skulduggery, are talked about with glee, passion and pride whilst partaking of a drop of the brown stuff (tea or coffee both taste and look the same unfortunately), whilst sheltering inside the confines of our container during yet another monsoon or blizzard!

There are many others in my team who offer help and assistance over the course of a year and for which I am truly grateful, but it is these guys who turn out in force on all of our 'Small' Sales Stand dates, and who can often be seen at most if not all of the 'Main' events. Their only passion is to serve with distinction; their only plea is for you to provide them with the goods to sell; and the only reward they seek is a bacon butty from their task master, namely – ME!

So please, put and keep a happy smile on their little faces by inundating me with offers of donated goods – TODAY, and help me keep these guys HAPPY, for believe me, their contribution to our Fund is magnificent.

Below: The Small Sales Stand team Motto; Here to please you – Happy to serve you. L-R Lorraine Busk, Fraser Goulding, Dave Busk, John Ashton, Dave Beer. 8/10/16

Photograph: John Oates



SPOTLIGHT ON 13254 / 2954 / 42954

An occasional series by:

JIM NORMAN

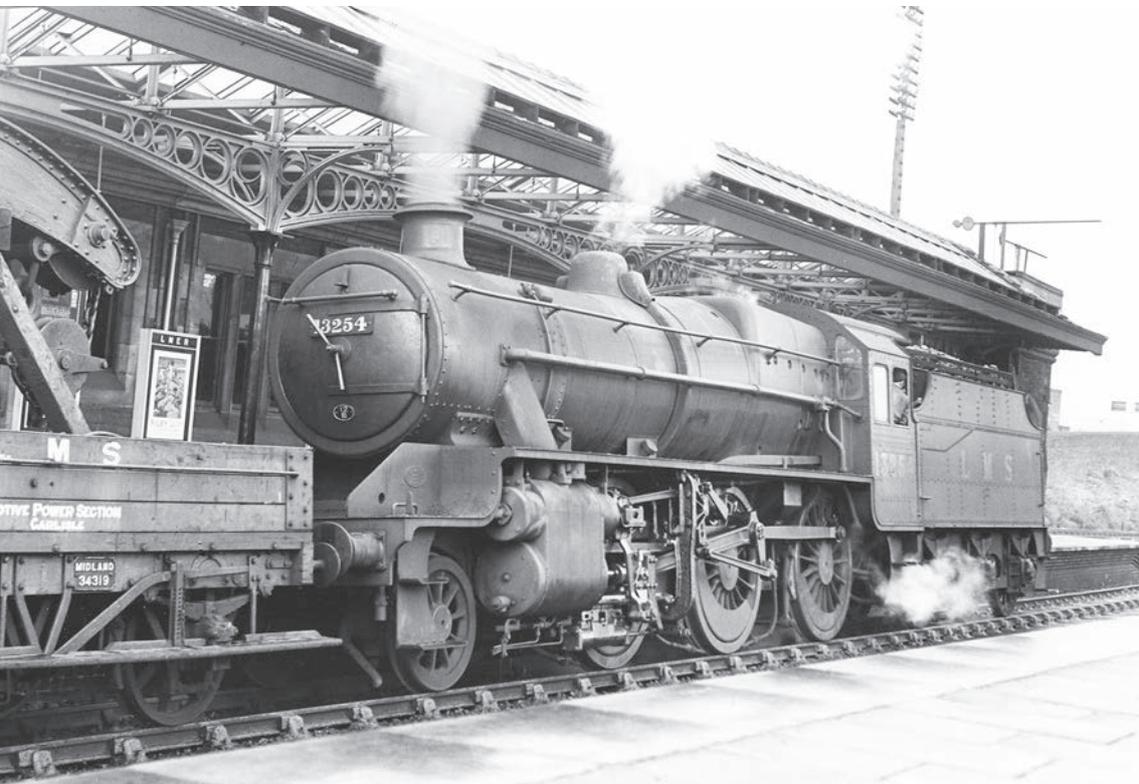
13254 entered traffic on 6th December 1933. Numerically the tenth member of the class, she was actually the eighth into service ahead of 13252 (21st December) and 13253 (13th December). She was fitted with boiler No. 6060, the first of seven she was to carry, and tender No. 4523, which she retained for life.

She had all the usual features of the first ten class members except two: The atomiser steam pipe ran vertically down the smokebox; and, despite what has appeared in print in the past, she was built with round topped cylinders.

She was another wanderer, her initial allocation being to Patricroft, although she moved on 1/6/35 to Carlisle Kingmoor, then slightly southwards on 13/7/35 to Upperby. A move further south was made on 28/12/35 to Birkenhead, then a westward transition, first on 20/4/40 Llandudno Jct., and on 26/10/40 to Bangor. She returned to England on 12/6/43, going to Mold Jct., but a week later on 19/6/43 felt homesick for Llandudno Jct. again. 1/10/49 saw her move to Crewe South, followed on 12/11/49 to Aston. Nine years later on 20/9/58, she went to Crewe North, followed on 16/9/61 to Nuneaton, before a return on 22/6/63 to Crewe South. The EHC records show she was from 29/6/63 at Nuneaton but this is crossed out, but the entry of 1/2/64 to that shed is not.

Below: 13254 stands at Penrith with the Carlisle breakdown train on 7th June 1935. With the minor exception of the cast iron shed plate, she is as built, the plume of steam revealing the safety valves to be in the top feed. The shed plate proclaims Upperby shed, although from the EHC she wasn't allocated there for another five weeks, being a Kingmoor engine at this time.

Photograph: H.C Casserly





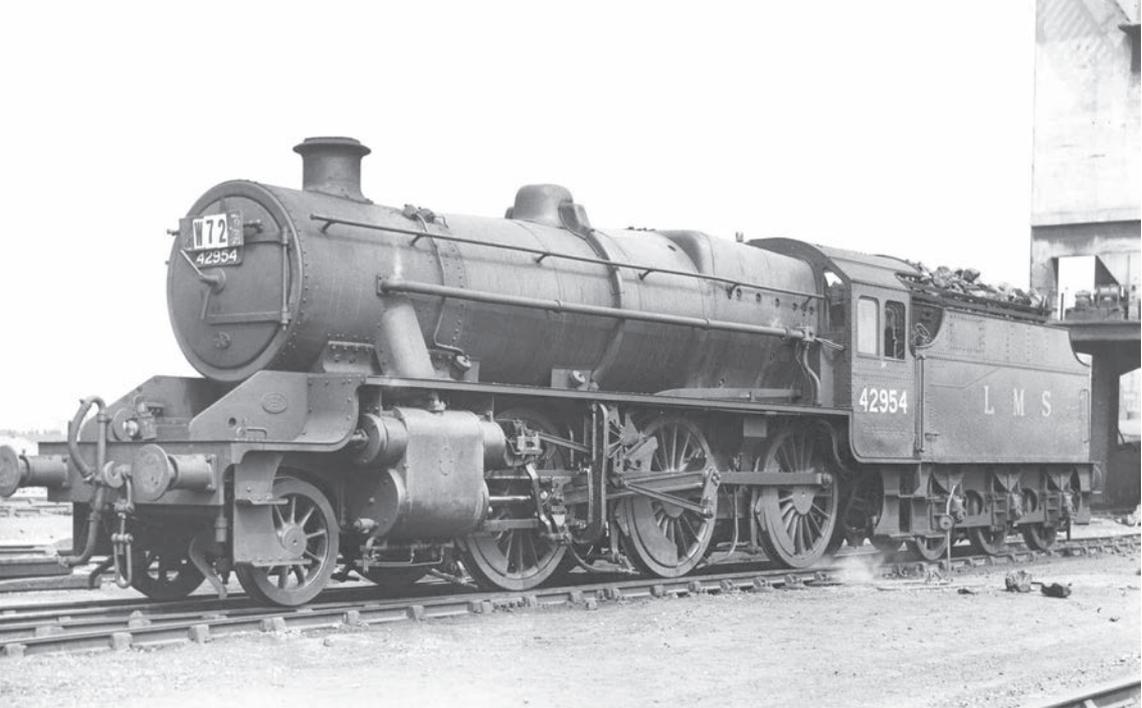
Above: The now 2954 has just set back onto a passenger train that she will soon head southwards from Crewe Station in 1939. At this stage, the safety valves are in the top feed, so is before March 1938 or after June 1944, during which period she carried later boilers with the valves on the firebox. **Photograph: J F Hull**

From August 1964, she was allocated to Wigan Springs Branch. (*PB Hands' What Happened to Steam* shows 09/61-08/64 at Nuneaton). All dates are from the EHCs and are Periods Ending. She was in Swindon works at the time of these last transfers, see below.

One of the class to visit Swindon works, she was first noted there on 26/1/64, finally leaving in early November. She left wearing a fresh coat of lined black paint and a 5E (then Nuneaton) shed plate, presumably due to the 1/2/64 transfer there. Photos show her complete in Swindon yard from at least 20th September, although another photo inside the shops is dated 25th October. The next sighting is at Warminster on 17th October on a Swindon running-in turn prior to dispatch back North. It must have been borrowed whilst at Westbury because it banked a train up from Westbury to Warminster where bankers were always detached.

She was a much-photographed engine and proved to be the last of the class in service, being seen in steam on 2nd January 1967 (see SMF News No. 56, September 2004, Page 13). Despite rumours that she saw little use towards the end, she was photographed at Staveley in the Lake District on 8th July 1966 with the 3/15 Windermere – Liverpool Exchange passenger, and seen at Preston as late as 14th and 15th December 1966, heading the 7X58 Northwich - Shawfield special soda ash goods and 3T03 Carlisle - Wigan special parcels respectively.

The end came with withdrawal on 11th February 1967. She remained at Springs Branch until at least 23rd July but was at Hull Dairycoates, then Draper's yard on 13th August, breaking up following soon after.



Opposite Upper: Still in LMS livery but with a BR number in 10inch numerals which she received on 22/5/48, 42954 stands on Derby mpd. She carries a 7A shed plate, Llandudno Jct. at the time. She has regained a boiler (No. 6057) with top feed mounted safety valves; it was well into the BR era before all such boilers had their valves repositioned on the firebox. The steam heat bag is to the fore.

Photograph: SMF Collection/ T.G Hepburn

Opposite Lower: On 30/08/1958 she took over a military special from Pembroke Dock to Liverpool from 8F No. 48730. The W655 on the smoke-box door presumably applies to this train. The steam heat bag has been removed for the summer, but would return with colder weather.

Photograph: W A C Smith

Below: 42954 was one of those which underwent overhaul in Swindon works, being there from January 1964 to early November. She received a full repaint, but without lining to the running plate angles. Another LMS class to receive attention there was the Ivatt Class 4 2-6-0, and one can be seen to the left with a tender to the right. Unlike Horwich practice, the vacuum stand pipe has been painted red to its full height.

Photograph: Bryan Hicks





***Above:** In July 1965 42954 storms a Class C goods through Wreay. This was the sort of traffic on which the class and its cousins of George Hughes' design excelled. With safety valves sizzling, the fireman sits nonchalantly watching the road ahead.*

Photograph: PJ Robinson

***Below:** The end approaches on 13th August 1967, as 42954 stands with fellow Stanier engines, an 8F in front and a Black Five behind, in Draper's yard, Hull.*

Photograph: Roy Hennefer



Regrettably, many of us who form the core of the SMF membership are with countless others in similar groups, societies and supporters of heritage steam railways a diminishing breed, whether we like it or not. We are the last generation that supported and was part of that phenomenon that was known to all as 'Train Spotters'.

Ignorant people often ridicule and make fun of the train spotting fraternity of yesterday, looking upon them as second or even third class human beings, and even today it is looked back upon with scorn. Regrettably, they had no knowledge whatsoever of the life skills and comradeship that it infused into us younger members of society and which stood us well in later life.

Just one example of that is geography. Today many people giving me directions to their home will immediately offer their postcode for my Sat-Nav. They react incredulously when I tell them I do not have one and to just give me directions from the last mile or so from a major or secondary road. Because of my past knowledge of towns and cities that I visited on train spotting and engine shed visits, I can in most cases get from my house to within five miles of a location without the need to consult a road map, a life skill from train spotting days that has stood me in good stead.

Now I already hear you asking, what has all of this got to do with Bequests and In Memoriam? Well, it is an attempt to lighten a little what is a sombre subject. I doubt many of us want to transfer to the great engine shed in the sky; unfortunately, none of us have any say in the matter. But, before that day arrives, we can have many happy hours looking back and remembering those carefree days we spent at the end of platforms, or at lineside locations, bunking round sheds or even visiting them on official visits. We can still recall the excitement of straining to see the number of a loco and whether it was a cop or not, the thrill, yes thrill, of tip-toeing around the murky confines of a shed on a Sunday morning, and that unmistakable smell of smoke mixed with oil and the gentle hissing of steam; oh, if only someone could bottle that, they would be millionaires overnight,

Now, wakey wakey all of you and back to today and the subject in hand. We have experienced and enjoyed all of that and, lets be honest, it can never truly be replicated. However, to take just one example, have you ever stood at Bridgnorth, Kidderminster or Bewdley, to name just three of the SVR stations, in recent times? I am sure most of us have, or done so at some other heritage railway station. What do you notice? Until recently, I, and probably like many of you too, it was the locomotive that was the focus of my attention. Whilst that is still the case, my eyes have started to look further and I am seeing mothers and fathers or guardians with young children, all smiling, excited and thoroughly enjoying the spectacle of their gaze – the steam locomotive.

Watching the fireman 'going under' to hook on or hook off, hearing the clank of the couplings, looking in the cab seeing the fire, the shovelling of coal, and the thrill on their faces when invited onto the footplate by the crew. The scene is completed by the smell that I mentioned above, all around. Is YOUR memory stirred by any of this? I know mine is.

OK, its a million miles away from what we took for granted but it is the best we are going to achieve in today's modern world. So how are we going to continue to provide it? **Preservation, preservation, preservation**, but to do so needs **funding, funding, funding**, which is why I and your past and current CoM have, over the years, worked

so hard and tirelessly to raise the funding needed to keep our engine a working steam locomotive. And let's not forget you, the membership, past and present, who have responded magnificently over many, many, years to all our pleas, initiatives and my rants and raves. But the end result is, that we have succeeded where others have not, and we have much to be proud of.

Museums have their place but they cannot (in my opinion), compete with a *working* steam locomotive. In today's modern world it has been proved that no part of a steam locomotive cannot be replaced, just like it could in the steam age. However, every job comes at a price and that price gets ever more expensive. Unfortunately, the current and future generations, whilst they may marvel at our treasures from a past era, few wish to develop that enjoyment into hands-on activity.

Whilst our generation is still enthused and motivated, regrettably age is catching us up, and I speak for myself when I say that I now find I cannot do the same amount of work either in the container or on the Sales Stand that I took for granted only five years or so ago.

I have gone down the road on this subject before, but it is one we must all give thought to and make our own decisions. The time will come when your CoM, even with the younger members on board, will not be able to continue doing the level of work, particularly fund raising and Sales Stands, that we currently do today.

42968 (as I will always know her, and this is my article so Editor's license), will outlive us all and of that there is no doubt. Whether her existence continues in steam or ends stuffed and polished in a museum is down to us.

I know what I would want to look down on from above and that is to see 42968 with a fire in her belly and smoke from her chimney, giving untold pleasure, excitement and thrills to future generations. To see her at Kidderminster or Bridgnorth stations with crowds of adults and kids, wide eyed and awe struck at the sight of something amazing, which today they see only now and again. I am sure that would be your future vision too.

To achieve that, I now firmly believe that future funding will become ever more reliant on bequests and legacies in favour of the SMF. It is a subject that remains taboo to many people, but one that ultimately should be addressed by us all, if only to ensure that our treasured possessions or financial gifts are dealt with in the manner we wish after our passing.

I heard a story only the other day that a gentleman, who had many items of railwayana and who supported and loved dearly a particular railway group, had promised his collection to them when he passed on. Sadly, when that time came he had not made a will and his entire collection passed to and was sold by distant relations that he had never mentioned when he was alive. Not a penny went to the railway group that he supported and loved so much and which had given him such great pleasure when he was alive

Without doubt a salutary lesson and one which we should all take note of. We have supported and given generously throughout our lifetimes to 42968, and in return I believe that she has given so much back to us. Remember her return to steam, remember (who could forget), the main line adventures, remember her visits to the WSR, GCR, LSR, K&WVR, remember her Drive and Fire experiences, remember her special trains for members and remember her work on the SVR: over 100,000 miles of pleasure, enjoyment and thrills. For many of us this will continue again from 2018,

and for countless others it will continue in the decades to come – if we provide for her NOW.

If you would like to ensure that this happens beyond our lifetimes, it is important that your wishes are made known. The first thing to do is to write a will or have one drawn up by a solicitor or other competent body. A simple will is not expensive but it will ensure that what YOU want to happen to your finances and belongings after your passing is carried out to YOUR wishes.

Should you decide to include the Stanier Mogul Fund in your will, it would be helpful but not necessary if you complete the form inside the Bequests and In Memoriam brochure enclosed with this edition of SMF News and return it to our Administration Manager, Richard Lewis, at the address shown on Page 2. You can of course always change or even cancel (although we hope that you do not), your instructions at any time.

I am sorry to have gone on at length, but I hope that this article has got many of you thinking about a subject that most if not all of us do not wish to give much time to. To those of you that have already made a provision in your wills for the future of 42968, my sincere thanks and appreciation. To those of you who have yet to decide or have not even given any thought to the subject, I hope you will now at least start to think about it. And finally, please remember:-

13268 CAN ONLY GIVE TO YOU – WHAT YOU GIVE TO 13268

***‘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.***

OBITUARIES:

Alan Price

Born in North Walsall to a railwayman father who worked at Ryecroft (LNWR), Walsall, shed (3C).

Reared with railways in his blood through being regularly taken into the shed to view the engines.

Educated at Queen Mary's Grammar School, Walsall (now regularly in the top 20 of the English State schools).

After school, he left to join the railway and spent much of his time locally.

This burgeoned into a hobby of photography, which after the demise of steam on the national network became an obsession for photographing the historic buildings around Walsall before they were demolished in the '60s.

Through his job, he met Kath, and they married and spent much of their time – he in the ticket office, and she in the refreshment kiosk, at Highley Station on the Severn Valley Railway.

In due time, to further his interest, both became active supporters of the Stanier Mogul Fund (SMF).

The local Methodist Chapel was heavily, and regularly vandalised, and when it closed, most of the congregation transferred to Caldmore Methodist Church and they became active and loyal members.

Sadly, Kath died in 2005, and Alan developed a serious stomach illness which never left him despite the pain and frequent dressings following an operation.

Nevertheless, Alan continued his penchant for lecturing, with illustrations, on Walsall history.

In his last year, he was admitted to an Aldridge (Walsall) Nursing home, to which he returned after a short spell in hospital, and passed away peacefully.

Whilst still communicable, he was thrilled at SMF's kindness to take him to SVR and visit the sheds to view, up close, the progress being made on 42968's overhaul.

Forty were at his funeral to be inspired again by his modesty, helpfulness, knowledge, and conviviality.

He looked forward to meeting up with Kath at the great steam-engine shed above.....

`Quas dederis solas semper habebis opes` - give to the Lord and you will always have – you only get out what you put in.....

John Wilcox.

Caldmore / QMGS / SVR / and SMF.

12-12-2016.



**Alan Price – SMF member.
22.08.1929 – 23.11.2016 -
Aged 87**

From Richard Greaves: I am indebted to John for the above eulogy and also for representing the SMF at Alan's funeral. John had first met Alan some time ago when they attended the same church together in Walsall. I would also like to add a few words of my own.

I first met Alan and his wife, Hazel, at their home in Walsall following a call from him offering to donate goods to the SMF Sales Stand. They were a lovely couple, both mild mannered and charming.

Alan continued to donate goods over a period of time which, sadly, included the passing of his wife, Hazel. Following an operation which was not entirely a success, Alan's health began to deteriorate, but despite this my telephone calls to him for an occasional chat were always warmly received with a cheerful and engaging response.

Following a visit some eighteen months ago by Dave Beer, one of my West Midlands couriers, to pick up yet more goods, Alan confided that he did not venture out in his car too far. That prompted me to arrange a visit for him to the SVR and Dave kindly agreed to pick him up and accompany him.

The visit was arranged for a Thursday and I arranged tickets for Dave and Alan to travel by train

to Bridgnorth were I had also arranged for Dave Busk, a member of our Thursday gang, to meet and escort them around the shed and view the progress being made on 42968's overhaul. All three later returned by train to Kidderminster, enjoying afternoon tea in the Observation Saloon, after which Dave Beer drove him home. Some days later Alan telephoned me to say how much he had enjoyed his day out.

We had always exchanged Christmas Cards, and it was so sad this year not to do so again. Alan was a loyal and generous supporter of the SMF and reunited with his wife, Hazel, I hope they continue to keep an eye on us and approve of our progress. Rest in Peace Alan

Ivan Evans

As we closed for press we learnt the sad news of the passing of Ivan Evans.

Ivan sadly passed away on 2nd January 2017. He and his son, Tim, were regular members of the Bridgnorth working parties that rebuilt our engine in the 1980s.

Together with his wife, Barbara, he was also part of the SMF Sales Stand team during the early days of our fund raising.

I attended the service on behalf of the Stanier Mogul Fund which was attended by over 150 people.

He will be fondly remembered by family, friends, and those of us in the SMF who knew him.

John Bowater.



*Ivan Evans 12/10/31 to 2/1/17
Ivan, working on 42968 at
Bridgnorth in the 1980s*

Below: In memory of Alan and Ivan: 'Their engine', 2968, stands at Kidderminster on 30th August 1991
Photograph: Richard Greaves



LETTERS TO THE EDITOR

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

Dear Richard,

Enclosed raffle ticket stubs and cheque. Suggestion to encourage letter writing. Try doing something wrong, I am sure you will get a few letters then! Keep up the good work.

Bill Crane, Northampton.

16th September 2016

Dear Richard,

I've just received the Autumn Draw Tickets and not 'Putting them to one side until later', I'm doing it straight away. How fast does time pass? It doesn't seem like nearly thirty years since 'our loco' came back to life.

I commend you and the COM for the dedication and hard work input you still keep up. I can understand your frustration with all the members who lose interest in what you have done for this loco. Health constraints, together with advanced old age, now in eighty sixth year, prevent active participation but will continue with financial help for as long as it takes.

My very best regards,

Alan Davis Swansea.

6th September 2016

Dear Richard

Having become involved with the Stanier Mogul Fund in the early 1980s I was concerned but saw no reason to complain about the 'Spirit of 2040'. As you have now chosen to complain about the likes of myself, perhaps there is now a reason.

When 'Spirit of 2040' first hit us 18 months ago my first thought was great, I'll get on board with this. It's nice to see that the salaried, booted and suited and final salary pension guys put their hands in their pockets and raised a considerable amount, well done to them. Then you have another group. We are no less keen to see the engine working, we don't want to see a future as a static museum piece or worse, scrap metal, we just have a lower ability. When launched, I went straight to the entry level, the Shift Worker. £999, wow. OK I'm still in but how much a month? £33 a month, well outside my capabilities. I understand that the minimum time to get the money in, the maximum time to invest and grow but you set the bar too high for me and I suspect others as well. No amount of in-crease-ment of incentives will give us the ability to find the money.

Don't scrap '2040', introduce a new entry level, say floor sweeper and tea boy. Make him highly paid at £999 but with a £10 a month subscription. Had this entry level been there at the start, the Fund would have been greater by £180 from me alone and I suspect more from others as well.

Don't complain about us as it was you who precluded us from joining in the 'Spirit of 2040'.

Please find enclosed cheque for £70, £20 raffle tickets, £50 'First of the Finest'.

Yours sincerely,

Colin Beech, Redditch.

10th September 2016

Editors Reply:

Normally I do not comment in the 'Letter's to the Editor' column – I believe in freedom of speech; after all, it is what I want each and every member to do and I have no intention, whatsoever, of discouraging you. However, on this occasion I make an exception.

I welcomed Colin's letter and his comments and wrote back to him giving explanations to a number of his points. Unfortunately, my reply ran to several pages of A4 and is too long to reproduce here. However, I took the opportunity through the assistance of our Web Manager, James, of posting my reply in full on our web site located within the Members Portal (MP). For those of you with access to our Web site MP, it is worth a read and explains in great detail the reasons and constraints that I was working within.

Colin's excellent suggestion of an entry level of a Floor Sweeper or Tea Boy is though worth further mention. This was an option I had not considered and had Colin brought this to my attention from the outset, I would have modified the subscription to incorporate it. Regrettably, it is too late now with the scheme in its closing stages. Incidentally, a number of other letters reflected those of Colin's and included belated good suggestions. Again, I did write personal replies to all concerned.

This is yet another example of why it is important to put pen to paper and write to me on any subject affecting 13268 and the SMF at an early stage. As I always say, 'Do not put off until tomorrow, what you can do today.'

The story now continues with Colin's further letter, following receipt of my reply to his initial letter printed above.

Dear Richard,

Thank you so much for your reply to my letter. I had no expectation of a personal reply from you, and at best some mention of the issues raised noted in the next magazine. I am so sorry that I intruded into your recovery period and I hope that this will be speedy for you (*at the time I was recovering after a short time in 'Works' undergoing a Light Intermediate overhaul – Ed*).

Your very detailed reply made me realise that I had failed to make one important point in my original letter. I can only speak for myself on this one. Incentives and rewards are nice to have but for me the real reward is to know that I have done my bit, however small, to look after and care for our engine for future generations. I would have been thrilled to have only received a small certificate at the end of my £10 subscription.

I have always recognised, like other members, that your complaints were directed towards those that did little or nothing yet still reaped the benefits.

Please do keep complaining, you are the best fund raising manager amongst your many other hats, that our locomotive could have. I was just so frustrated this time, I wanted to do something but was unable to. I agree with you that many of us will have run out of boiler tickets before 2040. It is my belief that if we leave a locomotive in good running order and with a healthy fund behind her that future generations will pick up the torch and hold it high. This will be both our memorial and our legacy to the world.

At the beginning of the year a relative of mine passed away and I was left a small amount in her will. Should all the legal hurdles have been dealt with in time before the closure of 'Spirit of 2040', then you will receive my application for a Shift Worker and a cheque for full payment.

On a different subject, I read the obituary to Phil Pixton with some sadness. Not that I ever knew the man or any of his achievements in respect of the Fund. It did occur to me, however, that the obituary and remembrance last only as long as the magazine does. Once

discarded its gone. I had an idea which in no way can I claim as original or even possibly desirable. Is there room within the loco footplate area to mount a brass plate, with the names of those who wish to be inscribed?

Obviously, there is a cost to all this and I would suggest that the subscription be set at a level that covers the cost of their inscription, something towards the cost of the plate, something towards the cost of the inscriptions of the names of those who have already gone before us. Of course, there would also need to be something in there to add to the Fund as well.

I accept that the logistics and delivery of such a scheme may be prohibitive or undesirable but felt that I should put the idea to the COM for their consideration. Once again I wish you a speedy recovery.

Many thanks,

Colin Beech, Redditch.

24th September 2016

Final postscript from your Editor:

In respect of Colin's suggestion of a plaque in the cab of 13268, please refer to Page 6 of the 'Bequest and In Memoriam' brochure enclosed with this edition of SMF News. In addition, I can tell you that a separate plaque for Phil has already been agreed by your CoM.

Dear Richard

Hearty congratulations on reaching 80 editorials of the SMF News, a journal of quality and information.

Having been a member since 1973, I can confirm that magazine standards have been maintained.

I have been living in Scotland/Carlisle since 1980 so the number of times I have had the privilege of travelling behind 42968 can be counted on the fingers of one hand. Despite this, I continue to support our engine from a distance.

Hopefully (4)5025 will be operational next year after a protracted overhaul. In the meantime 46512 (a former Bewdley resident), continues gallantly. With best wishes,

Geoffrey Hinder, Inverness (Strathspey Railway Volunteer).

7th September 2016

Dear Richard

As editor of SMF News you commented on the lack of correspondence on the restoration of the locomotive to working order as LMS 13268. I think you are right to assume that the lack of correspondence can be taken as approval/acceptance of decisions taken within their power, and progress to date, by the 'active' members. I give my reasons below, which though purely personal, may echo those of some 'arm chair' members old enough to remember Stanier Moguls on BR, and to have followed the fortunes of this one through the pages of SMF News.

I have a sense of déjà-vu with the loco in bits in Bridgnorth and return to service some time away, but unlike last time there is not now an issue such as TPWS to merit discussion. I think the novelty of '13268' will attract the attention of photographers both on the SVR and on other railways, where it has always been a welcome visitor.

As a long-term member of the SVR I can recall the effect created by the notice of a ban on outdoor boiler work and the pressing need to fund the cost and establish a suitable facility.

Inevitably the resource has to be carefully managed with a view to full utilisation, balancing work on resident locos and outside jobs to enhance income for the railway as a whole. It is clear that active members of the Fund and SVR staff have skills to do the best for the locomotive long term, so with the news the boiler has now entered the above facility be assured that ‘arm chair’ members are right behind them and are no less eagerly looking forward to seeing the loco in action again in its new (old?) guise. Yours sincerely,
John Bailey, Hitchin. **18th September 2016**

Hello Richard

Just been reading the latest edition of the Stanier Mogul Fund News. I’ve not been able to get down to the SVR now for many years. Old age is catching up with me! I used to work as a volunteer – engine cleaning and winter maintenance. Really enjoyed those years. I was in charge of ‘*Hinton Manor*’ for two hours on my own in a siding down at Bewdley! I’ve cleaned ‘*Flying Scotsman*’ while it was on the SVR (what a difficult job THAT was!). I’ve cleaned the grate under ‘*Leander*’ in the pit, came out looking like a ghost! Lol. I had hoped to continue there with a view to passing out as a fireman and driver, but it was not to be. Ageing, and the distance travelling there got the better of me. After a lot of searching I managed to get hold of a copy of ‘*The Enginemen’s Handbook*’ while I was there. I’m a bit loath to part with it but it’s obviously of no use to me now. So, I’ve enclosed it here for your sales stand – hoping it will be of some use to someone else. I’m afraid I’ve been very remiss in returning draw tickets for a few years! *Mea culpa!* I have enclosed the current ones here together with my cheque.
Ronald Eyre, Birkenhead. **20th September 2017**

Dear Richard

Many thanks for News 80. Another good read. It landed just two days before my copies of ‘Steam Railway’ and ‘SVR News’. They should keep me quiet for a few days. Many thanks also to you and the CoM for dedicating so much of your time to 42968, I’m sure all members appreciate that even if they don’t write and tell you. Please find enclosed my raffle ticket stubs and another contribution towards ‘First of the Finest’.

You do a sterling job in trying to extract money from us but I fear the problem is less to go around. I suppose we could all blame Dai Woodham, if only he had rescued just one locomotive (42968) then apart from a few bought directly from BR and those rescued by Butlin’s, there would be very few locomotives to spend our money on! Thankfully though Dai had plenty of other scrap to occupy his time.

Then to add insult to injury along come these pesky people who want to build new locomotives, taking more of our cash, and now we learn the SVR have not got sufficient funds from the 2012 share money and will be asking for more to complete the Bridgnorth project!

So now a confession, I have supported 42968 from the earliest days and will continue to do so, but I am a member of both 82045 and the new Patriot, I actually spend a day a week in the Patriot office (it’s near where I live), stuffing envelopes, renewing memberships or banking donations etc., etc. Not only that, the 4150 group put out a good appeal some months ago and I have donated to that and I will contribute to the SVR’s Bridgnorth project. I was tempted, but so far have resisted, in donating to the push to reach Broadway.

On a practical note, I expect many members buy their own raffle tickets, would it be worth sending a sheet of sticky backed address labels with the raffle tickets for people to just peel

off and stick on the stubs. One organisation (non-railway) that I am a member of does this and I expect it encourages people to buy them all and return them quickly. Keep up the good work. Kind Regards,

Mike Smith, Shebdon.

8th September 2017

The sticky labels were a good idea. However, following discussions with our printers and Membership Secretary it was decided that the cost and time involved in producing and inserting these, outweighed the potential additional returned books that could be expected – Ed.)

Richard

Many thanks for another excellent SMF News.

Sorry if the take-up of the '2040' scheme has been slow (I did my bit a year ago). One thing occurs to me. For an overhaul as far ahead as 2040, the early 'cut-off' date for monthly subscribers means sums are as high as £333 per month with a minimum of £33 per month. I realise you do need to keep the pressure on, without an open-ended deadline (and certainly no benefits until a good proportion is paid).

This is not a criticism of SMF, merely an attempt to diagnose the slow response. Regards
John Pearse, Bradford on Avon.

24th September 2017

Dear Richard

Firstly, I'd like to thank yourself and the rest of the management committee for all the time and effort that has been put in to run the Stanier Mogul Fund over so many years. I'm sure those of us not directly involved don't realise how many hours are spent by the few.

Now the reason for writing this letter. When it was announced that a new fund raising innovative was going to be launched for the 2040 overhaul I was looking forward to being able to sign up for another scheme, assuming the financial commitment would be similar to past schemes. Therefore, I was mildly shocked when the details of the scheme were released, particularly over the minimum cost involved. At that time having just helped my two sons out with purchases of their first homes and being reduced to only working a two day week, the commitment required for the SMF 'Spirit of 2040' is beyond my cash supply. I shall continue to support the fund when and wherever possible.

The raffle ticket returns along with a cheque are enclosed.

To end on a good note. I have some more model equipment I can take to the Sales Stand next time I'm at Kidderminster. Yours sincerely

Simon Offord, Tewkesbury.

1st October 2017

Richard

Please find enclosed Raffle Tickets stubs together with my cheque. May I take this opportunity to respond to your plea for a letter in the September Magazine?

Maybe a few of the membership are, as you say, apathetic, but in defence of the membership I think there are other reasons besides those you have listed. I believe it is not that members don't want to contribute to the Fund, rather that they have so many other life commitments, meaning that some things fall off the list. Probably most members are, like myself, pensioners, male and married, and not all wives share the same enthusiasm for Steam Engines when it comes to shelling out the family's measly pension.

However, I applaud and admire your persistence in trying to persuade members to fork out. But signing up to a regular monthly subscription scheme is not something undertaken lightly, especially in the current climate of virtually non-existent interest rates on savings - that is if you have any. Although incredibly well devised, I always thought the scheme was too ambitious and far too expensive for many of us.

Perhaps you should encourage one-off donations, however small, or maybe a '42968's Day' (like Father's Day), or a 'Christmas Gift to 42968', OR maybe a more appealing idea would be to sponsor individual engine replacement parts or the refurbishing costs of engine parts, in a similar manner to the Unknown Warrior, e.g. Rivets @ £w each, Boiler Stays @ £x each, Paint @ £y per litre, Coal @ £z per cwt, etc.

Of course, having suggested such an idea, I feel obliged to back it up. Please therefore accept a second cheque for which you can use as either a straightforward donation or to buy a few rivets.

Keep up the good work. Yours sincerely

Michael J Burrows, Solihull.

23rd September 2017

P.S.

Regarding renumbering our engine, I concur with what you said in your September Editorial, that our engine 'will always be known as Stanier Mogul No 42968', and personally I am not thrilled by the proposal to number it 13268. She was 42968 when she was rescued, and as far as I am aware all fundraising activities have been in the name of 42968 or 2968, so in my opinion 13268 should not be forgotten, but reserved for the record book.

Dear Richard

Please find enclosed our raffle ticket stubs and a cheque which includes a small donation to the Fund. I hope the raffle is a great success this year, considering all the hard work that goes into it!

Regarding your comments in the magazine, I am not sure that the lack of letters shows a lack of interest. It could also show a general satisfaction with the work of the CoM and even less to talk about when the engine isn't working.

As far as the 'Spirit of 2040' take up is concerned, reasons for not taking part may be many and varied but I think that lack of disposable income may play a major part, especially as many members have already, or are approaching, retirement age. This is certainly the reason I have not taken part, not any problem with the scheme. However, I can understand your disappointment and hope that those members who can afford it will respond to your appeals. Anyway, I hope that you and your family are all well and hopefully we will be in touch soon. Best wishes

Ray Flintoff, York.

12th September 2017

Dear Richard

Congratulations on reaching SMF News number 80. An excellent production yet again, though I am sorry to hear about the lack of letters to the editor and indeed the stalling of the 'Spirit of 2040' subscription. I do enjoy the memories of railwaymen articles/series as well as the photos and articles on 2968 and the ongoing happenings. Better start planning issue 100 soon - it'll be here quicker than you think!

As to the 'apathy' problem ... well it does seem to be an on-going thing, and I'm sure we've discussed it before. I think I can understand why it is happening, but have no solution to it that is better than you beating a drum (and perhaps the odd member) with a big stick.

Catching a net full of new members would be best, of course, as I think a large part of the problem with fund-raising and donations is simply that many of us have given all we can, for the time being at least. Personally, I have no 'stuff' at all left to donate to sales and financially things are currently not as certain as I'd like, so committing to a Shift Worker isn't possible at present. However, I may be able to before the year end, depending how things pan out. Best regards,

Mike Sheridan, Southampton.

17th September 2017

(Mike has indeed now taken out a Shift Worker subscription. Thanks again Mike. – Ed.).

Dear Richard

Please find enclosed our raffle ticket counterfoils for this year's draw together with a cheque to include a donation.

Thank you also for the latest copy of SMF News. As always a very interesting and thought provoking read. Best wishes

Roger Walker, Brixham.

16th September 2017

Richard

In line with your request in Issue 80, I herby:-

a) Return the raffle ticket stubs

b) Cheque for stubs

c) An increase of my SO to £5 from £4 p.m. – Yes, a marginal increase but it rounds up my monthly outgoings

d) My congratulations on the quality of Issue 80, the work of the CoM, the work-gang on the engine, and, of course, your sterling self.

Well done to all, every contribution is appreciated and welcome. Hopefully, I will be present on the 22/10/16 with plastic bags and cloths for cleaning. With best wishes,

John Wilcox, Lichfield.

20th September 2017

Dear Richard

Thank you for the latest Newsletter together with enclosures.

It is a pity that you have had to revert to your alter ego to get results from members. I guess on a scale of 1-10, my involvement is around 2-3 as opposed to your good self 10+ at least! Might I suggest you increase the book of draw tickets to say 11 or 12. Other charities I support have done this. It would lead to an extra 10%+ income (hopefully!).

Please excuse this handwritten letter. I am off to meet a deadline but taking you at your word, the draw tickets are going to be posted tonight before they end up behind the mantle clock! Yours Sincerely,

Peter Lowe, Chester.

7th September 2017

With my SMF Fund Raising Manager's hat on, one final point I would like to make. Had I known back in March 2015 that 29s overhaul would overrun as long as it has, I would have spread 'Spirit of 2040' Standing Orders over 48 months. This would have brought 'Shift Worker' monthly instalments down to £20. However, as they say hindsight is a wonderful thing!

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 Stzencel** from Wakefield, **Peter Stott** from Northwich, **Bob Williamson** from Studley, **Arthur Hewitt** from Worksop, **Michael Clemence** from Aylesbury, **Bob Grant** from Neath, **Dave Beer** from Birmingham, **Rob Newman** from Bromsgrove, **John Nolan** from New Brighton, **Ian Heyes** from Thatcham, **Ronald Eyre** from Birkenhead, **Brian Lowe** from Bury St. Edmunds, **Paul Butler** from Middlewich, **Mr D C Smith** from Cheltenham, **Ben Nicholls** from Birmingham, **Ray Flintoft** from York, **Carol Pixton** from Stockport, **Richard Marriott** from Sutton Coldfield, **Geoff Holland** from Cumbria, **Dave Baker** from London, **David Richmond** from Alvechurch, **Dr Bob Young** from Beaumaris, **Richard Hill** from Bewdley, **Simon Offord** from Tewkesbury, **Richard Coomber** from Lymington, **Steve Leyland** from Bolton, **David Bradbury** from Oldham, and non-members, **Linda Thacker** from Bromsgrove, **Mrs Edna Harrison** from Bromsgrove, **Paul Danks**, **Jane Hughes**, **GW (SVR) Association** from **Chris Haynes Bewdley**, **The Erlestoke Manor Fund** from Bewdley **Mr Catchpole**, **Rob Davies** from London, **Gordon MacKenzie** from Redditch, **Nick Giles** from Bromsgrove, **Ann and Kevin Robertshaw** from Inkbarrow, **Steve Bach** from Rednal, **Julian Beck** from Solihull 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 Ashton**, **John Tidmarsh**, **Dick Lewis**, **Bill Maffey**, **Jim Norman**, **Ian Marshall** and I also include **myself** in this role, looking after the North West and North Wales areas.

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