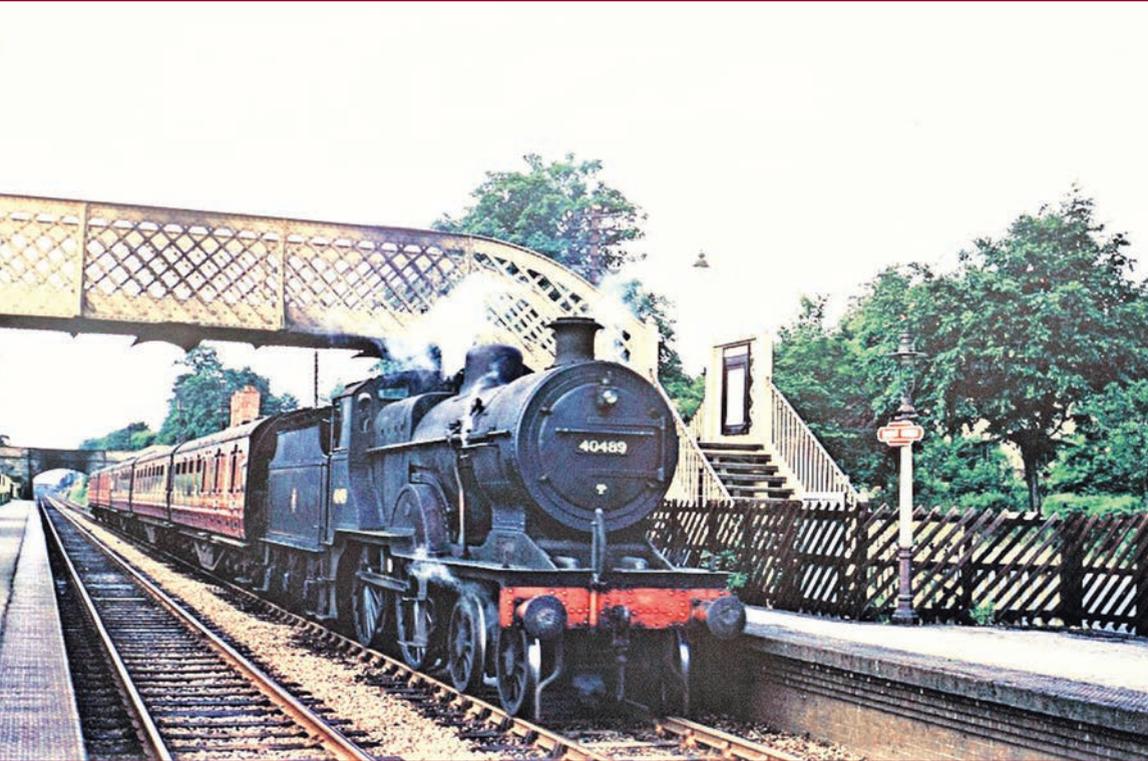




STANIER MOGUL FUND NEWS

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SEPTEMBER 2017



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*SEMPER PROTEGAMUS
(LET US ALWAYS PROTECT)*



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

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

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EDITORIAL:

RICHARD GREAVES

They say that time waits for no man and during the past two years or so I have felt the full meaning of that little old saying! Despite retiring from full time employment over twelve months ago, I have felt no benefit. The extra time available has been devoured by additional domestic duties that I never had before, together with the seemingly ever consuming workload of the SMF, meaning that I have even less time available for ME to do the things in life that I want to do before notice is served to transfer to the great engine shed in the sky.

To add to my air of gloom (as no doubt will be reported by Ian and/or John B elsewhere in this issue) yet more delays in progressing our engine's overhaul have been imposed upon us by the SVR, pushing our projected completion date back further to October 2018. This of course does nothing to improve my already melancholy frame of mind. Realistically, it will now be Spring 2019 before we can hope to see **'our engine'** back in regular, front line timetabled SVR service. On today's predictions, it will have taken almost six years to complete this overhaul and as you all know, this despite a substantial contribution to the SVR both financially and with volunteer labour.

Continuing with the workload theme, I have already given notice to your CoM that this will be my last report on the subject of Fund-Raising as I will relinquish this role w.e.f. 31st August 2017. Furthermore, following discussions with my esteemed colleagues of our Sales Stand team (friends, I prefer to call them), we have decided to call time on the Sales Stand by or at the conclusion of the 2020 season. With no new members offering assistance and our age profile increasing rapidly, we believe that now is the time to announce our intended run-down and withdrawal, sorry, retirement. This does not mean that we will stop accepting donations immediately but we will have to be more selective during the next year or two. So, if you have any of the goods mentioned in my Sales Stand Manager's report on Page 14, now is the time to make that donation.

Therefore, with no further responsibility for fund raising activities and a reducing Sales Stand commitment, together with the associated Donated Goods Co-ordinator role, I believe that my remaining Committee activities of Magazine Editor and Raffle Promoter will be both manageable and less intrusive on my personal time. It will be interesting to see if any member of the CoM steps forward to take on any or all of the Fund Raising, Sales Manager or Donated Goods Co-ordinator roles but a word of warning – don't hold your breath.

So, hey ho, onwards and upwards, and changing the subject, I am sure that many if not all of you had a second glance at the front-page picture to ensure that you were reading the

Autumn copy of SMF News after your eyes had feasted upon a super photograph of a Midland 2P on our front cover – let me explain.

With no new major workshop announcements, I decided that the time was perfect to use this issue of SMF News to print an article submitted to me some years ago by SMF member Ben Stone, recording his recollections from a period which truly recounts the fabulous days of steam on the infamous Lickey Incline. I had intended to spread this article over two issues but decided that to do so would reduce the impact that the full article delivers.

The publication of the article also coincides with, in reality, the end of the Lickey as a major railway operational obstacle, despite this being on a decreasing scale since the introduction of diesel power. Like Shap and Beattock before it, the Lickey is currently being electrified with the unsightly masts and wires that this entails. Regrettably, it's like will never be seen again and this article is a small but dedicated tribute to the men and machines which once did daily battle with this formidable incline.

A second but equally noteworthy event involving the Lickey involves no less than '**our engine**'. It is almost twenty years to the date (22-11-97) - yes, twenty years - since 2968, piloting WR Mogul No 7325, made the first ascent of the Lickey Incline at the head of a preservation era steam hauled passenger train since the end of BR steam hauled trains over this route. The number of 'line-siders' who witnessed that event far exceeded those gathered at this location on summer Saturdays in the BR steam era.

Our back-cover image says it all and I make no apologies whatsoever for using it again; it is in my opinion (for what that is worth), one of, if not the, finest images ever taken at this location. To watch the PSOV/SMF DVD of this event is awesome.

The pictures supporting this article have all been selected by myself, and whilst some may be of variable quality, they have been chosen to not only depict the Banking activities but also to show the wide variety of locomotives to be seen doing battle with the Lickey Incline over the years. With reference to the caption credits, please note the following:- IRS = Industrial Railway Society and KRM = Kidderminster Railway Museum.

My sincere thanks to Ben for providing the script material, to all the photographers and enthusiasts who had the foresight and vision to photograph and record the passage of the trains, and not least to all those who helped me in the preparation of this article. I hope that Ben and all of our members approve of and enjoy it.

An article of this length on a non-SMF subject matter is a 'one off' and unlikely to ever be repeated during my term as Editor. In view of this, feedback good or bad on the article to Letters to the Editor would be warmly welcomed.

In conclusion, our 'Copped At' series in this issue (Page 60) takes us into North Wales, and despite this part of the principality being a known stamping ground for the Stanier Moguls and travelling right along the coastline and crossing into Anglesey, we fail to sight a single 'cop' from the numerous Moguls we come across. A bonus, however, was the sighting of '**our engine**' 42968 when we 'bunked' Bangor shed; unfortunately, our 'three cheers and hip hip hurrahs' attracted the attention of the shed-foreman resulting in our hasty exit.

As always, my sincere and grateful thanks to you all for your continued support and interest in the SMF and '**our engine**'.

Front Cover: *With the summit of the Lickey Incline some two miles behind her, Midland 2P No 40489 rolls into Barnt Green for the booked station stop with what is thought to be a Gloucester (Eastgate) to Birmingham (New Street) local passenger train on 18/7/59.*

Photograph: *Courtesy Colour-Rail*

Back Cover: *The awesome sight of unleashed power and clearly defined grade profile make to raise the hairs on the back of your neck stand up. SVR based Moguls LMS 2968 piloting GWR 7325 combine forces to lift their 378 tons gross train 1Z44, the 6.24am Finsbury Park to Gloucester via Bristol and Bescot 'The Lickey Incliner', over the summit of the Lickey Incline at Blackwell on 22/11/97. They entered the history books by becoming the first steam hauled passenger train up the Lickey since the end of BR steam on this route.*

Photograph: *Nick Harrison*

Hello again. I hope that 2017 is treating you well as it races by. Writing at the beginning of July, the first half of the year has flown by and been an eventful time for your Committee and our engine.

Going back to the beginning of the year, we held a meeting at the end of January when I reported meeting Peter Taylor, who owns a 10¼ inch gauge live steam Stanier Mogul which is based at the South Downs Light Railway adjacent to a garden centre at Pulborough, West Sussex. Peter was provided with some dimensions of the real thing, to compare with his miniature version to help resolve issues with the pony truck hunting. The railway is worth a visit if in the area, see their website for details, no guarantee the Mogul will be running, though!

Moving on to more Fund specific items, we heard the usual reports from other Committee members, James giving us an update on finances, John (B) telling us about progress with the overhaul, John (T) an update on membership numbers and Spirit of 2040 subscription take up along with preparations for the latest Footplate Experience days (held in April), Richard on Sales Stand activity and plans for 2017 operation, and Peter covered progress with publicity the Fund's website and other social media.

The Young Persons scheme was next up on the agenda and was reported as a major success, with much interest being shown, positive comments being posted on Facebook and some new members already signed up through it. We then discussed the SVR Locomotive Agreement – no further actual progress had been made and it appeared that the idea of a new agreement was likely to be shelved. Given the Fund's proactive approach to Fund raising, with money to support this and future overhauls continuing to accrue, we remain in a position of strength regardless of whether the original Agreement remains in place or further proposals for a new Agreement are made.

After the January meeting the Committee learnt that problems with a contract overhaul at Bridgnorth – initially via a third party – would delay completion of the overhaul of 13268 as some resource would have to be diverted away from our engine to progress the contract work. After seeking confirmation of the position with Neil Taylor, SVR Bridgnorth works manager, a meeting was requested between SMF and SVR representatives to clarify understanding and expectations of progress with our engine's overhaul. Needless to say, several options regarding the SMF approach to this meeting were put forward by Committee members, but ultimately a stance was adopted and put across by our representatives. Although it has had to be accepted that the planned completion of our overhaul has slipped to October 2018, the meeting did highlight failings in communication within the SVR whereby agreements between the SMF and SVR's previous personnel were not passed to Neil. More robust communication with the Fund is now in place to ensure continuing dialogue on progress of the overhaul and that no more 'bombshells' are heard about initially via a third party, and written assurance has been provided by the SVR that no other locomotive after 75069 (which is due back in traffic toward the end of this season) and the contract work on '*Dunrobin*' would take preference over 13268.

This took us to our April meeting, which we decided to move to Bridgnorth to allow for both our seeing the current state of our engine / the work that has been done to date, and have both Nick Ralls (SVR General Manager) and Neil Taylor join the Committee meeting to expand on the previous meeting that they had with our representatives. The latter allowed a full understanding of both the Fund's position and the circumstances within the SVR at Bridgnorth that led to putting back the projected completion date for our overhaul, and reiterated the communication process now in

place to maintain a dialogue on progress. The value of the Fund's regular working parties led by John (B) in helping to maintain progress was also recognised. The primary message is that the Fund and the SVR need to (and will) work *together* to complete 13268's overhaul in October 2018, and open communication will be maintained to facilitate this. Neil mentioned that he has attended AGMs of other loco groups to talk about Bridgnorth works and the Committee accepted his offer to attend ours in October.

After Nick and Neil left our meeting we continued with other business, as usual. This included James updating us on the Fund's financial position to the end of March – our accounting year – and arrangement for the independent examination of our accounts (once finalised) were confirmed. The membership update from John (T) showed further take up of the Young Persons scheme – through this we have taken on 13 new members since its launch at the beginning of 2017. John also reported on another successful Footplate Experience session which had run earlier that week – Taw Valley had proved an interesting loco to work with! Dates for a 2018 event were discussed. Richard provided his Sales Manager's report, which covered 15 months to bring it into line with our accounting year. Finally, we touched on the future liveries of our engine (after 13268 – see my separate article below) and the Return to Steam special – this will run in 2019. No date has yet been set but it will be after a suitable running-in period to reduce the risk of 'no show' by the star guest!

As you can see it has been an interesting six or so months since my last report. Hopefully it will be less eventful and more in line with expectations over the next six months. Of course, to get the very latest news, and hear from Neil Taylor (SVR Bridgnorth works) you should come along to the AGM on 21 October – 14.00 hours in the Library Room (upstairs) of the Kidderminster Railway Museum. I hope to see you there.

YOU CAN HAVE ANY LIVERY AS LONG AS IT'S BLACK: IAN MARSHALL

You may recall that it has been mentioned that consideration will be given to changing our engine's livery part way through this next ten year operating period. I included reference to possible permutations in my Secretary's Report in the March 2017 edition of SMF News.

Any change will not take place until approximately half way through the ten year period (around 2023/4), so a decision is not urgent. Also, it would be dependent on the SVR having time to complete the work required, whether a part or full repaint were needed, although engines' livery is often refreshed at that point as part of piston and valve exam or any intermediate overhaul.

The options will be:

- 1 Remain in initial LMS livery as 13268 (as it will be in 2018)
- 2 Change to later LMS livery as 2968 (minimal change, as originally carried in preservation)
- 3 Change to BR livery with early 'cycling lion' emblem as 42968 (not previously carried in preservation and would include a full change of lining)
- 4 Change to BR livery with later emblem as 42968 (as carried during the last ten year ticket and again, would include a full change of lining.)

No 'what if' liveries will be considered!

The expectation is that a formal ballot to decide what, if any, change will (subject to SVR resource) be made will be issued with a future SMF News, before 2023.

OUR ENGINE:

Welcome to my June 2017 report.

I am happy to report that work is progressing at an ever increasing pace on our engine. With Bridgnorth MPD now fully committed to completing 13268 by the autumn of 2018 and with dedicated full time staff working continuously on the locomotive, progress is impressive.

Since my last report the rear drag box and buffer beam have been completely replaced. The frames were cut at a point just behind the rear driving wheels, new rear frame sections welded on and the drag box completely replaced from new materials, the whole assembly has then been riveted into place (my last report contained pictures of the stripping of the drag box and start of re-fabrication; if you compare these pictures with those I have now included you will appreciate the complexity and size of this work).

This work has been led by Brian Humphries for BN MPD, assisted on Thursdays by members of our volunteer team; in particular Robin Spain has worked regularly on this project.

In the machine shop MPD staff and volunteers have also been very active, and considerable progress has now been made with refurbishing the motion and brake gear for 13268; again, pictures will tell the story, but I can tell you that there is a storage facility that is quickly filling with refurbished parts ready for re-assembly.

Our Thursday working party has made good progress with the front frames since my last report. The area exposed when the front truck was removed is now fully painted and the lubrication pipwork for the front truck is restored and re-fitted. Much of the cleaning and painting of this was undertaken by some of our new Young Member Scheme volunteers headed by Will Pederson.

LOCOMOTIVE UPDATE (July 1st 2017)

The new drag box and rear buffer beam is now complete and work is progressing to rebuild the cab floor and sides, we are also pushing on with the lubrication pipwork from the mechanical lubricators to the cylinders and piston valves.

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

75069 will be re-wheeled in July. (*Done - JN*). When she vacates the jacks 'Dunrobin' will go on to them for removal of driving wheels; she will then be placed on an accommodation bogie so as to vacate the jacks for 13268 to be lifted and the remaining two pairs of driving wheels removed. If this process all runs to plan our engine will be safely on the lifting jacks by beginning of August, and will remain there until the mechanical overhaul is complete and she is re-wheeled. If all goes to plan, this will happen by June 2018.

When all the driving wheels and front truck wheels are removed, they will be sent out as a contract to the South Devon Railway for turning / re-profiling of the tyres and journals.

Progress on the boiler has slowed during the last six months as the workshop has prioritised completion of 75069's boiler, but with this now nearing completion labour will switch to 13268. Our boiler has now been fully assessed and prepared for the work required.

Finally, by the time you read this I expect the tender will be in the paint shop for re-painting. (*In paint shop 13/07 - JN*)

As always we meet every Thursday at Bridgnorth and I would like to thank our volunteers, SVR volunteers and full time staff for their continued support: you really do make all this possible.

Any extra help will be very welcome and, as I have said so many times before, the only essential skill is the willingness to get stuck in and work.

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

My contact No is 01384 278075 (please leave a message)



Left: *'The Thursday Gang'*
 L-R Robin Spain, John Ashton, Jim Norman, John Bowater, Dave Busk, and Alan Moody 8/12/16.

Photograph: Jim Norman
 (taken on delayed timer)

Right: *The immense size of the boiler and firebox of 'our engine' can be seen to good effect in this view inside Bridgnorth Boiler Shop on 23/3/17.*

Photograph: John Oates



Left: *A view under the front frames showing work partly carried out by the 'young members gang'. The vertical pin in the centre fits into the pony truck slides to centralise it; at the top is one of the two hemispheres by which the engine's weight, via the sliding 'spitoons', is transferred to the truck. The rear of the front buffer beam is to the left. 3/17.*

Photograph: Robin Spain



Left: Robin Spain is seen drilling pilot holes in the new drag box bottom section, using the magnetic drill to ensure a truly perpendicular hole, 04/17.

Photograph: John Bowater



Right: Reaming rivet holes in the rear buffer beam is the task today being undertaken by Brian Humphries in 05/17.

Photograph: Robin Spain



Left: New loco to tender water connections in store and awaiting fitting, 5/17. The two circular objects in the foreground are the trunnions for the steam brake bellcrank, suitably rebushed.

Photograph: John Bowater



Left: Close up view showing the weld of the new frames to the existing frames 05/17. This weld was carried out by Tony Wakely, an accredited welder and instructor, and to whom we extend our thanks and appreciation for his kind and invaluable assistance. Tony is the welding engineer of the new build 82045 group.

Photograph: John Bowater

Right: The expansion links receiving attention in Bridgnorth machine shop, 8/6/17. Between them is one of their four brackets mounting them to the motion girder.

Photograph: Robin Spain



Left: The trailing end. The lower section of the dragbox is now finally positioned for riveting, due to start during the next week: 12/6/17.

Photograph: Jim Norman

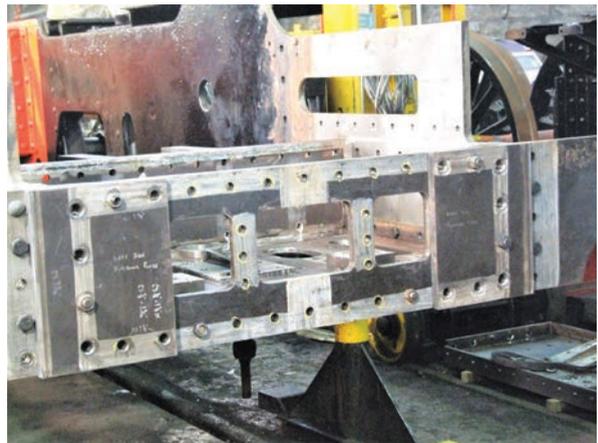


Left: The view between the frames as the various components of the dragbox are brought together for riveting. The top section will be done after what is shown here is finished; the order has had to be worked out to allow the riveting tools access to the less accessible areas. 8/6/17.

Photograph: Jim Norman

Right: Later in the day, the new pads against which the tender intermediate buffers will bear were also fitted. 8/6/17.

Photograph: Jim Norman



Left: Philip Hanson and Dean Parkin operate the pneumatic riveter, 06/17. Note the ear protection: quiet it ain't!

Photograph: Robin Spain

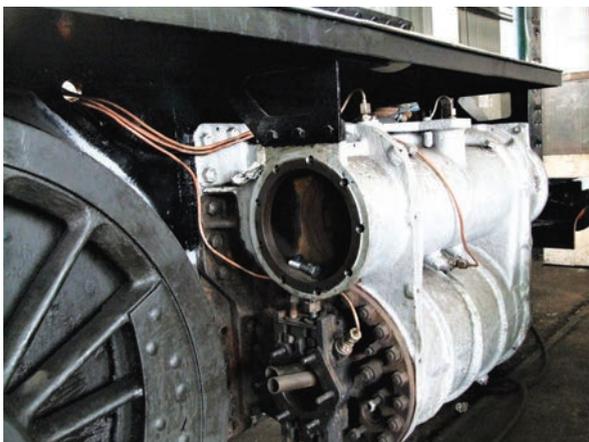


Left: The new components are hot riveted together just as they would have been when 13268 was built. Only the tools that we use have changed. 06/17.

Photograph: Robin Spain

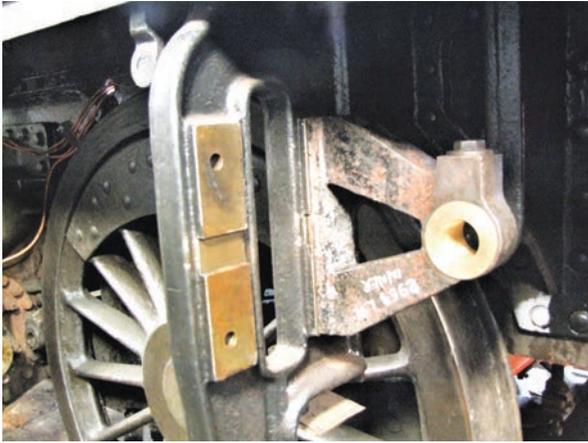
Right: The trailing wheelset. The spring gear and horn clips have been removed and the right hand axlebox (nearest camera) has a lifting sling attached, ready for this to be removed. 6/7/17.

Photograph: Jim Norman



Left: More of the lubrication pipework has been refitted; this to the right hand cylinder. The atomiser will soon be remounted and the pipes to the valve chest joined to it. 6/7/17.

Photograph: Jim Norman



Left: Expansion link brackets being reassembled following their being fitted with new bushes. That for the right hand side had both brackets in place with a machined dowel to ensure accurate alignment. 6/7/17.

Photograph: Jim Norman

Right: On 6/7/17 the final rivet was driven into the dragbox assembly although this view was taken before that event happened.

Photograph: Jim Norman



Left: Inevitably, as soon as the riveters moved on, the painter (Fraser Goulding), moved in! 6/7/17.

Photograph: Jim Norman

You will have read earlier in my Editorial of my team's decision to begin the wind down of the Sales Stand towards an eventual closure by the end of the 2020 season. Unfortunately, this has been brought upon us by the lack of new and / or young(er) volunteers coming forward and the ageing profile (especially me), of the existing team.

However, we still hope to complete a further three seasons of successful trading, namely 2018, 2019, and 2020, and this means that we will still need donated goods to fulfil this goal and which are urgently needed **TODAY**. Now before you rush to the attic I must tell you that as we start to scale down we will have to be more selective on what goods we can accept. Please don't think me ungrateful or worse, greedy, but it comes down to what we can sell and not sell during this ever closing window of time.

Throughout this year we have undertaken a 'bottom up' stock taking exercise which has resulted in a dispersal of low / no value goods and a re-pricing exercise to make the retained stock more price competitive. A good example is books, which during the last five years or so have fallen considerably in value right across the board, although the 'bottom end' examples have taken the hardest hit with re-saleable values dropping below 99p and even 50p on some titles!

So, what do we need during the next year or two to see us through to 2020. Well, from now on we can accept only the following goods :-

- ANY** Model railway goods and **particularly** engines, coaches and wagons.
- GOOD OR BETTER** } **Quality** hard and soft backed books from the **recognised publishers BUT** only relating to **British** steam, diesel, and electric traction, historical and pictorial.
- PRE-1968** **BR Public** timetables in good or better condition complete with covers.
- PRE-1968** **Edmondson** railway tickets.
- ANY** **Road** vehicles - cars, lorries and **particularly buses and coaches**
- ANY** **Railwayana** from buttons to **nameplates**
- DVDs** **BUT ONLY Pre-1968** British Steam, Diesel and Electric or Drivers Eye View.

PLEASE NOTE: WE CAN NO LONGER ACCEPT VIDEOS

Our current inserts ask for a wider range but please remember that only the items listed above or shown in displays within SMF News can now be accepted. These inserts will continue to be used until existing stocks are exhausted (I do not intend to cross out by hand the unwanted items).

If you are thinking of making a donation, **NOW** is the time to do it to give us the time to sell it, for the benefit of **'our engine'**.

Also, please remember, if you have already made a bequest of goods to the SMF in your will (or if you intend to do so) this continues to be fully acceptable. Even though the Sales Stand may have closed when your bequest is received, we will continue to retain outlets for goods that come to us through this channel.

We are currently **desperately short** of **ANY** model railway goods but particularly engines, coaches and wagons. **ALSO** wagon plates, the upper end of all titles of **quality** books published right up to the present time **and** Road Vehicles especially Buses and Coaches. **ALL** of these items are needed to re-stock for the 2018 season. Not much to go at, then!

In closing, I must pay tribute to the dedication and hard work of our Sales Stand team who this year alone will have covered 22 operating days ranging from one-day stands to the four-day Galas. I assure you they do me and you proud and are more than worthy of your continued or new support.

For my sake **PLEASE** keep a smile on their little faces by donating any or all of the above mentioned goods sooner rather than later, and by keeping them happy it will keep them off my back! And finally, please remember:-

**13268 CAN ONLY GIVE BACK 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 2018 SEASON
WE URGENTLY NEED YOUR DONATED GOODS
AS DETAILED BELOW**

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

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

Accessories including buildings, signals, track etc. etc.

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

Locomotives, Coaches, Wagons, working or broken, boxed or loose, mint or battered.

Single items to whole collections, we will be most grateful for anything.

WE ALSO URGENTLY NEED

ANY BR RAILWAY DVDs

STEAM/DIESEL/ELECTRIC INCLUDING DRIVERS EYE VIEW

ANY MODEL ROAD VEHICLES

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

AND ANY QUALITY

HARD/SOFT BACKED BOOKS ON BRITISH RAILWAYS

ALSO BOOKS ON SHIPPING AND ROAD TRANSPORT

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

BUT PLEASE NOTE: WE CAN NO LONGER ACCEPT VIDEOS

WE ARE ALSO

VERY SHORT OF RAILWAY MEMORABILIA.

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

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

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

WE ALSO NEED

BAYKO AND MECCANO Boxed sets or loose in any quantity

All donations can be converted into current SMF Subscriptions.

Collections can be arranged from most parts of the country

Usually within four to twelve weeks.

**If you can make a donation or wish to discuss a possible donation further,
please ring Richard Greaves on 0151-426 7111
any evening between 6pm and 9pm
or see my contact details on Page 3**

SMF SALES STAND DAYS – AUTUMN 2017 / SPRING 2018

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

The full 2018 programme will appear in SMF News No. 83 – March 2018

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
Saturday	7th	October	2017	— — — — —	Small Stand
Friday	16th	March	2018	SVR Spring Steam Gala	Main Stand
Saturday	17th	March	2018	SVR Spring Steam Gala	Main Stand
Sunday	18th	March	2018	SVR Spring Steam Gala	Main Stand

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

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

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

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MANAGER RICHARD GREAVES USING ANY OF THE CONTACT
DETAILS ON PAGE 2**

This will surely be the shortest Fund Raising Report in the history of the SMF! *Gasps of disbelief – oh no, no more floggings!!*

As mentioned in my Editorial, my CoM role of Fund Raising Manager will end on 31st August 2017 after more years than I care to remember. Having said that, I think I can look back with some pride and satisfaction at raising an estimated minimum of around £1.25 million pounds over a 47 year period, and say to myself, “That was a job well done.”

But we must not forget you, the member. Although I may have had the ideas and whip to drive you all along, it was you that responded and provided the funds. So, thank you all most sincerely for your valued support over the years; there is no question that I could not have done it without you all. Together we achieved so much. Thank you all, sincerely.

I leave you with the ‘*Spirit of 2040*’ Subscription Scheme which remains open until 30th June 2018 for outright purchase (which attracts a discount) or by donating suitable goods and if necessary a monetary top up. The monthly payment option is no longer available. Although this subscription did not perhaps catch the imagination as I had hoped it would, standing today at just short of £70K it most certainly was not a ‘damp squib’. I can, therefore, depart my position with head held high and wish my successor best wishes and equal success.

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ON ANY OF THE CONTACT DETAILS SHOWN ON PAGE 2**

Life is full of mysteries. And once you solve one, it often happens that you replace it with another. In this case, two mysteries.

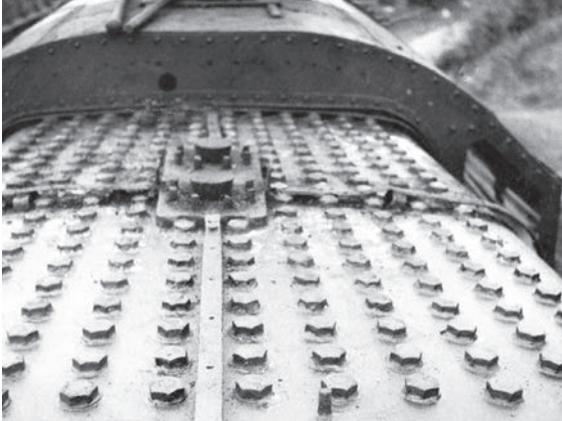
In September 2008 I wrote: *The boiler currently carried is No 8412. This was fitted new to 13280, going then to 2952 (10/8/38); 2978 (3/12/43); 2979 (12/11/52); and 2968 (26/9/57). The engine returned to traffic a mere three days later, so this was more likely the first steaming date, and that from which the certificate would run). The boiler certificate - and unless some defect arose to cause its earlier removal, the boiler's life before overhaul – would last five years. This could be extended following a full exam by a senior boiler inspector up to a maximum of a further two years (this is the basis of the current seven year ticket for main line use). So 2968's boiler No. 8412 should have been replaced at Horwich in September 1962, or September 1964 at the very latest. She did go to Horwich in November 1962 for an Intermediate repair, but Intermediates did not include boiler renewals.*

In March this year my attention was drawn to a photograph on the web, taken by Ron Bowyer at Horwich Works on 16th December 1962, and reproduced here with his kind permission. It shows our engine newly painted and lined, complete with AWS, so obviously follows the overhaul mentioned above. But a repaint would not normally be applied at an Intermediate; they weren't always given at Heavies, so this would indicate that she has just completed a Heavy overhaul and, almost certainly, a replacement boiler. So the mystery of the nine year boiler life disappears: we have a more normal five years and perhaps a six months extension. Which means that the

Below: The photograph which started it all: Our engine ex-works at Horwich 16th December 1962. Note the Ivatt behind (43086), which class also went to Horwich (and later, Swindon) for repair.

Photograph: Ron Bowyer





Left: The top of the firebox, showing the safety valve mounting pad. The studs shown are for mounting the valves themselves and do not secure the pad itself. Two bungs seal the holes for the steam to reach the valves. The nuts to the crown stays are prominent.

Photograph: SMF Collection

Below: The plates on the firebox backplate on 27th November 2014, stamped 8412 and 225p.s.i. Is it original? It does not have a professional appearance, nor does its mounting, and I believe was made and fitted at the time of the overhaul, 1974-1990. Photograph: Jim Norman

boiler now carried is not, as we always thought, 8412.

So to the first new mystery: why is there a brass plate riveted to the backplate proclaiming this number? I have speculated, but doubted, that the plate was stolen at Barry and that during the restoration a new plate was made bearing the last known boiler number, which was 8412. The problem here is the Engine History Cards whereon such information was recorded: the recording stopped in 1960 so the number of this boiler, in fact the change to this boiler, in 1962 was unknown to the Fund at that time. The people then not unreasonably used the last number known, and so that mystery is probably explained. The next one is less easy of solution.

This is, what Boiler Number do we actually have? There were 43 boilers built for the class: 6051 – 6060 for the first ten; 6061 – 6083 and 8400 – 8416 for the next thirty. In 1935 a further three, 9246 – 9248, were built as spares.

The current boiler is not one of these last three, and 2968 never carried any of them through her working life. They are easily identifiable as they were fitted with two mudhole doors each side at the firebox shoulders; these never appeared on our engine. The others were, eventually, identical except that the first ten had the safety valves mounted in the top feed, whereas the other thirty had them in the normal position on the firebox. These are not fitted directly to the firebox upper wrapper plate but to a reinforcing pad which is riveted to the wrapper. Over time, and this extended into the BR era, the first ten had their safety valves remounted on the firebox, but this presented a problem. When the other thirty had the pads fitted, the riveting was done before the inner firebox was fitted. When the original ten came to be updated, the inner firebox was in situ, so the pads could not be riveted in place as this position was not accessible to the riveting tools. Instead, they were welded, and the Bridgnorth Boiler Shop people expressed surprise to John Bowater and me when they discovered that the pad on our engine's boiler is merely welded in place, not riveted.

I now believe that our engine's boiler is one of the first ten, 6051 – 6060. Exactly which of the first ten is more problematic, but I feel that progress has definitely been made.



RAILWAY PHOTOGRAPHS

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

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The Lickey:

The subject of this article is the railway incline from **Bromsgrove** to **Blackwell** in the county of Worcestershire. It is the steepest incline on a main line in Britain and, until the diesel generation of rolling stock, a serious impediment to traffic. It is not about the hamlet of the same name, about 1½ miles to the west, nor the hills and woods, bought by the City of Birmingham to provide its citizens with a lung, at the end of the No 70 tram route, from whence the crowds disappeared into the Lickey Woods.

History:

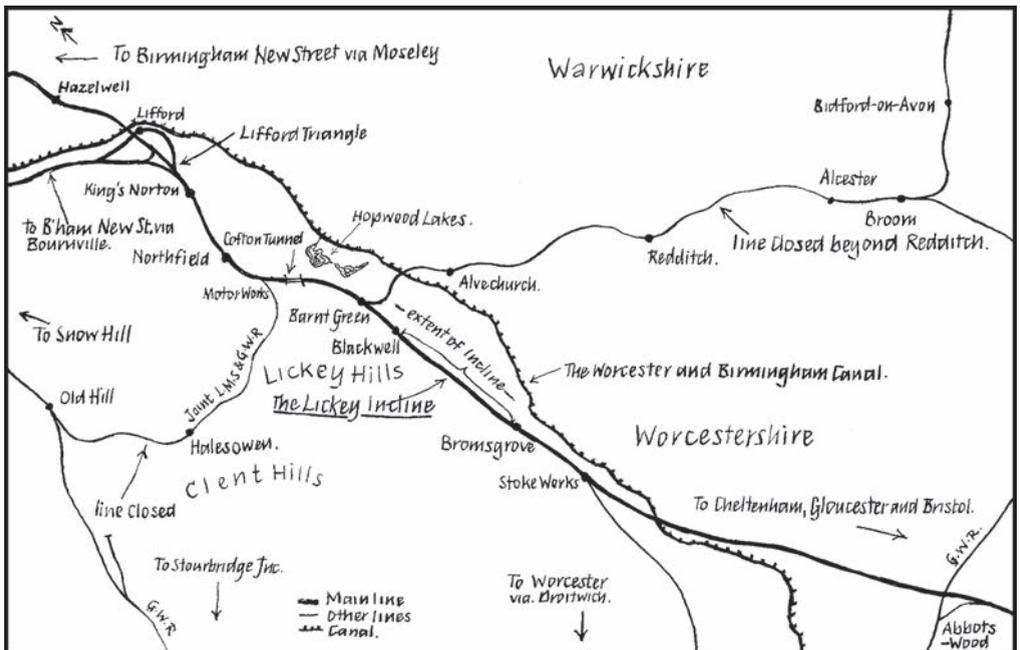
The growth of Birmingham and the Black Country in the first part of the 1800s was a phenomenon and the manufacturers looked to export the products of the city of a thousand trades, particularly through the port of Bristol, being the home of the Merchant Venturer's. But by the time they were organised, Brunel had already laid out the Bristol to Gloucester railway in the gauge of 7' 0¼". The Birmingham party wanted 4' 8½", as laid by the London and Birmingham, and so, there had to be a trans-shipment shed at Gloucester. However, the speed of construction was quite paramount to prevent any more of the Brunel gauge spreading north.

Topography:

The south of the line is flattish between Gloucester, Cheltenham, Worcester and Bromsgrove, on what is known as the Plain of Worcester or Vale of Evesham according to taste. But between Bromsgrove and Blackwell (on the Midland Triangle), there is an escarpment of about 300 feet. Railway engineers have two schools of thought about how to tackle height disparity.

Below: Sketch map showing the position of the Lickey Incline on the Birmingham to Gloucester line – not to scale. Donald Smith.

Re-produced by kind permission of Peter Watts / Peter Watts Publishing Limited



The **Locke** school (which is favoured in the UK), and the **Contour** school (which is favoured in the US). Locke built Shap, Beattock and a number of other well-known climbs and said, 'Go straight up it.' It reduces flange wear and you just put enough power on to climb the hill. The other school follows the contours by putting in curves to smooth out the height gain, but it does produce flange resistance.

The Lickey must have been an early example of the Locke school. If I was punctual or my commuting train from Blackwell was a little late, I was able to see it start from the bottom and climb all the way up.

Involvement:

In the fullness of time 'The Birmingham and Gloucester' and 'The Bristol and Gloucester' were absorbed into the wealthy and expanding Midland Railway, as part of their Derby – Bristol main line, or, 'West of England Main'. This happened during the 19th century so the incline was a feature in the history of thinking of the Directors.

I first became involved at about the age of five (1937), when my father arranged a picnic and we found a field with a good view of the incline – and I was hooked. My close interest lasted until I was called into the army in 1953, and I have kept an eye on it thereafter and travelled up and down it quite a few times since.

Description:

It is 2.14 miles at 1 in 37.7. The gradient is all too evident. A base for engines to 'Bank' was established at Bromsgrove with facilities to deal with Bank engines at Blackwell. Trains up the gradient were banked by touching buffers and not coupling, as in the US.

Method of Working:

Clearly this had been laid down in Midland days and through my years little altered, until the 1960s, with the coming of diesel traction.

UP TRAINS (Ascending the Incline): This is the easy bit to explain.

All trains had to be banked:

- i) To get them up the hill.
- ii) To try to avoid runaways if a coupling broke.
- iii) There was one exception. A stopping train of three or fewer coaches, weighing less than 90 tons **and** the driver was confident. I only saw this once.

DOWN TRAINS (Descending the Incline): The instructions for trains travelling down the incline were much more complicated.

There were four categories:

- i) Trains stopping at **Blackwell**. No further procedures as the train had stopped.
- ii) Express passenger trains, Parcels trains and Class 'C' and 'D' goods trains (Class C trains were fully brake piped and Class D were half brake piped). In all cases, the brakes could be controlled by the driver. They were required to slow to 10 mph before reaching the top of the incline, although, in my mind's eye I can see (4)5612 'Jamaica', a Derby Jubilee on a late running 7.43am Nottingham to Bristol, come over the top in excess of 60mph – a very confident driver!
- iii) All other goods trains, including 'Maltese Cross' (six piped vehicles next to the engine): - The guard would walk down the near side of the train letting the brake lever down on every wagon, while on the offside the permanent brakes-man would do the same. They would confer with each other and the driver (number of wagons, weight and condition of train and weather, etc.). The driver, if the signal was off, would start slowly down the bank. The brakes-man and the guard on their respective sides, would then 'Pin down' every fifth wagon and any 'Jumping' brake until the end was reached, whereupon, the guard would climb back into his brake van and with the consent of the brakes-man, wave to the driver that the brakes were all on and that he could go a little faster. The brakes-man (which was a 24-hour post on the same basis as a signaller), always went down the offside because he was more experienced and there was the possibility of up trains on the adjacent track. What a lengthy method!



Above: 5975 'Winslow Hall' passing Blackwell station and about to descend the Lickey Incline with a Down Class C goods train, circa 1962. Photograph: Courtesy KRM

Below: Bankers at rest on 21C Bromsgrove shed. Panniers 8400 and 8401 take a well-earned breather on 18/8/60.

Photograph: B W L Brooksbank / Courtesy Initial Photographics



iv) The fourth category was the returning Bankers.

They could go down as an ordinary train (Category i), or, keeping a respectful distance behind a Category iii goods train (of which more anon).

The Bankers, on reaching the summit, were on the Up line and they had a choice of routes to gain the Down line, before returning to Bromsgrove: -

- i) Rarely used was a crossover, just down the bank, where a local stopping train calling at Blackwell could release the Banker.
- ii) The preferred and most used route was a crossover in front of Blackwell signalbox which extended over the local road under bridge. Use of this crossover was subject to no Down train being imminent.
- iii) Continue to the Blackwell Up Advanced Starter signal, and then set back into a refuge siding between the Up and Down lines and wait for a path onto the Down line before returning to Bromsgrove. It was quite a long refuge and there were sometimes as many as six Bankers in it.

Returning Bank engines were restricted to no more than one group of four and a maximum speed of 30 mph, at any time.

Train Engines:

As my interest was for the years 1937 – 1953 the changes became significant. To begin with, the expresses were in the hands of Compounds and ex-MR Class 3, 4-4-0s, the locals, ex-MR Class 2, 4-4-0s and goods were usually handled by Johnson/Deeley Class 3 and Fowler Class 4, 0-6-0s, with a few Crab 2-6-0s thrown into the mix. As time progressed, the 4-4-0s were replaced by Stanier Jubilees (on the main trains) and the ubiquitous Class 5s. The war brought a variety of goods engines including, ex-LSWR 4-4-0s T9, K10 and L11, but no WD 2-8-0s, although, the first 2-10-0, No 3650 did appear. To my regret, we also had no S160s (U.S. Utilities).

After the war Stanier classes dominated, including Nos 44743 – 44747 (Caprotti Class 5s), which were at Bristol (22A) and Class 8, 2-8-0s began to appear, but ex-MR types remained in many cases. In 1951, we began to see a few Class 73XXX Standards, and then, around 1954 the LMS Garratts, which had been replaced on the Toton – Cricklewood trains by the 92XXXs, also began to appear (again more of this anon).

One oddity was the ‘Sanatorium’ trains. These usually ran on Saturdays to Barnt Green but occasionally to Blackwell, with a Walsall (3C) 2-6-4T and seven to twelve non-corridors. They emptied at Barnt Green or Blackwell and went ECS down the bank to await the return working.

Rolling Stock:

The locals had non-corridor stock from time to time, but most passenger trains were formed of corridor stock. The preponderance of goods train formations consisted of four-wheel, non-piped wagons.

Bankers:

My early experiences were with ex-MR ‘Jintys’ of the 7200-7259 variety, but by 1939 they were LMS ‘Jintys’ – 7276, 7301/03/05/08/13, 7425, 7565 and 7638. Most carried 21C shed-plates (Bromsgrove), but one or two had 21A (Saltley) and on the odd occasion I did see them shunting at Washwood Heath. From time to time it was necessary for Saltley to send a replacement for a ‘Jinty’ and they always sent a Johnson / Deeley Class 3 (only once did I see a Class 4). Reason – tender version of a ‘Jinty’, but a saturated engine can make steam much quicker than a super-heater.

The Midland had always had the reputation of building relatively small engines and so, in 1920 when 2290 came on the scene it was a remarkable event – an 0-10-0 with a huge boiler and 4-cylinders. The authorities could not resist trying her out on Toton – Cricklewood coal train trials in 1924 before she settled down to being a ‘super banker’ on the Lickey Incline. It was not a superheated engine nor a compound and as the engine would spend half its life going backwards it had a tender cab, but a terribly old one of limited water capacity. After 36 years of service and amassing an incredibly 838,856 miles, sadly, by 1956, her boilers wore out (there were two, one fitted and one spare), and that was the end.



***Above:** The still, early morning air reverberates to the bark of a Hall 4-6-0 as 6932 'Burwarton Hall' and her bankers 8401 and 8403 pass Finstall and 'dig in' for the climb up the Lickey Incline with a northbound Class E goods train, circa 1963.*

Photograph: Courtesy KRM

***Below:** 8401 and 8403 (nearest camera) provide the rear end banking assistance to the above northbound Class E goods train as it passes Finstall on the climb up the Lickey Incline circa 1963. The train engine is No. 6932 'Burwarton Hall'. The Down line signal is the Bromsgrove Down Distant 'Splitter'. As viewed the right-hand arm is for the Down Platform road at Bromsgrove station and the left-hand arm is the Down Through road.*

Photograph: Courtesy KRM





*Above: Pannier 8405 and an unidentified 'Jinty' have the Blackwell Up Home signal in their sights as they provide the rear end banking assistance to a northbound passenger train passing below the imposing building of Blackwell Sanatorium near the summit of the Lickey Incline on an unrecorded date. **Photograph: J Dew***

*Below: A Quartet of bankers! Panniers 8402 / 9430 / 8400 and 8401 provide the rear end assistance to a loaded oil tank train up the Lickey Incline near Pikes Pool on 16/8/63. **Photograph: B W L Brooksbank / Courtesy Initial Photographics***



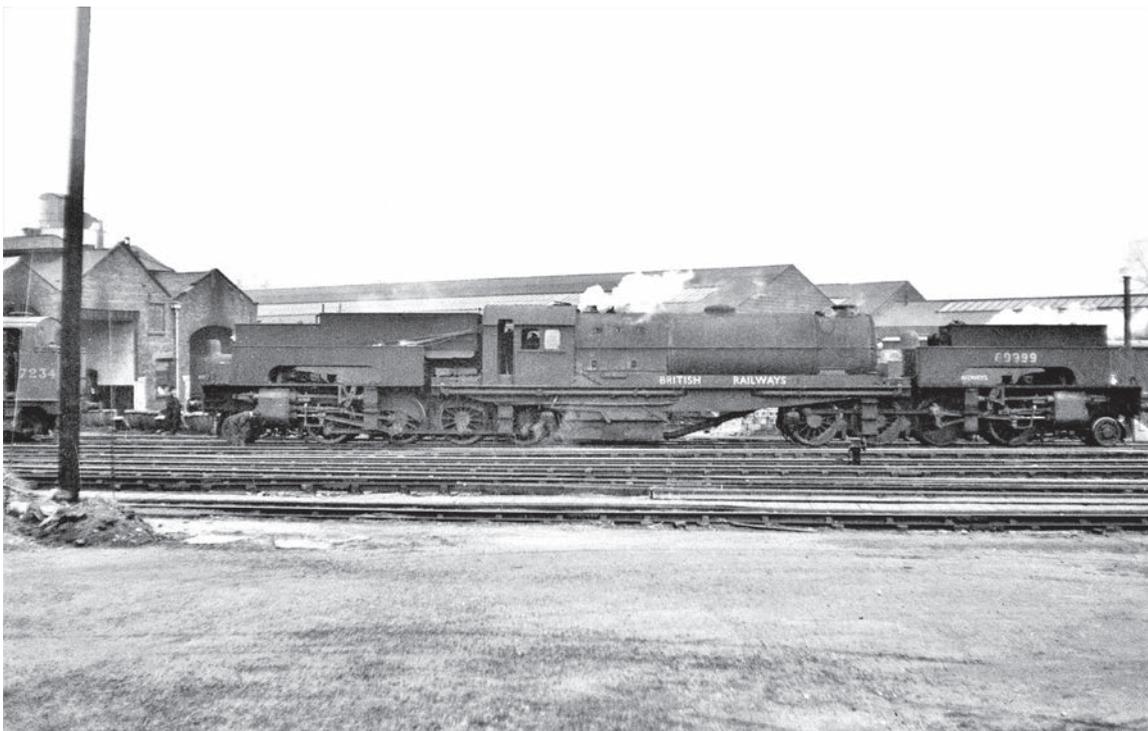
In 1949, a sensation! The electrification of the Worsborough bank, near Wath, in Yorkshire, meant that the Eastern Region (ER) Garratt, No 69999, was redundant! It arrived at Bromsgrove on loan in March 1949 but was very unpopular after only the first night, when a driver could not judge the distance to the rear of a goods train and gave it a 'good old bang'. Following this incident, it banked in reverse (of this more anon).

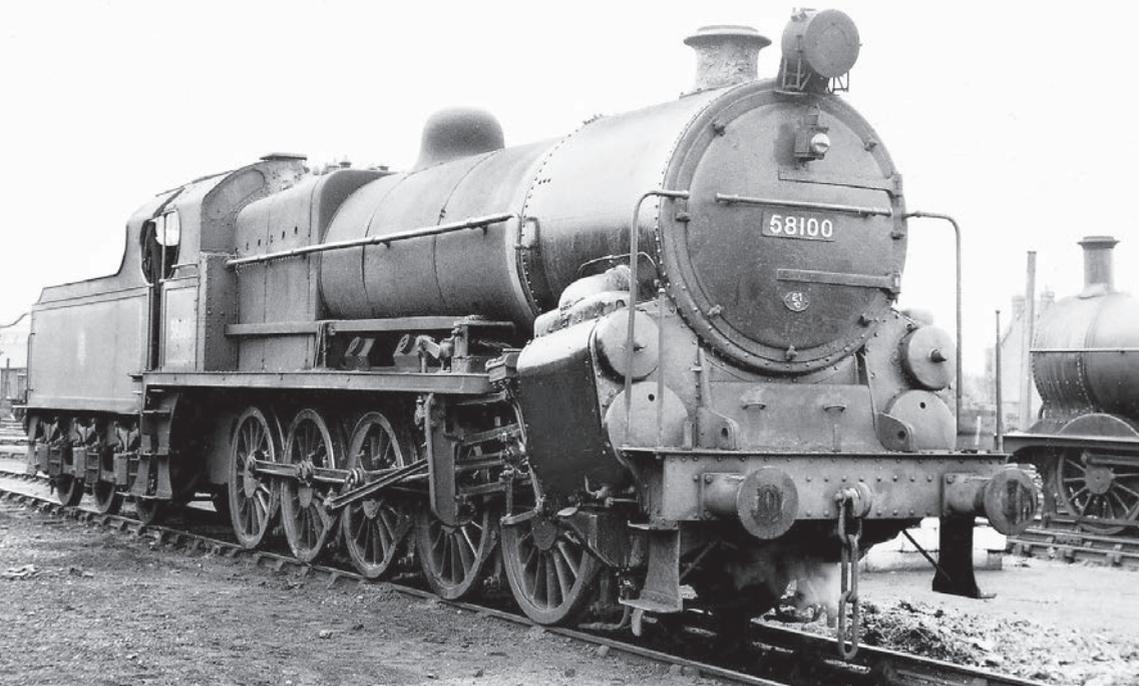
*Her stay at Bromsgrove was brief and unsuccessful and she was allocated to Mexborough on 11/11/50. By December 1952 69999 had been converted at Gorton Works to oil burning and returned briefly, to Bromsgrove shed, again on loan, between 4/7/55 and 13/9/55 to give her another try at banking duties. These proved no more successful than when she there as a coal burner in 1949/50 and by 13/9/55 she was at Burton shed and back at Gorton on 3/10/55 from where she was withdrawn on 23/12/55. **NOTE:** Dates quoted are the official reallocation date, not necessarily the date of departure or arrival. (Ed – from information kindly supplied by Richard Strange).*

To decide the banking strength needed for each train there was a whistle code at Stoke Works signal box, given by the driver so that by the time he reached the foot of the bank the assistance was supposed to be ready, hence the need for saturated engines. There were, however, a few predetermined duties. The expresses from Bristol at 7.30am, 10.30am, 12.55pm, 2.15pm, 5.00pm and the 7.20pm mail, always had a Jinty and 'Big Bertha' as 2290 was nicknamed, after the German gun of the war. (Stoke Works was only about 2½ miles west of Bromsgrove, so probably one or two Jintys were always at the ready).

Below: *The sheer size of Beyer-Garrett 2-8-0 + 0-8-2 No 69999 is evident in this view as she rests on Bromsgrove shed on an unrecorded date during her first loan spell between 7/3/49 and w/e 22/4/50. Her two visits to Bromsgrove shed (21C), first in 1949/50 as a coal burner and then in 1955 as an oil burner were both shown as being 'on loan'.*

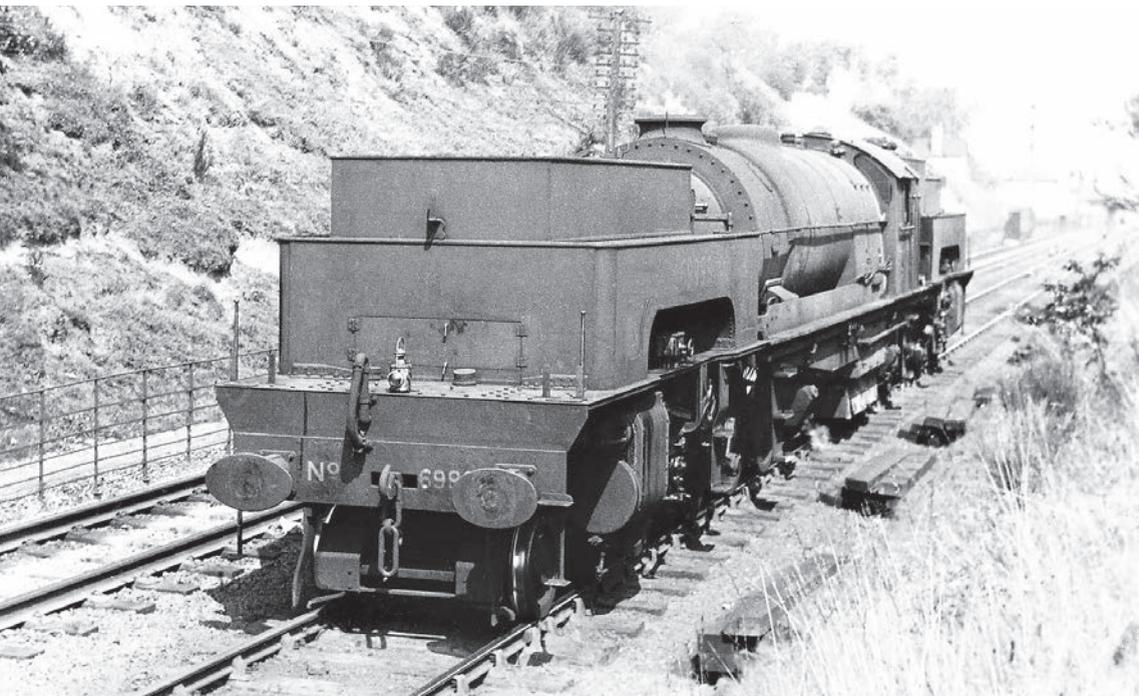
Photograph: IRS 050008 / Courtesy Peter Stamper





Above:** A superb picture of a superb locomotive. MR 0-10-0 No 58100, never officially named as such but known by enthusiasts and railwaymen alike as 'Big Bertha', stands on her home shed of 21C Bromsgrove on 24/6/51. **Photograph: Norman Preedy

Below:** Beyer-Garratt 2-8-0 + 0-8-2 No 69999 begins the descent of the Lickey near Vigo as she 'drops back' from Blackwell down to Bromsgrove after banking a northbound train to the summit on 20/8/49. **Photograph: Norman Preedy





Above: Seen near Pikes Pool on the Lickey Incline Pannier 9430 is the bank engine providing assistance to a northbound express passenger train as they head for the summit at Blackwell on 4/7/64.

Photograph: Courtesy KRM

Below: The PW gang are quickly back at work following the passage of 8402 and 92230 banking a northbound goods train up the Lickey Incline south of Vigo Bridge 06/64.

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



TABLE 1
A Selection of
Lickey Bankers (21C Bromsgrove)

'Big Bertha' 0-10-0	2290				
(1919 – 1956)	22290				
	58100				
Class 3F 0-6-0 'Jinty'	(4)7276	(4)7301	(4)7303		
(Class allocated between: -	(4)7305	(4)7308	(4)7313 (21A)		
Before Oct 1941 – April 1964)	(4)7425	(4)7565	(4)7638 (21A)		
Beyer Peacock Garratt 2-8-0 + 0-8-2	69999				
On Loan March 1949 – Nov 1950 and					
July 1955 – Sept 1955					
Class 9F 2-10-0	92079 (21A)				
(May 1956 – October 1963)					
0-6-0 Pannier Tanks	8400	8401	8402	8403	8404
(Nov 1956 – Aug 1964)	8406	8409	8418		
In the diesel era of banking various classes and numerous engines were and have been used. However, during the 1980s the usual banking locomotives were two Class 37's provided by Worcester Diesel Depot.					

Below: The 'Power of the Jinties'. The drivers of 47308 and 47425 are obviously well on top of their job as they have time to enjoy the passing view whilst banking an Up, northbound goods train up the Lickey Incline near Vigo, circa 1955.

Photograph: Rob Newman Collection



Incidents:

Unfortunately, all but one of the incidents I know of are second hand.

- 1) Early in the war a Compound, No 1029, was in charge of a coal train on the bank and “ran away.” Fortunately, the Bromsgrove signalman was alerted and he set the road for the train and the hapless driver brought it to a halt near Stoke Works. As a result, the LMS high command forbade the use of Compounds on loose coupled goods trains. However, on one of my first days of train watching in 1943 at Leicester, aged twelve, I saw 1010 come off the loco depot (15C) and make a terrible fuss of trying to get its goods train under way - it had 70 wagons and at that time, I knew nothing about the ban!
- 2) The reverse of the above. Later in the war a Down coal train stalled, going *down* the bank (probably too much enthusiasm by the brake-man). Control gave their blessing to the following Bankers to give it a push, which they did. It took the next two days to clear the coal and wagons from both tracks!
- 3) In summer 1942 I was at boarding school, Finstall Park, near the bottom of the bank. We were all woken by a terrible sound in the middle of the night and through the un-curtained window and by the light of a full moon, the shape of a German Ju88 could be seen.
During four runs he dropped incendiary bombs and machine-gunned the ripening corn around the school. The intention was to set light to the growing corn to light up the area and, as I thought, make it possible to bomb the wagon works at nearby Bromsgrove. Later I was told that the target was a factory making war materials. Our masters braved the machine guns and put out the fires.
- 4) The real ‘Fred Carno’ was in March 1951 when, in the gap between the 7.30am and 8.40am ex Bristol expresses, a path existed for a goods train. On this particular day ex LMS Garratt, No 47972, arrived at Bromsgrove with 42 loaded coal wagons and was banked by 69999. But with the two most powerful engines in Britain - they stalled - over the catch points and to their aid came ‘Big Bertha’. As an aside, I can remember Class 3s, with banking assistance, working 60 wagon loads up the Lickey!
- 5) The one incident that I witnessed was in 1952 or 1953. A football match had been arranged between Triplex (Kings Norton) and Hereford City and was to be worked by Western Region engines throughout and I had the timings! So, I set off with a camera for a place which I deemed suitable for what, at the time, was almost a unique opportunity. But, as I cycled to my intended viewing vantage I heard the unmistakable sound of a GWR engine approaching, some half an hour before it was due. Alas, no photograph but I had a view of the bank. Like two graceful old ladies 2920 ‘St David’ and 2937 ‘Clevedon Court’ with thirteen coaches on, some of which were Churchward 70 footers, came striding up the bank and desperately trying to catch up with the train was a single Jinty! At the time, there were only three ‘Saints’ left, all at Hereford shed. My guess is that the Hereford drivers had said “We have Llanvihangel and we’ll show these Midland types how to climb.” They did not stop at Bromsgrove for assistance, so the sole banker did not have a chance to catch up!



Above: *Contrasting shapes and sizes of Lickey banking engines are captured here at Bromsgrove with L-R 0-10-0 No 58100 'Big Bertha' an unrecorded 0-6-0 'Jinty' tank and 2-8-0 + 0-8-2 Beyer-Garratt No 69999. All three engines had come down the Lickey together from Blackwell and were waiting to cross over to the Up side bank engine siding to await their next call of duty. 30/4/49.*

Photograph: *By kind permission of Terry Donlan*

Below: *The overbridge provides an ideal viewing point of the Bromsgrove South bank engine coaling stage siding where the two 'big 'uns' MR 0-10-0 No 58100 'Big Bertha' and Beyer-Garratt 2-8-0 + 0-8-2 No 69999 stand together waiting for their next banking duties up the Lickey Incline on an unrecorded date between 7/3/49 and 11/11/50.*

Photograph: *IRS 050021 / Courtesy Peter Stamper*





***Above:** With near vertical columns of smoke rising skywards, train engine Midland 4F No 43845 at the front and Midland 0-10-0 No 58100 'Big Bertha' at the back slog up the Lickey Incline at Vigo with a heavy northbound Class H goods train on 31/8/55.*

***Photograph:** G Douglas / Courtesy R K Blencowe Negative Archive*

***Below:** Wheezing and panting, 4F 0-6-0 No 43946 and her unrecorded banker plod up the Lickey Incline at Vigo with a northbound mineral wagon train on 31/8/55.*

***Photograph:** G Douglas / Courtesy R K Blencowe Negative Archive*





***Above:** Stranger on the Lickey! Unrebuilt BB No 34079 '141 Squadron' makes a vigorous climb up the Incline south of Vigo on 14/6/64 with a northbound 'Locospotters Railtour' special, ably assisted by unrecorded banker(s). The train was organised by the Warwickshire Railway Society and ran from Bristol to Derby and Crewe.*

***Photograph:** Courtesy KRM*

***Below:** B1 4-6-0 No 61153 from 41D Canklow shed 'digs in' near Pikes Pool as she climbs the Lickey Incline with IN48 the 9am from Paignton to Leeds on 4/7/64. The banking engine(s) was not recorded.*

***Photograph:** Norman Preedy*



Right: *The sound must have been deafening as 58100 'Big Bertha' passed by the cameraman. She was providing banking assistance to 'The Pines Express' Bournemouth (West) to Manchester (London Road) up the Lickey Incline at Vigo on 4/6/51.*

Photograph: Michael Hale



Left: *Storming up the Lickey Incline at Vigo, Black Five No 44744 with Caprotti valve gear and her unidentified banker(s) lift a northbound express passenger train towards the summit at Blackwell on 4/6/51.*

Photograph: Michael Hale



*Above: Midland 2P No 40489 assisted by an unrecorded 'Jinty' banker at the r
Birmingham (New Street) local passenger tra
Photograph: T J Edgington*



...rear, create a stunning scene as they work the 7.50am Gloucester (Eastgate) to
...train up the Lickey Incline at Vigo on 11/7/56.
...on / Courtesy Colour-Rail



Above: Class 4P 4-4-0 Compound No 41123 pilots an unidentified Jubilee and unrecorded banker(s) as they make a storming ascent of the Lickey Incline near Pikes Pool working a northbound express passenger train on an unrecorded date.

Photograph: J Dew

Below: 45683 'Hogue' nears the summit of the Lickey Incline at Blackwell with 1E68 the 12.15pm Weston super Mare to Sheffield (Midland) train on 1/9/62. The banking engines were not recorded.

Photograph: Courtesy KRM





Above: What an amazing point the station footpath provides at Blackwell as un-rebuilt Patriot No 45504 (82E) 'Royal Signals' finds herself sitting at the summit of The Lickey Incline waiting for the necessary number of brakes to be 'pinned down' before descending the incline to Bromsgrove with a Class J southbound mineral wagon train on an unrecorded date between after 06/60 and withdrawal in 03/62.

Photograph: Courtesy KRM

Below: A quintessential English scene is the backdrop for this delightful view of a Johnson Midland 3F, No 43484 as she goes about her business heading northbound light engine up the Lickey at Vigo on 31/8/55.

Photograph: G Douglas / Courtesy R K Blencowe Negative Archive





Above: Crossing Bridge 105 (Pikes Pool Lane underbridge), 8F No 48690 does what an 8F does best and no doubt with unrecorded bank engine assistance climbs without fuss up the Lickey Incline in charge of a Class F northbound goods train on 4/6/51.

Photograph: Michael Hale

Below: In contrast to the above photograph even with the help of unrecorded banking assistance, this ex Crosti boilered 9F 2-10-0 No 92025 appears to be making hard work of the climb to the summit of the Lickey Incline, seen near Vigo with a northbound goods train on an unrecorded date after its conversion in 1960. However, obviously bored with this daily routine of smoke and smuts, the local bovine population appear to have more interest in the quality of the cud!

Photograph: J Dew





***Above:** What would you give to sit at the lineside at Vigo today and see action like this? Jubilee No 45597 'Barbados' coupled to a narrow-sided Fowler tender (as fitted to 42968) and her unrecorded bankers take the Lickey Incline in style as they head for the summit at Blackwell with a Bristol (Temple Meads) to York express passenger train on 16/4/55.*

Photograph: Michael Hale

***Below:** Making steady progress up the Lickey Incline at Vigo, No 45573 'Newfoundland' heads the 8.35am Cardiff to Newcastle train with rear end banking assistance provided by 47303 | 47502 | 47313 and 47305 on 31/8/55.*

Photograph: G Douglas | Courtesy R K Blencowe Negative Archive



Back in 1949:

We had a very hot June and July that year until the weather broke about the 14th, following which we had a 48-hour thunder storm! I watched the Saturday Up trains on the afternoon of the 16th July at Blackwell. About 3pm the signalman noticed a track circuit was showing 'occupied', some way down the bank, following the descent to Bromsgrove of 69999. Rightly, he held the next Down train, W196, in case of a potential problem (broken rail or obstruction). But, the Up trains kept on coming until all the bankers on duty that day, including Big Bertha (now 58100), and the ER Garratt (69999), were at the top of the Lickey at Blackwell!

At this point the parade of Up trains stopped after 41035 with nine on passed the summit at 3.36pm, following which nothing happened. LMS (4)7234 (the wagon works shunter), was commanded and came up the bank with a Per-Way Inspector and Pilot-man to examine and if necessary, clear the line. By 4.10pm and with the bankers getting low on water the Down line was re-opened for traffic. Control, authorised Train W196 to proceed down the bank at caution. This train, hauled by Black 5 No 44945 with ten on was the 10.25am Liverpool Lime Street to Bournemouth West, which had arrived at Blackwell 89 minutes late due to an earlier delay at Crewe. Now running 146 minutes late she reached Bromsgrove without incident and was quickly followed by a procession of thirsty Bankers! We then had a procession of Up trains starting with 44659 (21A) at 4.41pm on M268 the 10.40am Bournemouth – Nottingham, running 65mins late. This was followed by Up trains at 4.55pm, 5.04pm, 5.09pm, 5.33pm, 5.43pm, 5.52pm, 5.55pm, 6.03pm and 6.11pm. The heaviest delay was suffered by train M266, the 10.15am from Teignmouth to Bradford which was running 89 mins late at Blackwell.

***Below:** Black 5 No 45186 swings on to the Down Platform road at Bromsgrove to make the booked station stop with train 2V74. This working is thought to be a steam hauled substitute for a non-available DMU on a Birmingham (New Street) to either Worcester or Gloucester (Eastgate) local passenger service on 4/7/64.*

***Photograph:** Norman Preedy*



TABLE 2
BLACKWELL 16th July 1949 – DOWN

Time	Train Loco	Rep No	Train	Load	Time
1457	44569 (22A)		1400 Birmingham New Street → Worcester NOTE: Held at New Street for Train 899 0845 Darlington → Gloucester (44983 -22 mins)	5	-17
1545 Held 1518/ 1615	44945 (22C)	W196	1025 Liverpool Lime Street → Bournemouth (Arrived Blackwell - 89 mins Points Failure Crewe)	10	-146
1620	Bank Engines	–	58100+69999+47301+47303 +47305+47638+LMS (4)7234	–	–
1630/35	44774 (20A)	M273	1245 Leeds → Bristol (Pilot to Blackwell 40745)	10	-11
1658	Bank Engines	–	47305+47638+47301+47303	–	–
1711	41078 (22B)	M271	Scarborough → Gloucester	11	-8
1716	Bank Engines	–	58100+69999	–	–
1730	LMS (4)3887 (22B)	–	Down Goods	40	–
1738	Bank Engines	–	47301+47303	–	–
1743	Bank Engine	–	47305	–	–
1758	Bank Engine	–	58100	–	–
1813	Bank Engines	–	69999+47305+47638	–	–



***Above:** Doing what she was built for, 0-10-0 No 58100 'Big Bertha' provides rear end banking assistance to a heavy northbound goods train climbing the Lickey Incline near Pikes Pool on an unrecorded date.*

Photograph: P Dew

***Below:** A dramatic broadside view of 0-10-0 No 58100 'Big Bertha' going about her daily business as she banks a northbound express passenger train up the Lickey Incline near Pikes Pool. Date not recorded.*

Photograph: P Dew



TABLE 3
BLACKWELL 16th July 1949 – UP

Time	Train Loco	Rep No	Train	Load	Delay	Banked
1355	LMS (4)4943 (20A)	M248	0840 Bournemouth → Bradford	10	-22	Not Recorded
1414	42900 (21A)	M252	0925 Bournemouth → Liverpool Lime Street	12	-29	Not Recorded
1429	44746 (22A)	M246	0800 Paignton → Nottingham	10	-74	Not Recorded
1441	44813 (21A)	M254	Pines Express	12	-37	Not Recorded
1450	44965 (19B)	M258	0955 Bournemouth → Sheffield	11	-11	Not Recorded

Whilst returning down the bank to Bromsgrove at 2.55pm a Track Circuit failed under 69999
There were no other banking engines waiting to return at the time of the failure

Time	Train Loco	Rep No	Train	Load	Delay	Banked
1503	45561 (22A)	M256	Devonian	14	-40	47301 + 47303
1511	45088 (19A)	M260	1245 Bristol → Sheffield	10	-16	47305 + 47638
1526	44986 (19B)	M262	1215 Weston Super Mare → Sheffield	11	-20	58100
1536	41035 (21A)	M264	1016 Bournemouth → Derby	9	-19	69999
1610	LMS (4)7234 (21C)	–	With Per-Way Inspector and Pilot-man	–	–	–
1641	44659 (21A)	M268	1040 Bournemouth → Nottingham	10	-65	47301 + 47303
1655	45620 (20A)	M266	1015 Teignmouth → Bradford	13	-89	47305 + 47638
1704	44753 (20A)	M272	1112 Bournemouth → Derby	10	-68	58100
1709	45682 (22A)	M276	1415 Bristol → Sunderland	11	-63	69999
1733	44825 (16A)	M274	1140 Bournemouth → Sheffield	10	-78	47301 + 47303
1743	LMS (4)1079 (19B)	–	1625 Worcester → Sheffield	7	-42	47305
1752	45274 (21B)	–	1432 Gloucester → Birmingham New St	4	-56	47638
1755	LMS (4)5342 (15C)	M278	1440 Bristol → Lincoln	10	-81	58100
1803	44810 (21A)	M280	1105 Paignton → Nottingham	10	-71	69999
1811	44775 (20A)	M282	1225 Bournemouth → Derby	11	-58	47305 + 47638



*Above: The goods guard has a grandstand view from his 'Toad' brake van veranda as 58100 'Big Bertha' and 'Jinty' 47565 pass Bromsgrove station and get to grips with the job of banking a northbound goods train to the top of the Lickey Incline at Blackwell. Date not recorded. **Photograph: IRS 050020 / Courtesy Peter Stamper***

*Below: Beyer-Garrett 2-8-0 + 0-8-2 No 69999 is seen at Finstall shortly after leaving Bromsgrove and beginning the ascent of the Lickey Incline providing banking assistance to a northbound goods train. The date is unrecorded but would have been between 7/3/49 and 11/11/50. The Bromsgrove Down Home 'Splitter' signal is seen to good effect in this view. **Photograph: IRS 050022 / Courtesy Peter Stamper***





Above: A favourite vantage point with photographers on the Lickey Incline was this spot near the summit at Blackwell where 9F 2-10-0 No 92157, pressed into front line passenger service, and her unrecorded bank engine(s) is seen in charge of 1M22, a northbound express passenger train. Although no date is given it would have been post 1960.

Photograph: J Dew

Below: Despite the train engine and bank engine(s) working hard, the driver of 46147 'The Northamptonshire Regiment' finds time to give the photographer a friendly whistle whilst working Train 1M24 a northbound express up the Lickey Incline near the summit at Blackwell on an unrecorded date post 1960.

Photograph: J Dew

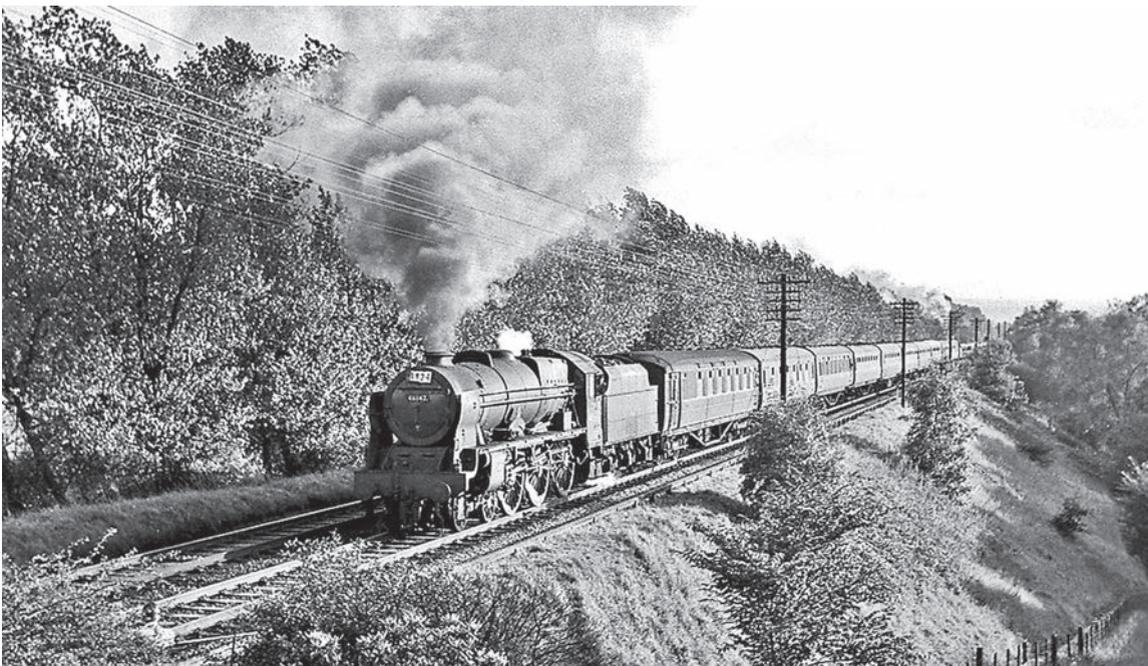


TABLE 4
BLACKWELL 30th July 1949 – Up

Time	Train Loco	Rep No	Train	Load	Time	Banked
1354	44759 (5A)	M248	0840 Bournemouth → Bradford	11	-22	47639+47569
1400	45587 (20A)	M990	0915 Paignton → Leeds	11	-7	58100
1425	44830 (22C)	M252	0925 Bournemouth → Liverpool Lime Street	12	-24	47301+47305
1430	45059 (16A)	M250	Paignton → Sheffield	13	-43	69999
1435	M4841 (16A)	M254	Pines Express	12	-28	47639+47569
1510	45570 (22A)	M256	Devonian	11	-47	47301+47305
1522	LMS (4)4964 (19B)	M260	1245 Bristol → Sheffield	8	-27	47565
1529	44848 (17A)	M264	1215 Weston-super-Mare → Birmingham New Street	11	-23	58100
1539	44855 (22A)	M258	0955 Bournemouth → Sheffield	11+1	-61	69999
1555	43892 (17B)	M264	1016 Bournemouth → Derby	11	-38	47305+47639
1602	45093 (5B)	M861	1038 Exeter → Sheffield	10	-16	58100
1624	45597 (20A)	M266	1015 Teignmouth → Bradford	11	-58	47565+47301
1642	44659 (21A)	M268	1040 Bournemouth → Nottingham	11	-66	47639+47305
1646	45607 (19B)	M276	1415 Bristol → Sunderland	11	-39	69999
1654	45274 (21B)	–	1432 Gloucester → Birmingham New Street	5	-23	47565
1706	44746 (22A)	M272	1112 Bournemouth → Derby	12	-67	47301+47639
1714	45682 (22A)	M992	0815 Newquay → Sheffield	9	-20	47305
1722	44806 (15C)	M278	1440 Bournemouth → Lincoln	11	-44	69999
1731	41014 (19B)	–	1625 Worcester → Sheffield	7+1	-29	47565
1742	44717 (5A)	M948	1055 Paignton → Coventry	10	-80	47301+47639
1752	42823 (16A)	M274	1140 Bournemouth → Sheffield	11	-99	58100

TABLE 4 Cont'd
BLACKWELL 30th July 1949 – Up (Cont'd)

Time	Train Loco	Rep No	Train	Load	Time	Banked
1800	44918 (16A)	M280	1105 Paignton → Nottingham	11	-69	47305+47565
1815	44429 (17D)	M987	1215 Bournemouth → Sheffield	8	-64	69999
1825	44812 (15C)	M993	1202 Paignton → Birmingham New Street	9	-24	47639
1833	42827 (21A)	M988	1225 Bournemouth → Coventry	11	-34	58100
1842	LMS 4854 (20A)	M989	1240 Bournemouth → Derby	11	-72	47565+47305
1850	44965 (19B)	M286	1440 Bristol → Sheffield	11	-7	69999
1902	44569 (22A)	–	1620 Gloucester → Birmingham New Street	7	-36	47301
1910	45699 (22A)	M288	1700 Bristol → Leeds	11	-15	58100

Since 1953:

During week ending 19/5/56 58100 'Big Bertha' was withdrawn. Her replacement, complete with headlight, came in the form of 9F 92079 provided by Saltley shed (21A) and so, matters remained unchanged for a while. However, as early as 1953, the Western Region (ex-GWR), had taken over the 'West Country Main' of the old Midland Railway and change was in the air. In April 1958, 92079 was out of action and destined for a lengthy visit to Swindon Works. One of her replacements was 92231 which retained its 86A (Newport) shed-plate. Between July 1956 and January 1957 WR 0-6-0 Pannier Tanks 8400-8406 arrived and gradually replaced the LM 'Jinties' with the last two, 47276 and 47308, going w/e 11/4/64. It seemed funny hearing the GWR brake pump as Panniers came back down to Bromsgrove from a banking turn.

Gradually, the loose coupled freight and wagon load coal traffic dwindled under the Beeching axe. Type 4 (later Class 47), diesels took over the freight work and Class 45 and 46 'Peaks' replaced Jubilees and Class 5s. I remember during the 1963 – 1965 period being hauled by a Peak with an 84xx banker, climbing up the Lickey at about 30 mph.

It was during this period that the old rules became superseded and I even timed a Peak at 100 mph on a train going *down* the incline. Then, Beeching closed Blackwell station and the signal box was razed. Next the Bankers' depot closed together with its allocation of, by then, Class 37 diesels.

By 1980 the loose coupled goods had gone and the only Up train, worthy of a Banker, was the evening express from Bristol, that conveyed a sleeping car portion (the 23.00 from Birmingham extended back to Bristol). For this, Worcester had to provide two Class 37's and drivers could still ask for help if needed.

Category ii Down trains were supposed to slow to 30 mph. As all trains were now piped or passenger Category i, iii and iv had virtually disappeared. (See previous heading on Down Trains).

Next the Peaks disappeared in the 1980s and passenger trains were either Class 47 hauled or HSTs. However, a new route for 'local passenger' trains started from Hereford to Birmingham, diagrammed for DMU's. These climbed the Lickey quite adequately, as I found when I timed a Class 150 hauled service on the Railway Performance Society's mass timing day.



Above: With both young and not so young excited admirers looking on, un-rebuilt Patriot No 45506 'The Royal Pioneer Corps' passes Blackwell and with safety valves blowing begins the descent of the Lickey Incline to Bromsgrove with 1Z11, a Down ECS train on an unrecorded date post 1960.

Photograph: J Dew

Below: Standard Class Five No 73054 (82F) crosses Pikes Pool Lane underbridge with assistance from the unrecorded banker(s) in charge of 1M02, the 9.25am Bournemouth West to Manchester / Liverpool train on 18/8/62 with a very relaxed looking fireman enjoying the passing scenery.

Photograph: Norman Preedy





Above: Lickey banker Standard 9F 2-10-0 No 92079 assists a northbound express passenger up the Lickey Incline near Vigo on an unrecorded date, pre 30/3/59 before her visit to Swindon Works after which she was fitted with a double chimney.

Photograph: R K Blencowe Negative Archive

Below: After the departure of 92079 from Bromsgrove in October 1963, Standard 9F 2-10-0 No 92230 became the last Standard 9F to be officially allocated to Bromsgrove shed, now coded 85D and was there from w/e 25/1/64 to w/e 8/8/64. Seen here at Fininstall at the foot of the Lickey Incline on 13/6/64, she provides banking assistance to a northbound goods train. The Down Bromsgrove Home 'Splitter' signal mentioned in an earlier caption is seen again on the right side of the train.

Photograph: R K Blencowe / R K Blencowe Negative Archive





Above: Following the withdrawal of 58100 'Big Bertha' her replacement came in the form of a Standard 9F 2-10-0 No 92079, complete with 'Big Bertha's' front headlight for 'buffering up' during hours of darkness. Fitted with a single chimney when built, she received a double blastpipe during her time out of service between 30/3/59 and January 1960. She is seen here at Bromsgrove South waiting for her next banking duty on an unrecorded date before 30/3/59. **Photograph: R K Blencowe Negative Archive**

Post 1953 Incidents:

It might be assumed that the panacea of peace had arrived but no, the Lickey could still bite back! (See February 2011, 'Modern Railways'.) On 19/12/10, DMU Class 172, No 172008 (on test), could not make the climb and had to be rescued on 23/12/10 by Class 47s 47727 and 47739.

On 04/01/11 an Arriva XC HST set formed of power cars 43384 and 43302, working the 06.32 Dundee – Plymouth, failed at Dunhamstead (10 miles or so south of Bromsgrove), at about 14.00. The unlucky passengers were taken back to Bromsgrove station around 19.00 by Class 66, No 66555, which had been taken off a coal train. 66555 ran-round the disabled HST with the intention of banking it up the Lickey to Blackwell and on to Central Rivers (the Arriva XC maintenance base). However, 66555 also failed on the climb and was forced to return with the HST to the sidings in Bromsgrove. Rescue came next day in the form of Class 57 Virgin Thunderbird, No 57308

Now in 2010:

Now further changes. Express passenger trains are in the hands of Arriva XC Voyagers while second generation DMU's continue on the locals. Goods are in the hands of the capable Class 66s and occasional Class 70, but still the Lickey can rear its head as 66055 - 66059 are equipped to bank, if required.

I am amazed at the Lickey when things run as they should do. My run on 26/10/10 on the 19.00 from Bristol Temple Meads completed the climb in 2.14 mins, an average speed of just over 60 mph. I later found another enthusiast who had climbed it in 1.48 mins, an average of 71.3 mph. My mind went back to 1949 when ex-LMS Class 4 0-6-0s struggled up with 10/12 coaches, taking fifteen minutes or more!

I am indebted to the following for their kind help and assistance in the preparation of this article. (Ed - Richard Greaves).

Richard Strange / Rob Newman / Peter Stamper / IRS (courtesy Peter Stamper) / Dave Busk / John Tidmarsh, Jim Norman, Peter Watts and Ian Lunt.

Bibliography

Danes, Robert – on behalf of the Bromsgrove Steam Enthusiasts Club, *The Railway History of Bromsgrove and the Lickey Incline - Part 2*.

For many years, the Stanier Mogul Fund has held Driving and Firing sessions for its members. Normally held in the Autumn, these usually run over three days and allow members to feel what life at the sharp end is like under the expert guidance of an experienced crew.

This all started when experiences were offered as part of the benefits of one of Richards 'schemes', but were so much enjoyed by all that they have continued.

The continued success is due to a number of factors: the enthusiasm of members who clearly have a wonderful time, the smiles say it all! The support of SVR crews with, in recent years, Rod Derry (the SVR's best driver!) and Chris Proudfoot giving help advice and good humour on the footplate while keeping everyone safe, and not forgetting the guards and signalmen who give their time to make the events run smoothly.

Down on the ground, 'The Dirty Gang' wrestle with bits of heavy metal and pipes with immense effort and that level of banter that indicates good friends enjoying each other's company. Overall it is all about touching the metal and members getting together with members of the CoM to enjoy themselves. So why didn't it happen in 2016?

***Below:** What a magnificent sight to greet our SMF D+F guests, and it's all thanks to the kindness and generosity of her owner, Phil Swallow. SR Rebuilt 4-6-2 'West Country' pacific No 34027 'Taw Valley' awaits her next 'Wanna B' engine driver at Bridgnorth on 25/4/17.*

***Photograph:** John Tidmarsh*





Left: SMF D+F Driver John Ashton awaits the guard's 'Right Away' from Bridgnorth at the controls of 34027 'Taw Valley' on 25/4/17 as his friend Russ looks on.
Photograph: John Tidmarsh

Below: Some of the guys who make it all happen. Back Row: L-R SVR Driver Rod Derry and Fireman Chris Proudfoot. Front Row: Lynne Tidmarsh and the joint organiser of the event, John Tidmarsh (the other joint organiser is Dick Lewis). Hampton Loade 27/4/17

Photograph: Fraser Goulding

On the SVR, the autumn of 2016 was rather dominated by a large green engine and the railway could not fit us in. So, Spring 2017 was next best option and, to be honest, this works even better than the Autumn with late afternoons being much lighter.

Planning was well advanced when out of the blue, Phil Swallow bumped into John Bowater and asked if we would like to use 'Taw Valley' this year! Over the years we have used all sorts of engines from 1501 to a Manor (and even 42968 on occasions where she has been available and behaved herself!!), but a Pacific!!

The news spread round some of our regulars like wild fire! Rod was consulted. Would that be OK with him? Yes, would mean extra work and extra support for the drivers, but he thought we could all cope as a one off.

So, it transpired that on three gloriously sunny days in April we were allowed to experience this fabulous machine. The smiles were if anything even wider than usual and the look on the faces of the few who turned up not knowing they were going to drive 34027 had to be seen to be believed.

Cannot thank Phil enough for his generosity in allowing this to happen, and once again cannot thank all those involved on the days enough for their hard work, company and all the laughs.

If you've never done it, there is nothing like lifting the regulator and feeling the engine come to life as the fire roars.

Our next session will be on April 24th, 25th and 26th 2018 and is advertised in this issue. No idea which loco we will have next year, but guarantee if you come you will have the experience of a lifetime. Why not give Dick Lewis a ring now and book your place!



SMF

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2018



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as loco and train climb Eardington Bank.

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**MEMORIES OF A SIGNALMAN PART 14 –
EDGE HILL RELIEF Cont'd - SEFTON Jct., Part 2: ADRIAN BODLANDER**

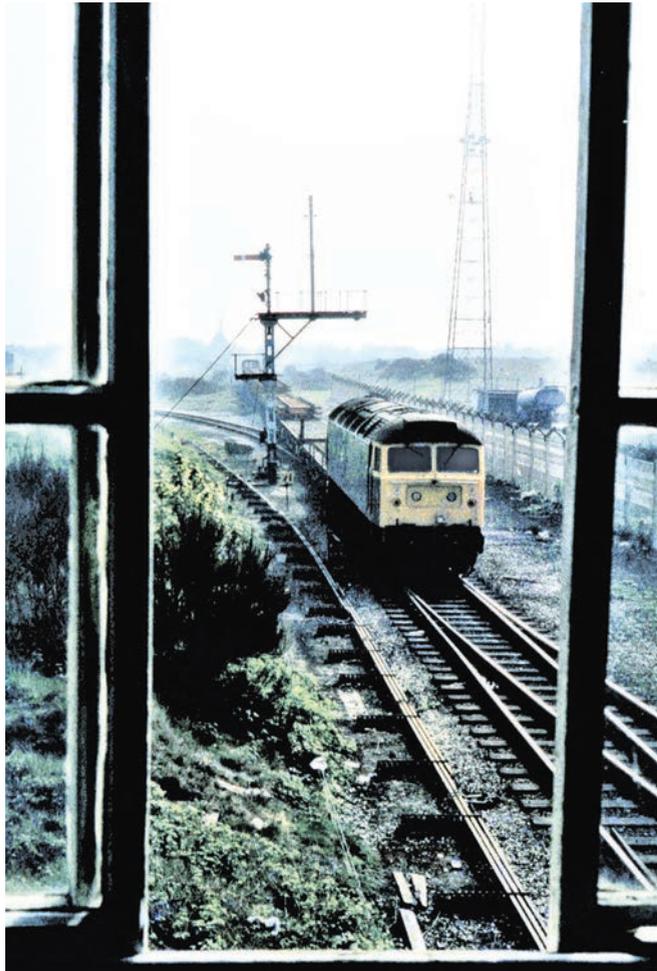
Turning to the interior of the box, this reflected the much reduced track layout with just 12 working levers remaining in the 90 lever frame. The hardest job was finding the working levers amongst a forest of white. The double track from Marsh Lane was worked under normal Absolute Block Regulations, with a wooden block instrument of L & Y design, while the separate block bell was of LNWR origin contained in a metal case. The track diagram was still the original bearing the words 'LMSR Sefton Junction'. If you looked closely you could still see the numerous lines of the Gridiron which had been tipexed out. Of course the diagram was not illuminated as there were no track circuits.

The two single lines were worked under different regulations. The line to Metal Box was run under 'One Train Working' with a wooden train staff being issued to the driver (this was the system previously referred to as 'One Engine in Steam'). The Fazakerley line was worked by telephone, with the signalman needing to obtain permission from the chargeman at the depot before allowing a train to proceed. In theory this line could accommodate more than one train as the instructions to the staff at Fazakerley stated that they should shunt arriving trains clear of the running line before unloading them and advise the signalman at Sefton Jct accordingly. When advised that the line was clear, the signalman could send a second train to Fazakerley. In practice this never happened as arriving trains were always unloaded on the running line. Normally this was not a problem as there were so few trains booked to the depot that there was never a need for them to handle more than one at a time.

However, I did work one early turn when the Special Traffic

Below: A Class 47 approaches Sefton Jct signalbox with an engineer's train from Fazakerley for the Marsh Lane and Edge Hill line. The spur to Aintree and the Metal Box Company curves away to the left. 3/84.

Photograph: Adrian Bodlander



Notices showed two trains booked to arrive at Fazakerley within an hour of each other. Needless to say, when the second train arrived at the box I had not received any advice that the line was clear at Fazakerley. When the chargeman was contacted he said that I would have to keep the second train at the box until the first one had been unloaded and sent back, "... as we couldn't possibly handle two trains at once!" The driver of the second train was not impressed on being given this information but there was nothing I could do. The second train had to wait at the box for about an hour before the first train returned with its empty wagons, but nobody from control made any enquires about the delay as engineer's train were considered low priority in those days and no one had heard of such things as 'Delay Minutes.' Moreover, my time at Garston Church Road had made me realise just how little most shunting staff knew about signalling, so it is probably just as well that the two trains were kept apart.

Due to the reduction in the track layout, the connection to the Container Base and the crossover at the Marsh Lane end of the line were worked from a ground frame released from the box. There were no signals to control movements in and out of the Base and the connections worked from the Ground Frame were beyond the signals controlled from the box. The method of working to get a train on to the Base was as follows. Having accepted a train from Marsh Lane on the Up Goods you would clear your signals to allow the train to proceed as far as the box. On arrival the loco would hook off and draw forward beyond the points so that you could cross it over to the Down Goods. In order to reach the ground frame, the loco would have to pass your Down Starting signal, and this was covered by sending a 'shunt into forward section' signal to Marsh Lane.

On arrival at the ground frame, the guard would ask you to release the ground frame and would cross the loco back to the Up Goods to complete the run round. Once the loco was coupled, the train would be drawn on to the Down Goods clear of the connection for the Base. After the points had been reversed, the train would propel into the Base to complete the move. The guard would advise you when the train was clear of the running line and you could then relock the ground frame and send Train Out of Section to Marsh Lane for the Up line, followed by 8 Bells to clear the shunt movement on the Down.

When the train was positioned for unloading, the loco would hook off and return light engine to its home depot. When advised by the guard that the loco was ready to leave, you would first obtain a line clear from Marsh Lane and then release the ground frame and tell the guard he was right away. You would also make sure the guard normalised the ground frame so that you could relock it. The same procedure would be followed in the evening when a light engine would arrive to pick up the return working to Southampton. However, the departure of the loaded train could sometimes cause problems if the guard did not follow the laid down procedure.

Having been given permission for the train to depart, the guard could reverse the points and let the train draw forward until it was clear of the points. He then had to stop the train with a hand signal, reset the points, confirm that the signalman had relocked the ground frame and re-join his train. Due to the abolition of brake vans, the guard would have to walk the full length of what was usually a very long train in order to take his place in the rear cab of the loco. Some guards were averse to walking so they would just jump on to the loco and the train would roar off into the distance leaving the points



Above: A BR Derby Class 108 2 Car DMU forms the Liverpool Area 'Q' train approaching Sefton Jct signalbox from the Marsh Lane direction and is signalled for the Fazakerley line. 03/84.

Photograph: Adrian Bodlander

set for the siding and the ground frame unlocked. You would then have to walk to the ground frame yourself, normalise the points and walk back to the box to lock the frame. Sometimes the local youths would be watching you from the nearby road bridge, and once you had left they would come down and reverse the points again so that on returning to the box you would be unable to lock the frame. You then had no choice but to walk back to the frame and repeat the procedure. The ground frame could not be left unlocked as this prevented you from accepting any trains from Marsh Lane. As the departing freightliner was usually the last train of the day, this meant that the kids were preventing you from closing the box and getting an early finish, which was very frustrating if not downright annoying, depending on your temperament. One of the resident signalmen told me that on one occasion he was back and forth to the ground frame three times before the kids got tired of the game. I only encountered this problem once and on returning to the ground frame for the second time I shouted as loud as I could, "You better not mess with these levers again, I've called the police and they will be here in a few minutes." On returning to the box I was able to lock the ground frame successfully. I don't know if the kids heard me or if they had simply got bored and walked off. It was all a bluff anyway as I had not called the BT Police, knowing that they would not respond to what they would regard as a trivial incident. However, the BT Police did accept that trespassing on non-passenger lines was a problem and responded by running what was known locally as the Q train. The letter Q when shown against any train in the working timetable meant that while the train had a booked path it would only run as required. This particular Q train comprised a

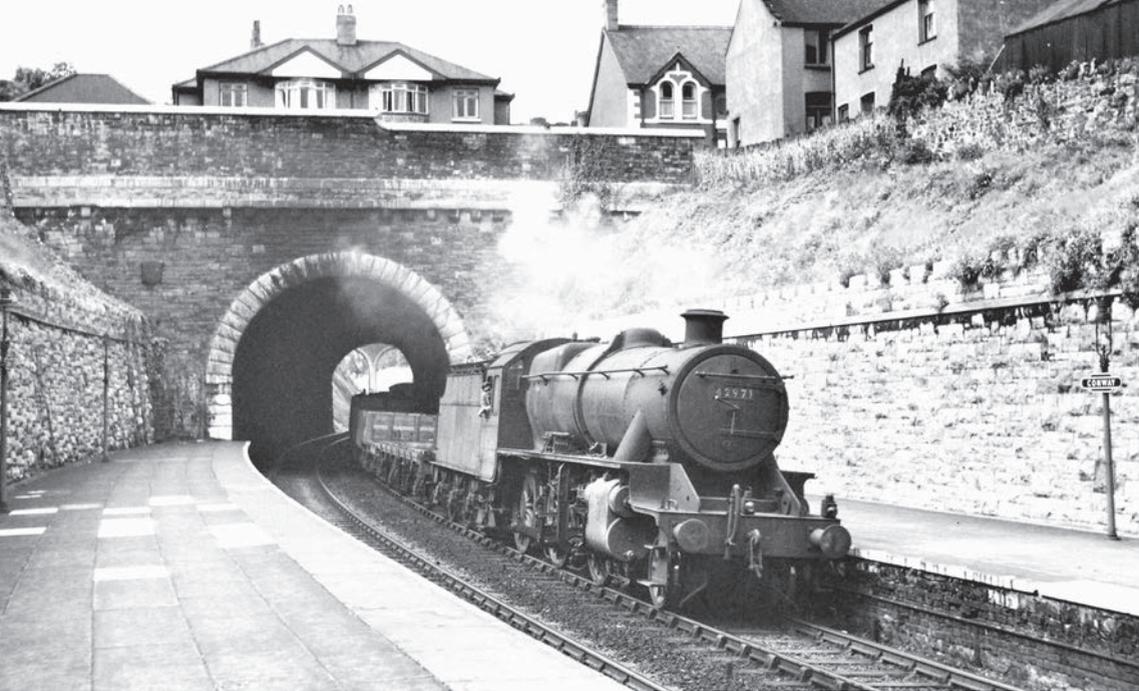
two car DMU full of police officers, which would periodically tour all the local freight lines trying to apprehend trespassers. They would be in radio contact with a patrol car which would be shadowing the train by road, and it would usually be these officers who would grab the offenders as they emerged through the boundary fence. They would then be taken to the BT Police office on Lime St Station and their parents would have to come and collect them. As they were nearly all juveniles it was not thought worth while going to the trouble of trying to prosecute them and it was hoped that the parents would apply the necessary discipline!

The only other unusual incident I can recall about Sefton Jct relates to the toilet. The only facilities available to the signalmen comprised a chemical toilet located in a small brick hut near the box steps. This was kept immaculate by the resident men and the key was kept on a hook in the box. One of the resident men advised me that whenever I used the loo I should always make sure I took the key inside with me. This was due to an incident which befell another relief man who needed to pay a visit rather urgently and left the key in the lock on the outside of the door. Unfortunately, he was observed by some of the local "scallys", who promptly ran up and turned the key leaving him locked in. He was incarcerated for about two hours until being rescued by the late turn man coming on duty. Due to the sparse nature of the traffic at Sefton Jct, no trains were delayed and few people got to hear about it. If the box had been on a passenger line, one can only imagine what sort of headlines would have appeared in the local press.

Below: A pair of Class 25s are about to pass Sefton Jct signalbox with an engineer's train conveying used track panels for Fazakerley Per-Way depot. 03/84.

Photograph: Adrian Bodlander





‘COPPED AT’

Above: 42971 rattles through Conway station working an Up Class E goods train circa 1959.

Photograph: K Field

Below: 42976 gets away from the Llandudno Junction station stop with W654, a Llandudno to Liverpool Lime Street train, on 10/8/60.

Photograph: Derek Cross / Courtesy David Cross





‘COPPED AT’

Above: 42959 is on the Isle of Anglesey and is seen at Ty Croes with an Up Class K goods train on 10/7/56.

Photograph: SMF Collection

Below: Bangor shed finds ‘our engine’ 42968 alongside one of her big cousins, Black 5 45345, waiting for her next turn of duty. At this time she was allocated to 6B Mold Junction shed. Circa 1963.

Photograph: The Transport Treasury



Over the years, the Fund's Committee of Management (CoM) has often both considered whether the Fund should become a charity and been asked why we have not gone down that road, including at last year's AGM. Therefore, it was thought an article explaining the reasons why the Fund has not sought charity status would be of interest to members.

As well as carrying out our own research, as none of the CoM has any experience or in-depth knowledge of the rules and regulations governing charities and what is involved in obtaining charity status, professional advice was obtained.

A quick look at the charity commission's website will reveal the amount of information officially available and give an idea of the complexity of the subject. To become and then operate as a charity, an organisation must fulfil several conditions, including having a governing document (which will set out its purpose), trustees and preparing full accounts that must be submitted annually to the Charity Commission. The work of the charity must support the purpose and all activity must be carried out without risk to monies accumulated, which can be used only in the furthering the charity's cause.

The SMF has a constitution, as covered in my recent series of articles, which includes what is in effect a governing document and the CoM members, subject to them being willing, could take on the role of trustees. However, after that things get more difficult! The Fund's Treasurer prepares an annual statement of accounts and a balance sheet, which is then subject to an independent examination before being approved at our AGM each year. Any accounts for submission as a charity would need to be fully audited and supported by detailed records (such as individual item sales by the Fund's Sales Stands) which would take up much more time than currently given by (and probably available to) both the Treasurer and Sales Manager. A full audit would have to be undertaken by a suitable professional body at the appropriate commercial rate. (Whilst there is provision for exemption from a full audit, this is unlikely to be granted to the Fund.)

What of the Fund's activities? The primary activities in support of our engine's maintenance and overhaul don't present a problem, nor do the Sales Stand's fund raising (subject to keeping of records as above) and the subscription scheme 'A Lifetime's Commitment' should be considered to meet the criteria for a membership fee / donation. However, the benefit elements of subscription schemes targeted at a certain overhaul or similar make those more complicated in terms of compliance.

The part of the subscription that covered the cost of the benefit(s) would not qualify for the tax refund. Therefore, accounting procedures would need to be introduced to make clear the separate parts of subscriptions received. Also, the benefits would have to be fully covered by the non-qualifying (for tax refund) payments as using qualifying payments to cover any shortfall would not be acceptable.

The same principle would apply to any special trains run by the Fund – they would need to be totally self-financing through the fare charged and not be subsidised by the Fund if it were a charity.

The significant benefit from being a charity (and the one that most focus on) is the ability to claim 'tax relief' on individual donations whereby the charity receives an additional 25% of the donation from the Commission. However, the individual must have suffered income or capital gains tax amounting to at least the 'refund' due from the Charity Commission.

If we were to seek and be granted charity status, the change would be permanent. Once the Fund became a charity then assets (primarily our engine, but also any monies held) can only pass only to another charity. If the Fund were to be wound up, this would mean money left after settling any debts could not be distributed to members in accordance with the current Constitution.

The professional advice taken concluded that whilst there would be a financial gain (from the tax refunds) the restrictions imposed would curtail the current activities of the Fund and impact on the style of benefit based subscriptions schemes as used to raise the majority of capital. Also, the accounting and record keeping requirements would introduce significant additional work for the trustees (compared to the work of the current Committee members).

Your elected CoM thus decided, and remain of the view, that to seek charity status would both increase demands on the CoM members (as trustees) and restrict the Fund's current activities, approach to fund raising and operation.

MEMBERS NOTICE

ADVANCE INFORMATION FOR YOUR DIARIES SMF 2017 AGM DATE

**This year's SMF AGM will be held on Saturday 21st October 2017
at our usual venue – The Library Room
on the first floor of the Kidderminster Railway Museum
Adjacent to SVR Kidderminster Town Railway Station
Commencing at 2pm**

GUEST SPEAKER

Neil Taylor - SVR Engineering Services Manager (Locomotives)

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**

It comes around fast, doesn't it? Yes, its raffle ticket time again, folks!

Now you will all remember that during the last two raffles in 2016 and 2015, there had been a slow decline in gross receipts. As your raffle promoter, I have to try to address this downward spiral and try to turn it around. It was way back in 2006, YES 2006, that I last made any changes to our raffle and that was to increase the ticket price from 50p to £2. That change was again brought about by a declining income.

Due to Small Lottery rules, the maximum ticket price remains at £2 per ticket and so the only way to improve gross takings is to increase the number of tickets per book. To avoid short term tinkering, I have decided that on this occasion to increase the book size by two additional tickets, taking the number per book to twelve with a potential full book cost of £24. This represents a modest monetary increase of 20% over a twelve year period or 1.66% per year. I would hope to keep this format for a few years at least. By using this format, it gives YOU the choice of purchasing or selling whatever number of tickets you feel comfortable with. Naturally, I hope that all of you who supported the raffle last year will continue to do so again this year at £24 per book, and if so we may even top the 5K gross return that we have been striving for during the past few years. Sadly, it is the loss of such loyal members to the engine shed in the sky that has resulted in this declining income.

Even more encouraging would be the support of those members who, on receiving a book of raffle tickets, purchase some or all of the tickets and return them to me. There is still a disproportionately high number who do and don't! **Note:** I exclude from this group those who support 'our engine' in other ways. If you really cannot abide purchasing or selling raffle tickets, just pop a note in the enclosed SAE asking not to receive them in future (please do not forget to add your name and post code) and, like magic, they will stop appearing. It is after all 'a choice thing' and it will save me annoying you and save me the effort of stuffing them into the envelope. Alternatively, if this is the only way you now support 'our engine' it is a great way to do so and gives you the opportunity of winning a prize, all of which are more valuable than the cost of a book of tickets. I will leave you all to make your own decisions.

If any member requires an additional book(s) of tickets please ring or e-mail me and they will be on their way to you by return.

My sincere thanks again to those who do support our raffle for your past support, and I look forward to achieving a possible £5K + gross return this year. Finally, I will leave you with just one little **polite** reminder that this year:-

A FULL BOOK OF SMF RAFFLE TICKETS NOW COSTS £24.

Thank you and good luck.

**GET ON BOARD
TODAY**

42968

SMF SPIRIT OF 2040 -

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

I quite enjoyed my job as Parcels Current Operations Chief, but the W.R.'s situation in the parcels world meant we were sort of 'piggy in the middle', as the major source of parcels traffic were the mail order firms, the majority of whom were located in the LM and Eastern Regions, the Southern and Scottish Regions had no mail order firms at all and were just receivers. We had one major mail order firm (Kays of Worcester) but were also major receivers, with a large rural area to serve.

Our proximity to BRB HQ meant that we took heavy flak over our performance, particularly in the Bristol area, and were under extreme pressure to secure improvements, particularly during the period of the 'Autumn Peak', which ran from October to Christmas. I had a meeting with the Terminals and Movements Managers and told them I could produce better results if I could get my plan of operation accepted by the Divisional Managers in full, but to do this it had to be accepted that I was the GM's representative and my plan implemented. I further said it was no use having the responsibility without the authority, and I was quite willing to put my head on the block if it didn't work! This must have impressed them, and it was agreed, the DM's being informed by the GM to give me full co-operation. Cardiff Division were a bit sticky, but by and large everything was put into place, and we had a good performance, BRB being very pleased, and I got a pat on the back and told to keep up the good work.

The following year, I was told to repeat the exercise since it had been so successful, but it became overtaken by events, which I found out by accident, and the whole scheme was aborted! I happened to see on my colleague's desk a copy of a letter from the Chief Executive (Railways) at BRB HQ to all Regional General Managers saying that they had received a directive from the Treasury that £14m had to be saved from the BR budget, so they had got to achieve this no matter what, and our General Manager's response to this was to put a ban on all overtime, rest day and week-end working, which shot the Autumn Peak scheme to pieces at a stroke and, frankly, I became irrelevant.

The stupid thing about this was that the Chief Parcels Manager was still exhorting us to work weekends, rest days et.al., and seemed to be totally unaware of this directive. Well, we used to have a daily telephone parcels performance conference, linked up through the various HQ control offices with the five Regions and BRB HQ, and on this occasion it became quite memorable as I was seething. My first words to the BRB rep. being 'white man speak with forked tongue', caused some consternation. I then explained what I had seen, the action that had been taken by my General Manager, and were they aware of this directive which cut across any instructions for achieving the service levels required by the Chief Parcels Manager? Also, what had been the response of the other Regions General Managers?

From the reactions it was obvious that I was the only one who had seen this directive, and I said from my point of view the whole of my section's efforts had been compromised and I had become an irrelevance, after which the conference broke up in some confusion. I then had a session with my boss, the Terminals Officer, and the Movements Manager, where I forcibly gave voice to my feelings regarding the

outcome of my efforts being totally nullified by the GM's action, and I would have appreciated being kept in the picture, as I now felt my role had been compromised.

They were sympathetic, if uncomfortable, trying to reassure me that I still had an important part to play in furthering the Parcels Business, but I was less than convinced. Shortly after this I was asked to do a survey of all the parcels outlets on the Western Region as to their effectiveness and efficiency, and as the majority of parcels work was now done for us by NCL on an agency basis, I was walking a pretty political tightrope! However, we were always in trouble at Bristol, which was a huge operation, and I felt that the Area Manager's responsibilities were so great that it was not possible for him to oversee the parcels business effectively. Consequently an assistant area manager was needed to act as a go-between with NCL to oversee the parcels business and to act as a liaison officer between NCL and BR with regard to the provision of shunting locomotives and operating personnel to ensure the expeditious placement and withdrawal of parcels vans so as not to interfere with the freight working.

Shortly after my report had been submitted, the Movements Manager sent for me and told me that the GM had decided that the recommendations in my report on Bristol were to be implemented, and would I like to be the new Assistant Area Manager (Parcels), initially on a temporary basis? I agreed to give it a whirl, and after a very acrimonious meeting at Bristol I was installed, but not before I had walked out of the meeting saying, 'With friends like these, who needs enemies?', and returned to Paddington, next train and saw the Movements Manager who wanted to know what was going on? It subsequently transpired that NCL had only agreed to the appointment of an AAM (Parcels) providing it was me, and the Area Manager, Wally Jenkins, had been told that I was to be appointed whether he liked it or not, so our relationship got off to a very prickly start, to say the least.

With hindsight, I can now see that this appointment was an excuse to get rid of me from HQ as I had become an embarrassment after my discovery of that letter, plus the fact that my ground roots experience over the years enabled me to spot flaws in some of our up and coming managers' fancy schemes, which I would point out and more often than not be right - so nobody likes a smart arse! After a while, Wally and I patched up our differences, and in a conversation between us some time later I told him no matter who you were, if you didn't fit in the scheme of things, they'd find a means of moving you on out of harm's way so that they could go ahead without the fear of any disruption.

I found that this job had side-lined me totally, and I had less clout than when I was a junior clerk at Haydon Square. I became depressed and ill, and my GP told me to stop worrying, or change my job as I was well on the way to developing a duodenal ulcer, so I quit to become a resident caretaker.

Just before I left, Wally called me in and showed me a letter he'd just had from HQ which informed him that the responsibility for traction matters in the Bristol Area was to be added to the Area Manager's post, and it was to be upgraded to MS5, but because he had no traction experience they were moving him to Newport (Mon.) which they were upgrading to MS4, his current grade. He was shattered and said he thought I was talking claptrap when I warned him of this before, but he wished me well, and said if

he had been my age he also would have quit. It was really sad to see the way the establishment had treated a fine railwayman, but it became the norm at that time. On my last day, the Terminals Manager, Dennis Brumpton, tried to get me to reconsider because he said that I would always say to his face what I would say behind his back, which I took as a great compliment, but there was no going back. I returned to railway service briefly from 1976 to 1979 in the Cambridge Area as a leading railman, signalman and guard, which was something again, but that's another story

THE END

This has been a fascinating insight into the living and working world inside BR by a dedicated and successful career railwayman. It commenced in Issue No 67 March 2010 and finishes here in Issue No 82. In the intervening period Geoff sadly passed away, no doubt to that great railway in the sky. Following his death, Geoff's family kindly gave permission for his career story to continue to its conclusion, and for that we are most grateful. Regrettably we will never be able to follow the latter part of his railway career in the Cambridge Area as mentioned above, and as Geoff poignantly says in his closing words above – that's another story..... (Ed)



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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,

This is to confirm receipt of the latest issue of Stanier Mogul Fund News and a great read it is as usual.

With regard to your comments on the financial viability or otherwise of collecting donated goods for the Sales Stand by courier, I would suggest that you could publicise in the next issue the fact that you are able to accept donated goods by post. As you already know, the items of model railway equipment which I have sent are mostly fairly small, light in weight and of moderate resale value, and so I have always automatically put these in the post to you rather than asking for collection by courier, particularly in view of the distance, time and petrol that would be involved in making such a collection. Having items sent by post means that the cost to S.M.F. is zero. From the point of view of the person sending the goods there is of course the cost of the postage, but having said that the basic cost of second class, small parcel, does cover up to 2kg which can be quite a lot of small items in one go. I normally recycle packaging, sending goods to the S.M.F. using boxes, bubble wrap etc. which have been used to send items to myself by mail order in the first place.

There is also the added benefit of being able to support, as I do, one's local sub post office, on the basis of use it or lose it, and as I'm sure we are all aware, a lot of local post offices have been closed down and gone already.

Further to this I have made a note of the Sales Stands dates for the rest of this year and there will be another parcel on its way to suit one of these dates fairly soon! Yours sincerely,

D. K. Sztencel, Wakefield.

12th March 2017

Dear Richard,

Your editorial for SMF News 81 promised a bumper edition with lots of illustrations. It certainly did live up to expectations as it revealed, and revelled in, the range of skills, interests, and memories of the members of the SMF, and how progress towards return to steam is proceeding. If only it were possible to condense this impression in a readily assimilated way to present to your target audience for new recruits, I am sure there would be plenty of takers.

It is human nature to want to back a winner, and also to feel part of a team, and nowadays, to expect not to have to wait too long for reward after effort. These facets could be capitalised on by stressing that the SMF has succeeded in raising the finances, and has had the skill set, to turn the loco round twice this century. (75069 which is following through the works has not steamed since the 1990s). To continue this momentum new volunteers to learn the skills and continue the fund raising are needed.

Potential younger members will only know steam in preservation and so may have memories of the loco on the SVR or their local preserved systems as a popular visitor. For them to join and participate would be a way of ensuring repeat visits in the future, and contribute to 30 years steaming out of 40 since 1990. (would this be a record?)

On the subject of the next ticket period and livery details, the centenary of formation of the Big Four will surely call for "LMS" mode and 60 years end of steam for a BR guise. Will there be a Stockton and Darlington bicentenary? or even, as I was reminded as I typed your address, a Rainhill 200?

Enclosed is a contribution to help to keep the wheels rolling during that period.

John Bailey Hitchin

10/3/17

Richard,

I took part, once again, in the Drive and Fire on Wednesday 26th April. When I got on to the station at Bridgnorth and saw the Gresley teak set on platform 2, I thought that someone was playing a joke! At the head of the train was not a small black LMS loco or a green coppered capped GWR one but a HUGE green monster. I enquired of the Station Master if this really was our engine. He replied, "Yes," but it was not until John Tidmarsh explained the facts that I believed. TAW Valley! I was going to drive TAW Valley. The owner, Phil Swallow, who had spent 'a seven figure sum' on her, had offered US the use. What an experience. To renew my friendship with driver Rod and, after many years, Chris was rewarding to say the least. The full experience can work only through the efforts of the unsung heroes, John Tidmarsh with his bobble hat and big gloves, the Train Guard, all the other guys in boiler suits, the signalmen, all played their part on the day. Added to that, the various members of the CoM who organised the event. My thanks go out to you. It must say something about the camaraderie of the SMF with other groups on the SVR that such an event can happen. Overall, spine-tingling, amazing, very satisfying, in fact "UBELIEVABLE" (sorry Mr Kamara).

Here's looking forward to the next one. Please, not 'Thomas'!

Regards, David Wright, Burnley.

By Email. 2/5/17

Hi! Richard,

Finally received my Bachmann model of 42968 and Bachmann seem to have boobed again! The model is supposed to be "as preserved" but guess what – they have stuck a 5A shed-plate on her. Now I know she was at 5A from May '58 to Jun '61 but did she carry the later crest at that time, I know she carried 8F when last taken out of service, so I expected to see 8F on my model – very disappointed – will now have to send it off to be altered – hey ho, we'll get it right eventually!

Regards

John Webster.

By Email

P.S. Welcome to the 20th Century – or should that be 21st Century – LOL!

4/4/17

(The model is 'of the preserved example' but not as preserved, and there are several differences between the engine in BR service and as running 2003 to 2013. She had the late crest when photographed on 27/03/60 - JN)

Dear Richard,

Just a quick e-mail to thank you for the excellent SMF Spring magazine.

The magazine is magnificent, informative and thought provoking as ever. You should be justifiably proud of the result, and I hope that is suitable reward for the hours/days/weeks spent in putting it together.

The Sales Stand report is also masterly, and must have taken a considerable time to compile. It is very good to have all the info about the website page and the reports on stock, tables etc. You have very fully and graciously praised and thanked us all as befits our rank and station. **(Note: This report is only available to the Sales Stand Team and CoM – Ed)**

Picking up on what you have written and also said at the Spring Gala, we may have taken up more of the onus and duties comparatively recently, but this is only continuing the secure and rocklike foundation that you and your family created over the previous decades. You, Vivienne, Lisa and your various helpers also put in an amazing amount of time effort and travel to build up the stand and its formidable reputation. I'm sure the David's, Lorraine, John A and the rest of us are glad to find something that we can do, with enjoyment, and it is only right that you sit back just a little, but continue your supervisory and advisory input, backed by the wisdom and experience. Let's hope that the mixture continues to work well for the next few years.

In conclusion, I submit my own application for promotion, and propose to be “i/c rôle of “Chief Tea Boy”, which becomes, if the initial letters are scrambled: “TBC”, or “to be confirmed”.

With best wishes as ever,

Fraser Goulding, Walpole Highway

by Email. 4/5/17

Dear Richard,

This letter is to advise that I have increased my monthly subscription to the SMF ‘A Lifetime’s Commitment Subscription Scheme’. I would be grateful if you would advise Dick Lewis of the amendment.

Given the very significant sums currently being expended on the loco, I hope that the regular payment will make a modest contribution to help meet future expenditure.

I would like to thank you, the Committee members and volunteers for making the Mogul Fund so successful. Your dedication and hard work is there for all to see, with a comparatively speedy overhaul in progress. Although the delays earlier in the overhaul were very disappointing, they were completely beyond the control of the SMF. Unlike most overhauls of steam locomotives, such delays were not for want of funding, thanks to your foresight.

Finally, I would also like to thank you in particular not only for your work on the Committee, not to mention fundraising, but for consistently producing such an excellent and interesting magazine.

Best wishes,

Nicholas Huband, Emsworth.

2/6/17

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, OR to return your raffle ticket stubs and cheque, AND to advise the SMF in respect of Bequests and / or In Memoriam instructions.

PLEASE NOTE:

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

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

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

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



DONATED GOODS: – **Richard Greaves:** My grateful thanks to the following members and non-members who have donated goods to the sales stand during the last six months: *Alan Bridge* from Paignton, *Martin James* from Heswall, *Rob Newman* from Bromsgrove, *Tony Cousins* from Rugby, *Dave Phillips* from Newport, *Howard Mills* from Liverpool, *Gilbert Farr* from Bridgend, *Mr A Stevenson* from Mablethorpe *Tony Mount* from Tiverton, *Bob Grant* from Neath, *David Roberts* from Crewe, *Derek Broadbent* from Middleton, *David Spiers* from Walsall, *John Oates* from Shrewsbury, *David Sztencel* from Wakefield, *Cedric Evans* from Sale, *Gary Hadley* from Stourbridge, *Steve Leyland* from Bolton, *Will Paine* from Iver, *Bill Crane* from Northampton, *Maurice Hughes* from Warrington, *Bob Williamson* from Studley, *Robert Wilson* from Graianrhyd and Non-Members, *Dave Moore*, *David Barge* from North Petherton, Somerset, *Steve Bach* from Rednal, *Mike and Margaret Green* from Bromsgrove, *Michael Gazey* from Bromsgrove, *Mark Billen*, *Friends of Eardington station*. From the estate of *the late Colin Baker*, Birmingham, 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 Beer**, **John Tidmarsh**, **Ian Marshall**, **Bob Grant**, **Dick Lewis**, **Bill Maffey**, **John Ashton**, and I also include **myself** in this role, looking after the North West and North Wales areas.

RICHARD GREAVES: FORM 1 – PLEASE EXPLAIN:

In SMF News No 81, Page 62 John Wilcox, in his Eulogy to Alan Price, correctly refers to Alan's wife as Kath. Further on in my own comments of Alan I, for whatever reason I shall never know, referred to her as Hazel. It was my daughter, Lisa, who rang me up the day after posting to query the two names, which at least confirms that she does indeed read the magazine. I immediately telephoned Alan's relative who was handling his affairs and tendered my sincere apologies which, fortunately, was accepted graciously. I also offered my apologies to John Wilcox.

In the same magazine on Pages 67 to 70 and again for whatever reason, the dates on correspondence sent to 'Letters to the Editor', mysteriously changed from 2016 to 2017. Again, my apologies to those members involved. Finally, on Page 19 in SMF Sales Stand Days 2017 the final three dates in August are shown as September! The dates themselves are correct but should have been shown as August. It never ceases to amaze me that, despite the numerous reading of the drafts both by your Editor and Proof Reader, Jim Norman, obvious and extremely annoying mistakes such as these, still slip through the net. As one of my old school teachers regularly said to me, "Greaves my boy, you must try harder." To which the reply was always "I am Sir, I am," as I looked out of the classroom window to catch sight of the Jubilee passing by on the Liverpool Lime St to Hull train!

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

