



**STANIER  
MOGUL  
FUND  
NEWS**

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*SEMPER PROTEGAMUS  
(LET US ALWAYS PROTECT)*



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

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# STANIER MOGUL FUND NEWS

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## EDITORIAL:

*RICHARD GREAVES*

2019 and another year on in the saga of 42968's Heavy General overhaul at Bridgnorth. We have now passed the six year marker since she was withdrawn from traffic and which should have been (as agreed at the time) a three year turnaround!\* The reasons why this did not happen have previously been well documented, although it must be reiterated here that none, and I repeat none, of those reasons had absolutely anything whatsoever to do with the Stanier Mogul Fund (SMF).

Despite the previous optimism of a 2019 return to steam, yet more boiler work has been discovered and you will read more about this later. With fingers tightly crossed, it looks like a late Spring early Summer 2020 date is now more realistic for a full return to traffic after allowing for a period of 'running in' and any final adjustments. However, I do believe that we can now say with some confidence that our protracted Heavy General overhaul has now reached the end of the beginning and that we have now moved into the period of the beginning of the end.

Regrettably during the last six months we have lost a number of long standing, loyal and supportive members to the great engine shed in the sky. Had our three-year turnaround been honoured, they would have lived to see the fruits of their endeavours, that of 42968 at work again on the SVR and possibly elsewhere during periods of hire. I wonder how many other members will be able only to look down fondly from the shed in the sky and admire 42968 at work rather than stand on a platform or at the lineside admiring her sleek lines and smelling her aroma of hot oil and coal smoke in a real life experience. I sincerely hope all of us, myself included, but in reality I fear not.

Turning to a more positive stance you will read elsewhere that we have been very fortunate to recruit three new members to our Committee of Management (CoM), each of whom will bring much needed skills with them to ensure that the CoM continues to move forward into the future. There are two groups of members who contribute greatly to the physical side of the SMF, and whilst not seeking any publicity, certainly and without doubt deserve due recognition. These are the 'Thursday Gang' and the 'Sales Stand Team'.

The 'Thursday Gang', under the leadership of our esteemed Engineering Manager, John Bowater, have toiled away for the last six long years undertaking considerable work on the frames and bottom half of 42968, as recorded by the cameras of Jim Norman, Robin Spain, John Bowater and John Oates in SMF News Workshop Updates. The regular team consists of Alan

Moody from Selly Oaks, John Ashton from Sutton Coldfield, John Bowater and Robin Spain, both from Wordsley near Stourbridge, Robert Kirman from Wolverhampton, Dave Busk from Bromsgrove, Jim Norman from Wigan, and Fraser Goulding from Wisbech in Cambridgeshire. The work they have undertaken has resulted in tens of thousands if not hundreds of thousands of pounds saved by the SVR in labour costs alone. Call it a labour of love if you want, but without this contribution and dedication I dread to think how much longer our overhaul would have taken.

The second group more than worthy of mention is our Sales Stand Team. These members comprise in the main of one lass, Lorraine Busk from Bromsgrove and four lads, Dave Busk from Bromsgrove, Dave Beer from Birmingham, John Ashton from Sutton Coldfield, and Fraser Goulding from Wisbech in Cambridgeshire. During the last three years they have built up our opening days from around ten to over twenty-four each year. They alone are responsible for all the Small Sales Stand (SSS) dates and also cover the Main Sales Stand (MSS) dates as well. They are supported on the MSS dates by Bill Maffey from Taunton, John Tidmarsh from Nottingham and myself from Merseyside, and we three tend to stay over for an extended period and provide cover during two or three days at a time. During MSS events we are supported by Gerald Guest and Martin Meredith, both local lads who help us set up in a morning and put away at night. It must be mentioned as well that three of the Sales Stand Team are also regular members of the 'Thursday Gang'; now that has to be dedication.

The time devoted by both groups is freely and cheerfully given and all for the sole benefit of 42968. We are indeed very, very fortunate to have such dedicated, talented and loyal members and they are all deserving of your gratitude and support. I hope that you will remember their past endeavours when next you see or travel behind 42968 in the hopefully not too distant future. In closing, I have again included a feature article, this time by Steve Leyland, a well respected author of a number of railway books, who has recorded for us the locomotives and allocations at Lancaster Green Ayre shed. I hope you find this feature both absorbing and of interest. If you do, please write or e-mail your appreciation to 'Letters to the Editor'.

The 'house' colours for this issue represent the BR Western Region, and I have again included a pictorial record of that region's rich diversity of locomotive power for the benefit of our members who live within its boundaries.

And finally, our 'Copped At' series (Page 68/69) arrives in my home city of Liverpool, and I hope that you will enjoy 'bunking' four of the sheds in this great city. Although it was in our younger days we make one 'cop', that of 2948 standing outside Edge Hill shed in 1939. Just the name Edge Hill sent shivers down my spine, but unofficial entry to this large shed was not easy and together with my many railway memories of the rich railway environment that I once enjoyed so much from the early age of five have, sixty eight years later, never once left me.

As always, I hope that you enjoy this issue of SMF News as much as I have in putting it together (I continue to do my best to please you all). Whether you do or do not enjoy it, your comments to me by letter or e-mail would be appreciated and will help me to deliver the style of magazine that pleases most if not all of you.

*\* The three years overhaul to 2016 were never going to happen, as we can now see. There was a bad mistake on the SVR's part in progressing 75069 before 2968, which they admitted, but it wasn't something which could then be corrected. However, the projection of three years assumed the same adequate standards of work as previous overhauls, but instead the SVR has decided on a far higher standard, and this involves additional expense (which the SVR will meet) and, importantly, time. Additionally, extra work in the form of the wastage of the trailing frames and dragbox, and then of the frame cracks, were tackled thoroughly by the SVR, although at further expense to themselves both monetarily and time-wise. These cumulative delays were not SVR induced, but even without the error in 2013, the engine would not have returned to traffic before 2018. Yes, there is a delay, but it is not as prolonged as here suggested, and much of it cannot be laid at the SVR's door. – JN*

**EDITORS FINAL COMMENT:** I will leave our members to draw their own conclusions on this subject!

Hello again everyone and welcome to my first report of 2019, so a belated Happy New Year to you all – hopefully it is living up to your expectations.

Since my last report was written the Committee (CoM) has met twice, in July and October, and is due to meet again – as I write – in a couple of weeks' time at the end of January.

In July we discussed the on-going overhaul and again touched on the painting of our engine, especially what to do about any livery change during the next ten years of running. Please see my separate article on page 6. Options for filling vacant positions on the CoM were discussed – it was pleasing to hear that we had some volunteers! 2019 meeting dates were set, please note that the AGM will be held on Saturday 2 November, at Kidderminster as usual. Our second meeting of the year will again be held at Bridgnorth to see the overhaul progress for ourselves.

In October, always a short meeting ahead of the AGM the same day, the earlier start meant a long drive for me, especially as an accident had closed the A419 near Swindon! At the CoM meeting we heard that the SVR had recently restarted their locomotive agreement discussions; we talked through the latest activity then confirmed our stance of 'watch and listen' as we are in a much better position than most other loco owners with both an active CoM and strong financial position (the latter in no small part down to you, the Fund members – thank you). Two prospective CoM members also attended the meeting (they didn't seem to be put off though!) and it was agreed which two of three volunteers would be formally proposed for election at the following AGM, with the third being co-opted on to the CoM – we did not want to turn down any offer of help.

Minutes of the AGM will be published with the September 2019 SMF News. Suffice to say for now that it was a good meeting, with everyone keen to see SVR input to work on our engine, especially the boiler, at Bridgnorth step up as the overhaul of 75069 comes to a conclusion. (I see it has been out on test in December.)

In November I visited the Warley Model Railway exhibition at the Birmingham NEC and would like to make a special mention of John Ashton, Dave Beer, Dave Busk, and Fraser Goulding, who were doing a sterling job on our publicity stand – thank you for flying the SMF flag at such a high profile event.

It is said patience is a virtue, and it is certainly one that steam locomotive groups / owners need in abundance as (virtually) all, at least standard gauge, restorations, overhauls and new builds take longer than initially expected. I recently read the house magazine of a new build group (not SVR based) which made it clear to me that continued and direct involvement is important to ensure things progress as expected both in respect of time and quality. In our case it is true to say that quality is not an issue with an exemplary standard of work being carried out, and with the focus now on 13268 at Bridgnorth progress should see our engine active within the next twelve months – please just be patient a little while longer, John Bowater and his team of volunteers are working closely with Neil Taylor (SVR) and will deliver a sight to behold, but perfection takes time....

As you know, our engine will re-enter service after the current overhaul in its original LMS livery as 13268. You will also probably be aware that it was proposed to hold a ballot of members regarding a possible change of livery mid-way through the ten year 'ticket' around 2024/5.

Your Committee (CoM) have been discussing this possible change, but also the intention to have our engine overhauled and back in service again by the 100th Anniversary of construction at Crewe in January 1934. The basic timeline is: in service after the current overhaul – 2019/20; end of ten year ticket – 2029/30; next overhaul – 2030 – 2033; in service again 2034.

The current CoM thinking is that to celebrate the 100th Anniversary **our engine** would be best in the original LMS livery, as will be worn from 2019/20, so a change mid-way through this coming ten year period of service is desirable, meaning appearing as LMS 13268 in 2034 will be a change from the last livery carried.

The initial sequence of liveries carried was decided by a ballot of members prior to completion of the original restoration. The obligations based on that result will be met next year when our engine appears as 13268.

The CoM's recommendation for the livery from 2024/5 is the initial British Railways mixed traffic livery as 42968 and the early 'cycling lion' style emblem – a livery not as yet seen on our engine in preservation. However, any change will be dependent on time being available for a repaint and its fitting with any mid-term maintenance and repair work.

The CoM now proposes to proceed as above, thus saving the time and cost of running a ballot. If you have any comments please send them to me before the end of July 2019, so that they can be discussed and a final decision made at the CoM meeting scheduled for 10 August 2019.

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## **MEMBERS' NOTICE BOARD**

### **1: REPLY PAID ENVELOPES (SAEs)**

Will members please note that this is the last magazine to include a SAE addressed to Richard Greaves.

It can be used until 31st August 2019 to return any correspondence to the SMF but after that any such SAEs still held by members **SHOULD THEN BE DESTROYED**.

Included with the September 2019 issue of SMF News will be a new SAE addressed to Ian Marshall at his address as shown on Page 2 of the magazine, in which **ALL SMF correspondence INCLUDING RAFFLE TICKET RETURNS** should be sent. Ian will distribute all correspondence intended for any other CoM member as appropriate. Thank you for your co-operation.

### **2: ADVANCE NOTICE OF 2019 AGM**

This year's AGM will be held at our usual venue of Kidderminster Railway Museum in the First Floor Library Room commencing at 2pm. Please note in your diaries the slightly later date of 2nd November 2019.

**OUR ENGINE:**

Welcome to my January 2019 Report.

I am sure you would all like me to report that our engine will be running again this summer. Unfortunately I cannot say that but I can report that the overhaul is continuing to proceed at a good pace and that work is now proceeding on both the boiler and the frames.

Jim has prepared a separate photographic report with lots of detail on the work carried out in the last six months, so I will move on.

We are now pushing on with the re-alignment of the horn guides. This involves a lot of meticulous work with a grinding machine to get the surfaces perfectly flat and square. I would like to thank the 4253 Group based on the Kent and East Sussex Railway for the loan of their horn grinding machine to assist us with this work.

The SVR boiler-smiths are making good progress on the boiler and are currently concentrating on the foundation ring, repairing cracks and generally tidying up; when complete it will be fitted temporarily to keep everything in position while the outer fire box sheets are removed and replaced with new material.

You can see from Jim's pictures that sections of the door plate and throat plate have been removed. When complete the boiler will have new inner and outer door plates, outer throat plate and outer lower side plates. This, together with a new front tube plate and repair to the front of the wrapper plate at the smoke box end, will be the most extensive boiler overhaul ever undertaken on our engine. This indeed is a lot of work but is not excessive by current repair requirements.

**LOCOMOTIVE UPDATE: (January 5th 2019)**

Work is now progressing well on the boiler, and with No. 75069 having just completed test running, this will release more labour to work on 13268. I am therefore expecting the work on the frames to increase to a faster rate than has been possible for some time.

When the horn guide work is complete, the loco frames can be re-wheeled. I had hoped this may have been achieved by Christmas 2018 but unfortunately this did not happen. However if we can make good progress with the horn grinding the re-wheeling should not be too far away. This is now our next major objective and will mark a primary achievement in the current overhaul.

We continue to meet every Thursday at Bridgnorth and any extra help will as always be most welcome and, as I have said so many times before, the only essential skill is the willingness to get stuck in and work.

I would like also to thank the members of the Thursday Bridgnorth working party and all other members and SVR volunteers and full-time staff for their continued support.

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 the answer machine)**

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*Front Cover: A Classic engine at a classic location which today is almost as famous as Shap, Beattock or wherever your favourite location may be. With the driver and fireman in what appears to be 'arranged pose' position, 42968 is about to get away from the Sterns PSR and begin the climb to Eardington summit with the 1.30pm Kidderminster to Bridgnorth train on 22/9/12 the Saturday of the SVR Autumn Steam Gala. This would be 42968's last SVR Gala appearance for some years.*

**Photograph: The late Alan Castle**

*Back Cover: A dramatic scene of smoke and winter sunshine is created by 42968 on her last day in traffic before withdrawal for a Heavy General overhaul. The scene depicts **our engine** drawing forward from the Bridgnorth Down Inner Home splitting signal into Platform 2 to pick up the 10.30am to Highley, the first of three SMF Special trains that ran that day to mark the event.*

**Photograph: John Tidmarsh**

## OVERHAUL:

**JIM NORMAN**

**Frames:** The overhaul has reached the welcome stage where we are no longer removing parts but refitting those that have been refurbished or, often, made new. These parts fall into many different sections, and some parts are dependent on the previous fitment of others in a given order. For example, the horn guide faces must be trued up by grinding, a time consuming but essential process, and for which we and the SVR are testing a newly acquired tool to do the job. Once completed, this allows the coupled axleboxes to be machined to size and fitted to the journals, which in turn allows the engine to be dropped back on to its wheels. This in turn allows the fitting of the valve gear, brake rigging, and so on.

Meanwhile, the Fund and SVR together are busy adding details, sometimes major details, such as lubrication pipework, and awaiting the day when the engine can be rewheeled.



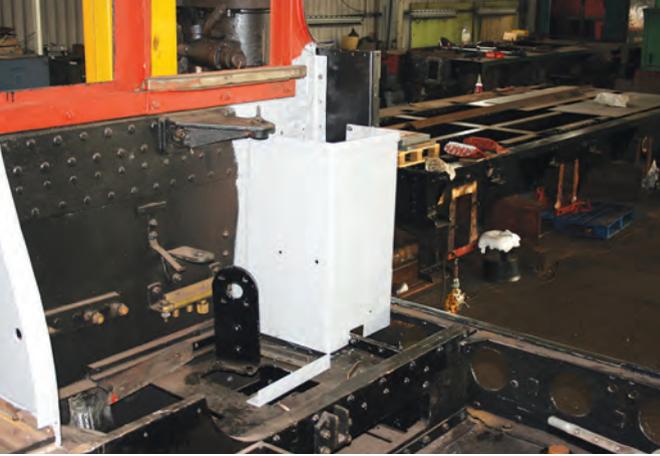
*Left: We left the frame repair last issue with all welding completed and Fund working party members replacing removed parts and, of course, completing the obligatory paintwork. By 20th December the frames were back in black, the missing sections of running plate returned, both mechanical lubricators mounted and the drive linkage to them, with all bushes refurbished, back in position.*

**Photograph:  
Jim Norman**

*Right: John Oats visited the works on 10th December 2018 and recorded not only the above but also the attachment of the horn cheek grinding machine, centre, mentioned in John's report, which should reduce the time required for this vital but labour-intensive job. The right hand cab side sheet is temporarily bolted in place; a few weeks later the job of permanently riveting these to the frames had begun.*

**Photograph: John Oats**





*Left: The cab sides have been temporarily bolted in place for some months. Work has now begun under Brian of the SVR to make the job permanent by finally riveting them to the frames. Some areas will become inaccessible for other work so all this must be completed first. It has been deemed to be complete, so the riveting work has begun, January 2019.*

**Photograph: Robin Spain**

*Right: There are bound to be the odd minor problems during a work of this magnitude, and one appeared by 7th July 2018 when the right driving horn tie was tried up in the gap and a slight overlap was found. A small amount of work with the grinder soon corrected the trouble.*

**Photograph: Jim Norman**



*Left: The right hand leading horn gap on 10th January 2019. While difficult to see, Graham has begun the truing of the horn guides by grinding flat and vertical the side faces which control side movement of the axlebox and, therefore, the wheelset.*

**Photograph: Jim Norman**



**Left:** In August 2018, one of the axleboxes has had the phosphor bronze side pieces attached by the counter-sunk screws in the end face and is being drilled to accept similar screws in the front and rear faces. All the contact surfaces to the horn guides will be white metalled, and, once all sizes of the guides known after the grinding process, will be machined to the required sizes.

**Photograph: Robin Spain**

**Right:** The axle boxes lined up in the machine shop 27th September 2018. On the left are the two for the pony truck, where the white metal has not only been added but machined to size. The six coupled boxes to the right have had the white metal poured in but await the finished size of their respective guides to allow machining to start.

**Photograph: Jim Norman**



**Left:** The last issue showed work in progress in replacing the upper section of the pony stretcher mounting the pony truck pivot; By July 2018 this work was complete with all components correctly riveted together, and with grey primer paint applied, now covered with the top coat of red. Note on the left the spring hanger bracket and fitted bolts for the brake hanger bracket outside the frame.

**Photograph: Robin Spain**



*Left: The painters always have the last word and the Fund's Fraser Goulding gives the area one of several coats of red on 23rd August 2018.*

**Photograph: Jim Norman**

*Right: It might have been thought from previous issues that the work on the trailing frames and dragbox had long been finished, but not so! There are three layers of steel below the footplate plus the wood of the floorboards themselves. By 7th July 2018, this new upper steel stretcher was fitted and, of course, painted.*

**Photograph: Jim Norman**



*Left: Below the footplate is mounted - and there once again - the steam brake cylinder together with the bellcrank to convert its vertical movement into a longitudinal one at the brake rigging. Note too the lubrication pipework feeding the trunnion bushes.*

**Photograph: Jim Norman**



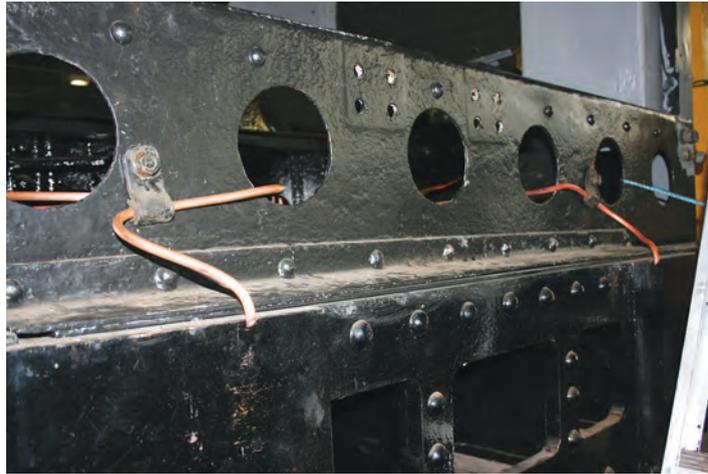


*Left: A major job due to its complexity is the fitting of the multitude lubrication pipework throughout the locomotive, and the SMF working party under John Bowater assisted by Robin Spain took on this task in its entirety. John is seen here in December 2018 establishing a route for yet another pipe run, while earlier efforts are seen left and right feeding the axlebox guides.*

**Photograph: Robin Spain**

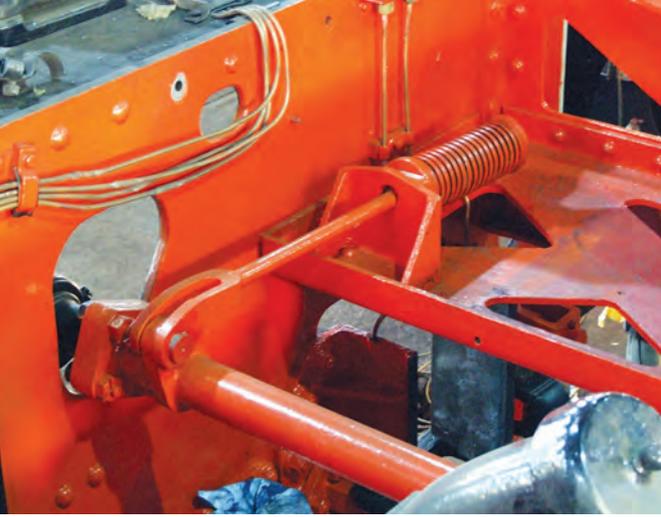
*Right: Two of the pipe runs terminate above the rubbing pads on the hind buffer beam where the tender's intermediate buffers make contact. This is not an LMS or BR application but one thought up by the SVR's Graham Nangreave, sadly no longer with us, a strong supporter of the Fund during its early days at the Railway.*

**Photograph: Robin Spain**



*Left: Shortly after the overhaul began, the working party loosened all the fastenings of the weighshaft - the lifting arm for the radius rod can just be seen right - to allow the SVR to check the bushes for wear. This was one area where no attention was required and is seen in December 2018 with all nuts retightened and split pinned.*

**Photograph: Robin Spain**

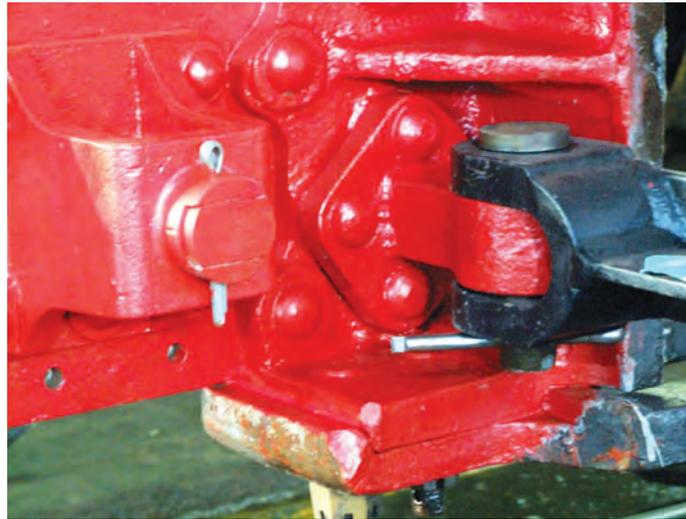


*Left: The weighshaft has a coil spring to help balance the weight of the valve gear and so make the driver's job in turning the reverser wheel a little bit easier. The reassembly of the weighshaft allowed the spring and linkage to be built up again, and is seen here on 10th January 2019. Again, John's pipework shows in yet another position.*

**Photograph Jim Norman**

*Right: Steam locomotives use many pin joints and these are retained by cotters or split pins. The golden rule with any locking device is that it should be used only once, and any replacement should be with a new component. Here we see this on 15th November 2018, the day on which the working party fitted new and correctly sized split pins in all such locations; here are just two of those pins. They have not been opened out in case the pins themselves need to be again removed.*

**Photograph: Jim Norman**



*Left: The completion of the work on the stretcher mounting the pony truck pivot allowed the replacement of the leading sandboxes, and while these are not readily visible here, the newly repainted filler pipes leading to them are prominent on 10th January 2019. Note a further example of the working party's efforts with lubrication pipework, centre right.*

**Photograph: Jim Norman**

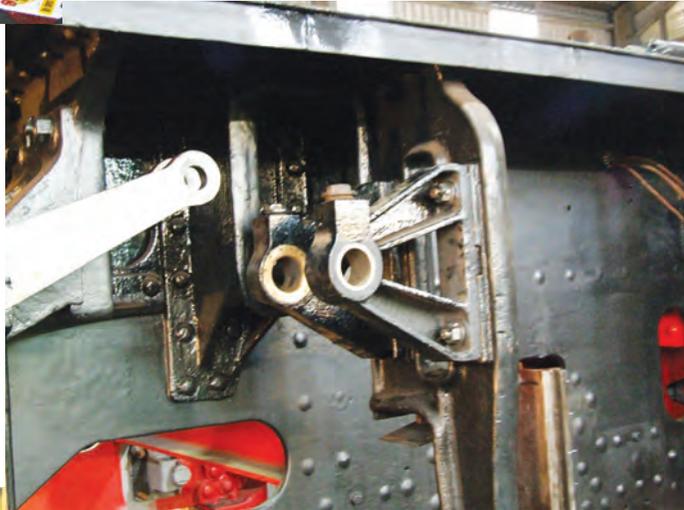


*Left: The engine's weight is transferred to the springs via these hangers, the eyes at the top of which fit inside the brackets mounted inside the frames and one of which is seen in the photograph, previous page. Some at least are to be replaced by new and are seen here following machining to size and the threads at the lower end cut. Note that SVR staff are not simply employees but have a genuine interest in the hobby. October 2018.*

**Photograph: Robin Spain**

*Right: The outside of the weighshaft ends with the lifting arm, the right hand one seen here to the left on 10th January 2019. Ahead of it are the brackets to carry the expansion link; these have not been fitted as they would be in the way when the new valve liners are fitted. Consequently, the inner brackets are permanently in place but theouters only temporarily as they will need to be removed to fit the links when the time comes.*

**Photograph: Jim Norman**



*Left: Following their return from the South Devon Railway for tyre turning, the wheel sets were fully painted in black, except for the red of the axles. We see them here on 18th October 2018, patiently waiting their turn to be refitted to the engine.*

**Photograph: Jim Norman**



*Left: While much work has concentrated on the loco itself, the pony truck has also received attention. Isolated as it is at the south end of the shed, it at least has the tender for company! Currently, it is in a fully dismantled condition and at the primer stage of painting, as seen 27th October 2018. Although mechanically ready to be rebuilt, this is being postponed until all paint has been applied.*

**Photograph: Jim Norman**

*Right: The pony truck from the front with lifting straps attached ready to move it in July 2018. The cross stretcher at the front is new. Many parts have LMS either cast or stamped into them, along with other information. This pony truck has a history all of its own!*

**Photograph: Robin Spain**



*Left: On a bitterly cold 10th January 2019, John Ashton applies a coat of grey primer paint to parts made accessible by the truck's having been turned over. Some parts have already received their black top coats - in rather warmer conditions; those here were not suitable to a final finish. It's a man's life in the SMF!*

**Photograph: Jim Norman**

**Boiler:** 2968's boiler was the first to be used exclusively with the SVR's reverse osmosis water treatment, and its internal condition bears evidence of its effectiveness. Despite this, standards have risen since her previous overhaul, and what was considered acceptable in the early 21st Century is no longer so, at least by the SVR! Consequently, patch repairs, some dating back to the BR era, are now being removed and replaced by fresh metal welded into place.

The news that work on the boiler had restarted arrived just before SMF News No. 84 went to press and was passed on to members via a newsflash with that issue. We take up the story here.



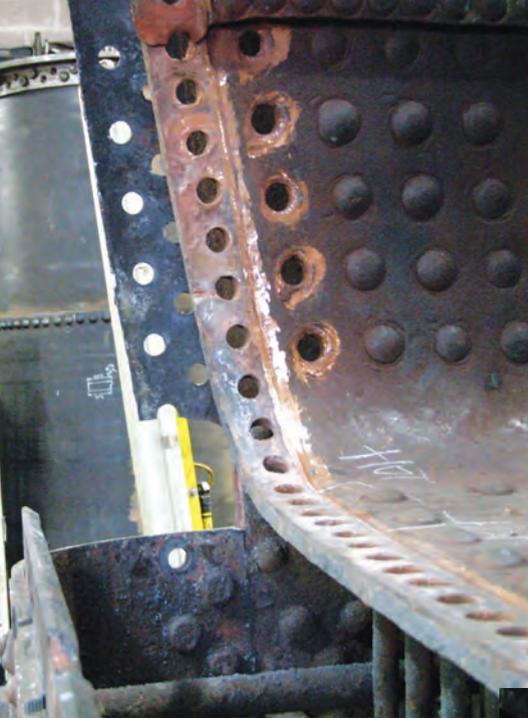
*Left: The boiler from the firebox end on 23 August 2018, still inverted. The lower two thirds of the outer backplate has been removed, bottom, and all the copper inner backplate has also come out. It had already been decided to replace the outer backplate but the inner was to be reused; it has since been decided to replace this too. Although involving additional work, it means that all stay and rivet holes will return to standard size, extending the life of both components.*

**Photograph: Jim Norman**

*Right: The removal of those parts allows an excellent view into the steam space above the firebox. Two longitudinal stays running the full length of the boiler start in the lower left of the photo; five vertical crown stays are also identifiable, and a number of cross stays securing the outer side sheets are visible. In the upper right corner is a stay between the inner and outer fireboxes. All are in excellent order with no signs of wastage, 15th November 2018.*

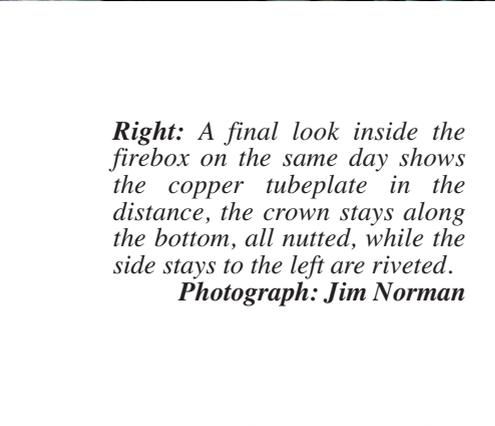
**Photograph: Jim Norman**





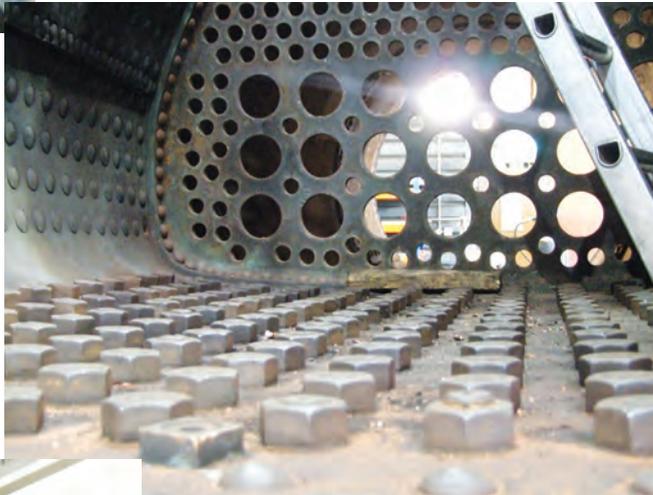
*Left: One reason for the removal of the inner backplate was to allow easier access to the sidesheet, which typically grooves adjacent to the backplate flange. This can just be discerned in this photo, and the wastage will be built up by copper welding. Seen on 23rd August 2018.*

**Photograph: Jim Norman**



*Right: A final look inside the firebox on the same day shows the copper tubeplate in the distance, the crown stays along the bottom, all nuted, while the side stays to the left are riveted.*

**Photograph: Jim Norman**



*Left: By 18th October 2018 the front tube plate had been removed. This revealed some wastage of the bottom, top of photo, front of the barrel where smokebox char collects, so this small piece was cut out. Ultrasonic testing proved the rest of the barrel to be sound.*

**Photograph: Jim Norman**



*Left: By November, the lower half only of the tubeplate, seen here top, had been bolted back in place as a former and new steel fitted to the barrel. To date, only the first run of weld has been applied; the final runs will await the fitting of the new tubeplate.*

*Photograph: Robin Spain*

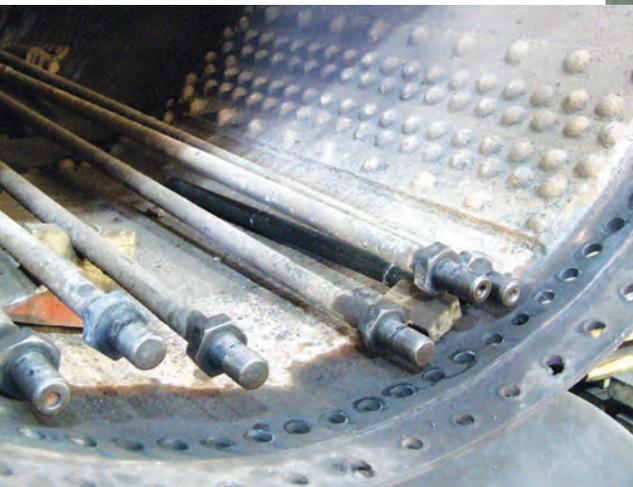
*Right: A closer view of the insert and single run of weld, 20th December 2018.*

*Photograph: Jim Norman*



*Left: There are six longitudinal stays running above the firebox and connecting the front tubeplate to the firebox backplate. The tubeplate's removal shows them with their threads already cleaned on 23rd August 2018.*

*Photograph: Jim Norman*





*Left: A look further into the barrel on the same date shows the six longitudinal stays, part of the main steam pipe, crown stays and the firebox tube plate.*

**Photograph: Jim Norman**

*Right: A conference of workers on 20th December 2018 between SVR boilermith Phil Davison and SMF people John Bowater and Robin Spain. A feature of this overhaul is the excellent relationship between all sections of the SVR and the Fund's working party members.*

**Photograph: Jim Norman**



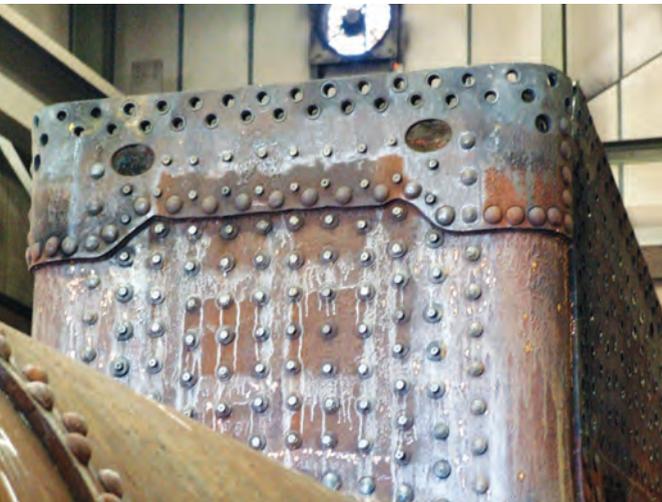
*Left: The foundation ring has been removed and crack detected, hence the white appearance. On that day Phil was engaged in welding up all cracks so found.*

**Photograph: Jim Norman**

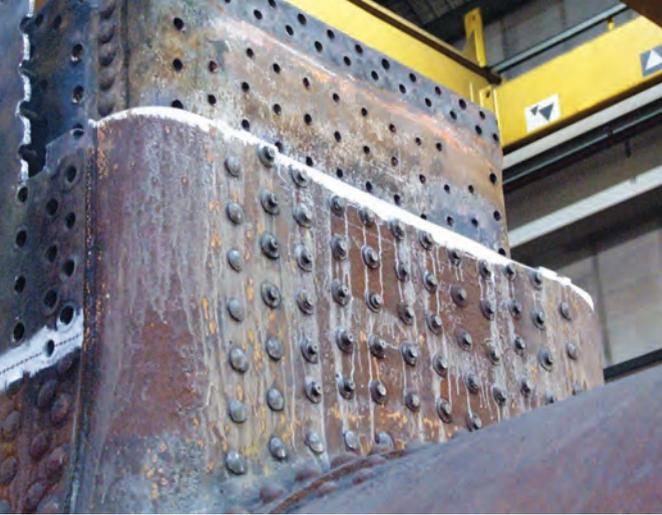


*Left: One of the cracks, having been gouged out is now being made good by arc welding.*  
**Photograph: Jim Norman**

*Right: The lower sections of both firebox sidesheets, above the white line in this photo, are to be cut off and replaced. This will be done when repairs to the foundation ring are finished and it is temporarily replaced in the firebox to act as a template. This view 15th November 2018.*  
**Photograph: Jim Norman**



*Left: The lower firebox throatplate as seen on 27th September 2018 had been patched during a previous repair, possibly in BR days, and while this repair was deemed acceptable for this overhaul, the SVR decided otherwise....*  
**Photograph: Jim Norman**



*Left: ...and this too had been removed by 15th November 2018, to be replaced by new steel welded in, and obviously a far better repair.*

**Photograph: Jim Norman**

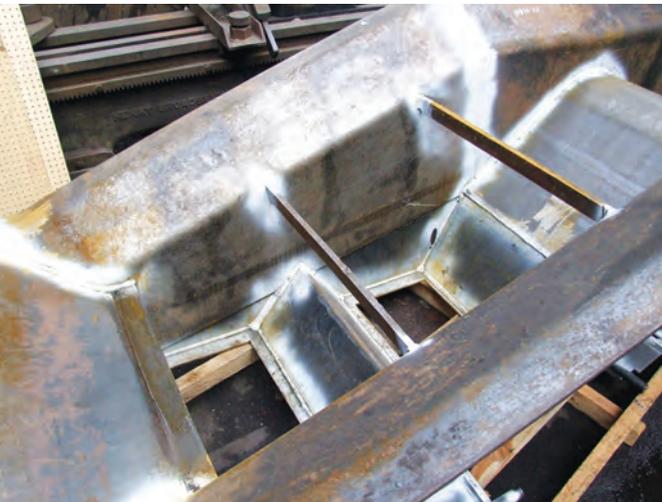
*Right: A part of any locomotive that receives harsh treatment is the ashpan, and every overhaul will include its replacement. 13268's new apparatus has arrived and awaits the call.*

**Photograph: Robin Spain**



*Left: Like its predecessor, the new ashpan is of the hopper type to make disposal duties a little more palatable to the engine's crew come the end of the day.*

**Photograph: Jim Norman**



2018 proved to be another successful year in the life of our Sales Stand, which is now the primary income channel following my retirement as Fund Raising Manager and that position remaining unfilled – well, no surprise there then.

As mentioned in my editorial the Sales Stand continues to operate, thanks to a small but loyal and dedicated group of members who, although dominated by males, includes one lovely and equally devoted female whose previous retail skills contribute greatly to the successful running of our Sales Stand. Her home-made cakes are beyond description and the samples that she brings to the stand when on duty may well on reflection be the reason why your Sales Stand roster clerk (namely me) has little difficulty in filling the availability sheets. Thank you so much, Lorraine.

In November 2018, following an invitation from the organisers, we attended the prestigious Warley Model Railway Event held at the Birmingham National Exhibition Centre. As a 'Promotional Stand', we were able to display and sell SMF branded goods, hand out Membership Application Forms and talk to hundreds of visitors, all of which generated considerable interest in the Stanier Mogul Fund and 42968. It was a very successful Public Relations (PR) exercise and our sincere thanks go to the Warley Model Railway management team for their kind invitation.

The SMF Sales Stand at Kidderminster continues to be a successful fund raising venture, and over the years we have made many friends both on the SVR and with many of our customers, who visit us on a regular basis.

During 2018 we acquired good quantities of Model Railway items and quality books for resale on our stand. These are of course very much appreciated, however, if we are to remain successful in 2019, and probably for a little while longer, we will need you to continue donating your goods to restock the stand.

Our Sales Stand team meet each year to discuss our ongoing strategy, and I can tell you that during 2019 we will be opening on twenty-five days, and these are listed on page 25. Looking further ahead to 2020, we aim to continue running the Sales Stand at Kidderminster but the number of days may be reduced, a decision on that will be taken in late 2019 and will depend on the availability and continued goodwill of the current team. It could be that we open the stand just on the Gala weekends and some special event days, but more about that later in the year.

This of course means that I am once again appealing for suitable donated goods from you, and in particular **ANY** Model Railway items; **ANY** quality hard or soft backed books from all of the recognised main stream publishers; **ANY** Model Road Vehicles including desperately needed Buses and Coaches, either boxed or unboxed; and **ANY** Railwayana, including that coveted nameplate that I have yearned for over many, many years – one day maybe ..... We recently received three nameplates in lovely condition which unfortunately, whilst looking very realistic, were in fact made of wood, but at least it's progress and they still had a value.

The important factor to remember is that we do need the items mentioned above and we need them now to keep your Sales Stand viable, so please have a look through your collections and see if you can bear to part with anything for the benefit of 42968. I am sure that after many years of begging and pleading for donated goods, you must all be as sick of reading the same old bleat, even if dressed up in many different variants (of wool) as I am of writing them. But, and it is a big but, you still keep coming up with the goods, and while you are kind and generous enough to continue to do that, we on the Sales Stand team will drum up the reserves of strength to continue running it.

In the past we have used two slogans SOS - Save Our Sales Stand and SSS – Sales Save Steam, both of which remain very true today. It is rewarding and gratifying to know that we all continue to share the common dream of keeping 42968 a working engine for as long as we possibly can, and together we are a formidable team, with you supplying the goods and we providing the labour to manage and sell it for the common goal we all share together.

This overhaul has been a long, difficult and demanding one for all of us but with fingers, toes and anything else crossed dare I say that there is a chink of light at the end of the tunnel with the possibility that, by this time next year, we could just be putting the final nuts and bolts back in place. We will, therefore, have witnessed one scrapyards to working condition restoration project followed by two Heavy General overhauls and, as the very knowledgeable Jim Norman has stated, that this time we will have an engine in as-built condition! What an achievement by a relatively small group of likeminded supporters who have given and continue to give so much to keep '*a little black engine with no name*' at the forefront of railway locomotive preservation. Please believe me when I say, **it's all down to YOU**.

So please stick with us on the homeward leg and keep those donated goods flowing in to ensure that in the years ahead, 42968 can be certain of receiving her third, fourth and possibly fifth Heavy General overhauls, to continue entralling and educating future generations with the thrill, the history, the science, the knowledge, the pleasure, the excitement, the joy and the aroma that only a living and breathing steam locomotive can freely give.

Please remember with pride all that we have given together and look forward to all that we can continue to achieve together in the future. You, your CoM and 42968 together are a formidable force: the perfect team which together will ensure the perfect dream.

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### **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', OR to make a donation, AND to advise the SMF in respect of Bequests and / or In Memoriam instructions. Also for any administration changes including change of address, telephone, mobile or e-mail address and general letters of communication.**

#### **PLEASE NOTE:**

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

**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.

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**

## SMF SALES STAND DATES – 2019

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

### **MARCH**

Saturday	09th March	2019	World Book Weekend	Small Stand
Sunday	10th March	2019	World Book Weekend	Small Stand
Friday	15th March	2019	Spring Steam Gala	Main Stand
Saturday	16th March	2019	Spring Steam Gala	Main Stand
Sunday	17th March	2019	Spring Steam Gala	Main Stand

### **APRIL**

Saturday	06th April	2019	Open House Weekend	Small Stand
Sunday	07th April	2019	Open House Weekend	Small Stand
Saturday	20th April	2019		Small Stand

### **MAY**

Saturday	04th May	2019		Small Stand
Thursday	16th May	2019	Diesel Festival	Main Stand
Friday	17th May	2019	Diesel Festival	Main Stand
Saturday	18th May	2019	Diesel Festival	Main Stand
Sunday	19th May	2019	Mixed Traffic Day	Main Stand
Saturday	25th May	2019		Small Stand

### **JUNE**

Saturday	01st June	2019		Small Stand
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### **JULY**

Saturday	27th July	2019		Small Stand
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### **AUGUST**

Saturday	17th August	2019		Small Stand
Saturday	24th August	2019		Small Stand

### **SEPTEMBER**

Thursday	19th September	2019	Autumn Steam Gala	Main Stand
Friday	20th September	2019	Autumn Steam Gala	Main Stand
Saturday	21st September	2019	Autumn Steam Gala	Main Stand
Sunday	22nd September	2019	Autumn Steam Gala	Main Stand

### **OCTOBER**

Thursday	03rd October	2019	Autumn Diesel Festival	Main Stand
Friday	04th October	2019	Autumn Diesel Festival	Main Stand
Saturday	05th October	2019	Autumn Diesel Festival	Main Stand

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

**If you have any goods to donate OR any new or used**

**Plastic Carrier Bags and can bring them on any of the above dates, this would be very much appreciated.**

**Assistance will be available to collect goods from your vehicle.**

As described in the September 2018 SMF News, items for the Archive continue to arrive (sightings now 21,540!). It should be noted that, while sightings and photographs are always very welcome, there are other aspects of the history of both the class and our engine to be had.

I have received a query regarding the class from Terry Holtby concerning a Stanier Crab stored for a few days in Stalybridge station, smokebox to Huddersfield, having suffered collision damage during a conflicting move with a 9F. Unfortunately, I could not add to Terry's knowledge as the incident in the late 1950s or early 1960s is unknown to me. He for his part is continuing his researches while I ask anyone who might recognise this scenario to contact me.

I am very grateful to Graham Bennett, the SVR Team Leader on our engine's current overhaul, with whom we have an excellent relationship, for the following.

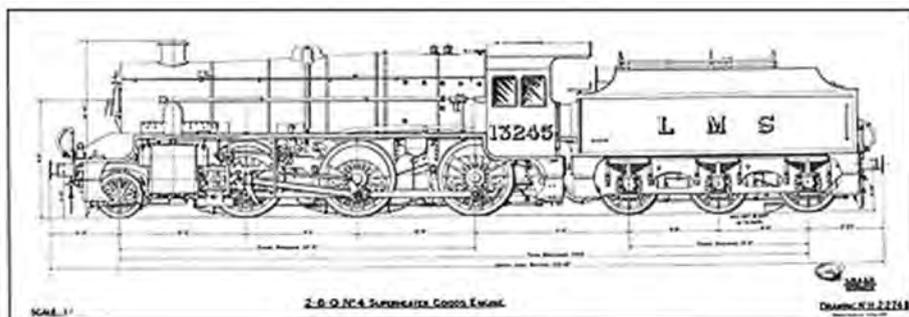
Graham came into possession of a drawing of the engines in large scale; the paper on which it is printed measuring 68.75" (1745mm) x 34.25" (870mm). This caused some problems in getting it scanned as it is bigger than the normal largest size, A0, which measures 1189mm x 841mm. It was eventually, and with some effort, achieved, and is reproduced here.

It is an intriguing document for several reasons, many to do with the text at the lower right corner. First, it states the drawing to be No. H22748 from Horwich Drawing Office. The number depicted on the cabside is that of the first loco, 13245, which is logical enough, and the drawing is dated 13th June 1933, over four months prior to that engine's official building date, in practice the date into traffic, 21st October that year. The point is that the drawn engine is very different to 13245 and is actually representative of the fourth build series commencing 13275, built 25th January 1934. From the front end, the vacuum standpipe is mounted higher than any of the production engines (6200 was completed like this, but it was soon lowered, presumably after experience. Her date to traffic was 27th June 1933). After this, we have safety valves mounted on the firebox (13255 on) and boiler cladding with a continuous taper (13260 on). The whistle is a horizontal Stanier hooter rather than the class's normal 'bell' whistle, fitted from 13275 on. The curious thing is, if this final presentation had been worked out four months before the first engine entered traffic, why did the actual loco have the top feed-mounted safety valves, split taper boiler cladding and 'bell' whistle? According to Arthur Cook<sup>1</sup>, the Class 3 boilers were designed at Derby by Eric Langridge, who originally followed GWR practice and drew the safety valves in with the top feed. This was vetoed and the valves for the 3A boiler (5XPs, later termed Jubilees and Derby drawn) moved to the firebox. The same should have happened for the 3D 2-6-0 boiler, Horwich drawn, but the instruction failed to reach Horwich or was lost in translation, so the first ten boilers followed Swindon practice. Fair enough, but it doesn't explain our drawing H22748.

Also illustrated is an enlargement of the lower right corner where most of the textual information sits. Not shown here are the words inserted below and between the centre lines of the intermediate and trailing tender wheels, 'WILL NOT BE KEPT UP TO DATE'. This is understandable as the previously mentioned area contains an ink date stamp, '-8 AUG 1966', or only five months before the last survivor, 2954, was withdrawn on 11th February 1967. The stamp is difficult to read, but the surround apparently states, 'BRITISH RAILWAYS BOARD' (top portion) and 'MECHANICAL ENGINEER (REGION) DERBY' (lower portion). The centre is very faded but 'Harrison' can be made out (J.F. Harrison was effectively the LMR CME, an ex-LNER

man). His title here isn't fully readable but appears to be 'CHIEF T & RB ENGINEER', although the last digit appears more as an '8' and is actually an 'S'. His actual title had been Mechanical & Electrical Engineer, at least on his appointment; he would retire on the 14th September 1966 as Chief Engineer Traction & Rolling Stock. The signature was presumably from an under-dog as it cannot be reconciled with Harrison himself. It should be mentioned that the copied drawing was very 'dirty', and many hours work with Photoshop were needed to bring you the clean version shown here. A strange phenomenon of our engine and her sisters is that every time you learn something new, it leads to even more that you don't.

<sup>1</sup> Cook, A.F. *Raising Steam on the LMS* (1999) RCTS, Huntington ISBN 0 901115 85 1)



*Above: The complete drawing.*

*Right: The lower right corner of the Horwich drawing as received.*



*Left: The lower right corner of the Horwich drawing as cleaned.*

**DRAWING N° H 22748**

DRAWN & TRACED ON 13 JUNE 1933

## WATCH OUT FOR THE RED BANK VANS' - REVISITED:-

DAVID BRADBURY

Many distinguished locomotives had come this way previously, but the appearance of Hughes 2-6-0 No. 42700 piloting a Stanier 8F 2-8-0 on the Heaton – Red Bank empty newspaper van train in the summer of 1965 was a momentous occasion. In my research into this train, I have not found any similar combinations. Indeed, it was most unusual in 1965 for the train not to have at least one 4-6-0 on the front end as it departed from Leeds. In the photograph taken by the late Joe Richardson, we can see the grime on both locomotives, typical of the neglect which most of the British Railways (BR) steam fleet was experiencing at the time. However, somebody at Newton Heath had shown an expression of confidence in 42700 by inscribing 'Newton Heath Cannon Ball' across the large, flat smokebox door of the locomotive! It was another sixteen years before the film 'Cannonball Run' starring Burt Reynolds would be on general release in British cinemas, so the idea of the smokebox inscription had probably been inspired by the American television series entitled 'Casey Jones' (starring Alan Hale junior), who drove the 'Cannonball Express', which was current on the small screen at around this time. As the original 'Horwich Crab', 42700 had put in more than thirty-nine years' continuous service with the LM&SR, and then BR, and was now an endangered species, since most of the duties handled by the class had been taken over by diesel locomotives or the more modern Stanier locomotives, but there could be no doubt that the elderly 2-6-0 was still fully capable of tackling the job!

*Below: 'The Grime and the Glory'. Hughes 2-6-0 'Crab' No. 42700 in poor external condition appears to be in good mechanical order piloting an unrecorded Stanier 8F 2-8-0 past Farnley Junction shed (Leeds), as the engines tackle the climb to Morley Tunnel with the Heaton to Red Bank empty newspaper van train, believed to be on the 31/7/65. 'Newton Heath Cannon Ball' is chalked on the smokebox door and the 'Crab' certainly seems to be living up to her title.*

*Photograph: Joe Richardson  
- By kind permission of Colour-Rail Image Ref No 313837*



Indeed, another recent exploit of 42700 had been on Friday, 11<sup>th</sup> June 1965 when she had been piloted by Doncaster (36A) based, 'B1' Class 4-6-0 No. 61039 'Steinbok' on the Heaton - Red Bank vans. Gorton (9G) shed, 42700's previous home, was about to close and its fleet of around fifteen 'Crabs' would be dissipated to a number of different sheds. 61039 'Steinbok' was less fortunate, being withdrawn from service the same month, but the 2-6-0 was still in demand.

On Sunday, 13<sup>th</sup> June 1965, the official last day for Gorton, I visited Newton Heath (9D) shed and found five 'Crabs' present, but 42700 was not amongst them. Perhaps she had been transferred early and was already employed on Newton Heath duties, or perhaps she was due to arrive later in the day.

One 'foreigner' on shed that day which pleased me was another Doncaster based 'B1' No. 61326, which had appeared on the Heaton - Red Bank vans the previous day, Saturday 12<sup>th</sup> June 1965, piloted by 'Black Five' No. 44887 allocated to Carlisle Kingmoor shed (12A).

The influx of 'Crabs' at Newton Heath after a gap of almost two years (the last ones had moved to Gorton in July 1963) was maybe welcomed by some of the footplate men. In days gone by, the depot had been heaving with them. One retired driver who started work on the L&YR in 1919 claimed that the 2-6-0s built by George Hughes, "Were the best locomotives ever built. If the LMS had built ten times the quantity of 'Crabs' and nowt else, the railways would have been better off!" And he was a man who had driven 'Black Fives', Stanier 8Fs, 'Jubilees' and many other types, expressing an honest opinion. Praise indeed. Newton Heath was their spiritual home!

Returning to the photograph of 42700 and the 8F, it deserves a title, and I have decided 'The Grime and the Glory' may be the most appropriate one. Although we cannot hear the sound, nor smell the smoke, it is obvious from the exhaust that the driver of 42700 is intent on getting those empty vans up the gradient from Farnley Junction to Morley Tunnel as quickly as possible. Meanwhile, the driver of the Stanier 8F does not seem to be displaying as much motivation for the job, just the same situation that I noticed when 42700 and a Stanier 8F were crossing the viaduct at Holbeck on Saturday, 31<sup>st</sup> July 1965. Although Joe Richards did not provide a precise date for his photograph, we were led to believe it was taken during August 1965. It seems almost certain he and I were witnesses to the same event, only two or three minutes apart, as explained in my article, 'Watch out for The Red Bank Vans' in issue No. 84 of the Stanier Mogul Fund News. Joe Richardson did not provide us with a number for the Stanier 8F, and it was too dirty to be legible on his photograph, so its identity remains a mystery. What were the chances of this combination appearing twice? If any reader has information concerning the identity of the Stanier 8F, could they please contact the author by writing, in the first instance, to the Editor, whose contact details appear on Page 2 of this magazine. Perhaps, even after fifty or more years have elapsed, the elusive identity of the Stanier 8F may yet be confirmed. In conclusion, I would like to thank Colour Rail for giving the SMF permission to publish the image and to SMF members, Ray Flintoft and David Tyreman for responding to my appeal for more information about the 'Red Bank Vans'.

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**GET ON BOARD  
TODAY**

**42968**

**A LIFETIME'S  
COMMITMENT**

—

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

**LANCASTER GREEN AYRE MPD -  
A DEPOT AND LOCOMOTIVE HISTORY:**

**STEVE LEYLAND**

When preserved locomotive 75014 backed on to its stock at Preston on 13/3/98 for a nifty little rail tour called the 'Furness Flyer', I asked the crew if they were Carnforth men. The rather indignant but not ill-meant response was 'Green Ayre!', so thirty-two years after complete closure, those men that had come under the larger 'Wessie' depot which took over its duties still maintained a fierce independence, in principle at least. Green Ayre, seemingly known much more commonly as just 'Lancaster' until about 1960, by which time it conversely needed no differentiating 'tag' to avoid confusion with the long-closed Ripley mpd south of the city, was built in the late 1860s when Morecambe began to attract seaside visitors. It stood a mere five minutes' walk from Green Ayre station, had four roads only under cover and several in the open, was rather cramped and always had to put up with unsophisticated coaling facilities. Engine duties varied across the working spectrum, from express passengers, including Boat Train involvement, other passenger duties from Morecambe to Bradford and Leeds, down to an array of pilot jobs such as Lancaster Castle yard, including banking if required, Green Ayre shunt, Glasson Dock, Heysham Continuous Pilot and Morecambe. A pick-up goods served the Bentham line and there was ballast work, plus other goods trains via Wennington into Yorkshire, plus oil and chemicals thus bound from Heysham. At the Grouping (31/12/22), Lancaster's allocation of twenty five engines comprised entirely of Kirtley and Johnson stock as follows: A couple of 2-4-0s, nine 4-4-0s (simples), one 0-4-4 Tank, three 0-6-0 Tanks, two Kirtley Class 1 0-6-0s and a Class 2; also Johnson small boiler 0-6-0s (four of these) and three of the larger Class 3s. Twenty eight and a half years later, plenty of Midland presence and Midland influence remained in the larger thirty nine strong quota of summer 1950, i.e.

40488 (2P), 40931, 41005/45/56/65/81, 41900/1/2, 42135/6/44, 42893/5/928,  
43034/5, 43187/293/330, 43890/933, 44032/201/80/405, 46441,  
47201/381/468-71/532/639, 48001/148/61.

Total 39 Engines

*Below: A not untypical view of a week-day, middle of the day shed view, with little other than a Black 5 in evidence on 21/9/65.*

**Photograph: Noel A. Machell**





*Above: A detailed view of Green Ayre's primitive, stone built coaling stage, with possibly a Jubilee in view at the far end 21/9/65. Photograph: Noel A. Machell*

The 4-4-0s were now predominately Compounds and the balance stayed that way for the next ten years. In the B.R. era Green Ayre had a voracious appetite for shed codes, getting through five in sixteen years. Starting off with 20H, the depot had adopted 23C by 1950, but only until 7/10/51 when transferred (probably from Leeds) to Carnforth District and became known as 11E. The early 1950s saw a very stable allocation with only minimal modernisation of the power stud and still exactly thirty-nine engines were resident by 21/5/55. Just over half of them were precisely the same units as five years earlier.

Of the nearly new engines that opened the decade, Nos. 42135/6 remained faithful to Green Ayre for over ten years, but the standout in that respect was No. 46441 which was not only the pioneer 2MT 2-6-0 at the depot by a long chalk, but quite resistant to transfer until closure came. The eight strong 'Jinty' representation was still unchanged by 21/5/55 and still recognisable by 1960, as will be seen. This was the allocation as at the aforementioned 1955 date:

40362 (2P), 41045/65/81/1107/8/36/52/96/7, 41900/3/4, 42135/6, 42589,  
42810/88/93/5/928, 43271/502/890/984, 46441, 47201/381/468-71/532/639,  
48261/86/342/505, 78031

Total 39 Engines

The depot's first two Ivatt 'Piggies' had moved elsewhere by then, but the type would return in the second half of the decade, which proved far less stable for the engines at 11E. From 1955, withdrawal of the aging Compound Class 4-4-0s was stepped up nationwide, but until well into 1958 Lancaster acted as a kind of northern magnet for redundant examples elsewhere, rather than having the Deeley machines replaced quickly by younger engines. Including its 'starting' batch of nine (listed above), Green Ayre got through twenty-three of these engines in the fifty-one months from 5/55. All but three were condemned at 11E rather than transferred on again afterwards, strongly suggestive of a policy of running up their mileages to the next works visit or heavy repair at the depot which would come up against financial refusal. The average working



*Above: Photographed on 21/9/65, a fortnight after Green Ayre's 'Black 5s' took over the 'Belfast Boat Express's' diagram, 44889 was not thus observed until mid-October. Never intensively booked for this duty, it made sporadic appearances up to mid-1967. Green Ayre's turntable features in this view.*

**Photograph: Noel A. Machell**

*Below: On the same day (21/9/65) 44889's coal supplies are replenished on shed.*

**Photograph: Noel A. Machell**



duration there of those drafted in was 8.7 months. During that final British jamboree of dual expansion, the shed needed in the region of half a dozen engines to run the Yorkshire passenger service. We will return to the Compounds later, after a look at other immediate post 1955 changes.

No. 78031 moved on to Chester Northgate in 9/56 as part of a modernisation drive there and the design made no return to Green Ayre, though the Ivatt equivalent was always present. No. 46426 was the direct replacement for No. 78031 and No. 46410 came the year after. The Class 2P, No. 40362, was condemned at the end of 1956 and No. 41900 transferred to Gloucester soon after. Nos. 84015/6 had just over a year at Lancaster from July 1957. Since 4th March that year the shed code had changed to 24J.

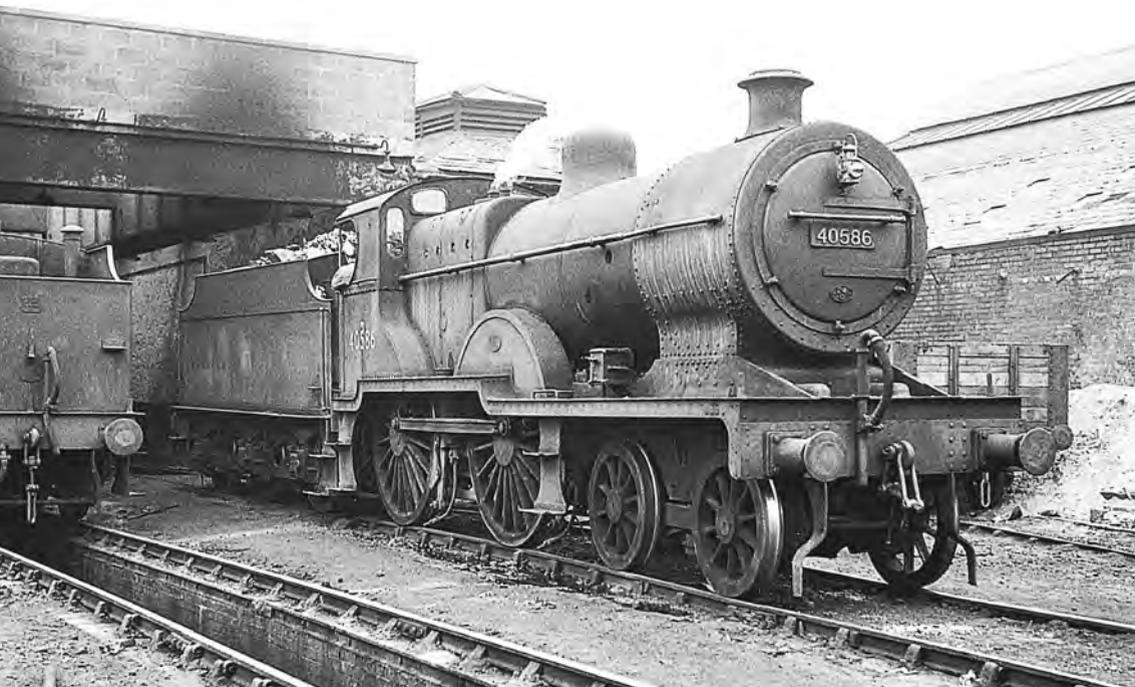
The Stanier 8Fs had given way to a smaller WD compliment by early/mid 1958. Stanier and Fairburn Class 2-6-4Ts had infiltrated in ones and twos, but stayed for twelve months or much less, leaving three longer standing examples untouched. Midland and LMS Derby Class 3F and Class 4F 0-6-0s were phased out at Lancaster during those later 1950s, at least as resident locos, but not without some 'personnel' changes along the way and Nos. 43257/95 were the last, going to Warrington Dallam in November 1959. Nos. 41903/4 were stored by late 1958 and condemned a year later in a massive cull on these 0-4-4Ts.

Making good some of the aforementioned losses and facilitating new ones amongst the Compounds were nine Ivatt Class 4MT 'Piggies' plus Nos. 76048/84 during 1958/9, though the BR. Class 2-6-0s didn't stay long. I've no doubt that the Ivatt Class 4s and Compounds were on anything but speaking terms during the year or so of their enforced co-existence. The sheer indignation of the high stepping and elegant Class

*Below: Elderly 0-4-4-T, 41903 has a business-like air about it on passenger work at the west end of Green Ayre station in June 1952.*

*Photograph: R K Blencowe Negative Archive*





*Above: Skipton shed's 40586 appears to be imminently leaving 24J to take up passenger duty on 14/6/58.*  
**Photograph: Noel A. Machell**

4Ps at being replaced by the ungainly and functional Class 4 2-6-0s with a mere 5'-3" wheel can be imagined, and may well, until the latter proved their worth, have been present in some of the older drivers too!

For a time, the Morecambe-Leeds and Bradford service had sported the last concentration of working Compounds anywhere on B.R., though different loco types from the Yorkshire end shared these trains too. To the earlier 'slur' on the Deeley locos was added an even more ignominious end for the last operational Compound engine, No. 41101. It was taken away to Newton Heath in June 1959 (though not officially transferred) and fitted with a BR tri-tone whistle, used on some summer work, then repainted at Gorton Works in a most garish yellow and red 'livery' at the expense of the Daily Mirror for its 'Andy Capp' August bank holiday Blackpool special. No. 41101 was condemned immediately afterwards.

The changes described left the allocation at Green Ayre looking like this, as at 23/4/60:

41215/323, 42135/6, 42589, 42810/51/93/5/928, 43018/21/45/73/112/3/5,  
 46410/26/41, 47347/69/381/468-71/81/532, 90596/706.

Total now 31 Engines

Creeping in during the first week of 1960 were the Ivatt Tanks. They were now there for the duration, but the 'Crabs' proved the most enduring of the older Green Ayre based designs which survived into the new decade. Into the early 1960 allocation came three 76XXX again, in April, just after the 23/4/60 listing above, and these did two and a half years at 24J. The next twelve months saw very little change to the allocation in make-up and numbers, but then in June 1961, the first 'Black 5s' arrived, hesitantly at first, but without a break in their presence until depot closure, and gradually strengthening in number. Nos. 45034/73 spearheaded what would become the inevitable at a huge number of sheds from then on that had hitherto no experience of



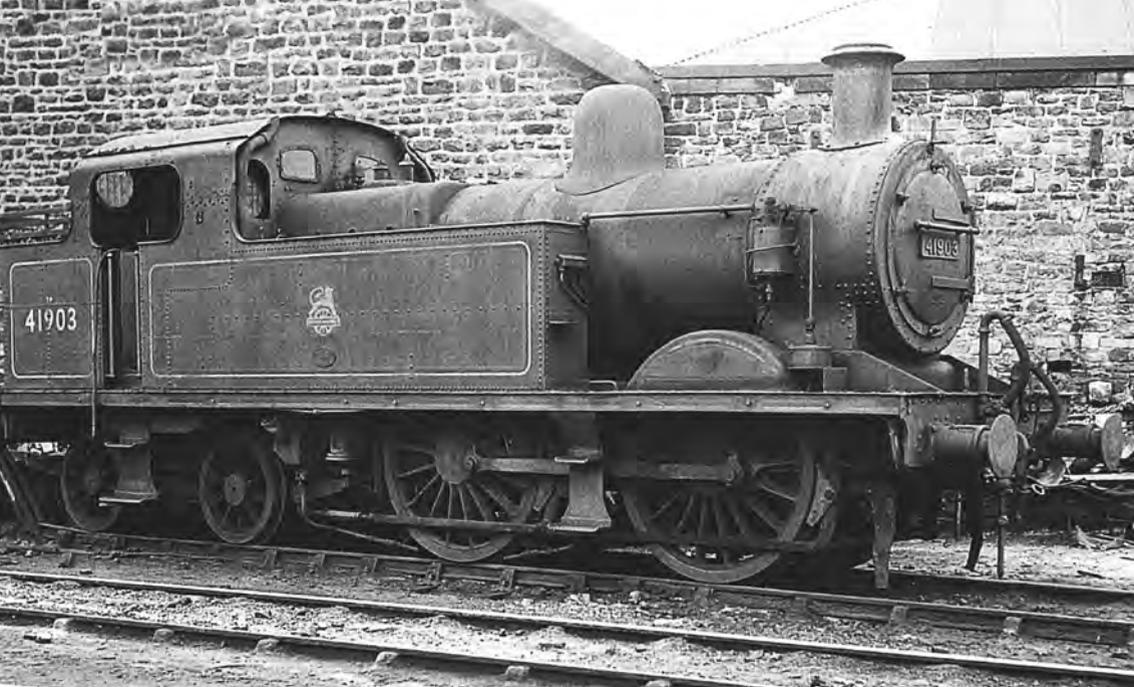
*Above: No. 45562 'Alberta' (55A) can have been no stranger to Green Ayre. Likewise, the Stourton 8F behind her, accustomed to linking the Red and White Roses on lower class work 28-10-58.*

**Photograph: Noel A. Machell**

*Below: 'Patriot' No. 45505 'The Royal Army Ordnance Corps' ekes out the last weeks in service as a 24J engine, seen here leaving Lancaster Green Ayre on a Morecambe - Leeds train on 5/5/62. Stored from 14/5/62, the end came during w/e 2/6/62 as a reprieve from the 1961 LMR withdrawal programme. The 'Standard Life' of 30 years for these engines was almost achieved in this case.*

**Photograph: Noel A. Machell**





*Above: Not yet withdrawn, but suggestive of a spare engine, 41903 reposes on a dead-end road at 24J on 14/6/58.*  
**Photograph: Noel A. Machell**

'5s' on their books. Green Ayre continued to service over thirty of its own engines and the quota stood at thirty-four as at 4/11/61, at which time 84023 was briefly there.

Early in 1962 (w/e 17/2), all six 'Piggies' and a 'Crab' left for Nuneaton. Their replacements came in a week earlier on paper in the shape of three more 'Crabs' ex-Stockport and the first of four un-rebuilt 'Patriots' to briefly serve at Lancaster depot, Nos. 45505 'Royal Signals', 45507 'Royal Tank Corps', un-named 45510 ex-Carlisle Upperby, and 45518 'Bradshaw' from Edge Hill. On February 10th itself I saw No. 45507 'Royal Tank Corps' in service at a day spent at Hellifield, so even without further details it seems to have settled into 24J work by then. By w/e 5/5/62, Nos. 45543 'Home Guard' and un-named 45550, ex-store at Preston, came in to replace Nos. 45505 'Royal Signals' and un-named 45510 which were up for imminent withdrawal, so Green Ayre fleetingly had half a dozen allocated and the spirits of the Compounds may have at last looked down approvingly at the return of some dignified power to their erstwhile workings.

Recently I was able to compile a passenger train motive power and punctuality survey at Hellifield for the first three weeks of April 1962 from the South Junction signalbox train register. Unable to resist entitling it 'Eleventh Hour 'Patriot' Heaven', it did highlight their brief but excellent utilisation at that time as on fifteen of the eighteen full days covered, three or four were in traffic. Mostly they worked the Leeds-Morecambe semi-fasts and that structure of services, but there were instances of non-passenger jobs too. Most were passing through Hellifield three or four times in twenty-four hours. The last two in, however (Nos. 45543 'Home Guard'/un-named 45550), which didn't figure in the survey, were first out, to Carnforth only a month later, leaving Nos. 45507 'Royal Tank Corps' and 45518 'Bradshaw' to continue at 24J until withdrawn in October. By this time the 'Black 5' stud had grown proportionally and had the makings of the familiar batch that would eventually move

on to Carnforth four years hence. Just why the batch became familiar to the writer will be revealed in due course.

A visit made to Green Ayre shed on Saturday, 22/9/62 revealed just under half of the home engines present and twenty-four steam in total. Yorkshire visitors were No. 42789 (55F), Leeds Holbeck's No. 44857, two Class 4F 0-6-0s from Skipton and Hellifield respectively, and No. 90395 (55D). Also on shed was Birkenhead's No. 42859, No. 44682 (8A) which had worked in, as had one of Bolton's newly acquired 9Fs, No. 92016, specially sent to 26C for a diagram which included the SX late evening Ancoats-Heysham goods, and the shed records at Bolton reveal No. 92016 duly booked on 21/9. The 2-10-0s' propensity to derail on Green Ayre shed led to their not staying long as Bolton engines.

In late October 1962, a third WD, No. 90173, came to Green Ayre from Springs Branch. Later (mid-1964) when back at the Wigan shed, it was involved in an identity mix up with another over the order they went into a nearby scrap yard, but that's another story. Late January 1963 saw No. 42136, one of 24J's long standing 2-6-4Ts withdrawn, five 'Black 5s' now allocated and WD 2-8-0s also up to five for a short time. The 'Jinties' held on strongly (still nine there) and other resident types added up to thirty-three engines. Minor fluctuations amongst established classes made for a fairly steady year at Green Ayre, with the exception of 2-6-4Ts. T. Rawlings and K. Nuttall in their book, 'Railways around Lancaster', report a special train of nitro chalk on 10/9/63 weighing 1,010 tons from Heysham I.C.I. to Glasson Dock (quite a manoeuvre with two reversals) worked by one 2-6-4T, No. 42063! Nos. 42135 and 42589 had been

***Below:** Among the early casualties of these older Derby 4Fs was Green Ayre's No. 43890 (built in 1919), Condemned on 19/2/59, eleven months after this 15/3/58 illustration of it on its home shed. Caught up in the short-lived protest by Horwich Works about its cutting up backlog, the engine was sent to the Heapey dump, on to Crewe Works, then eventually sold to the Central Wagon Co. at Ince where it was broken up during October 1960.*

***Photograph: Noel A. Machell***





*Above: This fine overall view of Green Ayre shed from 30/6/63 appears to elevate its  
and No. 45675 'Hardy' from Leeds Holbeck, then residents No. 47662 plus No. 4519  
Photograph: Hugh Ballantyne*



s status with two 'Jubilee's featured in visiting No, 45588 'Kashmir' from Kingmoor  
196, on the end covered road. Distantly on the far left is No. 42063, also 24J based.  
e - Courtesy Rail Photoprints



**Above:** A view of two lower powered engines on Green Ayre shed in Nos. 46410 and 84016 on 6/4/58.  
**Photograph:** Noel A. Machell

transferred to Wigan L & Y w/e 11/5/63 and replaced by two Fairburns until later in the year. One of these was No. 42063. The withdrawal of this engine just one month after the aforementioned gigantic load special was probably coincidental, rather than linked to the implied superhuman exertions demanded on it, even in starting up with 1,000 tons on the level. Memories of the curved and quite steeply descending line from Castle station to Green Ayre prompt thoughts that Messrs Rawlings and Nuttall have overlooked additional motive power involved in the nitro chalk train or erroneously reported its gross weight. Whatever the reality of that fascinating event, it happened just after Lancaster's 9/9/63 final shed code change to 10J.

A visit I made on 17/8/63 (Saturday teatime) revealed twenty-three locos on shed, all resident except Nos. 90533 and 44696 (26A), Nos. 45589 '*Gwalior*' and 48283 (55A), No. 44149 (24G) and in a way the most interesting, Bolton's Caprotti '*Mickey*', No. 44746. This was not, as may be thought, engaged on the 26C diagram mentioned earlier. It had been loaned (with No. 45304) to Newton Heath on 2/8, just for the forthcoming bank holiday weekend, but instead of being returned was still 'at large' nearly two weeks later. By the 8th it was traced to nowhere more specific than the NER, but since (and by which roundabout means) had it reached Green Ayre? No 44746 was in fact recorded as regaining its home depot the same evening that I saw it at 24J! Why there was not a second Bolton engine present at the Lancaster shed I am not able to say.

The allocation as at 5/10/63 was as follows:

41221, 42063, 42776/8/812/88/931/8, 44758/877/5014/25/193/6/373,  
46422/6/31/3/41, 47317/468/9/599/651/62, 48029/509/532, 90316/595/706

Total 32 Engines

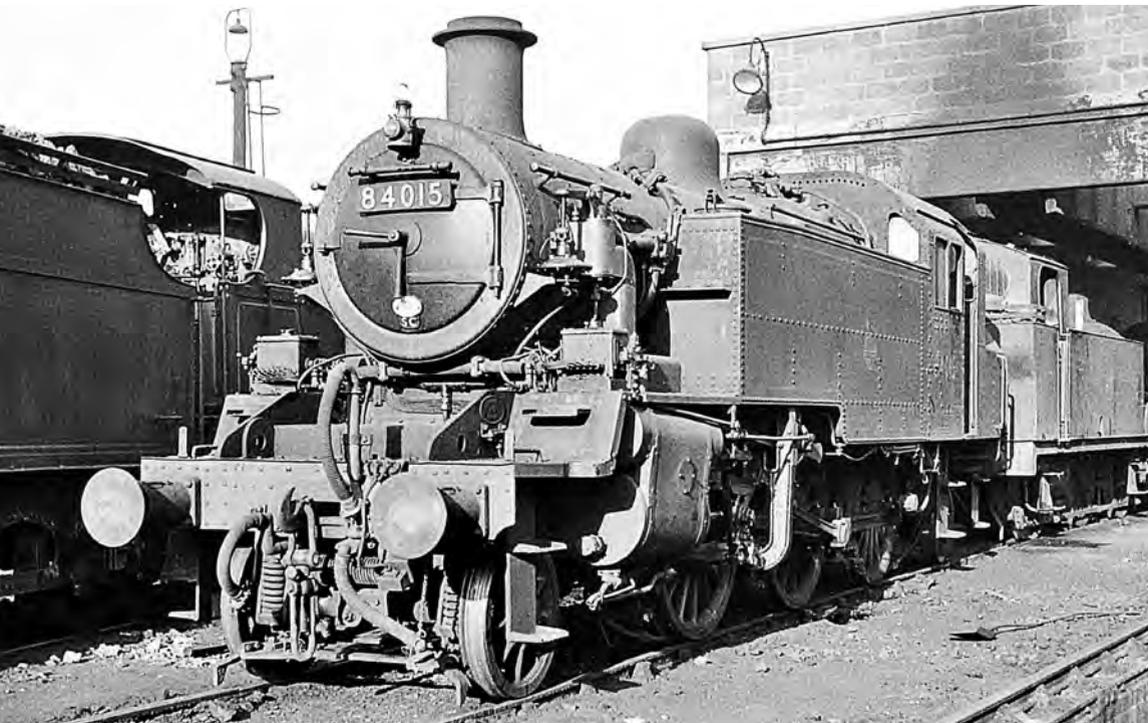


*Above: No. 42895 (24J) is years away from oblivion at Horwich Works in March 1963. Respectable and bathed in sunlight on 12/10/58, the 'Crab' awaits its next duty.*

*Photograph: Noel A. Machell*

*Below: Captured during its brief stay at Green Ayre is No. 84015 on 15/3/58. It and its sister, No. 84016, would soon return to Fleetwood Shed.*

*Photograph: Noel A. Machell*





*Above: A less enduring type at Green Ayre in the late 1950s was the BR Class 4 2-6-0. Here is No. 76048 alongside two long term 'Jinties' Nos. 47469 and 47470 on shed, 19/4/59.*  
**Photograph: Noel A. Machell**

The influx of three Stanier 8Fs immediately before the code change helped to keep seven resident classes currently active. No 42464 served for four months from mid-November, after which the 2-6-4T wheel arrangement did not return to Green Ayre. Several more 'Black 5s' came in singly towards the end of 1963, boosting their numbers to eleven. The depot had used, and to some extent was still using some types of engine that had been Horwich Works 'Bread and Butter' since new. Earlier in 1963, No. 42812 had been overhauled there and one of the 8Fs, No. 48029, was released to 'trials' at Bolton shed on 5/12 and listed hopelessly out of date as a 41E (Staveley Barrow Hill) engine. This was not even its previous home to Green Ayre (which was Edge Hill), so whatever method of recording, the 'owning' depot of engines shopped at Horwich had fallen down badly there. Engines often did not need such additional confusion to help them go astray after Works treatment and we can only wonder what an interesting and maybe protracted path No 48029 trod before physically it regained Lancaster!

Despite the ascendancy of 'Black 5s' by the end of 1963, and illustrating that express types from the Yorkshire end had not deserted the traditional Leeds and Bradford-Morecambes, I watched No. 45569 'Tasmania' (55A) pull out of Hellifield on a raw 10/1/64, probably with the 12.45pm ex-Bradford Forster Square. At the other end of the motive power scale, two of 10J's 'Jinties' had been condemned at the year end and in mid-April 1964 the remaining five of its commendably stable stud were all transferred to Carnforth without any obvious replacements, diesel or steam. At Carnforth they fared as well as might be expected in those times, so the move, or reason

for it, is rather mysterious as their work at 10J, whilst undoubtedly in decline, was unlikely to have ended so suddenly.

Green Ayre's motive power, now below thirty engines, probably for the first time, still had not reached its final form, but this, in terms of classes used, occurred by the end of summer 1964. The last WD 2-8-0, No. 90706, left for Aintree in June and although 10J continued to deal in 'Crabs' throughout that summer, several coming ex-Fleetwood, they were withdrawn or dispersed to Gorton by September. This more or less coincided with the closure to goods (and therefore completely) of the Glasson Dock branch, a line first threatened with extinction as early as 1948 and not neglected by enthusiasts' specials since the 1950s. After the above changes, the make-up of Green Ayre depot consisted of Ivatt Class 2MT Tanks, Ivatt Class 2MT 2-6-0s, 'Black 5s' and Stanier 8Fs. From 6/9/65 things looked up a little as a diagram re-shuffle introduced 10J locos to the '*Belfast Boat Express*' in place of Newton Heath power, and it was by their daily appearance through Bolton that the 'Black 5' stud became familiar to the writer. The allocation as at 9/10/65 was as follows:

41207/51, 44667/758/889/5014/25/193/354/73/94/445,  
46422/31/3/41/86/514, 48077/302/679

Total 21 Engines

Away from the WCML. at Lancaster, however, the railway braced itself for a bad time. From 3/1/66 local electric services were withdrawn and the Midland line from Hest Bank Junction (Morecambe) through Green Ayre station to Wennington Junction closed to passengers. The Yorkshire passenger service was diverted via Carnforth, but this didn't affect motive power immediately. Four and a half months later, however, DMUs took over and it seems to have been this development that swung the authorities'

**Below:** A Holbeck 5XP, No 45658 'Keyes' in action departing from Green Ayre station with the 12.30pm Morecambe to Leeds train and illustrating the considerable Lune-side yard of Ladies Walk, still thriving on 12/12/63. **Photograph: Noel A. Machell**





*Above: Having probably worked in with a Birmingham – Morecambe excursion C751 on Sunday 14/8/60, 42975 from Aston shed looks very presentable.*

*Photograph: Edgar Richards*

*Below: Hard-working Green Ayre 'Jinty' No 47651 brings a trip working from Ladies Walk yard up the 1 in 100 connection to Lancaster Castle on 29/5/63.*

*Photograph: Noel A. Machell*





*Above: Another engine into its last month of service is auto fitted 41221 (10J), which came to Green Ayre from Widnes shed w/e 13/1/62. She remained a Green Ayre engine until withdrawn w/e 31/7/66 and was sold to Motherwell Machinery and Scrap on 6/9/65.*  
**Photograph: Noel A. Machell**

decision against keeping a separate motive power depot so comparatively close to Carnforth. Green Ayre closed from 18/4/66, a bad day altogether in the North West for steam engine hauled service cuts. Ten 'Black 5s' were relocated at Carnforth, along with six Ivatt Class 2-2-6-0s. 10J's two Ivatt Tanks were shared between Skipton and Upperby depots, whilst two other 'Black 5s' went to Edge Hill. A couple of 8Fs were sent to Lostock Hall and one to Rose Grove. So, that was that for 10J's not massively depleted allocation of twenty-three machines.

It was a tremendous shot in the arm for Carnforth, of course, which now had over thirty 'Black 5s'. They continued to work the Manchester-Heysham boat train service until May 1968, ex-Green Ayre's No. 45025 proving so reliable and consistent in the closing months of that train's steam haulage. The line through the, by then, derelict Green Ayre station to Wennington Junction, closed to goods (and therefore completely), from 3/6/67. During June 15th 1968, a very lean Saturday afternoon for steam in the area, the writer and a few friends attempted to locate a Green Ayre dismantling train headed by No. 45342 (10A), but were thwarted when our DMU crossed No. 45342 going north at Hest Bank with its redundant materials train in tow. This would have been from the station and track-bed, rather than the old shed which, according to Rawlings and Nuttall, underwent a bizarre transformation to an adventure playground, which was still the case as late as 1980. Outliving that, and as if rewarded for its constancy, is No. 46441, purchased privately from BR in 1968 and still with us today. There cannot be a more fitting memorial to Green Ayre motive power depot than an engine that was still there at the end.

A huge 'thank you' to everyone who supported the raffle last year. In total 168 of you returned tickets that you either bought yourself or sold to someone. This achieved gross income of £3996 (1998 tickets sold) and several people also included a donation as a top up or just in lieu of buying any tickets – these donations totalled £493 and are very much appreciated.

The net receipts after the cost of the cash prizes, printing costs, postage of prizes and the lottery registration fee with the local council came in at £3386. The first class SVR tickets given as prizes are not a direct cost to the raffle as they are received in respect of the Fund's holding of SVR shares, but there is a hidden cost in the charge for the Royal Mail Business Reply service per envelope used, plus a licence fee. (The latter is not exclusive to raffle returns.)

The gross receipts are over £600 down on 2017. Whilst this can be, at least in part, put down to the sad but inevitable passing away of members, such a reduction is not sustainable in future years if the raffle is to remain a worthwhile annual fund-raiser. When I took over the role of raffle promoter I asked for your thoughts, especially in respect of prizes, to make the purchase of tickets more attractive and thus your 'job' of selling them easier, meaning (hopefully) more tickets being sold and an increase in revenue. Only one person has offered their thoughts (thanks, Doug), suggesting giving prizes such as high street vouchers that are more inviting to a wider audience than just Fund members or rail enthusiasts, and not geographically based as in the SVR tickets. Such prizes would increase the cost of prizes so would need to generate a commensurate uplift in receipts, but would they? All thoughts and suggestions continue to be welcome, to me please.

The lucky winners, as drawn by Fund members attending the 2018 AGM at Kidderminster on Saturday 27th October 2018, were:

- 4383 - M J O'Donnell (Dudley)**
- 3321 - Miss E Peers (Wolverhampton)**
- 0067 - John Ashton (Sutton Coldfield)**
- 0652 - M Gifford (Ipswich)**
- 3098 - David Tyreman (Newcastle)**
- 1186 - Christopher Parker (Oswestry)**
- 2766 - Penny Hopkins (Dudley)**
- 0187 - John & Jenny Williamson (Isle of Man)**
- 2843 - R Flint (Morecambe)**
- 0283 - David Wright (Burnley)**
- 4134 - Chris Partridge (Stratford upon Avon)**
- 3014 - R J Tredwell (Dudley)**
- 4381 - M J O'Donnell (Dudley)**

Ian Marshall  
SMF Draw Promoter  
27th October 2018

## **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***

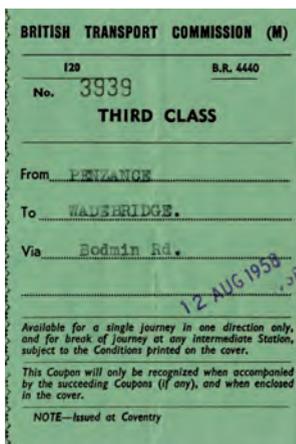
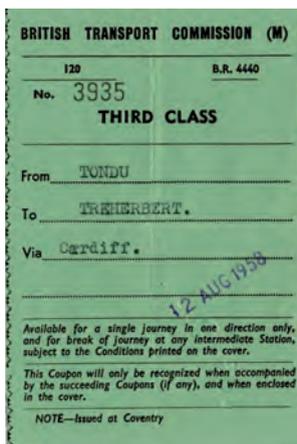
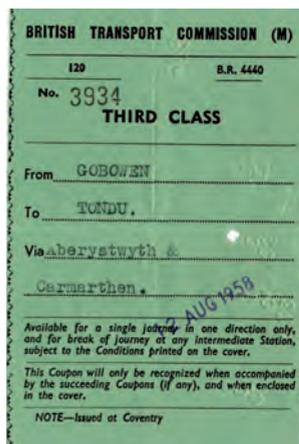
***SEMPER PROTEGAMUS - (LET US ALWAYS PROTECT)***

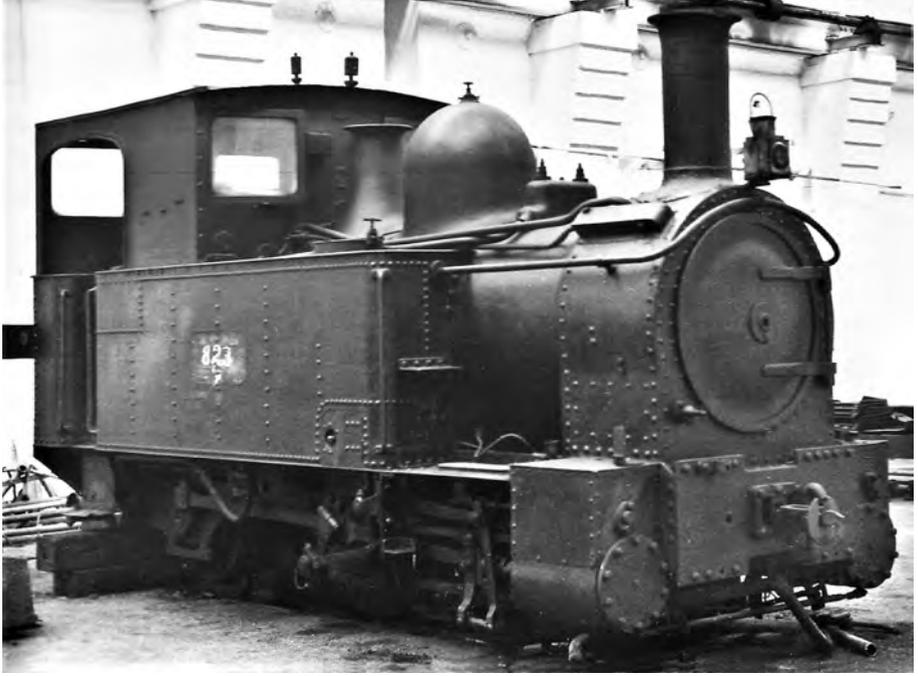
1958 was the year we decided to ‘bash’ the former GWR sheds, having done our great Scottish trek in 1955 (see SMF News 66 September 2009). “We” were a group of three RCTS members from Coventry.

Around this time BR introduced a new type of return ticket with a discount: this allowed travel out by one route and back via another. Having digested the small print, this seemed the cheapest way of doing our “bash” and there was much consultation of timetables and reading of the Bible - the Bible a la Adrian Fuller, that is; his Shed Directory really was invaluable.

Having plotted our route in detail, it was off to Coventry Station to price our tickets. The enquiry office was staffed by another RCTS friend who was well used to some of our more obscure queries. This one though produced a smile and a comment of, “Oh, I’ll have to send that to Euston for a price.” He did; Euston did, and we bought three tickets. As we progressed round the BR network most of the ticket inspectors recognised them but in the Valleys around Llantidliodo there were a few puzzled looks and, “We don’t see many of these around ‘ere.” Our plan was to cover just about every shed on the old GWR that we could fit in but excluding the local 84 Division and the 81 Division, all being accessible from home.

So it was on 12th August 1958 that we set forth behind the inevitable Black Five No. 44711 from Coventry to Birmingham New Street, trekked up the hill to Snow Hill - how could that lovely station ever have been demolished? - and on to Shrewsbury behind our first Grange, No. 6822 ‘Manton Grange’ (81F). Shrewsbury shed contained sixty-four engines, the usual mixture, but No. 5392 from Weymouth was a long way from home; I wonder what its route was? No. 4968 ‘Shotton Hall’ took us to Gobowen and No. 4578 onwards to Oswestry for 89A and the former Cambrian Works, which had two Ivatt Class 2 2-6-0s, No. 78000, a Manor, a 15XX tank and a Pannier, together, with two gems in 822 and 823. No. 46515 was our train engine to Welshpool before we had No. 7803 ‘Barcote Manor’, on to Aberystwyth and a quick visit to the shed which, of course, is still in use today for the VofR stock. No fewer than six Collett 0-6-0s were amongst the twelve engines on shed. Next morning, we called in to the shed again and of the eleven seen the previous night, only four remained, a surprising turn-round for a small sub-shed on the extremity of the system. A quiet run to Carmarthen filled Sunday morning, with No. 7804 ‘Baydon Manor’ getting us in eleven minutes late; quiet it may have been but we still recorded eight locos





***Above:** One of Tony's 'gems' that he found inside Oswestry Works was No. 823 and seen here inside the Works on 9/10/60. Together with her sister No. 822, she worked on the 2' 6" gauge Welshpool and Llanfair Caereinion Light Railway (W&L). Absorbed by the GWR from the Cambrian Railway the W&L continued under BR ownership until closure of the line on 3/11/56.*

***Photograph: Tony Cousins***

***Below:** Manor Class No. 7815 'Fritwell Manor' makes the booked call at Oswestry station on 12/4/60 having arrived from Whitchurch with a Down Class B passenger train and going forward to its final destination at Welshpool.*

***Photograph: B W L Brooksbank - Courtesy Initial Photographicis***





*Above: Severn Tunnel Junction (86E) Hall No 5972 'Olton Hall' is seen at Carmarthen shed on 31/8/59.*

*Photograph: R K Blencowe Negative Archive*

*Below: A large roundhouse would always send shivers of anticipation down the spine for those lucky enough to gain entry official or otherwise into those majestic and smoke-filled interiors. Inside one such interior at Llanelly shed on 7/4/58 can be seen L-R Nos. 7211, 1633, 3642, 1607 and 5722.*

*Photograph: B W L Brooksbank - Courtesy Initial Photographics*



at various places en-route. Carmarthen shed had nothing spectacular and we were diesel hauled into Llanelly (this is the spelling in use in 1958) and 87F, where we found forty-seven steam engines including three ex-ROD 2-8-0s in store. No. 5988 *'Bostock Hall'* took charge of our next train into Swansea where we had time for three sheds, with 87K following the next morning.

Yet another Hall, No. 6918 *'Sandon Hall'*, started Monday's travels from Swansea to Neath and 87A and 87B, both boasting a mix of Panniers and freight tanks in the main; diesel shunters were evident at 87A. Hall, No. 6903 *'Belmont Hall'*, sped us on to Bridgend and No. 4675 took us up to Tondy, where the shed had twenty-two engines present, every one being a tank engine, including a solitary 14XX and a 41XX. One of the lovely small GWR Prairie tanks, No. 4589, was our next haulage back to Bridgend, and No. 7319 had charge of our train from Llantrisant to Cardiff. Our busy day concluded with visits to 88A and 86C. Canton shed had a good haul of seventy-five steam engines including one Britannia, No. 70023 *'Venus'*, two 28XX 2-8-0s, and two WD 2-8-0s were noted in store.

Tuesday saw us trundling up and down the valleys on boring but efficient DMUs, visiting Radyr, Treherbert, Abercynon and Aberdare, magical sheds but in tough mining areas where 56XX tanks were abundant. I always felt these stubby 0-6-2Ts were just right for the job. I write this article after a SVR Spring Gala event and the visit of No. 6695, its blunt, no nonsense outline took me straight back to the Welsh Valleys we visited so long ago. Our day finished at Barry, a location later to have so much significance to the heritage rail movement, but then it was 88C and the works, which had just six under overhaul, these being five Pannier tanks and a 56XX.

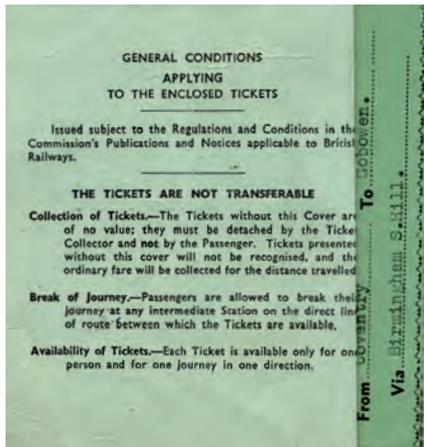
Wednesday dawned and a diesel hauled us to Newport for more Valleys. So far, our plans had worked well and we had fitted in every shed we had planned for, but we were due back in Coventry on the Saturday and here we were, still on the Welsh side of the Bristol Channel with the Bristol and Newton Abbot divisions still beckoning, together with parts of the SR's 72 division. Would our plans come unstuck?

No matter, it was off to Aberbeeg by DMU, back to Newport and up to Pontypool Road where No. 58926 (in store) was notable. Back to Newport again behind No. 7014 *'Caerhays Castle'* and a visit to 86A Ebbw Junction to close the day.

Thursday morning started with a visit to 86B, Newport Pill, a big shed with no less than one hundred and twenty-nine steam engines present. Freight engines predominated, but a much larger variety including some of the Standard 9F 2-10-0s, a Stanier 2-8-0 and also No. 40098 visiting from 86K, Tredegar. Noted amongst the large contingent of home-based engines were two of the early large Prairies, Nos. 3103 and 3170.

No. 6842 *'Nunhold Grange'* rattled off the short trip to Severn Tunnel Junction (STJ), before a rather tardy run on to Bristol behind No. 5337. These sturdy 2-6-0s did excellent service all over the network but this one was twenty-six minutes late at STJ and dropped another six minutes before we reached that majestic station, Temple Meads. I still marvel at its design; the Victorian railway age gave us such a rich heritage and so many architectural gems that we tend to ignore today.

Bristol was not unknown to us and we made good progress visiting the two former GWR sheds at Bath Road and St. Phillip's Marsh, but it was noticeable that the 'cop' ratio was now





*Above: The WR seemed to have intriguing shed names and this one is no exception. No. 3801 is seen at Neath (Court Sart) shed on 16/7/62. The size of these powerful 2-8-0s has been captured well by the photographer. **Photograph: Tony Cousins***

*Below: These chunky 0-6-2T engines always seemed capable of any job given to them, be it passenger or goods. The proportions of 5648 are well illustrated when seen here at Aberdare shed on 13/4/63. **Photograph: Norman Preedy***





somewhat reduced. Westward again and another Hall, No. 5959 'Mawley Hall', took us to Taunton and another new shed for me. Heading west again, Castle No. 4089 'Donnington Castle' was our train engine to Exeter and I was again on familiar territory, having spent most of a family holiday in 1954 in visiting sheds in the Exeter and Plymouth areas. The

Southern Region (SR) shed at Exmouth Junction broke the pattern of Swindon products and the fifty-four engines on shed included a good variety of former SR locomotives, including eleven WC/BB Pacifics - what did the Southern do with them all? To end the day we had a quick run down the lovely estuary of the Exe, this time not on the well-known GWR route, but on the Exmouth branch and took in Exmouth sub-shed, where we found three 82XXX Class 3, 2-6-2Ts and a former SR representative, No. 30670. Ivatt Class 2, 2-6-2Ts Nos. 41307 and 41318 powered our two trains respectively.

Onwards again and this time No. 6809 'Burghclere Grange' took us to Newton Abbott, whose Works yielded nine engines under repair. Fifty odd years later, visiting my brother-in-law who now resides just outside the town, the works buildings were still standing and in industrial use. Our trip continued over the renowned South Devon banks to Plymouth behind Castle No. 5028 'Llantillio Castle' assisted by No. 4178. Laira shed had another good mix with No. 5005 'Manorbier Castle' from Old Oak Common close to No. 6800 'Arlington Grange' from Penzance, engines from the two extremities of the system. Another notable visitor was No. 6841 'Marlas Grange' from far away Birkenhead. Up the road lay Plymouth's SR shed, Friary. This was much smaller and less famous than Laira but still housed fourteen steam locos, including two Pacifics.

On to Par next and the 'cop' ratio was back on the increase, then Truro and finally six days out, Penzance itself, the western end of the old GWR. A nice shed with no less than twenty-one engines on, a good array too: two Castles, three Counties, three Halls and no less than six Granges formed the principal power, together with four of the 45XX tanks and three of the somewhat less attractive Panniers, without which the old GWR would probably have ground to a halt!

Our homeward trip was a long haul but we planned to take in the SR's 'Withered Arm' at Wadebridge, where we hoped to see and photograph those ancient relics designed by Beattie. We were overjoyed to find two of these veterans in residence and managed some pictures. Then it was off home via Okehampton behind a double headed pair of Moguls, Nos. 31841 and 31845; Okehampton produced a shunt manoeuvre entailing No. 30712 and then, almost inevitably, it was a SR Pacific, No. 34109 'Sir Trafford Leigh-Mallory', on to Exeter. 'The Withered Arm' also had an operational problem, my old notes do not reveal which side of Okehampton we were but I distinctly remember that heavy rain meant water pouring off the hills and running through the track-bed. We ground to a halt and there was much consultation between the train crew and the track workers anxiously watching the conditions. We proceeded at a crawl over the affected section and away towards our destination; despite this delay we reached Exeter only four minutes late.



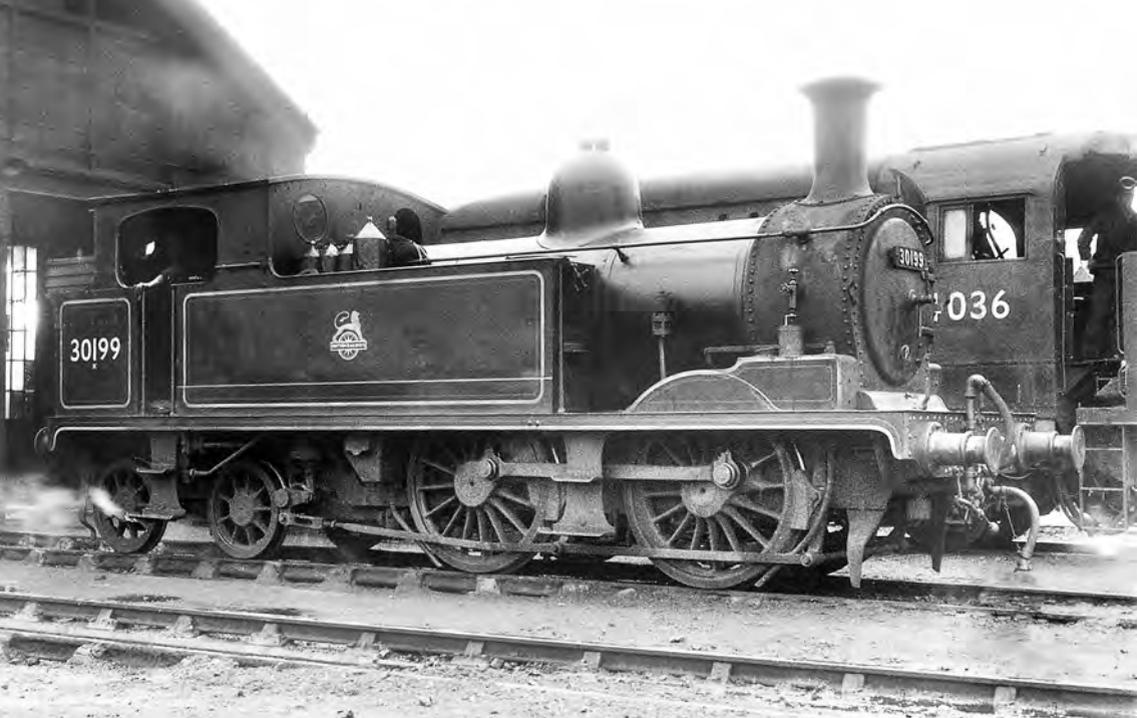
*Above: Castle Class No. 5041 'Tiverton Castle' stands in the sunshine at Cardiff Canton shed on 24/3/57.*

*Photograph: Norman Preedy*

*Below: Pannier No. 4679 and Manor Class No. 7806 'Cockington Manor' share company by the coaling stage at Laira shed, Plymouth on 2/7/60.*

*Photograph: Rail Photoprints*





*Above: Up the road from Laira shed in Plymouth, the SR shed at Friary was always worth a visit. On 19/8/53 30199 keeps company with 4-6-2 WC No. 34036 'Westward Ho', which remained in service right through to the end of SR steam in July 1967.*

*Photograph: R J Buckley - Courtesy Initial Photographics*

*Below: The western extremity of the line from Paddington, and on 22/8/62 Penzance shed is host to No. 7916 'Mobberley Hall' and No. 6808 'Beenham Grange'.*

*Photograph: Michael Hale*





*Above: One of the elderly Beattie Well Tanks that Tony was keen to see on the homeward journey via the SR's 'Withered Arm'. No. 30585 was captured by our author at Wadebridge shed on 19/7/62.*  
**Photograph: Tony Cousins**

Homewards now at a good pace with No. 5999 'Wollaton Hall' assisting No. 6004 'King George III' as far as Taunton where the Hall hooked off. Into Bristol and again, almost inevitably, a good old familiar Stanier Jubilee, No. 45566 'Queensland' to Birmingham New Street. My last entry is No 40083 from 6G Llandudno Junction; the location isn't recorded but the sequence of notes suggests somewhere between Gloucester and Birmingham; quite what she was doing so far from home remains a mystery, but wasn't this part of the fascination of the steam railway? You never knew quite what was going to turn up on some obscure working or be hidden away in some equally obscure location, having been 'borrowed' by some harassed shed master to cover a working.

Our great week gave us seventeen different classes of steam haulage and a little matter of thirty-five WR sheds (plus three sub-sheds, one twice) and three WR Works; for good measure we also nipped round three SR sheds and a sub-shed. We amassed about eight hundred miles of steam-hauled rail travel and a lot of cops and that, after all, was one of the main reasons for going; in my case five hundred and forty-seven of Swindon's finest and a few MR, SR and Standard types making six hundred and fourteen all told.

Why did we do it? Well, fifty-plus years on and I am forced to the conclusion that once bitten by the steam bug there is no known medical cure – having spent most of my career in the NHS, I am not sure that this disease is actually recognised by most medics either, so I am sorry that all you reading this will have to continue to suffer this affliction, as I do. As I charge up Eardington Bank to Bridgnorth on one of my SVR visits, the head still pops out of the window to listen; the same excitement still grips me, although, the prospect of a flagon of Batham's in the Railwayman's Arms does enhance the pleasure! Our own No. 42968 is a big part of that, giving pleasure to thousands and to the older members of the SMF evoking memories of that wonderful era of steam railways: "Go West Young Man" is just a flavour of that great period.

**Note: shed codes quoted are those I recorded at the time.**

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## MEMORIES OF A SIGNALMAN PART 17 –

### ARPLEY Jct (3) CONT'D:

ADRIAN BODLANDER

Working in the train crew office was rather boring as the duties were not very taxing and you had nothing to do for long periods of the day. It also involved some loss of earnings.

While the fact that I was there on medical grounds meant that I retained my signalman's rate of pay, the job was Monday to Friday, early and late turns only. This meant that you lost the extra pay for Sundays and nights. Although at a continuously manned box like Arpley Jct., Sundays were part of the roster, they were still paid as overtime at time and three quarters. Nights were more complicated as you were paid flat rate until 21.00, time and a quarter from 21.00 to 02.00 and time and a third 02.00 to 06.00. Rest day working was at time and a half. The only overtime available on the window job was 12 hour days (06.00 to 18.00) if no one was available to cover the other shift. I was therefore quite pleased to be given a date for my hernia operation at the end of August 1985. After a few days in hospital it was just a matter of taking things easy at home. I had been told to avoid any heavy lifting for three months, and as my GP was of a cautious nature he decided this meant three months on the sick before he would sign me off as fit to work in the box again. Thus it was December 1985 before I resumed my duties at Arpley Jct.

Two major changes had occurred during the eight months I had been out of the box. The first was that the miners' strike had ended and coal trains were once again running to Fiddlers Ferry Power Station. The box was now very busy as the power station replenished its depleted coal stocks.

*Below: Class 40 No. 40004 is seen at Arpley Stabling Point on 23/11/77. Arpley Jct. signalbox is behind the photographer. Also in view is another unidentified member of the class and behind and to the right of her is the former goods warehouse.*

*Photograph: Richard Greaves*



The second change was that the low level line was no longer a through route, as the section between Latchford and Skelton Jct. had closed in July 1985. This meant that all trains now had to run round at Arpley Jct. The Healey Mills coal trains had been rerouted via Manchester Victoria, Earlestown and the West Coast mainline to Walton Old Jct. (RR), Arpley Jct. (RR) to Fiddlers Ferry. The Buxton – Widnes Cement works, stone train was now routed via Northwich and Hartford with a run round at Arpley. The operation of Arpley Jct. box can be split into two parts: LE movements and freight train working. Continuing the theme of the last article, I will talk first about LE moves. Engines coming out of Arpley Sidings on to the Holding Sidings would simply use the phone at the exit signal, though you would usually get a phone call from the yard supervisor in advance so that you could set the road and pull off before the engine reached the signal, providing of course that you had no conflicting moves taking place. Locos coming on to the sidings from the mainline were usually routed down the Up Branch by Warrington PSB as this wrong road move was the quickest way to get the engine on to the Holding Sidings and involved only four lever movements for the Arpley signalman.

Locos coming via the Down Branch would need to cross over at Arpley Jct. to the Up Branch then proceed part way on the Up to get behind the shunting signal to allow the points to be reversed to access the Holding Sidings. This was obviously more time consuming and involved about 20 lever movements. The signalmen at the PSB would generally co-operate in getting locos on to the Up Branch but this would not always be possible, especially if the locos were approaching from the South. Locos coming off the HS would advise their destination by phone. This caused me some confusion in the first few months on the job as they would use terms such as 2 End, 3 End or 1 Hand, which meant nothing to me. In due course, I found out that 2 End was the south end of Arpley Yard, 3 End the north end and 1 Hand the long siding behind the box. It was only when I got a copy of Cyril Birchall's book that I found out the reason for these nicknames.

In steam days, both Dallam and Arpley sheds had a mechanical gong by the exit signal from the shed rather than a phone, and the number of rings indicated the destination, hence two beats = 2 End and three = 3 End. If going on the siding behind the box, the one beat on the gong would be replaced by a blast on the whistle or one closed fist raised above the head, hence One Hand. Although the gongs were long gone when I was there, the nicknames persisted, and probably still do! In fact, the distinction between one end of the yard or other no longer applied as there were no longer any staff based at the north end of the yard, various cut backs over the years had seen the remaining staff all based at a cabin at the south end, which was where you had to phone for permission to put an engine into the yard. If the points at the north end were set for an empty road, permission would be given straight away; if not, a shunter would walk down, change them and give permission from the previously mentioned exit phone. Some shunters were not keen on walking the length of the yard; especially in inclement weather so would ask you to tell the driver (or second man) to turn himself down a particular road. This was easier said than done, as while the phone did have ring back facility it was difficult to make the train crew hear it once they were ensconced in the cab. All this could be quite frustrating but at least it kept you busy!

Another complication for locos coming off the Holding Sidings was that, although there were two groups of sidings, as previously mentioned, there was only one exit



***Above:** By 1989 Class 31s were to be seen regularly in the Warrington area and on 9/9/89 31126 was recorded on Arpley Stabling Point in Railfreight grey livery with the large arrows prominent on the bodyside. **Photograph: Richard Greaves***

signal, which could be cleared irrespective of which way the points were set. This made it imperative to ascertain if the loco was coming off the Down Side or the Holding Sidings, or you could end up with a set of points being run through. There was usually no problem with local crews, but men from other depots could sometimes give confusing information. There had been a number of incidents of this type over the years, some of which had led to the signalman involved receiving a Form One, as management took the view that it was the signalman's responsibility to have the road set correctly for a departing loco. The signalmen at Arpley Jct. had been campaigning for many years to get a second signal provided to remove the confusion and this had been backed by the unions. Management had always resisted this, stating that a second signal was not necessary, but I think the truth was that they just did not like spending money!

**GET ON BOARD  
TODAY**

**42968**

**A LIFETIME'S  
COMMITMENT**

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

One thing that I detest (amongst many, my fellow CoM members would no doubt add), is looking at a railway photograph taken some fifty to seventy years ago with little or no caption details to 'bring the picture to life'. When such pictures come my way I try whenever possible to research them and try to add verifiable details to them.

Locomotive numbers can in most cases be confirmed with the use of a magnifying glass, if this is unsuccessful the reason is almost certainly due to a blurred image, obscuring smoke and / or steam, or the subject being too far away. In any such instances, except the most extreme of occasions, the image is rejected.

Identifying the photographer or copyright holder is more straightforward (for my purposes). It is usually the person supplying the image stating that they hold the copyright and often supplying the name of the original photographer and giving their permission to reproduce it for SMF purposes only. This is a simplification in what can be a tangled web as mentioned by our Archivist in his report published in SMF News No 84. However, the above satisfies my needs.

Dates have to be taken at face value, and if they are included with the picture then I will use them until proved wrong. Sometimes, it is an obvious mistake that has been made and in those cases I will not use the date provided until a verifiable one is found or provided. The same principle applies to locations and workings if provided.

So far so good. Unfortunately, many pictures I come across have no date, location or working, not even direction of travel! In those cases, that is when the hard work starts. I have a good selection of pictorial books covering many areas of the country, old maps both railway and road which often give good indications of track curvature so direction of travel can be identified, together with similar prints in the same or nearby vicinity. If and when a location is confirmed, another useful tool to determine direction of travel is Google. Finally, and the most valuable to me, are my contacts whose knowledge and eye for detail often astound me. For instance; from a photocopy that I send or e-mail to them, they will recognise a location from bridges, church steeples, waterways, land contours, unidentified stations and in one case by reading a bridge number plate under magnification!!

A means of calculating unknown dates is through one of my contacts who, amongst many of his knowledgeable railway subjects, specialises in shed allocation dates. If the engine shed code plate is readable the dates that the engine was allocated to that depot can often narrow considerably the date the photograph was taken, viz: some time between XXX and XXX. Another contact is an expert on the southern end of the Great Northern line into Kings X, who has identified many previously 'unknown location' views for me. There are many others but I cannot end this paragraph without mentioning two 'legends in their lifetimes', individuals who on countless occasions have left me speechless (yes, me speechless). I am sure that they will not mind me mentioning them by name and they are RCTS member and SMF member, David Tyreman; and SVR News Magazine Editor, David Williams, both of whom I have known for many years and for whom I have the greatest respect and count as friends. Right, that is a brief background to one of many of my little quirks but you may ask, why am I sharing this with you now? Let me explain.

In the last issue of SMF News No. 84 in our 'Copped At' series, on Page 62 the lower picture shows two Stanier Moguls passing at Hooton, a real scoop of a picture taken by H C Casserley and supplied to me with a very basic caption and date. Wishing to

give a little more detail to the picture, I then wrote the caption which duly appeared. Identity of the two engines posed no problem as both numbers were clearly visible. The date I took at face value and the location was correct as I know Hooton station well. The only two things needed to be added were details of the trains themselves. 42969 is standing in what was known as the Helsby Bay, used by trains on the branch to, yes you guessed it, Helsby, which in turn joins the main Chester to Warrington line at that location. 42981 is most definitely on a Down train to Birkenhead (Woodside) and with main line rolling stock behind the tender, I had no doubt she was on a Paddington to Birkenhead train which she would have taken over from the WR engine at Chester (General) for the short dash down to Woodside, calling only at Hooton and Rock Ferry.

Alas, not so, and too late to correct as the Magazine proofs had gone to our printers and production had started, I spot my glaring error. Well, fingers crossed, it will not be picked up. No such luck and this is what I love so much about our membership and our hobby. Over fifty years after the end of BR steam and the interest and knowledge of our members alone remains second to none.

Magazine posted Friday and e-mail received Sunday morning, pointing out my error and suggesting a correction. Well I wonder how many others of you spotted it. I will now put you all out of your torment of trying to find it.

Look closely at the top right corner of the coach end immediately behind the tender. and you will see the figures 427. As David rightly says in his e-mail (see letters and e-mails to the Editor, Page 72), this identifies it as a Southern Region (SR) vehicle which ran in set formations and which is clearly extremely unlikely to be in the formation of a WR Paddington to Birkenhead train. David suggests a Ramsgate to Birkenhead train and so a series of investigations commence with yours truly, which eventually result in this lengthy article and a completely new caption!

By chance I have a copy in my collection of the BR (WR) Passenger Timetable covering the period in question – 2nd June 1961. Looking at the photograph in more detail we can see from the shadows that the sun is to the right of and slightly behind the front of 42981, which puts it to the right of and slightly in front of the photographer. Knowing the location, the direction the photographer is facing and the date all tell me that the sun is in the west and it is late afternoon.

Turning now to the timetable and Page 274 reveals that the 9.30am Bournemouth (West) to Birkenhead (Woodside) through service was due into Hooton around 5.30pm. The closest BR (LMR) timetable I have to the date in question is 1959. Reference to Page 279 shows a 6.07pm all stations from Hooton to Liverpool (Lime Street) via Helsby and Runcorn. Incidentally, the chord or curve from Frodsham Junction to Halton Junction south of Runcorn is scheduled to reopen in May 2019 after many years out of use, with only a Parliamentary one day a week in one direction only bus service, with an hourly service between Liverpool (Lime Street) and Chester operated by Transport for Wales trains.

Although David suggests 42981 could be on a through train from Ramsgate, the above mentioned BR (WR) Passenger Timetable Page 80 clearly states that the Ramsgate train was Through Coaches (TC) only to Wolverhampton (LL) and that passengers for onward stations to Birkenhead (Woodside) should change at Wolverhampton (LL). As David rightly says in his e-mail, the coaching stock on the WR / SR inter-regional trains alternated each day between WR and SR stock. Had the photograph been taken the day before or the day after the error may never have been spotted. As I indicated

earlier, I find this and the investigative work fascinating. Who would be an Editor and what a sad life I must lead to some.

To finalise, I now have the confidence to offer the following replacement caption for the said picture:

*Below: Two for the price of one! 42981 runs into Hooton station with the 9.30am Bournemouth (West) to Birkenhead (Woodside) through train which she would have taken over from the incoming WR engine at Chester (General) for the short dash down to Woodside, calling only at Hooton and Rock Ferry. Standing over in the Up Helsby Bay platform is 42969 awaiting departure with the 6.07pm all stations to Liverpool (Lime Street) via Helsby and Runcorn. 2/6/61*

*Photograph H C Casserley/Courtesy J Suter*



**FOOTNOTE: If any of our members are timetable enthusiasts or who have access to a BR (LMR) timetable for the date in question and can verify the stated time of the Helsby train as 6.07pm and destination of Liverpool (Lime Street), I would be most grateful for that information, given that I am working from the 1959 timetable.**

## CAN YOU HELP

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

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



#### WESTERN REGION STEAM MISCELLANY

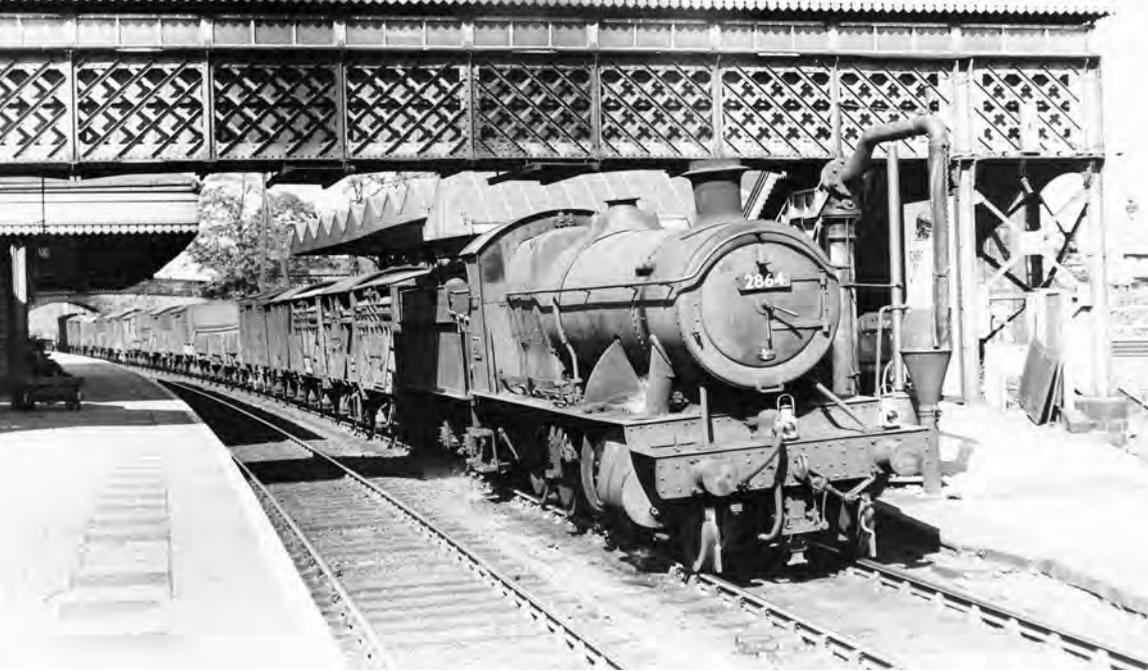
***Above:** The Mighty Kings. No. 6002 'King William IV' hurries along the sea wall east of Dawlish station on 30/7/57 with train 605, 8.30am Plymouth (North Road) to Paddington, 'The Mayflower', one of the crack express trains that ran between Plymouth and Paddington.*

***Photograph:** Norman Preedy*

***Below:** Prairie 2-6-2T No. 4152 calls at Evesham station on 14/4/59 with the 12.09pm local Class B passenger train from Stratford-upon-Avon to Worcester via Honeybourne.*

***Photograph:** B W L Brooksbank - Courtesy Initial Photographics*





#### WESTERN REGION STEAM MISCELLANY

*Above: Heavy Goods 2-8-0 No.2864 rumbles through Ruabon station with an Up Class E goods train on 5/7/52.*

*Photograph: Norman Preedy*

*Below: Hugging the banks of the River Dee on 24/8/59, Pannier Tank No. 7442 approaches her next booked station stop at Llangollen with a Down local Class B passenger train, thought to be the 1.21pm Ruabon to Bala.*

*Photograph: Norman Preedy*



## **RAILWAY PHOTOGRAPHS**

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

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## MEET THE COMMITTEE – THE NEW KIDS ON THE BLOCK

### IAN HARROP:

I have been a lifelong transport enthusiast with a particular interest in steam railways, which is not surprising as I was born into a railway family in a house within sight and sound of three separate railways, a working canal and two rivers. By some strange coincidence, wherever I have lived, there has always been a railway close by.

The freight side of the big railway has always been of more interest to me and in my early years, my favourite locomotive type was the Great Central Class J11, 0-6-0.

In business, I spent many years in the Insurance world where I became one of the pioneers of Direct Marketing.

This involved me in both press and television advertising and I worked as technical director on many national campaigns. I was an experienced business presenter and management trainer and I worked with international strategy consultants.

My mission now is to help ensure that, through the work of the SMF, future generations will be able to enjoy the glory of steam as represented by 42968.



### DAN JONES:

I have been an active volunteer at the SVR since 2000 and I am now a fireman working off Bewdley shed. Although I have not yet had the opportunity to work on the footplate of 29, I have fond memories of many early mornings cleaning and lighting her up.

In my 'day job' I am a professional engineer and currently work for SNC-Lavalin in Derby, as a rolling stock engineer in their mechanical equipment section.

My role within the Stanier Mogul Fund will initially be assistant to John Bowater and I hope to continue his good work on **our engine** into the future.

### HOWARD BOWLING:

Many of you may already know me as a Guard and Signalman on the Severn Valley Railway (SVR), I also sit on the SVR's Presentation Committee with fellow SMF CoM member James Cooper. I started my railway career as a SVR volunteer on the platforms at Bewdley. I have since qualified as a Passenger Guard and a Signalman in all seven boxes; I then progressed to continue my career on to the 'big railway' in 2016 and can now be found as the signalman at Crewe Junction, Shrewsbury. In late 2018 I was invited to attend a meeting with the prospect of joining the SMF CoM to assist with the planning and operation of the locomotive once it returns to traffic, hopefully in the not too distant future. Operations, as opposed to engineering, are definitely my preferred area of work, and I was very pleased to join the SMF Committee last October to assist with the planning of charters, locomotive running and liaison with the SVR's Operations Department. I look forward to getting more involved with '29 at this exciting time in her history.



At its meetings, the CoM discusses all the everyday affairs to keep the Fund functioning as the efficient organisation that it is, but it also considers new ideas, sometimes suggested by members, often at an AGM, sometimes thought up within itself. Such an idea, from a member in this instance, was to convert the Fund to a Limited Company. I volunteered to look into this: I had already done such a conversion in a previous life so had some experience; apart from the investigation into the pros and cons, it fell to me to write the Memorandum and Articles of Association, and the Rules and Bye-laws of the new company. It could also be said that, having done it once, I would approach the subject with a suitably open mind.

Most members will know that I also have an interest in classic cars, and from 1986 to 1997 was chairman of one of the classic car clubs. There were many similarities between the Fund and the club: both had the preservation and maintenance of historic transport machinery as its aim; both were a 'club' of like-minded members; both provided services to its members, e.g. a quality magazine and the ability to buy 'regalia', books and other merchandise. Both were run by a committee of volunteers elected each year by the members at an AGM; and both were 'Unincorporated Associations' (see below).

There were though several differences: while the Fund deals with a single piece of historic transport machinery, i.e. our engine, the Club dealt with hundreds, even thousands, of different such items of machinery. These were all owned by the individual members, while our engine is owned by the Fund through its members. Another significant difference was that, while both sold items to members, those from the Club included spare parts. These were either second hand; New Old Stock (i.e. were genuine parts from the car's manufacturer or a similar source which had never been sold or used, hence 'new'); or, where a specific part was needed but no longer available, would be remanufactured by the club or, usually, an engineering company contracted to make it.

An Unincorporated Association has no legal recognition, it is merely the association of the individual members, and it acts and speaks on their behalf. Each member is an individual and each carries his share of responsibility for the actions of all or any one of the others.

This brings in the matter of liability, and it was a major problem for the club's selling spare parts, some of which were safety critical. Should one of these parts sold by the club fail on the road and result in a serious accident resulting in multiple serious injuries or death, the members would each and every one of them be liable to meet their share of any compensation claim over and above any liability insurance that might be in force. The conversion to a limited company meant, by definition, that each member's liability was no more than a stipulated amount.

There are different types of limited company but the one the club became was a Company Limited by Guarantee, and if the Fund decided on limited liability status, would almost certainly follow suit. Guarantee companies are tailored to the needs and set up of clubs, associations and charities, and avoid much of the administration, and cost, of full limited company status required for a business. So far so good; there are advantages to being a limited company, but inevitably there are disadvantages also:

### Advantages

1. The liability of every member, including CoM members, now Directors, in the event of a claim is limited to a pre-set amount, usually one pound Sterling (but see below).

2. The company, unlike an unincorporated association, is a legally recognised body in its own right.
3. Banks, building societies, etc. are more prepared to deal with a company than an unincorporated association; placing our money is one problem which the Fund experiences.

### Disadvantages

1. There is a set-up fee and ongoing annual expenses, as the Fund would have to register with Company House. Neither of these is particularly onerous.
2. The Fund would need to make an annual statement of accounts to Company House, and these are then available to the public. We have, for various reasons, always preferred to keep our assets secret.
3. As a Company Limited by Guarantee, we would trade ‘mutually’, which exempts the company from the payment of Corporation tax (see below).
4. The liability of the directors, as the CoM members would become and would themselves need to register with Company House, would not be so limited in the event of a criminal act or irresponsible actions by one or more of the directors.

Mutual trading requires that the company sells only to its members and not the public. Since all the members own the company, it is taken that there is no new money coming in - it is merely passed from one member to another - so corporation tax is not payable. This would mean either the end of the Sales Stand and raffle and the income derived, or an obligation by the Fund to pay corporation tax with all the administration and accounting that this would entail, plus a loss of a proportion of the income received. The overwhelming advantage of limited liability status was the limitation of any damages awarded against members, and this was paramount in the case of the Club and its sale of spare parts. But what of the Fund? What do we do which might lead to such an action?

Firstly, we have working parties on the engine itself, and while not a particularly hazardous environment, risk is present. Secondly, we run the Sales Stand, and Fund members could suffer injury, especially in moving stock to or from it; or members of the public might suffer injury by a trip or fall over some part of the stand or stock. A point to be made is that in neither case is injury or death to a number of people likely; unlike a major motoring accident they would almost certainly involve only a single claimant; and the injuries received are unlikely to be fatal or life changing, although the possibility exists. However, the working parties are volunteers for the Severn Valley Railway and covered under that Railway’s liability insurance, and while this does not apply to the Sales Stand, the Fund has its own liability insurance, enough to cover any likely contingency and much more. So the first and by far the biggest advantage of limited liability status, however desirable for the club, is of limited and probably no value to the Fund, drastically reducing its benefit to us. And while the disadvantages, with the possible exception of No. 3, are not particularly onerous, I believe that they outweigh the remaining advantages, Nos. 2 and 3.

At this stage in the Fund’s life, I see no particular advantage in limited liability status, but concede that this could change in time. I believe that it should be kept, like several other possibilities, in the Fund’s pending file for reconsideration at various times, or until a change of circumstances makes it more viable than at present. But I don’t think that this is the right time for the Fund to follow this course.



### **‘COPPED AT’**

*Above:* Starting our Sunday morning ‘bunk’ around the Liverpool sheds, we start at Speke Junction shed on 14/5/50 where we find 42982 on her home shed and still sporting British Railways on the side of her tender.

*Photograph: L W Perkins / A Wycherley - Courtesy KRM*

*Below:* Moving on to Edge Hill shed, the largest in the Liverpool area, we make our first SM ‘cop’ for quite a while when we come across No. 2948 in June 1939. Standing alongside her is a 7F 0-8-0 No. 8952.

*Photograph: W Potter / SMF Collection*





#### ‘COPPED AT’

***Above:** Moving across to the north side of the City, our next call is 27A Bank Hall, which provided motive power for Liverpool Exchange services and the ex-L&Y served north end docks and yards. 42966, a Crewe South engine, is a surprise sighting on 2/3/58.*

***Photograph:** Neville Simms*

***Below:** Our final shed is 27B Aintree, and here we find 42961 at her home shed in July 1964, shortly before transfer to Wigan Springs Branch. 27B was primarily a goods engine shed, providing motive power for long distance goods trains and shunting engines for the large adjacent marshalling yard.*

***Photograph:** Kidderminster Railway Museum*



Once again it has fallen upon my tired and weary old shoulders to discuss this delicate but inevitable subject with you.

Many of you have already indicated to the SMF your intentions when transferred to the shed, signalbox, platform, yard in the sky, or wherever your railway interest lies, and our sincere and grateful thanks for your kindness and generosity. Of those remaining members, I am sure there are some of you who have already made a provision in your will or given instructions to family members to remember 42968 but choose not to disclose it, and that is absolutely fine. However, in most of these cases, when we are made aware of your instructions it is too late to say a personal thank you and to date we have received a number of letters from solicitors or relatives advising us of a provision made in favour of the SMF, and of which we had no previous knowledge.

In whatever format those provisions are made, be it monetary or donated goods and regardless of value or quantity, we are always truly and sincerely grateful. As with any like-minded group of people, there will be some who either do not wish to think of this subject or who have not even given any thought to it at all, and others that feel that they have either already 'done their bit' or are unable to make any provision at all in their will.

I do not wish to offend or upset any member and suggest only that you do give some thought to the subject, which can happen at any moment and without warning. I speak from personal experience when, on 7th September 2017 I went from being fit and healthy, as I thought on that Thursday evening, to experiencing a, and without wishing to be over dramatic, near transfer to the shed in the sky situation less than forty-eight hours later. Only the exceptional skills of the theatre staff and the dedication and care of the nursing profession during my following twelve nights spent in hospital that I am here today to tell the tale. At least one thing I did not have to worry about was my modest provision to the SMF when my transfer finally does arrive. However, it was without doubt a first-hand wake up call.

I relate my own story only to emphasise just how quickly the normal can become the abnormal. Please also remember that income channels such as the Sales Stand will not continue indefinitely and as income winds down, what then of 42968? Bequests will, I believe, have to become the primary income channel of the future if 42968 is to remain a working steam engine when we are gone.

To those of you who have yet to consider leaving a provision to the SMF when transfer time comes, I have listed below the more frequent questions we are asked, together with our responses.

**Q:** Do I have to leave a bequest to the SMF?

**A:** No, that is your choice and one for you to decide upon.

**Q:** Why should I leave a bequest to the SMF?

**A:** To assist greatly with the future overhaul contributions that will be needed to keep **our engine** 42968 in working condition for the enjoyment and education of future generations.

**Q:** Should my family and friends not come first?

**A:** Absolutely, but if a little is left over or if you have no relatives or friends that you wish to leave anything to, then a consideration could be the SMF.

**Q:** How can I be sure that any bequest is used by the SMF as stated?

**A:** A difficult one as none of us can predict the future, but I would say look back at the track record of your CoM over a near fifty year period. Your CoM is elected each year from the membership by the membership. At every AGM any serving member of the CoM can be de-selected or voted off the CoM, but in the history of the CoM and following forty-two AGMs this has never happened.

There is no personal gain whatsoever by any serving member of the CoM and each member undertakes their CoM role and duties on a voluntary basis without reward. Your CoM works tirelessly on behalf and in the best interests of both the SMF membership and **our engine** 42968.

**Q:** How much would I be expected to make a bequest for?

**A:** That is entirely your decision. We expect nothing but are sincerely grateful for any provision or bequest of any value be it monetary or in donated goods.

Before making any decision, two good questions to ask of yourself should be:

How much pleasure and enjoyment have I received from the SMF and 42968?

And -

How much satisfaction would I gain today knowing that I am making a contribution to the future well-being of 42968 that will enable her through the good governance of your Committee of Management to continue providing the pleasure, enjoyment and, most importantly, education to future generations that I have already experienced myself?

Only you alone can answer those questions.

I am sure there are many more questions that could well be asked, but the above are the ones that are most frequently raised. If this article has awakened any interest in you and you do have any other questions or concerns before making a decision, please telephone, write or e-mail them to me, Richard Greaves, using any of my contact details shown on Page 2 of this issue of SMF News, or any fellow member of the CoM. We will do our best to answer them to your satisfaction and, with your approval, will print our responses in SMF News No. 86 for the benefit of the entire membership. Please remember: this is a very personal matter and one for you and you alone to decide upon. Finally, I would reiterate that, until we advise you otherwise, bequests of both monetary and donated goods that we list as wanted are equally appreciated. Your kindness and generosity in remembering 42968 when we are gone is always greatly valued and appreciated.

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**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***



## 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.*

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*The Following was sent to Jim Norman and passed to me by Jim for publication.*

**Hello Jim,**

First of all may I thank you for sending me a copy of your September edition which arrived yesterday and what an excellent journal it is, the articles and the varied photographs are absolutely superb. Your editor certainly has an eye for putting together such an interesting journal, as I said earlier: excellent. Nice to see the photograph of 42969 assisting CR 123 at Morecambe South Jcn, as it says in the article "Talk about being in the right place at the right time".

I was working in Preston Control at the time and on either early or night turn when the signalman came around to the station house to say Control wants to talk to you. I was at that time living in the Station House at Bare Lane where my father was the Station Master.

I rang Control and they told me CR 123 had just come on to the Preston Control area at Euxton Jcn and would be passing Morecambe South Jcn in around forty to fifty minutes or so, a quick walk up the branch from Bare Lane to Morecambe South Jcn and she appeared along with 42969 with the evening sun about to disappear.

I seem to remember seeing a photograph of them both in Carnforth down goods loop but I cannot remember where, I think it may have been in Steam World some time ago.

I have a number of photographs I took of the Stanier 2-6-0's in traffic, would you like copies for your records? Kind regards

**Ron Herbert, Preston**

*By e-mail 08/09/18*

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**Hi Richard,**

Just a few words to say how much I enjoyed reading SMF No.84. The various articles were informative and interesting and in some cases brought back many memories. As to the delay in "our engine" being returned to active service, the old saying goes, "Good things come to those who wait." Fingers crossed, we will not have to wait for too much longer. Best wishes,

**Bob Greenhalgh, Chester**

*By e-mail 11/09/18*

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**Dear Richard,**

Please find enclosed stubs and cheque for this year's raffle, I hope that the £5K mark is exceeded. Thank you very much for the bumper issue of SMF News; there is a great deal of excellent reading to enjoy. I hope to attend the AGM this year but if not will send my apologies. Best wishes,

**Nicholas Huband, Emsworth**

*1st September 2018*

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**Dear Richard**

Thank you for another interesting magazine (No 84). Two photos of my favourite Jubilee (45590 'Travancore' late of Millhouses parish), what a delight! All good wishes

**Richard Ardern, Inverness**

*31st October 2018*

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**Richard**

The lower photo on Page 62 of the September magazine, No 84, has, I think, a wrong caption. The comment that it's a Paddington to Birkenhead train seems unlikely as the first coach is a Southern Region one, I think, as it has the number 427 on the end which is a Southern set number. The Southern made their coaching stock into fixed sets of varying lengths depending on the service they would be allocated to. So, a train like the 'Atlantic Coast Express' would consist of several sets, i.e. a 3-car one for Plymouth, 2-car for both Bude and Padstow and a 6-car for Ilfracombe, plus a 2-car Restaurant set for Exeter Central. Summertime Saturdays would be different.

The train at Hooton is probably a Ramsgate to Birkenhead working. This would be a Southern set one day and a Western one on alternate days. Regards

**David Cole, Hitchen**

*By e-mail 2/9/18*

*(You are quite right, David, in respect that this is not a Paddington to Birkenhead train but indeed one off the Southern Region (SR) as per your observation of the SR set number. This observation has also been brought to my attention by Barry Shore from Birkenhead. A detailed explanation of what lies behind what appears to be an innocuous number on the end of a coach is given in my article 'Intrigue and Mystery', which appears on Page 59. I really do believe that it is wonderful that such interest in our hobby still exists over fifty years since the end of BR steam. Long may it continue – Ed)*

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**Dear Richard,**

I have to say that the magazine is going from strength to strength and the last two issues have been of great interest, especially the articles by David Bradbury, who seems to have travelled on some of the same trains as myself.

My father and I were on the Jubilee railtour on 7th October 1967 and, as David says, No. 45562 'Alberta' put up a rather uninspiring performance. Incidentally, the last leg from Leeds to Bradford was handled by No. 45593 'Kolhapur' on its last job before preservation.

The 17.47pm (FO) Manchester (Exchange) to York was the last booked steam working to York and a bunch of us from school would travel out to Leeds to get the steam working back. This leg was handled by crews from Leeds Neville Hill shed, most of whom were keen to put up a good performance. Britannias appeared quite often and I was lucky enough to be hauled by four of them, Nos. 70023 'Venus' on 27/10/67, 70051 'Firth of Forth' on 3/11/67, (both good runs), 70024 'Vulcan' on 6/12/67 and, throughout from Manchester with 70013 'Oliver Cromwell' on 29/12/67.

As David says, the Patricroft crew in charge of the 29/12/67 run had no interest whatsoever. I well remember the driver complaining about getting his hands dirty! However, in this case he did have a point as No 70013 suffered from injector problems the whole journey and was apparently not in good condition at this time. The much keener Neville Hill crew stopped by the shed for six minutes, probably for 'fitters attention', and were on the verge of dropping the fire before the injectors picked up. By now running very late, we suffered a series of signal checks but still managed 68mph passing Copmanthorpe.

After arrival at York No. 70013, instead of heading straight back to Normanton shed 'light engine' as booked, went on to York shed for further attention, I believe the last steam engine to visit York shed in normal service. I hope these recollections are of interest to you and your readers and wish you all the best.

**Ray Flintoft, York**

*12th September 2018*

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**Dear Richard,**

I have much appreciated the detailed account and illustrations in the last two editions of SMF News of the work in progress on the frames, and of the significant development recorded in the 'News Flash'. These have enabled me to appreciate the tasks involved when working with those parts of steam locomotives that these days are either concealed by a platform or seen passing by at a safe distance. Even in times when one could get close up, 'going under' was not the priority. As is implied, familiarity with the wheels / frame interface at the scale of 1/72 is not very relevant at the 1/1 scale. On a personal note, I share your concerns over who will provide future guidance and physical support for the locomotive. Whoever they are, they will benefit from your outstanding job of growing the F in SMF.

Yours sincerely,

**John Bailey, Hitchin**

*18th September 2018*

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**Hi Richard,**

Thank you for publishing my letter reminiscing about the Summer of '67 in the recent 'SMF News', and I am pleased to report that since then, I have met up with both Steve Leyland and Dave Bradbury, who were at Kidderminster on 8F Society business.

We spent a nostalgic hour at the Severn Valley Railway "comparing notes" and I have now bought Steve's book, 'British Railways Steam 1968 – the Final Chapters', which is an excellent read.

The only puzzling matter that we couldn't get our heads round was the apparent "shyness" in 1967 of Britannia Pacific 70004 'William Shakespeare'. We don't seem to have many records at all of it for that year, apart from receiving attention at Oxley mpd in April (this depot was closed to steam

w.e.f. 5 March 1967, but remained open for some visiting engines to the area to receive washouts / repairs), and the odd sighting on freight in the North West. This is surprising, as most surviving 'Brits' were used on regular passenger rosters in that glorious Summer, so through the pages of 'SMF News', I wonder if any other reader can shed any light on this? Thanks in anticipation.

*John Oates, Cressage*

*By e-mail 05/10/18*

*Any readers who can assist John with this query concerning 70004, are asked, in the first instance, to send their responses via the Editor, please, whose contact details appear on Page 2 – Ed*

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**Dear Richard,**

Just a brief note to say thank you for another superb all round issue of the SMF News magazine. The photograph of the train at Aberfeldy (in the 'Scottish Steam Miscellany' section), brought back happy memories. I was having a few days based in Perth at the time and I managed to have a round trip on the branch from Ballinluig about eighteen months before its closure (*on 3rd May 1965 – Ed*). I also had a trip on the Gleneagles to Crieff branch just after the Lightweight Diesel Railbuses were introduced on the branch. Regards,

*Howard Mills, Liverpool*

*12th September 2018*

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**Dear Richard,**

In Tony Cousins' article entitled 'Rarities and Oddities', he mentions 'Black Five' 45104 twice, the first time on 22nd December 1953 at Coventry, the second time on 29th December 1953 at Rugby Works, only six days apart. He claims it was based at Newton Heath on the first date and at Springs Branch on the second date.

The first time you published this article in Issue No 77, the engine under repair at Rugby Works and allocated to Springs Branch was given as 45289. I suspect that was the true situation on 29th December 1953. (*How on earth that has happened I have no idea! – Ed*)

However, the photograph of 2-6-4T No 42636 in Blackpool Central station has much greater clarity in the most recent 'Stanier Mogul Fund News', so we must be grateful for the improvement in quality! Some of us read the magazine from cover to cover (a quick snooze is sometimes needed part way through), looking for mistakes, so don't be disheartened. (*I'm not, so don't worry about it – it is what it is! – Ed*).

The technical articles by Jim Norman are really excellent. Yours steamfully,

*'The Golden Wandering Gripper'*

*(Full name and address supplied)*

*1st November 2018*

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**Dear Richard,**

A little comment regarding the SMF News Issue No. 84: In David Bradbury's article re Red Bank Vans he makes a comment regarding B1 locos saying ...“even though the London Midland had none.” Whilst he may be correct at June 1965, prior to this date three sheds had an allocation of B1s, namely:- Gorton, Agecroft and Woodford Halse up to and including March 1963. Also, Colwick had some in 1966 when that shed was also on the L.M. list of sheds.

Just to put the record straight.

*John Webster, Wigan*

*By e-mail 12/11/18*

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**Hello Richard**

I hope you are keeping well. Thank you for the latest 'News' - an interesting read as always, though a bit depressing in places.

I do like the cover photo - it looks like an engine that has been looked after but works for a living (which is true, of course) rather than a polished and pristine preservation job. If it wasn't such a good quality picture I could believe it was from BR days. Very nice.

My apologies to the committee but I can't attend the AGM this year as I will be out of the country (on holiday). Best regards,

*Mike Sheridan, Southampton*

*By e-mail 19/09/18*

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**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, *Brian Webb* from Shaftesbury, *Tony Cousins* from Rugby, *Dave Beer* from Birmingham, *John Ashton* from Sutton Coldfield, *Bob Williamson* from Studley, *Stephen Pratt* from Halesowen, *Ian Harrop* from Sutton Coldfield, *Bob Greenhalgh* from Chester, *Mike Jones* from Birmingham, *Bob Wilson* from Whitchurch, *Peter Stott* from Northwich, *David Bradbury* from Oldham, *Mr Steele* from Tadcaster, *Steve Leyland* from Bolton, *John Wilcox* from Lichfield, *Mr C Cope* from Kings Nympton, *Terry and Sheila Relf* from Coventry, *Martin James* from Heswall, *Richard Pyatt* from Croydon, *Alun Rees*, from Highley, *Bob Wilson* from Whitchurch, *Gilbert Farr* from Bridgend, *Richard Aldred* from Reading, *David Pratt* from Derby, *Gerald Guest* from Stourbridge and non-members *Sonya and Neville Morris* from Stourbridge, *Ann and Kevin Robertshaw* from Inkbarrow, *Alan Surman*, *Elizebeth Stevenson* from Stourport, *Margaret & Mike Green* from Bromsgrove, and other members and non-members who brought donated goods when visiting the Sales Stand at Kidderminster and other SMF events. My apologies to any member that I have overlooked and, as always, if you drop me a line I will ensure that you are credited in the next issue of SMF News.

My sincere thanks also go to the couriers who continue to queue up and volunteer for this demanding and onerous task, seeking out the most obscure of addresses to ensure that the donated goods are received safely at our storage and distribution centre! For this period I am indebted to:- **John Ashton, Dave Busk, Fraser Goulding, Jim Norman, Ray Flintoft, Dave Beer** and I also include **myself** in this role, looking after the North West and North Wales areas.

### **RICHARD GREAVES: FORM 1 - PLEASE EXPLAIN:**

Well, I know what my excuse is (overworked and overstretched), but what is **YOUR** excuse? Not even the author of the article spotted them. Just one member noticed them and brought these glaring errors to my attention, My thanks for the following go to 'The Golden Wandering Gripper'!

In the last issue of SMF News (No 84), I published an article on Page 57 entitled Rarities and Oddities by Tony Cousins. So what, you may ask, adding and very good it was too. Well, those of you who keep your SMF News magazines should look back to Issue 77, March 2015 and you will find the same article but this time with two different pictures and just the one repeated. It was the one repeated picture of 42636 at Blackpool (Central) that caught the eye of and brought my error to attention. 'The Gripper' has an almost uncanny memory for remembering engine numbers, names, places, etc. that simply amazes me. Proof of this amazement is that I cannot remember what articles I have published only three years or so ago! In my defence, neither does my proof reader! (sorry Jim – we must try harder). The other error is in the same article and was, in defence, rather harder to spot so it's well done to 'The Gripper' again. I will not repeat it here but direct you to 'Letters to the Editor' for an explanation, *if you have not read it already!*

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

