



STANIER MOGUL FUND NEWS

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SEPTEMBER 2018



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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**

STANIER MOGUL FUND NEWS

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EDITORIAL:

RICHARD GREAVES

I am finding this editorial one of the hardest to write in all eighty-four issues that I have been Editor of SMF News. At this present time I am trying, I really am, to be positive and cheerful and yet the good news that we all eagerly await, that of when **our engine** will be back in traffic, continues to evade clarity.

During the five years and eight months that we have been out of traffic promises, predictions and projections have come and gone, some of which have had serious financial repercussions on our future fund-raising efforts, for example, Spirit of 2040. Yes, a thorough and comprehensive overhaul of the bottom end of 29 has and is being undertaken, but what of the top half? At the time of writing, 19th July 2018, the boiler of 75069 still occupies the boiler-shop, although I understand it is now in its final stages of completion, having recently been hydraulically tested. If this is so then the steam test should follow quickly, whereupon we can expect the SVR boiler-smiths to turn their full attention to **our engine**.

Always assuming that nothing 'nasty' is found, we could - and I repeat could, be looking at a realistic date of Spring 2020 for a return to traffic. Others at the top table still talk of a late 2019 possibility, so I would suggest that for an up to date position on this subject you attend our forthcoming AGM on Saturday 27th October 2018.

Fund Raising has, as I predicted, ended in all aspects other than Sales Stand receipts. No existing CoM member or other SMF member has put their hand up to continue what I consider to be a vital role, and so you will start to see a gradual decline in gross capital over the coming years when the annual Statement of Accounts are published. Sales Stand receipts and Bequests are, respectively, now our only source of significant and hoped for income.

With the resignation of Will Marsh from the SMF CoM earlier in the year due to personal reasons, we now have two vacancies on the CoM, the other being created by the retirement of long standing member, Dick Lewis, at last year's AGM. Again, there

was no rush of applications to fill Dick's position and I fear the same will be said of Will's position.

To fill these positions, we ideally need to receive expressions of interest from applicants with engineering or commercial / administration experience, or at least an interest in these disciplines. Interested persons without these skills or interests are also welcome to apply. All interested persons should apply in the first instance to our Secretary, Ian Marshall, whose contact details appear on Page 2, or any Committee member.

It is essential that these positions are filled if we are to ensure the ongoing successful custodianship of **our engine** in the years ahead.

Regrettably, we are not alone. Everywhere you look there is a desperate need for volunteers in just about every facet of the railway preservation movement. As our generation of enthusiasts who still remember steam on BR draws to a close, the following generation has a far less interest in railways, and of those that do the interest of a greater number of them lies in first generation diesels with which they grew up. You only have to witness the rise in diesel locomotives now resident on the SVR alone to appreciate that fact. Looking further ahead, following generations' interest in volunteering will be, I fear, just about negligible.

Amidst all of my gloom the only shining light is that 29's protracted overhaul is continuing and as our respected Archivist, Jim Norman, has previously predicted, she should emerge from it in as near new condition as you can get. When that will be is still open to debate, but I personally predict that, given an easy passage through the boiler-shop, it will be around Spring 2020 for regular time-tabled SVR services and early summer 2020 for the start of our Return to Steam and Spirit of 2040 special trains. BUT do not quote me on that!

Our 'Copped At' series (Pages 62/63) gives us five for the price of four this issue. After a quick 'bunk' around Birkenhead shed, we leave the Wirral Peninsular using the Hooton to Helsby branch (still used today by passenger trains, albeit with a change at Ellesmere Port and a very sparse onward service to Helsby), before we reach Warrington. But before that, what a treat in store for us at Hooton as our branch service to Helsby is headed by none other than 42969 as 42981 runs in with a Down Paddington express for Birkenhead Woodside.

Once again, no 'cops' are recorded and the final four continue to elude us.

Finally, our 'House Colour' this issue (Light Blue) represents the BR Scottish Region, and for our friends and members north of the border I have included on Pages 44/45 a pictorial glimpse of the wonderful images that could be found and savoured there.

As always, I hope you enjoy this issue of SMF News and whether you do or do not your comments by e-mail or letter to 'Letters to the Editor' will always be welcomed and if necessary acted upon.

Front Cover: 42968 Kidderminster Loop alongside the carriage shed during the SVR Spring Gala 24/3/12. **Photograph: Chris Farman**

Back Cover: What better way to end our feature on the Lickey Incline? An everyday scene of a hard-working engine going about her daily duties as 4F 0-6-0 No 44092 with un-recorded bank engine(s), passes Finstall and begins yet another long climb to the summit at Blackwell with an Up Class F northbound goods train. Said to be circa 1955. **Photograph: The Late Alan Price**

At last year's AGM I reported that the past year had been something of the so-called curate's egg (you can read the full report in the enclosed AGM notice booklet) and I have to say that I feel this year is shaping up (with about four months until the 2018 AGM) to be very similar. The on-going overhaul of 75069 and the time taken to get its boiler ready to be tested ahead of it being replaced in that loco's frames has impacted on the rate of progress on the boiler of **our engine** but – as I write – it appears to be finally on its way out of the boiler shop and re-joining the rest of the engine, and we are promised that our boiler will now become the focus of attention.

Over in the workshop a crack in the frames of our engine was found that required a significant part of the frame on one side to be replaced, thus causing a delay in progress on the bottom end overhaul. I am pleased to say that the SVR did not hesitate in sanctioning the work necessary and as you may have seen in the railway press or on our website, a new piece of metal was duly inserted once the cracked section had been cut out.

The costly replacement of part of the frame by the SVR demonstrated their commitment to our engine and I am grateful to Neil Taylor for his feedback at our April Committee (CoM) meeting, which was held at Bridgnorth, confirming that he is looking to get our engine's overhaul completed as soon as practically possible whilst undertaking a thorough job. In fact, had our boiler progressed alongside that for 75069, then the extra and necessary work on the frames would have caused slippage to the completion date anyway. Suffice to say that in the long term the work being done this time around should reap a reward at the next overhaul....

The CoM meetings since my last report have largely centred on the overhaul progress and the April meeting at Bridgnorth allowed us to see the latest position, including the newly inserted piece of frame, but plenty of other administration related items were also covered. The expectation that Sales Stands will cease around 2020, primarily because of a lack of younger volunteers to both manage and help with this activity, and the impact the loss of this income will have on the overall flow of money coming in to the Fund, has been discussed, but there is no easy answer. Without some 'young blood' from outside the current CoM who are prepared to join the Sales Stand team, there is no option but to plan to wind things down over the next few years.

Just ahead of the April meeting, Will Marsh tendered his resignation from the CoM, primarily because he felt he could not commit enough time to the role. Will has been a valuable member of the committee over the last few years and his insight on all things SVR at Bridgnorth will be missed. However, he will still be in regular contact with our working parties as he remains a member of the full-time staff in the works.

Will's departure from the CoM does mean that there are now two vacancies on the CoM, so if you are interested in attending (up to) four meetings a year (mostly at Kidderminster) and offering your input on all the varied matters discussed at those meetings, please get in touch with me or any other committee member. I have to report that rather disappointingly no-one contacted me following my last report to express even a passing interest in offering their services (following Dick Lewis' resignation last year). We cannot leave it all to James and Peter to manage in the future, capable as they are – not least, they could not achieve the required five CoM members for a

quorum on their own! We need some new faces now, ready for when the 'older generation' have to step down (for whatever reason!). Why not 'be a part of it'? To end on a positive note though, within twelve months of you reading this there is a strong probability that 13268 will once again be an active engine – fingers crossed.....

MEMBERS NOTICE BOARD

1) 2018 RAFFLE:

With the handover of Raffle Promoter duties from Richard G to Ian M, members are reminded to continue using the reply-paid envelope included with this mailing of SMF News to return your Raffle counterfoils and cheques / POs together with any other SMF correspondence to Richard G, who will distribute the contents to the appropriate CoM representative. This arrangement will continue until the current stocks of pre-printed SAEs are exhausted.

2) 2018 SMF AGM

This year's Stanier Mogul Fund AGM will be held on **Saturday 27th October 2018** in the First Floor Library Room, Kidderminster Railway Museum, adjacent to SVR Kidderminster Town station commencing at 2pm. **Remember, this is YOUR Fund, YOUR AGM and we welcome YOUR involvement.**

3) AN INVITATION...

Yes, an invitation for members to join John Bowater at Bridgnorth works on **Thursday 25th October 2018** (just before the Fund's AGM on Saturday 27th October) to view progress on **our engine's** overhaul. You will be escorted around the works, which are usually off limits, to see for yourself the work already done and what is currently happening as things move toward the final stages before 13268 re-enters traffic.

If you would like to take advantage of this fantastic opportunity to go behind the scenes and get up close and personal with the large pieces of metal that are the constituent parts of **our engine**, please contact John Bowater no later than **Friday 19th October 2018** on 01384 278075 to book your place and make arrangements to meet John at Bridgnorth station. There is an answering machine, so if John cannot answer please leave a message with your name and number and he will get back to you.

OUR ENGINE:

Since my last report in January, the restoration of **Our Locomotive** has continued at a good pace. However, as always, things do not go exactly as we may hope and unfortunately the repair of a frame crack in the area of the R.H. centre driving wheel proved totally unacceptable due to multiple cracking that was made worse by welding. As a result it was decided to replace completely a large section of the frame with new material. This repair is now complete and an accompanying article by Jim gives full details and pictures of the work carried out.

This extra work has obviously delayed progress on the frames but it has been carried out expertly by Bridgnorth Works in a very short time scale, and it will secure the operation of the engine for many years to come. Despite this setback work has continued at a pace on the frames and mechanical overhaul. Again, I am going to refer you to the supplement prepared by Jim that runs concurrently to the one you received with the last magazine and details the work carried out in the first half of this year.

LOCOMOTIVE UPDATE: (July 5th 2018)

Despite the above mentioned extra work, good progress is still being made on the frames and mechanical repair. The wheels have now returned from South Devon Railway Engineering, where turning and journal polishing have been carried out. I am still confident that if we can keep up the current work rate we will have a rolling chassis by the end of this year.

At this point in time, the boiler is my main cause for concern: as I write these notes 75069's boiler is undergoing hydraulic testing and we expect, as promised by the SVR, that as soon as 75's boiler is complete work will start in earnest on our boiler; you may recall that up to now a lot of stripping down and preparation has taken place but I am keen to see refurbishment commence. Hopefully, this will start in August, but regrettably this is later than I hoped and indeed expected at the time of writing my last notes.

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

Any extra help will as always be welcome and, as I have said so many times before, the only essential skill is the willingness to get 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 if your call goes to answer machine]

Donation of Engineering Equipment

The SMF and SVR express their thanks and appreciation for the tools and measuring equipment passed to them.

The items belonged to Frank Smith, who was an engineer at Kirkstall Forge, Leeds for over 40 years until he retired in the 1980s. It was the wish of his daughters, Mrs Diana Stout and Mrs Linda Thornton, that they be passed on to the SMF for use by the SMF and the SVR. Most of the equipment was quickly snapped up by the SVR apprentices to expand their toolboxes and will see continued further use in the years ahead.

John Bowater

**GET ON BOARD
TODAY**

42968

**A LIFETIME'S
COMMITMENT**

–

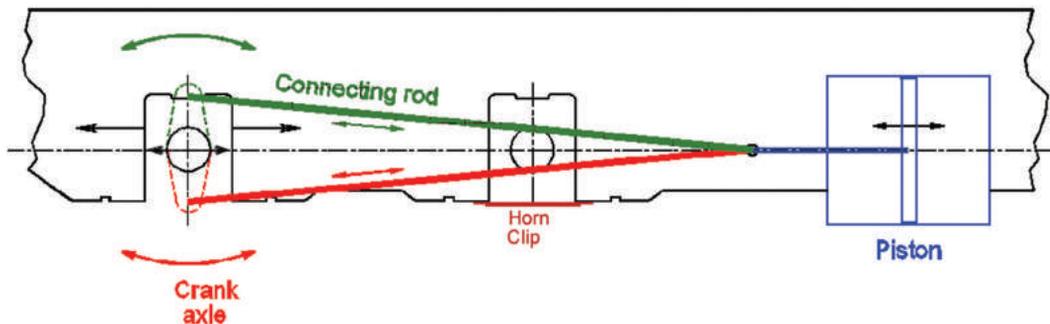
*Preserving Yesterdays Past
..... For Tomorrows Future*

When the piston of a steam locomotive moves rearwards, it places via the connecting rod a force into the crankpin, forcing the wheel to rotate. After the crankpin has gone over centre, the piston moves forward, maintaining the force on the crankpin and continuing the wheel's rotation. The piston force is transferred to the wheel rim and into the rail to move the engine and train in a given direction, but some of the piston force is transferred into the wheel centre and axle, where it attempts to move the entire wheelset backwards or forwards with each piston stroke.

It cannot, to any degree, do this, of course: the axle is constrained by the axlebox which in turn moves vertically but not longitudinally between axlebox guides. These are bolted or riveted to the mainframes at the horn gaps. Unlike a Hornby model where the axle runs in a circular hole, the real axle is within a vertical slot, the horn gap, within the frames and open at its lower end. The effect of the piston thrusts is to open up the lower section of the horn gap, but horn clips, attached to either the guides or directly to bottom of the frames, seal the gap and prevent this.

These fore and aft reciprocating forces still exist, though. At the bottom of the gap, they tend to work the guides or clips loose in the frames and rivets are periodically examined specifically for this. At the top of the horn gaps, there is no such release for the stresses set up, but the thrusts still act and attempt to move the top corners of the horn gaps apart. It is the strength of the steel which prevents this.

In engineering terms, fatigue is an alternating load applied to a component, the load itself well within what the component could normally withstand. The alternating – one way then reversed – nature of the loading over time causes cracks to develop – fatigue cracking, as it is called. It almost always emanates from a corner, and the smaller the radius of the corner, the more prone it is to fatigue cracking. Sharp corners are referred to as ‘stress raisers’.



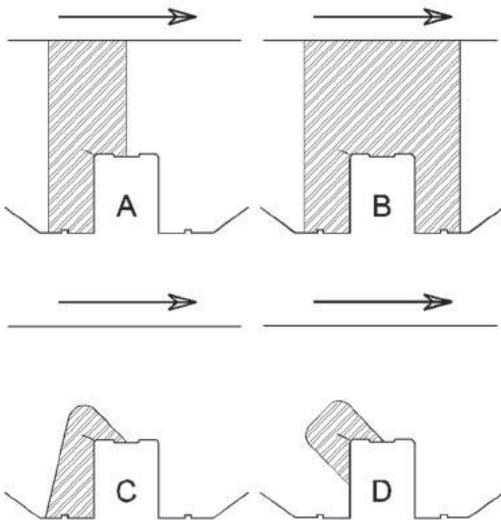
Above: Sketch 1. As the piston (right, blue) moves backwards and forwards within the cylinder, the movement is transferred to the crank axle via the connecting rods (green, upper quarters and red, bottom quarters) into the crankpins to rotate the wheel in the desired direction. Some of this piston thrust, however attempts to move the axle and axlebox backwards and forwards within the frame's horn gap, which in turn tries to force open the horn gap.

This is because the force acts on the arc of the corner: the smaller the arc, the smaller the area, and stress is defined as force divided by area. By making the radius greater, the arc and therefore its area is larger and the stress reduces in proportion, but it still exists and a crack can start. Once it starts it propagates rapidly as the end of the crack is a very small radiused corner.

As explained in SMF News No. 83, some locos, such as the Black Fives, were poor where the matter of frame cracks is concerned; the Horwich Crabs, on the other hand, were very good. It isn't actually known where the Stanier 2-6-0s fit into the statistics, but they are not thought to have given many problems. Even so...

13268 as part of this overhaul has had all her horn gaps crack detected; the only one found was a known crack at the top rear of the right hand driving axle. The driving horn is most prone to cracks as it absorbs the piston thrusts directly, while the right hand side is more prone as the RH crank leads the LH crank in the normal direction of travel (on the SVR, of course, half of all running is in reverse). This crack had been repaired in 2010 by welding, but while the repair remained sound, the crack had extended each end of it.

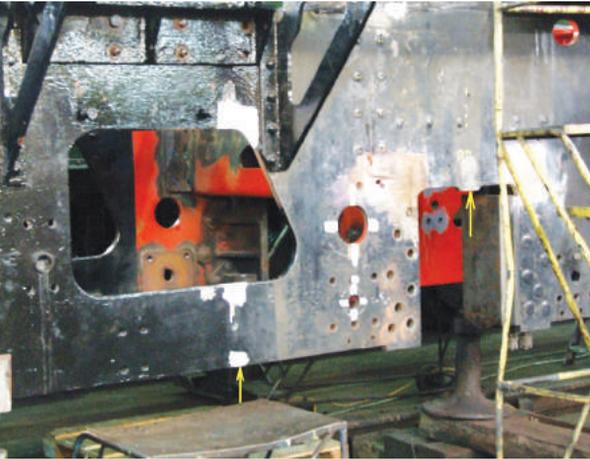
When metals in particular are heated, they expand. If the entire component is heated uniformly, it will all expand together and there are no internal stress problems. When welding, a large amount of heat is put into the frames, and this causes expansion. But only the area immediately around the weld heats up, so only this part tries to expand within a structure which is still cold and not prepared for such expansion. This causes internal stresses as the expanding area pushes on the cold parts. When these extended cracks in 13268's frames were welded, these stresses arose, and caused a previous crack repaired in BR days to reassert itself and open up. We then had yet more frame cracks in the same area, and it was obvious that repairs to any one would invariably open up the others. This situation was known about in BR days, and their solution was to cut out the effected area and weld in new metal. The SVR and SMF decided to adopt the same technique.



Left: Sketch 2. BR had a number of patches available for Black Five frame repairs, four are shown here. Although C and D would do the job with the minimum of disruption of other structural items, they both held out the prospect of inducing stresses into the frames which could in time lead to further problems. A and B were more work intensive, but all the expansion would be in the same direction, reducing the stresses considerably. B was not needed as there are no cracks to horn gap front corner. The decision to use A followed.

Right: This is the horn gap following the removal of the horn cheek, as seen from between the frames. The known crack to the rivet hole, centre, has been welded, but this has opened out the crack above, seen partly gouged out. Above this and travelling almost vertically upwards is a third crack. More welds would serve only to open up previous repairs. January 2018.

Photograph: Robin Spain



Left: The area to be removed was carefully marked out, the yellow arrows showing the bottoms of the vertical cuts. The piece is longer than BR's version A: by cutting through the large hole to the left, a considerable amount of welding was avoided. It did though mean the removal of more components. The sandbox has already gone and its mounting bracket would follow, so too would the bracket for the running plate, top centre. 1st February 2018.

Photograph: Jim Norman

Right: The removal of several stretchers reduced the frames' strength to withstand movement when the cracked section was removed. This view is forward from the area of the firebox. Temporary cross ties were made to the exact width to ensure that no such movement happened, and three can be seen here, along with a vertical stretcher and two cross ties for two coupled axlebox guides, also helping to ensure rigidity. 22nd March 2018.

Photograph: Jim Norman



Right: The new steel section; this is the outer face with the horn gap to the right, large hole to the left. It will have most holes drilled into it before fitting, using the removed section as a template.

Photograph: Robin Spain

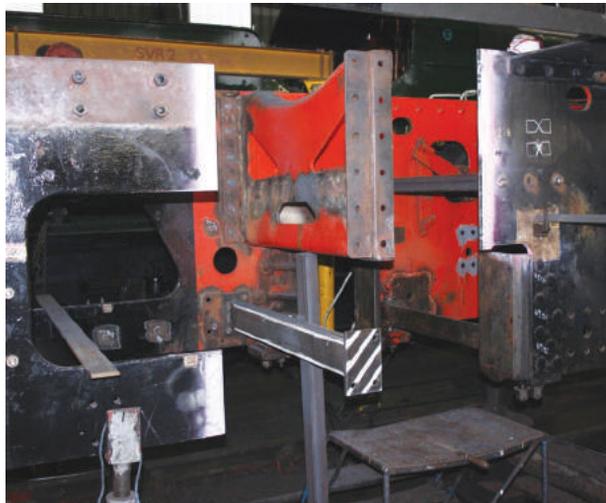


Left: Cutting steel of this thickness takes effort, even with the oxy-acetylene torch. Brian makes a dramatic photo as he makes one of the vertical cuts to remove the section, a piece of angle iron is clamped to the frame as a guide.

Photograph: Robin Spain

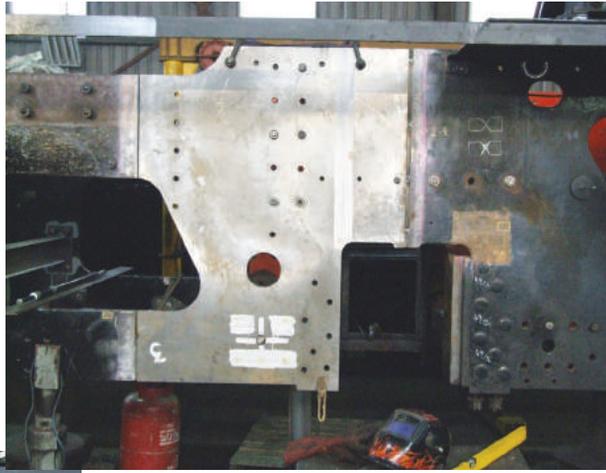
Right: The gap following the section's removal, the white vertical lines both sides show the ends of the remaining pieces of frame. Also seen is the end of the vertical stretcher and one of the temporary stays, complete with black and white hazard markings to prevent people from walking into it

Photograph: Robin Spain



Right: The gap filled. The new section, all nice and shiny and fitted in place. At this time, it was merely tacked in; the serious welding would begin when all alignments and measurements had been double checked. 22nd March 2018.

Photograph: Jim Norman



Left: By 10th May all welds were completed and parts were being reattached. The triangular bracket to support the running plate (top left) and the axlebox guide (Lower centre) are back. The vertical and horizontal stretchers are also replaced but within the frames; the lines of nuts and bolts secure them temporarily. All will eventually be fully riveted.

Photograph: Jim Norman

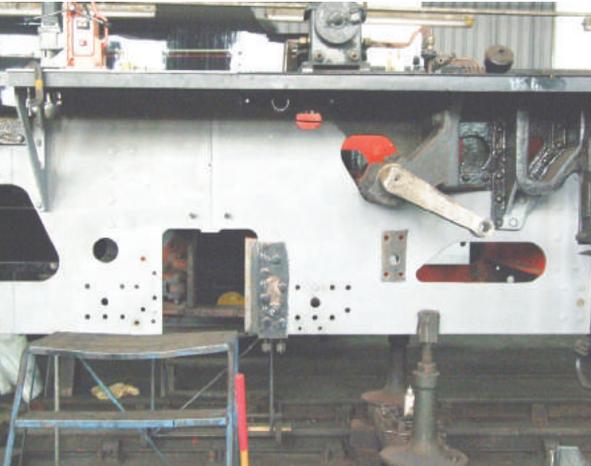
Right: Brian (left) and Graham check the lateral alignment of the horn gaps. With the engine standing on straight track, the wheels should all be in a perfectly straight line without any slight misalignment of the axleboxes pushing one or more pair to one side. This check determines how much out of alignment each horn gap is, and compensation will be made by reducing or increasing the metal thickness on the axleboxes' outer faces.

Photograph: Jim Norman



Right: The repair completed, with all components correctly riveted in place in May 2018. Soon, the painters will take their turn...

Photograph: Robin Spain



Left: ... and by 7th June 2018, the first coats of grey primer had been applied.

Photograph: Jim Norman

Right: Work to reinstate the parts removed to allow the frame repair starts. The bracket to locate the sand box is already attached above the 53 digits, while Robin Spain drills holes in the new section of running plate above the horn gap.

Photograph: Jim Norman



WORKSHOP UPDATE

JANUARY 2018 to JULY 2018

JIM NORMAN

This update continues from that published in SMF News No.83, and should be read in conjunction with it.

Most of 2018 was taken up with the extensive repair to the right hand main frame, the details of which are described in a different section of this magazine. This concentration made work on the rest of the frame assembly difficult, but with the engine stripped to its component parts, there were still lots of bits and pieces to look at.



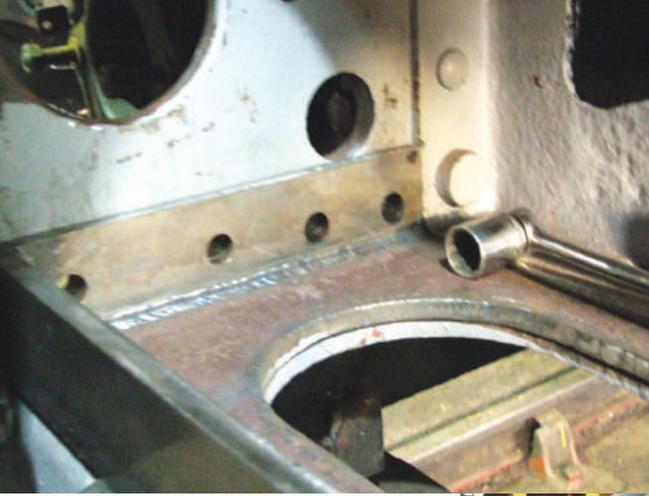
Left: It's surprising what turns up once the paint has been removed! This is the left hand driving horn gap, stamped 04223 1933. The last number is probably the date, but the right hand frame is stamped with the same numbers, but 1935. It is difficult to reconcile the engine's having a new main frame plate at two years old.

Photograph: Robin Spain

Right: In SMF News No. 83 there was photo of the two-piece stretcher securing the pony pivot housing, and showing excess corrosion to the upper stretcher. It was stated that the lower plate would receive a full assessment; this has been done and it is in good condition. It will be thoroughly cleaned and, of course, painted before the replacement upper part is fitted. 1st February 2018.

Photograph: Jim Norman





Left: The new upper part of the stretcher being trial fitted, having already been fabricated. 22nd February 2018.

Photograph: Jim Norman

Right: Both cabsides are now in place. The renewal of the supporting structure requires that they be carefully aligned and new mounting holes drilled, a job the SMF working party is undertaking. Also seen is the vertical diaphragm plate, complete with lightening holes, above the hind buffer beam. This supports the rear of the cab floorboards and the tender fall plate. 7th June 2018.

Photograph: Jim Norman



Left: Later the same day, the diaphragm plate has been removed to allow further work, but the stanchion to the left hand side sheet added; Amongst other things, this supports the cab entrance door and stiffens the cab side. The box furthest ahead is the support for the reverser.

Photograph: Jim Norman



Left: The running steps up to the cab had both been cut and repaired several times and were generally in very poor condition. The first cut had been made at Barry to release the injectors, which were mounted to them. Their condition is apparent here. This is the inside view of the right hand one; the horizontal bracket locates the operating rod for the injector water control valve, the vertical one, right, attaches to the hind buffer beam. 10th May 2018.

Photograph: Jim Norman

Right: Their replacements, with the footsteps attached. They cannot be fitted to the engine until she is removed from the jacks, but there is plenty of painting to do first! 7th June 2018.

Photograph: Jim Norman



Left: SMF working party volunteers have been very active in the loco's overhaul and have made a real difference to the rate of progress. Two of the regulars, Robin Spain and John Bowater, attack the nuts and bolts securing a bracket to anchor the weighshaft balance spring. Undoubtedly, this was the first time this particular bracket had seen liberty since 1934!

Photograph: Jim Norman



Left: Between the frames at the front of the right leading horn, we see, from left to right, the new upper stretcher also seen in Photo 3 resting on the original lower one; the cleaned up leading spring hanger bracket, which was deemed serviceable following reaming out of the hole and a new pin fitted, and the front part of the leading horn guide. 22nd March 2018.

Photograph: Jim Norman

Right: A similar view at a different location in the firebox area (hence the black paint; it would be vermilion further forward) shows more of the horn guide. Note the bracket riveted to it with a cross beam pin jointed into it. Their purpose is to prevent the lower part of the frames from opening out under the weight of the boiler and firebox. Again, this spring hanger bracket has survived inspection but has been reamed out and has a new pin fitted. 22nd March 2018.

Photograph: Jim Norman



Left: Not all these brackets were so lucky and a batch was made to replace those deemed beyond repair. One of these is here in the machine shop. The bracket is inverted with its lower end uppermost. There is a tapered slot here to allow for the hangar itself to enter and swing, and the milling machine is forming this taper.

Photograph: Robin Spain



Right: Other parts for examination, repair or replacement were all six of the brake hanger brackets. They are shown here gathered together; the two on the left are slightly different to their fellows and are for the leading wheels. 22nd March 2018.

Photograph: Jim Norman





Left: A separate article in the last SMF News described the 'spittoons'. As part of this overhaul, they are being replaced, and one of the new ones is in the machine shop. It has yet to be machined, a process just starting.

Photograph: Robin Spain

Right: Among the new components which will make our engine a virtually brand new loco are the valve spindles. Here a new forging is being set up for turning. This photo was taken actually on the 28th September 2017 but included here for continuity.

Photograph: Jim Norman



Left: The valve spindles completed, each with two valve heads fitted. The valve rings have not yet been added, but nearest to the camera are the forks to the combination levers, complete with new pins and cotters, awaiting their turn. 10th May 2018.

Photograph: Jim Norman



Left: Staying in the machine shop for a while, we see an axlebox crown in course of machining. Last issue's supplement showed the left leading axlebox upside down on the ground. Inside is a phosphor bronze crown with a white metal lining showing. The crowns to all six coupled axleboxes are being renewed; this is one of these being machined to shape.

Photograph: Robin Spain

Right: With the shape established, the inside faces of the crowns have longitudinal slots cut into them. These give the white metal coatings something to grip and prevent their breaking free.

Photograph: Robin Spain



Left: The finished job from the underside, with the slots complete. .

Photograph: Robin Spain



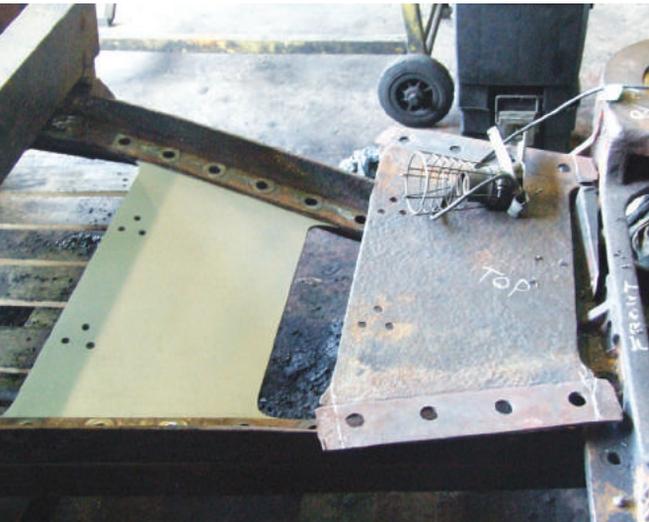


Left: The pony truck was removed many months ago, but while every nut and bolt on it had been freed by the SMF working parties, it was left intact to reduce the number of parts in storage around the works. The first major component to be removed was the wheelset, to be sent to the South Devon Railway for tyre turning and journal inspection. So things stood on 1st February 2018.

Photograph: Jim Norman

Right: By 10th May, dismantling was complete. This photo shows the frame assembly upper right; the slide assembly lower left with the pads for the spittoons prominent, although that on the right has been removed; and the side control coil springs to their left. An oddity is that part of the slide assembly is stamped GWR 1943. The truck is common to that used on the 8Fs, batches of which were turned out from Swindon in 1944. All other parts have LMS cast into them.

Photograph: Jim Norman



Left: The A frame is braced by a horizontal stretcher, right, which had seen better days, 84 years' worth of them, to be precise. The replacement new metal is easily identified. 10th May 2018.

Photograph: Jim Norman



Left: Amongst the parts overhauled and awaiting fitting are the slide bars. All four are displayed here on 7th June 2018.

Photograph: Jim Norman

Right: The wheelsets had been mostly cleaned and primed prior to dispatch to the South Devon Railway for tyre turning and journal truing. They have returned, and the right hand trailing wheel has received its first coat of gloss black. It will be later in the overhaul that these will be refitted to the engine: the horn faces must first be trued up and access to other parts is so much easier while they are out. 7th June 2018.

Photograph: Jim Norman



Left): The tender has left the paintshop and is currently stored inside the shed. It was overhauled a couple of years before the engine's withdrawal for this overhaul and needed only minor mechanical work although, as revealed last issue, some wasted platingwork has had to be replaced. Still outstanding is the replacement of the handbrake stanchion and fitment of the new feed water valves, both small jobs.

The SVR's resident painter, Mick Flint, has done a beautiful job returning it to its first livery, which it is now possible to view from a respectable angle.

Photograph: Robin Spain

Over the last few years these reports have looked at the forty locos of the class from various perspectives; the last update about the Archive itself was Issue No. 74, exactly five years ago. I reported that there were now over 20,000 sightings recorded, but your Editor's wish to increase this to 25,000 was unlikely to be fulfilled. And so it has proven.

As of today (7th May 2018) the sightings number 21,045, so we have passed the next milestone of over 21,000 but involving much searching of the internet. The breakdown of sightings is:

2945	893	2946	545	2947	589	2948	566	2949	354
2950	483	2951	507	2952	548	2953	508	2954	761
2955	539	2956	547	2957	557	2958	544	2959	608
2960	626	2961	562	2962	456	2963	626	2964	510
2965	407	2966	451	2967	549	2968	640/680	2969	501
2970	523	2971	446	2972	451	2973	382	2974	505
2975	497	2976	408	2977	614	2978	572	2979	554
2980	513	2981	613	2982	470	2983	594	2984	426

Additionally, there are a number of sightings where the actual locomotive could not be identified, but other details made it desirable to record them. There are 52 of these, of which one is either 2947 or 2951 and another 2945 or 2948, while a further seven can be narrowed down to 2945 - 2953, 2949 excepted, by their square topped cylinders. The two numbers for 2968 show sightings in BR service, and total sightings up to arrival at Kidderminster and to the start of preservation.

Additional to this is the Photo Archive, although some are of very dubious quality, with vital statistics of:

2945	84	2946	33	2947	62	2948	53	2949	68
2950	69	2951	55	2952	98	2953	52	2954	118
2955	50	2956	49	2957	62	2958	49	2959	53
2960	58	2961	73	2962	63	2963	58	2964	54
2965	49	2966	43	2967	42	2968	108/111	2969	33
2970	41	2971	53	2972	40	2973	34	2974	44
2975	63	2976	38	2977	62	2978	49	2979	56
2980	40	2981	50	2982	42	2983	92	2984	48

There are also 88 photos where the engine cannot be identified. All photos are recorded also in the sightings Archive. The number of photos of our engine in LMS and BR service is high, although not as high as those for 2954, but augmented by the 111 taken at Barry. It should be noted that there are many duplications in these lists, and some explanation is needed.

In the sightings Archive, many of the contents were recorded on shed visits, official or otherwise, when a group of spotters would record the same engines on the same day. These do help to confirm each others' records. The situation in regards to the photographs is more complicated. Sometimes, the same situation applied, and we have two almost identical shots of 13268 at Willesden mpd on 22nd April 1934, one taken by Leslie Good and the other by CR Gordon Stuart. They are very slightly different, but as the pair was standing next to each other, you need to look very carefully. But more usually, the photo is the same one repeated and submitted by different people. It is obvious that photographers exchanged prints, and even negatives, between themselves. While they were alive, this was less of a

problem, but on their deaths, their collections were sold on, and all photos within it were assumed to have been taken by the deceased. As an example, my old mate, Jim Carter, now sadly no longer with us, now has many of his photos on the internet, and copyright is claimed by his two sons, David and Chris, independently, but also by David Hays and Rail-Online (the latter annoys me: I have seen many of Jim's photos on their website, all credited to Rail-Online with no acknowledgement of Jim as the photographer). Since all are claiming copyright, it opens a minefield for anyone wishing to use the photos in published material. Another database lists features of each loco, and this often helps to identify, or at least narrow down, an engine not identified in a particular photo. As an example, the positioning of the OHLW warning plates varied widely between individual engines and were largely dependent on the whim of the fitter. Knowing where each one was located can often narrow the field considerably.

Also within the Archive are digitised copies of the Engine History Cards for all forty locos, a valuable resource for any railway historian.

Things still turn up, often out of the blue, and I am grateful to Jeff Ryan of the 8F Society for the lead to the photo of 42969 assisting Caley No. 123. No. 123 had worked two parts of a special the previous day: the Bluebell Railway Preservation Society 'Scottish Belle', double-headed with LSWR 120 from London Victoria to Haywards Heath, later picking up the train and returning it to Victoria. It was on its way back to Scotland but suffered steaming problems, and was assisted part way by 42969, so is on the WCML Down line at Morecambe South Junction. Grateful thanks also to Ron Herbert, who kindly gave permission to use his photo. Talk about being in the right place at the right time!

So the Archive is still at work and continues to grow, albeit more slowly. If you have anything that you can add to it, I'd love to hear from you. On this note, I'd like to thank all past contributors who have made the Archive what it is, and a special thanks to Richard Greaves, not only for his actual contributions, but also for his sometimes less-than-subtle encouragement!

Below: The extraordinary sight of 42969 assisting Caley 4-2-2 No 123 on her return journey from London (Victoria) to Scotland as related in the text. Seen here at Morecombe South Junction on 16/9/63. ***Photograph: Ron Herbert***



RAILWAY PHOTOGRAPHS

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

R. K. BLENCOWE HISTORIC RAILWAY PHOTOGRAPHS
48 Cherville Street, ROMSEY, Hampshire. SO51 8FD
Tel No: 01794 502733 or e-mail: r.blencowe@ntlworld.com

PETER GROOM
7 Trafalgar Avenue BROXBOURNE
Hertfordshire EN10 7DX

INITIAL PHOTOGRAPHICS
C/O - C Stacey, 25 The Limes, Stony Stratford,
MILTON KEYNES. MK11 1ET
Tel No: 01908 562082

**KIDDERMINSTER RAILWAY MUSEUM
PHOTOGRAPHIC ARCHIVE**
C/O – Kidderminster Railway Museum, Station Approach,
Comberton Hill, KIDDERMINSTER, Worcestershire. DY10 1QX
e-mail: krm@krm.org.uk or Tel No: 01562 825316

NORMAN PREEDY
‘Hazel Court’, 115d Barnwood Road,
Barnwood, GLOUCESTER. GL4 3HA
Tel No 01452 610922

RCTS PHOTOGRAPHIC ARCHIVE
www.rcts.org.uk

THE TRANSPORT TREASURY
16 HIGHWORTH CLOSE
HIGH WYCOMBE HP13 7PJ
Tel No. 01494 446774 or e-mail kezlan@tesco.net

**SEARCHING FOR A GOOD BLAST OVER SHAP –
RE-VISITED:**

DAVID BRADBURY

In my article, 'Searching for a Good Blast Over Shap' published in the last edition of SMF News (No 83), reference was made to three steam-hauled journeys that I made, these being Blackpool (North) to Manchester (Victoria) and Preston (ex. Blackpool South) to Carlisle, both on 26th December 1967 and Manchester (Victoria) to Preston on 31st December 1967.

From my own records I can now provide logs of the two 'Black Five' performances. For the Blackpool (South) to Carlisle return Footex journey, I have turned to fellow logger Sandy Smeaton for a more detailed version than my own log and would like to thank him for his permission to reproduce it in SMF News. I hope readers find the information contained in these logs interesting.

I would like to take this opportunity to apologise for a mistake that was made in the original article. This concerned the departure time of the Blackpool (North) to Leeds relief train which I quoted as 2.20pm and which was in fact 2.30pm. If there are any discrepancies between the log provided by Sandy and my account of the journey in the narrative, readers should please take heed of his figures as my article was written mostly 'from memory' and, as we have already seen, my recollection of the facts may have faded with the passage of time!

Finally, spare a thought for a member of the Master Neverers Association (MNA) Cleaning Gang who drove from his home in Huddersfield on Christmas Day 1967 and then spent most of the night at Kingmoor shed giving 70013 a thorough cleaning, and got no photographs of the locomotive for his nocturnal efforts! En-route to his chosen photographic spot, he fell asleep at the wheel and awoke to find himself in a field and his car on its roof some distance away. The vehicle, an Austin A30, could have rolled several times as the jelly-mould shape of the bodywork was not conducive to stopping after the first 180 degrees of its roll. The car was a write-off and he ended up in hospital!

***Below:** 70013 'Oliver Cromwell' is seen at Fulwood near Preston with the 09.45 Carlisle to Blackpool (South) Footex on 26/12/67.*

***Photograph:** Peter Barber/Courtesy Vernon Sidlow*



Boxing Day 1967

Sandy Smeaton

Date: Tuesday 26th December 1967
 Train: 09.45 Carlisle - Blackpool (South) and
 17.45 Blackpool (South) - Carlisle Footex
 Locomotive: 70013 'Oliver Cromwell'
 Load: 13 coaches/ 451 tons tare/ 490 tons gross
 Crew: Driver/Fireman Graham/Baincroft
 Weather: Cold and dry; misty early
 Recorder/Position A. Smeaton 2/14

<u>Mileage</u>	<u>LOCATION</u>	<u>Sch</u>	<u>Mn</u>	<u>Sc</u>	<u>Speeds</u>	<u>Remarks</u>
0.00	CARLISLE (Platform 3)	0	0	00	~	Slipped <i>RT</i>
1.40	Carlisle No.13		5	02	23	
4.80	Wreay		12	56	35	Slipped
7.30	Southwaite		16	50	41/42	
10.70	Calthwaite		21	43	38/37	
12.95	Plumpton		24	59	47	
<u>17.85</u>	<u>PENRITH</u>	<u>31</u>	<u>32</u>	<u>44</u>	~	<i>2½L</i>
3.30	Eden Valley Jn		7	41	42//30	
4.20	Clifton		9	44	24/22	
8.35	Thrimby Grange		20	30	23	
11.55	SHAP		28	33	33	
13.70	Shap Summit		32	37	28 min	
16.15	Scout Green		35	29	72/83	
19.15	TEBAY		37	52	78	
23.45	Low Gill		41	25	61/62	
25.10	Grayrigg		42	59	58	
26.95	Lambrigg		45	01	68	
32.15	OXENHOLME		49	16	76/81	
35.80	Hincaster Jn		52	10	76	
37.70	Milnthorpe		53	38	79/82	
40.50	Burton & Holme		55	45	75	

42.00	Milepost 9½		~	~	72/78
45.00	CARNFORTH		59	23	68/69
48.15	Hest Bank		62	10	67
49.35	<u>Morecambe S Jn</u>	(	<u>65</u>	<u>54</u>	~
~	Sigs stop	(	66	35	~
51.25	LANCASTER		72	52	35
52.35	Lancaster No.1		74	43	31½
54.25	Oubeck		77	43	50/56½
57.00	Bay Horse		81	00	55/57/56½
62.75	Garstang		86	58	60/63
64.80	Brock		89	00	57
67.70	Barton		92	00	52
70.90	Oxheys		95	38	44
71.84	Preston No.5		97	23	~
72.25	PRESTON		99	10	~/33
74.29	TODD LANE JN		106	05	Sigs 6
74.95	LOSTOCK HALL		111	28	26½
76.13	Farington Curve Jn		114	27	33
77.69	PRESTON		118	00	~
78.10	Preston No.5		119	29	30
78.83	Maudland Viaduct		120	41	37
80.89	Lea Road		123	39	54½
83.21	SALWICK		125	57	59½/61½
85.11	Treales		127	45	Psr 10
85.83	KIRKHAM & WESHAM		129	30	30
86.35	Kirkham N Jn		130	27	33
89.10	Moss Side		134	31	55
90.27	Warton		135	47	48
91.71	LYTHAM		137	33	44/46
92.93	ANSDALL & FAIRH'N		139	15	44½/50½
94.63	ST ANNES		141	28	47/50/48
96.41	SQUIRES GATE		143	41	52
97.94	<u>BLACKPOOL SOUTH</u>	144	147	21	~

6L

<u>Mileage</u>	<u>LOCATION</u>	<u>Sch</u>	<u>Mn</u>	<u>Sc</u>	<u>Speeds</u>	<u>Remarks</u>
0.00	BLACKPOOL SOUTH	0	0	00	~	<i>1 ely</i>
1.53	SQUIRES GATE		5	05	33	
3.31	ST ANNES		8	18	37	
6.23	LYTHAM		12	21	48	
8.84	Moss Side		15	56	40	
10.31	Wrea Green		18	37	26¾	
11.59	Kirkham N Jn		20	55	Psr 20	
12.11	KIRKHAM & WESHAM		22	05	26	
12.83	Treales		24	23	28½	
14.73	SALWICK		27	48	36	
17.05	Lea Road		31	18	41	
~	<u>Sigs stop</u>	(	<u>33</u>	<u>42</u>	~	
~	“ “	(	34	11	~	
19.11	Maudland Viaduct		39	03	~	
19.84	Preston No.5		41	05	~	
20.25	PRESTON	35	42	56	24/28	7L
22.19	TODD LANE JN		50	06	7½	Slipping
22.85	LOSTOCK HALL		55	08	~	
~	<u>Sigs stop</u>	(	<u>55</u>	<u>46</u>	~	
~	“ “	(	56	26	~	
~	<u>Water stop †</u>	(	<u>56</u>	<u>46</u>	~	† No water
~	“ “	(	58	01	~	
24.03	Farington Curve Jn		62	43	~	
~	<u>Water stop</u>	(	<u>65</u>	<u>14</u>	~	
~	“ “	(	72	53	~	
25.59	<u>PRESTON</u>	51 (	<u>77</u>	<u>01</u>	~	
~	Sigs stop	(	77	58	~	Slipped 26L
26.00	Preston No.5		81	16	21	Slipped
26.94	Oxheys		83	58	28½	
30.14	Barton		88	46	52	
33.04	Brock		91	58	61	
35.09	Garstang		93	51	64	
40.84	Bay Horse		99	19	55½	

43.59	Oubeck		102	18	57	
45.49	Lancaster No.1		104	25	~	
46.59	<u>LANCASTER</u>	78 (	<u>108</u>	<u>26</u>	~	
~	Sigs stop	(	115	10	~	36L
48.49	Morecambe S Jn		119	43	49½	
49.69	Hest Bank		121	10	54/53	
52.84	CARNFORTH	85	124	42	62	39L
56.09	Milepost 9½		127	45	39¼/55½	
58.34	Burton & Holme No.2		130	23	51	
60.14	Milnthorpe		133	30	31¾	
62.04	Hincaster Jn		137	03	27½/28½	
65.69	OXENHOLME	95	145	26	24¼/22½/26	49L
70.89	Lambrigg		157	03	16½	
72.74	Grayrigg		163	49	29½/54½	
78.69	<u>TEBAY</u>	123 (	<u>173</u>	<u>33</u>	~	
~	“	(	183	35	~	Slipped 59L
79.59	Milepost 33		~	~	31/33	
80.59	“ 34		~	~	31	
81.69	Scout Green		191	11	29	
82.59	“ 36		~	~	25	
83.59	“ 37		~	~	22	
84.14	Shap Summit	135	197	28	22	63L
86.29	SHAP		200	21	56	
89.49	Thrimby Grange		203	35	70/69	
93.64	Clifton		207	00	77/79	
<u>97.84</u>	<u>PENRITH</u>	<u>150</u>	<u>211</u>	<u>40</u>	~	<u>61½L</u>
4.90	Plumpton		7	09	65	
10.55	Southwaite		11	59	77	
13.05	Wreay		13	49	79/82	
16.45	Carlisle No.13	[5]	16	36	~	
~	<u>Sigs stop</u>	(	<u>17</u>	<u>44</u>	~	
~	“ “	(	18	16	~	
<u>17.85</u>	<u>CARLISLE</u>	<u>26</u>	<u>20</u>	<u>37</u>	~	<u>56L</u>

The load of 13 coaches grossing 490 tons was the heaviest that I had then timed over Shap. The spotless Britannia characteristically slipped on the start and then again before Wreay. 1¾ minutes were lost on the 31 minute schedule to Penrith, but with such a load, this was no disgrace. The climb to Shap was more of a toil, speed settling in the low 20s. The engine presumably was not rough as we ran from Shap Summit to Hest Bank, 34.45 miles in 29m 33s, an average of 70 m/h. I suspect the fall in speed from Lancaster to No.1 box was greater than the 3½ m/h recorded. Only 63 could be managed after Garstang. The loop from Preston back to Preston via Lostock Hall to gain the Blackpool line, took 19 minutes and, with no more highlights, arrival at Blackpool was 3½ minutes late.

The return trip was a different story entirely. After leaving Blackpool on time, the short 2 mile climb from Moss Side to Wrea Green brought speed down to 26¾ from 40. A check before Maudland Viaduct increased the lateness through Preston to 8 minutes. Then we took 34 minutes for the south and northbound passing of Preston due to a combination of slipping up to Todd Lane Jn, signal checks and non-functioning water columns. By the time we left Preston for the second time we were 27 minutes down. The maximum along to Lancaster was 64 at Garstang, but then the engine would appear to have been eased. Lancaster held us for just under 7 minutes, to allow the 16.05 from Euston to overtake. The 17.45 was due into Carlisle at 20.43, six minutes before the 16.05.

After the restart, 64 at Carnforth was reasonable, but 39¼ at MP9½ indicated what was to come. The climb to Grayrigg was toil indeed, never out of the mid 20s and a minimum of 16 between Lambrigg and Grayrigg. After no more than 54½ in the Lune Gorge, the driver stopped at Tebay for water and, unsurprisingly, a banker. Fortunately the former was available, but there were no bankers in steam. The shed was shut for Boxing Day. So after a 10 minute stand, which no doubt helped the fireman get the fire in shape, 70013 set off for the Summit and Carlisle unaided with 490 tons. Speed rose to 33 before the gradient steepened to 1 in 75, then fell to 22 at the top, a major achievement given what had gone before.

Downhill running was brisk with 79 before Penrith and 82 before Carlisle, arriving 56 late, 7 minutes won back from 63 down at Shap Summit.

Although much of the lateness was caused by signal checks and water non-availability, the 14 minute loss from Lancaster to Tebay was entirely due to the engine. The 'Full Load' limit for a Class 7 was 465 tons for an allowance of 56 minutes from Lancaster (pass) to Shap Summit (pass) (Ref 5). The schedule on the day allowed 57 minutes, so 70013 was not overloaded. However, the engine did not stall anywhere en route and it could be argued that the crew worked a miracle with an engine from a depot a few days from closure.

**GET ON BOARD
TODAY**

42968

**A LIFETIME'S
COMMITMENT**

—

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



Above: A picture that typifies the atmosphere you could once soak up on a cold winter's day at any steam era main line station. Black Five No 45353 awaits the 'right away' from Manchester (Victoria) with train 1Z97 the 14.30 Relief from Blackpool (North) to Leeds on 26/12/67.

Photograph: Peter Barber/Courtesy Vernon Sidlow

Below: Black Five No 45017 stands on Lostock Hall shed in June 1967. She remained in traffic until the final day of BR steam. Allocated to Carnforth shed, she was withdrawn at Lostock Hall shed on 4/8/68. Sold to Draper of Hull on 24/9/68, she was cut up w/e 3/5/69.

Photograph: Kidderminster Railway Museum



BLACKPOOL NORTH - MANCHESTER VICTORIA

DATE: Tuesday, 26th December 1967
 LOCO: 'Black Five' 45353
 COACHES / TONS TARE: 9 / 294½ tons tare
 Train Reporting Number: 1Z97 14.30 hrs. Blackpool North - Leeds relief.

Distance m. chn	Location	Schedule (mins.)	Actual Time min. sec.	Point-to- point average speed mph	Average speed from leaving Blackpool North mph
0. 00	BLACKPOOL NORTH dep	0	0. 00		
1. 12	Layton		3. 47	18.2	18.2
3. 23	Poulton - le - Fylde		6. 44	43.5	29.3
5. 12	Singleton (box)		9. 51	35.9	31.4
6. 38	Singleton Bank (box)		11. 27	49.7	33.9
7. 35	Weeton (box)		12. 34	51.7	35.5
9. 56	Kirkham & Wesham		15. 17	50.0	38.1
12. 29	Salwick		18. 24	51.3	40.3
14. 48	Lea Road (box)		20. 58	52.3	41.8
			X		
16. 53	Maudland Viaduct (box)		24. 27	35.5	40.9
			- SIGS -		
17. 45	PRESTON pass	36	27. 48	16.1	37.9
18. 55	Skew Bridge (box)		30. 00	30.7	37.4
19. 10	Farington Curve Junction (box)		30.39	40.4	37.4
20. 15	Farington Junction (box)		32. 18	38.6	37.5
21. 46	Leyland		34.11	44.2	37.9
			- SIGS -		
23. 03	Euxton Junction (box)		36. 20	40.8	38.0
23. 78	R. O. F. Halt		37. 44	40.2	38.1
26. 10	CHORLEY pass		41. 42	32.5	37.6
29. 18	Adlington		45. 36	47.7	38.5
31. 13	Blackrod		47. 44	54.5	39.2
31. 53	Horwich Fork Junction (box)	48	48. 14	60.0	39.4
32. 47	Hilton House (box)		49. 19	51.2	39.6
			- SIGS -		
35. 19	Dobbs Brow Junction (box)		52. 43	46.8	40.1
36. 05	Daisy Hill		54. 30	27.8	39.7

37. 60	Atherton Central		56. 41	46.4	40.0
41. 19	Walkden High Level		60. 30	54.8	40.9
42. 79	Moorside & Wardley		62. 20	57.3	41.4
43. 57	Swinton		63. 04	59.3	41.6
44. 31	Pendlebury (derelict)		63. 47	56.5	41.8
46. 04	Irlam (box)		65. 57	46.0	41.9
			X		
46. 42	Pendleton Broad Street		66. 51	31.7	41.8
			- SIGS -		
48. 06	Salford		71. 09	21.6	40.5
48. 63	<u>MANCHESTER VICTORIA</u> arr	78	72. 52	24.9	40.2
Start to Stop Average for the Journey was 40.2 mph					

SCHEDULE

The schedule to Preston (36 minutes) is perhaps incorrect. It appears to have been unduly slow, as the allowance from there to Horwich Fork Junction (12 minutes for 14.1 miles) would have required an average speed of 70.5 mph, unrealistic for this route. (The schedule to Horwich Fork Junction has been provided by Steve Leyland and I think it was probably accurate.)

X denotes cross-over.

The locomotive slipped as we left Blackpool North on time at 14.30 hrs.

We passed Poulton-le-Fylde rather slowly, maybe there was a signal check, but I did not notice one.

Between Lea Road and Maudland Viaduct, we were transferred to the alternate line which involved a reduction in speed to 20 mph.

Approaching Preston station, adverse signals were sighted which hindered our progress. The speed through the station was about 25 mph.

Speed rose to 49 mph (timed from rail-joints - do you remember those?) by Leyland, but there was a signal check approaching Euxton Junction which hampered our progress.

The next signal check was severe, approaching Dobbs Brow Junction, and as a consequence we passed the signal box there at only 10 mph.

We then ran without further impediment until Pendleton Broad Street, where we crossed over to the alternate track.

The final 'insult' to our keen crew was a signal check in Salford station which brought the speed down to 3 mph. On getting the road, the driver opened 45353 up vigorously, but it was too late to succeed in making a connection with the 15.40 Manchester Victoria - Blackpool South, which came past us between Salford and Victoria. We pulled in 4½ minutes early.

After taking water 45353 resumed her journey to Leeds late.

I suspect there were no other steam-hauled, non-stop runs on B.R. longer than this one before steam finished on 4th August 1968.

(N.B. 80 chains = 1 mile)

MANCHESTER VICTORIA - PRESTON

DATE: Sunday 31st December 1967
 LOCO: 'Black Five' 45017
 COACHES / TONS TARE: 8 / weight not given
 TRAIN: 20.55 hrs Manchester Victoria - Morcambe Promenade
 'Belfast Boat Express'

Miles Chains		mins secs	Notes
0. 00	MANCHESTER VICTORIA dep.	0. 00	
			2 x signal checks Routed via Pendleton Broad St
<u>10. 51</u>	BOLTON TRINITY ST arr.	<u>21. 31</u>	
0. 00	BOLTON TRINITY ST dep.	0. 00	
			47½mph at Lostock Jct 67mph at Adlington
<u>11. 49</u>	CHORLEY arr.	<u>15. 32</u>	
0. 00	CHORLEY dep.	0. 00	
			Sigs
2. 12	R.O.F. Halt	4. 30	
3. 07	Euxton Jct (box)	5. 42	
4. 44	Leyland	7. 37	
5. 75	Farington Jct (box)	8. 59	
7. 00	Farington Curve Jct (box)	10 01	Brakes
7.35	Skew Bridge (box)	10 27	
<u>8. 45</u>	<u>PRESTON Platform 4 arr</u>	<u>13 22</u>	2 mins late

The distance from Manchester Victoria to Bolton via the normal route (Pendleton Old) was 10 Miles 50 Chains.

The first two sections of this journey, Manchester Victoria - Bolton and Bolton - Chorley, were considered to be too slow to be worthy of the logs being tabulated, so those details have been discarded.

The third section from Chorley to Preston was 'above average', but by no means exceptional. (45342 did this section in 11 mins 36 secs on 3rd May 1968!)

There are no factual changes I wish to make to the original article by Ben Stone, which was an excellent piece of work. I admit that my expertise, such as it is, lies more with the LNWR and L&YR than Midland. Even so, there are quite a few pieces of Lickey operation with which I am familiar, and I will set them out below, just for interest; note that some accepted Lickey operations were totally banned elsewhere.

Bank Engines: Each of these carried one head and one tail lamp and they were never coupled, so realistically each constituted a ‘train’ in its own right. After a main line driver had whistled his requirements and brought his train to a stand at the bottom of the Incline, the appropriate number of bankers would each make its own way separately to the rear of the train, the first buffering up to the last vehicle, the second to the first banker, etc. Once all were on and whistles exchanged, the train would proceed up the bank until at Blackwell the rearmost banker would fall away, then the next forward, etc., until all were stationary and with a slight gap between each.

When the signal cleared, the rearmost banker, in whichever direction they were going, would move on to the next, and so forth, until all were buffered up and with the rearmost propelling the others. If they were returning down the bank, once the rearmost had propelled its brethren through the crossover and on to the bank itself, the regulator would be closed and the ensemble descend with the lead loco controlling the speed with its brake. At the bottom, once a path was available, they would make their way individually across the Up Main and back into the Bank Engine Siding to await the next call of duty.

The Jinty’s replacement by a 3F rather than a 4F was very logical: the former were far more popular with crews than the so-called ‘Big Goods’. They had a boiler which would make steam in vast quantities, an attribute never assigned to the Class 4s.

I have never previously heard of any locos being specified to bank certain trains and, without careful planning, it would be difficult to implement. Each loco was considered as one unit, except Big Bertha which counted as two. So if a driver whistled for three bankers he might get three Jinty’s or one Jinty and Big Bertha. If he needed only one banker and Bertha was at the head of the queue, he got a bonus!

Big Bertha was indeed trialled on the Toton - Brent coals, and hastily sent off to Bromsgrove! A big (or two big - and they weren’t identical) boiler she might have had, but it was designed to produce steam for comparatively short periods and the run to London showed that it was not capable of sustained output over that distance.

The methods for descending trains were as Ben described, but fully fitted trains had to perform a running brake test before reaching the gradient. It was the driver who specified how many brakes on goods trains were to be pinned down; too many would cause, as related, the train to stall on the descent. But he did occasionally underestimate the brake power needed and more than one goods was travelling at express speeds at the bottom. Here was a set of facing points, right for the main line and left into loops to allow the brakes to be lifted. In view of the above potential, these were considered to be the best maintained points in the country!

It took time to lift the brake levers so was an ideal opportunity for the locos to take water, and columns were provided. The method was to stop short of the column, unhook the loco, then draw forward to put the bag in. Once done, the loco would set

back on to its train and be away. This sounds cumbersome, but was more easily achieved than trying to stop at the right spot with a train with a variable number of brakes applied and very variable braking characteristics behind the tender.

As Ben says, all trains above three coaches were required to take a banker, and this extended into the diesel era. I always felt a pang of sympathy for the pannier's crew as they buffered up to the rear of the Midland Blue Pullman, and wonder if they managed to keep up!

During March 1955, trials were made on the Lickey with 5XP 45554 *Ontario* and Black 5 44776. The 5X had eight coaches including Dynamometer Car, giving 252 tons behind the tender; the Black 5 having seven coaches for 222 tons. Starting at Stoke Works Junction, both locomotives climbed the incline without assistance, rather noisily in the particular case of the 5X, it might be assumed. A second test included stops on the incline, when both locomotives had difficulty restarting. 44776 succeeded at the second attempt, but 45554 was unable to get its train again on the move. No changes in the banking arrangement on the Lickey Incline were made as result of these tests.

Not strictly to do with the Lickey, but Compounds on unfitted goods was definitely asking for trouble. Even ex-LNWR men, used to the inadequate brakes of the Super Ds and Coal Tanks, felt that their braking was poor. And Compound 1010 had a unique although undesirable place in railway history: she was involved in two separate major accidents, both at the same location of Little Salkeld on the Settle and Carlisle line. On 19 January 1918 she ran into a landslip and derailed. The two leading coaches telescoped with the loss of seven lives. On 10 January 1933 while hauling the Up Thames - Clyde Express she ran into a Down goods train that was being shunted across the Up Main and into the goods yard. The bobby had wrongly and carelessly ordered the shunt move although the express had already been accepted. In this case the only fatality was the driver of the goods.

(The initial article by Ben Stone on the Lickey Incline, published twelve months ago in SMF News No. 82 was well received by our membership and highlighted a number of issues that were covered in the following issue of SMF News No. 83.

With the wires now humming and EMUs and DMUs providing the local passenger services on the Cross-City line to Birmingham (New Street) and beyond, the days of 2Ps, 4Fs, 5XPs and the like seem a distant memory of that much loved and lamented era.

I am indebted to our Archivist, Jim, for this final look back at the Lickey Incline, which helps to keep the memories alive. - Ed)

**GET ON BOARD
TODAY**

42968

**A LIFETIME'S
COMMITMENT**

—

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



Above: 45566 'Queensland' makes steady progress up the Lickey Incline at Vigo with an Up northbound express. The identity of the rear end banking engines has not been recorded, neither has the date but said to be circa 1959.

Photograph: Kidderminster Railway Museum

Below: It was not all 'smoke and slog' on the Lickey. A clean Black Eight No 48338 is seen drifting down the Incline with a southbound Class H goods train on 5/11/56.

Photograph: Michael Mensing





Above: 2968 and 7325 pass Finstall as they attack the 1:37.7 climb up the Lickey Incline. This was the first steam hauled passenger train on the Lickey Incline since the 1960s.
Photograph: M. J. ...



*Lickey Incline with train 1Z44 06.24 Finsbury Park to Gloucester via Bristol and
passenger train to ascend the Lickey Incline since the end of BR steam.
Alcolm Ranieri*

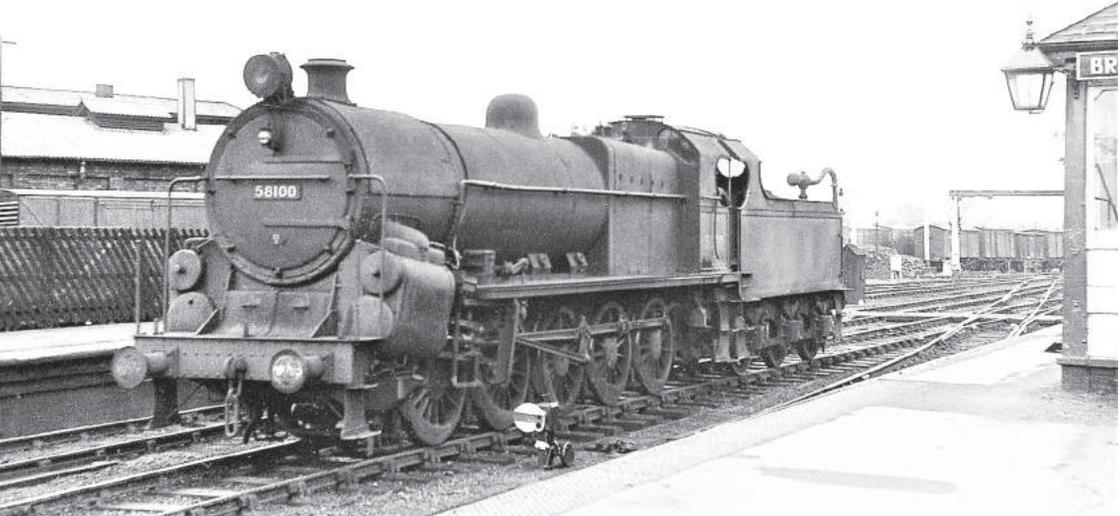


Above: With steam to spare 4932 'Burwarton Hall' swings out of the Bromsgrove Up Holding Loop and begins the climb up the Lickey Incline with a Class D northbound goods train. Details of the banking engine(s) was not recorded. 11/61.

Photograph: Kidderminster Railway Museum

Below: Bromsgrove and 'Big Bertha' go hand in hand, and here we see the huge proportions of 58100 on the Down Through Road after coming down the Incline. With the 'Dummy' at danger she is probably setting back to cross over to the bank engine siding and await her next call for assistance. The date was not recorded.

Photograph: The Late Alan Price



The small but dedicated group of members who run your sales stand at Kidderminster station continues to work tirelessly on your behalf, raising much needed finances for the continued running expenses of your Fund and also towards the future objective of keeping **our engine** in working condition.

The continued operation of the Sales Stand, certainly throughout 2019 and into 2020, remains wholly dependent upon you, the members, continuing to supply us with suitable donated goods. It has been noticeable that this supply has slowed down during the last twelve months and I am still asked if we need goods, given my previous announcements that we are working towards an end date of 2020 (ish), to conclude Sales Stand activities.

Again I will reiterate that, while this end date remains our objective, we still very much need your donations. With twenty-five opening dates this season alone and probably a similar number in 2019/20, stocks of suitable goods are low and urgently need replenishing. At the risk of repeating myself we urgently need: -

ANY model railway goods, Quality hard and soft backed books from all the present and past major publishing companies, **ANY** model road vehicles, especially buses and coaches, and **ANY** Railwayana.

By now you must all know the full details of what we need from past appeals that I constantly publish so I will not repeat myself again here, **BUT** please note that we **DO** very much need these items sooner rather than later.

My plea in the last issue of SMF News for new volunteers to give the Sales Stand a try even for just a day as usual fell on stony ground, producing not a single response. All very disappointing. So it continues to fall on the stout and solid shoulders of our regular team to carry on regardless through blizzards and heat wave conditions to staff the Sales Stand on your behalf for the sole benefit of **our engine**.

Please, over the coming weeks and months will you do your bit and sift through your collections to source any suitable goods for donation to the SMF Sales Stand and contact me, Richard Greaves, using any of the contact details on Page 2, to arrange collection. If you are visiting the SVR on any of the dates that we have a Sales Stand open (see Page 42) and can bring the goods with you, that would be most helpful. Assistance will be available to collect the goods from your car if required.

Remember that without goods we have NO stock

With No stock we have NO SMF Sales Stand

With NO Sales Stand we have No income from this previously successful fund-raising source

Before closing this appeal, I will take the opportunity of extending my sincere thanks and gratitude to my entire Sales Stand Team, including my Couriers for their help, assistance, commitment, company, banter, cheerfulness and endless energy, all of which never ceases to amaze me. They are a wonderful group of people who deserve your full support. Thank you to each and every one of you.

Finally, please also note that for this year only we have been offered a promotional stand at the prestigious Warley Model Railway Event at the Birmingham International Exhibition Centre on 24th and 25th November 2018, for which we are most grateful to the organisers for the invitation to attend. If you are visiting the show please look us up to say hello.

SMF SALES STAND DAYS – AUTUMN 2018 / SPRING 2019

The Stanier Mogul Fund Sales Stand will be open for business

At Kidderminster Town Station on the following dates.

The full 2019 programme will appear in SMF News No. 85 – March 2019

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

Saturday 24th November 2018 WARLEY NEC Promotional Stand
Sunday 25th November 2018 WARLEY NEC Promotional Stand

Friday	15th March	2019	SVR Spring Steam Gala	Main Stand
Saturday	16th March	2019	SVR Spring Steam Gala	Main Stand
Sunday	17th March	2019	SVR Spring Steam Gala	Main Stand

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

ANY MODEL RAILWAY ITEMS

ANY ROAD VEHICLES ESPECIALLY BUSES AND COACHES

ANY GOOD QUALITY HARDBACK OR SOFTBACK BOOKS

ANY WAGON PLATES (RESTORED OR UN-RESTORED)

ANY ITEMS OF RAILWAYANA

**IF YOU CAN HELP WITH ANY OF THE ABOVE OR ANY OTHER
GOODS MENTIONED IN OUR ADVERTS OR INSERTS**

**PLEASE CONTACT OUR DONATED GOODS CO-ORDINATOR
RICHARD GREAVES USING ANY OF THE CONTACT DETAILS ON
PAGE 2**

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

**TO RE-STOCK OUR SUPPLIES OF GOODS FOR THE 2019 SEASON
WE URGENTLY NEED YOUR DONATED GOODS
AS DETAILED BELOW**

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

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

Accessories including buildings, signals, track etc. etc.

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

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

WE ALSO URGENTLY NEED

ANY BR RAILWAY DVDs

STEAM/DIESEL/ELECTRIC INCLUDING DRIVERS EYE VIEW

ANY MODEL ROAD VEHICLES

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

AND ANY QUALITY

**HARD/SOFT BACKED BOOKS ON BRITISH RAILWAYS
ALSO BOOKS ON SHIPPING AND ROAD TRANSPORT**

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

BUT PLEASE NOTE: WE CAN NO LONGER ACCEPT VIDEOS

WE ARE ALSO

VERY SHORT OF RAILWAY MEMORABILIA.

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

Posters, Excursion Leaflets, Paperwork, Pre-1968 Timetables etc
AND Pre-1968 BR Edmondson type tickets/BR Steam Negatives/Prints.

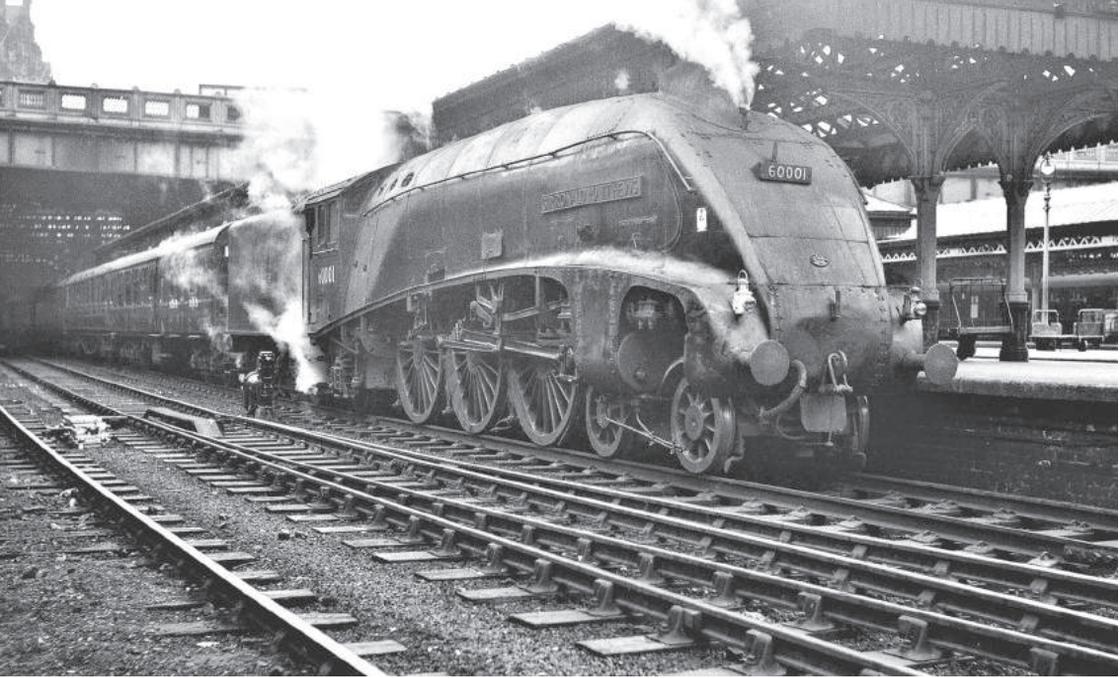
WE ALSO NEED

BAYKO AND MECCANO Boxed sets or loose in any quantity

All donations can be converted into current SMF Subscriptions.

Collections can be arranged from most parts of the country
Usually within four to twelve weeks.

**If you can make a donation or wish to discuss a possible donation further,
please ring Richard Greaves on 0151-426 7111
if no reply please leave contact details
or see my contact details on Page 2**



SCOTTISH STEAM MISCELLANY

Above: Looking every inch the thoroughbred that she is, A4 No 60001 'Sir Ronald Matthews' awaits departure time at Edinburgh (Waverley) with a Down express for Perth 2/8/62.

Photograph: Kidderminster Railway Museum

Below: On a beautiful summer's evening, 62677 'Edie Ochiltree' stands at Hawick station with the 7.55pm Hawick to Edinburgh (Waverley) train 3/8/53.

Photograph: Norman Preedy





SCOTTISH STEAM MISCELLANY

Above: Aviemore station on 30/3/59 finds 54482 as pilot engine to an unidentified Black Five as they wait for the road before starting the long climb ahead to Slochd summit.

Photograph: *The Transport Treasury*

Below: A timeless scene finds 55226 at Aberfeldy station after arrival with the branch train from Ballinluig on 31/7/57.

Photograph: *A G Forsyth/Courtesy Initial Photographics*



It is likely that, unless you have been on a distant planet over the last six months, you will already be sick of the GDPR (General Data Protection Regulations) as hundreds of organisations, many you only barely remember, seek permission to continue trying to sell you things. However, the Stanier Mogul Fund takes the data we hold on members and its security very seriously, so you deserve to know where we stand on your data.

We have a Data Protection Policy which any member can request a copy of at any time. In summary, however, it says the following:

We hold essentially two sorts of data:-

- Contact details: Name address, telephone numbers, e-mail addresses, etc.
- Details of contributions to the Fund, including details of all schemes subscribed to.

This data is collected as members join the Fund and we consider that we have a Legitimate Interest in storing it for the following reasons:-

- Contact details so that we can contact members, to send the magazine, details of the AGM and associated documents, and occasional e-mail updates and also deal with membership issues like subscription benefits.
- Details of contributions to record members' stake in our locomotive.

No personal financial information such as bank accounts is held.

All information is stored in spreadsheets on CoM members' home computers running up to date virus software and is backed up using external media on a regular basis.

Its use is restricted to CoM members in the execution of their Fund responsibilities, or others with specific CoM permission, and is distributed where appropriate, in both electronic and printed form.

Information we hold will never be passed to a third party.

Any member has the right to:-

- Ask to receive a copy of all data held against them by asking the Membership Secretary.
- Ask for some or all of the data held to be amended or deleted.

If you have any questions, do not hesitate to contact me or any other committee member by e-mail or phone (see contact details on Page 2), and we will be happy to help.

SPIRIT OF 2040 SUBSCRIPTION:

**The following information is for the attention of those SMF members
that have subscribed to
The Spirit of 2040 subscription.**

Now that the above subscription has officially closed Certificates will be issued to all members that participated. I will undertake this exercise between October and December 2018 and I thank you all for your patience and understanding.
Richard Greaves

FREEPOST PLUS - REPLY PAID ENVELOPE

For your convenience, this facility is enclosed for you to return any of your application forms when subscribing to:- ‘The Lifetime’s Commitment Subscription Scheme’, ‘The First of the Finest Subscription Scheme’, To return your Raffle Ticket stubs and cheque or P/O, OR to make a donation, AND to advise the SMF in respect of Bequests and/or In Memoriam instructions.

PLEASE NOTE:

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

CAN YOU HELP

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

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



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



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

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

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



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



SMF DRIVING & FIRING EVENT – AND NOW FOR SOMETHING COMPLETELY DIFFERENT!:

JOHN TIDMARSH

SMF Driving Days have been going on for so many years that it is difficult to remember when they started. Originally they were a benefit from one of the fund raising schemes but were so popular with members that they continued long after this commitment ended. Over that time hundreds of miles have been covered by happy participants ably assisted by excellent SVR crews.

Most years have had the format of running between two stations with each ‘turn’ by a participant being the ability to drive both ways. Most recently this has been between Bridgnorth and Hampton Loade. In many ways this is ideal. With five runs a day participants have the choice of when they can arrive and the journey has an interesting hill both ways. Bridgnorth also provides an excellent lunch.

It also, however, has drawbacks. Considerable time is wasted running round and there is significant effort on the ground wrestling with stubborn bits of metal and vacuum pipes. Also, dare I say it, perhaps some of our regulars might be getting bored with the same old scenery!

During the 2018 session, Nigel, one of the SVR guards who have given such great support to our events over the years, asked me why we didn’t run the whole length of the line! Slightly taken aback by the question, I reiterated some of the arguments above but in retrospect wondered if 2019 isn’t the year to try something different; it is after all, hopefully the last year before we shall be able to use 42968.

So in 2019 we are going to run over the whole line from KIDDERMINSTER to BRIDGNORTH.

This is how it will work. There will be two trains, one in the morning and one in the afternoon, over two days, with an optional half or full day as a third if demand warrants it.

The line will be split into four sections:-

Kidderminster to Bewdley	}	The return Journey to Kidderminster will use the same sections
Bewdley to Arley		
Arley to Hampton Loade		
Hampton Loade to Bridgnorth		

Each ‘turn’ will drive one section on the way out and one on the way back. As allocation may take a little juggling, which section cannot be guaranteed at booking but each turn will include at least one of the hills at each end of the railway.

Anyone booking more than one ‘turn’ will have consecutive sections each way.

This new approach will provide more variety for all but will mean that all those on the morning train will have to arrive before it departs and similarly with the afternoon train.

Lunch will be taken at Kidderminster.

We hope that this change will appeal to our regulars and perhaps encourage some of you that have been thinking about but not done it in the past to ‘have a go’, it really is the best experience.

PRICE CRASH

As an added incentive this year the price for each turn will be just £200 instead of the usual £250.

Dates for next year are Tuesday 9th April and Wednesday 10th April AND possibly Thursday 11th April 2019 subject to demand.

If you would like to book your place or have any questions, please do not hesitate to give me a ring or drop me an e-mail. All of my contact details are shown on Page 2

I look forward to hearing from you.

SMF

Driving & Firing Experience

2019



Exciting New Format
and Price Reduction

Enjoy a full round trip
Kidderminster to Bridgnorth
and take the regulator
over your section of the line

Available on 9th & 10th April, 2019
Cost now only £200 including hot lunch

To enquire about availability and book
Contact John Tidmarsh
See Page 2 or 0115 987 6150

First come, First served!

Yes, it’s that time of year again! Enclosed with this edition of the SMF News you will find a book of raffle tickets, and the eagle-eyed amongst you will notice a change of promoter. As mentioned in a previous Secretary’s Report, I have taken over the role following Richard’s stepping down.

For this year I am keeping the same format but am open to any ideas regarding possible changes – ticket price, prizes, etc. – to introduce next year. Whilst the gross income has remained fairly static in recent years, close to the ‘magic’ £5000 figure, the net profit does depend on the cost of any prizes. Clearly cash prizes come into this category, but if more ‘bought in’ prizes are introduced then the cost has to be worthwhile and therefore needs to be matched by increased sales. It may be that we have reached a plateau and hoping for any significant increase in yield is just wishful thinking. Regardless, I am keen to hear your views – my contact details are on Page 2. As far as this year goes, I hope you will sell tickets to family and friends as well purchasing some for yourself, then make use of the replied paid ‘freepost’ envelope to return the counterfoils and remittance (cheques payable to ‘Stanier Mogul Fund’ please) to our ‘central distribution point’ (!!) in Merseyside. If you would like more tickets to sell, please let me know.

The profit made from the raffle each year goes towards keeping our engine active (subject to overhaul and other maintenance, of course) and available for everyone’s enjoyment, so if you sell or purchase raffle tickets, you have the added satisfaction when seeing our engine at the head of a train of being able to say, ‘I helped get that engine there.’ ‘Be a part of it’.

ARE YOU PART OF THE TEAM – THE SMF TEAM KEEPING 42968 STEAMING ?

If you make a donation of £5 or £50, a Lifetime’s Commitment Subscription for £2 to £5 per month , purchase a First of the Finest subscription, donate one model loco or 20 model locos, half a dozen books or 30 books, buy one raffle ticket or a book of raffle tickets, remember 42968 in your Will or give an In Memoriam donation or actively support 42968 in any other way then you are doing your bit, and are part of the team.

***DO YOUR BIT AND PLEASE DON’T LEAVE IT TO OTHERS
BE A PLAYER NOT A SPECTATOR***

SUPPORT YOUR ENGINE TODAY

SEMPER PROTEGAMUS - (LET US ALWAYS PROTECT)

The London Midland Region of British Railways had 2,366 steam locomotives on its 'active' list on 24th April 1965, more than any other region. They were spread across sixty-seven depots and three works. Three and a half years later they were all gone – wiped out in the name of 'modernisation'.

Nobody kept a complete check on how many different steam locomotives came through Rochdale and Castleton, it was physically impossible to monitor the railway twenty-four hours per day, but during those three and a half years there was a tremendous variety that turned up.

One of the train spotting 'coups' of 1965 was the appearance one evening of 'Clan' Pacific 72007 'Clan Mackintosh' on the 20.38 Oldham Clegg Street – Carnforth parcels train, which I was lucky enough to see. By the time this event took place on 31st May, there were only four Clans left in service and they were all based at Carlisle Kingmoor (12A).

If you wanted to maximise your train spotting time, you had to choose your observation sessions carefully. A lot of regular trains were hauled by the same locomotive repeatedly, so there was little to be gained from seeing them regularly. A better idea was to target a train that was unpredictable, and watch it as often as possible. The Heaton-Red Bank empty newspaper van train was one such working, with a huge variety of locomotives seen on it during 1965; it ran seven days per week, and on six of those days double heading was standard practice.

Between the beginning of May and the last week of July, six classes of 4-6-0 were seen on the 'Red Bank vans'. It nearly always had one 4-6-0 on the front, and frequently a pair of them. They had four sizes of driving wheels so you 'rarely' saw a double header with the exhaust beats from both engines maintaining the same rhythm. The exhaust sounds could be very random, for example the first class of 4-6-0 during this period specified was a Standard Class Five, 73163, based at Patricroft (9H) with 6'-2" diameter wheels, and it was 'piloting' a Hughes 2-6-0, 42819, based at Gorton (9G), which had 5'-6" diameter wheels, on Saturday 1st May 1965, quite an unusual combination.

One week later, on Saturday the 8th May 1965, two other 4-6-0 types were used. Rebuilt 'Patriot' 45531 'Sir Frederick Harrison' (6'-9" driving wheels) was 'piloting' 'Black Five' 44958, which was on 6'-0" diameter wheels, and of course one was a 3-cylinder engine with six power strokes per wheel revolution whilst the other was a 2-cylinder engine with only four power strokes to exhaust up the chimney. All the remaining rebuilt 'Patriots' (2) and visually similar 'Royal Scots' (4) were based at Carlisle Kingmoor (12A) and were living on 'borrowed time'. The 'Black Five' was from the Liverpool area and belonged to Aintree (8L).

About a year later, she was running 'wrong line' between Middleton Junction and Castleton and was derailed on a set of 'Catch Points' on a high embankment. Because re-railing would have been difficult, the strange decision was made to push the locomotive (and possibly the tender too, but I have no information about that) on her side, so that the line could be re-opened quickly. 44958 was taken to Newton Heath depot with soil and grass attached to the side she had fallen on, but never returned to service, another victim of the purge to rid the railways of steam!

We shall now skip forward to Saturday the 5th June 1965 to consider yet another class of 4-6-0 on the 'Red Bank vans', a Thompson 'B1' of LNER origin. At least three pairs of them had been used on the 'Red Bank vans' during the first week of June, thereby providing witnesses with a steady exhaust rhythm which earlier I claimed was rare. 'B1s' were quite common at Rochdale and Castleton, even though the London



***Above:** 45596 'Bahamas' pilots Black Five 45096 near Farnley Junction outside Leeds as they head the Newcastle Heaton to Manchester Red Bank empty newspaper van train towards Morley on 7/6/65.*

***Photograph:** Mike Mitchell/Courtesy The Transport Treasury*

Midland Region owned none. They came across the border from the Eastern and North Eastern Regions. The Heaton - Red Bank vans normally changed engines at York, which was in the heart of 'B1' territory so the train was often the method by which 'B1s' visited our area.

61021 'Reitbok' was the 'B1' used on the 5th June. She was based at York (50A) and was no stranger to the 'Red Bank vans'. Her 6'-2" driving wheels were a couple of inches larger than those of the 'pilot engine', 'Black Five' 44767. Later to be saved for preservation, 44767 was the sole representative of her class with Stephenson valve gear, and in preservation has been embellished with the name 'George Stephenson'. As a non-standard design, you may have expected 44767 to be taken out of service prematurely, but she survived until the end of 1967 (when her home depot of Carlisle Kingmoor (12A) closed to steam). Earlier features, such as a double chimney and electric lighting, had been abandoned quite soon after '4767' was built at the end of 1947 (the last engine completed by the LMS before nationalisation).

Talking of double-chimneys brings us conveniently to the next class of 4-6-0 to appear on the Heaton-Red Bank vans, the 3-cylinder 'Jubilees', and the only one to retain a double chimney at this time, 45596 'Bahamas'. On Monday the 7th June 1965 she piloted 'Black Five' 45096 on the 'Red Bank vans', a combination of two locomotives with similar numbers, both from the Manchester area. Stockport Edgeley (9B) had three 'Jubilees' but two of them would soon be departing, leaving 45596 'Bahamas' alone until withdrawal from service in June 1966. (Her subsequent move to Bury, after an overhaul at Hunslet's of Leeds, for storage is well documented elsewhere). 45096 belonged to Agecroft (9J), the shed which stood between a colliery and a power station. (There is nothing now left of those three installations).

The scenario of a 3-cylinder locomotive with 6'-9" diameter driving wheels piloting a 'Black Five' had already been enacted by 45531 'Sir Frederick Harrison' and 44958 on 8th May. From photographs taken of each combination, it is clear to see that the rebuilt 'Patriot' was in much worse external condition than the 'Jubilee'. It's fair to say Stockport Edgeley was still keeping many of its thirty plus steam locomotives reasonably clean, whereas Carlisle Kingmoor, which had about 120 to look after (the biggest allocation in the UK by 1965), had given up the practice.

The geographical spread of the seven depots mentioned so far was just the tip of the mythical iceberg. Before moving on to the sixth, and final, class of 4-6-0 which worked the 'Red Bank vans' during the May-July period of 1965, I would like to draw attention to another 'Jubilee' and 'Black Five' combination which featured locomotives from unlikely depots on the London Midland Region. On Saturday the 17th July 1965, 45590 'Travancore' from Warrington Dallam (8B) piloted 44875 from Bescot (2F) on the Heaton-Red Bank. Dallam engines were distinctly rare on this train and any locomotives from the Birmingham ('2') code sheds were also very seldom used.

Mike Mitchell was a prolific and accomplished photographer of the 'sixties steam scene, and he captured both of the 'Jubilee' and 'Black Five' combinations with his camera on the ascent from Farnley Junction (west of Leeds) to Morley Tunnel. (The Transport Treasury has custody of his black & white negatives and the shot of 'Bahamas' and 45096 has the catalogue number MM2865. The second combination has the catalogue number MM2931).

By coincidence, Barry Hilton was visiting his friendly local signalman at Castleton East Junction box on the afternoon of the 17th July and he also photographed 45590 'Travancore' and 44875 on the Heaton-Red Bank vans, from the window of the box. His view shows the road overbridge in the background.

Below: 45590 'Travancore' pilots Black Five 44875 near Farnley Junction on the climb to Morley with the Newcastle Heaton to Manchester Red Bank empty newspaper van train on 17/7/65. ***Photograph: Mike Mitchell/Courtesy The Transport Treasury***



To the left of the two main running lines can be seen the span of the bridge which was built to accommodate more tracks if they were ever needed, but had been 'bricked up'. If the East Lancashire Railway ever reaches an agreement to run into Castleton, access to a new platform face on the 'Down' platform may be possible under the span which is currently above the brick wall. Other options could be considered, so please don't read this suggestion as 'official policy'; after all, it may never happen.

Finally we come to the smallest and least powerful of the 4-6-0 classes on the 'Red Bank vans'. Standard Class Four 75017 made at least two appearances on the train during the last week of July 1965. What was remarkable about this locomotive was that it belonged to Skipton (10G), a small depot with only 22 steam locomotives at the April 1965 date quoted in the first paragraph of my article. The Standard Class Fours accounted for half the allocation, and the remainder were either small tank engines or Fowler '4Fs'.

By a strange quirk of fate, 75017 had reached York where the decision was made to put her on the 'Red Bank vans', not a controversial choice because other Class 4s from Springs Branch (8F) and Aintree (8L) had already appeared on the train earlier in the year, and others from Bletchley (1E), Stoke (5D) and Bank Hall (8K) had appeared in the previous year, but of course York had a notorious reputation for 'borrowing' locomotives for prolonged periods of time.

After her first foray on the Heaton-Red Bank vans on Monday the 26th July, piloted by Leeds Holbeck (55A) 'Black Five' 44854, 75017 was probably returned to York by means of the 7.30pm Manchester Victoria-York parcels ('3N19' in the Working Timetable), which was a fairly regular routine for the 'train engines' off the 'Red Bank vans'. Instead of ensuring 75017 was returned to Skipton promptly, it seems that York Motive Power Depot (50A) 'kidnapped' the Standard Class 4 for a few days, and on Thursday the 29th July they sent her to Red Bank once again piloted by one of their own 'B1' Class 4-6-0s, 61018 'Gnu'.

I doubt if any other Skipton engines were ever used on the 'Red Bank vans', and likewise the Bescot (2F) machine which appeared on the 17th July, but I would be happy to be proved wrong.

Many of the foregoing combinations I did not see myself, and I am grateful for the assistance offered by first-hand witnesses Tony Cox, Richard Greenwood, Leslie Holland, Steven Howarth, Colin Hughes (Canada) and the late Mike Mitchell for helping me to compile the information. However, on the last day of July, Saturday the 31st, I was fortunate enough to see a very rare example of the Heaton-Red Bank vans running double headed in 1965 without a 4-6-0 in harness. Travelling in the front coach of the 12.55 (SO) Blackpool North – Leeds train behind a Farnley Junction (55C) 'Black Five', we were approaching Leeds West Junction on the viaduct (which is still in situ today spanning the ex-Midland Railway lines at Holbeck, but it is bereft of tracks), when I heard a ferocious exhaust beat from a steam locomotive. Diving to the nearest window, I looked out to see the original 'Horwich Crab', 42700, approaching with a Stanier 2-8-0 and nineteen parcels vans in tow. 42700 was piling on the power whilst the 2-8-0 was 'taking it easy'. *

A slogan chalked across the large flat smokebox door of the 'Crab', 'Newton Heath Cannonball', gives a clue to a photograph in the 'ColourRail' collection. The same combination of locomotives, with the same slogan visible on the leading engines's smokebox door, is evident in the colour photograph, but the date given is 'August 1965'.

I have a full set of sightings of the Heaton-Red Bank empty newspaper van train for the next eleven days, and there are neither Hughes 2-6-0s nor Stanier 2-8-0s amongst the locomotives that were seen. The explanation, I suggest, is that the 'August 1965'

is approximate and the photograph was actually taken on the 31st July 1965. An alternative explanation would be that a repeat combination of 42700 and Stanier 2-8-0 took place some time between the 12th August and the end of that month. However, would the chalked inscription have lasted so long and still have been legible? Unfortunately, I was unable to read the number of the Stanier 2-8-0 and the photographer (the late Joe Richardson) didn't provide us with it either. However, two witnesses en-route each claimed to have identified the 2-8-0 on the 31st July 1965. Regrettably, they have provided conflicting data! Although there is only one digit difference in what they supplied, the true identity remains a mystery. One of the two Stanier 2-8-0s belonged to Nuneaton (5E) and the other candidate belonged to Trafford Park (9E), but neither could be considered to be the 'favourite', as both those depots were seldom represented on the 'Red Bank vans'.

One last, intriguing thought whilst dwelling on the subject of that photograph. Joe Richardson took his shot of the 2-6-0 and the 2-8-0 passing Farnley Junction (55C) shed where he worked as a fireman. The 'Black Five' in charge of the 12.55 Blackpool North – Leeds train, 45080, had stopped briefly outside the shed to allow a footplateman to alight from the engine and disappear into the shed building a few minutes beforehand. There was a possibility that Joe Richardson knew which locomotive would be on the front of the 'Red Bank vans' that day. Was it he who alighted from 45080, with the co-operation of his driver, to ensure he obtained his splendid photograph? I believe it may have been him, but with the passage of time we may never know the answer.

In a future issue, I hope to expand on the different types of locomotive that hauled the Heaton-Red Bank empty newspaper van trains during 1965, including, three other wheel arrangements, plus fill in some of the gaps during the May – July 1965 period.

Below: 45531 'Sir Frederick Harrison' pilots Black Five 44958 at Castleton in charge of the Heaton to Red Bank empty newspaper van train on 8/5/65.

Photograph: Ian Holt





Above: Seen later in the journey on 17/7/65 45590 'Travancore' and Black Five 44875 pass Castleton East Junction signalbox as they hurry the Heaton to Red Bank empty newspaper van train towards Manchester. **Photograph: Barry Hilton**

Could I ask any readers who have sightings of the Heaton-Red Bank empty newspaper van train, which was formerly the Scotswood-Red Bank, and also known as the York-Red Bank, to contact me via the Editor, as I am still interested in gathering as much information as possible about this train. Thanking you in recognition of your assistance.

APPENDIX – COMBINATIONS IN THE TEXT

Date

Sat 1st May 1965	Standard Five 73163 (9H) piloting Hughes 2-6-0 42819 (9G)
Sat 8th May 1965	Rebuilt Patriot 45531 'Sir Frederick Harrison' (12A) piloting Black Five 44958 (8L).
Sat 5th June 1965	Black Five 44767 (12A) piloting B1 Class 4-6-0 61021 'Reitbok' (50A).
Mon 7th June 1965	Jubilee 45596 'Bahamas' (9B) piloting Black Five 45096 (9J).
Sat 17th July 1965	Jubilee 45590 'Travancore' (8B) piloting Black Five 44875 (2F).
Mon 26th July 1965	Black Five 44854 (55A) piloting Standard Four 75017 (10G).
Thurs 29th July 1965	B1 Class 4-6-0 61018 'Gnu' (50A) piloting Standard Four 75017 (10G)
Sat 31st July 1965	Hughes 2-6-0 42700 (9D) piloting unidentified Stanier 8F 2-8-0.

*** This might explain the Crab's mechanical condition as found at Haworth! – JN**

I have said before that one of the great interests of the steam railway was the sheer variety: on almost any shed visit you could anticipate something unusual either because of engine failure, a “foreigner” borrowed to cover a turn or perhaps a works running-in turn.

An early oddity I recall was “Queen of the Bellayches”, aka “Queen of the Belgians”, an ancient LNWR machine, I believe, which appeared at my home town of Coventry but was, I believe, a Stafford engine. Line-side spotting produced all sorts and even modest Coundon Road (on the Coventry - Nuneaton branch), where three of us met to plot our trips, produced locos from afar. How about these as a sample:

41263, 24E, March 1954; 42457 11C, March 1954; or a real prize 45126 68A in April the same year, or another 68A loco, 44315 on 23rd April 1959.

Coundon Road wasn't the only place for rarities: Coventry, visited frequently as a lad, also produced some startling foreigners. Blackpool's 45580 'Burma' visited on 22nd November 1953 and Spital Bridge's 43064 was there on the same day – what a pair of cops they were. A month later on 22nd December 1953, Newton Heath's 45104 was noted. 6th February 1955 produced more variety with two Black Fives well away from home in 45209 from 24B and 45095 from 25G. A month later and more rarities in the shape of 45643 'Rodney' from 12A and 42732 from 26A.

Less unusual was 45508 on 26th May 1955 – whilst not too rare as such it meant a lot to me; it was my last 'Patriot' cop. A much prized cop that turned up at Coventry on 26th October 1958 was Holbeck's 46109 'Royal Engineer', which had proved very elusive on numerous trips.

Below: 42636 is seen at Blackpool (Central) on station pilot duties, said to be circa 1955. Photograph: Brian R Fairhurst/Courtesy R K Blencowe Negative Archive





Above: 4940 'Ludford Hall' Bathampton, 7.29am Portsmouth to Bristol (Temple Meads) Class B passenger train 28/8/54.

Photograph: C Saunders/Courtesy R K Blencowe Negative Archive

Browsing through the old notebooks, it would be easy to produce a catalogue of oddities, but older readers will no doubt remember that's just how it was; you really didn't know what was going to turn up next or what you might see as you passed some obscure yard or junction. So here are just a few samples of the steam era circa 1952 to 1955.

WR, 2987 'Bride of Lammermoor' at Leamington Spa in February 1952; one of just a few of this famous class still running. 46900 was still around and was noted on Monument Lane mpd around the same time. An unusual working was one of the Stanier Moguls from Birkenhead, which was seen at Coventry in 1952 (sorry, no exact date recorded).

A trip to Wales and a visit to Machynlleth mpd produced two ex-Cambrian 0-6-0s in the shape of 849 and 895 on 29th July 1953. I must admit when I was transferring my old notes from the books to the spreadsheet, I had to look these two up and had quite forgotten that I had been fortunate enough to see ex-Cambrian engines.

One of our quite regular cycle trips was to Rugby and we always tried to see what was on the works. Rugby Works was lesser known than Crewe or Derby but filled a useful role and was always worth checking. It had a lane alongside it and by propping cycles against the wall it was usually possible to see through the windows. It was always a very useful jumping off point for bunking Rugby's big mpd too - entrance via the official entrance was more than difficult without a permit. Just one entry then as a sample of Rugby Works, which had Springs Branch Class Five 45104 under repair on 29th December 1953.

Stanier 8Fs from all over the network were common at Coventry and just three examples early in 1954 were 48494 18B, 48520 8B, and 48704 15B. Nuneaton had a number of Ivatt Class Fours on its allocation but a stranger of that class in February 1954 was 43036 from Bristol Barrow Road; a long way from home. The following day I was at Handsworth Junction (between Snow Hill and Wolverhampton LL) where a Hall, 4940 'Ludford Hall' from 83E was also a long way from home.

A wheezy "duck eight" surprise at Rugby was 49409 from 86K on 9th April 1954, whilst 27D's 42569 was at Coventry a week later; later in the year on 29th October a Blackpool 2-6-4T 42636 was also at Coventry.

11B's Black Five 45317 was at Coundon Road early in 1955, while a trip to Birmingham on 17th April took in Tyseley, and there we found a Blackpool Black Five in the shape of 44927.

Readers will have noticed some unusual 2-6-4T sightings in the Coventry area and just to round off this little piece on oddities and rarities, here are three more; 42649 from 25F at Coundon Road on 11th May 1955; 42294 from 24A also at Coundon Road on 21st June 1955 and on the same day, to produce two excellent cops was 42429 from Carnforth at Coventry. Bearing in mind I was a schoolboy for most of the period this piece covers, and I have to say I have no idea of what workings these locos were on. It was all part of the fascination of the steam scene now long gone. Happy memories.

Below: Black Five No 44927 stands amidst the beautiful backdrop of Coniston station awaiting departure with an Up passenger train, said to be circa 1956.

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



In this occasional article I take the opportunity to bring to the attention of the general membership some of the activities that take place behind the scenes by those members who, outside of their normal remit, contribute greatly to reducing or assisting with my own workload in the roles that I undertake on behalf of the SMF.

JIM NORMAN:

I have known Jim for many years, in fact our acquaintance goes back to the days when we were part of the working parties that visited Barry to work on 42968. Over the years Jim has played a leading role in the SMF, serving as Secretary, and now as Archivist. He commits fully to activities on the CoM and is involved with locomotive overhaul matters and is one of our representatives negotiating the SVRs, proposed new locomotive agreement.

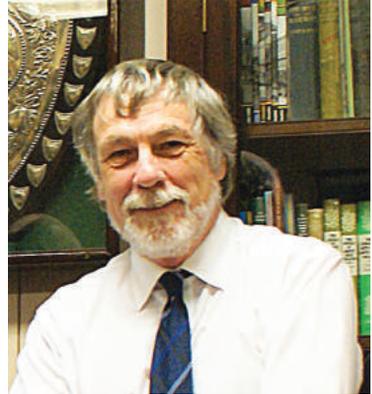
Amongst the many other activities that come to mind are his involvements in the production of the SMF Pen Holder (remember that?), and as Lead Editor of the SMF publication 'A Pictorial History of 2968 THE MIGHTY MOGUL' which was a joint exercise with myself.

After that very brief look, which hardly scratches the surface of his past and current SMF activities, I would now like to turn to the main purpose of this unsung accolade, and that is his involvement in the production of SMF News.

For many years now, Jim has taken the unofficial role of proof reading each and every issue of SMF News and inserting and/or correcting all things grammatical. Production and distribution of SMF News is, as I am sure you will all appreciate, a lengthy and time-consuming task, and as it has evolved over the years into a respected title that is eagerly looked forward to by our membership, its content and grammatical accuracy has also been fine tuned. This aspect of SMF News is due entirely to the diligence of Jim who literally, spends days proof reading the entire content over and over again.

Despite, on occasions, the constant interruptions from yours truly requesting a 'sign off' date and time, Jim dismisses these incursions in the name of accuracy and long may that continue. It is true to say that his valued help and assistance in correcting the 'raw proofs', results directly in the quality product that you receive through your letter-box today.

My sincere thanks Jim for all your valued help and assistance.



Above: Photograph: John Oates



IAN LUNT:

A name you may not be familiar with but one who makes a massive contribution to the quality of your magazine, SMF News. By trade, Ian was and to an extent still is a Printer. He still does art work for me an example of which appears on Page 49 of this issue, and manages the production of inserts for our magazine and also the annual notice of AGM and Annual Statement of Accounts, again included inside this edition of SMF News

However, advances within the industry forced a change of direction and he has increasingly turned to the scanning and manipulation/correcting of digital images. This has come about in no small way due to, yes you guessed it, myself, who supplied him with more and more work both personal and SMF. Before any pictures are re-produced in our magazine, they all go to Ian for enhancement. That may include the odd tree branch sticking out of a smokebox door, a pole out of the chimney or weeds growing around the pony wheel.

Personal pictures may require more detailed work, such as the removal of rooftops or water cranes protruding from various parts, but that is my personal choice.

Finally, any adjustments or enhancements to the colour, tone or contrast complete the transformation. To give you an example of his skill, compare the two pictures below. The top one is the original as we received it and the lower one is after much corrective work by Ian. I will let the results speak for themselves.

Ian accepts private work of this nature, so if you have any special or treasured prints or images railway or otherwise that have not fared well due to the passage of time, why not speak with him and see what he can do for you. Ian's contact details are:- Tel No. 0151-521 4244 or e-mail him at lunt.printers@sky.co



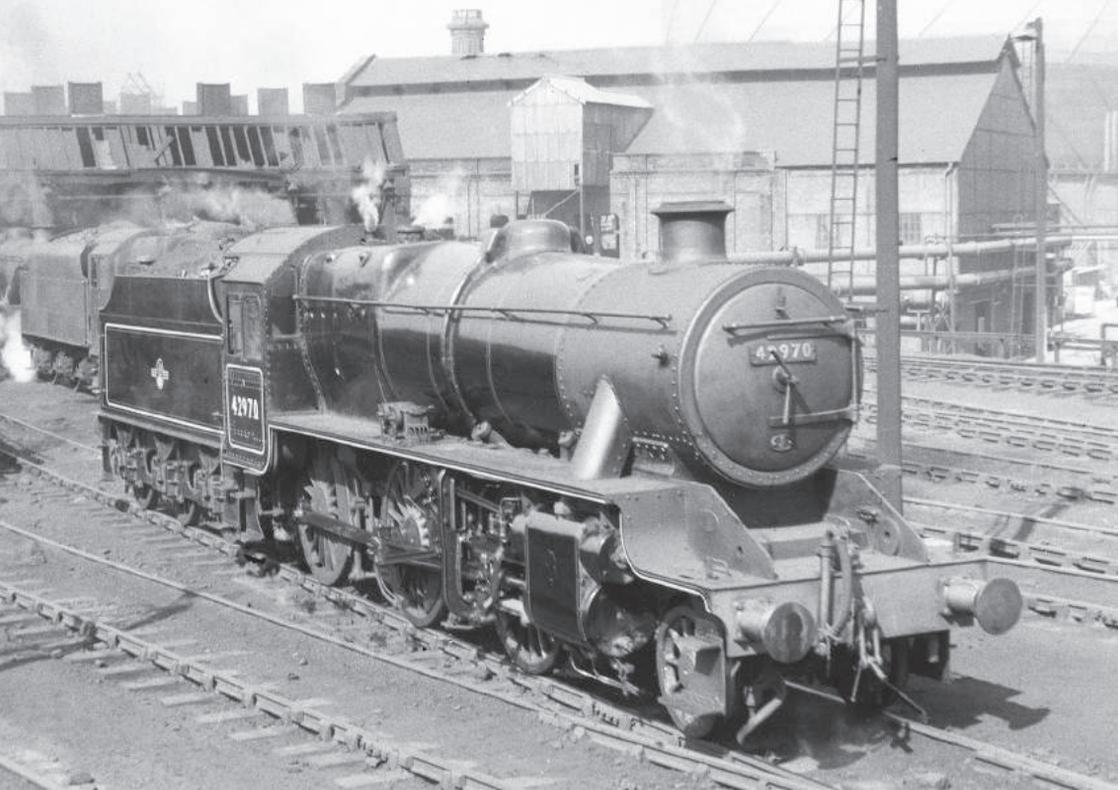
Left: The original image as supplied of 42968 ex-works at Horwich 16/9/62. The original colour slide had deteriorated badly with age which, unfortunately, is a common fault.

Photograph: Ron Bowyer

Right: After much work and weaving his magic, the results achieved by Ian are clear for all to see. 42968 ex-works at Horwich 16/9/62.

Photograph: Ron Boyer





‘COPPED AT’

Above: 42970 is seen on her home shed of 6C Birkenhead on 2/4/58.

Photograph: J A Peden

Below: Two for the price of one! 42981 runs into Hooton station with a Down Paddington to Birkenhead (Woodside) express which she would have taken over at Chester (General), while over in the Up Bay platform, 42969 waits to take out the branch train to Ellesmere Port and Helsby 2/6/61.

Photograph: H C Casserley/Courtesy J Suter





‘COPPED AT’

Above: High above on the embankment which takes the Chester to Warrington line over the WCML at Daresbury, 42946 has charge of the eleven coach Rhyl to Manchester (Exchange) return holiday train on 31/8/63. **Photograph: Peter Fitton**

Below: A few miles further on from the previous photograph, 42959 drifts downgrade after crossing the Manchester Ship Canal bridge and enters Warrington (Bank Quay) station on the Down Fast line with a northbound Class H goods train on 11/3/64. To the left of the engine, the once busy Arpley Yard (still open today) can be seen.

Photograph: Dave Cousins



**MEMORIES OF A SIGNALMAN PART 16 -
ARPLEY Jet - CONT'D:**

ADRIAN BODLANDER

Working in the train crew office was like stepping back in time, as many of the working practices were unchanged from the steam era. The booking-on point was a replacement for Dallam shed, which had closed in October 1967 and indeed one of the first things you saw on entering the building was the large bronze plaque in memory of the men from Dallam shed who had lost their lives in WWII.

The window man was responsible for booking the Drivers and Guards on and off duty on a master sheet, and when they booked, on handing them their time sheet together with their notices, which they had to sign for. They were also entitled to free cleaning cloths, to wipe handrails etc., much as they would have been in steam days. The Drivers received better quality cloths than the guards and you were told by the Train Crew Supervisor (TCS) not to issue cloths unless the men asked for them. Drivers were allowed 30 mins booking on time which comprised 10 mins for reading notices and 20 mins preparation time for the loco. Whilst there was no fire to be lit or steam to be raised, there were a number of checks drivers were required to carry out before they could take a loco out.

Another hangover from steam days was the employment of a shed driver. This duty would usually be carried out by a 'Green Card' man who was not allowed on the mainline for medical reasons but was still allowed to drive in yards and sidings. He was required to shunt locos so that they were in the correct order for their next duty and ensure that, for example, an 0300 loco was not blocked in by one booked for 0600.

***Below:** A wintry view of Arpley Engine Holding Sidings is seen from the steps of Arpley Junction signalbox in January 1985. Visible on the Holding Sidings are a Class 40 and several Class 47s.*

***Photograph:** Adrian Bodlander*





***Above:** A view of the Holding Sidings taken in May 1988 from the buffer stop end looking back towards the signalbox (just visible to the right of the Class 08 shunter). On view are Class 47 and 20 locomotives. The centre Class 47 is 47280 'Pedigree' and the left side leading Class 20 is 20159.*

Photograph: Adrian Bodlander

This was particularly important for the Night man, as between 25 to 30 locos would book off between 0530 and 0630 and it was important they got away promptly to avoid delays to the services they were due to work. The shed man also parked locos arriving on the holding sidings and reported any that needed fuelling to the TCS. There was no fuelling point at Arpley so locos would have to go LE to Springs Branch for this purpose. There were still 'Spare men' rostered in those days who could carry out this duty. The signalman at Arpley Jct. would send the description 0B00 to Warrington PSB for this move instead of 0Z00 which was the normal LE code. Two engines coupled would be 0B02 and so on. Locomotives arriving on the sidings would be described as 0H (for Holding Sidings) followed by the class number i.e. 0H47, 0H25, etc. The need to show the class was due to the nature of the Holding Sidings.

There were actually two separate groups of sidings used for stabling locos and the Arpley signalman was responsible for routing locos on to the correct one. The sidings nearest the signalbox were officially known as the Down Side and had originally been traffic sidings; indeed there were still some rather rusty looking wagons at the buffer stop end of several of these sidings. The second group of sidings were officially the Holding Sidings and had originally been Arpley Jct. steam shed. This small two road shed had been a sub shed of Dallam and had been worked by Dallam men. These shed roads were accessed via a sharp curve and there had been several incidents where Class 40s, with their eight-wheel bogies, had derailed on this curve. As a result Class 40s and 47s were restricted to the Down side, with 25s, 20s, 08s and later 31s stabled on

the Holding Sidings. The layout of the sidings can be easily understood by referring to the photo on Page 51 of the Spring issue. The Class 40 has just passed the point connecting the two sets of sidings and is standing on the Down Side while the curve to the Holding Sidings is to the right of the loco.

Another hangover from steam days was the use of the “knock” to call out men required for extra duties. In steam days a young lad was employed as “knocker up” to go around to drivers` houses to rouse them from their slumbers when they were needed for extra duties at short notice. In the 1980s you would assume that everyone had a telephone, but it appeared that they were not obliged to provide their numbers to the TCS. In these cases the following procedure would be carried out. The TCS would phone a local taxi firm which had a contract with British Rail and request a taxi to deliver a “knock”. He would then fill in a pre-printed card with details of the time he wanted the driver to book on, the train he would have to work, etc. When the taxi driver arrived, he would be given the card together with the driver’s name and address and told that he should wait for a reply. (This was because the driver was usually being asked to come in on his rest day and he had the right to refuse.) When the taxi driver had delivered the knock and received a reply (either positive or negative), he would radio this to his control office who would then phone the TCS with the answer. This archaic system continued until privatization in the mid 1990s. At this time, train crew at Arpley were transferred to EWS (now DB Cargo), who soon negotiated a deal for drivers to receive a substantial pay rise in return for being on call 24/7. In fact, they were all issued with mobile phones by the company to ensure they could always be contacted.

Below: Arpley Junction signalbox 9/89

Photograph: A J Hart



During the time that I was at Arpley Jct., one of the drivers had a book published about his experiences working with steam at Dallam shed. His name was Cyril Birchall and he had started at Dallam in 1940. The book was called *Locos, Men and Steam Memories* and was published in 1986 by OPC. Long out of print but worth trying to find a copy on Ebay if you want a good read. *

I will close this article with an item from the book relating to Arpley Jct. shed. Although only a sub shed, Arpley did have its own turntable located adjacent to the up branch. The loco crew needed the signalman's cooperation to turn a loco and the procedure was as follows. First they had to get the signalman's permission to pass the two dummies (ground signals) at the shed exit as there was no signal for the move on to the turntable. When the loco was on the table and suitably balanced they had to ask for permission to turn, as the buffers of the loco would foul the running line when the table was halfway round. When turning was complete, permission was needed to leave the turntable and return to the shed. As no phone was provided to the signalbox, all this had to be accomplished by means of shouted messages. The instructions to the Signalman stated that permission to use the turntable could be given only if no train had been accepted on the up branch. If a train had been accepted it would have to pass clear before permission could be given. Once permission had been given to use the turntable no train could be accepted on the up branch until the move was complete. This was a highly unusual situation which may have been unique to Arpley Jct. shed as I have never heard of such a procedure at any other depot, unless any of our readers know different.

** Definitely agree with that -JN*



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**PERSONALITIES AT 'THE SHARPE END'
(THE 2018 SMF DRIVE AND FIRE EVENT)**



Left: Now where does this piece go? Our SMF Drive and Fire organiser, John Tidmarsh also gets his hands mucky as part of the so called 'Dirty Gang', whose assistance to the SVR crew helps make these events so enjoyable for the participants. For any 'concerned' members, or anyone else for that matter, I can assure you that all our 'Dirty Gang' members have taken and passed the SVR 'Personal Track Safety' course and examination. Bridgnorth station 25/4/18.

**Photograph:
Lynne Tidmarsh**

Right: 'THE TEAM' that makes it all happen at the front end. On the left SMF 'Dirty Gang' members John Ashton and Fraser Goulding (in cab), centre SVR Driver Rod Derry, and above (in cab), SVR Fireman Oliver Speke. On the right, the man in charge of it all, Event Organiser and SMF 'Dirty Gang' member, John Tidmarsh. The locomotive was Ivatt Class Four No 43106 and the location was Hampton Loade on 25/4/18.

Photograph: Lynne Tidmarsh



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 - CENTRE SPREADS

The two photographs of 4-4-0 No 40489 in Issue 82 of Stanier Mogul Fund News, one on the front cover taken at Barnt Green and the other climbing the 'Lickey Incline' (centre spread) reveal that the locomotive had a change of tenders between 11th July 1956 (low-sided with coal rails) and 18th July 1959 (high-sided type). Both carried the old emblems. If the centre spread photograph of 70013 'Oliver Cromwell' near Great Strickland has been spoiled by the inclusion of a workshop supplement, there is only one staple to remove (the middle one) to separate the supplement from the magazine, and both items will remain complete, (no loose pages). I hope this relieves some of your anxieties.

David Bradbury, Oldham

20/05/18

David, it was always my original intention to insert the Workshop Supplement as a loose item. However, a rare misunderstanding with our printers led to it being stapled in - Ed

Dear Richard

Once again, may I express my appreciation to all those members of the SMF and SVR for their efforts towards making the 2018 'Drive and Fire' event such a success. Another new engine to enjoy! It has always been a pleasure working with Rod (*Rod Derry, the SVR Driver - Ed*), and Ollie, his new mate, was a wizz with the video camera.

My wife, Carol, has mobility problems so I must give a special thanks to John Tidmarsh for making the event special for us both, to the extent of bringing our lunches to the carriage. I must also thank the catering staff for preparing the lunch.

My best wishes to you all.

David Wright, Burnley

By e-mail 30/05/18

Hello Richard

Many thanks for Issue 83 of SMF News, full of interest as always from Cover to Tail-lamp. I fully agree with the 20+ letters thanking yourself and the CoM, and the many favourable comments on all the reports, articles, and photos. If anything, Issue 83 is even better than 82, with the reports and illustrated technical articles on all the skilful work involved in the thorough overhaul, plus fund-raising, the archive on LMS Moguls, Arpley Jct. and more on the Lickey Incline.

I am sorry that I cannot add much on the fascinating saga of 1M20 (page 60), other than to agree that the transfer of the Reporting Number board from 92008 to 42827 might well suggest an unscheduled change of engine. But I do recognise the map! It is part of map 112 in Jowett's Railway Atlas of GB and Ireland (with Foreword by David Shepherd), published in 1989 by Guild Publishing and Patrick Stephens.

We hope that you have fully recovered and can enjoy "lighter duties" on all fronts.

Best wishes to you and all involved with 13268,

John and Marion Pearse, Bradford-on-Avon

By e-mail 09/03/18

Dear Richard,

Thanks for another superb SMF News. It gets better with each issue! I really enjoyed David Bradbury's article on the last days of BR steam and the problems, traumas - and pleasures encountered. Memories!

By co-incidence, I read the article en-route to Keighley, to witness one of the last steaming (it's boiler "ticket" expiring), of one of the main subjects of David's article: BR 'Britannia' 4-6-2 No. 70013 "Oliver Cromwell". Attached is an image of 70013 blasting out of Keighley with the 11.40 service for Oxenhope on 9th March. The staccato exhaust could probably have been heard in Bradford and brought the memories of Shap flooding back. What an excellent locomotive. Best wishes,

Michael Denholm, Dunbar

By e-mail 10/03/18

Dear Richard

Of the four fine photos featured as 'Top Link Engines' (*Pages 30-31 Issue 83 - Ed.*), I would easily put the single chimney 'Castle' over any other express engine in the handsome / elegant stakes, despite appreciating attributes of many other types. I'm particularly fond of steam shots at the seaside and 5020 at Dawlish is a 'pearler'! Spot the probable brothers in dark blue shirts and white slacks who seem less than impressed.

With all good wishes

Steve Leyland, Bolton

16/6/18

Hi Richard,

Thank you for the recent SMF News which was, as always, a very interesting read.

In particular, I enjoyed and really related to David Bradbury's article, 'Searching for a good blast over Shap'. This brought back so many memories to me in that, as a sound recordist, I planned my weekends via runs behind steam, on some glorious Summer Saturdays. David mentions the 14.00 ex Glasgow Central & Edinburgh Waverley which was nearly always Brit hauled from Carlisle to Liverpool Exchange, and I recorded some excellent runs in the summer of '67 behind 70010, 70038, 70014, 70032, 70051, 70039 and 70035. I recall one particularly notable run on the Cumbrian Coast Line behind 70023 'Venus' on the 08.10 Barrow - Euston. As David says, this was also the Summer of the Jubilee, and the 06.40 Birmingham - Glasgow over the Settle - Carlisle was packed with enthusiasts week after week. What a tragedy that 45562 'Alberta' (thought to be a certain candidate for preservation) was scrapped.

I was lucky enough to spend a fortnight's holiday in the June of '67, based in Preston for the first week, I witnessed so many steam movements and rode behind steam on too many occasions to relate here, but noteworthy were the footplate rides behind Black Fives 45226, 44872, 44838 & 45345 on the Blackpool line between Kirkham and St Annes.

During my second week's holiday, I was based at the Junction Hotel in Tebay, and whilst the 2-6-4 tanks were long gone as Shap bankers, the Standard Class Four's proved to be popular locos with both enginemen and enthusiast. It seemed surreal to be on the footplate, recording these engines, banking express trains up the 1/75 Shap incline. A particular favourite place of mine was a field by the lineside just North of Tebay (so quiet in those pre-M6 days!), where passenger and freight trains would come to a halt and whistle for their banker.

I saw out 1967 by travelling up to Manchester on New Year's Eve, catching the 01.00 Glasgow train on New Year's Day 1968 behind Standard Five 73134 from Exchange station as far as Wigan North Western, and returning to Manchester behind No.73035.

Incidentally, I knew 'The Wellington Mouth' D.T.J Rollason well, and in addition to being a real character, he was a most knowledgeable man who, in addition to his love of railways, was a teacher and a lover of poetry. I will never forget a run we both had behind Black Five No. 45342 on the 'Belfast Boat Express' in February 1968, which he described as a 'thrash deluxe'!!! Ah, such happy memories.

John Oates, Cressage, Shropshire

April 2018

Dear Richard,

Delighted to discover in SMF News for March that images from my collection, long since sent to Jim Norman, have been found worthy on inclusion in the 'Copped At' feature. The one on Page 67 attributed to 'SMF Collection' is also mine. Sitting side by side, the frailties of my early camera work are laid bare! 42974 was taken on my father's Ensign box camera (output 8 exposures of 2¼" square negatives) whereas 42983 was taken on my first 35mm camera, a Zeiss Ikon Contina. The difference in lens quality and depth of field are obvious to see. Thanks for showing them to a wider public.

A few comments on your captions, after all, it is my patch!

1) Re Page 66 42983. On the date in question, whilst New Brighton was a possible destination, the passenger services from Wrexham (Central) were still serving Seacombe until 3/1/60. The following day they did indeed terminate at New Brighton.

2) Re Page 67 42974. It's on an Up Goods to Birmingham, a Class E (later Class 6) working, a return duty for an Aston (3D) locomotive. It has departed from a yard I knew as South Reserve which lay between Egerton Dock and Wallasey Dock. On departure it has threaded the Bascule Bridge (almost but not quite a tunnel!) across the cut between East Float and Egerton Dock and has remained on Tower Road until turning to its left to join running lines controlled by Canning Street North signal box, just out of sight at the left margin.

By the time I next photographed the Birmingham bound goods in May 1963, it did indeed depart from Morpeth Dock Goods, where by now all goods services were concentrated. Mineral traffic still departed from Cavendish sidings (Duke Street / West Float) and Bidston Dock.

The Birmingham goods was still a Class 6 working but the Aston based motive power was now a Stanier Black Five. By then I had copied details of Birkenhead duties from the shed's roster board and deduced that the Birmingham bound goods was the 19.15 service Aston (SX) or to Curzon Street (SO).

The photograph of 42974 was taken standing on Bridge Street. The junction signal controlled access to the Dock Board tracks to: -

Left: Duke Street and eventually Birkenhead North.

Right: To South Reserve and beyond over three more bridges to service the north side of the East Float and Seacombe.

May I add to the many other readers sentiments in wishing you all the best in a future less fraught, thanks to cutting back on many of the tasks undertaken on behalf of us all and our beloved Mogul. Yours faithfully,

Barry Shore, Birkenhead

10/3/18

Barry. Many thanks for your very interesting letter and corrections / additional information to the photograph captions mentioned. I am always pleased to receive information of this nature before it is lost in the mists of time. My sincere apologies for crediting the picture of 42974 at Canning Street on 4/7/55 to SMF Collection. The image held in my collection did not record the name of the photographer hence the reference to SMF Collection. I have now corrected this error and am delighted to add your name as the photographer. The same will now apply to that image held by Jim Norman in the SMF Archive. - Ed

Dear Richard,

Thank you for another very interesting SMF News, Issue 83. As part of the Return to the Lickey article, the proven loco change for the 07.55 Paignton-Nottingham train invites suggestions for the change. I think there is a clue in the photograph by Cedric Catt at Stonehouse (Bristol Road) in that the fireman's side injector is not functioning correctly, i.e. loosing water by the look of things. Injectors playing up was possibly the top reason

for failing engines in later steam days; either that or not steaming well, and I would suggest that a replacement engine was asked for en-route with 92008, which ended up being 42827 at Gloucester.

Mr Bradbury's article on a 'good blast over Shap' prompted me to make a few notes. The FSO 13.27 Liverpool-Glasgow and 14.00 from Glasgow, apart from two dates, had a strict diesel / steam alternation, i.e. Fridays northbound with steam and Saturdays southbound with steam, which is a bit different from 'more or less guaranteed steam, as stated. I wouldn't necessarily agree that the return south over Shap was very much an anti-climax after the 'Jubilee' hauled Leeds-Carlisle run in the morning. The choice of trains south from Carlisle (greater than related) threw up interesting choices when trying to pick the most promising. Speeds attained after Shap Summit or thrilling exhaust sounds before it often didn't disappoint, in my experience.

Speaking of the football special itself, the suggestion that the engine was eased towards the summit at Shap must be queried. My tape recording does not contain anything of the sort, bearing out the first-class attack from a standing start that it was, through to the triumphant chime whistle over the top itself. It was, nevertheless, a most enjoyable read about a standout event to cap an amazing year! With best wishes

Steve Leyland, Bolton

17/3/18

Dear Richard,

I was dismayed to read of your health problems during 2017. It reminded me of mine in 2016! I trust that by now you are well recovered and rested.

For Annan and me, the winter has been long, hard and very cold, having moved up here in September. The only consolation was that Shropshire had worse weather than Dumfries & Galloway.

I echo the sentiments in the editorial of SMF News 83. You have done, and still do an outstanding job(s). This is not to overlook the rest of the CoM. Years ago I joined several loco preservation groups. Most I never hear from. One sends me an annual statement but only one keeps me fully informed about the particular engine, no prize for guessing which it is! I also like the additional items like the Lickey one. After all, Stanier Moguls must have traversed it, at least on occasions. Also different and very commendable: the comparison with the Hughes-Fowler Moguls. What about a comparison with Black Fives or GWR Moguls?

Lastly I hope the Sales Stand does continue a little longer. Very best wishes,

Tony Drury, Annan, Scotland

30/03/18

(There was a regular fitted freight job for a 5B Stanier Crab between Derby and Bristol, so they were not uncommon over the Lickey. Alas though, this was a night working, so there are few details and no photos – JN)

Dear Richard,

Always a pleasure to have a nice long chat on the phone and to catch up on all the news, whether it be about 'our engine', the SVR in general, mutual friends or whatever. Just as long as it is not Brexit or the like!

Having had a thoroughly good read of the last SMF News, from cover to cover as always, I noticed the map on Page 60 showing the location of Stonehouse (Bristol Road) station. The caption describes the origin of the map as unknown. It is actually from Jowett's Railway Atlas of Great Britain & Ireland, my edition published in 1989, and is on Page 112. It is one of the best railway reference books in my possession, and I wish I had a pound for every time I have dipped into it. I would be a rich man. Best regards,

John Standring, Yetminster

24/03/18

Dear Richard

As a student of steam locomotive performance, I can well understand the despair that the driver on 70013 'Oliver Cromwell' faced with tacking Shap hauling thirteen coaches, on 26th December 1967 felt. (SMF News, No 83 – page 37).

The only occasion I can find since that date when a Class '7P' has ascended Shap northbound on a thirteen coach train was on 30th May 2017, when 3-cylinder 'Royal Scot' 46115 'Scots Guardsman' in charge of the 'Dalesman' had thirteen coaches weighing 476 tons tare, 506 tons gross on the drawbar.

However, the locomotive was travelling at 69mph through Tebay, not beginning the climb from a standstill, which was the situation on the 26th December 1967.

Guess what – the speed at the summit on the 30th May 2017 was 22mph, the same speed achieved by 70013 'Oliver Cromwell' five days before the closure of Kingmoor shed (12A)! It must have been a tremendous display of power from the 'Britannia' to pass the summit at 22mph from a standing start at Tebay with that load.

All credit to the fireman, whom Peter Fitton photographed leaning from the cab of 70013 shortly before the train left Blackpool South, for the momentous performance.

Did Mr Bradbury have tickets for all these trains he travelled on? Keep up the good work!

Yours sincerely,

'The Golden Wandering Gripper'

(Full name and address supplied)

10/3/18

Dear Richard

David Bradbury has asked me to respond to his most engaging article in Issue No 83 of SMF News entitled 'Searching for a Good Blast Over Shap'. The piece is certainly enhanced by the fact that the author did manage to cover both the 14.30 (not 14.20 as stated) Blackpool (North) to Leeds relief as well as the Carlisle to Blackpool (South) return football special, which is the article's main subject.

Firstly, I must correct the statement about the 13.27 FSO Manchester – Glasgow summer 1967 train 'more or less guaranteeing a 'Britannia' northbound over Shap'. For most weekends that this train ran (18 June – 2 September) it was steam on Fridays only with only two exceptions (17/6 and 29/7/67) known to myself. On Saturdays it was generally diesel hauled north of Preston. The opposite FSO working, the 14.00 Glasgow – Liverpool adopted the same pattern but was steam on the Saturday only in general.

David seems over harsh to me in his general dismissal of this train and other southbound steam workings from Carlisle over the 'Jubilee' hauled, 10.17 Leeds to Carlisle. Their potential, with 'Black Fives' or 'Britannias' sometimes realised, sometimes not, was considerably greater in terms of sound effects uphill or speed downhill than he gives them credit for, recalling 45436 tackling thirteen coaches on 29/7 and the low to mid 80s mph on occasions with the Pacifics, and even high 70s mph on the level.

Regarding 70013 on Shap on 26/12/67, the tape recording I made shows no easing approaching Shap Summit as stated, and I am curious as to how this impression was made. Finally, I would add only that the historical notes section should also record the six 9F 2-10-0s transferred from Kingmoor mpd to Carnforth mpd (92004 / 9 / 223) and Speke Junction mpd (92218 / 33 / 49).

With all good wishes,

Steve Leyland, Bolton

16/6/18

It is a sad part of my duty as Editor of SMF News to record the passing of those members whose details are passed to me. In this issue we have lost three such members to that great engine shed in the sky, and I am indebted to Lynn and John Bowater for information concerning two members, and my own contribution, with help from John Webster, for the third.

Eric Hall: Passed Away February 2018

Eric was a regular working party member during the 1980s, working on the first rebuild of 2968. He was renowned for his painting skills. He saw 2968 on its first return to steam, and he enjoyed many outings behind her.

Eric also enjoyed working on the Sales Stand. At that time, we did every weekend of Santa Specials outside in all weathers with just a canopy overhead and he enjoyed the camaraderie that prevailed at that time between the Sales Stand staff.



Above: The Late Eric Hall at work in the cab of 42968 inside Bridgnorth shed during the latter stages of the initial restoration from ex-Barry condition 03/89.

Photograph: SMF Collection

Malcolm Masters: Passed Away May 2018

We have recently heard that Malcolm has passed away. Those of you that have been around long enough will remember him from Barry Working Party days.

Eric Bullen: Passed away 8th January 2018

I was saddened to learn of Eric's passing and my wife Vivienne and I attended his funeral held at St Wilfrid's Church on 26th January 2018, together with fellow SMF member, former work colleague and friend, John Webster.

I first met Eric back in 1974 when our then Secretary, David Montgomery and I visited Springs Branch Diesel Depot, which also encompassed part of the old steam shed to enquire if any steam engine records were still held. We were introduced to Eric, who sadly informed us that they had all been burnt only six months or so earlier.

He expressed a keen interest in our early preservation efforts and soon after joined our Fund. We learnt from Eric that day that he had been a major player in the organisation and running of the 'Wigan Area Brake Van Tour' on 13th August 1966 and which has previously been detailed in our magazine. He also put us in contact with other people who over the years have been good friends of the SMF.

Working in the offices at Springs Branch had certain advantages, one of which was access to a spirit duplicator (those with long memories will remember those contraptions) and soon he had taken responsibility for producing our regular Newsletters, as they were then called. He continued with this role for some years until the rundown of the depot and early retirement came his way.

Eric was also proficient in developing and printing B&W photographs and many of our prints of 42968 and other members of the class bear witness to his expertise in that field of work.

For many years in the 1970s and early 1980s, Eric, myself and a third member of our group, fellow railwayman Danny Preston, who passed away some years ago, would travel the country photographing first generation diesels, from the West Country to Scotland and from Wales to East Anglia, happy days that seem like only yesterday.

Following the demise of first generation diesel locomotives, the mass introduction of DMU and EMU fixed formation trains, and the privatisation of our railways, together with ever more time-consuming work commitments, my interest in railway photography declined, and although we kept in touch by telephone from time to time it is true to say that we slowly lost touch. The last time I met Eric was at the funeral of Danny, when we had a chat about the 'good old days'.

Following a short illness Eric passed away on 8th January 2018 at Wigan Infirmary, and was laid to rest in the family grave at St Wilfrid's Church in Standish near Wigan. Thanks for the memories Eric, and rest in peace.

DONATED GOODS: – **Richard Greaves:** My grateful thanks to the following members and non-members who have donated goods to the Sales Stand during the last six months: *Dave Phillips* from Newport, *Howard Mills* from Liverpool, *Bob Grant* from Neath, *David Sztencel* from Wakefield, *Gary Hadley* from Stourbridge, *Brian Webb* from Shaftesbury, *Tony Cousins* from Rugby, *Barry Bull* from Birmingham, *Dave Beer* from Birmingham, *John Ashton* from Sutton Coldfield, *Bob Williamson* from Studley, *Simon Offord* from Tewkesbury, *Bill Crane* from Northampton, *John Willcox* from Lichfield, *Stephen Pratt* from Halesowen, *Bryan Edwards* from Lincoln, *Ian Harrop* from Sutton Coldfield, *David Roberts* from Madeley, *Richard Marriott* from Sutton Coldfield, *Alan Skinner* from Northampton, *John Oates* from Cressage, *Chris Haynes* from Halesowen, *Don Irvine* from Bromsgrove, *Mike Jones* from Birmingham, *Rob Newman* from Bromsgrove and non-members *Mr Lamont* from Worcester, *Mike & June Gazeby* from Bromsgrove, *Mick Yarker*, *Jim Davies*, *David Smith* 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:- **Bill Maffey**, **John Ashton**, **Dave Busk**, **John Tidmarsh** 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 83 Page 60 the credit for the map showing Stonehouse (Bristol Road) station was given as 'Origin of map unknown'. My thanks to SMF members John Standing and John and Marion Pearse for informing me that it came from an edition of Jowett's Railway Atlas of Great Britain & Ireland. I am happy to note and record that fact.

MEMBERS NOTICE

A FINAL REMINDER FOR YOUR DIARIES SMF 2018 AGM DATE

**This year's SMF AGM will be held on Saturday 27th October 2018
at our usual venue – The Library Room
First Floor Kidderminster Railway Museum
Adjacent to SVR Kidderminster Town Railway Station
Commencing at 2pm**

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

